

Dated: 1 November 2017

Dear [REDACTED]

I write to you in response to your letter, dated 17 October 2017 (received 20 October 2017). We acknowledge your objections against **TMO1718 - Camberwell Town Centre**, thank you for your comments and suggestions, which we have carefully considered, as below.

Point 1: *There is increasing traffic and is anticipated even more traffic using Orpheus Street and Western end of Daneville Road because of the banned right turn on the southbound lane of Denmark Hill into Coldharbour Lane.*

Traffic modelling was undertaken to assess the impact of introducing the right turn on the southbound lane of Denmark Hill into Coldharbour Lane. The results showed significant impact to the traffic network (including impacts to public transport) in both time delays and queue lengths due to needing another signal phase for the right turners. Other impacts of time delays and queues are risky behaviour in finding gaps in traffic, resulting in additional safety concerns at the junction.

Whilst introducing the right turn is not feasible, several mitigation measures are proposed to improve safety of vehicles using Orpheus Street such as:

- New raised entry treatment at Orpheus Street to slow turning vehicles.
- Relocation of the existing signalised pedestrian crossing on Denmark Hill, reducing information overload at the Orpheus Street junction.
- Removal of bus lane between Orpheus Street and Butterfly Walk to encourage left turning from the kerb-side lane.
- Improved road surfacing, and road marking.

Point 2: *There is the problem of not reducing to NIL the southbound bus lanes in Denmark Hill eastside between the Orpheus St junction and the Daneville Rd junction. You must increase the flow of vehicles because stop/start motion/non-motion increases emissions of toxic air particles.*

Consideration was given to the removal of the southbound bus lane on Denmark Hill between Orpheus Street and Daneville road junction. Removal of the bus lane would have significant impacts on the bus journey time. The bus lanes are also used by cyclists wishing to travel southbound on Denmark Hill, who currently do not need to share with general traffic in bus lanes. Given the above, removal of the southbound bus lane at this location would not meet the Mayor's Healthy Streets approach to improving public transport, cycling, and walking.

Point 3: *This TMO still contradicts the new Mayor of London's policies of reducing toxic emissions spreading outside the trunk route corridor (ie Denmark Hill) and further damages the amenity to residential properties in the western end of Daneville Rd and Allendale Close.*

The scheme looks to meet the London Mayor's Healthy Street objectives within the road constraints, where possible. Please be assured that the project will be monitored following construction and necessary changes will be made.

We appreciate your response to the TMO and I trust the above provides you with the rationale for our design, and explains the constraints we are working to.

I would be very grateful if you could please confirm, preferably by phone or email, but if by post the letter must be received no later than 15 November 2017, whether or not you still would like your comments to be registered as a formal objection. If I have not heard from you – by letter, email or telephone – by the 15 November 2017, I will proceed as if your comments and objections have been retracted.

Kind regards,

Albert Ang Project Manager
Highways division, Environment and Social Regeneration
Southwark Council, London SE1P 5LX
Tel: 020 7525 2347
Email: Albert.Ang@southwark.gov.uk