

Ang, Albert

From: Ang, Albert
Sent: 31 October 2017 13:26
To: [REDACTED]
Subject: RE: Camberwell Town Centre

Categories: Egress Switch: Unprotected

Dear [REDACTED]

Thank you for registering your concerns about the proposal.

Please find the below response to the concerns raised by you:

Left Turn into Orpheus Street

Concern with bus stop Q location adjacent to Orpheus St:

- I am pleased to inform you that the design has recently been amended to increase the distance between the northern kerblines of Orpheus Street and bus stop Q marking from 7.6m to approximately 15m. Confirmation of proposed distance is subject to a Road Safety Audit.

Concern with illegal right turners and the need for traffic light controlled pedestrian crossing across Orpheus Street:

- The reasons for the proposed Butterfly Walk signalised pedestrian crossing location:
 - A pedestrian fatality occurred on Denmark Hill, near Butterfly Walk, where a pedestrian was hit while crossing towards McDonalds.
 - There is currently a pedestrian desire line near the entrance for Butterfly Walk.
 - Removing the existing signalised pedestrian crossing near Orpheus Street reduces information overload, which is likely to improve safety.
 - Given the reasons above, it is not feasible to implementing a signalised crossing on Orpheus Street as there would be significant traffic network impacts, in addition to not having enough room for bus stop Q and other potential safety impacts.
- The proposal looks to improve pedestrian safety across Orpheus Street by implementing a raised entry junction treatment at the junction.
- To mitigate your concerns with illegal right turners, the scheme proposes to implement:
 - Tighter kerb radii on the southeastern corner of the junction
 - Though arrow markings in the northbound lane to emphasis no right turn
- The scheme will be monitored following construction, including monitoring pedestrian and cyclists' movements/behaviour. Any necessary changes will be undertaken as a result of the monitoring.

Denmark Hill

Concerns with the proposed northbound bus stop on Denmark Hill for an 11 route stop:

- The design for the proposed bus stop:
 - Meets the current TfL design standard.
 - Has been reviewed by TfL bus asset and operational teams.
 - Has undergone two road safety audits with no issues raised.

Concerns with the proposed signalised pedestrian crossing North of Love Walk:

- Consideration was given to locating the signalised pedestrian crossing directly south of Love Walk, however this location was not feasible as there were safety concerns with insufficient visibility of the signal aspects when exiting Love Walk. Consideration was given to locate the signalised pedestrian crossing even further south, however due to the existing property driveway accesses, the location would be a significant distance from the pedestrian desire line.

- Locating the signalised crossing directly north of Love Walk is not a significant distance from the school walk desire line, and better caters for public transport users and local shops.

Suggestion to cut back the eastern kerb by 1 metre to allow vehicle passing:

- There is insufficient budget in the scheme to provide for an inset bus stop as it would require significant changes to the pavement, drainage, service lids, and potential underground service relocations.
- The current proposals are not expected to have a significant impact to traffic.

Denmark Hill / Coldharbour Lane junction

The signal concerns raised have been forwarded onto the TfL and will be investigated and addressed where necessary.

Regarding continuous paving across Valmar Road & Milkwell Yard (Copenhagen crossing):

- Copenhagen crossings are not an approved design in the Southwark Streetscape Design Manual (SSDM)

I trust the above provides you with the rationale for our design, and explains the constraints we are working to. It would be most if you could confirm that you would still like your comments to be registered as a formal objection.

Regards

Albert Ang | Consultant Project Manager

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Learn more about The Kerbside Strategy.

<https://youtu.be/Q5yCJ3dU7I4>

Learn more about The Southwark Cycling Strategy.

http://www.2.southwark.gov.uk/downloads/download/3976/southwarks_cycling_strategy

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