

London Borough of Southwark



Grove Hill Road Pedestrian Safety and Accessibility Measures

Consultation Summary

January 2015

London Borough of Southwark

Grove Hill Road

Pedestrian Safety and Accessibility Measures

Public Consultation Summary

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1.0 Introduction

1.1 Background

1.1.1 This document report has been produced by the London Borough of Southwark Public Realm Projects Group to provide a summary of consultation exercise for the proposed pedestrian safety and accessibility scheme in Grove Hill Road. The measures are being drafted by the Public Realm Projects Team, with the project manager for this scheme being Chris Mascord, London Borough of Southwark, Council Offices, 160 Tooley Street, SE1P 5LX.

1.1.2 The area under consideration is located within the SE5 district of Southwark (South Camberwell Ward), in the centre of the borough. See figure 1 below.

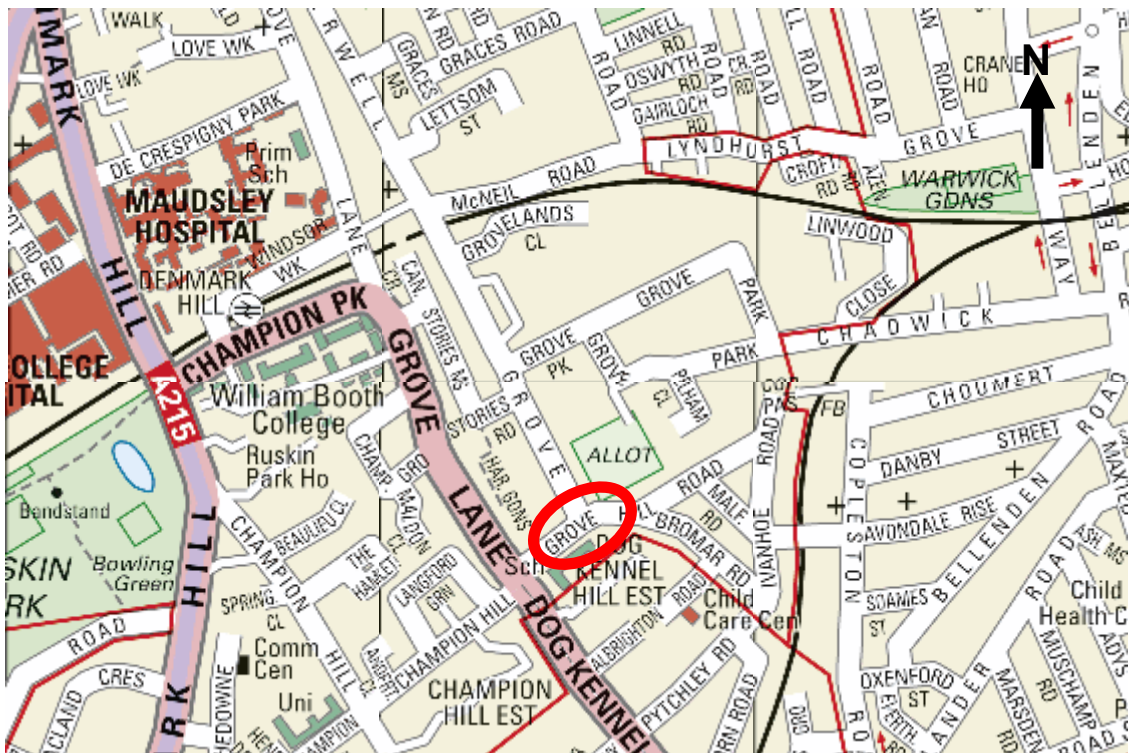


Figure 1: Location of experimental traffic management measures

1.2 Project and Background

1.2.1 The measures proposed in this consultation are part of the Council's on-going commitment to make Southwark's streets safer and more accessible for all. The proposed measures will enhance the environment for all road users, reduce traffic speeds and improve pedestrian safety. New controlled and uncontrolled pedestrian crossing facilities and introduction of raised carriageway tables will also significantly improve pedestrian accessibility to and from the adjacent primary school.

1.2.2 The proposals will also compliment the borough's proposed Waterloo/Elephant and Castle to Crystal Palace Quietway cycling route that will traverse Camberwell Grove and Grove Hill Road to Dog Kennel Hill. The measures will

also create a safer environment for cycling, especially at the junction of Camberwell Grove and Grove Hill Road, where visibility is being improved and corner radii tightened to reduce vehicle entry speeds.

1.2.3 The following measures were consulted upon to improve pedestrian safety and accessibility in Grove Hill Road:

- Proposed raised carriageway table with uncontrolled pedestrian crossing point to assist accessibility from Lettsom Gardens and to assist with reducing vehicle speeds.
- Footway to be built out adjacent to the proposed pedestrian crossing location to reduce the carriageway width and crossing distance for pedestrians. The footway buildout also maximises the amount of parking retained on the northern side of Grove Hill Road.
- Proposed raised carriageway table in Camberwell Grove junction to reduce vehicle entry speeds and improve pedestrian accessibility.
- Junction of Camberwell Grove to be built out to improve visibility for pedestrians crossing the junction. The footway extensions will also reduce carriageway width and improve visibility for vehicles existing Camberwell Grove into Grove Hill Road.
- Existing uncontrolled staggered pedestrian crossing and carriageway island to be replaced with a single movement raised zebra crossing facility. The zebra crossing facility will provide priority for pedestrians over traffic, with the raised table reducing vehicle speeds.
- Northern footway of Grove Hill Road to be built out to reduce carriageway width and crossing distance for pedestrians using the proposed zebra crossing facility.
- Footway to be built out on the southern side of Grove Hill Road to increase the pedestrian area outside Dog Kennel Hill Primary School and decrease carriageway width.
- The visual amenity of the streetscape will be improve through the introduction of a substantial planting area and use of better quality paving materials for the footway.
- To ensure adequate visibility is maintained on approach to the pedestrian crossing locations, zig zag marking and 'at any time' double yellow line parking controls are proposed.

(See Appendix A – Initial Scheme Proposals).

1.3 Consultation Procedure

1.3.1 The views of the local community and those of statutory consultees have been sought as part of this consultation exercise. Active community participation was encouraged through the use of a consultation document and questionnaire (see Appendix A – Consultation Documents).

- 1.3.2 The consultation documents included a covering letter with A3 size colour consultation plan and an A4 questionnaire/comment form that could be sent to the Public Realm Projects Group with a pre-paid address reply envelope. (See Appendix B –Consultation Documents).
- 1.3.3 The consultation document was delivered to a geographical area centred on the junction of Camberwell Grove and Grove Hill Road, using strategic roads and pedestrian desire lines as defined cut off points (See Appendix C – Location Plan and Extents of Consultation).
- 1.3.4 The distribution area was large enough to gain views from the wider community that may be considered to be affected by the proposed measures. A mailing list was established for the area by way of the Council's GIS database. In addition, the consultation documents and plans were supplied to the Council's established list of statutory consultees including London Buses, cycle groups and the Metropolitan Police. Please see Appendix D of list of addresses within the distribution area.
- 1.3.5 The consultation documents were delivered by Royal Mail to 1004 addresses detailed within the distribution list. The documents were delivered on the 10th December 2014, with a return deadline of the 9th January 2015, allowing 5 weeks for the consultation period.

2.0 Consultation Responses

2.1 Response Rate and Distribution

- 2.1.1 A total of 108 responses were received during the consultation period, equating to an 10.7% response rate. The majority of responses were received by returned questionnaires (92), with the remaining 16 responses received on the consultation webpage. Eight responses were classed as anonymous.
- 2.1.2 Two formal responses were received from statutory consultees during the consultation period (Metropolitan Police Traffic Safety Division and Southwark Living Streets).

2.2 Questionnaire Analysis

- 2.2.1 The questionnaire element of the consultation document contained the following key questions and associated tick box options:

Q1. Are you a resident or business?

Q2. What do you think of the proposals?

2.2.2 The following is a summary of replies received:

Question 1 - Are you a resident or business?

2.2.3 All questionnaires returned during the consultation period were from local residents, with no businesses formally replying to the consultation exercise.

Question 2 – What do you think of the proposals?

	Support	Opposed	No Opinion
Replies	90	16	2
Total	83%	15%	2%

Table 2: Returned questionnaire results for question 2

Consultation Results for Question 2

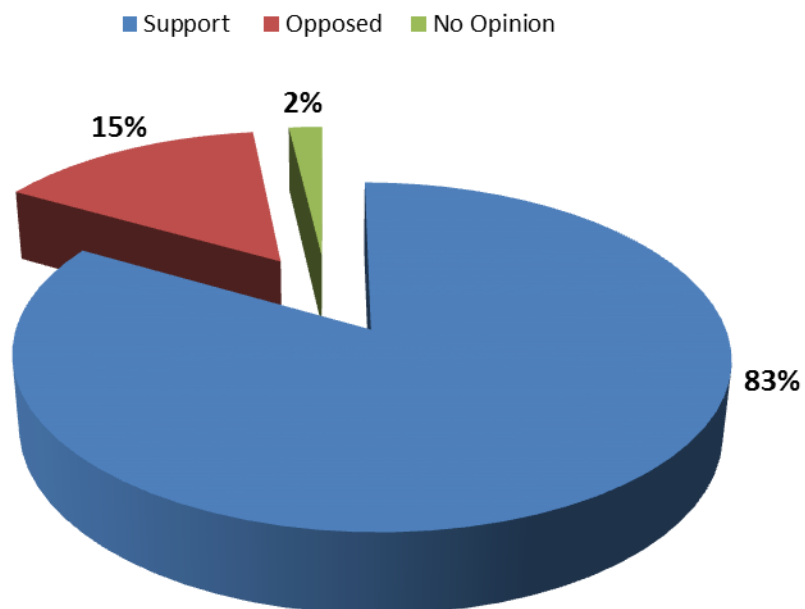


Figure 2: Consultation questionnaire results for question 2

2.2.4 The above graph and table indicate a majority of support for the pedestrian safety and accessibility measures in Grove Hill Road, with 83% support detailed in returned consultation questionnaires and on the website.

2.3 Additional Comments

2.3.1 The questionnaire element of the consultation document and e-form on the consultation website invited consultees to attach any additional comments they may have on the proposals when returning the reply-paid questionnaire.

2.3.2 The majority of respondents (83%) highlighted full support for the pedestrian safety and accessibility measures in Grove Hill Road indicating that it was an excellent idea, long overdue and the works will slow down motorists that currently speed and use this road as a rat run.

2.3.3 A number of comments stated that the scheme will not only improve safety, but also significantly improve the appearance of the street. The road is currently very dangerous for kids and parents alike.

2.3.4 A resident stated that the proposals were excellent and the plans were a very creative solution to the existing problems experienced at this location.

2.3.5 A respondent highlighted that the benefits of reduced speeds of cars and vans will offset the loss of parking spaces and that visibility will be greatly improved at the junction of Camberwell Grove.

2.3.6 A number of comments detailed that the straight zebra crossing is a vast improvement compared with the staggered island and improving sightlines is a good idea and much needed. It can be impossible to cross the road when traffic flow is heavy.

2.3.7 Many comments in support of the scheme highlighted that the Camberwell Grove / Grove Hill Road junction is very dangerous to cross as a pedestrian and that the proposals will make this less of a worry.

2.3.8 A resident commented that they have three children that will benefit from the scheme and it is good news for the children and parents of Dog Kennel Hill Primary School, as now there will be a safe place for all to cross.

2.3.9 A number of comments were received that the proposals would be even better if the main issue, which is the use of Camberwell Grove as a rat run for traffic, is sorted out. This would significantly remove the amount of traffic using the Grove Hill Road / Camberwell Grove junction. *

* In response, the funding for this scheme is to specifically target pedestrian safety and accessibility adjacent to Dog Kennel Hill Primary School and Lettsom Gardens and not address wider traffic management issues, which would require significantly more funding and feasibility studies. Camberwell Grove is proposed to be part of a Quietway cycling corridor through the borough and further proposals that are likely to be consulted upon at a later date will potentially consider modal filtering to reduce non-local traffic volumes along the route, including Camberwell Grove.

The scheme currently being consulted upon has been designed in consultation with the Quietway cycling route designers to ensure the measures proposed compliment their aspirations for the route.

- 2.3.10 A request was made for a crossing in Avondale Rise, as Ivanhoe Road and Avondale Rise are a cut-through for cars to Bellenden and Peckham. *

* In response, this location is outside the current scope of the scheme and cannot be considered as part of the current works. It is suggested that if residents feel there is a problem with speeding and use of residential streets by non-local traffic which is potentially affecting pedestrian safety and accessibility, then further applications is made to the community council via the CGS programme for members to formally consider.

- 2.3.11 A request was made for further traffic calming measures in Grove Hill Road and Malfort Road.*

* In response, as detailed above, there is not enough funding to install further measures in the area that are outside the scope of the current proposals.

- 2.3.12 A concern was raised about the proposed slope of the ramps on the carriageway tables that may result in damage to vehicles and levels at the garage of no. 220 Camberwell Grove potentially resulting in water ponding.*

*In response, the design of the carriageway tables and their associated ramp gradients will be in accordance with Southwark's Streetscape Design Manual and national guidelines. The ramps will have a 1:15 gradient to ensure that they effectively curtail traffic speeds without damaging the suspension of vehicles.

As part of the proposed raised carriageway table at Camberwell Grove, the existing dropped access into the adjacent residential garage will be raised to footway level in accordance with the height of the proposed table. This will remove the existing ramped areas either side of the crossover and make the footway easier to traverse for pedestrians. The fall of the footway and vehicle access at this location will be towards the carriageway so that no ponding or water ingress into the garage occurs.

- 2.3.13 A suggestion was made to make the proposed zebra crossing signal controlled.*

* In response, there is no requirement to install a signalised pedestrian crossing at this location. A zebra crossing facility, which is statistically safer than signalised pedestrian facilities, is much more appropriate for a 20mph residential road. The added measure of locating the zebra crossing on a raised carriageway table will also reduce vehicle speeds and reduce the risk and severity of collisions. The zebra crossing will simplify crossing movements for pedestrians at this location and provide pedestrian with much needed priority over general traffic.

- 2.3.14 A number of concerns were raised about the height of the foliage in the proposed planter potentially obstructing drivers visibility of children approaching the zebra crossing when coming up the hill on Grove Hill Road.*

*In response, the species of plants to be installed in the planter are to be carefully selected to ensure that foliage does not obstruct the forward visibility of

drivers traversing up Grove Hill Road on approach to the zebra crossing. However it must be noted that there is actually an adequate forward visibility splay of 40m past the extents of the planter from the crossing location, which is far greater than the minimum 25m required for a 20mph carriageway.

- 2.3.15 Numerous comments were received saying that there needs to be a safe place for parents to drop off their children to the school. Where will parental parking be displaced?

*In response, the measures proposed are to encourage children to walk and cycle to school and are in accordance with promoting the council's adopted road user hierarchy where changes to highway layouts benefit pedestrians and cyclists over motor vehicle users. Whilst it is recognised that some parents will still drop off their children to school by car, it is hoped that the proposals will result in less parents doing so.

The introduction of zig zag control markings and 'at any time' kerbside parking controls will ensure that the sightlines to both crossing facilities are maintained. Enforcement of the parking prohibitions during school drop off and pick up times will assist with reducing discriminate parking.

It must be noted that the majority of kerbside areas that have proposed parking controls are usually occupied by parked vehicles and are also adjacent to existing school keep clear markings or single yellow line waiting controls. Therefore taking this into consideration, the proposed parking controls associated with the crossing facilities will not greatly affect the amount of kerbside space available for parents to drop their children off by car.

- 2.3.16 A number concerns was raised that narrowing the road, removing of the right turn lane and tightening of the Camberwell Grove junction will cause traffic congestion. *

* In response, there is no evidence to suggest that this will be the case. Under the current layout it must be noted that both sides of Grove Hill Road, particularly to the east and opposite of the Camberwell Grove junction has parking both sides of the road, which narrows the amount of available carriageway space down to similar widths as is proposed as part of the current scheme.

The number of vehicles turning right into Camberwell Grove from Grove Hill Road does not warrant a separate turning lane to be marked on the carriageway. Traffic approaching Camberwell Grove from Dog Kennel Hill is intermittent in accordance with the operation of the traffic signals and therefore even in peak traffic flow periods, vehicles will not experience any noticeable delay in turning right into Camberwell Grove.

The tightening of the corner radii at the Camberwell Grove junction will not result in any additional congestion, as the headway is still wide enough for a vehicle to turn left into Camberwell Grove without conflicting with a vehicle waiting to exit out onto Grove Hill Road. The measures simply reduce vehicle entry speeds into Camberwell Grove and improve sightlines, which are of paramount importance to pedestrian safety at this location.

2.3.17 A number of requests were made for converting the proposed raised carriageway table and pedestrian crossing point adjacent to Lettsom Gardens into a zebra crossing. *

* In response, a peak time site survey was undertaken to identify the crossing behaviour of pedestrians between the area bounded by the main pedestrian entrance into the school and Lettsom Gardens. This survey provided key evidence for assessing where the majority of pedestrians cross the road. The survey plan can be viewed in Appendix E.

It was clear from the survey that the majority of pedestrians cross Grove Hill Road at the existing staggered uncontrolled crossing point adjacent to the school entrance, with only a minimal number of pedestrians crossing Grove Hill Road adjacent to Lettsom Gardens.

Therefore in light of the survey analysis, the installation of a zebra crossing facility adjacent to the Lettsom Gardens entrance is not warranted due to the low number of pedestrians that would use this facility compared with the heavy pedestrian volumes and pedestrian desire line adjacent to the school entrance. It is clearly evident that a zebra crossing facility will benefit far more pedestrians at this location as there will now be a single movement to cross the carriageway, rather than the two stage crossing associated with the existing refuge island.

In accordance with the above, the proposed informal pedestrian crossing point on a raised table adjacent to Lettsom Gardens is the most appropriate measure to cater for the number of pedestrians and desire line across Grove Hill Road at this location. This facility in conjunction with the parking restrictions will significantly improve sightlines, accessibility and reduce traffic speeds, which are the main issues experienced by pedestrians at this location.

2.3.18 Numerous requests were made to reinstate the right turn from Champion Park into Dog Kennel Hill, as many vehicles either cross the junction to undertake a u-turn in Grove Hill Road to access Dog Kennel Hill or travel down Grove Hill Road, Bromar and Pytchely Road to access Dog Kennel Hill. *

* In response, modifying the operation of the junction cannot be investigated as part of this scheme as it is clearly outside the scope of the current proposals and is not part of the scheme objectives. However, the junction is being reviewed as part of the Quietway cycling proposals which could potentially result in changes to the operation and phasing of the junction. Any changes to the junction will be subject to further consultation with local residents.

2.3.19 A request was made to widen the western footway of Camberwell Grove, as it is currently too narrow (taking into account the pedestrian volume and busy nature of Camberwell Grove). *

* In response, the footway width meets the minimum requirements prescribed in central government guidelines and the Southwark Streetscape Design Manual and as a result, there are no plans to alter the current footway width and alignment by 220 Camberwell Grove or carriageway geometry along this section of Camberwell Grove.

2.3.20 A number of requests were made to extend the controlled parking area to the top end of Grove Hill Road, as there is a lot of commuter parking and the loss of

further spaces will force them down Grove Hill Road outside resident's properties.*

* In response, there are no current plans to extend the existing controlled parking zone (CPZ) into Grove Hill Road. Every CPZ undergoes a periodic review and these comments will be submitted to the parking development team to ensure that they are considered as part of any future review for the adjacent CPZ.

2.3.21 A number of respondents commented that there should be segregated cycle lanes instead of building out the footways so much and that the road narrowing will encourage cyclists to cycle on the footways. *

* In response, it would be pointless installing segregated cycle lanes along short sections on Grove Hill Road (within the extents of the scheme), as they would not lead anywhere due to carriageway width constraints at either end of the scheme. It would not be possible to install segregated cycle lanes from the western extents of the scheme to link up with Dog Kennel Hill junction, as there is not enough carriageway width. Likewise to the east of the scheme, there is residential parking both sides of the road which prevents the introduction of cycle lanes.

It must be noted that the carriageway width reduction, vertical traffic calming elements and introduction of kerbside waiting controls will reduce traffic speeds and significantly improve visibility that will directly improve safety for all road users including cyclists. This will make the carriageway more attractive for cyclists which will reduce the likelihood that some cyclists will traverse footway areas.

2.3.22 A summary of additional comments from residents that objected to the retention of the traffic management measures highlighted the following concerns:

A number of objections were received stating that the proposals place the zebra crossing on the only safe place to cross the road and this is ridiculous. We need the zebra crossings on Camberwell Grove and adjacent to Lettsom Gardens as children will not walk up the road from Lettsom Gardens to use the zebra crossing facility. *

* In response, as outlined previously, a pedestrian desire line survey was undertaken to ascertain the most point pedestrian movement across Grove Hill Road and the finding used to assess the most appropriate location for the crossing facility in accordance with the criteria set out in The Assessment of Pedestrian Crossings – Local Transport Note 1/95.

It was clearly evident that the most prominent existing desire line across Grove Hill Road is at uncontrolled staggered pedestrian island and the weighting of road users using this facility compared to other locations in the survey area justifies the installation of the controlled zebra crossing facility at this location.

The low number of pedestrians crossing Grove Hill Road adjacent to Lettsom Gardens clearly does not warrant the installation of a controlled facility. However the council recognises that there is an existing desire line at this location and therefore has proposed an appropriate set of measures to assist pedestrian safety and accessibility. These includes the removal of existing parking, footway buildouts and kerbside parking controls to improve visibility and reduce the

crossing distance for pedestrians, well as a raised carriageway table to improve pedestrian accessibility and curtail traffic speeds.

An objection was received requesting to leave everything alone, but make the Dog Kennel Hill junction a roundabout. *

* In response, funding was approved by the Camberwell Community Council to investigate improving pedestrian safety and accessibility in Grove Hill Road between Lettsom Gardens and Dog Kennel Hill Primary School. This allocation was approved following concerns from local residents and stakeholders regarding difficulty pedestrians experience when trying to cross Grove Hill Road due to the speed of traffic and inadequate crossing facilities.

The funding allocated has to be specifically targeted to address these issues and cannot be spent on modifying a major junction on Dog Kennel Hill. As mentioned previously, this particular junction is being reviewed as part of the Quietway cycling route, with any changes proposed subject to a separate consultation. However it must be noted that the measures proposed as part of the current consultation exercise will compliment potential changes to the Dog Kennel Hill junction proposed as part of the Quietway route.

A number of objections were received stating that there is nothing wrong with safety at this location and the scheme is a total waste of tax payers money. *

* In response, as outlined above, numerous concerns were forthcoming from local residents and stakeholders regarding pedestrian safety. The current wide carriageway width, poor visibility at the Camberwell Grove junction, downhill gradient of Gove Hill Road (which is conducive to excessive vehicle speeds) and volume of traffic in peak periods, results in pedestrians feeling intimidated and unsafe when crossing the carriageway. This is particularly pertinent, as many of the pedestrians are unaccompanied children accessing Dog Kennel Hill Primary School.

The scheme is in line with directives in the council's Transport Plan, Cycling Strategy and the Mayor of London's Transport Plan. The proposals will also compliment the forthcoming Quietway cycle route that will traverse Camberwell Grove and the top end of Grove Hill Road.

The measures proposed will significantly improve safety or all road users, particularly pedestrians and cyclists by introducing a controlled pedestrian crossing facility adjacent to the primary school, a further raised crossing facility adjacent to Lettsom Gardens, removal of parking and significant footway buildouts to improvement visibility and introduction of vertical deflection to effectively curtail traffic speeds. In addition the measures will also significantly improve the visual amenity of the streetscape, making the location a more pleasant environment and less dominated by traffic.

It must also be noted that potential accident savings (related to occurrence and severity) that may result from the scheme, will significantly outweigh the initial capital expenditure associated with implementing the proposed measures.

A number of respondents objected to the parking loss in Grove Hill Road that will make parking near their houses virtually impossible.*

* In response, the parking restrictions and kerbside waiting controls are required to ensure adequate sightlines are maintained on approach to both pedestrian crossing locations and ensure visibility is improved at the Camberwell Grove junction. They are also essential to prevent indiscriminate parking that would potentially endanger pedestrians crossing Grove Hill Road.

Whilst 16 spaces in total will be lost, the majority of unrestricted parking directly outside residential properties in Grove Hill Road has been retained. Whilst the proposals are introducing zig zag control markings and 'at any time' waiting prohibitions associated with the pedestrian crossing locations, it must be noted that the majority of the proposed restrictions are in the place of existing school keep clear markings and sections of single yellow line that prevent parking during daytime periods. It must also be noted that the CPZ bay location on Grove Hill Road to the west of Camberwell Grove could also not be used by residents of Grove Hill Road, as they are not located within the defined controlled parking zone.

As detailed previously, highway schemes designed in accordance with the council's road user hierarchy have to prioritise vulnerable road users over motor vehicles and parking.

An objection was received stating that extending the pavement outside no. 1a and 1b Grove Hill Road will cause congestion. *

* In response, the footway outside 1a and 1b Grove Hill Road is being extended by approximately the width of the existing kerbside parking that takes place at this location. Therefore technically the amount of available carriageway space for vehicles travelling eastbound along Grove Hill Road will remain unchanged.

Removing parking on the opposite side of the carriageway also ensures that there is ample carriageway width in the opposite direction, which will ensure that vehicles traversing this section of Grove Hill Road are free from kerbside obstruction and adequate lane widths are maintained at all times. Therefore it can be argued that the proposed footway buildouts in association with the kerbside parking controls will actually improve traffic flow and reduce congestion adjacent to this location.

A respondent objected to the raised carriageway table at Camberwell Grove as the junction is far too busy for this measure and cars will back up to the lights at Dog Kennel Hill. *

* In response, there is no evidence to suggest the raised carriageway table will result in traffic congestion. The raised table is primarily to improve pedestrian accessibility across the junction headway by providing a level, paved surface to cross the road. The contrast in materials to the adjacent asphalt carriageway will raise driver awareness and signify that pedestrians are likely to cross at this location.

The ramp at either end of the table will reduce vehicle approach speeds to the crossing location on Camberwell Grove and vehicle entry speeds when turning in

from Grove Hill Road which will further improve pedestrian safety. In addition, adequate carriageway width will be maintained at the junction headway to ensure that vehicles can enter and exit the junction without conflict and traffic flow is maintained.

An objection was received stating that proposals do not have any provision for cycling and will make conditions more dangerous, especially with the road narrowing. *

*In response, the proposed measures will significantly improve safety for all road users including cyclists. Reducing vehicle speeds through the introduction of vertical deflection to enforce the 20mph speed limit and significantly improving the operation and visibility at the Camberwell Grove junction will make conditions safer for cycling.

It must be noted that the section of Grove Hill Road to the east of Camberwell Grove has parking both sides of the carriageway which narrows carriageway width. Removing the parking and replacing it with footway buildouts and kerbside parking controls not only improves visibility for cyclists but also removes the potential risk of collisions with vehicle pulling out from the kerbside and opening of car doors. Eastbound cyclists on Grove Hill Road will also no longer have to traverse around parked vehicles to the east of the Camberwell Road junction.

The removal of the central carriageway island will also remove the risk of cyclists being squeezed adjacent to this facility, particularly on the northern side of the island where there is an existing parking bay that constrains carriageway width on approach to the carriageway island.

An objection stated that the scheme is piecemeal and does not address the fundamental issue which it traffic volume using Grove Hill Road and Camberwell Grove. *

*In response, the measures fully addresses the scheme objectives and concerns expressed by local residents and stakeholders by improving crossing conditions for pedestrians, curtailing traffic speeds and improving safety. The scheme has also been developed in consultation with the Quietway cycle route proposals to ensure both sets of proposals have the appropriate level of synergy.

As mentioned previously, the wider effects non-local of traffic traversing Grove Hill Road and Camberwell Grove is currently being assessed as part of the development of the Quietway cycle route. Where appropriate, modal filtering may be considered to reduce traffic volumes, which will benefit all road users, as well as significantly improving the environment. Any proposed changes will be subject to a further consultation exercise with local residents and stakeholders.

2.3.11 24% of respondents did not submit a further comment.

2.4 Levels of Consensus

2.4.1 The following majority level of agreement has been given in relation to the questions contained within the consultation document:

- 83% of consultees support the pedestrian safety and accessibility measures;

- 15% of consultees were opposed to the scheme; and
- 2% of consultees have no opinion.

3.0 Recommendations

- 3.1 In light of the positive consultation outcome for the proposed pedestrian safety and accessibility measures in Grove Hill Road and the council's commitment for making streets in the borough safer for vulnerable road users, it is recommended that the scheme is progressed to implementation (subject to statutory consultation).

Appendices

Appendix A:	Initial Scheme Proposals
Appendix B:	Consultation Documents
Appendix C:	Location Plan and Extents of Consultation
Appendix D:	List of Addresses within the Distribution Area
Appendix E:	Pedestrian Desire Line Survey

Appendix A: Initial Scheme Design

Appendix B: Consultation Documents

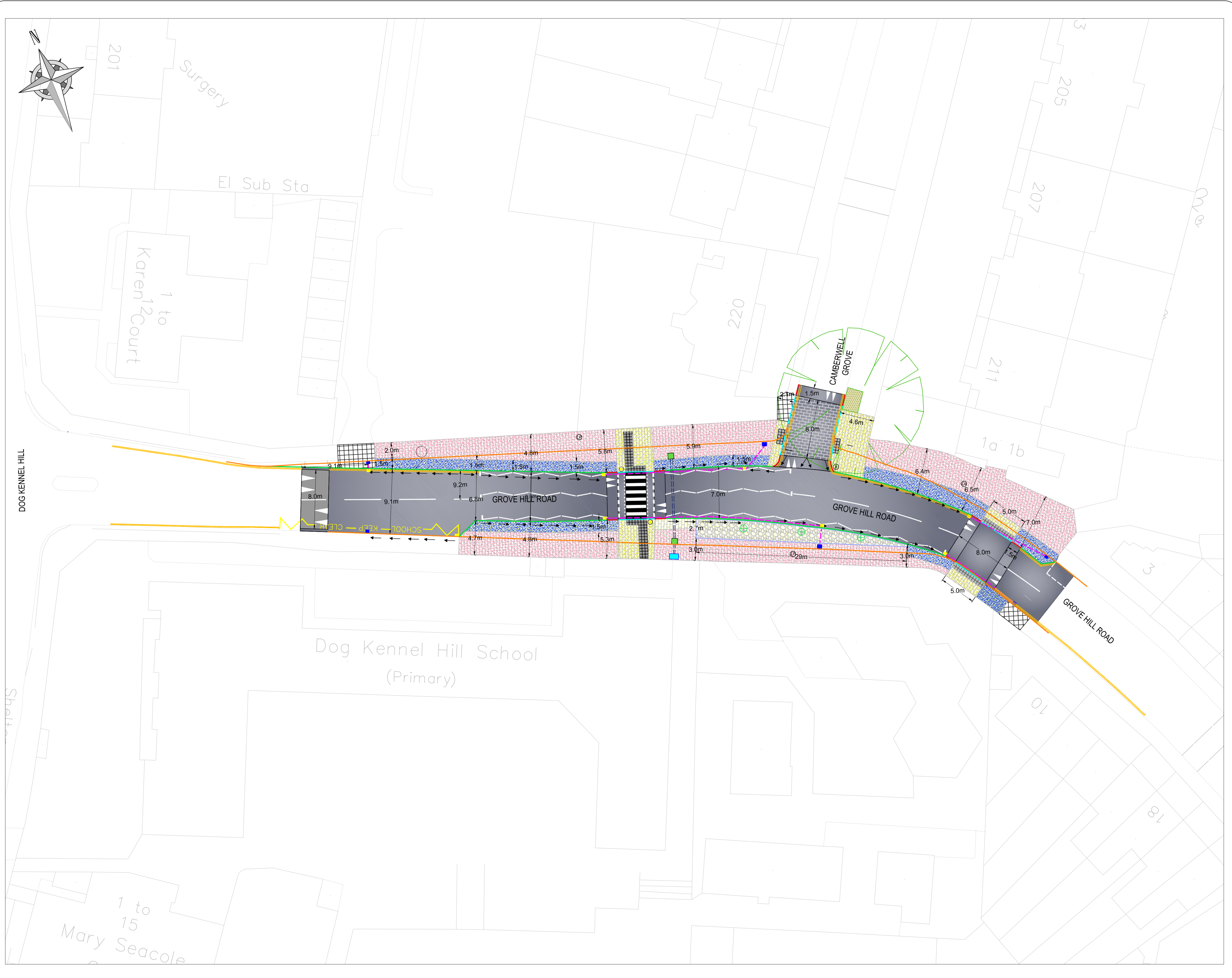
Appendix C: Location Plan and Extents of Consultation

Appendix D: List of Addresses within Distribution Area (Available on Request)

Appendix E: Pedestrian Desire Line Survey

LEGEND/NOTES

NOTES:
Please refer to 14404-03-001/GA/002 for material specifications



Project
**GROVE HILL ROAD
RAISED ZEBRA CROSSING
CGS 2014-2015**

Title
GENERAL ARRANGEMENT

Contract No.	HW2013 NEC3	Drawn	LM
		Designed	LM
Scale	1:250 @ A1	Checked	CM
	Purpose CONSTRUCTION	Approved	OK
Drawing No.	14404-03-001/GA/001	Rev.	-
Date Drawn	NOVEMBER 2014	Date Issued	NOVEMBER 2014

- Northern footway of Grove Hill Road to be built out to reduce carriageway width and crossing distance for pedestrians using the proposed zebra crossing facility.
- Footway to be built out on the southern side of Grove Hill Road to increase the pedestrian area outside Dog Kennel Hill Primary School and decrease carriageway width.
- The visual amenity of the streetscape will be improved through the introduction of a substantial planting area and use of better quality paving materials for the footway.
- To ensure adequate visibility is maintained on approach to the pedestrian crossing locations, zig zag marking and 'at any time' double yellow line parking controls are proposed.

Grove Hill Road

Pedestrian Safety and Accessibility Scheme

We want your views

It is important for all consultees to respond to the consultation. We would be grateful if you could take the time to review the proposals outlined in this document and provide a response using the pre-paid envelope and questionnaire provided by **Friday 9th January 2015**.

Alternatively, you can view the proposals at www.southwark.gov.uk/consultations and complete the online questionnaire.

What happens next?

The responses to the questionnaire will be analysed and taken into account in the final design of the proposed works. As you will appreciate Southwark Council receives many comments from consultations and therefore is unable to respond personally to specific issues raised. However all comments and suggestions will be taken into consideration before a decision is made.

The consultation results and recommendations are planned to be presented at Camberwell community council meeting on the 4th February 2015. At this meeting councillors will make a formal decision regarding scheme implementation.

Should you require any further information regarding the proposed scheme please do not hesitate to contact Chris Mascord chris.mascord@southwark.gov.uk

Have your say

Southwark Council is holding a consultation to receive residents' and key stakeholders' comments regarding proposals to significantly improve pedestrian safety and accessibility in Grove Hill Road.

Background

As part of the council's Cleaner, Greener, Safer programme, a successful application was made to obtain funding to investigate improving pedestrian safety and accessibility in Grove Hill Road from Lettsom Gardens to outside the Dog Kennel Hill Primary School. Capital funding from Transport for London has also been provided to ensure a more comprehensive set of proposals can be delivered and the scope of the scheme extended to addresses existing pedestrian accessibility issues adjacent to the Dog Kennel Hill Primary School and at the Camberwell Grove junction. The aim of the proposal is to reduce traffic dominance and speed, create new pedestrian crossing locations, upgrading existing crossing locations and improve visibility and safety for pedestrians and other vulnerable road users.

What are the proposed changes?

- Proposed raised carriageway table with uncontrolled pedestrian crossing point to assist accessibility from Lettsom Gardens and to assist with reducing vehicle speeds.
- Footway to be built out adjacent to the proposed pedestrian crossing location to reduce the carriageway width and crossing distance for pedestrians. The footway buildout also maximises the amount of parking retained on the northern side of Grove Hill Road.
- Proposed raised carriageway table in Camberwell Grove junction to reduce vehicle entry speeds and improve pedestrian accessibility.
- Junction of Camberwell Grove to be built out to improve visibility for pedestrians crossing the junction. The footway extensions will also reduce carriageway width and improve visibility for vehicles existing Camberwell Grove into Grove Hill Road.
- Existing uncontrolled staggered pedestrian crossing and carriageway island to be replaced with a single movement raised zebra crossing facility. The zebra crossing facility will provide priority for pedestrians over traffic, with the raised table reducing vehicle speeds



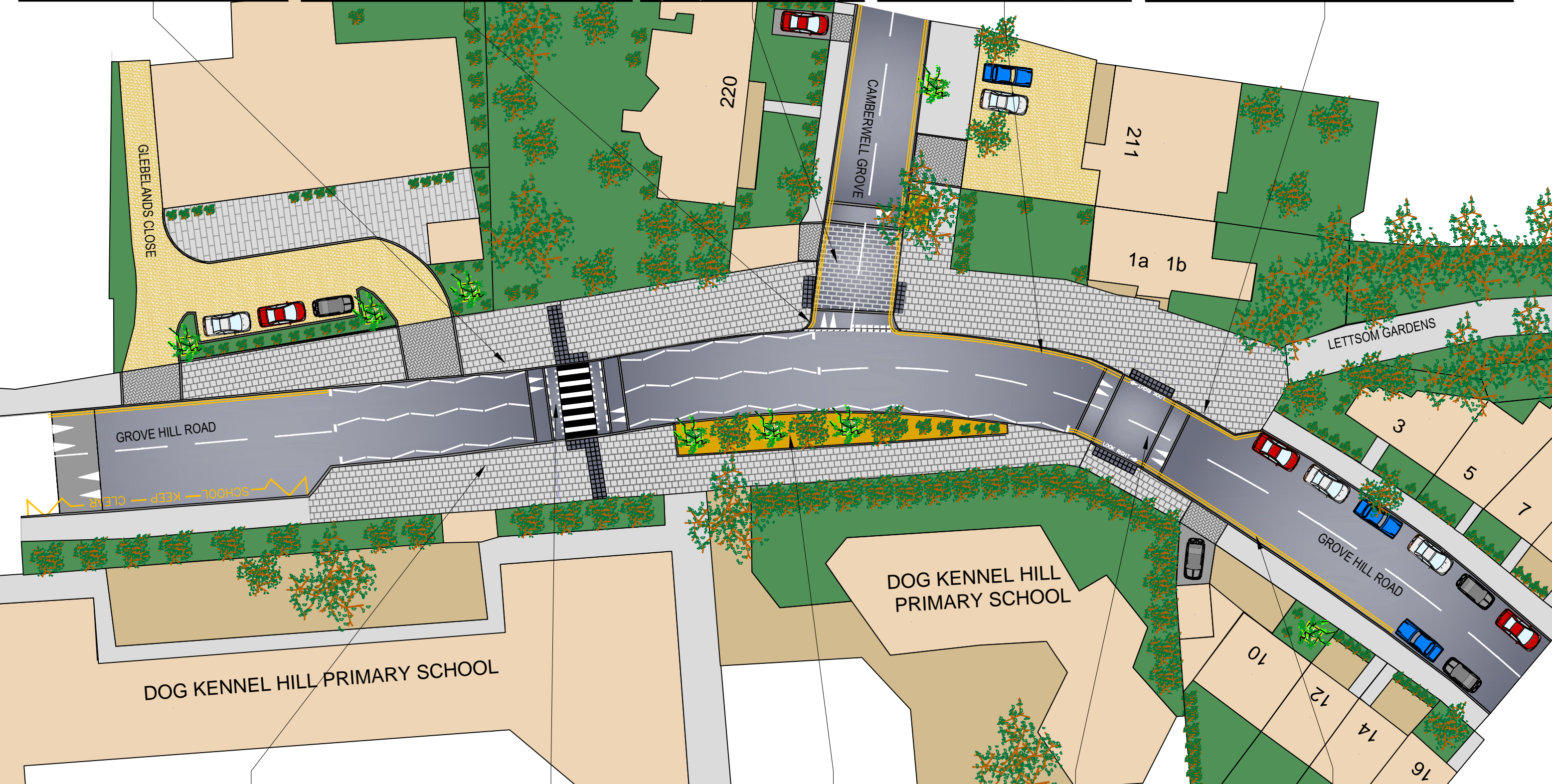
Northern footway of Grove Hill Road to be built out to reduce carriageway width and crossing distance for pedestrians using the proposed zebra crossing facility

Junction of Camberwell Grove to be built out to improve visibility for pedestrians crossing the junction. The footway extensions will also reduce carriageway width and improve visibility for vehicles exiting Camberwell Grove into Grove Hill Road

Proposed raised carriageway table at Camberwell Grove junction to reduce vehicle entry speeds and improve pedestrian accessibility

Proposed 'at any time' parking restrictions on the northern side of Grove Hill Road to ensure adequate visibility is maintained on approach to the raised pedestrian crossing location

Footway to be built out adjacent to the proposed informal pedestrian crossing location to reduce the carriageway width and crossing distance for pedestrians. The footway buildout also maximises the amount of parking retained on the northern side of Grove Hill Road



Footway to be built out on the southern side of Grove Hill Road to increase the pedestrian area outside Dog Kennel Hill Primary School and decrease carriageway width

Existing uncontrolled staggered pedestrian crossing and carriageway island to be replaced with a single movement raised zebra crossing facility. The zebra crossing facility will provide priority for pedestrians over traffic, with the raised table reducing vehicle speeds

Proposed planting area to be implemented on footway buildout to improve the visual quality of the streetscape

Proposed raised carriageway table with uncontrolled pedestrian crossing point to assist accessibility from Lettsom Gardens and to assist with reducing vehicle speeds

Proposed 'at any time' parking restrictions on the western side of Grove Hill Road to ensure adequate visibility is maintained on approach to the raised informal pedestrian crossing



GROVE HILL ROAD PEDESTRIAN SAFETY AND ACCESSIBILITY SCHEME

Grove Hill Road

Pedestrian Safety and Accessibility Scheme

Consultation questionnaire

The council would like to receive your views on the proposed road safety and pedestrian accessibility proposals in Grove Hill Road

We would be grateful if you could answer some general questions so that we can find out what your views are towards the proposals. Please return completed questionnaires by the **9th January 2015**

Residents and Businesses:

1. Are you a resident or business? Resident Business

2. What do you think of the proposals? Support Opposed No opinion

Please use the space below for comments:

Continue overleaf if necessary.....

Please don't forget to fill in your personal details

Name

Address (essential)

Postcode

Date



Grove Hill Road

Pedestrian Safety and Accessibility Scheme

Consultation questionnaire

Additional comments and suggestions:

If you require a large print version of this document please
Ring 020 7525 0513

HELP WITH TRANSLATION

這份傳單說明有關在你的地區的交通管制。如果你需要翻譯，請與翻譯服務部門聯絡，電話 020 7525 7457。

Qoraal yaraha waxa uu ku saabsanyahay sida taraafiga loo maamulo xaafadaada. Haddii aad u baahantahay tii af soomaali ku qoran fadlan la xidhiidh 020 7525 7452

Tập tài liệu này trình bày về điều khiển lưu thông xe cộ tại khu vực của quý vị, nếu quý vị muốn được bản phiên dịch, hãy liên lạc với ban dịch vụ phiên dịch số 020 7525 7457.

Bu broşür bölgedeki trafik idare işlemlerini açıklar. Türkçe çeviri için 020 7525 7449 nolu telefonu arayınız.

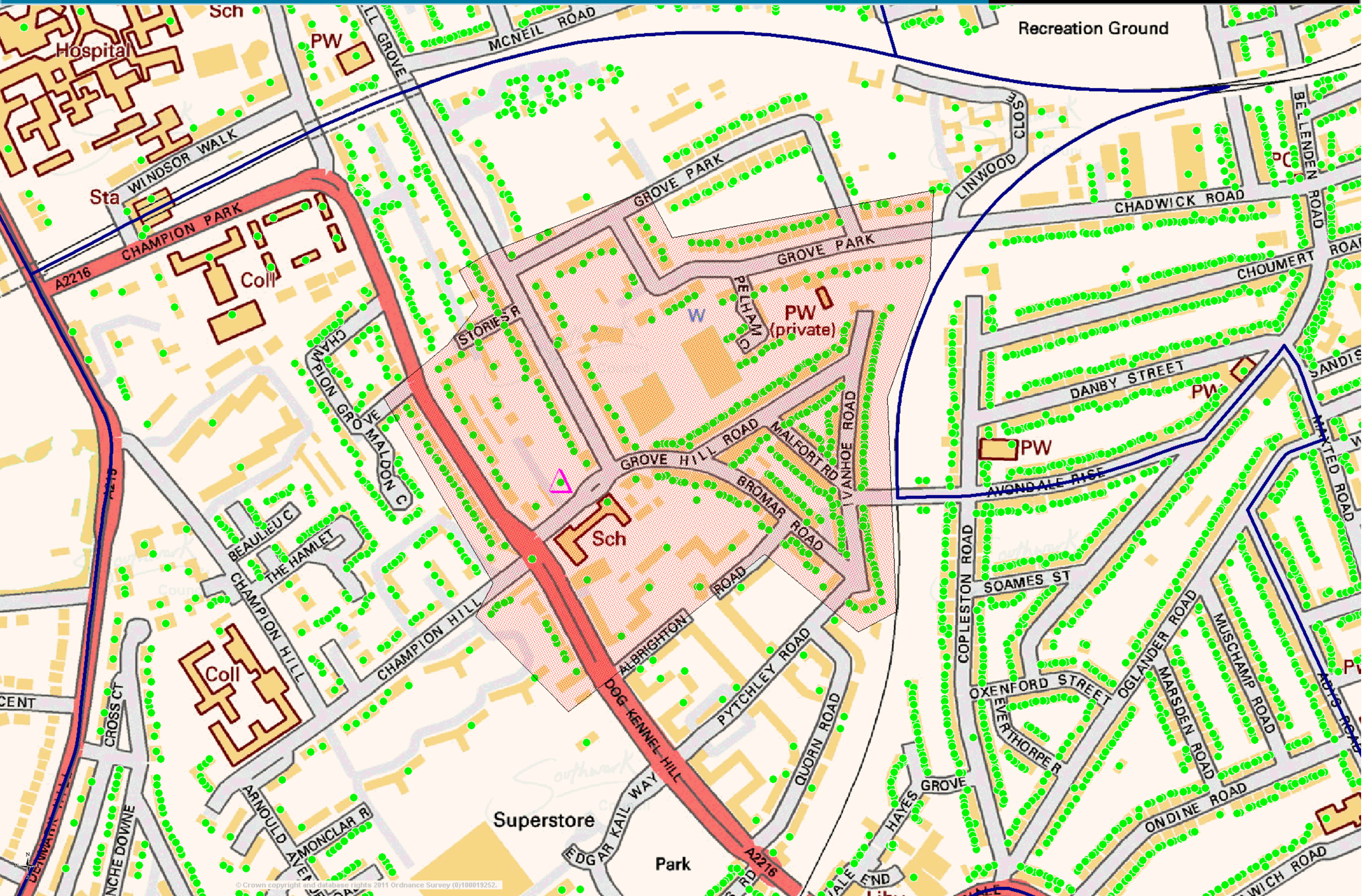
આ પત્રિકા તમારા એરીયામાં 'ટ્રાફિક મેનેજમેન્ટ' એટલે કે વાહનચલણની સ્થિતિ વિષેની છે. જો તમને ભાષાંતરની જરૂર હોય તો મહેરબાની કરી ટ્રાન્સલેશન યુનિટને ફોન કરો. ટેલિફોન નંબર: 0207 525 7464

এই পুস্তিকাটি হলো আপনার অঞ্চলের ট্রাফিক চলাচলের ম্যানেজমেন্ট (প্রশাসন) সম্বন্ধে। আপনি যদি এর অনুবাদ করা কপি চান তাহলে অনুগ্রহ করে ট্রানস্লেশন ইউনিটের সাথে 020 7525 7454 নম্বরে যোগাযোগ করুন।

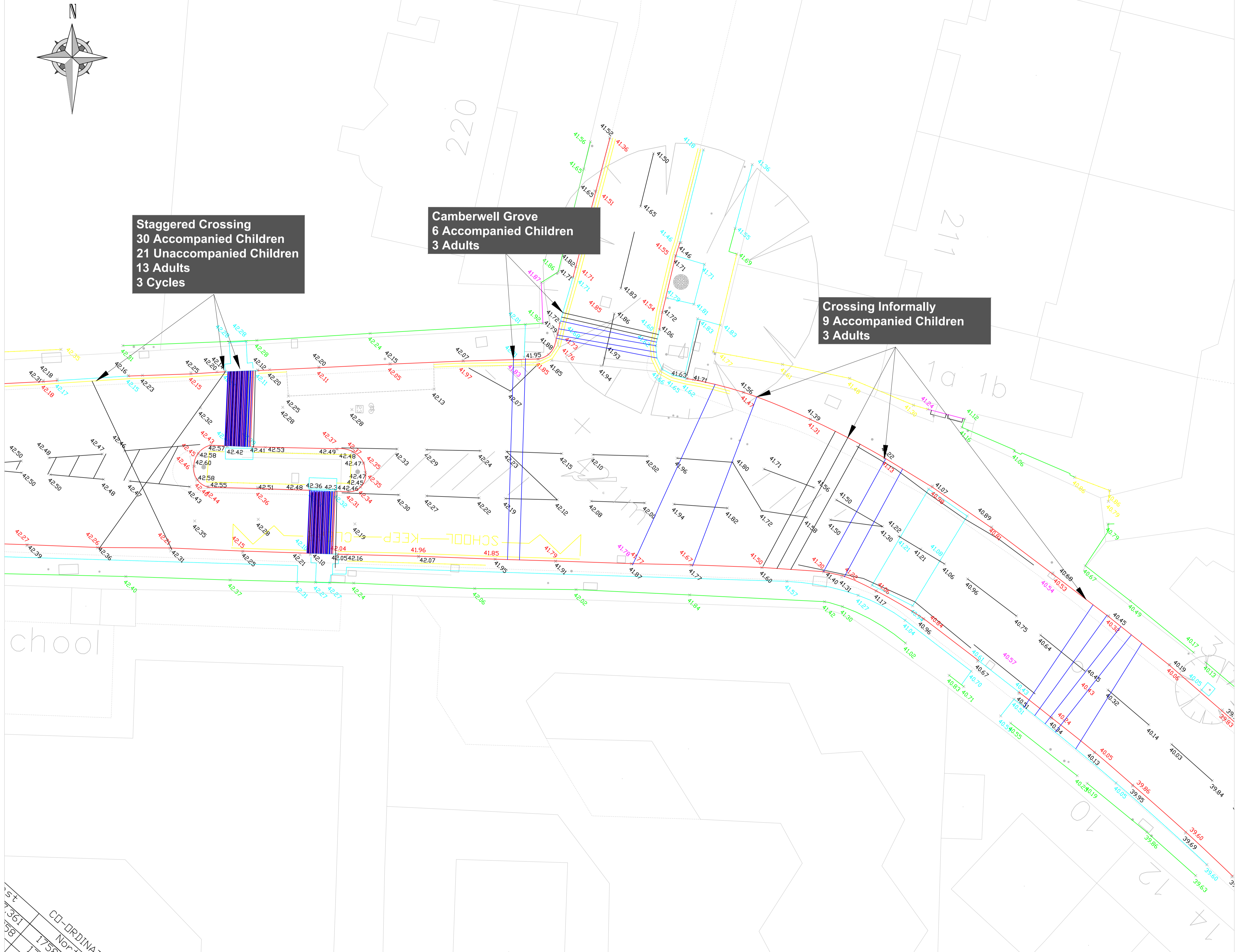
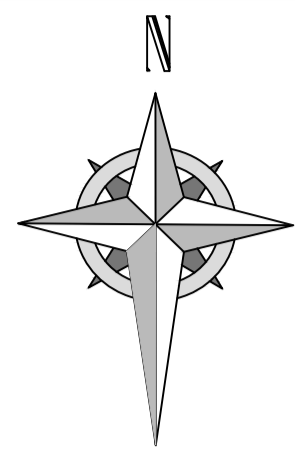


Grove Hill Road Consultation Area

Date 24/11/2014



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Staggered Crossing
30 Accompanied Children
21 Unaccompanied Children
13 Adults
3 Cycles

Camberwell Grove
6 Accompanied Children
3 Adults

Crossing Informally
9 Accompanied Children
3 Adults

KEY/ NOTES

- KEY:
- Children Accompanied
 - Children Unaccompanied
 - Adults

Revision	Date	Amendment	Drawn	Design	Checked	Approved



Shaping Southwark's Highways
PUBLIC REALM PROJECTS TEAM 160 TOOLEY STREET SE1P 5LX

Project		GROVE HILL ROAD RAISED ZEBRA CROSSING CGS 2014-2015			
Title		DESIRELINE SURVEY			
Contract No.	HW2013 NEC3	Drawn	UM		
Scale	N.T.S.	Purpose	INFORMATION	Checked	CM
Drawing No.	14401-03-001/DS/001	Approved			
Date Drawn	OCTOBER 2014	Date Issued	OCTOBER 2014		

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