

## **APPENDIX D**

**Elephant & Castle to Crystal Palace Quietway (QW7)**

**Dulwich Wood Avenue / Farquhar Road**

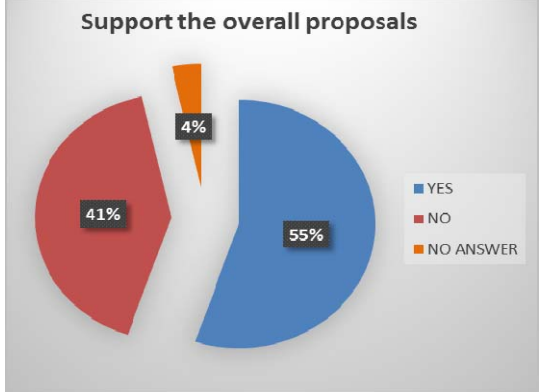
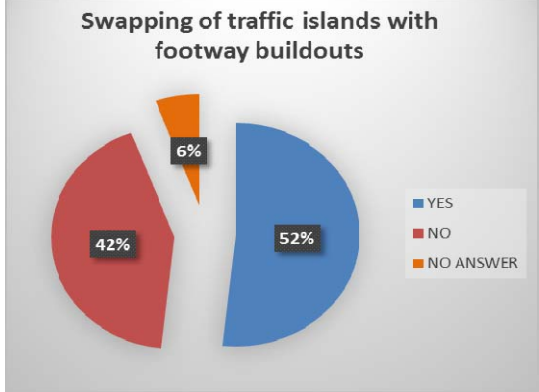
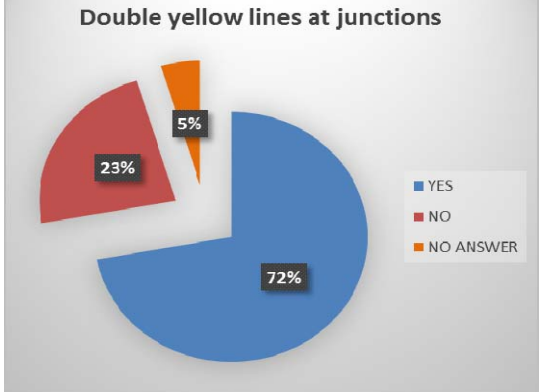
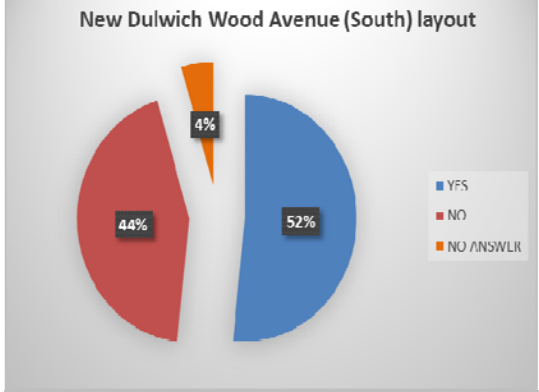
## **APPENDIX D1**

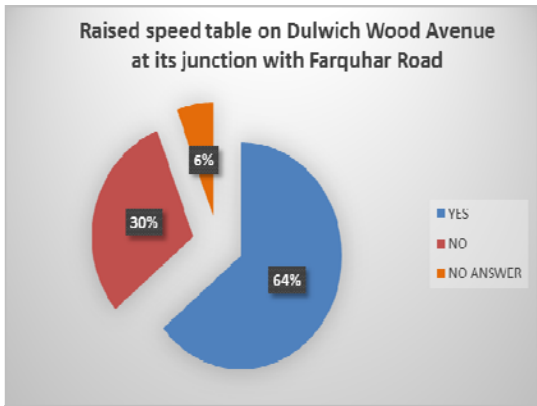
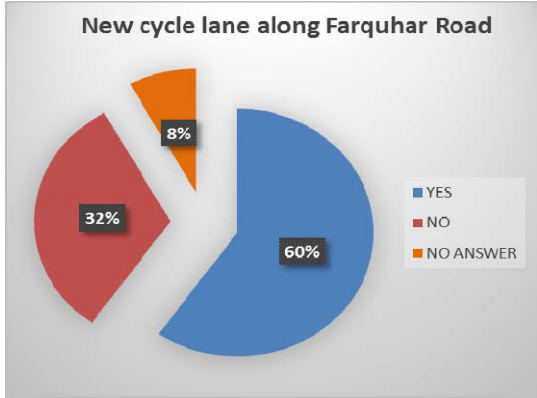
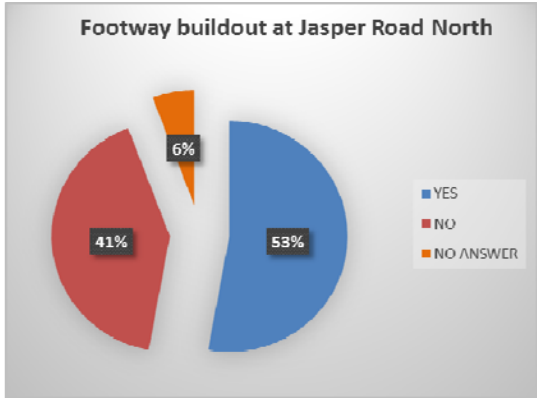
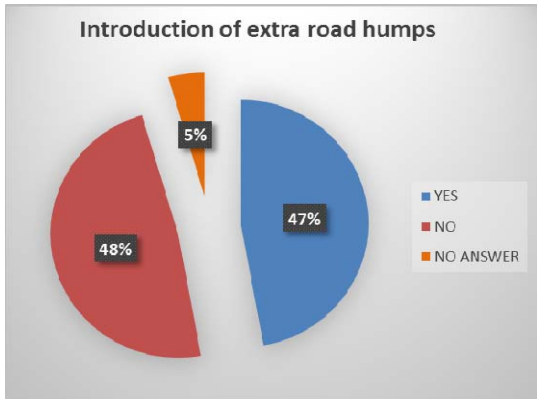
**Elephant & Castle to Crystal Palace Quietway (QW7)**

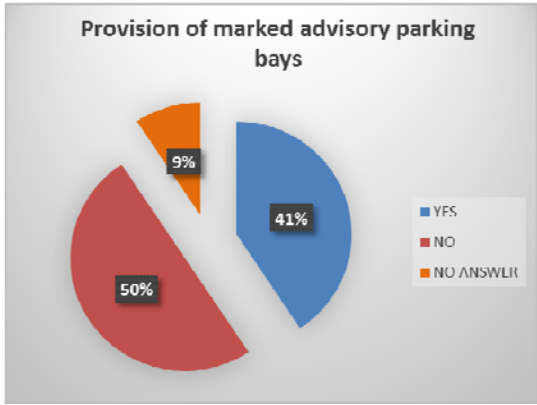
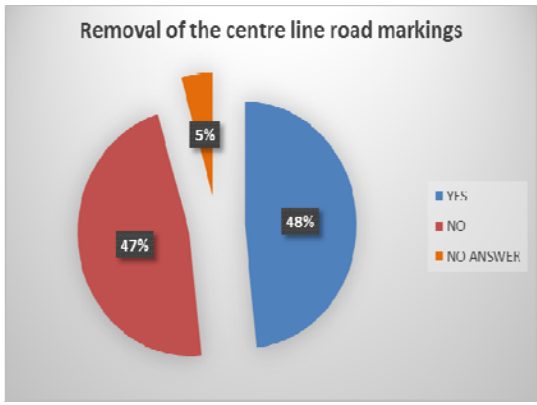
**Dulwich Wood Avenue / Farquhar Road**

**Responses to Consultation Questions**

## Dulwich Wood Avenue / Farquhar Road

<p><b>Generally do you support the proposal?</b></p>	 <p><b>Support the overall proposals</b></p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>55%</td> </tr> <tr> <td>NO</td> <td>41%</td> </tr> <tr> <td>NO ANSWER</td> <td>4%</td> </tr> </tbody> </table>	Response	Percentage	YES	55%	NO	41%	NO ANSWER	4%
Response	Percentage								
YES	55%								
NO	41%								
NO ANSWER	4%								
<p><b>Yes: 48 No: 36 No Answer: 3</b></p>									
<p><b>Q1. Do you support swapping of traffic islands with footway buildouts?</b></p>	 <p><b>Swapping of traffic islands with footway buildouts</b></p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>52%</td> </tr> <tr> <td>NO</td> <td>42%</td> </tr> <tr> <td>NO ANSWER</td> <td>6%</td> </tr> </tbody> </table>	Response	Percentage	YES	52%	NO	42%	NO ANSWER	6%
Response	Percentage								
YES	52%								
NO	42%								
NO ANSWER	6%								
<p><b>Yes: 45 No: 37 No Answer: 5</b></p>									
<p><b>Q2. Do you support the double yellow lines at junctions?</b></p>	 <p><b>Double yellow lines at junctions</b></p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>72%</td> </tr> <tr> <td>NO</td> <td>23%</td> </tr> <tr> <td>NO ANSWER</td> <td>5%</td> </tr> </tbody> </table>	Response	Percentage	YES	72%	NO	23%	NO ANSWER	5%
Response	Percentage								
YES	72%								
NO	23%								
NO ANSWER	5%								
<p><b>Yes: 63 No: 20 No Answer: 4</b></p>									
<p><b>Q3. Do you support the new Dulwich Wood Avenue (South) layout?</b></p>	 <p><b>New Dulwich Wood Avenue (South) layout</b></p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>52%</td> </tr> <tr> <td>NO</td> <td>44%</td> </tr> <tr> <td>NO ANSWER</td> <td>4%</td> </tr> </tbody> </table>	Response	Percentage	YES	52%	NO	44%	NO ANSWER	4%
Response	Percentage								
YES	52%								
NO	44%								
NO ANSWER	4%								
<p><b>Yes: 45 No: 38 No Answer: 4</b></p>									

<p><b>Q4. Do you support the raised speed table on Dulwich Wood Avenue at its junction with Farquhar Road?</b></p>	 <p>Raised speed table on Dulwich Wood Avenue at its junction with Farquhar Road</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>64%</td> </tr> <tr> <td>NO</td> <td>30%</td> </tr> <tr> <td>NO ANSWER</td> <td>6%</td> </tr> </tbody> </table>	Response	Percentage	YES	64%	NO	30%	NO ANSWER	6%
Response	Percentage								
YES	64%								
NO	30%								
NO ANSWER	6%								
<p><b>Yes: 56 No: 26 No Answer: 5</b></p>	 <p>New cycle lane along Farquhar Road</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>60%</td> </tr> <tr> <td>NO</td> <td>32%</td> </tr> <tr> <td>NO ANSWER</td> <td>8%</td> </tr> </tbody> </table>	Response	Percentage	YES	60%	NO	32%	NO ANSWER	8%
Response	Percentage								
YES	60%								
NO	32%								
NO ANSWER	8%								
<p><b>Q5. Do you support the new cycle lane along Farquhar Road?</b></p>	<p><b>Yes: 52 No: 28 No Answer: 7</b></p>								
<p><b>Yes: 52 No: 28 No Answer: 7</b></p>	 <p>Footway buildout at Jasper Road North</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>41%</td> </tr> <tr> <td>NO ANSWER</td> <td>6%</td> </tr> </tbody> </table>	Response	Percentage	YES	53%	NO	41%	NO ANSWER	6%
Response	Percentage								
YES	53%								
NO	41%								
NO ANSWER	6%								
<p><b>Q6. Do you support the footway buildout at Jasper Road North?</b></p>	<p><b>Yes: 46 No: 36 No Answer: 5</b></p>								
<p><b>Yes: 46 No: 36 No Answer: 5</b></p>	 <p>Introduction of extra road humps</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>47%</td> </tr> <tr> <td>NO</td> <td>48%</td> </tr> <tr> <td>NO ANSWER</td> <td>5%</td> </tr> </tbody> </table>	Response	Percentage	YES	47%	NO	48%	NO ANSWER	5%
Response	Percentage								
YES	47%								
NO	48%								
NO ANSWER	5%								
<p><b>Q7. Do you support the introduction of extra road humps?</b></p>	<p><b>Yes: 41 No: 42 No Answer: 4</b></p>								
<p><b>Yes: 41 No: 42 No Answer: 4</b></p>									

<p><b>Q8. Do you support the provision of marked advisory parking bays?</b></p>	 <p>Provision of marked advisory parking bays</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>41%</td> </tr> <tr> <td>NO</td> <td>50%</td> </tr> <tr> <td>NO ANSWER</td> <td>9%</td> </tr> </tbody> </table>	Response	Percentage	YES	41%	NO	50%	NO ANSWER	9%
Response	Percentage								
YES	41%								
NO	50%								
NO ANSWER	9%								
<p><b>Yes: 36</b> <b>No: 43</b> <b>No Answer: 8</b></p>									
<p><b>Q9. Do you support the removal of the centre line road marking?</b></p>	 <p>Removal of the centre line road markings</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>48%</td> </tr> <tr> <td>NO</td> <td>47%</td> </tr> <tr> <td>NO ANSWER</td> <td>5%</td> </tr> </tbody> </table>	Response	Percentage	YES	48%	NO	47%	NO ANSWER	5%
Response	Percentage								
YES	48%								
NO	47%								
NO ANSWER	5%								
<p><b>Yes: 42</b> <b>No: 41</b> <b>No Answer: 4</b></p>									

## **APPENDIX D2**

**Elephant & Castle to Crystal Palace Quietway (QW7)**

**Dulwich Wood Avenue / Farquhar Road**

**Main Consultation Issues and Responses**

	Issue repeatedly raised within feedback
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**Dulwich Wood Avenue / Farquhar Road**

<b>Proposal</b>	<b>Concern/Objection</b>	<b>Response</b>
<b>Overall</b>	Alignment – concerns around use of Gipsy Hill for cyclists.	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.
	The Gipsy Hill / Dulwich Wood Avenue junction.	This junction layout will be reviewed within the completion of the design to improve safety for all road users. Co-ordination with Lambeth Council will be undertaken to improve traffic calming on Gipsy Hill.
	Request for parking restrictions on the inside of the bend between Colby Road and Farquhar Road.	These safety concerns will be investigated within the completion of the design, and subject to any safety audits that will be undertaken.
<b>Swapping of traffic islands with footway buildouts</b>	Traffic islands are safer than buildouts as they provide a two-phase crossing opportunity.	Footway buildouts reduce the time pedestrians must spend in the road or in the middle of the road. 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.
	Buildouts are dangerous as they introduce conflicts among road users.	Traffic islands create pinch points and bring vehicles and cyclists into conflict, while buildouts remove this conflict. Footway buildouts also encourage cyclists to maintain the primary riding position.

		<p>For more details the use of buildouts as a traffic calming technique, refer to <i>Traffic Calming</i>, LT N 1/07, DfT (<a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/329454/ltn-1-07_Traffic-calming.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/329454/ltn-1-07_Traffic-calming.pdf</a>), and the <i>London Cycling Design Standards</i>, TfL (<a href="https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit">https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit</a>)</p>
<p><b>Double yellow lines at the junctions</b></p>	<p>Parking loss – Double yellow lines opposite the junctions 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> <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. On Dulwich Wood Avenue, the double yellow lines opposite the junctions with Rusholme Grove and Colby Road will not be introduced.</p>



		<p>Please refer to the Highway Code for more information on safe parking practises <a href="https://www.gov.uk/guidance/the-highway-code/waiting-and-parking-238-to-252">https://www.gov.uk/guidance/the-highway-code/waiting-and-parking-238-to-252</a></p>
<b>New segregated cycle lanes on Dulwich Wood Avenue and Farquhar Road</b>	Light segregation (such as armadillos) should be introduced to ensure cyclist safety.	The introduction of a mandatory cycle lane will improve safety for uphill cyclists. The provision of light segregation will be considered during the completion of the design.
<b>Additional road humps</b>	Existing traffic calming is ineffective	<p>Existing speed cushions will be replaced with sinusoidal road humps which are more effective in speed reduction and encourage safer driving behaviours for all road users, including motorcyclists and drivers of large vehicles. An additional sinusoidal road hump will be introduced to ensure vehicle speeds are appropriate for the 20mph speed limit along the route.</p> <p>Please refer to <i>Traffic Calming</i>, LT N 1/07, DfT (<a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/329454/ltn-1-07_Traffic-calming.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/329454/ltn-1-07_Traffic-calming.pdf</a>) for more details on traffic calming techniques.</p>
<b>Removal of centre line road markings</b>	As Farquhar Road is a hill, and everyone (drivers, cyclists) speed downhill, the existing centre line marking should remain for safety.	<p>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>TfL has recently published related research highlighting the above, which can be accessed online at the following link <a href="http://content.tfl.gov.uk/centre-line-removal-trial.pdf">http://content.tfl.gov.uk/centre-line-removal-trial.pdf</a></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 centre lines will be maintained elsewhere along the route.</p>

## **APPENDIX D3**

**Elephant & Castle to Crystal Palace Quietway (QW7)**

**Dulwich Wood Avenue / Farquhar Road**

**Consultation Plans**

# QW7 – DULWICH WOOD AVENUE AND FARQUHAR ROAD

## What are the proposed improvements to Dulwich Wood Avenue and Farquhar 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 Dulwich Wood Avenue (Rusholme Grove, Colby Road and Farquhar Road) and Farquhar Road (Jasper Road North and South). This will help road users to see each other at all times.

**3 New road layout and change in priority at Dulwich Wood Avenue (South)** General traffic will operate one-way westbound and a contra-flow (eastbound) cycle lane will be introduced. The change in priority is proposed to accommodate the new layout along the south spur of Dulwich Wood Avenue and give priority to cyclists.

**4 Raised speed table on Dulwich Wood Avenue at its junction with Farquhar Road.**

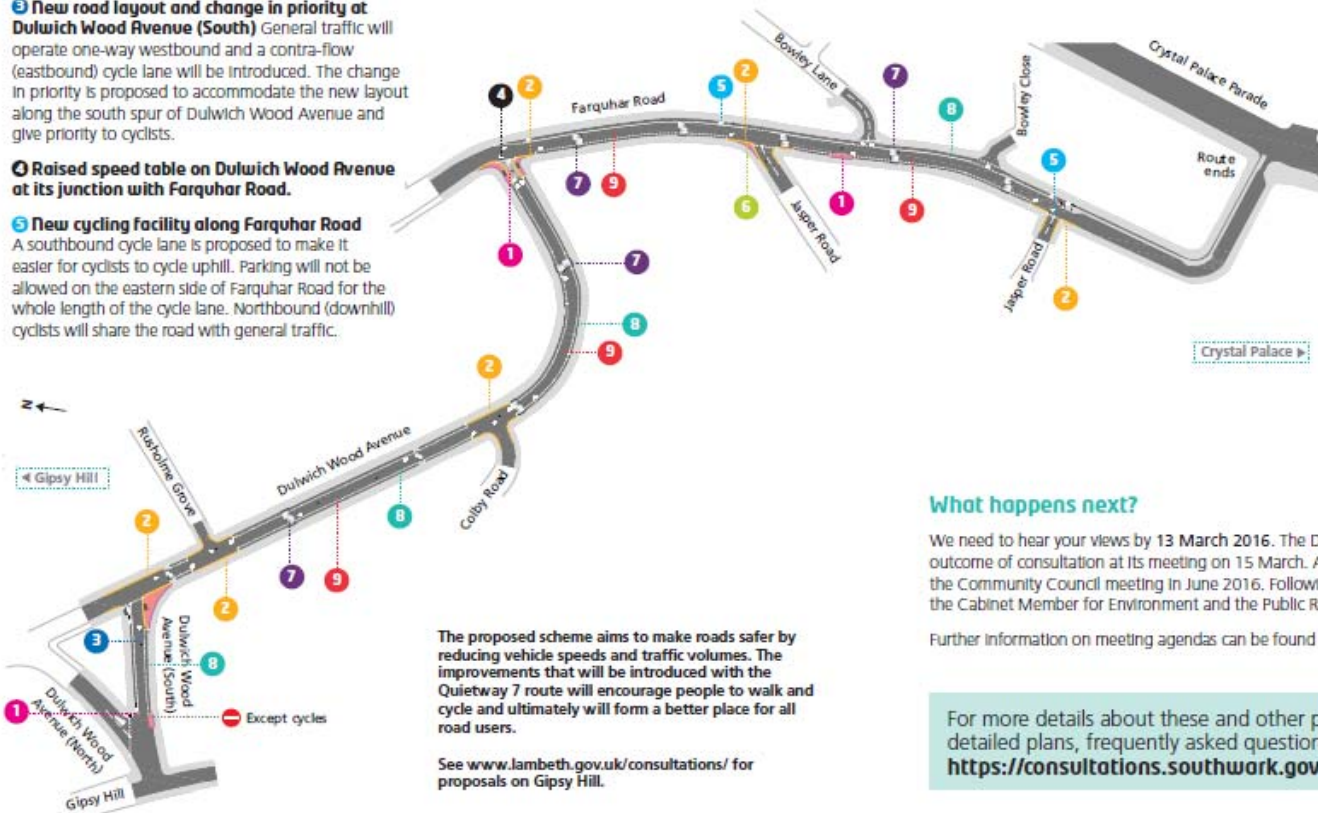
**5 New cycling facility along Farquhar Road** A southbound cycle lane is proposed to make it easier for cyclists to cycle uphill. Parking will not be allowed on the eastern side of Farquhar Road for the whole length of the cycle lane. Northbound (downhill) cyclists will share the road with general traffic.

**6 Footway build out at Jasper Road North** A tighter junction will discourage cars speeding while turning into Farquhar Road and will improve road safety for all users.

**7 Adding some extra road humps** To make sure vehicles are going at 20 mph along the Quietway 7 route, the spacing between existing road humps was reviewed. There are a few locations where additional humps are proposed to prevent speeding.

**8 Marked parking bays** The parking bay road markings are advisory and are intended to highlight to drivers the locations where it is safe to park without causing obstructions. This does not mean parking within vehicle cross-overs / driveways is allowed. The proposed road markings parking bays will also help cyclists in adopting the primary riding position.

**9 Removal of centre line road markings** This will encourage lower vehicle speed as motorists are more aware of traffic in the opposite direction.



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.

See [www.lambeth.gov.uk/consultations/](http://www.lambeth.gov.uk/consultations/) for proposals on Gipsy Hill.

Location	Reason for removing parking	Number of parking spaces removed
Dulwich Wood Avenue	Improving safety at junctions	7
Dulwich Wood Avenue	Provision of cycling facilities	7
Farquhar Road	Provision of cycling facilities	33
<b>Overall loss:</b>		<b>47</b>

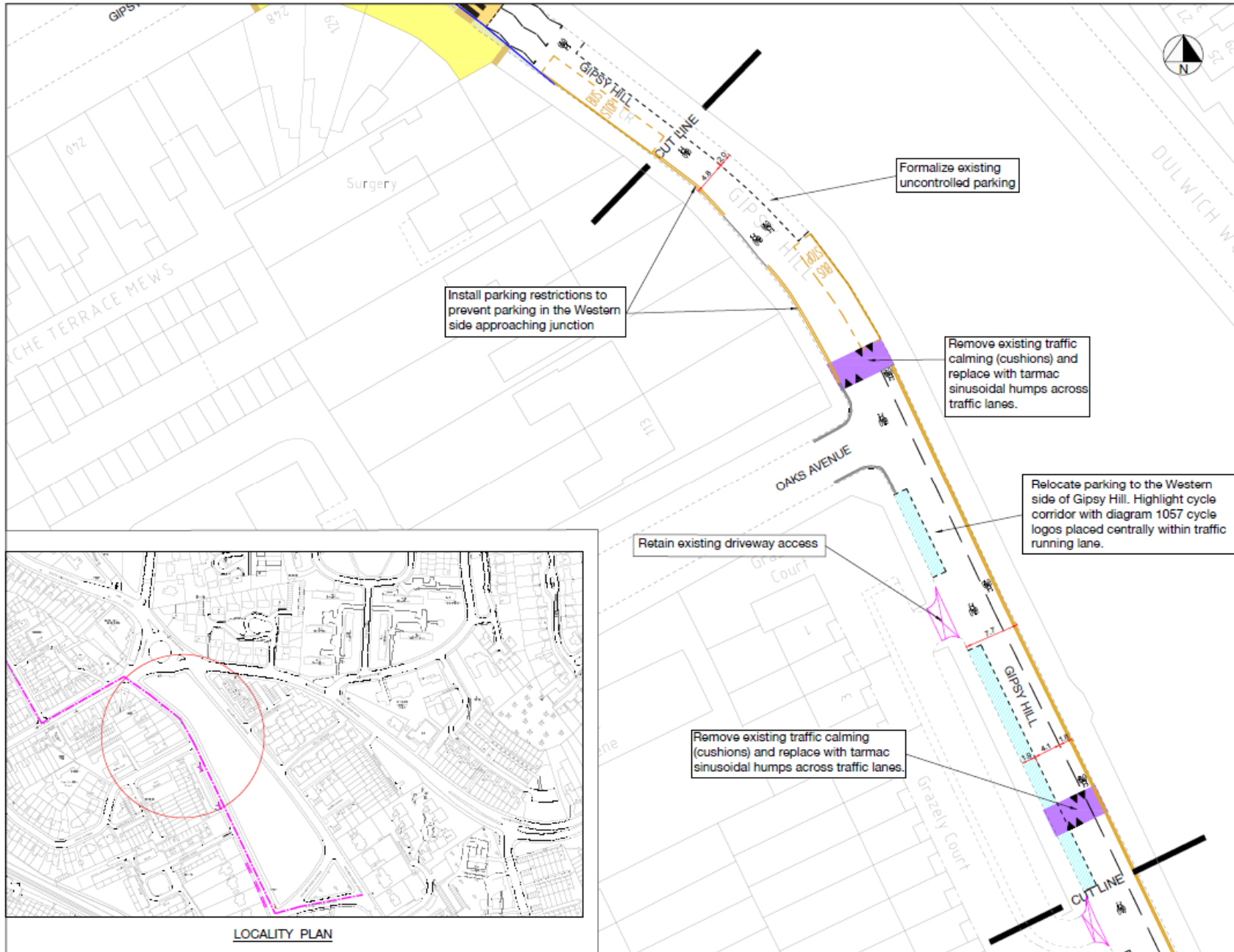
	Existing footway or traffic island
	Existing road markings
	Existing kerb line removed
	Existing driveway/vehicle crossover (not to be obstructed)
	New road hump
	New footway or traffic island
	New road markings
	New raised table

### 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](http://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/>



Notes:

1. Parking removal subject to parking survey. Further discussion required with London Borough of Lambeth to determine exact nature of parking layout.
2. Uphill cycle lane proposed to provide suitable level of service for cyclists on Gipsy Hill.

**Key:**

[Light Blue Box]	Parking bay modification
[Purple Box]	Sinusoidal road hump
[Pink Box]	Quietway route alignment
[Blue Box]	Kerb
[Dashed Blue Box]	Dropped kerb
[Yellow Box]	Proposed yellow line marking
[Black Box]	Proposed line marking
[Grey Box]	Existing line marking
[Pink Box]	Driveway access

E			
D			
C	Parking modification	IM	14/01/2016
B	Crossings amended	HG	18/08/2014
A	First Draft	MP	27/07/2014
Rev	Description	Drawn/Check	Date



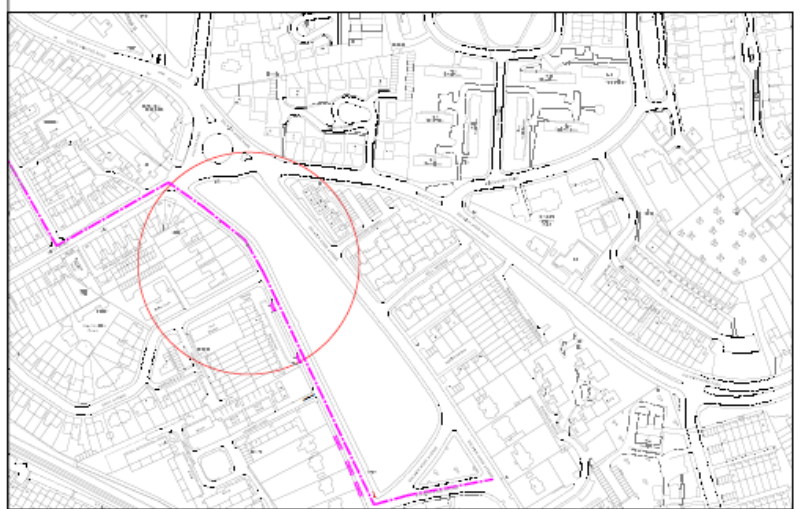
Project:  
Quietway E&C - Crystal Palace

Title:  
Gipsy Hill & Gipsy Road

Drawn: MP    Checked: RU    Date: 21/07/14    Scale at A3: 1:500

Status: **DRAFT**

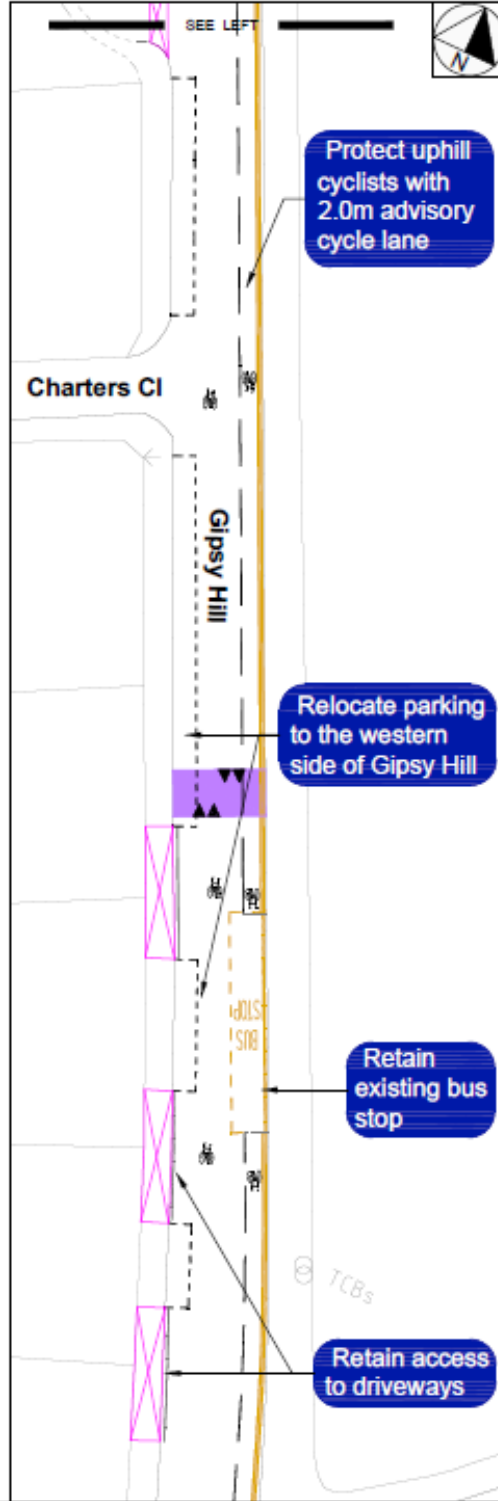
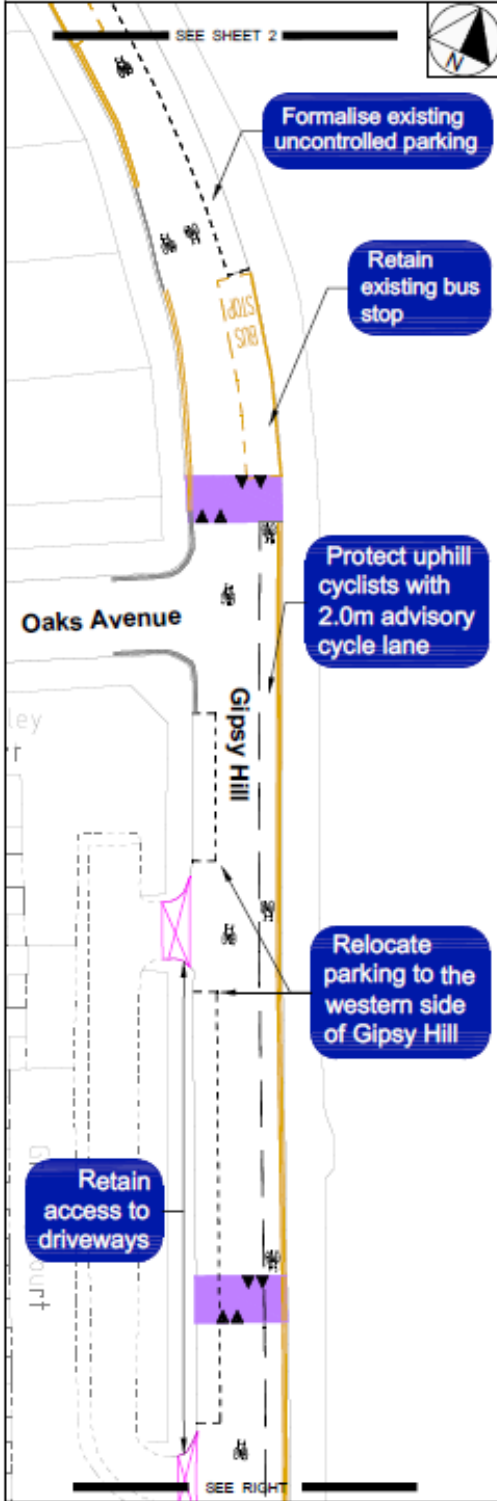
Drawing No: Q7-GH-C-01-03    Revision: C



**LOCALITY PLAN**

# Quietway 7: Elephant & Castle to Crystal Palace

GIPSY HILL  
3 - Gipsy Hill



**Key:**

	New speed hump
	Existing kerb
	New line markings
	Existing line markings
	Yellow line marking
	Driveway access

## **APPENDIX D4**

**Elephant & Castle to Crystal Palace Quietway (QW7)**

**Turney Road to Dulwich Village Junction**

**Consultation Area**

# Dulwich Wood Avenue and Farquhar Road

