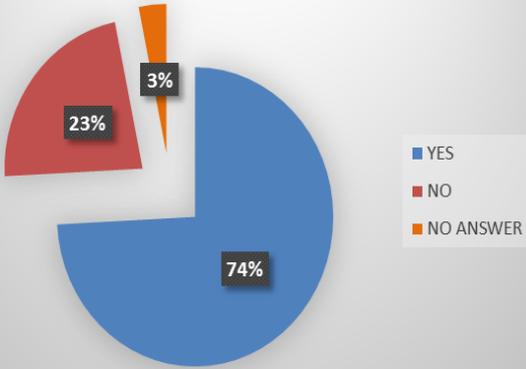
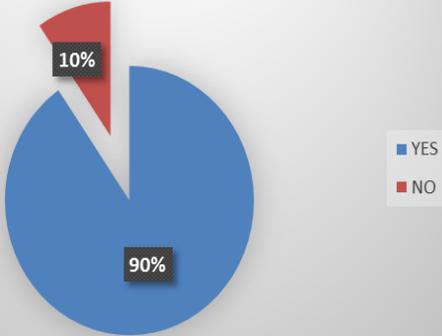
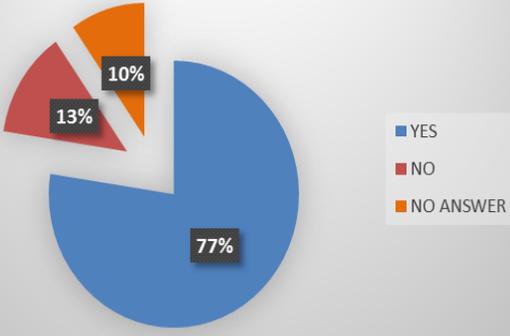


**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
New Church Road / Edmund Street junction to Dog Kennel Hill**

Section 2

Responses to Consultation Questions

<p>Q1. Generally do you support the proposal?</p>	<p align="center">Support for the overall proposals</p>  <p>■ YES ■ NO ■ NO ANSWER</p>
<p align="center">Yes: 23 No: 7 No Answer: 1</p>	
<p>Q2. Do you support double yellow line traffic restrictions at junctions to improve safety for all road users?</p>	<p align="center">Double yellow line extension at junctions</p>  <p>■ YES ■ NO</p>
<p align="center">Yes: 28 No: 3 No Answer: 0</p>	
<p>Q3. Do you support the proposals at Brunswick Park junction with Benhill Road?</p>	<p align="center">Support proposals at Brunswick Park junction with Benhill Road</p>  <p>■ YES ■ NO ■ NO ANSWER</p>
<p align="center">Yes: 24 No: 4 No Answer: 3</p>	

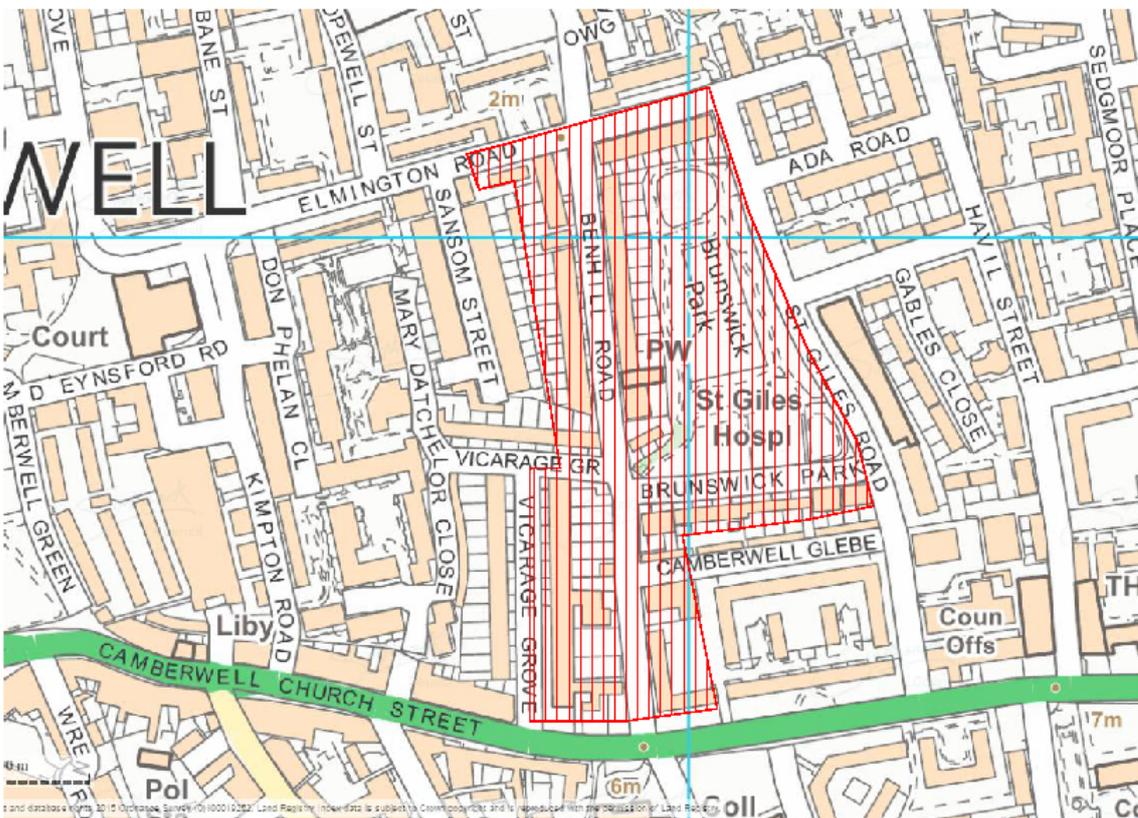
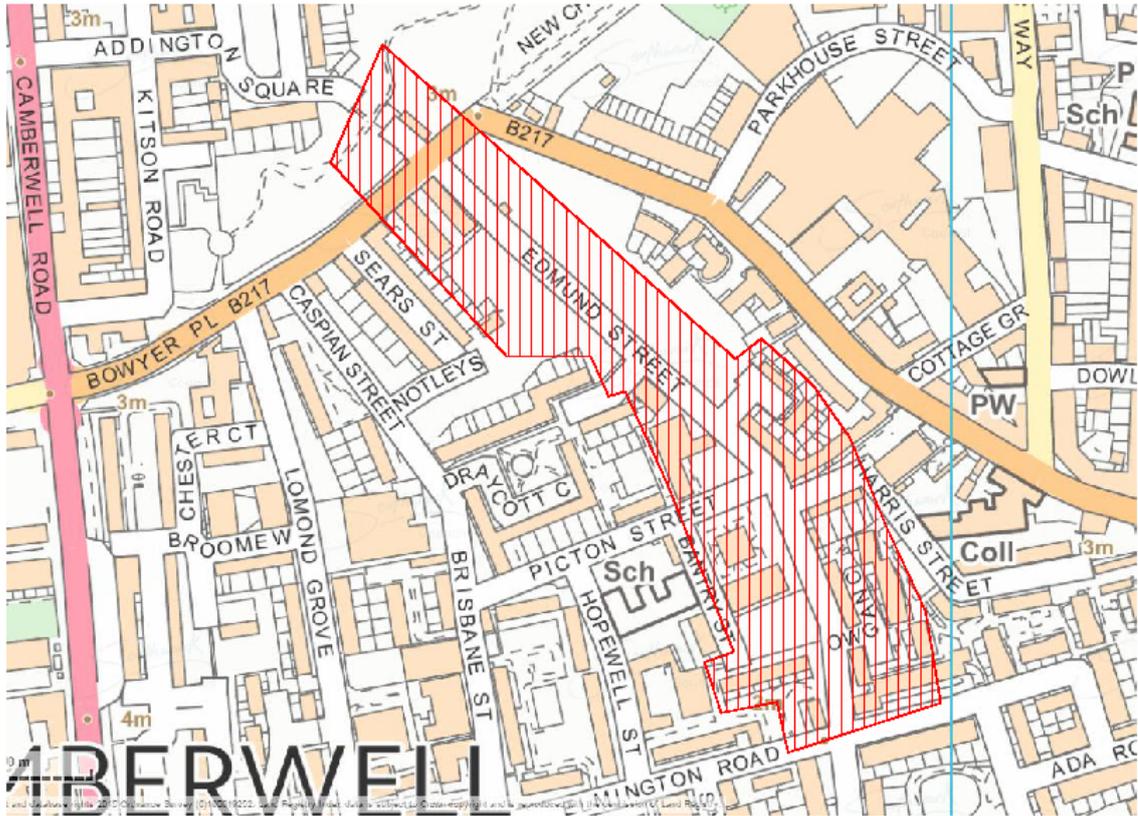
**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
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Main Consultation Issues and Responses

New Church Road / Edmund Street junction to Peckham Road		
Proposal	Concern/Objection	Response
Overall	New Church Road / Edmund Street / Southampton Way Junction is unsafe for pedestrians and cyclists trying to cross	Further investigation and analysis of this junction will be carried out and proposals to improve road safety and pedestrian accessibility will be considered during preliminary design stage.
	Request for modal filtering - Speeding and rat-running along Edmund Street / Church Street will not be discouraged with current proposals.	LBS is currently investigating point closure options on Edmund Street and Benhill Road. Traffic re-assignment analysis is being carried out to assess the impact of closures.
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 the safety for all road users as it addresses the conflicts because vehicles as well as vehicles and pedal cycles.
Proposals at Brunswick Park / Benhill Road junction	Adequate visibility is achieved with current junction layout.	Large radius layout raises the likelihood of left turn collision at junction. Visibility is improved with proposed layout.

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Consultation Area



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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

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<p>New Church Road / Edmund Street junction to Peckham Road</p> <p>Q1. Generally do you support the proposal?</p>	<p>Support for the overall proposals</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <caption>Support for the overall proposals</caption> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>74%</td> </tr> <tr> <td>NO</td> <td>23%</td> </tr> <tr> <td>NO ANSWER</td> <td>3%</td> </tr> </tbody> </table>	Response	Percentage	YES	74%	NO	23%	NO ANSWER	3%
Response	Percentage								
YES	74%								
NO	23%								
NO ANSWER	3%								

Reference No.	Support	Comment	Key Considerations (and Responses)
1	Yes	<p>The proposals as they stand are positive; however they overlook wider road-user problems on this route. A significant problem for vehicles travelling west on Brunswick Park is poor light caused by overhanging poorly managed street trees. The poor quality of the pavement on this street and widespread storage of wheelie bins in the pedestrian thoroughfare encourages pedestrians into the road, increasing accident risk. A scheme that seeks to effectively address road safety and public realm amenity must also address these issues.</p> <p>The scheme outlined does not seek to address pedestrian and cycle crossing at the junction of Benhill Road and Peckham Road. I urge you to review crossing and traffic light timing and review poor placement of speed bumps adjacent to the junction. If this is not address, cyclists exiting the consultation area will face significant accident risk.</p> <p>The consultation also does not address street lighting adequacy. This is vital for cycle safety, especially on stretches of Benhill Road where resident parking bays line both sides of the street. This issue is associated with poor street tree maintenance and should be reviewed jointly.</p> <p>Finally, it is very unfortunate that the proposals to reduce on street parking</p>	<p>Footway obstructions and improvement Identification of locations for new trees and reducing footway obstructions and quality of the pavement will be considered further as part of the Detailed Design Stage.</p> <p>Benhill Road / Peckham Road junction Not part of this scheme but it will be raised / passed to the relevant department.</p> <p>Street Lighting A street lighting assessment will be undertaken as part of this scheme. If found to be sub-standard, an upgrade will be proposed for the overall route.</p> <p>EC parking consultation Quietway 7 is an independent scheme and</p>

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		bays is taking place weeks after the consultation on resident parking restrictions in EC. If this had been publicised prior to that consultation, my response would have been different. In light of these changes, the council must reopen its EC residents parking consultation	not linked to the EC Resident Parking Restrictions. However, this information will be forwarded to the relevant department
2	Yes	<p>The proposed changes at Brunswick Park junction with Benhill Road will make crossing the road a lot safer.</p> <p>I would only add that you should ensure that least three cycle stands should be available here.</p> <p>The proposed reconstruction of a traffic island on New Church Road at the corner with Edmund Street is welcome, as it's a start to making that corner usable by pedestrians, but a pelican crossing would be preferable to the current zebra crossing, which I have found is often ignored by rat-running drivers coming off and approaching Southampton Way.</p>	<p>New Church Road / Edmund Street / Southampton Way Junction</p> <p>Further investigation and analysis of this junction will be carried out and proposals to improve road safety and pedestrian accessibility will be considered during preliminary design stage.</p> <p>Cycle stand provision will be considered in the Detailed Design stage.</p>
4	No	Have you got better things to spend tax payers money on cycle routes, as they don't pay anything to the roads? Cars spend lots of money on parking outside these road and road tax, think again please. Leave roads as they are.	None
19	No	Writing as a cyclist - probably about six hours' cycling a week - I find these proposals completely unnecessary, and a quite appalling waste of public money, especially at a time when it is in very short supply. That goes for much of the Cycling Superhighway system too, though it is irrelevant to this discussion.	
5	Yes	Q3 long overdue	None

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6	Yes	I think this is a fantastic initiative. I use the route of the quietway 7 every day to travel to work. It's a much less polluted and particularly safer route than Walworth Road/Elephant And Castle. However, the only danger is that people use part of it as a cut through. So there are often cars pulling out without looking. Any initiative to improve visibility is therefore great. We also frequently walk to Brunswick Park with our dog and i have found the size of the road there unnecessarily large. The proposal will make the area much safer and can also create something of an open public space.	None
8	Yes	<p>We fully support the quiet way proposals but have the following comments:</p> <p>a) If it's a quiet way and part of the cycle super highway then restrictions should be imposed on heavy goods vehicles using it as a through route. This could be done by weight restrictions & access only arrangements. Heavy goods vehicles should only use Peckham Road and Southampton Way.</p> <p>b) As the existing plane trees reach the end of their lives they should be replaced with more suitable tree species for the type of highway & pavements found in this area. We love the trees and applaud the Council for fairly regularly pollarding them but a phased replacement could be considered.</p> <p>c) Could the Council please consider reducing street clutter especially in Camberwell Church Street and some of the entrances to the side roads? Two examples.. the HUGE signs put up recently in Vicarage Grove at its junction with Church Street are totally-over- the- top and why can't posts contain more than one sign (assuming they are absolutely necessary in the first place) a new post & lit sign showing the crossroads with Benhill Rd and Elmington Rd was put up recently when there's a lamp column only a metre away which could have been used.</p> <p>d) The junction of Edmund St and Southampton Way is a difficult one for road users and pedestrians. Some vehicles speed round from Southampton</p>	<p>QW7 is a scheme independent to Cycle Superhighways. Restrictions on heavy goods vehicles would require additional analysis of the wider traffic impacts which was beyond the scope of this project.</p> <p>Replacing existing mature trees beyond the scope of this project, but this comment will be passed on to the relevant department.</p> <p>Decluttering is part of the Mayor's vision for the Streets of London. Review of signing will be undertaken in the detailed design stage.</p> <p>New Church Road / Edmund Street / Southampton Way Junction</p>

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		Way going towards Walworth Road, this is dangerous and some thought could be given to slow traffic in that direction due to poor sight-lines.	Further investigation and analysis of this junction will be carried out and proposals to improve road safety and pedestrian accessibility will be considered in the detailed design stage.
9	Yes	<p>The things that would really change this would be any of Modal filtering, e.g. closing the junction between Edmund St and New Church Road for cars</p> <p>This is a massive disappointment. I use this road every day and it is not a pleasant environment for cycling -- granted levels of traffic are low, but any motor traffic which there is comes in conflict with people on bikes because there is not enough space to safely overtake. Your proposed changes will not change this.</p>	<p>Request for modal filtering</p> <p>LBS is currently investigating point closure options on Edmund Street and Benhill Road. Traffic re-assignment analysis is being carried out to assess the impact of closures.</p>
10	Yes	<p>Excellent proposals and further example of Southwark's commitment to cyclists.</p> <p>This will really encourage new cyclist who are nervous about using roads and will also direct traffic to Southampton Way.</p> <p>Also an excellent project working in parallel with the work on the Southern tip of Burgess Park- good joined up thinking!</p>	<i>None</i>
12	Yes	So little is proposed with this scheme apart from some management of parking. The will have little effect on cycling levels in this part of the borough unless roads are filtered. There are no details at the junction at the TLRN, will there be a future consultation by TfL? This junction scores very low using the JAT and needs segregated lanes. Cycle parking should be installed throughout. Can the final consultation report include a link to the previous consultation process in Edmund Street and the CLOS score.	<p>Request for modal filtering</p> <p>LBS is currently investigating point closure options on Edmund Street and Benhill Road. Traffic re-assignment analysis is being carried out to assess the impact of closures.</p>
13	N/A	Perhaps you know better than i, but i was not aware there was a huge safety issue ay the Brunswick Park/ Benhill Road junction? It would seem a waste of money in these times of constraint to use money on a project just to 'tidy up' a junction that has functioned well for many decades. If i am	<p>Large radius layout raises the likelihood of left turn collision at junction.</p> <p>Visibility is improved with the proposed</p>

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		mistaken and there have been accidents there- then i would support it.	layout.
14	Yes	Happy with more green and bicycles. As well as less traffic.	None
15	Yes	In my opinion it will make the roads a lot safer for pedestrians and cyclists.	None
16	Yes	Yes!	None
17	Yes	<p>Why are cycle hangars (as opposed to cycle stands) not included in these proposals? They offer more protection from theft than stands, are easy to use, and will allow people to cycle who don't have space to keep a bike at home. Cycle hangars take up only half a car parking space and fit six bikes, so reassigning a single parking space enables up to 12 people to cycle. They will encourage more people to take up cycling and help to reduce car use.</p> <p>Hangars have already been installed across Lambeth with great success. What is Southwark Council waiting for?!</p>	<p>Additional Cycle Facilities – Cycle Hangers The location of cycle facilities such as cycle hangers will be considered in the Detailed Design stage.</p>
18	Yes	<p>Would like Edmund St closed to through traffic. This would improve the scheme no end. The design of this northern section has major potential problems for cyclists with significant on-street parking that changes sides of the road on occasion, a narrow carriageway (c5 to 6 metres) which, with the car parking, will mean that cyclists will always be prone to intimidation by vehicles coming in the opposite direction.</p> <p>And PLEASE emphasise the wider benefits of this scheme - less air pollution, better environment for pedestrians especially mothers with children in hand and the elderly - as well as supporting cycling, the Quietways are also supposed to be about improving the places they pass through and a road closure in this area (eg just north of Picton St) would create a virtual Home Zone for the new residents in that area and an almost traffic free route for people wanting to walk or cycle to Burgess Park from this area and Camberwell more generally.</p>	<p>Request for modal filtering LBS is currently investigating point closure options on Edmund Street and Benhill Road. Traffic re-assignment analysis is being carried out to assess the impact of closures.</p>
20	Yes	There is no problem with the use of frequent sinusoidal humps to calm this section. They are effective and inexpensive. The junction improvements at	

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		<p>Brunswick Park are very welcome. Our concerns focus on Edmund St and the narrowness of the road in the light of the public realm changes associated with the Notting Hill scheme. We have long advocated the benefits of a point close at some point on Edmund St north of Elmington Road. This would reduce the danger from motor vehicles significantly and offer a major liveability improvement for residents and pedestrians wanting to visit burgess park from the Camberwell direction. For cyclists the dangers remain from a 5-6meter road width narrowed by 2 metres with car parking alternating sides along Edmund St. While traffic volumes may be low, there will be danger for cyclists whenever vehicles approach in the opposite direction. A point closure is still very much needed.</p>	
<p align="center">London Cycle Campaign (21)</p>	<p align="center">No</p>	<p>The plans as currently proposed offer merely marginal improvements to existing roads, but do not in any meaningful way represent a cycling route that is "quiet".</p> <p>The crossing at New Church Road involves 4.0m traffic lanes. The 3.2-4.0m range of widths is considered a "critical fail" in the new CLoS system as part of the LCDS. The implication is that the lane is wide enough to allow vehicles to speed up and pass cyclists within the lane, but not wide enough for them to do so safely. At the same time, the nearby zebra crossing provides an opportunity to use some kind of dual crossing to get cyclists across the road more safely.</p> <p>The London Cycling Campaign joins both Southwark Cyclists and Living Streets in asking that Edmund Street is closed to through motor traffic. Edmund Street is narrow and there is parking retained forcing cyclists out from the kerb, that makes the experience of cycling less comfortable and again less "quiet". A filtered permeability approach is by far the best option here, but failing that, much more work needs to be done on Edmund Street to make it feel sufficiently quiet and calm for less confident cyclists.</p>	<p>New Church Road / Edmund Street / Southampton Way Junction Further investigation and analysis of this junction will be carried out and proposals to improve road safety and pedestrian accessibility will be considered during preliminary design stage.</p> <p>Request for modal filtering LBS is currently investigating point closure options on Edmund Street and Benhill Road. Traffic re-assignment analysis is being carried out to assess the impact of closures.</p>

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22	Yes	<p>The proposed junction at Edmund St/Burgess Park will direct the cyclist from the road onto the park and this is a good route through to Walworth Road. This will then put the cyclist onto a main route which also goes up to and link with Portland St</p> <p>What about cyclists going across to Wells Way?</p> <p>How will it work for cyclists wanting to come FROM Portland St, do you think that they will make that extra loop round by Addington Square - when at the moment they come down New Church Road and straight onto Southampton Way.</p>	Plans for Burgess Park are currently being considered.
23	Yes	It seems the route leads through Burgess park and through a number of green spaces. Quietways are not quite when they go off road. shared use paths become dangerous for pedestrians. Whilst I support Quiet ways in general I don't support channelling hundreds of cycle commuters through local parks and the creation of cycle rat runs off road.	None
24	Yes	This route already appears to be used by a growing number of cyclists and i support any moves to improve its safety for all road users.	None
25	Yes	<p>As both a cyclist in London and a car driver in London, I can provide I hope a more objective view. Whilst narrow roads and speed bumps are thought to assist cyclists, this is often not the case. Car drivers, desperate to get past, will accelerate and brake very sharply because of speed bumps which makes it harder for them to overtake, leading to dangerous overtaking which compromises the cyclist's safety.</p> <p>Furthermore speed bumps add to emissions significantly (because of the braking / accelerating cycles, see transport laboratory report) and frankly damage vehicles, and sometimes even property located close to speed bumps. Any proposal to make our roads still worse in this regard should be resisted. Motorists should be checked with radar guns by traffic wardens and issued fines immediately to train minds on driving within the speed limit. This approach is known to work well in Germany and France.</p>	<p>The introduction of a speed-controlling measure such as a road hump can influence traffic noise levels in a number of ways. For example, lowering the speed of vehicles may mean that vehicle noise emission levels are reduced. In addition, after the measures are installed, traffic flows may be reduced, leading to further reductions in noise levels. However, vehicle noise emissions may also depend upon the way vehicles are driven:</p> <p>- a passive style of driving, at a lower but constant speed, contributes to lower noise</p>

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		<p>The extension of quiet routes for cyclists is good. The need for attention to detail is critical. A very good example would be the quality of the road surface after the crossing from Edmund street to Addington Sq. and into Burgess Park. For an inexperienced cyclist the pavement (technically meant) quality is atrocious, with narrow bits, high amplitude bumps, potholes and obstructions such as metal gates all contributing to the risk of a wobble or even accident. Yet there's nothing in the plans to improve this obvious bottleneck. Have the planners even ridden a bike along the route they are proposing to spend money on??</p>	<p>levels; - an aggressive style, with excessive braking and acceleration between speed control devices, gives rise to a highly fluctuating noise level, which can in turn contribute to noise disturbance to residents. (LTN 1/07, Department for Transport)</p> <p>Poor road surface quality on Edmund Street to Addington Square This comment will be passed on to LBS maintenance team to consider in the Detailed Design Stage.</p>
28	Yes	<p>I do not agree with a waiting area for cyclists on New Church Road. A toucan crossing is needed for cyclists to cross. For children and other more vulnerable cyclists, waiting in the middle of the road is not an option. When doing group rides especially with families on larger cargo bikes or tandems or with disabled people using tricycles, the waiting area is not large enough and cyclists would not feel safe on such a busy road.</p>	<p>New Church Road / Edmund Street / Southampton Way Junction Further investigation and analysis of this junction will be carried out and proposals to improve road safety and pedestrian accessibility will be considered during preliminary design stage.</p>
29	No	<p>I object to these proposals as they would make not net improvement at significant cost.</p> <p>I object to all the humps. Even well designed humps are uncomfortable for cycling and national/London guidance advises against them. A mix of traffic calming measures should be used, as shown in Figure 3.9 of the London Cycling Design Standards.</p> <p>The New Church Road crossing is particularly bad for users of this route and the changes proposed fail to improve it substantially. Worse still, the proposals make conditions much worse for people cycling along New Church Road, which is designated as a cycle route in the Southwark</p>	<p>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> <p>New Church Road / Edmund Street / Southampton Way Junction Further investigation and analysis of this junction will be carried out and proposals to improve road safety and pedestrian</p>

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		<p>Cycling Strategy. Back to the drawing board please and reconsult as part of the Burgess Park consultation. A mini-roundabout would help as it would require drivers to give way more. Better still a point closure of Edmund Street and create a parallel zebra crossing.</p> <p>I object to the lack of consultation on Edmund Street - the previous consultation was carried out before this route was designated as a quietway.</p>	<p>accessibility will be considered during preliminary design stage.</p> <p>Request for modal filtering LBS is currently investigating point closure options on Edmund Street and Benhill Road. Traffic re-assignment analysis is being carried out to assess the impact of closures.</p>
<p>Southwark Cyclists (30)</p>	<p>No</p>	<p>This response is from Southwark Cyclists, drafted in consultation with our membership.</p> <p>General</p> <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 through motor traffic. This would create the “quieter, low traffic” environment that is the Quietways programme’s aim. There are 2 primary schools on this route, these plans will not encourage parents to let their children cycle to school. For these reasons, although we support the few specific measures, we cannot approve this proposal overall.</p> <p>Here are some suggestions for making the route much more cycle-friendly.</p> <p>1. A light controlled cycle crossing across New Church Rd. Counts made around the morning peak on Thursday 19th November gave 800 motor vehicles per hour (2-way flows). This equates to 9500 per day. DfT Guidance (LTN 2/08: Cycle Infrastructure Design (2008)) says that above</p>	<p>New Church Road / Edmund Street / Southampton Way Junction Further investigation and analysis of this junction will be carried out and proposals to improve road safety and pedestrian accessibility will be considered during preliminary design stage.</p> <p>Request for modal filtering LBS is currently investigating point closure options on Edmund Street and Benhill Road. Traffic re-assignment analysis is being carried out to assess the impact of closures.</p>

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8000 PCU/day signalised cycle crossings should be installed. Observing the high motor traffic at this site indicates clearly that a proper cycle crossing is required. Nothing is included in the proposal.

2. Carriageway narrowing in New Church St. Amazingly, the proposal widens the motor carriageways at New Church St by reducing the present 3 normal lanes to 2 wide lanes. The information on the consultation document is quite wrong and presents a completely misleading picture. It refers to “maintaining 4 m carriageway widths”. But the Eastbound carriageway is only 2.7m and the westbound is 2 lanes of 2.5m. What is happening here is carriageway WIDENING. This will speed up traffic and make the crossing more dangerous (it is close to a bend). The opportunity should have been taken to widen the pavements so that the crossing could easily be made without the need for a central island. Although outside the scope of this consultation, some space could also have been used for cycle lanes on this popular E-W route.

3. Edmund Street from New Church to Picton.

a. The Consultation notes say this has already been subject to “highway works” consultation. However, this was not a consultation on a cycle Quietway and this section certainly needs to be improved as it is one of the worst parts of the route.

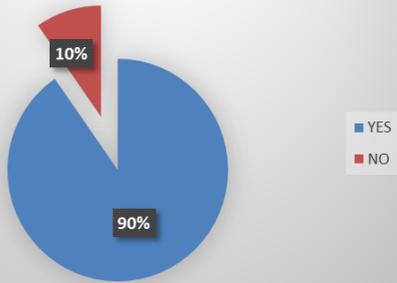
c. Filtering. There is no need for this segment of Edmund Street to be a through road. There are easy alternatives that are nowhere near capacity. By filtering Edmund St close to the Primary School it would be possible to create a quiet access road that would allow residents, including children, from the new blocks safe access by bike or walking to Burgess Park. It would also provide a safe route for at least part of many journeys to the school, so encouraging active travel.

d. It has to be remembered that we have a particular duty to ensure that

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		<p>handicapped cyclists can have equal access to cycle routes. Such cyclists frequently ride tricycles. Due to the extra width there are particular problems with narrow roads that, like Edmund Street, have significant levels of motor traffic. For such cyclists, maintaining a decent carriageway width by removing parking, or better still filtering to reduce traffic to access only, will make the difference between being able to use a route and not being able to.</p>	
31	Yes	<p>Overall, i think all suggestions make a lot of sense in terms of road safety in the area; for pedestrians, drives but also for cyclists. I do feel that maybe more cyclist friendly junctions could be implemented elsewhere.</p>	None

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Reference No.		Support	Comment	Key Considerations and Responses
<p>New Church Road / Edmund Street junction to Peckham Road</p> <p>Q2. Do you support double yellow line extension at junctions to improve safety for all road users?</p>				<p align="center">Double yellow line extension at junctions</p>  <p align="right"> ■ YES ■ NO </p>
8	Yes	We do not object to the loss of a limited number on-street car parking spaces to support safety improvements, although perhaps more could be provided along Edmund Road as the new development will create additional demand.		The new developments will introduce additional parking along Edmund Street.
9	Yes	<p>Removing parking on one side of the road and introducing a cycle lane both ways which is protected from traffic (on the pavement side) -- this is my preferred option.</p> <p>With the suggested changes, my children or my parents will still be too scared to cycle along there, and it will continue to be unpleasant for cycling.</p>		None
21	Yes	Benhill Road can be fairly busy for a primarily residential street. Given that, we need measures to ensure it's properly calm and safe. The current scheme represents very little change from the present. At the very least we'd like to see more done around the junctions to ensure good sightlines and calmed traffic.		<p>Request for modal filtering</p> <p>LBS is currently investigating point closure options on Edmund Street and Benhill Road. Traffic re-assignment analysis is being carried out to assess the impact of closures.</p>
30	Yes	This is the site of major new building that includes plenty of parking off street. There is no need for any on street parking on this narrow stretch of road.		The level of on street parking was agreed as part of the planning application process for the new development.

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31	No	I also feel quite strongly that the Edmund St yellow line extensions are a bit drastic as there need to be more parking spaces available for community drivers. (nb i do not drive but am a keen cyclist)	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 the safety for all road users as it addresses the conflicts between vehicles as well as vehicles and pedal cycles.
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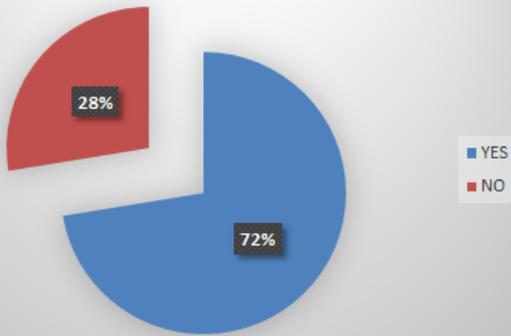
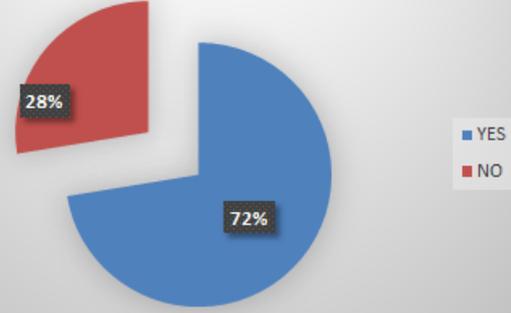
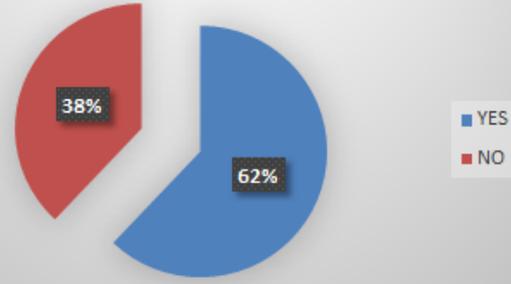
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■ NO	13%								
■ NO ANSWER	10%								
Reference No.	Support	Comment	Key Considerations (and Responses)						
19	No	Specifically, there is no need at all for changes at the Benhill Rd/Brunswick Park junction as there is ample room and visibility already. Elmington Rd/Benhill Rd could be improved as people do park too close to the junction for good visibility.	Large radius layout raises the likelihood of left turn collision at junction. Visibility is improved with the proposed layout.						
29	Yes	The Brunswick Park junction should be tightened further with buildouts outside the junction, as on Portland Street. Less confident/slower cyclists should not have to pull out from parked cars where there is a long gap between bays: instead the gaps between car parking should be built out.	None						

**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
New Church Road / Edmund Street junction to Dog Kennel Hill**

**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
New Church Road / Edmund Street junction to Dog Kennel Hill**

Wilson Road to Lettsom Street

Responses to Consultation Questions

<p>Q1. Generally do you support the proposal?</p>	<p align="center">Support for the overall proposals</p>  <p align="right"> ■ YES ■ NO </p>
<p 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 align="center">Double yellow line extension at junctions</p>  <p align="right"> ■ YES ■ NO </p>
<p 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 align="center">Support proposals at the pathway linking Grace's Mews with Lettsom Street near Springfield House</p>  <p align="right"> ■ YES ■ NO </p>
<p align="center"> Yes: 18 No: 11 No Answer: 0 </p>	

**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
New Church Road / Edmund Street junction to Dog Kennel Hill**

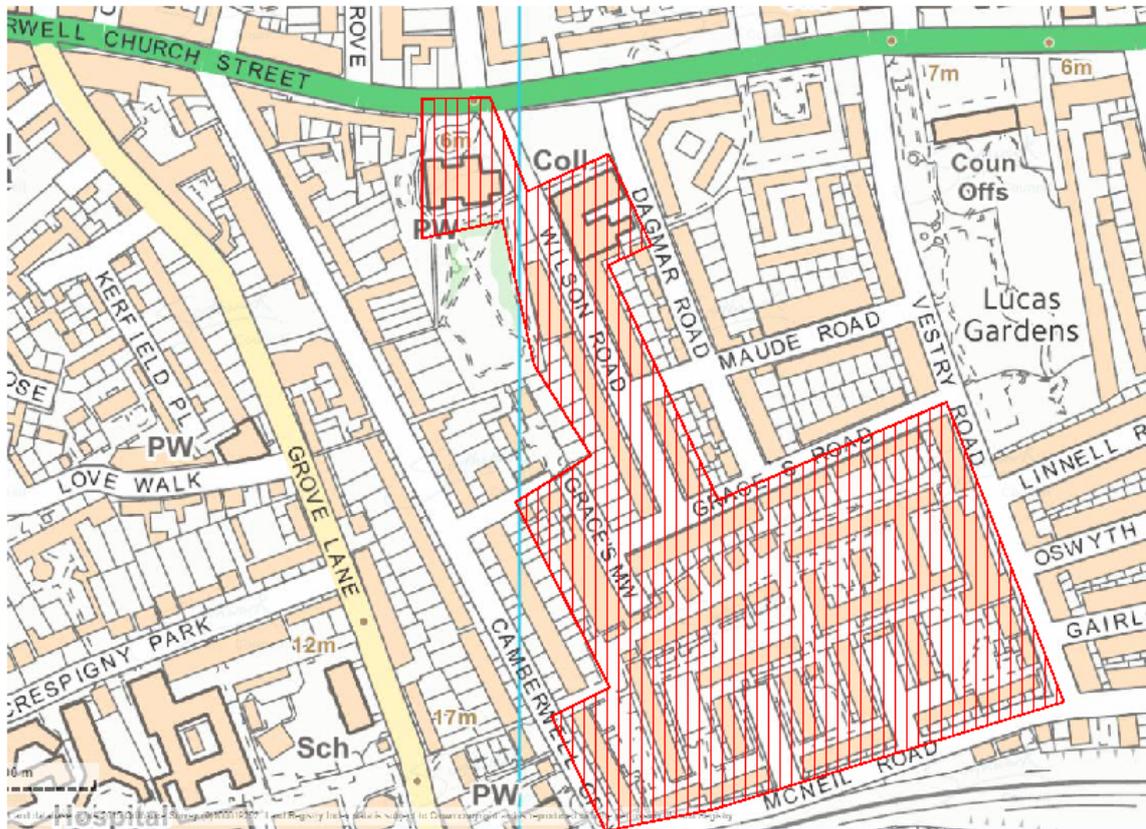
Main Consultation Issues and Responses

**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
New Church Road / Edmund Street junction to Dog Kennel Hill**

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 C- Elephant & Castle to Crystal Palace Quietway (QW7)
New Church Road / Edmund Street junction to Dog Kennel Hill**

**Consultation Area
Wilson Road to Lettsom Street**



**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
New Church Road / Edmund Street junction to Dog Kennel Hill**

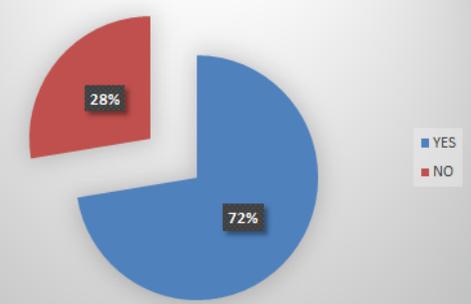
Wilson Road to Lettsom Street

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

**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
New Church Road / Edmund Street junction to Dog Kennel Hill**

Wilson Road to Lettsom Street		Support for the overall proposals	
Q1. Generally do you support the proposal?			
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</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-</p>

**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
New Church Road / Edmund Street junction to Dog Kennel Hill**

	<p>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 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.</p> <p>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.</p> <p>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.</p> <p>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,</p>	<p>friendly sinusoidal type designed according to the LCDS (London Cycling Design Standards) which contains the latest research on cycling facilities and comfort improvement.</p> <p>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.</p> <p>6. This junction is part of the TLRN. No changes are proposed to it as part of the Quietway 7 scheme.</p> <p>7,8,9,10. Comments received will be considered and elected members will be consulted to ensure the views of residents are represented.</p>
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**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
New Church Road / Edmund Street junction to Dog Kennel Hill**

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 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

**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
New Church Road / Edmund Street junction to Dog Kennel Hill**

		<p>with this regardless of the views of resident in Wilson Road and Graces Road?</p> <p>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?</p> <p>11. Why was so little information provided in the leaflet and on the website if you genuinely want to consult on this?</p> <p>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.</p>	
6	Yes	<p>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.</p>	<i>None</i>
7	Yes	<p>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.</p>	<i>None</i>
8	Yes	<p>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.</p>	<i>None</i>

**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
New Church Road / Edmund Street junction to Dog Kennel Hill**

9	Yes	Brilliant idea - yes please! (With mirror for visibility at Grace's Mews bollards - corner where Grace's Mews turns towards Camberwell Grove.	<i>None</i>
11	Yes	Good Idea	<i>None</i>
13	Yes	<p>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.</p> <p>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 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>	None
14	No	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>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</p>

**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
New Church Road / Edmund Street junction to Dog Kennel Hill**

			pedestrian safety will be raised with TfL.
15	Yes	As a cyclist i already use the route to the elephant & castle. Your proposals should be a big improvement to the area.	<i>None</i>
22	Yes	Very much in favour, great idea	<i>None</i>
London Cycling Campaign (25)	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 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>	<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>
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> <p>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.</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</p>

**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
New Church Road / Edmund Street junction to Dog Kennel Hill**

		<p>2) would not feel safe going through here after dark with all the turns and places for those with ulterior motives to hide</p> <p>3) traffic lights crossing main road are slow, easier to cross to the west</p> <p>4) Camberwell Grove is one of the most beautiful streets in south London, like cycling on it</p> <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. Measures for Camberwell Grove are also being considered.</p>
<p align="center">Southwark Cyclists</p> <p align="center">(27)</p>	<p align="center">No</p>	<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 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>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 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>

**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
New Church Road / Edmund Street junction to Dog Kennel Hill**

		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.	
28		Fully support the quietway proposal and especially the improved cycle access to the Lettsom estate.	None

<p>Wilson Road to Lettsom Street</p> <p>Q2. Do you support double yellow line extension at junctions to improve safety for all road users?</p>		<p>A pie chart titled "Double yellow line extension at junctions" showing the distribution of responses. The chart is divided into two segments: a large blue segment representing 72% for "YES" and a smaller red segment representing 28% for "NO". A legend to the right of the chart identifies the blue color with "YES" and the red color with "NO".</p>	
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	<p>Loss of parking.</p> <p>The extension of double yellow lines aims at improving visibility at or near junctions to reduce</p>

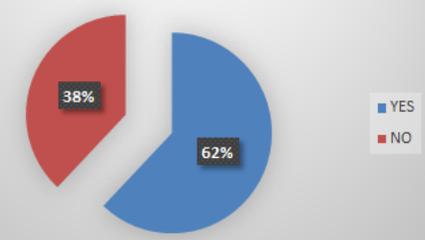
**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
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		<p>this reduction in parking spaces. I have lived in Wilson Road for 12 years and I am unaware of any accidents at this junction. If there is no evidence to support your assertion about accidents then please confirm that this part of the proposal will be deleted.</p>	<p>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	<p>No</p> <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	<p>No</p> <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>		

**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
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3	Yes	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.	None
25	Yes	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.	
27	Yes	Wilson Road. The lower part beside the Art College and Church, does not need to have on road parking.	
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 Wilson road.</p> <p>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.</p>	None

**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
New Church Road / Edmund Street junction to Dog Kennel Hill**

Reference No.		Support	Comment	Key Considerations (and Responses)
			<p>Wilson Road to Lettsom Street</p> <p>Q3. Do you support the proposals at the pathway linking Grace's Mews with Lettsom Street near Springfield House?</p>	<p>Support proposals at the pathway linking Grace's Mews with Lettsom Street near Springfield House</p> 
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		

**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
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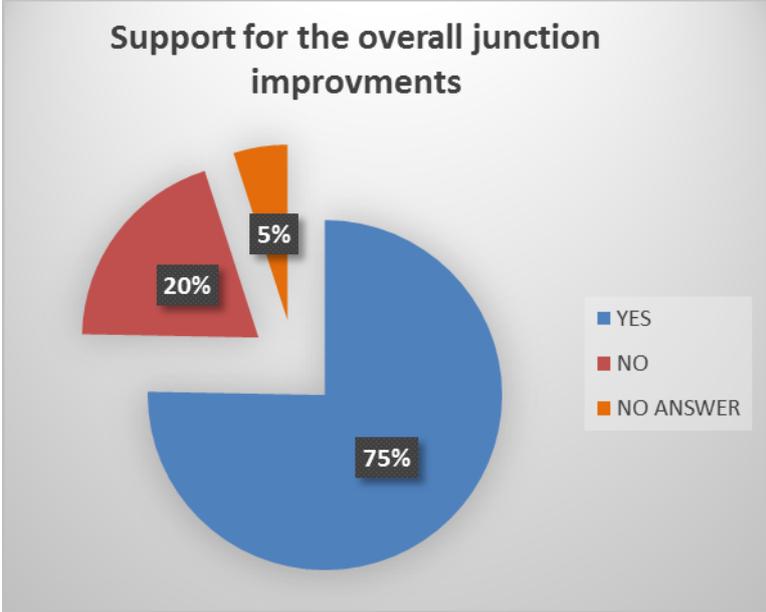
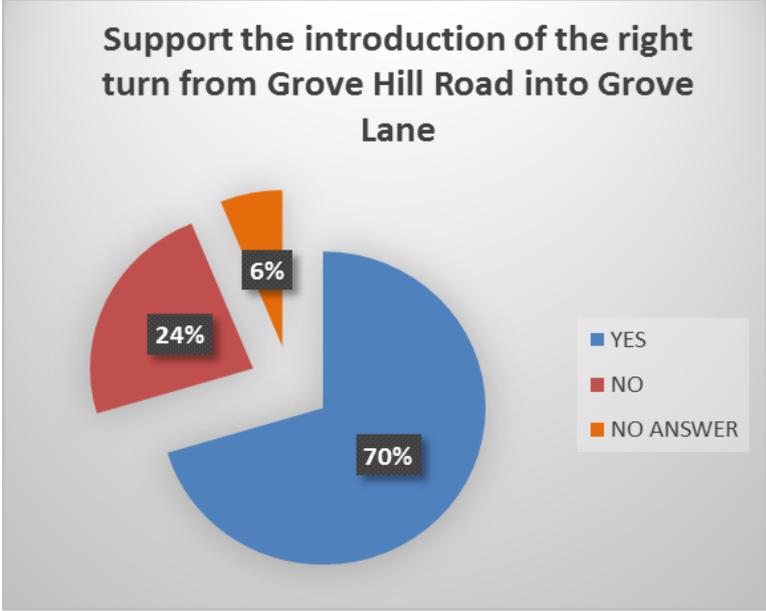
		<p>motorcycle as a cut way to ideal roads, and it area also packed with cars with shutter it is breed for rubbish and wasted areas.</p> <p>As i think Lettsom itself as too may entrance around.</p> <p>Where there is safe spot the lights around are very poor as i seen at night need improvement but not 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>

**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
New Church Road / Edmund Street junction to Dog Kennel Hill**

23	No	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.	
27	No	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.	
24	No	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.	
28	Yes	Fully support the quietway proposal and especially the improved cycle access to the Lettsom estate.	<i>None</i>

Dog Kennel Hill / Champion Hill

Responses to Consultation Questions

<p>Q1. Generally, do you support the junction improvements?</p>	<p>Support for the overall junction improvements</p>  <p>■ YES ■ NO ■ NO ANSWER</p>
<p>Yes: 61 No: 16 No Answer: 4</p>	<p>Q2. Do you support the introduction of the right turn from Grove Hill Road into Grove Lane at the expense of slightly increased journey times at the junction?</p>  <p>■ YES ■ NO ■ NO ANSWER</p>
<p>Yes: 57 No: 19 No Answer: 5</p>	

**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
New Church Road / Edmund Street junction to Dog Kennel Hill**

<p>Q3. Do you support Champion Hill and Grove Hill operating in different signal phases to improve road safety for all users and reduce conflicts at the expense of slightly increased journey times at the junction?</p>	<p align="center">Support Champion Hill and Grove Hill operating in different signal phases</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>69%</td> </tr> <tr> <td>NO</td> <td>20%</td> </tr> <tr> <td>NO ANSWER</td> <td>11%</td> </tr> </tbody> </table>	Response	Percentage	YES	69%	NO	20%	NO ANSWER	11%
Response	Percentage								
YES	69%								
NO	20%								
NO ANSWER	11%								
<p align="center">Yes: 56 No: 16 No Answer: 9</p>	<p>Q4. Do you support proposals to improve safety for pedestrians?</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>83%</td> </tr> <tr> <td>NO</td> <td>6%</td> </tr> <tr> <td>NO ANSWER</td> <td>11%</td> </tr> </tbody> </table>	Response	Percentage	YES	83%	NO	6%	NO ANSWER	11%
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**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
New Church Road / Edmund Street junction to Dog Kennel Hill**

Dog Kennel Hill / Champion Hill

Main Consultation Issues and Responses

**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
New Church Road / Edmund Street junction to Dog Kennel Hill**

Dog Kennel Hill / Champion Hill		
Proposal	Concern/Objection	Response
Overall Scheme Comments	Rat-running on Camberwell Grove to Dog Kennel Hill	Further traffic re-assignment analysis is currently being carried out to investigate measures to reduce the attractiveness of this route to motor vehicles passing through the area.
	Unsafe layout for cyclists turning right from Peckham Road into Camberwell Grove	No measures are currently proposed to this junction, however, consideration will be given to improvements should a suitable funding stream become available.
	Suggested introducing traffic calming measures on Camberwell Grove	Further traffic re-assignment analysis is currently being carried out to investigate measures to reduce the attractiveness of this route to motor vehicles passing through the area. Measures for Camberwell Grove are also being considered.
The introduction of the right turn from Grove Hill Road into Grove Lane	Concerned increasing volume of traffic due to recent changes of Camberwell Grove/Grove Hill.	There is potential for an increase in traffic volumes at this junction due to the provision of an additional manoeuvre at this junction.
Champion Hill and Grove Hill operating in different signal phases to improve road safety	Objection to different signal phases due to existing delays at the junction at peak times	Increase in delays at this junction will be considered carefully against improvements at the junction.
Improve safety	Objection to replacing the existing speed bumps with	Sinusoidal speed humps are proposed to provide greater

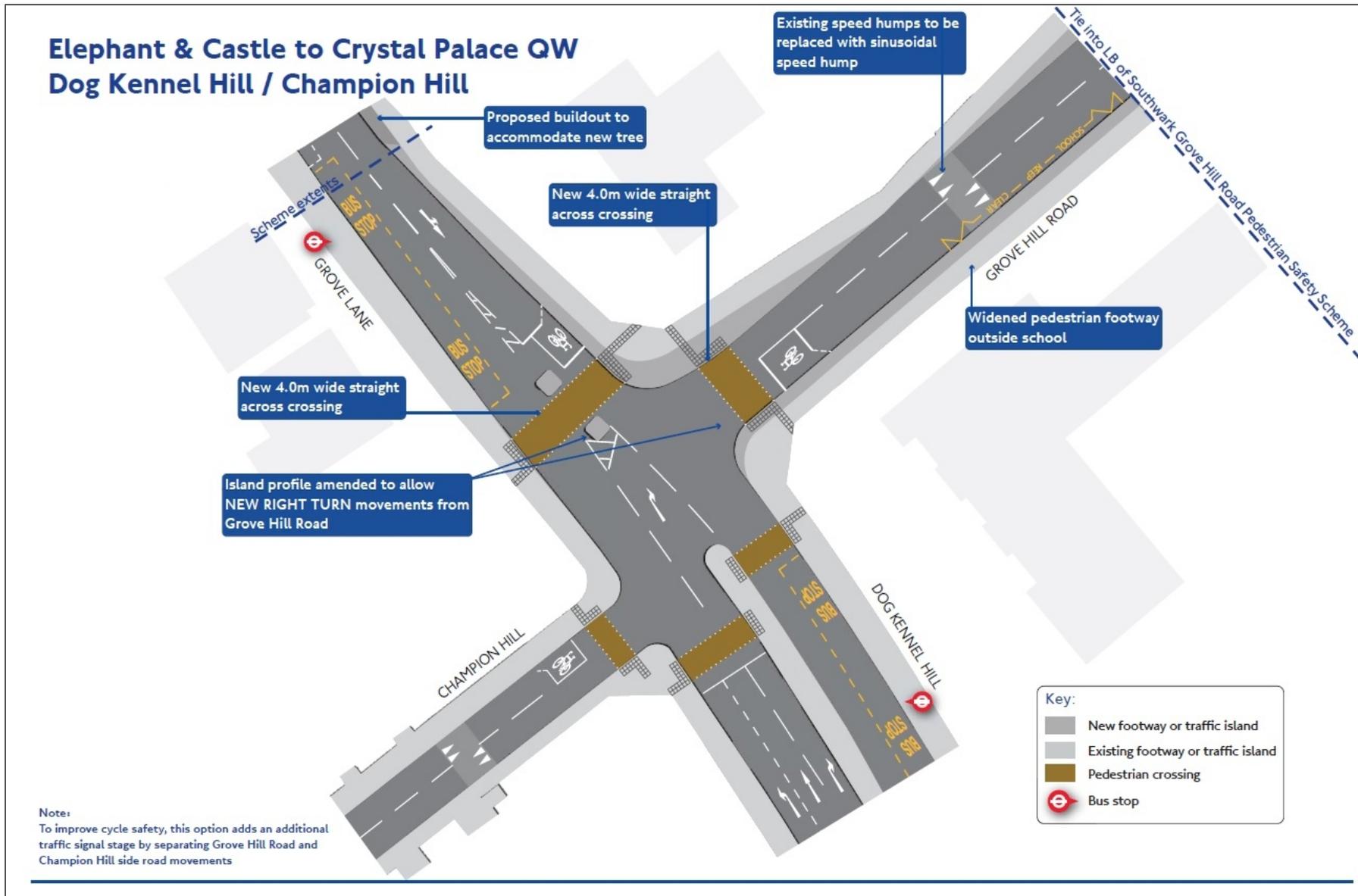
**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
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for pedestrians	sinusoidal humps	comfort for cyclists.
	Objection to widening pedestrian footway due to narrow road for motorists	Increase in delays at this junction will be considered carefully against improvements at the junction.

**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
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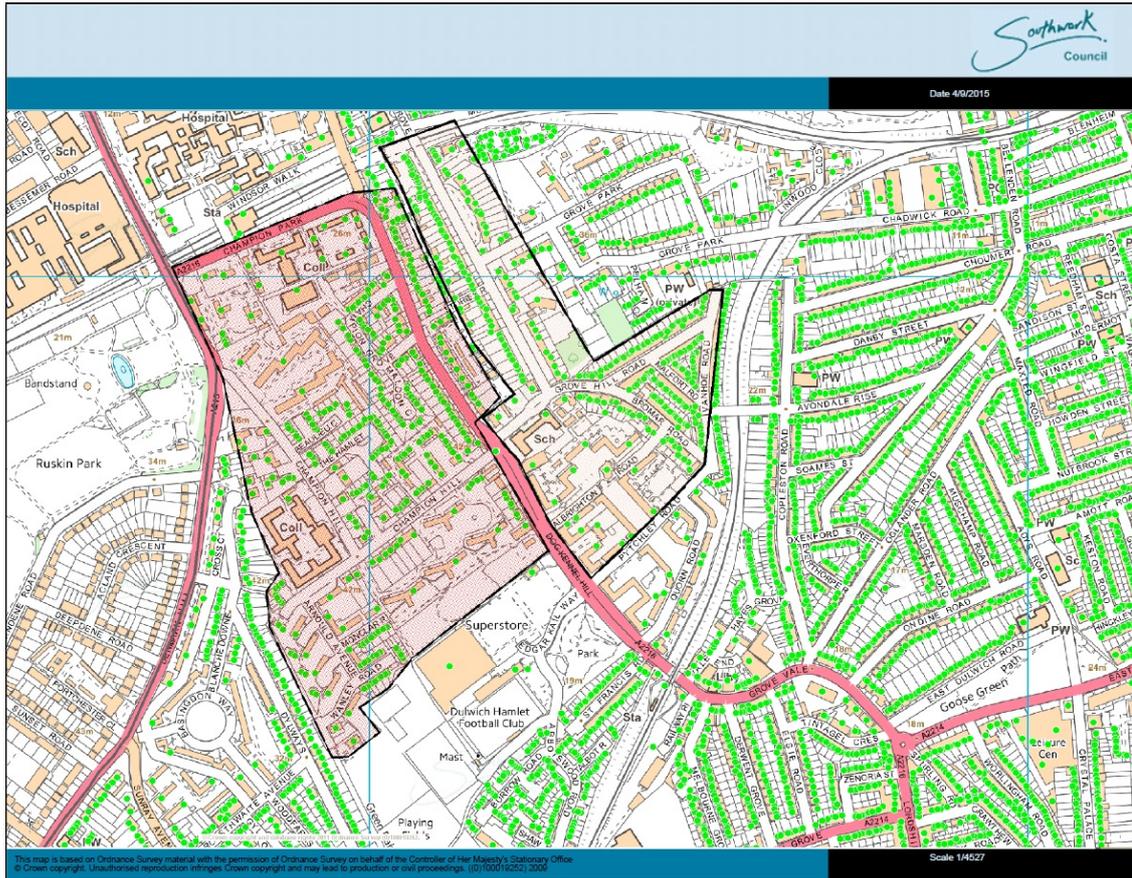
Dog Kennel Hill / Champion Hill-Consultation Plan

**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
New Church Road / Edmund Street junction to Dog Kennel Hill**



Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7) New Church Road / Edmund Street junction to Dog Kennel Hill

Consultation Area



**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
New Church Road / Edmund Street junction to Dog Kennel Hill**

Detailed Consultation Comments and Responses

Key for summary tables:

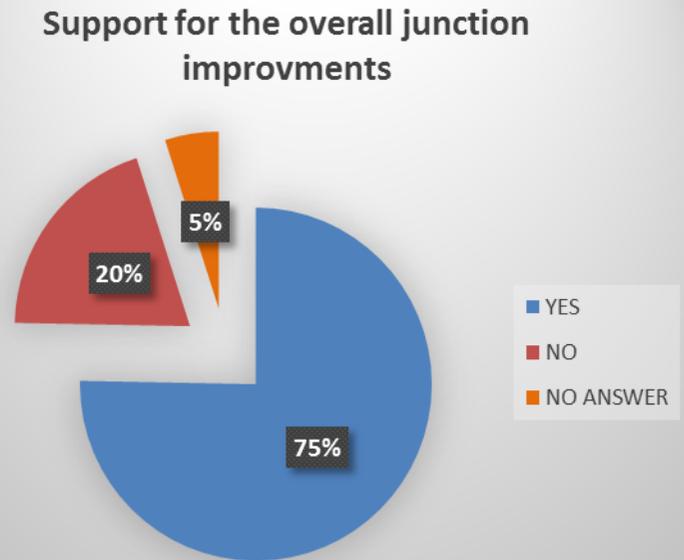
In support of proposals	General supportive comment – no response required
In support of proposals	Supportive with specific points to be considered – response required/provided
Objection to proposals	Objection with specific points to be considered - response required/provided

**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
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**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
New Church Road / Edmund Street junction to Dog Kennel Hill**

Dog Kennel Hill / Champion Hill

Q1. Generally, do you support the junction improvements?



Reference No.	Support	Comment	Key Considerations (and Responses)
1	No	As a resident of Camberwell Grove (near the top just off Grove Hill Road), it is extraordinary that the initial consultation did not include residents here. The original questionnaire last August seems to have been sent to a very small number of households, whereas the impact of any proposed changes affects a much wider area. In addition, the most recent questionnaire concerning the above was delivered to Camberwell Grove Saturday 21 November, but the opportunity to discuss was on Tuesday 17th November at William Booth College.	Due to significant changes to the proposals at this junction, it is recommended that comments received be considered in context of new proposals when these have been identified and in further scheme development.
2	Yes	It's a shame this couldn't have happened at the same time as the recent improvements to the junction of Grove Lane/Camberwell Grove. Certainly, digging up Grove Lane again to introduce the new raised speed bump seems to represent a lack of joined-up thinking. Otherwise, it looks good	

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3	Yes	I AM GLAD, PROBABLY ELATED, THAT SOMEONE FINALLY THOUGHT OF A SCHEME LIKE THIS. I HAVE LIVED IN THE AREA FOR OVER 40 YEARS AND WAS WONDERING FOR A VERY LONG TIME WHY ROAD ADMINISTRATORS NEVER CAME UP WITH THIS IDEA. CONGRATS, WELL DONE. PLEASE DON'T INVOICE LEASEHOLDERS I HAVE NO MONEY.
4	Yes	I AM HAPPY WITH THE JUNCTION IMPROVEMENT PLANS
5	Yes	I APPROVE OF THESE CHANGES. THERE IS STILL A HUGE PROBLEM REGARDING CAMBERWELL GROVE BEING USED AS A RUSH HOUR RAT RUN. IN PARTICULAR, THE MORNINGS ARE PARTICULARLY DANGEROUS FOR THE CHILDREN WALKING UP TO DOG KENNEL HILL. THE EARLY LEARNING CENTRE AND LYNDHURST SCHOOL. DESPITE THE NARROW BRIDGE THERE ARE HUNDREDS IF NOT THOUSANDS OF CARS AT RUSH HOUR. SOMETIMES EVEN TRUCKS AND OUT OF RUSH HUR CARS SPEED UP AND DOWN CAMBERWELL GROVE DANGEROUSLY AND INCONSIDERATELY. CHANGES SHOULD BE INTRODUCED HERE
7	No	I am a cyclist and I live on Bromar Road. I mainly use this junction to travel from Grove Hill Road into Champion Hill or vice versa and have never experienced any problems with it. However since the improvement works at the top of Camberwell Grove I have noticed that a lot more traffic backs up into the top of Grove Hill Road and as the road has been narrowed, there is often no room for cyclists to pass and get to the advance stop box.
18		I don't really see the 'improvement'. The recent alterations to Grove Hill Road at the junction with Camberwell Grove already appear to have caused congestion with traffic backing up at the top of Camberwell Grove. These alterations have also made it more dangerous for cyclists turning right from Grove Hill Road down Camberwell Grove.
20		AT THE MOMENT TRAFFIC BACKS UP FROM THE JUNCTION ALL WAY DOWN CAMBERWELL GROVE AT BUSY TIMES. THIS CAUSES A NOTICABLE DETERIORATION IN AIR QULAITY, ADDS TO NOISE AND MAKES IT VERY DNAGEROUS FOR CYCLISTS.

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12	Yes	HOW COULD A NON DRIVER LIKE ME BE AGAINST IMPROVING SAFETY?? BIZZARE QUESTION BUT I DO NOT THINK THAT BY PAVEMENTS OR RAISED ROAD SECTION DO THIS AS DRIVERS GET MUDDLED OVER WHAT TO CONCENTRATE ON. I SEE THIS TIME AND AGAIN. WOULD BE GREAT TO HAVE NEW TREES WHEREVER POSSIBLE AS THIS SEEMS TO CALM DRIVERS DOWN AS THEY ADJUST TO THE VIEW AND SO ON. I THINK THERE SHOULD BE A NEW TREE ON THE PROPOSED EXTENDED PAVEMENT AT THE JUNCTION AND IT SHOULD BE A TREE THAT IS GOING TO BE ALLOWED TO GROW LARGE AND TALL.
15	Yes	NEW PROPOSALS HAVE MY COMPLETE SUPPORT. IT'S GREAT TO SEE THE COUNCIL BEING SO PROACTIVE. THANK YOU !
24	Yes	STREET CLUTTER AND PUBLIC REALM IMPROVEMENT IS NOT A CLEAR BENEFIT- NEEDS MORE DETAIL.
27	No	I AM A CYCLIST. THESE CHANGES SEEM TO ME UNNECESSARY- I'VE NEVER FELT IN ANY DANGER AT THIS JUNCTION. IF YOU ARE GOING TO SPEND MONEY, WOULD PREFER YOU TO MAKE IT SAFER TO TURN RIGHT INTO CAMBERWELL GROVE FROM PECKHAM ROAD. PEDESTRIAN CROSSINGS ARE FINE BUT PLEASE NO TRAFIC LIGHTS (I AM A LAW ABILDING CYCLIST AND IT IS ANNOYING HAVING TO STOP WHEN THERE IS NO ONE THERE)
28	No	ALL OVER LONDON THE BICYCLE LANE LOBBY IS CREATING BOTTLENECK SITUATIONS FOR ROAD TRAFFIC BY REDUCING THE NUMBER OF LANES FOR VEHICLES. THERE ARE OFTEN LONG TAILBACKS DRIVING THE PM RUSH HOUR TOWARDS THE TOP OF CAMBERWELL GROVE DUE TO THIS RECENT NARROWING OF GROVE HILL ROAD, CAUSING BY NO MEANS "SLIGHT DELAYS".
29	Yes	1) I AM GLAD THAT CHAMPION HILL WILL REMAIN A TWO WAY ROAD.
31	No	THIS PROPOSAL WILL INCREASE TRAFFIC SEEKING TO BY PASS THE JUNCTION WHICH WILL INCREASE TRAFFIC USING GROVE HILL,

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		BROMAR AND MALFORT ROAD. THESE ROADS ARE ALREADY USED AS A WAY TO GET TO SAINSBURYS FOR TRAFFIC FROM A CHAMPION HILL/ HERNE HILL AREA.
34	Yes	CONSIDERABLE IMPROVEMENT ON PRESENT ARRANGEMENTS
35	Yes	TO MAKE IT SAFE FOR EVERYONE ON THE ROAD
39	Yes	PLEASE PUT BICYCLE BOX ON DOG KENNEL HILL WHEN GOING AHEAD ONTO GROVE LANE. MANY BUSES AND MUCH TRAFFIC IT'S DANGEROUS!
42	Yes	I THINK 20MPH LUMINOUS REMINDER SIGNS SHOULD BE INSTALLED AT THE BEGINNING OF CHAMPION HILL, COMING OFF DENMARK HILL, AT THE CORNER BY KINGS COLLEGE HALL AND AT THE BEGINNING COMING FROM THE JUNCTION BY DKH SCHOOL. THERE'S A LOT OF SPEEDING ON CHAMPION HILL, ESPECIALLY BETWEEN DKH JUNCTION AND THE POST BOX BY KINGS COLLEGE HALL
45	Yes	THESE PROPOSALS ARE POSITIVE AND REFLECT THE NEEDS OF THE AREA AND ALSO TAKE INTO ACCOUNT SCHOOL PUPILS, PEDESTRIANS, DRIVERS.
55	Yes	<p>I can't get to the Advance Stop Lines on Champion Hill as the road is too narrow and I often get stuck behind an exhaust as the alternative is to cycle on the right hand side of the road onto oncoming traffic which is far too dangerous. I understand this may be a one way soon which is excellent news. All parking on Grove Hill road must be banned between the junction and Camberwell Grove in order for the large volume of cyclists to avoid car doors being opened into their paths as this area is narrow and heavily used.</p> <p>It is easier to get to the Advance Stop Lines on Grove Hill Road but cars have turned left into me as I am trying to cycle straight rather than giving me the room to cycle straight on into Champion Hill. This has happened to me several times and is very dangerous.</p>
56	Yes	I hope improving street clutter will include removal of the railings.

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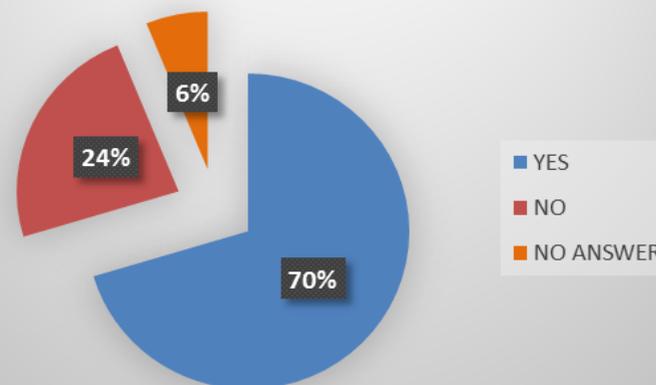
63	Yes	THESE IMPROVEMENTS WILL BE GOOD BUT DO NOT DEAL WITH THE HEAVY TRAFFIC ON CAMBERWELL GROVE. IT WOULD BE GOOD TO HAVE TRAFFIC CALMING MEASURES TOO.
65	Yes	THANK YOU
71	Yes	MARPLES BOXES OUTSIDE THE THREE (3) ENTRANCES TO LANGFORD GREEN WOULD IMPROVE CONVENIENCE FOR RESIDENTS, AND SMOOTH TRAFFIC FLOWS IN BOTH DIRECTIONS.
77	Yes	Q4 COULD BE BETTER WORDED "IMPROVEMENTS" IS NOT A NEUTRAL WORD. Q7 WHO COULD ANSWER NO TO Q7? NOT A USEFUL GATHERING OF DATA. HAVE OTHER OPTIONS BEEN CONSIDERED?
79	No	I would like to express serious concern about the safety of two aspects of the so-called 'junction improvement' proposals about which the Council is currently consulting: A) the proposed removal of the pedestrian traffic island at the Champion Hill/Grove Hill Road junction end of Grove Lane (in favour of a straight-across crossing)

**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
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Dog Kennel Hill / Champion Hill

Q2. Do you support the introduction of the right turn from Grove Hill Road into Grove Lane at the expense of slightly increased journey times at the junction?

Support the introduction of the right turn from Grove Hill Road into Grove Lane



Reference No.	Support	Comment	Key Considerations and Responses
1	No	It is difficult to assess whether the plans are going to be an improvement. Have they been considered with the recent changes to Grove Hill Road/top of Camberwell Grove in mind? You suggest a few seconds delay with different phasing, but was this measured prior to the changes implemented? The traffic is considerably worse turning right at the top of Camberwell Grove since the recent so called "improvements", and would only get worse with slower signal changes. In addition, the turning out of and into Camberwell Grove has become much more difficult (why does the junction have to be so tight?) that any delay at the traffic lights will make matters worse.	Due to significant changes to the proposals at this junction, it is recommended that comments received be considered in context of new proposals when these have been identified and in further scheme development
7	No	Whilst I approve in principle with cyclists having priority at junctions, this can only really work if cyclists are able to get to the front of the queue and wait for their signal, which they now can't. I have never had a problem with needing to turn right at that junction and introducing a right turn is likely to cause problems as it will reduce the number of vehicles passing through the junction thus exacerbating the problem highlighted above. I am not sure why	

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		<p>this junction has been earmarked for "improvement" - I can think of several other junctions that would benefit far more from improvement works.</p> <p>I have no idea what this sentence means : Encouraged lane discipline on Grove Lane and Dog Kennel Hill- Near side southbound traffic on Grove Lane will be discourage from switching lanes due to bus lane/ bus stop on Dog Kennel Hill</p> <p>At the moment if you are coming up Grove Lane in a vehicle, if there is a bus in front of you and you don't want to turn left, you move into the right hand lane and pass the bus stop. If there is no bus in front of you, you don't have to. If you want to turn left, you stay in the left hand lane. You can't turn right, so that's not a problem.</p> <p>I would be interested to know what studies have been carried out at this junction to assess how in need of improvement it is. I think the introduction of a right turn will cause far more problems than it purports to solve, and it should be left well alone.</p>	
8	N/A	<p>I THINK A LOT OF PLANNING HAS GONE INTO THIS. WHEN I LEAVE CHAMPION HILL I HEAD TOWARDS E DULWICH STN. I GO VIA GROVE HILL ROAD FINISHING IN QUORN ROAD. MOST OTHER ROAD USERS DO A U TURN IN GROVE HILL ROAD. SINCE THE NEW IMPROVEMENTS IN GROVE HILL ROAD IT IS NOW MORE DIFFICULT FOR THEM TO DO SO. THEREFORE, I FEELTHAT A RIGHT TURN INTO DOG KENNEL HILL FROM CHAMPION HILL WILL BE A WISE CHOICE.</p>	
10	No	<p>THAT JUNCTION ALREADY A NIGHTMARE. RIGH TURN WILL ADD MUCH MORE THAN 15 SECS WILL INCREASE RAT RUN FROM GROVE HILL ROAD TO GROVE LANE. THINK IT A VERY BAD WASTEFUL IDEA. MONEY TIGHT. SPEND IT MORE USEFUL IDEAS - CONSERVATION.SAVING LIBRARIES/SOCIAL SERVICES.TARMACKING ROADS</p>	
18		<p>I don't see the need for the right turn from Grove Hill Road into Grove Lane. Road users know that this is not allowed and therefore take an alternative</p>	

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		<p>route. If a right turn is introduced this will no doubt increase the amount of traffic coming to this junction in Grove Hill Road and will subsequently increase the backlog of traffic along this road.</p> <p>If you have surplus money to be spent there are better ways of spending it!!</p>	
16	No	<p>Q5 RIGHT TURN WOULD BE GOOD, BUT ISN'T ESSENTIAL. YOU COULD ALWAYS TURN LEFT AND DO U TURN AT THE ADVENTURE PLAYGROUND OR AT SAINSBURYS OR GO STRAIGHT AND REACH DENMARK HILL. THERE ISN'T MUCH WHERE YOU'D GO WITH A RIGHT TURN. THE JUNCTION AT KINGS COLEGE HOSPITAL IS CONGESTED ENOUGH AS IT IS.</p>	
20	No	<p>ANY INCREASE IN JOURNEY TIMES AT THE JUNCTION WILL MAKE THIS ALREADY BAD SITUATION WORSE.</p>	
22	No	<p>I USE THIS JUNCTION REGULARLY. SMALL NUMBERS OF TRAFFIC IN MY OPINION MAKE THE APPROACH TO THE JUNCTION WHERE THE SCHOOL IS.</p> <p>MANY CARS APPROACH FROM CHAMPION HILL WHERE THEY CAN'T MAKE A RIGHT TURN, THIS CAUSES PEOPLE TO DO A 3 POINT TURNS DIRECTLY OUTSIDE THE SCHOOL. A RIGHT TURN FROM CHAMPION HILL WOULD BE A SAFER ADDITION.</p>	
31	No	<p>MAKING A RIGHT TURN FOR TRAFFIC COMING FROM CHAMPION HILL WOULD MEAN LESS TRAFFIC ON THE ABOVE ROADS. THIS WOULD ALSO DECREASE THE TRAFFIC PASSING DOG KENNEL HILL SCHOOL.</p>	
32	Yes	<p>SINCE YOU PROPOSE THAT TRAFFIC BE ALLOWED TO TURN RIGHT OUT OF GROVE HILL ROAD, CAN TRAFFIC NOT ALSO BE ALLOWED TO TURN RIGHT OUT OF CHAMPION HILL?</p>	
41	No	<p>NO PROPOSAL FOR RIGHT HAND TURN FROM CHAMPION HILL TO DOG KENNEL HILL.</p>	
57	Yes	<p>COULD YOU ALSO ALLOW RIGHT INTO DOG KENNEL HILL FROM CHAMPION HILL. THANK YOU.</p>	

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76	N/A	PLEASE SEE DRAWING ON REUTNRED DOCUMENT. CARS COMING FROM CHAMPION HILL CURRENTLY AND IN THE PROPOSALS CANT TURN RIGHT DOWN DOG KENNEL HILL. THIS MEANS TRAFFIC CUTS THROUGH FROM DENMARK HILL/RUSKIN PARK AREA TO REACH NUNHEAD/EAST DULWICH AND DRIVES THROUGH DOG KENNEL HILL EST ETC. MUCH BETTER IF THEY COULD TURN RIGHT DOWN DOG KENNEL HILL AND THEREBY STAY ON THE MAIN TRAFFIC ROAD ROUTE. IF CHAMPION HILL AND GROVE HILL ROAD ARE ON DIFFERENT SIGNALPHASES AS Q6 THIS SHOULD STILL BE OK.	
81	Yes	THE MOST IMPORTANT CHNAGE WOULD BE TO ALLOW A RIGHT TURN FROM CHAMPION HILL INTO DOG KENNEL HILL. MANY VEHICLES, INCLDUING HGVS, ARE FORCED TO CONTINUE INTO GROVE HILL RD, EVEN THOUGH THEY WOULD PREFER TO TURN RIGHT.	
29	Yes	2) WILL TRAFFIC FROM GROVE HILL ROAD BE ABLE TO DRIVE ACROSS TO CHAMPION HILL, WHEN THE RIGHT TURN FROM GROVE HILL ROAD-GROVE LANE IS INTRODUCED?	
30	Yes	THE KERB BUILD OUT SOUTHERN SIDE OF GROVE HILL ROAD WILL FURTHER PUT OUT OF ALIGNMENT WITH CHAMPION HILL. SHAME THE DOG KENNEL HILL CROSSINGS CAN'T BE STRAIGHT ACROSS. BIZARRE ASL ON GROVE LANE ISN'T FULL WIDTH- WEIRD	
36	Yes	IF IT IS REQUIRED TO SUPPORT THE RIGHT TURN FROM GROVE HILL RD, WE STRONGLY SUGGEST AN ADDITIONAL SET OF LIGHTS IS INSTALLED FOR TRAFFIC FROM CAMBERWELL GROVE JUNCTION.	
55	No	I am not sure why right turns from Grove Hill Road into Grove Lane are being proposed.	
59	No	I OBJECT FIRSTLY TO THE INTRODCUTION OF THE RIGHT TURN FROM GROVE HILL ROAD, PRIMARILY AS THIS WILL ENCOURAGE ALL TRAFFIC TRYING TO ACCESS KINGS UP CAMBERWELL GROVE AS	

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		THERE IS NO RIGHT TURN AT CAMBERWELL GREEN. BECAUSE OF THIS CAMBERWELL GROVE IS ALREADY VERY BUSY, SINCE THE RECENT ROADWORKS THE QUEUE DOWN CAMBERWELL GROVE WAITING TO TURN INTO GROVE HILL ROAD STRETCHES DOWN PAST MY HOUSE. SURELY ENCOURAGING MORE TRAFFIC UP A ROAD WITH A WEAK BRIDGE IS NOT A GOOD IDEA?	
60	No	NOT SURE WHAT A RIGHT TURN FROM AH RD WILL ACHIEVE. I BELIEVE IMPROVEMENTS ARE NEEDED TO THE JUNCTION BUT THE KEY ISSUE IS TO REDUCE THE TRAFFIC USING GH RD AS A CUT THROUGH, PAST A SCHOOL AND NARROW RESIDENTIAL ROADS. I BELIEVE A RIGHT TURN FROM CHAMPION HILL ONTO DOG KENNEL HILL WOULD BE A SENSIBLE SOLUTION, AS MUCH TRAFFIC COMES FROM DENMARK HILL VIA CHAMPION HILL AND IS FORCED ALONG THE RAT RUN OF GROVE HILL RD - BROMAR - PYTCHLEY OR MALFORT - IVANHOE, OFTEN DRIVING TOO FAST AND CAUSING NUMEROUS NEAR MISSES FOR PEDESTRIANS AND DRIVERS. I DO NOT THINK MAKING RAT RUN EVEN MORE ALTERNATIVE TO DRIVERS (WITH TURNING FROM GH RD) IS SENSIBLE - TRAFFIC PAST THE SCHOOL AND ROADS ALREADY DANGEROUS (DESPITE RECENT IMPROVEMENTS). WOULD SUPPORT MEASURES TO REDUCE NOT INCREASE THAT TRAFFIC FLOW ROUTE. THINK THE KEY ISSUES BEING FOCUSED ON CYCLISTS/CHAMPION HILL SO DISAPPOINTED AT THIS PROPOSED SCHEME.	
61	No	I DO NOT AGREE WITH MOST OF THE PROPOSED CHANGES. WHILE THE ABILITY TO MAKE A RIGHT TURN OUT OF GH RD MAKES COMPLETE SENSE, THERE IS NO NEED TO NARROW THE ROAD AT THE JUNCTION OR PUT IN SPECIAL BIKE LANES.	
67	Yes	IT SHOULD BE POSSIBLE TO TURN FROM CHAMPION HILL INTO DOG KENNEL HILL. I LIVE AND WORK IN THE AREA AND THIS IS A BIG FRUSTRATION HAVING TO DRIVE UP AROUND THE BACK OF THE ESTATE ABOUT 10 TIMES PER DAY AND/OR TURN AROUND IN THE HOSTEL AND/O TURN AROUND ON GROVE HILL RD. I'M A DISTRICT NURSE AND FIND THE JUNCTION AT THE BOTTOM OF GROVE	

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		LANE/DENMARK HILL TO DO A RIGHT TURN IS HARD, DANGEROUS AND I AM FREQUENTLY DRIVING AROUND CHAMPION HILL AND AT THAT JUNCTION FOR MY JOB WOULD YOU CONSIDER THIS? PROBABLY NOT.	
74	Yes	<p>I feel this is a missed opportunity to allow traffic travelling along Champion Hill to turn right down Dog Kennel Hill. Currently cars are funnelled across an A road, only to rat run at speed and with danger to pedestrians through to East Dulwich and Peckham. The amount of traffic and the speed at which cars are driven across the junction of Dog Kennel Hill, down Grove Hill Road and then either down Bromar or Malfort is increasing year on year. I live on Malfort Road with my family. Several times the wing mirror of my car has been bashed off, and the side of my car was also recklessly driven into causing thousands of pounds of damage. More importantly, I think the current system with Grove Hill and Malfort/Bromar used as a high speed rat-run is very dangerous for local residents. At school pick up time I have had cars literally drive to within inches of me - as if I were not there - as I crossed Bromar road with 3 primary school age children. I am not the only parent living in these roads who feel an accident is just a matter of time. Could your scheme include monitoring of the speed at which people are driving or further abatement and could you please divert traffic away from this residential area where many school children live and must walk to school.</p> <p>If there is only capacity to make one turning change at this junction I would far rather see the rat run traffic diverted onto the A road.</p>	
75	N/A	IN PRINCIPLE A RIGHT TURN IS SENSIBLE, BUT WE ARE CONCERNED AT THE KNOCK ON EFFECT TO CAMBERWELL GROVE, WHICH ALREADY IS OVERBURDENED WITH TRAFFIC AT PEAK TIMES. DELAY AT THE LIGHTS WILL INEVITABLY LEAD TO MORE CARS TURNING RIGHT DOWN CAMBERWELL GROVE RATHER THAN WAITING FOR THE JUNCTION. THE VERY POSSIBILITY OF A NEW RIGHT TURN WILL IN ITSELF ENCOURAGE MORE TRAFFIC AND DELAY AT THE JUNCTION WILL CREATE A SIGNIFICANT BACKLOG DOWN CAMBERWELL GROVE.	

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78	Yes	I ABSOLUTELY AGEREE THAT WE SHOULD BE ABLE TO TURN RIGHT FROM GROVE HILL ROAD TO GROVE LANE - THAT WOULD BE A HUGE BENEFIT.	
79	No	<p>B) the proposed Grove Hill Road/Grove Lane right turn</p> <p>I live at 154 Grove Lane, not far down from the bus stop. I think it would be instructive if you spent some time observing the traffic flow down Grove Lane from the junction in question, if you have not already done so. The stretch of road from the Grove Lane/Champion Hill/Grove Hill Rd junction, right up to Denmark Hill train station, has no speed bumps, pedestrian/zebra crossings or traffic lights. Motorists and motorcyclists tend to accelerate from the junction and continue increasing their speed as they go down the hill. This results in cars and motorcycles going pretty fast down the stretch of road where I and other parents live. This dangerous situation is exacerbated by the cars accelerating and changing lane to overtake the (sometimes several) buses at the bus stop. This results in very poor lane discipline, with people overtaking the buses at speed and sometimes straying onto the other side of the road as the buses pull out.</p> <p>As you can imagine it is quite a scary business getting myself and my 3-year-old into our car with all this going on, and also scary crossing anywhere but at the junction. But the stretch of road with no crossings is so long that people constantly do cross the road at other points, and I would say it is only a matter of time before a serious accident occurs. It seems to me that the proposed changes would only exacerbate an already dangerous situation (particularly since the implementation of every conceivable measure to reduce traffic flow on Camberwell Grove).</p> <p>Given this, I am horrified by the idea of increasing the flow of traffic down Grove Lane. I am also seriously concerned by the idea of not having a traffic island in the middle of the road. The crossing is constantly used by parents and small children. It takes time to cross the road with a small child, and having the traffic island is what makes it feasible at all. Removing the island</p>	

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as well as increasing the complexity of the junction (if the right turn from Grove Hill Rd to Grove Lane were introduced), coupled with the increased likelihood of motorists jumping the lights, would be very dangerous to pedestrians. This applies not only to residents of Grove Lane, but to the many other parents and children using the crossing to get to and from Dog Kennel Hill School.

The idea, as stated in the consultation, that the proposed changes would encourage lane discipline on Grove Lane and Dog Kennel Hill, is I think quite erroneous given the above considerations.

I am also disappointed that a specific consultation of residents of Champion Hill was carried out, but no such consultation of residents of Grove Lane, who would be seriously impacted by the proposed changes, has been carried out.

It would seem to me that the obvious solution is to leave the junction as it is, and make Champion Hill a one-way street (direction Grove Hill Rd >> Champion Hill). This would make Champion Hill much safer and easier to navigate for cyclists (and drivers), while still enabling traffic flow around this area. There would then be no need to have a right turn onto Grove Lane from Grove Hill Rd, or to make changes to the junction. Simultaneously, introduction of measures to slow traffic speeding down Grove Lane, such as speed bumps and/or pedestrian crossings, would also then make Grove Lane considerably safer.

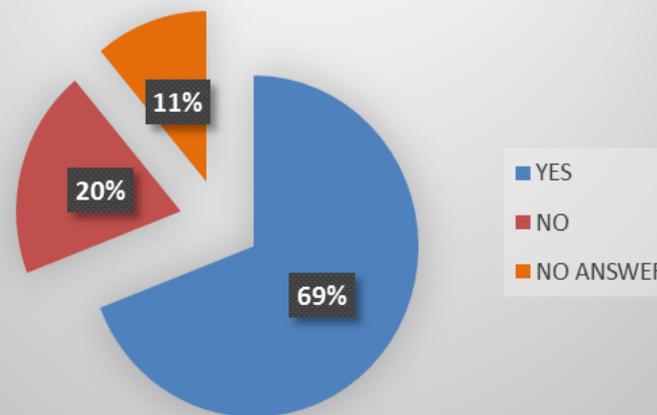
I would like to know what options have been considered and what their impact on traffic on Grove Lane is predicted to be, including making Champion Hill one-way.

**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
New Church Road / Edmund Street junction to Dog Kennel Hill**

Dog Kennel Hill / Champion Hill

Q3. Do you support Champion Hill and Grove Hill operating in different signal phases to improve road safety for all users and reduce conflicts at the expense of slightly increased journey times at the junction?

Support Champion Hill and Grove Hill operating in different signal phases



Reference No.	Support	Comment	Key Considerations (and Responses)
1	No	It is hard to understand why these two changes could not be considered (and therefore any changes implemented) at the same time. You have already removed too many parking spaces, widened the pavement in areas that seem to give no benefit, and made parking for residents both on Camberwell Grove (top) and Grove Hill Road worse. To consider making the above changes with no proper consultation or discussion with residents in this area is appalling. For this reason, it is impossible to support the changes outlined above.	Due to significant changes to the proposals at this junction, it is recommended that comments received be considered in context of new proposals when these have been identified and in further scheme development.
8	Yes	THERE COULD BE 2 WAY SIGNALS USE FOR DOG KENNEL HILL - GROVE LANE AND A SINGLE SIGNAL FOR CHAMPION HILL AND GROVE HILL LANE WITH BOTH ROADS ALLOWED TO TRAVEL IN ANY DIRECTION.	

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16	No	Q6 NO NEED FOR DIFFERENT PHASES BECAUSE THERE AREN'T ANY CONFLICT POINTS. YOU CAN GO EITHER STRAIGHT OR LEFT.
29	No	3) WE ALREADY AHVE A DELAY AT THE JUNCTION AT PEAK TIMES, 30 SECONDS SEEMS TO LONG IN THE PM PEAK (1/2 A MINUTE).
31	No	THE NEW IMPROVEMENT OUTSIDE DOG KENNEL HILL SCHOOL HAVE LED TO LONGER QUEUES OF TRAFFIC ALONG GROVE HILL ROAD AND DOWN CAMBERWELL GROVE.
32	Yes	VERY GLAD TO SEE PROPOSALS TO REMOVE STREET CLUTTER TO IMPROVE VISIBILITY FOR TRAFFIC COMING UP DOG KENNEL HILL TO TURN RIGHT INTO GROVE HILL ROAD.
33	No	CHAMPION HILL AND RIGHT HAND TURNS SHOULD BE ON THE SAME TRAFFIC LIGHT TIME CYCLE, TO PREVENT DELAYS AND CONGESTION.
36	No	STAGGERING THE SIGNAL PHASING OF GROVE HILL ROAD AND CHAMION HILL WILL CAUSE SIGNIFICANT TRAFFIC ISSUES FROM CARS TURNING OUT OF CAMBERWELL GROVE.
61	N/A	THERE ARE NOT MANY CYCLISTS COMING UP DK HILL IN ANY CASE AND ANY PHASING OF THE LIGHTS DESIGNED TO GIVE CYCLISTS PRIORITY WILL END UP COUNTER PRODUCTIVE AS A) CYCLIST TAKES VERY LITTLE NOTICE OF LIGHTS ANY WAY AND B) DELAYS IN THE PHASING OF THE LIGHTS ON GH RD RESULTS IN TRAFFIC BUILD UP DOWN CAMBERWELL GROVE. THIS ACTUALLY HAS THE EFFECT OF ENDANGERING CYCLISTS LIVES AS THEY WEAVE IN AND OUT OF THE CARS, UPHILL, WHEN THEY ARE TIRED FROM THE LONG HILL.
49	Yes	WITH DIFFERENT SIGNAL PHASES - CAN CYCLISTS FROM CHAMPION HILL BE ABLE TO TURN RIGHT DOWN DOG KENNEL HILL
50	Yes	PLEASE ENSURE THAT PEDESTRIANS CAN CROSS FROM THE CORNER OF CHAMPION HILL/GROVE LANE TO THE CORNER OF GROVE HILL ROAD/DOG KENNEL HILL IN ONE GO. THIS MEANS THE GREEN MAN SIGNAL MUST STAY ON LONGER THAN IT CURENTLY DOES. AT THE MOMENT SCHOOLCHILDREN HAVE TO EITHER DASH DIAGONALLY ACROSS THE JUNCTION OR WAIT IN

**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
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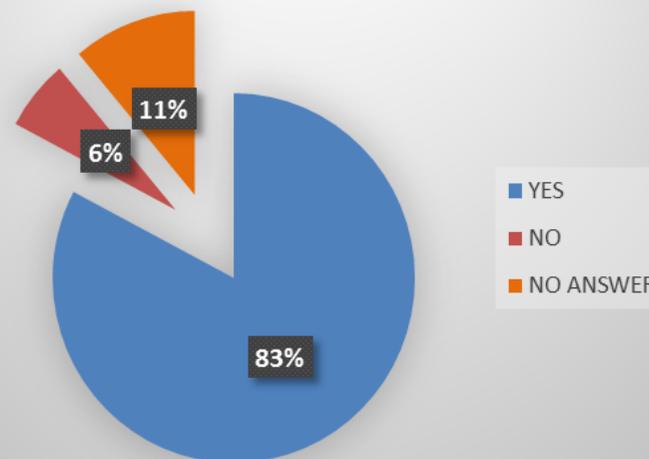
		THE CONGESTED ISLAND IN THE MIDDLE OF DOG KENNEL HILL, FOR THE NEXT SIGNAL PHASE.	
53	No	WE HAVE RECENTLY HAD A DRAMATIC INCREASE IN POLLUTION ON THE TOP OF CAMBERWELL GROVE AND GROVE HILL ROAD DUE TO THE LIGHTS BEING RED FOR LONGER (DURING WORKS TO ADD THE ZEBRA CROSSING). IDLING CARS SIT WAITING IN GROWING TRAFFIC GOING DOWN CAMBERWELL GROVE, POLLUTION AT CHILDRENS/BABIES IN PUSHCHAIRS HEIGHT. NOISE LEVELS HAVE INCREASED TOO. WE FOUND THIS ESPECIALLY SO WHEN THE LIGHTS ARE RED FOR LONGER (EVEN IF THIS IS JUST 30 SECONDS). WE USED TO ENJOY LIVING IN THIS STREET, BUT ITS BEAUTY IS BEING RUINED BY TRAFFIC JAMS AND POLLUTION.	
72	N/A	I'M CONCERNED THAT THE INCREASED JOURNEY TIME AT THE JUNCTION MEANS MORE CARS IDLING AND PUMPING OUT POLLUTION AT AN ALREADY SMOGGY INTERSECTION. THIS PLAN MAKES NO REFERENCE TO POLLUTION EFFECTS SO IT IS IMPOSSIBLE TO SAY WHETHER ONE SUPPORTS IT OR NOT.	
74	No	I am not in support of the increased journey time at the junction currently because of my concerns about the increased pollution created by idling cars outside a school. If there were a stronger road safety argument with more traffic being channelled along the A road then I would agree as i here would be a trade-off to be made because the children would be safer on their walk to and from school.	
80	Yes	I THINK THE EXPENSE OF SLIGHTLY INCREASED JOURNEY TIMES WILL NOT AFFECT MUCH. I ALSO THINK THAT MAKE THIS 1 LANE INSTEAD OF 2 AT THE LIGHTS STOPS CARS BEING IN THE LEFT LANE FROM SPEEDS TO GET INFORNT OF CARS IN THE RIGHT LANE FROM GOING DOWN DOG KENNEL HILL.	

**Appendix C- Elephant & Castle to Crystal Palace Quietway (QW7)
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Dog Kennel Hill / Champion Hill

Q4. Do you support proposals to improve safety for pedestrians?

Support proposals to improve safety for pedestrians



Reference No.	Support	Comment	Key Considerations (and Responses)
16	No	YOU DON'T CROSS PATHS. 1Q7 FOOTWAYS ARE WIDE ENOUGH AND THERE ARE TRAFFIC LIGHTS AND FENCES. PEDESTRIANS ARE SAFE.	Due to significant changes to the proposals at this junction, it is recommended that comments received be considered in context of new proposals when these have been identified and in further scheme development.
29	Yes	4) I HOPE WHEN WORK COMMENCES IT WILL BE THOUGHT OUT CAREFULLY, SO THE RESIDENTS CAN DRIVE, WALK OR PEDAL WITHOUT TOO MUCH DISRUPTION, I.E. DIGGING UP THE ROAD AND NOT BEING SWIFT TO FINISH IT!	
31	N/A	PEDESTRIAN CROSSINGS ARE SAFE AT THE MOMENT.	
32	Yes	I HOPE THIS WILL NOT SPOIL THE WORK ALREADY DONE TO IMPROVE SAFETY AROUND DOG KENNEL HILL SCHOOL. ALSO	

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		THAT RESIDENTS OF GROVE HILL ROAD AND IMMEDIATELY SURROUNDING ROADS WILL NOT BE MASSIVELY DISRUPTED AS WE WERE BY EARLIER WORK.	
33	No	I DON'T BELIEVE CHANGING SPEED BUMPS PROVIDE ANY BENEFIT - THEY ARE ADEQUATE AS THEY ARE RIGHT NOW, PROVIDING INCENTIVE TO SLOW DOWN FOR VEHICLES. THE PEDESTRIAN FOOTWAY ON GROVE HILL ROAD HAS ALREADY BEEN WIDENED IN THE LAST 3 MONTHS. ADDITIONAL WIDENING IS NOT NECESSARY AND COULD HAVE SAFETY ISSUES FOR CARS AND PEDESTRIANS AS THE PROPOSALS CREATE A ROAD WHICH IS VERY NARROW WHEN YOU INCLUDE PARKED CARS PRIOR TO THE SCHOOL ENTRANCE.	
41	Yes	NO TRAFFIC CALMING MEASURES.	
43	Yes	CURRENTLY AS LIGHTS FOR PEDESTRIANS CROSSING ARE ALL GREEN MANY PARENTS CROSS DIAGONALLY TO THE SCHOOL. I THINK THESE PROPOSALS WILL MAKE THIS LESS LIKELY AND GIVE INCREASED TIME FOR PEDESTRIANS TO CROSS WHICH WILL BE SAFER.	
61	No	THE SUGGESTED CHANGE TO THE EXISTING SPEED HUMPS IGNORES THE FACT THAT THIS IS A PEDESTRIAN CROSSING FOR THE SCHOOL, SO MUST STAY AS IT IS. I AM A CYCLIST, A PEDESTRIAN AND A CAR USER AND I'M FED UP WITH SCHEMES THAT PRIORTISE THE FIRST TWO BUT IGNORE THE LAST GROUP[. MY SUGGESTION - KEEP THE ROAD AS IT IS AND PUT IN A ROUNDABOUT. THIS WILL KEEP TRAFFIC FLOWING. REMOVE ALL THE BARRIERS AND MOVE THE PEDESTRIAN CROSSINGS BACK FROM THE ROUNDABOUT SLIGHTLY. THIS WILL WORK AS IT DOES ON LORDSHIP LANE.	
64	N/A		

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		THE EXTRA SPACE NOW AT THE CROSSINGS IS IDEAL WHEN THERE ARE LOTS OF PEOPLE CROSSING TO THE SCHOOL. THIS NEW SCHEME WILL ENCOURAGE EVEN MORE BICYCLES GOING THROUGH RED LIGHTS AS THEY DONOW. THE CYCLISTS ARE THE ONES WHO TURN THE WRONG WAY AND NOT CARS.	
66	Yes	THE WIDENING OF FOOTWAYS OUTSIDE DOG KENNEL HILL SCH AND OPPOSITE, PLUS PEDESTRIAN CROSSING HAS BEEN WELCOME EXCEPT THAT THERE ARE DRIVERS, QUITE A FEW, WHO DO NOT HEE3D PEDESTRIANS. AS FOR WORKING ON THE PED CROSSINGS AT THE DK HILL/CHAMPION HILL JUNCTION YU ARE THROWING MONEY AT THE WRONG PROBLEM. THE PROBLEM FOR PEDESTRIANS IN CAMBERWELL GROVE IS HOW TO GET ACROSS THE ROAD, NOT ANYWHERE BUT AT OBVIOUS POINTS, IN SAFETY FROM CARS AND BICYCLES, THAT RACE DOWN THE ROAD, ARE INVISIBLE HALF THE TIME (CLOSING AND APPEARING FROM BEHIND OR ALONG PARKED CARS). THE TIME WHEN THE BRIDGE WAS CLOSED TO CARS AND LORRIES WAS BLISSFUL. THANK YOU.	
81	Yes	GROVE HILL TOAD HAS A PRIMARY SCHOOL IN IT AND MANY CHILDREN CROSSING THE ROAD- WITH CARS SPEEDING DOWN GROVE HILL ROAD DESPITE THE NEW TRAFFIC CALMING IMPROVEMENTS.	