

Ang, Albert

From: [REDACTED]
Sent: 04 November 2017 11:30
To: Ang, Albert
Subject: Camberwell Town Centre

Dear Mr Ang,

I have now absorbed the detail in your comprehensive response but still require my comments to be registered as a formal objection as confirmed in my e-mails of the 23rd October and 1st November.

Its good news that, subject to a Road Safety Audit, you now propose to increase the distance between the northern kerb line of Orpheus Street and the end of road marked bus stop Q from 7.6 m to about 15m. Would this give a similar length of run up to the left turn as at present and could a left turning arrow be painted on the road surface?

Its bad news that a traffic light control crossing is not to be installed across Orpheus Street citing, "there would be significant traffic network impacts and no room for Bus stop Q". I do not understand why installation of traffic lights across Orpheus Street affects bus stop Q surely any necessary zig zag markings required in the lead up to the lights could be installed in the now proposed 15m?

I appreciate the perceived desire to move the signalised crossing to Butterfly Walk but if this can only be achieved without a signalised crossing across Orpheus Street then the whole scheme should be abandoned. Without a signalised crossing to Orpheus Street pedestrians making this crossing would be vulnerable not only from illegal right turning traffic but also from legitimate left turning as well. Raised entry treatments are as useless as signs, arrows and curb alignments in deterring the ever increasing numbers of selfish, arrogant and ill-mannered road users of today.

Denmark Hill, the proposed enormously long road marked north bound bus stop serving 11 routes with only one bus route flag is totally impractical even if it does meet TfL's criteria. Intending passengers will not be able to see what route is at the end of a 6 or more bus line let alone reach one at the back. At least divide the stop up with additional flags, as across the Green where one stop has two route flags, and stop buses loitering or changing crews.

Love walk signalised crossing, it surely is not rocket science to fit traffic lights to Love Walk to facilitate a crossing south of the junction before the Denmark Hill driveways. This is the actually used point of crossing and providing a crossing north or further south would not be used by the majority.

It's unfortunate that funds do not permit the cutting back the pavement at Love Walk. While the current proposals may not be expected to have significant impact on traffic cutting back the curb to form a bus stop would greatly enhance traffic and emergency ambulances flow.

Denmark Hill / Coldharbour Lane junction, thank you for forwarding this to TfL I was under the impression Southwark was responsible for this junction. Please pursue TfL for prompt action.

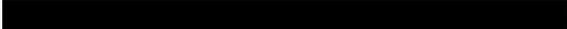
I proposed a continuous paving across Valmar Road & Milkwell Yard (Copenhagen crossing) to facilitate a clearly defined pedestrian priority route from the Valmar Road bus stop. I am opposed to the shared space concept of raised entries as its always the most aggressive that dominate to the disadvantage of pedestrians.

It is essential in Camberwell that pedestrians have priority, with wide clutter free, well-lit pavements extending over minor side streets and clearly defined wide signal controlled crossings.

Motorists must have clearly defined (traditionally curbed) main road routes Coldharbour Lane, **Orpheus** Street, part of Daneville Road, Denmark Hill and the A202 free of raised platforms and speed humps.

To achieve a pedestrian friendly Camberwell TfL should reduce the 4 lanes north end Denmark Hill to 3, widen all crossings, add a crossing across Camberwell New Road at Camberwell Passage, reroute right turning buses via Medlar Street, enforce 20mph speed limit and sort out the lights at Denmark Hill Coldharbour Lane junction. The bus lane in Camberwell Church Street should be narrowed not widened.

Your scheme should widen the existing Denmark Hill crossing by Orpheus St, suspended (hang) traffic signals above it and put the north bound traffic stop line to align with Orpheus St south curb creating a traffic free area when pedestrians cross. Find the money for the Love Walk bus lay bye.

 4/11/17