

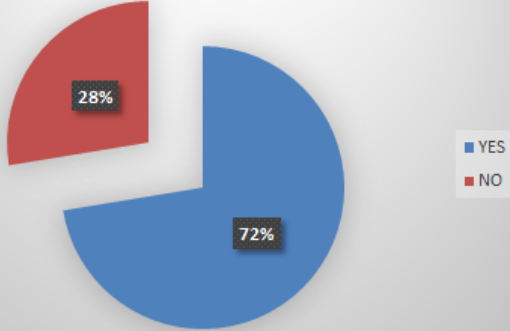
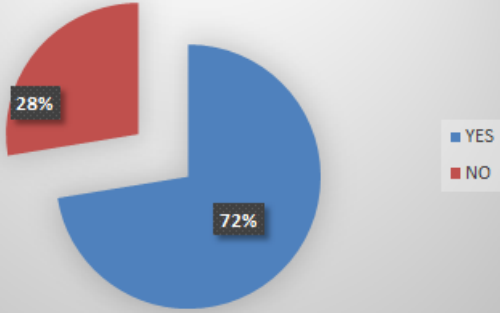
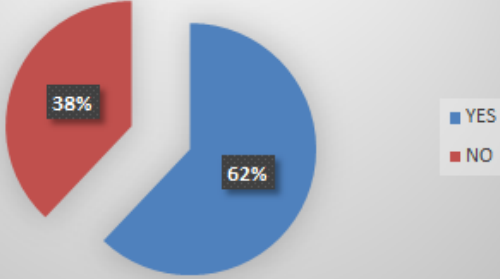
APPENDIX F

Elephant & Castle to Crystal Palace Quietway (QW7)

Wilson Road to Lettsom Street

Responses to Consultation Questions

Wilson Road to Lettsom Street

<p>Q1. Generally do you support the proposal?</p>	<p style="text-align: center;">Support for the overall proposals</p>  <p style="text-align: right;"> ■ YES ■ NO </p>
<p style="text-align: center;"> Yes: 21 No: 8 No Answer: 0 </p>	
<p>Q2. Do you support double yellow line traffic restrictions at junctions to improve safety for all road users?</p>	<p style="text-align: center;">Double yellow line extension at junctions</p>  <p style="text-align: right;"> ■ YES ■ NO </p>
<p style="text-align: center;"> Yes: 21 No: 8 No Answer: 0 </p>	
<p>Q3. Do you support the proposals at the pathway linking Grace's Mews with Lettsom Street near Springfield House?</p>	<p style="text-align: center;">Support proposals at the pathway linking Grace's Mews with Lettsom Street near Springfield House</p>  <p style="text-align: right;"> ■ YES ■ NO </p>
<p style="text-align: center;"> Yes: 18 No: 11 No Answer: 0 </p>	

APPENDIX G

Elephant & Castle to Crystal Palace Quietway (QW7)

Wilson Road to Lettsom Street

Main Consultation Issues and Responses

Wilson Road to Lettsom Street

Proposal	Concern/Objection	Response
Overall	Inadequate provision for cyclists at Peckham Road / Wilson Road / Benhill Road junction.	The signal timings on South alignment of Peckham Road/Benhill Road are appropriate to operate safe QW. As this junction is part of the TLRN, any concerns related to cyclist and pedestrian safety will be raised with TfL.
	Lack of proposals on Camberwell Grove	Further traffic re-assignment analysis is currently being carried out to investigate measures to reduce the number of motor vehicles using Camberwell Grove as a through route. Measures for Camberwell Grove are also being considered.
Extension of double yellow lines	Loss of parking.	The extension of double yellow lines aims at improving visibility at or near junctions to reduce the likelihood of accidents occurring. It is part of LBS strategy to increase safety for all road users as it addresses the conflicts between vehicles as well as between vehicles and cyclists.
Conversion of existing stepped access at Grace's Mews to ramp	Conflict between pedestrians and cyclists	Segregation between pedestrians and cyclists will be provided along the ramp. Additional signing will be considered in detailed design.
	Insufficient lighting at this location.	A street lighting assessment will be undertaken along the whole route as part of this scheme. The introduction of the pathway linking Grace's Mews with Lettsom Street will require a lighting upgrade at this location, as already proposed in the consultation material.

APPENDIX H

Elephant & Castle to Crystal Palace Quietway (QW7)

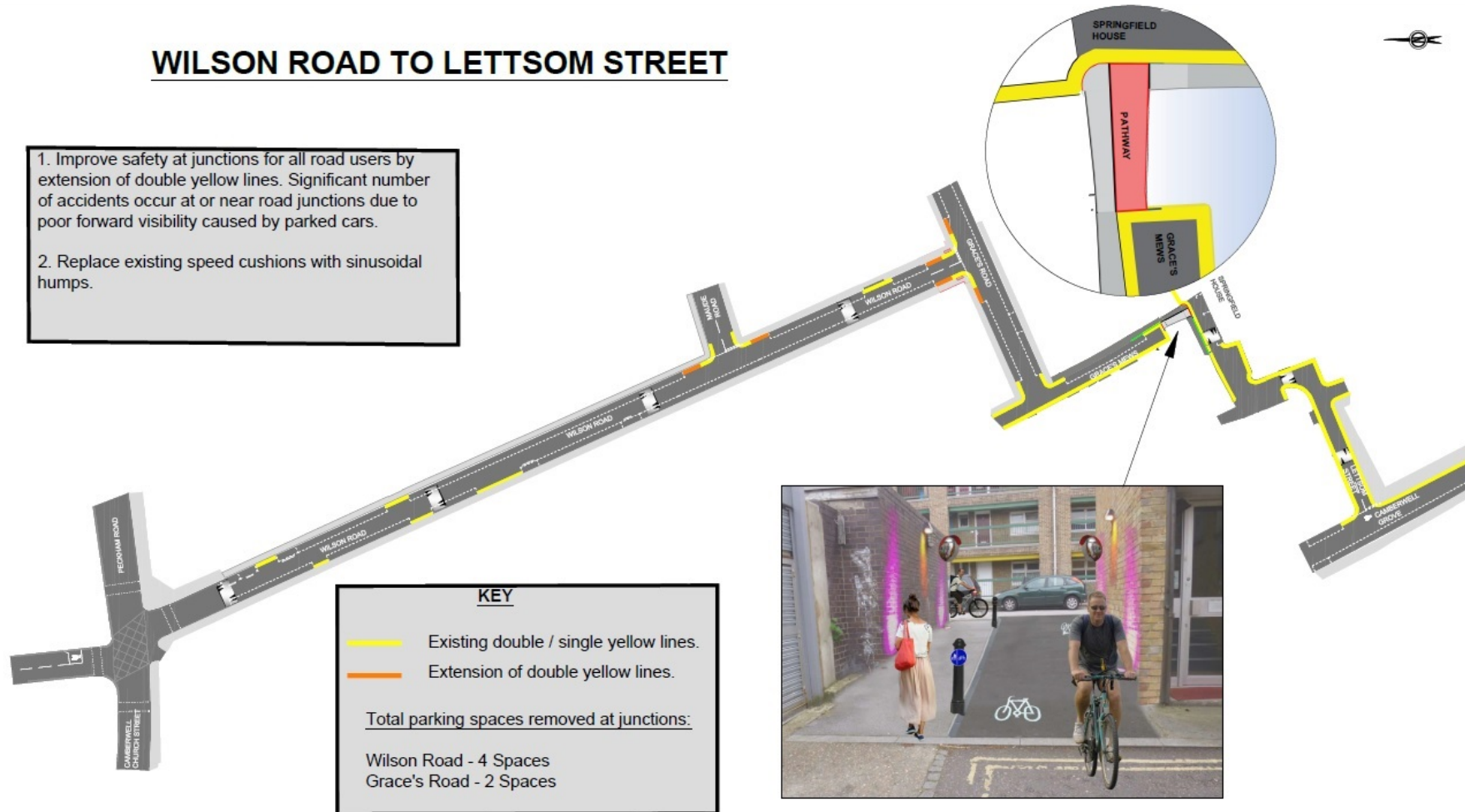
Wilson Road to Lettsom Street

Consultation Plans

QW7 – WILSON ROAD TO LETTSOM STREET

WILSON ROAD TO LETTSOM STREET

1. Improve safety at junctions for all road users by extension of double yellow lines. Significant number of accidents occur at or near road junctions due to poor forward visibility caused by parked cars.
2. Replace existing speed cushions with sinusoidal humps.



Pathway linking Grace's Mews with Springfield House

- Change existing step access to ramp
- Improve segregation between cycles and pedestrians
- Improve safety for road users. eg lighting / convex mirror at blind spot

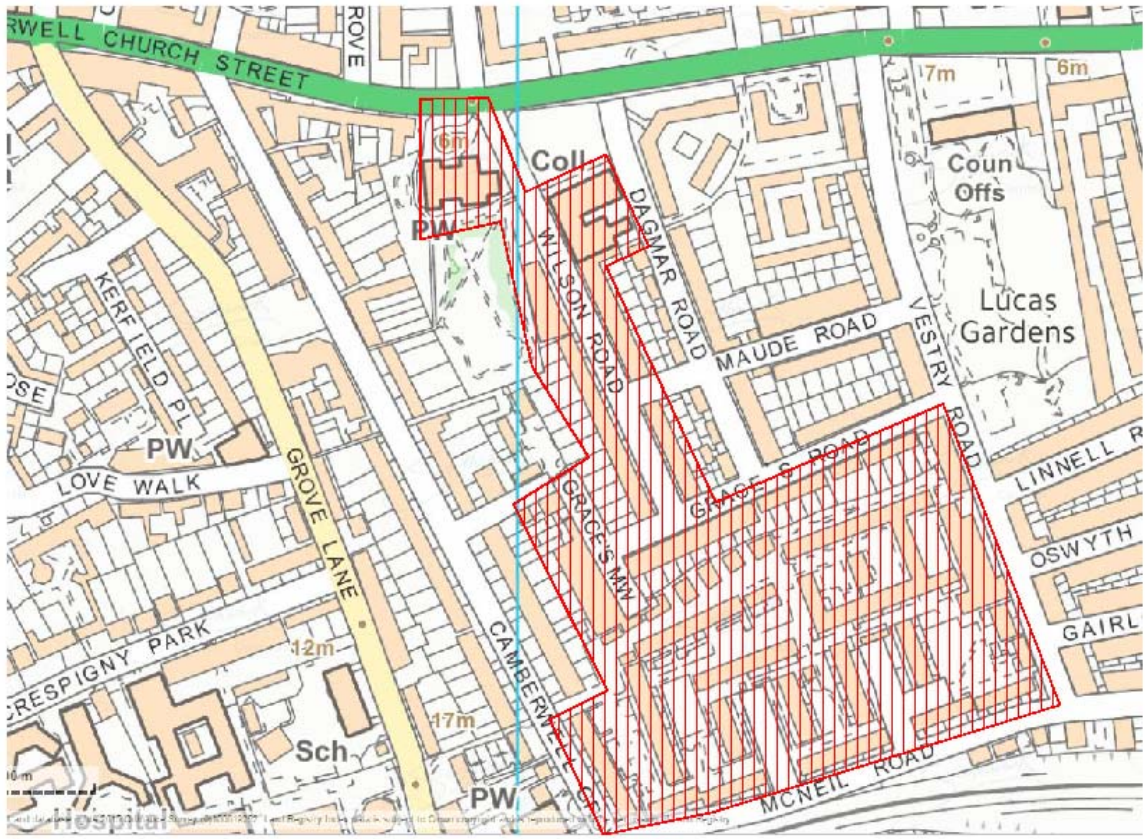
APPENDIX I

Elephant & Castle to Crystal Palace Quietway (QW7)

Wilson Road to Lettsom Street

Consultation Area

Wilson Road to Lettsom Street



APPENDIX J

Elephant & Castle to Crystal Palace Quietway (QW7)

Wilson Road to Lettsom Street

Detailed Consultation Comments and Responses

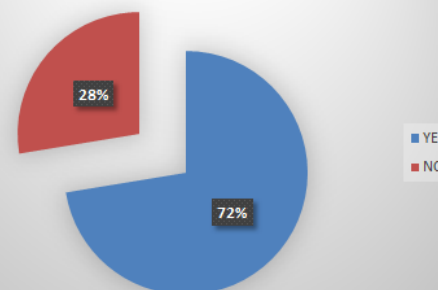
Key for summary tables:

In support of proposals	General supportive comment – no response required
In support of proposals	Supportive with specific points to be considered – response required/provided
Objection to proposals	Objection with specific points to be considered - response required/provided

Wilson Road to Lettsom Street

Q1. Generally do you support the proposal?

Support for the overall proposals



Reference No.	Support	Comment	Key Considerations (and Responses)
1	Yes	Fully support the quietway proposal and especially the improved cycle access to the Lettsom estate.	None
2	No	<p>I contacted Southwark council about the comments below but I have not had a response so I have repeated them below.</p> <p>It is impossible to comment sensibly on these proposals as there is insufficient information that would allow me to judge whether to not I would support these proposals. Please provide answers against each numbered question so it is clear which response relates to which question.</p> <p>Unless and until I receive a response to these questions I will be responding to the consultation to indicate that I do not support the proposal.</p> <p>1. Nothing in the information provided in the leaflet or on the intranet gives any indication of what the anticipated impact of this will be in terms of the number of cyclists that you would expect to use this route during rush hours and at all other times of the day. I live in a ground floor flat and do not want to be looking out on a stream of cyclists passing my window. What is the number of cyclists who currently use the road on a daily basis during rush hours and at other times of the day? How many cyclists do you estimate will use the quiet way on a daily basis during rush hours and at other times of the day? Please</p>	<p>1. LBS is anticipating more than double the level of cycling in the next 10 years across its network (LBS Cycling Strategy).</p> <p>2. The extension of double yellow lines aims at improving visibility at or near junctions to reduce the likelihood of accidents occurring. It is part of LBS strategy to increase safety for all road users as it addresses the conflicts between vehicles as well as between vehicles and pedal cycles.</p> <p>3. Resurfacing of Wilson Road and Grace's Road is not proposed.</p> <p>4. The proposed road humps are the cycle-friendly sinusoidal type designed according to the LCDS (London Cycling Design Standards) which contains the latest research on cycling facilities and comfort improvement.</p>

confirm the data source that you are relying on with particular reference to the increase of cyclists in other areas of London where quiet ways are already in situ.

2. The proposal includes the removal of parking spaces in Wilson Road and Graces Road on the basis that there will be a reduction in accidents. Please specify how many accidents have occurred at the corner of Wilson Road and Graces Road that has led to you proposing this reduction in parking spaces. I have lived in Wilson Road for 12 years and I am unaware of any accidents at this junction. If there is no evidence to support your assertion about accidents then please confirm that this part of the proposal will be deleted.

3. If the proposals are implemented, will the road surfaces on Wilson Road and Graces Road be completely re-surfaced with a noise reduction form of road surfacing to reduce the noise from the cycles? I have already spent £11,000 on double-glazing for my flat in an attempt to combat traffic noise and the noise from airplanes and I do not want any additional noise. Although you say the intention is that the quiet ways are used by less confident cyclists, this is unlikely to be the only cyclists who use the routes and most of the cyclists I see every day ride as if they are on a leg of the tour de France, and are aggressive. The thought of more of these people going past my house is awful.

4, I object to the positioning of one of the sinusoidal humps at the top of Wilson Road nearest to Graces Road as this is almost directly outside my house. I lived in an area previously with one of these and the effect was that it caused more noise as the traffic slows down to go over it, then speed up as they move on. Any vans or lorries with loads cause extra noise as their loads shift going over the ramps. These are not effective traffic calming measures as you state in the proposal. It is already bad enough having the road humps on Wilson Road as they only cause noise, and what you are proposing is even worse.

5. The proposal states that it will benefit all road users. In what way will it benefit car drivers? I can see nothing in the proposal that would

5. The Quietways are low-intervention routes that aim to provide better / safer conditions for all road users, such as improved visibility at junctions. However, the Quietways focus is to promote sustainable modes of transport, such as walking and cycling.

6. This junction is part of the TLRN. No changes are proposed to it as part of the Quietway 7 scheme.

7,8,9,10. Comments received will be considered and elected members will be consulted to ensure the views of residents are represented.

indicate an improvement for car drivers. Instead it is more likely that cyclists will get in the way if there are more of them. I drive along Wilson Road frequently and I can see nothing in the proposal that would improve it for me.

6, What assessment have you done on the impact at the junction at the end of Wilson Road onto Camberwell Church Street? Please confirm that no changes are proposed to the traffic lights system at that junction with particular reference to not altering the phasing of the lights to giving cyclists preferential treatment at the lights. This stretch of road is already very congested and the last thing we need is anything that will adversely affect the flow of traffic.

7. What will happen if a significant number of people in Wilson Road object to the proposals, even if people in the Benhill Road part of the scheme have supported the proposal? Will Southwark Council respect the views of people living in Wilson Road and not proceed with this part of the route and re-route the quiet way or stop it at Benhill Road. There is no explanation of how one part of the route may impact on another.

8. There are 3 questions in the consultation document. What will happen, for example, if there is support for Q1 and Q2 but not Q3? Where would the cycle traffic be re-routed to?

9. Is this a genuine consultation exercise or do you intend to go ahead with this regardless of the views of resident in Wilson Road and Graces Road?

10. What is the number of objections or proportion of responses that Southwark Council will have to receive in order not to proceed with this proposal or any other criteria that would mean the proposal would not proceed?

11. Why was so little information provided in the leaflet and on the website if you genuinely want to consult on this?

		More generally, what steps is Southwark Council taking to combat the growing tendency for cyclists to treat pavements as an additional cycle path. This is illegal but happens repeatedly every day in Camberwell on the pavements on Camberwell Church Street and approaching Camberwell Green, and on Camberwell New Road. This is very dangerous and makes walking around Camberwell centre very unpleasant, but I have never seen anyone taking action against this.	
6	Yes	I think it's a very good idea. However, my bedroom window directly overlooks the pathway, so i'd really appreciate if the paths lighting is not multi-coloured neon floodlights!! Please consider lighting it in a way that won't visually disturb the flats at the front of SPRINGFIELD HOUSE.	None
7	Yes	As a wheelchair user i definitely agree to the changes, also i would like more ramps on pathways because i have to use the road most of the time and the road bumps are very good they are a hindrance to me.	None
8	Yes	I have to use a walking aid and i use the pathway linking graces mews with Lettsom Street, it will make life easy for me without the steps. Thank you.	None
9	Yes	Brilliant idea - yes please! (With mirror for visibility at Grace's Mews bollards - corner where Grace's Mews turns towards Camberwell Grove.	None
11	Yes	Good Idea	None
13	Yes	On Wilson Road, cars/vans often drive too quickly, and in my opinion, this is the root cause of accidents/potential accidents. This is especially true for cars travelling from Wilson Road, and turning left onto Graces Road (and vice versa i.e. turning right from Graces Road to Wilson Road). Cars/vans will often cut across this junction because the turning is tight and they are travelling too quickly. On Wilson Road, the speed bumps have gaps in them (I think they are called 'speed cushions'), which means that many cars/vans do not	None

		<p>need to materially slow down. In fact, because of the spacing between the speed cushions, vehicles have the incentive to actually speed up between them and will also therefore arrive at junctions too quickly. And because the road is quite narrow, and has parked cars, the easiest route for vehicles is down the middle of the road, i.e. in the grooves of the speed cushions.</p> <p>The parallel road (Camberwell Grove) has more traditional speed bumps, and I am sure the traffic is slower on average. Overall I think that the speed cushions on Wilson Road are poorly designed and do not meaningfully slow down traffic, which is particularly important at the junctions which are tight.</p>	
14	No	<p>No details at the junction with the TLRN - key busy junction that needs segregated access to prevent left hooks. Route should use Gracies Mews rather than a convoluted route through Lettsom Estate. Consider changing priority at Wilson/Grace's Road. If Lettsom to be used needs more trees/planting etc.</p>	<p>Inadequate provision for cyclists at Peckham Road / Wilson Road / Benhill Road junction.</p> <p>The signal timings on South alignment of Peckham Road/Benhill Road are appropriate to operate safe QW As this junction is part of the TLRN, any concerns related to cyclist and pedestrian safety will be raised with TfL.</p>
15	Yes	<p>As a cyclist i already use the route to the elephant & castle. Your proposals should be a big improvement to the area.</p>	<p><i>None</i></p>
22	Yes	<p>Very much in favour, great idea</p>	<p><i>None</i></p>
<p>London Cycling Campaign (25)</p>	Yes	<p>This consultation response is on behalf of the London Cycling Campaign.</p> <p>As per the other QW7 consultation closing today, there is little evidence that this scheme represents a genuine "quiet" route, suitable for all ages, all abilities cycling. Nor does the proposed scheme offer major change from what is already in place.</p> <p>The junction of Peckham Road, Camberwell Church Street, Wilson Road and Benhill needs much better treatment to ensure there is appropriate routing through and protection for cyclists without</p>	<p>Lack of proposals on Camberwell Grove</p> <p>Further traffic re-assignment analysis is currently being carried out to investigate measures to reduce the number of motor vehicles using Camberwell Grove as a through route. Measures for Camberwell Grove are also being considered.</p>

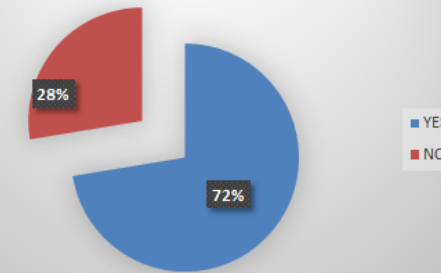
		<p>significant hook risks. This junction is the intersection between a busy cycling commuter route that was previously due to be part of a Cycle Superhighway, and the QuietWay.</p> <p>Finally, the section to Camberwell Grove is missing.</p>	
26	Yes	<p>Object to all the humps, particularly on the Lettsom/Grace's Street bit where the 90 degree turns slow the few drivers down. Even well designed humps are uncomfortable for cycling and national/London guidance advises against them.</p> <p>I cycle many times per week up Camberwell Grove but would rarely use this as:</p> <ol style="list-style-type: none"> 1) it's twisty with 6 changes in direction: it's easier simply to freewheel downhill on Camberwell Grove and less physical effort to go straight up than twist & turn. 2) would not feel safe going through here after dark with all the turns and places for those with ulterior motives to hide 3) traffic lights crossing main road are slow, easier to cross to the west 4) Camberwell Grove is one of the most beautiful streets in south London, like cycling on it <p>so you should at least provide an alternative route and improve conditions for cycling at the bottom end of Camberwell Grove too.</p>	<p>Route selected to utilize streets with low volumes of motor vehicles, to encourage people who wouldn't normally consider cycling as an option. The alignment will be well signed and the lighting improved.</p> <p>Lack of proposals on Camberwell Grove</p> <p>Further traffic re-assignment analysis is currently being carried out to investigate measures to reduce the number of motor vehicles using Camberwell Grove as a through route. Measures for Camberwell Grove are also being considered.</p>
<p>Southwark Cyclists</p> <p>(27)</p>	No	<p>The basic route of Quietway 7 is mostly good and will provide a useful link. However, these very unambitious proposals will do little if anything to "overcome barriers to cycling" and attract new cyclists, which is of course the main aim of the Quietways programme.</p> <p>Roads, where narrow, must have much reduced parking and the overall route should have much more filtering to stop rat running motor traffic. This would create the "quieter, low traffic" environment that is the Quietways programme's aim. There are 2 primary schools on this</p>	<p>Lack of proposals on Camberwell Grove</p> <p>Further traffic re-assignment analysis is currently being carried out to investigate measures to reduce the number of motor vehicles using Camberwell Grove as a through route. Measures for Camberwell Grove are also being considered.</p> <p>Inadequate provision for cyclists at</p>

	<p>route, these plans will not encourage parents to let their children cycle to school.</p> <p>Here are some suggestions for making the route much more cycle-friendly.</p> <p>Camberwell Grove. This is missing from the consultations. Camberwell Grove is not a difficult road for cyclists, but the right turn into Lettsom (or Grace's Mews) will be challenging for some. Morning peak traffic on Camberwell Grove was light when counted (216/hour). To aid the right turn for new cyclists, we need a refuge on the left opposite the turn. This can easily be achieved by removing 3 parking spaces.</p> <p>Benhill/Wilson/Peckham/Camberwell Church St cross roads. This does not seem to be in either consultation, but needs to be considered as it is the busiest crossing on the 2 sections of QW7 currently under consultation. No ASL or stop line is shown on the consultation map on Wilson Road. We presume this is an error and these will remain. This junction has only very small numbers of motor vehicles turning left, so is probably OK as it is. However we are disappointed that the opportunity is not being taken to improve this junction as a whole. It is on the old CS5 route that is indicated by green paint, having been downgraded as a non-CSH. But it is a popular cycle route and will be an important joining/leaving point for QW7 users.</p>	<p>Peckham Road / Wilson Road / Benhill Road junction.</p> <p>The signal timings on South alignment of Peckham Road/Benhill Road are appropriate to operate safe QW As this junction is part of the TLRN, any concerns related to cyclist and pedestrian safety will be raised with TfL.</p>
28	Fully support the quietway proposal and especially the improved cycle access to the Lettsom estate.	<i>None</i>

Wilson Road to Lettsom Street

Q2. Do you support double yellow line extension at junctions to improve safety for all road users?

Double yellow line extension at junctions



Reference No.	Support	Comment	Key Considerations (and Responses)
2	No	The proposal includes the removal of parking spaces in Wilson Road and Graces Road on the basis that there will be a reduction in accidents. Please specify how many accidents have occurred at the corner of Wilson Road and Graces Road that has led to you proposing this reduction in parking spaces. I have lived in Wilson Road for 12 years and I am unaware of any accidents at this junction. If there is no evidence to support your assertion about accidents then please confirm that this part of the proposal will be deleted.	<p>Loss of parking.</p> <p>The extension of double yellow lines aims at improving visibility at or near junctions to reduce the likelihood of accidents occurring. It is part of LBS strategy to increase safety for all road users as it addresses the conflicts between vehicles as well as between vehicles and cyclists.</p>
5	No	<p>My main concern with the additional yellow lines is that it's going to have a significant impact on parking spaces - particularly on the weekend. I have walked along the road many times and can see no immediate reason as to why the lines should be extended. Unless there is a large van in the way (which there never is) visibility is pretty good from the viewpoints where you want to make the changes.</p> <p>At present weekends are a nightmare for parking. For those that pay permits these changes will cause undue pressure on what is already a popular street for church goers on the weekend.</p> <p>I ask that you reconsider the removal of spaces as it seems wholly unnecessary. If that's not going to be possible then extending parking restrictions in to the weekend may be a way of alleviating the situation.</p>	

21	No	<p>Extending double yellow lines at the junctions of Wilson Road is no necessary. I have lived on this street for over 20 years and have not heard of any road accidents occurring due to poor visibility of parked cars. By removing 4 parking spaces from Wilson Rd will present a major parking problem as it is difficult to park on the road as it is. We have local churches that park in our parking bays constantly creating parking problems and the removal of 4 spaces will not help the situation. I currently pay £125.per year for a parking permit to park outside my property on Wilson rd., if this proposal goes ahead then the council must consider removing parking permits and their associated costs.</p>	
3	Yes	<p>This is just painting some yellow lines -- why not remove parking on one side of the road and use the gained space to introduce a cycle path? Overall, this will fail to achieve the stated desired outcome of encouraging more people to cycle.</p>	
25	Yes	<p>Parking remains along Wilson Road on both sides to such an extent that it dramatically reduces carriage width and space for cycling. Yet it is clear there is more capacity than need particularly at the north end. Removing some parking could free up space for cycle lanes or tracks, for instance.</p>	<i>None</i>
27	Yes	<p>Wilson Road. The lower part beside the Art College and Church, does not need to have on road parking.</p>	
13	No	<p>Regarding the proposals for extending the double yellow lines around junctions, I would be in favour of this if visibility around junctions was actually improved. However, the junctions of Wilson Road/Maude Road and Wilson Road/Graces Road are very tight corners, and I wonder if visibility is actually improved by extending the double yellow lines, and whether cars would actually slow down as a result. I think there is arguably a case for the left turn from Wilson Road to Graces road as this is where most the traffic seems to go. However, very little, if any traffic will travel too quickly when turning left from Graces Road to</p>	None

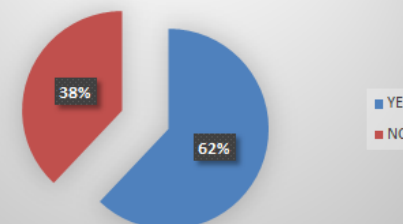
Wilson road.

So overall I would say that safety at the junctions in question is more to do with the speed bumps and tightness of corners rather than parked cars per se. If the speed bumps cannot be addressed, perhaps other things could be considered such as painting speed limits on the road and/or warning signs at junctions. As for extending the double yellow around junctions - this should only be done if visibility is actually improved as a result of this.

Wilson Road to Lettsom Street

Q3. Do you support the proposals at the pathway linking Grace's Mews with Lettsom Street near Springfield House?

Support proposals at the pathway linking Grace's Mews with Lettsom Street near Springfield House



Reference No.	Support	Comment	Key Considerations (and Responses)
12	No	I do not support the proposal at the pathway linking Grace's Mews with Lettsom Street at present because there is a church right in front at the point where cycles come out of the pathway (from Springfield house end) onto Wilson Road whose activities involve children, old and disable people and it looks as if there is nothing to indicate how these vulnerable people using the church are safely going to share that part of the road with cyclists. I think this is an issue that need to be address.	<p>Conflict between pedestrians and cyclists</p> <p>Segregation between pedestrians and cyclists will be provided along the ramp. Additional signing will be considered in detailed design.</p> <p>A street lighting assessment will be undertaken along the whole route as part of this scheme. The introduction of the pathway linking Grace's Mews with Lettsom Street will require a lighting upgrade at this location, as already proposed in the consultation material.</p>
18	No	The pathway is currently mainly for pedestrians although cyclists also use it. I'm worried that this pathway is being transformed into a cycle route will drove more cyclists down a rather peaceful and quiet area.	
29	Yes	The proposals sound goof provided they do not encourage a surge of cyclists! The springfiled house/ grace's mews steps have the advantage of forcing cyclists to slow or dismount around what is a very blind corner... if very busy with cyclists the changes proposed could actually make it less safe. I cycle through there twice a day- is suggest perhaps a painted 'cycle path' on the lead up to the passage and 'ring your bell' signs!	
16	No	I don't think it make any difference for a bike or wheelchair pathway as i pass this area on route to park with my dogs and before going down the stair have to check for ongoing pizza peoples using this entrance with motorcycle as a cut way to ideal roads, and it area also packed with cars with shutter it is breed for rubbish and wasted areas.	

		<p>As i think Lettsom itself as too may entrance around.</p> <p>Where there is safe spot the lights around are very poor as i seen at night need improvement but not bike slope.</p> <p>The stair was not high anyway. I have been on lettsom since 1993.</p>	
19	No	<p>The Grace's Mews idea is a weird diversion that I would not use. Why not segregate the main drag up Champion Hill from the existing lane on the bridge and make it one way for cars (down) and cyclists both ways (up in a protected lane)</p>	<p>The route was selected to utilize streets with low volumes of motor vehicles, to encourage people who wouldn't normally consider cycling as an option. The alignment will be well signed and the lighting improved.</p>
20	No	<p>The route up the steps between Graces Mews and Lettsom Street is a very well used pedestrian route to Denmark Hill Station and by parents with children going to Dog Kennel Hill School and Lyndhurst Street.</p> <p>Although the proposed slope (where the steps are now) has a delineated lane for pedestrians we feel it will result in fast cyclists being in far too close proximity to where children will be walking and maybe running...and we are very concerned about what happens at the top as the right turn to follow the path past Springfield House towards Camberwell Grove would now presumably clash with the cycle lane.</p> <p>This is potentially very dangerous, especially as it's a route children use to school.</p> <p>Can the cycle route not instead go slightly further down Camberwell Grove turning right into the other end of Grace's Mews and entering the end of Graces Road from that end? Thus it would miss out Lettsom St and not cross the pedestrian route to the station and local schools.</p>	<p>Conflict between pedestrians and cyclists</p> <p>Segregation between pedestrians and cyclists will be provided along the ramp. Additional signing will be considered in detailed design.</p>
23	No	<p>The use of the route through the estate is fraught with not being used. The ramp will probably work instead of the steps but it remains a lonely and relatively isolated location, the Graces Mews route just to the north is probably preferable because it will feel safer, if the estate route chosen, real care must be given to improved lighting and the provision of cctv.</p>	

27	No	<p>Grace's Mews/Lettsom St. This is a complex and unfriendly part of the route. The ramp up to Lettsom St is a useful contribution to local permeability, and will help wheelchair users and parents with push chairs. However, if this becomes a well-used cycle route, as we hope QW7 will be, and then we fear cyclists and pedestrians will not fit easily into the space where the new path is proposed. The steps are much narrower than the pretty picture in the consultation document. Going north in the morning the path will provide a rapid downhill for cyclists. And this is at the same time as parents and children are heading for school. We know from the Canal Path that this is not a situation we should be creating. So on balance we have not supported this bit of the route. A better alternative is to use Grace's Mews. This involves a short downhill stretch. But the route is simpler with fewer corners. It effectively already exists and already has a modal filter, so almost no motor traffic.</p>	
24	No	<p>The residents don't need a continuous supply of cyclists coming through the already over populated estates, it will cause more accidents and provide less parking spaces. No no, no to your pathway proposal.</p>	
28	Yes	<p>Fully support the quietway proposal and especially the improved cycle access to the Lettsom estate.</p>	None