

APPENDIX C

Elephant & Castle to Crystal Palace Quietway (QW7)

Turney Road

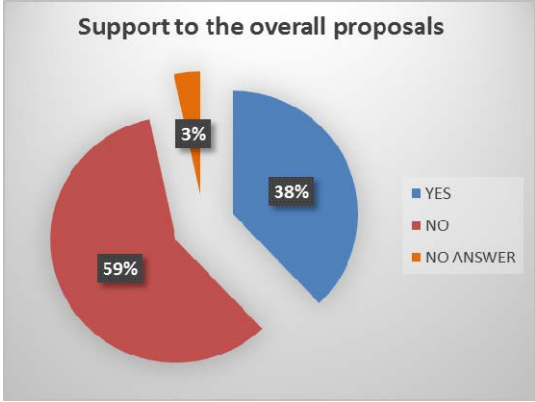
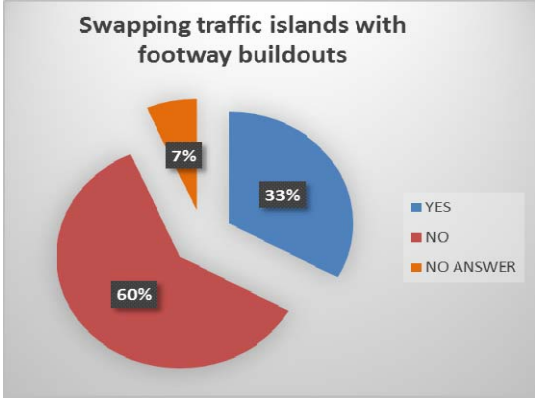
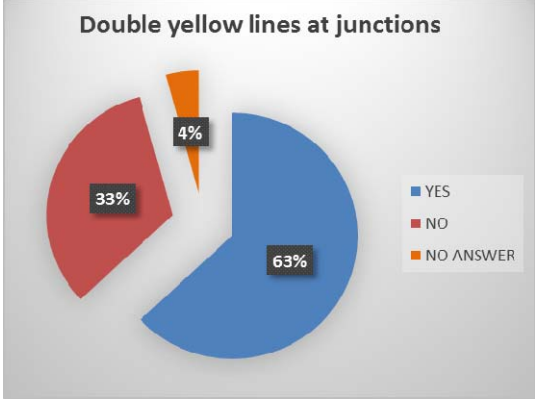
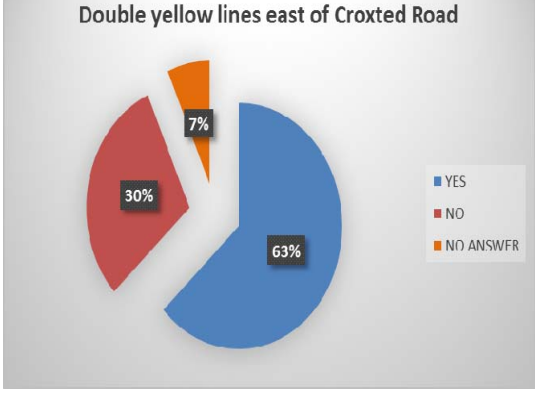
APPENDIX C1

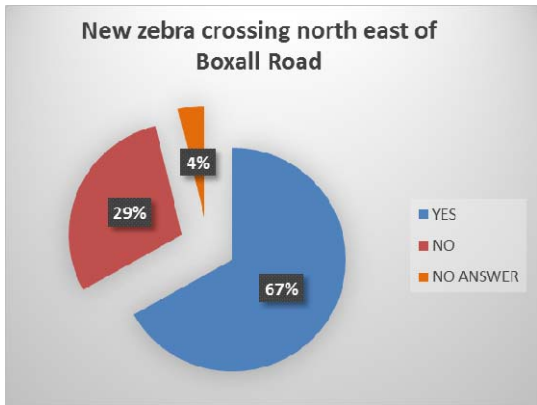
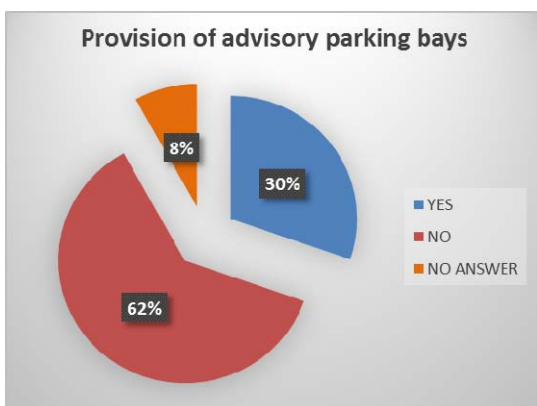
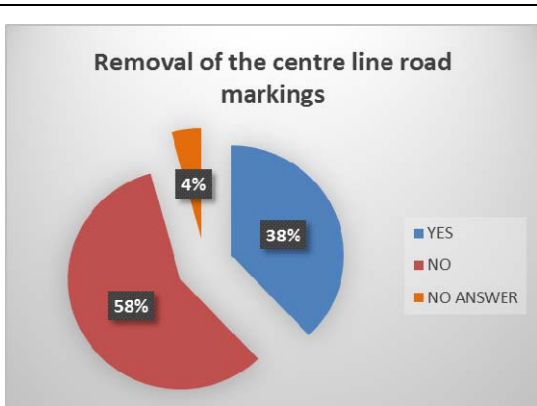
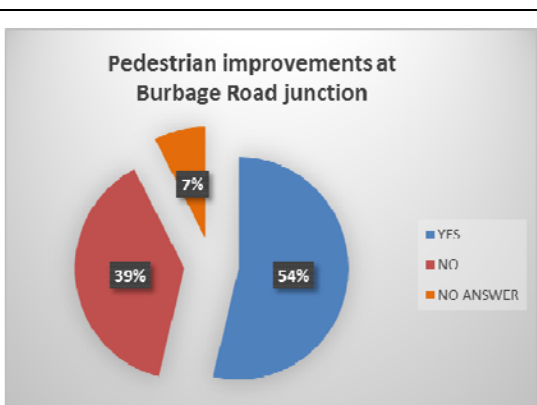
Elephant & Castle to Crystal Palace Quietway (QW7)

Turney Road

Responses to Consultation Questions

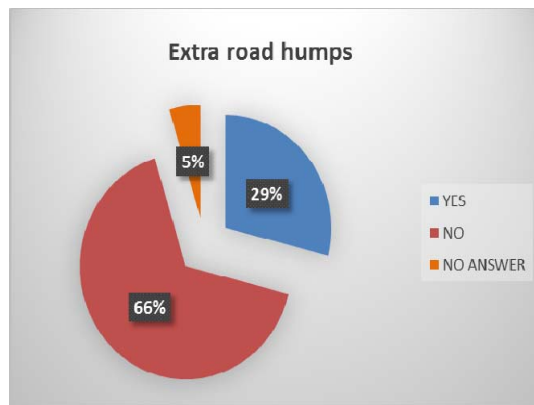
Turney Road

<p>Generally do you support the proposal?</p>	 <p>Support to the overall proposals</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>38%</td> </tr> <tr> <td>NO</td> <td>59%</td> </tr> <tr> <td>NO ANSWER</td> <td>3%</td> </tr> </tbody> </table>	Response	Percentage	YES	38%	NO	59%	NO ANSWER	3%
Response	Percentage								
YES	38%								
NO	59%								
NO ANSWER	3%								
<p>Yes: 81 No: 124 No Answer: 7</p>									
<p>Q1. Do you support swapping of traffic islands in Calton Avenue with footway buildouts?</p>	 <p>Swapping traffic islands with footway buildouts</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>33%</td> </tr> <tr> <td>NO</td> <td>60%</td> </tr> <tr> <td>NO ANSWER</td> <td>7%</td> </tr> </tbody> </table>	Response	Percentage	YES	33%	NO	60%	NO ANSWER	7%
Response	Percentage								
YES	33%								
NO	60%								
NO ANSWER	7%								
<p>Yes: 70 No: 128 No Answer: 14</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>63%</td> </tr> <tr> <td>NO</td> <td>33%</td> </tr> <tr> <td>NO ANSWER</td> <td>4%</td> </tr> </tbody> </table>	Response	Percentage	YES	63%	NO	33%	NO ANSWER	4%
Response	Percentage								
YES	63%								
NO	33%								
NO ANSWER	4%								
<p>Yes: 134 No: 69 No Answer: 9</p>									
<p>Q3. Do you support the double yellow lines east of Croxted Road?</p>	 <p>Double yellow lines east of Croxted Road</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>63%</td> </tr> <tr> <td>NO</td> <td>30%</td> </tr> <tr> <td>NO ANSWER</td> <td>7%</td> </tr> </tbody> </table>	Response	Percentage	YES	63%	NO	30%	NO ANSWER	7%
Response	Percentage								
YES	63%								
NO	30%								
NO ANSWER	7%								
<p>Yes: 134 No: 64 No Answer: 14</p>									

<p>Q4. Do you support the new zebra crossing north east of Boxall Road?</p>	 <p>New zebra crossing north east of Boxall Road</p> <table border="1"> <tr><td>YES</td><td>67%</td></tr> <tr><td>NO</td><td>29%</td></tr> <tr><td>NO ANSWER</td><td>4%</td></tr> </table>	YES	67%	NO	29%	NO ANSWER	4%
YES	67%						
NO	29%						
NO ANSWER	4%						
<p>Yes: 142 No: 62 No Answer: 8</p>							
<p>Q5. Do you support the provision of marked advisory parking bays?</p>	 <p>Provision of advisory parking bays</p> <table border="1"> <tr><td>YES</td><td>30%</td></tr> <tr><td>NO</td><td>62%</td></tr> <tr><td>NO ANSWER</td><td>8%</td></tr> </table>	YES	30%	NO	62%	NO ANSWER	8%
YES	30%						
NO	62%						
NO ANSWER	8%						
<p>Yes: 64 No: 131 No Answer: 17</p>							
<p>Q6. Do you support the removal of the centre line road marking?</p>	 <p>Removal of the centre line road markings</p> <table border="1"> <tr><td>YES</td><td>38%</td></tr> <tr><td>NO</td><td>58%</td></tr> <tr><td>NO ANSWER</td><td>4%</td></tr> </table>	YES	38%	NO	58%	NO ANSWER	4%
YES	38%						
NO	58%						
NO ANSWER	4%						
<p>Yes: 80 No: 123 No Answer: 9</p>							
<p>Q7. Do you support pedestrian improvements at Burbage Road junction?</p>	 <p>Pedestrian improvements at Burbage Road junction</p> <table border="1"> <tr><td>YES</td><td>54%</td></tr> <tr><td>NO</td><td>39%</td></tr> <tr><td>NO ANSWER</td><td>7%</td></tr> </table>	YES	54%	NO	39%	NO ANSWER	7%
YES	54%						
NO	39%						
NO ANSWER	7%						
<p>Yes: 114 No: 82 No Answer: 16</p>							

Q7. Do you support the extra road humps?

Yes: 61
No: 141
No Answer: 10



APPENDIX C2

Elephant & Castle to Crystal Palace Quietway (QW7)

Turney Road

Main Consultation Issues and Responses

	Issue repeatedly raised within feedback
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Turney Road		
Proposal	Concern/Objection	Response
Overall	Alignment of Quietway through Calton Avenue – Use of College Road & Fountain Drive.	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.
	Traffic volumes on Turney Road – area wide strategy required.	<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.</p> <p>See more details in the <i>Dulwich Village Initial Traffic Reassignment Modelling Technical Note</i>, see appendices</p> <p>Larger area-wide network study is outside of the scope of Quietway project.</p>
Swapping of traffic islands with footway buildouts	Traffic islands are safer than buildouts as they provide a two-phase crossing opportunity.	<p>Footway buildouts reduce the time pedestrians must spend in the road or in the middle of the road. Most of the existing traffic islands are not designed for pedestrians as they are less than 1.5m wide and do not include tactile paving. Hence, they do not provide adequate waiting widths and the provisions 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>For more details 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/lt-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>Loss of parking from the introduction of buildouts.</p>	<p>The proposed buildouts will replace existing traffic islands. Parking at the island locations would currently cause an obstruction, so there is no overall loss in parking as a result of replacing the islands with footway buildouts.</p>
<p>Double yellow lines at junctions</p>	<p>Parking loss - DYL lines are excessive as currently the roads are not congested and visibility around the junctions is good.</p>	<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>

	Parking displacement on Burbage Road, Boxall Road, Aysgarth Road and Pickwick Road	<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 minimise parking loss, subject to any future road safety audits undertaken on the Quietway 7 proposals.</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>
Double yellow lines east of Croxted Road	Impact on nursery pick-up and drop-off times.	The extension of double yellow lines at Croxted Road is required to remove obstructions underneath the bridge that create pinch points and reduce the effective capacity on the approach to the junction.
Provision of marked advisory parking bays	Request for H-Bar Markings	The provision of H-Bar markings is against Southwark Council policy and as such, it is not recommended this is included in the proposals.
	Residents without off-street parking will have difficulty finding a parking space with the introduction of the parking bays.	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 will be removed from the design.

<p>Additional road humps</p>	<p>Already adequate traffic calming.</p>	<p>In order to discourage vehicle speeds in excess of 20 miles per hour along the Quietway 7 route, the spacing between existing road humps was reviewed. Three new sinusoidal road humps are necessary to ensure steady speed along Turney Road.</p> <p>Refer to <i>Traffic Calming</i>, LT N 1/07, DfT (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/329454/ltn-1-07_Traffic-calming.pdf) for more details on traffic calming techniques.</p>
<p>Removal of centre line road markings</p>	<p>Centre line is a good reference point and should be maintained for separation.</p>	<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 will take place. Existing 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 C3

Elephant & Castle to Crystal Palace Quietway (QW7)

Turney Road

Consultation Plans

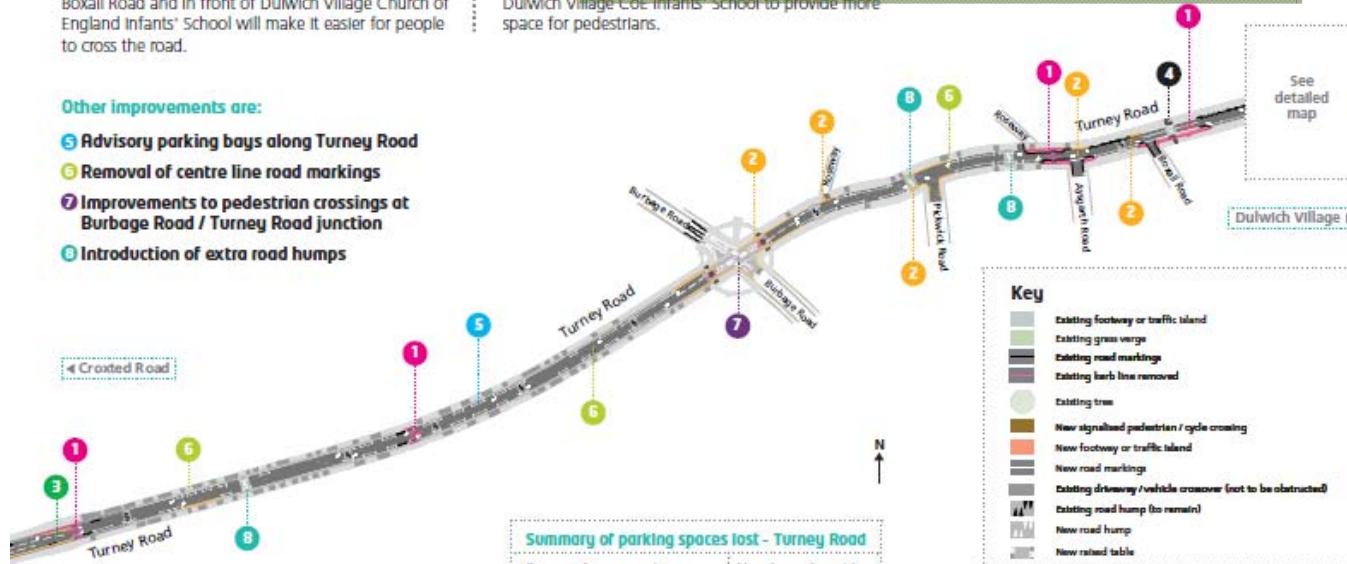
QW7 – TURNEY ROAD

What are the proposed improvements to Turney Road

- 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 Turney Road (Burbage Road, Pickwick Road, Aysgarth Road and Boxall Road). This will help road users to see each other at all times.
- 3 Parking restrictions on Turney Road, east of junction with Croxsted Road** Double yellow lines (no parking at any time) will be introduced to stop cars parking at this location and improve the operation of the Turney Road / Croxsted Road junction.
- 4 New zebra crossing** A crossing north east of Boxall Road and in front of Dulwich Village Church of England Infants' School will make it easier for people to cross the road.

Other improvements are:

- 5 Advisory parking bays along Turney Road**
- 6 Removal of centre line road markings**
- 7 Improvements to pedestrian crossings at Burbage Road / Turney Road junction**
- 8 Introduction of extra road humps**



What are the proposed improvements to Dulwich Village junction

- To improve and reduce queues** are proposed at the Calton junction in the west.
 - 1 Staggered queues** are proposed at the Calton junction in the west.
 - 2 Segregated cycle sign** opportunities are proposed at the Calton junction in the west.
 - 3 Remove the west** side of the road at the Calton junction in the west.
- Dulwich Village CoE Infants' School to provide more space for pedestrians.

This section of the plan refers to the Dulwich Village junction and is covered in Appendix B

- 7 Banned left turn from Dulwich Village northbound** To accommodate the above

This section of the plan refers to the Dulwich Village junction and is covered in Appendix B

Summary of parking spaces lost - Turney Road	
Reason for removing parking	Number of parking spaces removed
Improving safety at junctions	19
Providing safer road access	1
Overall loss	20

The proposed scheme aims to make roads safer by reducing vehicle speeds and traffic volumes. The improvements that will be introduced with the Quietway 7 route will encourage people to walk and cycle and ultimately will form a better place for all road users.

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

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

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 C4

Elephant & Castle to Crystal Palace Quietway (QW7)

Turney Road

Consultation Area

Turney Road

