

APPENDIX A

Elephant & Castle to Crystal Palace Quietway (QW7)

Calton Avenue

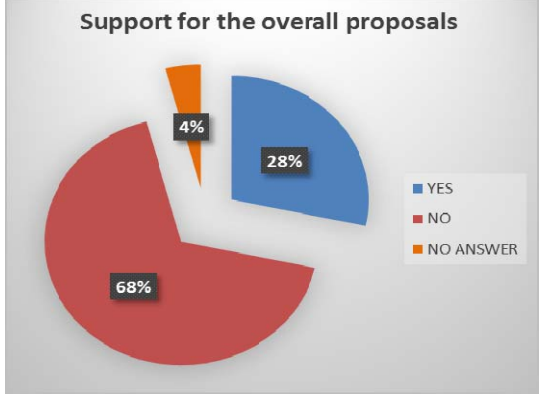
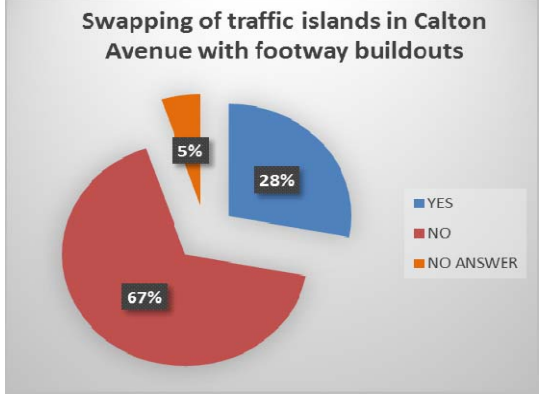
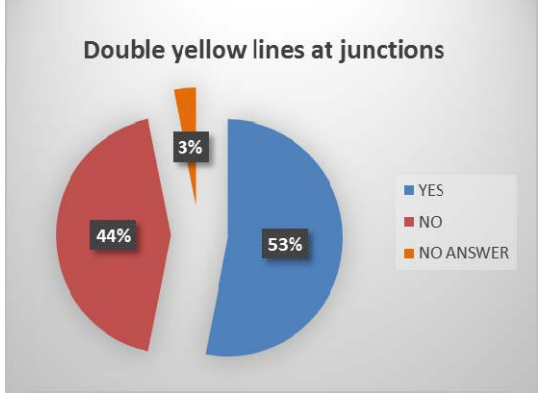
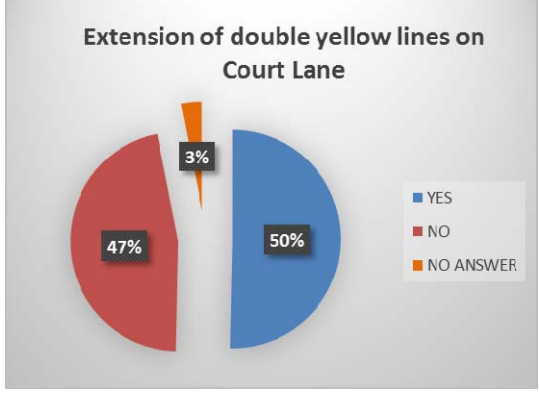
APPENDIX A1

Elephant & Castle to Crystal Palace Quietway (QW7)

Calton Avenue

Responses to Consultation Questions

Calton Avenue

<p>Generally do you support the proposal?</p>	 <p>Support for the overall proposals</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>28%</td> </tr> <tr> <td>NO</td> <td>68%</td> </tr> <tr> <td>NO ANSWER</td> <td>4%</td> </tr> </tbody> </table>	Response	Percentage	YES	28%	NO	68%	NO ANSWER	4%
Response	Percentage								
YES	28%								
NO	68%								
NO ANSWER	4%								
<p>Yes: 83 No: 197 No Answer: 12</p>									
<p>Q1. Do you support swapping of traffic islands in Calton Avenue with footway buildouts?</p>	 <p>Swapping of traffic islands in Calton Avenue with footway buildouts</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>28%</td> </tr> <tr> <td>NO</td> <td>67%</td> </tr> <tr> <td>NO ANSWER</td> <td>5%</td> </tr> </tbody> </table>	Response	Percentage	YES	28%	NO	67%	NO ANSWER	5%
Response	Percentage								
YES	28%								
NO	67%								
NO ANSWER	5%								
<p>Yes: 82 No: 195 No Answer: 15</p>									
<p>Q2. Do you support the double yellow lines at junctions?</p>	 <p>Double yellow lines at junctions</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>53%</td> </tr> <tr> <td>NO</td> <td>44%</td> </tr> <tr> <td>NO ANSWER</td> <td>3%</td> </tr> </tbody> </table>	Response	Percentage	YES	53%	NO	44%	NO ANSWER	3%
Response	Percentage								
YES	53%								
NO	44%								
NO ANSWER	3%								
<p>Yes: 155 No: 128 No Answer: 9</p>									
<p>Q3. Do you support the extension of double yellow lines on Court Lane?</p>	 <p>Extension of double yellow lines on Court Lane</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>50%</td> </tr> <tr> <td>NO</td> <td>47%</td> </tr> <tr> <td>NO ANSWER</td> <td>3%</td> </tr> </tbody> </table>	Response	Percentage	YES	50%	NO	47%	NO ANSWER	3%
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YES	50%								
NO	47%								
NO ANSWER	3%								
<p>Yes: 147 No: 136 No Answer: 9</p>									

<p>Q4. Do you support the double yellow lines south west of Gilkes Crescent and the introduction of loading bay outside of shops?</p>	<p>Double yellow lines south west of Gilkes Crescent and introduction of loading bay outside of shops</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>39%</td> </tr> <tr> <td>NO</td> <td>55%</td> </tr> <tr> <td>NO ANSWER</td> <td>6%</td> </tr> </tbody> </table>	Response	Percentage	YES	39%	NO	55%	NO ANSWER	6%
Response	Percentage								
YES	39%								
NO	55%								
NO ANSWER	6%								
<p>Yes: 115 No: 161 No Answer: 16</p>									
<p>Q5. Do you support the new zebra crossing south west of Woodwarde Road?</p>	<p>New zebra crossing south west of Woodwarde Road</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>43%</td> </tr> <tr> <td>NO</td> <td>52%</td> </tr> <tr> <td>NO ANSWER</td> <td>5%</td> </tr> </tbody> </table>	Response	Percentage	YES	43%	NO	52%	NO ANSWER	5%
Response	Percentage								
YES	43%								
NO	52%								
NO ANSWER	5%								
<p>Yes: 127 No: 151 No Answer: 14</p>									
<p>Q6. Do you support the provision of marked parking bays?</p>	<p>Provision of marked parking bays</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>32%</td> </tr> <tr> <td>NO</td> <td>60%</td> </tr> <tr> <td>NO ANSWER</td> <td>8%</td> </tr> </tbody> </table>	Response	Percentage	YES	32%	NO	60%	NO ANSWER	8%
Response	Percentage								
YES	32%								
NO	60%								
NO ANSWER	8%								
<p>Yes: 93 No: 175 No Answer: 24</p>									
<p>Q7. Do you support the removal of the centre line road marking?</p>	<p>Removal of the centre line road marking</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>25%</td> </tr> <tr> <td>NO</td> <td>68%</td> </tr> <tr> <td>NO ANSWER</td> <td>7%</td> </tr> </tbody> </table>	Response	Percentage	YES	25%	NO	68%	NO ANSWER	7%
Response	Percentage								
YES	25%								
NO	68%								
NO ANSWER	7%								
<p>Yes: 75 No: 198 No Answer: 19</p>									

APPENDIX A2

Elephant & Castle to Crystal Palace Quietway (QW7)

Calton Avenue Main Consultation Issues and Responses

	Issue repeatedly raised within feedback
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Calton Avenue		
Proposal	Concern/Objection	Response
Overall	Traffic volumes on Calton Avenue have not been addressed, especially during peak times. The study regarding coaches and HGVs using Calton Avenue should have been part of this scheme and not an independent exercise. Weight/width restrictions on Calton Avenue are a priority issue regarding school children and cyclist safety.	<p>Traffic reassignment modelling carried out revealed point closures or measures to reduce traffic volumes had a significantly disproportionate impact on other sections of the Quietway and surrounding road network. See more details in the <i>Dulwich Village Initial Traffic Reassignment Modelling Technical Note</i>, in the appendices .</p> <p>Larger area-wide network study is outside of the scope of Quietway project.</p> <p>The Foundation Schools Coach service plays an important role in home to school transport provision in Dulwich Village. Any changes to this service to deal with concerns raised by local residents are outside the scope of the Quietways project. However, Southwark Council and the Dulwich Foundation schools have agreed to work together to investigate ways to manage the impact of the coach service. A study has been commissioned and the results will be shared with the local community in summer 2016.</p>
	Congestion and pollution will increase on Calton Avenue as the volumes of traffic will increase. Traffic chaos at peak times.	No increase in traffic volumes is anticipated as a result of the Quietway measures proposed on Calton Avenue.
	Alignment of Quietway through Calton Avenue.	The alignment of the Quietway route has been previously consulted and agreed as part of the Southwark Cycling Strategy in 2015 and aims to deliver part of a London-wide cycle network. Quietway 7 goes through residential areas connecting these neighbourhoods with destinations along the route. It also links with proposals within the London Borough of Lambeth.

	<p>Perceived as a scheme prioritising cycling over other road users.</p>	<p>While improving conditions for cyclists, the objectives of the Quietway scheme are to improve road safety and accessibility for all road users and enhance the streetscape quality.</p>
	<p>AM and PM peak traffic – no measures to address this.</p>	<p>Through investment in cycling infrastructure and by making cycling more attractive, it is hoped that there will be a change in current travel habits to more sustainable modes of travel such as cycling resulting in a reduction in peak period traffic volumes.</p>
	<p>Loss of parking due to introduction of the new zebra crossing and buildouts.</p>	<p>There would be no overall loss of parking in the vicinity of the junction as a result of the removal of the traffic island north east of Woodward Road and the introduction of the proposed zebra crossing. For additional information on the zebra crossing proposals refer to related section below.</p>
<p>Swapping of traffic islands in Calton Avenue with footway buildouts</p>	<p>Traffic islands are safer than buildouts as they provide a two-phase crossing opportunity.</p>	<p>Footway buildouts reduce the time pedestrians must spend in the road or in the middle of the road. The existing traffic islands do not provide adequate waiting widths to accommodate large numbers of pedestrians, disabled users or parents with prams. Additionally, inappropriately parked vehicles can obstruct the visibility of pedestrians when crossing at the existing traffic islands.</p> <p>Traffic islands create pinch points and bring vehicles and cyclists into conflict, while build outs remove this conflict. Footway buildouts also encourage cyclists to maintain the primary riding position.</p> <p style="text-align: right;">Cont./</p>

	<p>Buildouts are dangerous as they introduce conflicts between vehicles and cyclists.</p>	<p>The proposed footway buildouts approximately 20metres south of the Calton Avenue / Townley Road junction will not be constructed. However, the existing traffic islands at this location will be removed.</p> <p>This will remove the pinch point for cyclists while encouraging pedestrians to cross closer to the junction where a central refuge island with adequate width is to be maintained and will allow parking at a location where not previously possible due to the proximity to the traffic islands.</p> <p>For more details regarding the use of buildouts as a traffic calming technique, refer to <i>Traffic Calming</i>, LTN 1/07, DfT (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/329454/ltn-1-07_Traffic-calming.pdf), and the <i>London Cycling Design Standards</i>, TfL (https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit)</p>
	<p>The traffic islands at the Calton Avenue / Townley Road junction should not be removed as they provide a safe crossing for school children.</p>	<p>The proposals do not include the removal of the traffic islands at the Calton Avenue / Townley Road junction.</p>

Double yellow lines at junctions	Loss of parking will have a negative impact on the local businesses which will lose customers. Speeds will increase along the route.	<p>The extension of double yellow lines aims to improve visibility at or near junctions and reduce the likelihood of collisions occurring by removing obstructive and dangerous parking. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in advance of the distance in which they will be able to brake and come to a stop. The Highway Code (Rule 243) specifies that motorists must not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space.</p> <p>It is part of a LBS Borough-wide initiative to implement no waiting restrictions at any time (Double Yellow Lines) within 7.5 metres of a junction to ensure adequate visibility and increase safety for all road users. This addresses the conflicts between vehicles as well as vehicles and pedal cycles, and vehicles and pedestrians. It should be highlighted that obstructive parking practices and poor visibility at junctions are more dangerous for vulnerable road users, such as young children and people with disabilities.</p> <p>Proposals regarding parking restrictions have been reviewed and the proposed double yellow lines will be reduced to eliminate all parking loss, subject to any future road safety audits undertaken on the Quietway 7 proposals. The proposed parking restrictions on Court Lane in particular will be reduced to the minimum required (one parking space lost instead of three).</p> <p>Please refer to the Highway Code for more information on safe parking practises https://www.gov.uk/guidance/the-highway-code/waiting-and-parking-238-to-252</p>
	Controlled parking zone restrictions tailored to discourage commuter parking and prioritise residents. Abuse of parking restrictions - enforcement issues.	
	Parking displacement on Dekker Road, Desenfans Road and Druce Road	

	<p>Double yellow lines all the way to Gilkes Crescent are excessive as it is a no-through road.</p>	<p>Parking restrictions south west of Gilkes Crescent are proposed to improve road safety for users and facilitate access to the signalised junction. A loading bay is proposed to cater for the needs of nearby businesses and short term parking has been provided where considered safe.</p> <p>However, due to lack of support for this proposal, the extent of parking restrictions has been reviewed. In order to minimise parking loss, no restrictions will be added opposite the junction. The Double Yellow Lines will begin 7.5m south west of the junction to ensure elimination of pinch points in this particularly narrow section of Calton Avenue.</p> <p>Although 4 parking spaces are removed due to this proposals the net loss is 0 since additional parking provisions are made available</p>
<p>New zebra crossing south west of Woodward Road</p>	<p>Location of zebra crossing</p>	<p>Due to a large number of comments regarding the suitability of this site for the introduction of a zebra crossing, further investigation was undertaken. The zebra crossing will now be introduced at the location of the existing traffic islands (north east of Woodward Road), as this is the location the majority of pupils cross.</p>
	<p>No requirement for zebra crossing and impact on nearby residents</p>	
	<p>Proposed geometry of road layout will restrict vehicle manoeuvres and create a pinch-point for two way vehicles.</p>	<p>Vehicle swept path analysis has been undertaken for manoeuvres to / from Woodward Road with no additional constraints proposed.</p>

	The proximity of the proposed zebra crossing to uncontrolled crossing at traffic island.	The traffic island north east of Woodwarde Road would be removed as part of the initial proposals.
Provision of marked parking bays	The marked bays will lead to fines for vehicles going outside the dashed line.	The provision of marked bays was initially proposed as a visual aid demonstrating where it is safe to park without causing an obstruction. They would not have been enforceable, so no fines would have been issued. However, due to high levels of opposition, and re-examination of the proposals, this aspect is to be removed from the design.
Removal of centre line markings	The removal of the centre line road markings will lead to confusion especially with coaches and HGVs that will cover all available road space. The lack of centre lines could be particularly dangerous during the dark hours of the day.	<p>Due to the regularity of parked vehicles in Calton Avenue the effective road width is often reduced to <5.5m, as such, drivers might expect a road marked with a centre line to be wide enough for opposing lanes of traffic to pass. Removal of this centre line will promote safer driving behaviours, such as reduction in speeds along the route, and will support the existing 20mph speed limit.</p> <p>However, due to lack of support for this aspect of the proposals, the removal of the centre line marking will only be trialled where carriageway resurfacing is proposed. Existing centre lines will be maintained elsewhere along the route.</p> <p>TfL has recently published related research highlighting the above, which can be accessed online at the following link http://content.tfl.gov.uk/centre-line-removal-trial.pdf</p>

APPENDIX A3

Elephant & Castle to Crystal Palace Quietway (QW7)

Calton Avenue

Consultation Plans

QW7 – CALTON AVENUE

What are the proposed improvements to Calton Avenue

1 Swapping traffic islands with buildouts

The existing traffic islands are not safe for pedestrians to wait and create a pinch point where there is not enough space for a car to pass a cyclist. To help pedestrians wanting to cross the road at these locations, footway buildouts are proposed to narrow the overall crossing distance.

2 Parking restrictions at junctions Double yellow lines (no parking at any time) will be introduced at junctions with Calton Avenue (Woodwarde Road, Gilkes Crescent and Court Lane). This will help road users to see each other at all times.

3 Parking restriction extension on Court Lane Double yellow lines (no parking at any time) will be extended to the Court Lane / Dekker Road junction to stop cars parking at this location and keep this space clear for cars trying to access the Court Lane / Calton Avenue junction.

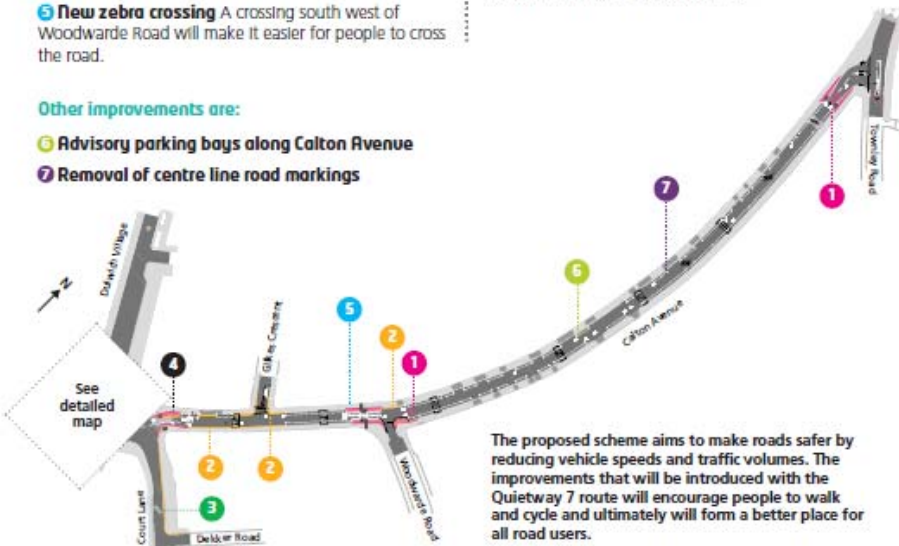
4 Parking restrictions south west of Gilkes Crescent and introduction of loading bay outside of shops on the west side of Court Lane Double yellow lines ('No Parking at Any Time') will be introduced from Gilkes Crescent to the Calton Avenue / Court Lane junction to stop cars parking at this location and avoid vehicle queues building up at the Calton Avenue / Court Lane junction.

5 New zebra crossing A crossing south west of Woodwarde Road will make it easier for people to cross the road.

Other improvements are:

6 Advisory parking bays along Calton Avenue

7 Removal of centre line road markings



What are the proposed improvements to Dulwich Village junction

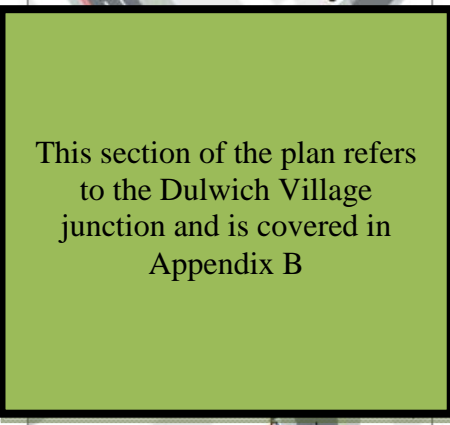
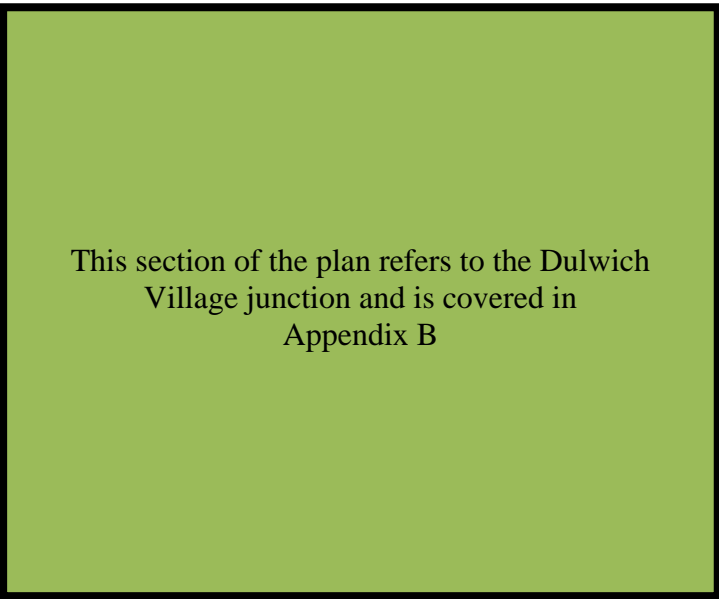
To improve traffic flow and reduce congestion, the following improvements are proposed:

1 Staggered queues are introduced at the Calton Avenue junction in two stages.

2 Segregated cycle signals provide an opportunity for cyclists to cross the road on their own signal, separating them from general traffic. This will improve safety between cyclists and cars crossing the road. Cyclists will have to stop at the junction provided at the junction.

3 Removal of the western kerb at the Dulwich Village junction to create space for pedestrians.

4 Widening the footway where possible to improve pedestrian safety. A new zebra crossing will be introduced at the eastern kerbline and at Court Lane.



What happens next?

We need to hear your views by **13 March 2016**. The Dulwich Community Council will be updated on an interim outcome of consultation at its meeting on 15 March. A complete report on the consultation will be discussed at the Community Council meeting in June 2016. Following this a formal decision on the scheme will be taken by the Cabinet Member for Environment and the Public Realm by end of August 2016.

Further information on meeting agendas can be found on our website at www.southwark.gov.uk

Summary of parking spaces lost - Calton Avenue		
Location	Reason for removing parking	Number of parking spaces removed
Calton Avenue	Improving safety at junctions	10
Calton Avenue	Eliminating 'pinch points' along the route	3
Calton Avenue	Providing safer pedestrian crossings	1
Court Lane	Eliminating 'pinch points' along the route	3
Overall loss:		17
Parking spaces gain:		4

Key	
	Existing footway or traffic island
	Existing grass verge
	Existing road markings
	Existing kerb line removed
	Existing tree
	New signalled pedestrian / cycle crossing
	New footway or traffic island
	New road markings
	Existing driveway / vehicle crossover (not to be obstructed)
	Existing road hump (to remain)
	New road hump
	New raised table

For more details about these and other proposals along the route, including detailed plans, frequently asked questions and supporting documents, please visit <https://consultations.southwark.gov.uk/>

APPENDIX A4

Elephant & Castle to Crystal Palace Quietway (QW7)

Calton Avenue

Consultation Area

Calton Avenue

