

Appendix A-

<u>Representation No.</u>	<u>Comment</u>
001	<p>I am saddened and frustrated to see Southwark Council waste yet more of their limited funds on so called traffic calming measures that fail to appropriately recognise that Ivydale Road is a residential road, with many multiple dwellings, and many, many car owners who require parking. These continued additions of pinch points and parking restrictions simply exacerbate the matter with most evenings and weekends seeing all the double yellow lines parked on, and the continual problem of buses being unable to pass each other and other large vehicles.</p> <p>The proposed double yellow lines will result in many residents and visitors (particularly the congregation of the Seventh Day Adventist Church) being forced to park on the double yellow lines, as many already do, thus increasing the problem of congestion.</p> <p>The majority of speed on Ivydale Road takes place after 7pm when there is reduced traffic, as rest of the day there are so many buses, delivery vehicles, pinch points and dust carts that there is rarely an opportunity to speed. These errant speeders should be dealt with by safety enforcement cameras. There are speed cameras located locally on Benchley Gardens and Linden Grove and they would be equally as effective on Ivydale Road.</p> <p>Without doubt the most cost effective way of dealing with speeding is the instalment of speed cameras, along with the current bumps. There is also evidence that tree planting on residential roads increases drivers awareness that they are in a residential area and encourages divers to reduce their speed. Speed cameras and tree planting would be more cost effective options.</p> <p>The constant addition of pinch points, and double yellow lines has not calmed traffic on Ivydale Road at all. In fact it has increased as cars and delivery vehicles fight for ever decreasing parking space and buses hold up the road continually, unable to pass one another. It really has made the P12 route unusable by anyone who has to be somewhere on time. I suggest a meeting with residents, TFL and the council to determine a policy that benefits all and not just greases the palms of Southwark's contractors, as another traffic calming idea is replaced at tax payers expense.</p>
002	<p>Objection to element of proposed changes to scheme H/ND/TMO1516-025.</p> <p>Whilst we agree with the full width humps and the introduction of double yellows for the junctions of Harlescourt Road, Bellowod road with Ivydale road etc we have a concern regarding the extending of the double yellows at the narrowed pinch points.</p> <ol style="list-style-type: none"> 1. (a) IVYDALE ROAD, [i] at and on the approach to re-profiled 'pinch point' traffic calming measures (with new traffic signs giving priority to north-westbound vehicles) on the north-east

	<p>side outside Nos. 31-37, 83-85, 149-159 and 215- 227, and on the south-west side outside Nos. 50-62,108-114, 170-182 and 224- 230.</p> <p>As a representative of the residents residing by 170-182 and 148-159 we are concerned that the double yellow lines have been extended further than they are currently. We do not see any justification for this.</p> <p>We are further concerned with the removal of the raised pinch points, as these provide a safer place for residents and children to cross giving them better visibility in each direction. The residents would like to see the raised pinch points remaining, albeit narrowed.</p> <p>But the main issue is the major issue caused by the reduced residents parking.</p> <p>Residents would like to see controlled hours rather than a double yellow at pinch points – we believe restricted parking between hours of 8am - 7pm would be sufficient as the rest of the time the road is quiet and two buses can pass each other easily. This allows residents to park outside these their houses overnight, whilst ensuring the traffic calming measures are effective when needed.</p> <p>We would also like restricted parking to be considered for residents only, to help with the issue of parking.</p> <p>We would also like to see average speed cameras for the whole area to ensure that people comply with the 20mph zone.</p>
003	<p>Objecting on the grounds of excessive parking disruption.</p> <p>We are a family with 3 young children resident at *** Ivydale Road and are very concerned at the loss of parking due to the yellow lines proposed outside nos 174-182.</p> <p>Getting a parking space in close proximity to our house is already difficult enough without reducing the number of available parking spaces even further.</p> <p>When determining the give way direction at each 'road narrowing section', and the resulting location of double-yellow lines, did the designers consider a solution that minimises the loss of parking spaces?</p> <p>If the give way direction was reversed at our part of Ivydale Road then the longer yellow line section would run outside the Church to no 145. There is already a driveway with a white h-bar in this zone, so you could save at least one parking space.</p> <p>Has the design considered the minimum loss of parking across the whole scheme at every 'road narrowing section'? We have recently lost a lot of car parking space when the new houses were built further towards the train station.</p> <p>There are a significant number of families with young children in this part of Ivydale Road who need parking within close proximity of their houses. I would urge that the whole design is revisited to minimise loss of parking at every possible opportunity. As a young family we rely on</p>

	<p>being able to pick up and drop off outside of our property.</p> <p>We firmly object to the idea of putting double yellow outside of our house.</p>
<p>004</p>	<p>Objecting on the grounds of excessive parking disruption.</p> <p>We are a family with young children resident at *** Ivydale Road and are very concerned at the loss of parking due to the yellow lines proposed outside nos 174-182. Getting a parking space in close proximity to our house is already difficult enough without reducing the number of available parking spaces even further.</p> <p>When determining the give way direction at each 'road narrowing section', and the resulting location of double-yellow lines, did the designers consider a solution that minimises the loss of parking spaces?</p> <p>If the give way direction was reversed at our part of Ivydale Road then the longer yellow line section would run outside the Church to no 145. There is already a driveway with a white h-bar in this zone, so you could save at least one parking space.</p> <p>Has the design considered the minimum loss of parking across the whole scheme at every 'road narrowing section'?</p> <p>The majority of speed on Ivydale Road takes place after 7pm when there is reduced traffic, as rest of the day there are so many buses, delivery vehicles, pinch points and dust carts that there is rarely an opportunity to speed. These errant speeders should be dealt with by safety enforcement cameras. There are speed cameras located locally on Benchley Gardens and Linden Grove and they would be equally as effective on Ivydale Road.</p> <p>Without doubt the most cost effective way of dealing with speeding is the instalment of speed cameras, along with the current bumps. There is also evidence that tree planting on residential roads increases drivers awareness that they are in a residential area and encourages divers to reduce their speed. Speed cameras and tree planting would be more cost effective options.</p> <p>There are a significant number of families with young children in this part of Ivydale Road who need parking within close proximity of their houses. I would urge that the whole design is revisited to minimise loss of parking at every possible opportunity.</p>
<p>005</p>	<p>I write in relation to the proposed traffic calming measures on Ivydale Road. Firstly - may say how delighted I am that you are addressing this issue and clearly trying your best to please all the various affected parties.</p> <p>Although the above changes to not directly affect me - (I live opposite Ivydale School) I concur with many of the relevant residents that there is</p>

	<p>much urgency in removing the current speed bumps and introducing alternative traffic controls such as you outline in your proposal.</p> <p>I understand from your proposal that the current bumps on Ivydale Road will be removed and replaced with others. I can only ask (for the sake of the relevant residents) that there is sufficient reinforcement around the bumps to deal with the weight of heavy vehicles as they cross the bumps.</p> <p>If this particular project is given the go-ahead - I do hope that you will also turn your attention to the traffic calming situation around Ivydale School, where residents such as my family and I are also suffering the intolerable vibrations from the hump caused by buses, lorries and speeding vehicles.</p> <p>When I first approached the council a couple of years ago re: the vibrations - i was asked to show signs of physical damage to my property to prove the need to remove or amend the bump. The reality is that the physical damage (and there is some) is not the only problem - it is the mental exhaustion of having your house shaken every few minutes and being awoken several times a night by speeding vehicles that is immeasurable.</p>
006	<p>Objection to element of proposed changes to scheme H/ND/TMO1516-025</p> <p>Whilst we agree with the full width humps and the introduction of double yellows for the junctions of Harlescourt Road, Bellowod road with Ivydale road etc we have a concern regarding the extending of the double yellows at the narrowed pinch points.</p> <p>1. (a) IVYDALE ROAD, [i] at and on the approach to re-profiled 'pinch point' traffic calming measures (with new traffic signs giving priority to north-westbound vehicles) on the north-east side outside Nos. 31-37, 83-85, 149-159 and 215- 227, and on the south-west side outside Nos. 50-62, 108-114, 170-182 and 224-230.</p> <p>1. As a representative of the residents residing by 170-182 and 148-159 we are concerned that the double yellow lines have been extended further than they are currently. We do not see any justification for this.</p> <p>We are further concerned with the removal of the raised pinch points, as these provide a safer place for residents and children to cross giving them better visibility in each direction. The residents would like to see the raised pinch points remaining, albeit narrowed.</p> <p>But the main issue is the major issue caused by the reduced residents parking.</p> <p>Residents would like to see controlled hours rather than a double yellow at pinch points – we believe restricted parking between hours of 8am - 7pm would be sufficient as the rest of the time the road is quiet and two buses can pass each other easily. This allows residents to park outside these their houses overnight, whilst ensuring the traffic calming measures are effective when needed.</p>

	<p>We would also like restricted parking to be considered for residents only, to help with the issue of parking.</p> <p>We would also like to see average speed cameras for the whole area to ensure that people comply with the 20mph zone.</p>
007	<p>I live at *** Ivydale Road. I am writing to support the proposals for improved traffic calming measures on Ivydale Road.</p> <p>Point (2) of the consultation - I fully support: (a) I think there should be more space around the pinch points for traffic to pass. There are regularly traffic jams because buses cannot pass each other, or other large vehicles, and this would ease the situation.</p> <p>(b),(c) I live between Harlescott and Lanbury Roads and I support the extension of yellow lines round the corner from Ivydale up these roads as this will make crossing these roads safer; as things stand, people frequently park too close to the corners, especially during school drop off and pick up times.</p> <p>Point (3) of the consultation "Existing sets of speed cushions in the vicinity of the locations above and existing speed tables at the 'pinch point' locations fronting Nos. 50-52, 93-95, 170-172 and 225-227 Ivydale Road would be removed" - I fully support.</p> <p>I support the removal of the speed bumps at pinch points along Ivydale Road as these are vicious and totally unsuitable for a road where there is a regular 18 hour a day bus service and other heavy traffic, as the road is not strong enough to support the thudding of heavy vehicles over the speed bumps. This was recognised further up Ivydale Road a number of years ago, and the speed bumps were removed from the pinch points shortly after installation. The vibrations pass through my house (and my neighbours' houses) from front to back, causing my house to shake. This is against my right to enjoy peaceful occupation of my home and directly caused by ill thought out and poorly executed installation of the speedbumps in the first place.</p> <p>With this in mind, and with reference to 3 (a) to (e) I do hope that where you are planning to replace existing speed bumps at other locations on Ivydale Road with one full width speed bump, that the engineers will ensure the road is sufficiently strengthened at these points so as not to replicate the self-same problem elsewhere - to reiterate, already recognised as an issue by the council further up Ivydale Road where the money was spent a number of years ago to install and then remove the speedbumps.</p>
008	<p>Objecting on the grounds of excessive parking disruption.</p> <p>We are a family with young children resident at *** Ivydale Road and are very concerned at the loss of parking due to the yellow lines proposed outside nos 174-182.</p> <p>Getting a parking space in close proximity to our house is already difficult enough without reducing the number of available parking spaces even further.</p>

	<p>When determining the give way direction at each 'road narrowing section', and the resulting location of double-yellow lines, did the designers consider a solution that minimises the loss of parking spaces?</p> <p>If the give way direction was reversed at our part of Ivydale Road then the longer yellow line section would run outside the Church to no 145. There is already a driveway with a white h-bar in this zone, so you could save at least one parking space.</p> <p>Has the design considered the minimum loss of parking across the whole scheme at every 'road narrowing section'?</p> <p>There are a significant number of families with young children in this part of Ivydale Road who need parking within close proximity of their houses. I would urge that the whole design is revisited to minimise loss of parking at every possible opportunity.</p>
009	<p>I object to this proposal on two key grounds. First, it is certain to reduce the amount of parking available on Ivydale Road, where there are already serious problems. Second, There is a very low probability that the scheme will actually deliver traffic calming so you are trading a certain disbenefit for an uncertain benefit. When someone does this in the City of London it is called a reckless trade. Below I explain these grounds in more detail.</p> <p>First, It is certain to reduce the amount of parking available on Ivydale Road, where there are already serious problems. I frequently have to park my car hundreds of meters away from my house which when you have got 4 and 2 year old boys can be very inconvenient. I realise that the revised proposal reduces the amount of parking space withdrawal from 8 to 4 but this is still 4 too many in my view, especially as there is a pointed remark in the consultation feedback about having to revise this upwards again if the scheme is deemed to have failed. Given that Southwark will make that assessment this seems like a bit of a trick do to it in the long term anyway - the sort of thing the European Commission does. Please also bear in mind that around 30 new households were created on the road over the last 18 months or so and this has exacerbated the problem (as previously there were spaces outside the disused land). When the 2011 traffic calming was done this reduced the parking by 8 spaces and then in 2012 when TFL extended the bus carve outs this reduced the spaces by a further four. The other thing I have not seen considered is a residents parking scheme - to avoid the station end being used by people who don't even live on the road. Why is there not a holistic view taken to solving the parking issue?</p> <p>Second, There is a very low probability that the scheme will actually deliver traffic calming. The reason we can be sure that it the probability of benefit is low is because of the various permutations of traffic calming that have already been tried on the road and all of which have failed. The fact is that it's a long road unusually without any side roads for a long stretch. We all knew that when we bought houses here (it's part of the reason they are cheaper than on say Harlscott Road - it's the market, innit?). I'm sure Clement is a brilliant engineer but there is no perfect design that is going to stop idiots in cars being idiots in cars (short of speed cameras - have you considered that one? There was a death on the road a few years ago so the grounds for installing a safety</p>

	<p>camera do exist.) You cannot tweak this or that design factor and get a perfect answer (this is also something the European Commission is guilty of trying to do.) In the meantime we will also have to suffer the disruption of the works themselves (20 days has already gone into traffic calming the road - Source Southwark FOI), not to mention the cost which would be much better spent elsewhere especially baring in mind that at least £70,00 (Source: Southwark Council FOI - this is a partial cost) has been spent on Ivydale Road traffic calming in recent Years, which these further works would partly undo.</p> <p>Please think again before wasting all this public money. A proposal that really would sort out certain traffic issues would be to make the P12 bus one way only on Ivydale (like it is on Kimberley) and re-route it the other way along St Asaphs and Norberts. The P12s meet each other or bin lorries and get stuck all the time and they don't even go anywhere useful.</p>
010	<p>I wanted to write in and express my delight and support for the proposal above. It is 19 years ago that I moved into my home and have seen first-hand the negative effects of the current traffic-calming measures in place.</p> <p>The residents who live close to the tables are suffering with noise, vibration, damage to their homes and stress living next to the pinch-points. I can understand that they may have been installed with good intention but their design and environment have resulted in a more negative impact on this community. Ivydale road now needs the support to recover from this design error and regain its community feel.</p> <p>I fully support the new design to be funded by the Cleaner, Greener, Safer funding project and the new installation will certainly result in a cleaner, greener, safer road. In my opinion this would be a significant achievement for this local social funding project. The local primary schools, such as Ivydale at one end and Hollydale at the other, will also benefit. Their pupils will have much-improved crossing points along the road and vehicles will be passing through a much-improved traffic management system before they get to that sharp bend at Ivydale school and the other dangers that sharp turn poses to the residents and pupils at that part of the road. This new design is also for general pedestrians — pushchairs, wheelchair users, less physically-abled pedestrians and the older students who walk up to Haberdashers Askes.</p> <p>The current design at the pinch-points does not include any priority marking and as a result, local residents have witnessed driver altercations outside their homes. These are completely preventable if the new design in your plans is improved. I have already forwarded video footage of driver altercations to Clement Aygei-Frempong involving cars and the refuse trucks at a stalemate at a pinch-point so this is an issue which can be addressed by the new proposal. Altercations between all sizes of vehicles are a regular occurrence.</p> <p>I truly believe that the new proposal will bring a much calmer style of traffic management and bring back the sense of community to Ivydale road. The proposal put forward a design already in place at the top end of Ivydale road which has worked well since it was built. There is a marked sense of order when you approach that part of the road, the</p>

priority markings and narrow flat pinch-points have resulted in a sensible traffic management flow. The residents of the lower end of Ivydale road see no reason why they cannot enjoy the same design and improvements in the quality of local life that the other residents have enjoyed.

Ivydale road cannot continue to exist as it does now. It is an impressive wide tree-lined Victorian road blighted by ill-designed pinch points. I hope any committee will not be influenced by any residents complaining about parking as I do not feel that is the greater issue here. All the residents have a right to a quality of family life which is not possible at the moment. In my opinion this new installation will have a significant positive effect on family life, indoors and outdoors, which is a basic human right. Unfortunately the current design means some residents have a better quality of life at the expense of others. The desire to park outside your home is not a priority and unlikely to happen ever as so many houses have at least one or two cars. Residents parking would not solve this issue either because there are too many car-owners on the street.

Please consider the bigger issue here. You have residents who want to live on this street. Please approve this proposal so Ivydale road can regain a sense of order and calm.