

## Crofton Park & Honor Oak Park Neighbourhood Forum Response to Consultation on Brockley Corridor Proposals.

Dear Simon Moss and Craig Adams

Thank you for giving us the opportunity to feed back our views on the current Brockley Corridor proposals. We hope, going forward there will be more interaction and advance warning of further detailed proposals and consultations as we wish to ensure any plans align to the developing Neighbourhood Plan.

On the whole the group welcome the improvement works and in most parts feel the design thinking is moving in the right direction. However, we do have some queries and concerns and so we feel our full support for the scheme to move beyond concept design stage cannot be expected until consideration for our consultation responses are taken on board and the updated scheme is presented to us, preferably in person by a member(s) of the design team. Or at least indicate how these concerns will be addressed at detailed design stage.

We have summarised our response according to the sections you've identified on the boards. This has been a compilation of comments received online on our neighbourhood plan portal (see attachments as summary), from people who dropped in and commented at our events first week in June and from our neighbourhood forum meeting.

We hope there will be an opportunity to discuss our response in the near future. Please let us know how each of our comments or concerns will be addressed.

### Consultation Approach

- We believe Borough of Lewisham have to find new ways of engaging local residents. Old methods have been proven time again not to work and have not worked this time round either. At our neighbourhood event we held on 30<sup>th</sup> May, the majority of people who dropped in did not previously see anything about the proposals.
- It would appear that this was only communicated to the ward assembly, which could be argued is not representative of the residents of the area. We believe that Lewisham need to engage the wider community in more creative ways.
- In an age where everyone is using smart phones, digital technology and social media, Lewisham might want to think about using these new methods to better engage and spread the word further afield. There are numerous local groups on social media and tagging the following would mean your future consultation news would reach the wider residents along the Brockley corridor: @hopcroftforum; @BrockleyCentral; @CroftonParkLife; @FHSoc; @honor oak park
- Additionally, it would seem Lewisham Council do not know their own stakeholders! As the Neighbourhood Forum is quite key to local area plans we should have received a direct invitation to respond.
- The diagrams have been hard to interpret; the colour scheme used makes it difficult to differentiate between colours and therefore instantly tell what the scheme is telling us. It is also not very clear where the traffic lights are or other key features therefore making it hard to really visualise what is being proposed especially around the Stondon Park junction.

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- And the panels should be supported by numbered paragraphs so that the responder can make easier reference to what they are responding to. All this is basic and standard consultation etiquette.
- We'd like to direct you to our consultation portal (Stickyworld). We posted the proposals and invited comment. You will see that this document is an amalgamation of the individual comments made on Stickyworld from several residents who previously did not know about the scheme proposals.  
<https://hopcroftforum.stickyworld.com/room/presentation?roomid=4#page/about>.
- We'd like to see the next round of consultations actually advertised on our portal. Lewisham Council should consider the use of this tool for undertaking its statutory duties on consultation. Two neighbourhood forums have already started to use the Stickyworld portal in Lewisham; Many other London Boroughs are using similar tools for undertaking consultations. There are a few others out there for no or very low cost. It would be more cost effective if the resource was provided centrally by the council for their various endeavours. More info on Stickyworld attached for your consideration.

### Thinking More Strategically

- Some joined up thinking is needed especially around related funded projects to address the Air Quality.
- We also ask that the Council make clear where the S106 money for the new Hayward development has gone. As it is right in the heart of Crofton Park we would like to see some money invested back into improving the public realm issues highlighted below; this would greatly boost the financial position of the scheme.
- Maybe there is scope for linking more creatively with other initiative which would support our vision for a healthy Brockley corridor: <http://www.riverofflowers.org/what-we-do>

### The Overall Scheme

- Generally the overall intent of the scheme is welcomed. However, we ask that Lewisham pay particular attention to the detailed observations made as these fundamentally impact the detailed design of the scheme.

### Timeframe and Prioritisation

- Whilst the presentation board mention the Crofton Park section as a priority, it does not give an overall picture of the timeframe to deliver the whole scheme. We ask that it is made clearer over what time period the entire scheme will be realised.
- Location of the accidents is between Brockley Jack and the Chandos. Which is not being addressed, and therefore how will the accidents actually be stopped? The data presented seems out of date (based on data which is 20 months old. There have been a number of recent accidents, some serious, in Stondon Park, predominantly at night.
- We believe priority should be given to the Stondon Park section as this currently suffers from greater issues of traffic jams, noise pollution, threatening public realm (particularly associated with the Chandos pub itself) and major severances between the two distinct micro neighbourhoods.

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- Another priority area should be the southern end as this currently suffers from neglect, rundown, closed up shops and in greater need of regeneration.
- This section is closer to two schools, hence why prioritisation is key.

### Air Quality

- The scheme also seems to be divorced, and therefore not integrated with other funded plans to improve air quality (e.g. the funded green wall by Dalmain school?). The forum have requested air quality data in the past, but this has not been forthcoming. We ask that the air quality measurements be made clearer to residents of the area.
- Instead of a green wall which can be quite expensive to install and maintain, could this landscaping be used to provide a denser green route of trees along the road, which will have a bigger impact in terms of the benefits on improving air quality if spread out?. Despite it being dismissed as a weak scientific link, there are many academic reports, including government body group reports which present evidence of this being effective and so the Council should dismiss this with caution or provide robust counter evidence to confirm why they are not considering this solution.

### Cycling Provision

- It is particularly disappointing to see that a major strategic route is not considering cycling as a key provision, especially as the government is trying to improve and increase the number of people cycling. This also goes against the general vision and strategy set out in the Mayor's Vision for Cycling in London.
- We therefore urge the designers to rethink this and include more exemplar schemes and design solutions as outlined in <http://www.makingspaceforcycling.org/>
- Brockley Corridor is not just an isolated "connector" route. It is surrounded by a network of residential streets which also comprise important routes for local people going to school, work, visiting shops and local amenities, some of whom already do this on bikes, and many more of whom could potentially do so if it were easier and safer for them to negotiate this busy road which effectively divides the community in a pretty unpleasant way. Better linking up the roads on either side by creating far more safe crossings for people on bikes as well as people walking is needed
- Segregated cycle path is needed. If the road is to be narrow, then at least use part of the road to improve cycling provision.
- We'd like to see the public realm scheme tested with HEAT. This is the tool that TFL use to access the health impacts of the cycling routes already planned. <http://www.heatwalkingcycling.org/>. We believe an assessment like this is key given one of the main objectives is to improve the air quality and benefit to pedestrians.

## Board 1 - Scheme Objectives

- The forum welcome all 12 objectives of the scheme. We'd like to add that we want to see a healthier and safer corridor that links the neighbourhoods together. However, the images have not wholly convinced us that these will be addressed, or achieved. More evidence is required.

### *Objective 1: Create a sense of place and arrival along the corridor*

- We feel this is only partly met.

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- The raised tables to some extent create a sense of arrival if you are in a car, but the experience is less so for the pedestrian.
- Although six areas have been identified that would benefit from improvement, the proposals miss an opportunity to create any meaningful sense of place for either the whole B218 corridor or within each of the six areas identified for improvement.
- The key areas identified along the corridor have a unique identity and residents attach a lot of feelings to 'their bit of the neighbourhood'. Whilst the scheme needs to be consistent along the whole stretch, the plans fail to show how each micro neighbourhood will enhance any distinguishing features. This objective needs to be broken down for each of the key areas as stretch evokes a different sense of place and need different treatments to deal with the specific issues. E.g.
  - **Southern End along Brockley Rise:** is currently the most run down of the sections and there is an opportunity to better engage with the immediate residents to gain a better understanding of their views on sense of place. The school is a focal point, as is the newly refurbished Honor Oak Pub, but many shops remain closed down. This is the initial arrival point into 'wider Brockley area' and therefore needs something more to regenerate this area.
  - **Stondon Park Junction:** As the names suggest, this area evokes the sense of green space, but is in fact the opposite. This area should be about stronger linkages to the actual 'centres'/shopping parades either side of this severance (being Honor Oak Park and Brockley Rise). A sense of place here would be achieved by increasing the foliage and tree coverage
  - **Crofton Park:** This area already feels like you are in a key centre, but still has some closed shops, although this has been steadily improving. This stretch also has key buildings of heritage importance as well as the station. But another underplayed unique feature which would enhance this supposed "gateway" would be to open up the views over the railway, giving the narrow bridge area a sense of expansion and visual access to nature.
  - **Brockley Cross/St Andrews:** A less known area among this group but again would suggest greater consultation needed to understand what the residents feel creates a sense of place here that could be enhanced.

### *Objective 2: Improve pedestrian/cycling safety and movement*

- This objective has NOT been met at all.
- Simply increasing the already wide pavements in most areas will not make a difference to the pedestrian experience. In fact we strongly believe, based on experience of other road narrowing schemes, that traffic will worsen and therefore creating more pollution for the pedestrian to breath in.
- We want the project team to provide evidence from other road narrowing schemes and how this has in fact helped traffic and air quality issues.
- Without this evidence we strongly oppose the road narrowing proposals and ask the design team to think of other ways to slow down the traffic, especially by ensuring a 20mph along the whole stretch of the road and more creative public realm design.

### *Objective 3; improve connections with nearby cycle routes*

- We do not see how this objective is being met. The routes onto the existing cycle route is not well signposted, and therefore this should be added into the plans. Also, the cyclists in

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the area feel that the actual route is less well used than the main road and therefore greater provision should be planned for the corridor itself.

### *Objective 4 Enhance public realm*

- This objective is partly met and look forward to the detailed design to look at actual plans.

### *Objective 5 Improve air quality along the corridor*

- We do not see any evidence of this being met.

### *Objective 6 Reduce vehicular dominance*

- I think you will find that road narrowing schemes have actually increased the dominance and the perception of dominance of vehicles. See no evidence of these schemes reducing jams or bottlenecks. Narrowing schemes have been an urban design fad of late and these need to be seriously evaluated to see if they have actually achieved the objectives they set out.

### *Objective 7 Encourage use of public sustainable transport*

- Need more evidence

### *Objective 8 Reduce traffic speed*

- This objective is being addressed

### *Objective 9 Ease bus movements and simplify road layouts*

- This objective is partially met and look forward to seeing the detailed designs to better understand how this is being achieved.

### *Objective 10 Ease traffic congestion*

- More evidence required

### *Objective 11 Encourage regeneration along the corridor*

- A bold statement for a road scheme along to achieve and given the most run down area is not being prioritised we do not see how this objective is being met.

## Board 2 – Overall Scheme

- So that drivers, cyclists and pedestrians know that they are 'entering a neighbourhood', that stretches from the Gateway at South Circular to the Northern Corridor there needs to be a major change along the entire route. Planting a consistent, major avenue of trees along the whole of the Brockley Corridor will significantly impact awareness and change the feel of the street so that there is a real sense of entering a neighbourhood. This would also ensure that the proposals adequately meet the objective of greening the corridor. Currently there are only a few inconsistent patches of new trees. This tends to have little impact and will not green the Brockley Corridor in any significant way.

## Board 3 – Andrew's Parade

The group felt they were less familiar with this area and less frequent users of it to contribute knowledge about how the space/road is used. The only experience is the fact that the existing bus lane is too narrow and buses don't actually use it which is adding to the traffic pinch points which backs up around here. Bus lane width needs to be addressed.

## Board 4 – Crofton Park

- **Bullet 1:** Is the proposed 20mph just for each of key intervention areas and not for entire stretch? Speeding up and slowing down can be worse than a consistent 20mph throughout.
- **Bullet 2/3:** Crossings.
  - What type of crossing is being proposed? Zebra crossings or pelican light crossings? We feel zebra crossings create a friendlier right of way, whereas at light junctions, cars are too impatient and start moving soon as it turns yellow, making it feel less safe. Refuge Islands also help with negotiating the space, cars do tend to slow down at these junctions, whereas at light junctions they feel they have the right of way and speed through them if the light is green or just yellow. Therefore we urge the designers to keep central reservations and include zebra crossings (which can be more creatively planted which would help with creating a shared space feel and change the behaviour of the driver further).
  - Additional crossings welcome. Would rethink the move of the one currently outside the co-op to next to the Rivoli. The Rivoli often has large film vans parked outside, as well as vintage cars on their section of private space and therefore makes it an unpleasant crossing place.
  - Pedestrian refuges actually feel quite safe so why are they being removed? Car also tend to slow down and let people cross here.
- **Bullet 4:** Do not understand. Provides no physical restrictions to vehicle manoeuvres across carriageways.
- **Bullet 5:** removal of Street markings has been a trend in recent times and in theory is supposed to slow down traffic. Have any evaluation reports been drawn up on the user/driver experience on this and whether it has had the effect intended?
- **Bullet 6:** This statement sounds like an options statement. Therefore our preference would be to prioritise provision for cycling. We feel that narrowing the road is not the right design solution for reducing traffic, air quality and providing a better pedestrian and cycling experience. It fails on more than one objective, based on the following reasons:
  - The pavements in this area are already quite wide, even with the café seating areas already in place. Therefore widening will not enhance pedestrian experience any further.
  - We are not aware of any road narrowing schemes which have improved traffic jam issues. There are at least 3 pinch points along the road that this would worsen.
  - As a consequence the stagnant buses and cars will increase the air pollution tunnel worsening the experience for pedestrians (therefore counteracting any benefit from a wider footway!).
  - A number of evaluation reports as well as blogs from cyclists themselves document evidence that narrowing schemes do not make the experience better or safer for cyclists. In fact, they are being used as human speed bumps and worsen the aggression on roads as all cars and cyclists get stuck behind buses on narrower roads, with cyclists being worse off due to increased manoeuvring difficulties. In fact this is already happening in the lower St Andrews stretch of the road, where the current bus lane is currently too narrow for the bus to go down, so stays in the middle of the road, worsening and delaying the public transport commute.

- Such schemes have also been shown to reduce take up of cycling by those less experienced, which again goes against the GLAs strategy for Cycling. We therefore urge the designers to rethink the layout of the street. The below photo which should be included as an example of exemplar solutions we'd like to see happen here.
- **Bullet 7.** More Street trees are welcomed. What type of trees are being planned? We also feel that to give a bigger "sense of arrival" a lot more trees than currently shown are needed. More creative solutions like rain gardens should be thought about. This solution might be especially important around the Stondon Park stretch as there is often severe rainwater runoff. Does Lewisham Council know or studied why that is happening? It is these sort of sustainability issues that must be incorporated into redesign of high streets. Further funding should be sought if current budget doesn't stretch this far. Hardscaping the whole of the public realm just ends up worsening surface water runoff.
- **Bullet 8:** New cycle stands welcomed as currently the railings are used as stands, and with those going, new provision is needed. However, would urge some further discussion around their placement. For example, there are some by Acorn Estate agents but have never seen them being used. We would also add that the style and design of these is quite key to ensuring they don't just add to street clutter that the scheme is obviously trying to remove.
- **Bullet 9:** By new bus shelters do you mean that more are being added, and if so where? It is not clear where on the plans these are. Also, we see that as lower priority and prefer that other issues addressed instead if cost is an issue. Besides replacement of one big plastic looking eye soar with another does not add to the "sense of place" experience.

#### Other Observations

- This idea of "sense of arrival" starts within the station. The station itself needs upgrading with the footbridge entrance changed to make it feel less threatening and smelling of abandonment. Can something be negotiated with the train company?
- Another big impact would be to do something creative with the opposite bridge wall. Designed windows could give visual access to the green corridor beyond it. This is a key unique feature here and if an impact needs to be made here, then this should be incorporated into the design of the 'gateway'. This will not only give it a feeling of increased space on this narrow bridge, but give visual access to nature.
- It is very unclear how the scheme is addressing the blind spot at the roundabout by Acorn Estate agents? Could this not be turned into a T junction, with the current road and pavement bit being swapped around? This may help reduce speeding cars by actually forcing them to stop to turn into the road. If this can't be worked out then moving the pedestrian crossing, everyone currently goes round the back which is hidden creating a discontinuous pedestrian crossing and is dangerous. Can the pedestrian crossing be brought in line with the current footpath on Brockley Road?
- Also, speed needs to be reduced on Brockley Grove, as that's where the problem starts. Fixing the junction without addressing the route of the problem will make no difference to the end result. There is currently a digital screen on Brockley Grove asking cars to slow down, but when the sun is shining, the glare makes that sign illegible.
- As the two stations (Honor Oak and Crofton Park) are focal points, we'd like to see if the community notice boards can also be moved to outside the station as this location is better served to be noticed by commuters. The current notice boards are hidden and not in a location that many people know about or notice or even stop to take a look.



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- Not convinced hiding a xmas tree down a side road, gives it the statement it needs. Also there are existing cycle parking there, which are quite useful near the station, and the business litter bins... so it won't be a pleasant experience standing there at xmas singing carols, which i believe is the thinking behind having one, to hold community events around it! A better focal point will be by Acorn Estates. We would also like to understand what type of species is being planned, as this makes a difference to the aesthetics.

### Board 5 – Honor Oak Park

- The area identified as Honor Oak Park is instead Stondon Park and is a key link between the two key shopping parades of Honor Oak Park and Brockley Rise. Stondon Park should be seen as a way of better integrating these two quite separate local centres, due to this major road severance, into a more coherent shopping experience. Both together can really turn this into a greater focal point, which is currently not really emphasised by the Lewisham Local Development Framework. Instead they are just referenced as "local shopping parades".
- This section more, than most, offers a grand opportunity for a truly impressive change impacting area layout, safety and tangible council photographic opportunities displaying regeneration.
- Need to ensure that the roundabout is designed stop drivers crossing over the roundabout (which many do) it's important to include a curb at the roundabout and create a visual barrier by planting trees in the centre of the roadway. Trees will also be really effective in filling the space at the centre of this junction.
- This area should be redeveloped as a matter of urgency. Currently it's a concrete jungle with broken pavements, and a constant stream of loud traffic. I would like to see more trees planted along the street, the round about turned into a feature, with plants and trees, and the whole area around the Chandos pub turned into a welcoming paved area. It is imperative to make this stretch of road safe as there are 2 schools nearby, and children need to be able to safely walk to home in a nice and non-polluted environment.
- At the moment there is a two lane approach along the whole length of Stondon Park southbound to that junction. At peak periods regularly traffic queues in both lanes to that junction from St Hilda's church and often beyond. Creating a southbound 7-7 bus lane will reduce the two lane approach to one lane substantially delaying traffic and creating pressure further back into the northern part of the Brockley Corridor. This will also have an impact on air quality. A similar issue arises with the proposed north bound bus lane to the same junction although the increased impact will not be so severe because of the existing bus lane. Presently traffic regularly queues back from that junction beyond Dalmain Primary School and the adult eduction centre.
- Could the exit from Gabriel St onto the mini roundabout be further closed off (currently it has a metal gate). This gate section could be broken up allowing tree planting, yet still allowing cyclists access through to the quieter backstreets.
- It is unclear how safer exits from side roads into B218 will be achieved. Poor visibility plus a fast steady stream of traffic makes this an unusually hazardous manoeuvre at many of the junctions.
- Removal of right turn from Stondon Park into Brockley rise doesn't appear to make sense to anyone driving on this road. We believe this will put extra pressure on Coddington Hill and Gladiator Street. Assume this is to get motor vehicles through the junction quicker but we don't think there is great demand for right turn but some will want to do this and its a road designed for move vehicles than Coddington. Currently at the roundabout it is only exit only



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from Brockley rise onto Stondon Park. The removal of a right hand turn from Brockley Rise onto Stondon Park would make more sense (except for buses).

- I don't understand the banned turn movements around HOP ASL's are good but not with a left turn only lane...how will cyclists safely get into it? There needs to be some deflection for northbound vehicles to reduce speed as the pedestrian crossings seem to be informal. There seems to be a traffic island in HOP east.
- Removal of this turn will force northbound traffic going to Stillness Primary School or residential property in that part of Brockley Rise to use Coddington Hill and Stillness Road. There will be a currently unrecognised and unmeasured impact on residents in those streets.
- There is a common problem at this junction as at peak times traffic backs up from the lights at HOP crossroads way back down towards the south circ. Buses turning right from Brockley Rise can struggle to get out - their only option being to pull out regardless, thus blocking the flow of southbound traffic heading towards I don't understand the banned turn movements around HOP as this will put extra pressure on Coddington Hill and Gladiator Street, I assume this is to get motor vehicles through the junction quicker but I don't think there is great demand for right turn but some will want to do this and its a road designed for more vehicles than Coddington. ASL's are good but not with a left turn only lane...how will cyclists safely get into it? There needs to be some deflection for northbound vehicles to reduce speed as the ped crossings seem to be informal. There seems to be a traffic island in HOP east rds the south circ. Cars occasionally cause the same issue but tend to block the space much less. The result of this tends to be lots of honking and excess sound pollution. If buses are to continue to exit from Brockley rise turning right onto Stondon Park, perhaps a dedicated 24/7 section of bus lane should be applied, or at the very least some sort of (ugly) box paintwork be applied.
- An alternative idea would be to minimise the usage of this junction. Reversing the flow of traffic such that you could only exit into Brockley Rise from the roundabout. Stondon Park HOP crossroads would then become 'a straight over' junction. Should one be approaching from the south circular wishing to make a left towards Peckham you could proceed to the roundabout, exit into Brockley Rise, flow left into Honor Oak Park by My Jammii cafe and then go straight over at the traffic light governed crossroads. This would possibly allow for better flow of traffic up and down the corridor as a result of less 'snagging' by turning vehicles (and also minimise incidents with cyclists and motorbikes due to turning vehicles).
- Right hand turns from the main Honor Oak Park road into Stondon Park south would need to be retained (as they are now). The roundabout design would however need to facilitate the left hand 'hairpin' bus turn.
- There is an issue with the speed of vehicles travelling when not in Peak rush hour times. A raised table is welcomed to slow traffic. Northbound traffic accelerates after the speed camera by the paint shop reaching a peak by Babur before realising the 'danger' of the current road layout and traffic lights further ahead. As a pedestrian this can be a particular concern particularly when there are parked cars outside Morleys/Carpetstore/Babur. It seems unlikely that visibility would be improved therefore there is surely a requirement to slow traffic. Luckily, when the traffic is moving at these speeds - it is mostly not at the times when the children at the nearby schools are around.
- Furthermore, the current proposal should be applauded in the way that it is 'contoured' in such a way to break 'the racing lines' forcing cars to slow to a safe speed to progress around the offset roundabout. There is some concern over the 'straightline' still present in the

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northbound route but the strict adherence to the raised table should mitigate (so long as it is significantly raised).

- There is frequent flooding in this area. Does the Council know what is causing it? Rain garden solutions will help to improve this. This needs further investigation.
- We struggle to see the benefit for the provision for mini crossings onto the roundabout - as in an area that is very concrete already mini crossings would then require pedestrian walkways on the roundabout - thus detracting from its ability to be green. Increased crossings are necessary to prevent the current 'gauntlet run' at going to school time but removing the 3 mini crossings as illustrated in the proposal and replacing with one crossing from 'Carpets' to the plaza area outside the Chandos would deal with the main flow of children coming that side wishing to get to Stillness further up Brockley rise. This would also mean that they would only need to make one traffic crossing rather than multiple.
- Increased number of discreet yet predominant bins made available to deal with the litter primarily originating from Morleys Chicken Shop.
- Would the current traffic cameras be relocated to the centre of the roundabout?
- This area really needs double yellow lines as frequently cars park here preventing the turning circle of the buses out of Stondon Park (ask the bus driver whom held his hand on the horn for 15mins the other night due to a White BMW...) Ultimately the bus then had to reverse to make a '2 point turn'....not great for traffic flow....
- There should be dedicated, separate cycle lanes along these routes, a 20mph speed limit, improved crossing adjacent the Budgens roundabout.
- The one area where pavement widening is welcomed is along Stondon Park Rd as currently cars are parked on the pavement; on the other hand this part is mostly residential and therefore have less footfall.
- junction of Brockley Rise and Codrington Hill by the Chandos to be modified, as it is highly dangerous for pedestrians crossing in a southerly direction, who have cars coming up behind them fast round the 'chicane' from the Honor Oak Park traffic lights and then turning left into Codrington Hill across them.
- The fragmentation will cause slowing down and speeding and therefore unsure how this will solve the problem.
- Avenue of trees down the centre instead of narrowing.
- Clarification is sought on whether the right turn from Stondon Park into Honor Oak Park is being removed.
- Has the option being considered where you remove car turn into Brockley Rise, therefore removing need for roundabout.
- We'd like the bus termination point reconsidered/appraised. It currently causes issues and unpleasant walking experience.

### Board 6:

- A raised speed table alone does not create a gateway, and will do nothing to provide any noticeable change of experience for drivers "entering the neighbourhood". A great deal more physical change to the space of the street is needed for this to happen. Other improvements such as a short stretch of widened footway or organisation of parking make little impact on this stretch of road.
- The whole of the Brockley Corridor scheme is too fragmented and inconsistent. A raise street level /20mph zone is needed for the whole Corridor, not just in sections. It's

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important to treat this as one 'neighbourhood' that is entered at the South Circular Gateway and left at the Northern Corridor junction. The sections of existing roadway in between serve to confuse the sense of neighbourhood and also driver sense of speed restrictions (suddenly the traffic calming ends, so are you in a neighbourhood area or not?)

