

Ang, Albert

From: [REDACTED]
Sent: 23 October 2017 17:49
To: Ang, Albert
Subject: Camberwell Town Centre

Dear Albert,

Fridays meeting with TfL was a interesting insight into the restraints you all work under.

Earlier today I attempted to submit my comments / objections to the Southwark part of the scheme. I have no idea if it got through so have copied it below and would be grateful if you could ensure it gets to the appropriate recipient before the 26th.

[REDACTED]

To traffic order consultations Southwark Council Highways highways@southwark.gov.uk

Objection /Comments on TMO1718-Camberwell Town Centre and proposals contained on series 1200 drawings 1 to 5 Camberwell Town Centre Denmark Hill / Orpheus Street, Selbourne Road & Love Walk junctions and with long overdue suggested minor improvements to Denmark Hill / Coldharbour Lane junction.

Note reference to "Bus Stop" refers to the markings on the road, while "Bus Stop Flag" refers to the post or lamp post mounted sign.

Left Turn into Orpheus Street

As publically stated I object to extending the bus stop road markings on the East Side of Denmark Hill Southwards right up to the junction with Orpheus Street as this will seriously obstruct the majority of left turning traffic obliged to make this manoeuvre due to the No Right Turn into Coldharbour Lane and will remove the short left lane run up to the turn.

It is vital that a traffic light controlled pedestrian crossing is provided across Orpheus Street as no amount of warning signs and curb realignment will stop motorists (including buses as witnessed the other week) from making this already illegal right turn. In addition moving the existing pedestrian crossing northwards will mean more pedestrians using the crossing at the Coldharbour Lane junction thereby increasing the need for traffic light controlled pedestrian crossing across Orpheus Street.

Denmark Hill

I object to the proposed incredibly long road marked Bus stop on the west side of Denmark Hill with only one bus route flag for an 11 route stop. This is totally impractical, as intending passengers will have no chance of boarding busses at the end of a 6 or 8 bus line.

No buses should change crew, loiter or be abandoned at any time on Denmark Hill.

I object to the proposed new pedestrian crossing North of Love walk believing it should be immediately South of Love Walk protected by traffic light signals in Love Walk to avoid the need for the crossing to be further up Denmark Hill. My observations at this point in the morning school walk period indicates that pedestrians tend to cross to the South side of Love Walk, which would also facilitate: -

Cutting back the curb 1 Metre at reduced length Love Walk Bus stop providing a bus lay bye that will provide a 1.9 Metre traffic lane South up Denmark Hill. This would allow light vehicles to pass thereby reducing tail backs across Daneville Road when busses are loading.

Denmark Hill / Coldharbour Lane junction

The main problem at this junction is traffic that has passed a green light on leaving Coldharbour Lane turning left north bound are inevitably caught in a jam and have no way of knowing when the green man is operating in favour of pedestrians crossing Denmark Hill. This is an ongoing issue leading to more and more aggressive exchanges between pedestrians and motorists.

Left & Right turn lenses are required at the traffic lights at the North end Coldharbour Lane supported by left & right turn arrows in the road. The short pedestrian button post (outside Subway) needs to be replaced with a full height post with repeater traffic lights. The abnormally high centre island traffic signal post needs repeater lights angled to Coldharbour Lane and screened from Denmark Hill north bound traffic. The traffic columns serving south bound traffic need a forward only arrow supplemented by No right & No left turn side arrows. Full size No entry signs are needed at Daneville Road.

Continuous paving across Valmar Road & Milkwell Yard (Copenhagen crossing) is required to enforce Pedestrian priority over these crossings.


23/10/17