

From: [REDACTED]
Sent: 05 August 2019 18:09
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: Kennington Park Road/Braganza Street

[REDACTED]

Further to Southwark's response below to TfL's road safety consultation, I am now able to provide some further updates.

- 1) Southwark suggests that this potential closure is only for motor vehicles turning into Braganza Street. Therefore Braganza Street would still be open to cyclists entering it and motorists and cyclists exiting onto Kennington Park Road.
- 2) Southwark officers have reviewed our traffic flow data for Braganza Street and it does not show anything that could prevent the closure of the entrance into this street to motor vehicles. However, we would still appreciate seeing TfL's traffic flow data in case it reveals anything else.
- 3) Southwark would like to request that TfL monitor the air quality in Braganza Street to see what improvements would be delivered by closing the entrance into Braganza Street from Kennington Park Road.

In conclusion, Southwark would like to discuss with TfL their scheme and how the council can help to more quickly, effectively and affordably deliver road safety and Vision Zero benefits, as well as achieve much greater Healthy Streets benefits here.

We look forward to hearing from you.

Best regards

[REDACTED]

From: [REDACTED]
Sent: Friday, August 02, 2019 3:17 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Kennington Park Road/Braganza Street

[REDACTED]

Apologies for the delay in replying to TfL's consultation about the Kennington Park Road safety scheme. This is because Southwark has given your proposal greater consideration than normal as we believe it is possible to create a simpler, more affordable and effective design that delivers greater Healthy Streets benefits.

Southwark's proposal is that it would like to see motor vehicles banned from turning into Braganza Street, but not cyclists. To take this further Southwark would like to see the traffic data for this junction to understand the number of vehicles entering Braganza Street.

This modal filter into Braganza Street would create the following benefits.

- Removing the turn across Kennington Park Road is a much safer Vision Zero design as it would prevent a re-occurrence of the motorcyclist fatality here. It also involves less construction to this junction and no signal timing changes, which saves costs and traffic capacity.

- Widening the footway in Braganza Street from Kennington Park Road to Albert Street would create more pedestrian space outside the tube station, to enable more cycle parking to be provided here. This pavement widening would also narrow the crossing over Braganza Street and could provide a simple jug handle and parallel crossing for northbound cyclists to cross Kennington Park Road into Braganza Street.
- This modal filter would reduce through traffic using Braganza Street to get to the Walworth Road and onto the Old Kent Road which would contribute towards the Mayor's Traffic Reduction and Healthy Streets targets.
- Please also note that Southwark has already declined TfL's request for a taxi bay in Braganza Street, as the proposed modal filter here provides greater benefits.

Southwark looks forward to receiving your traffic flow data and are happy to discuss any aspects of this proposal with yourself and your colleagues.

Best regards

[REDACTED]
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From: [REDACTED]
Sent: Thursday, August 01, 2019 11:59 AM
To: [REDACTED]
Subject: Kennington Park Road/Braganza Street

Hi [REDACTED]

Hope you are well.

Are you able to tell me whether LB Southwark has submitted a response to the public engagement on the above scheme?

Regards.

[REDACTED]
[REDACTED]
Sponsor | Strategy & Network Development | Surface Transport
Investment Delivery Planning | Transport for London
Phone: [REDACTED]



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