

## Appendix D - Rationale to objection(s)

Ref.	Summary of objection(s)	Response to objection(s)
1	<p>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. It is not acceptable to endanger the health of residents in Daneville Road Western end, and Allendale Close, and place this in the subordination to the alleged faster flow of your cherished traffic. The Mayor of London's Air Quality aims agree with my observations, not yours.</p>	<p>REJECT - 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.</p> <p>This may result in air quality impacts to the surrounding network, rat-running, and safety concerns with increased risky behaviour in finding gaps in traffic.</p> <p>The scheme does not make the existing situation worse as it does not create further increases in traffic volumes on Orpheus Street and Daneville Road.</p>
2	<p>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.</p>	<p>REJECT - 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 air quality by improving public transport, cycling, and walking.</p>
3	<p>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.</p>	<p>REJECT - The scheme looks to meet the London Mayor's Healthy Street objectives within the road constraints, where possible. See design rationale to reference 1 and 2.</p>
4	<p>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.</p> <p>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?</p> <p>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</p>	<p>REJECT - The reasons for the proposed Butterfly Walk signalised pedestrian crossing location:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Removing the existing signalised pedestrian crossing near Orpheus Street reduces information overload, which is likely to improve safety.</li> <li>• 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.</li> <li>• <i>Additional point</i>, a signalised crossing on Orpheus Street would impact on the Orpheus Street bus stand, which will have a significant impact on bus operations.</li> </ul> <p>Illegal turning traffic is an enforcement issue.</p> <p>The scheme does not make the illegal right turning worse, and does look to mitigate illegal right turning traffic by providing:</p>

	<p>ill-mannered road users of today.</p> <p>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.</p>	<ul style="list-style-type: none"> <li>• Tighter kerb radii on the southeastern corner of the junction</li> <li>• Though arrow markings in the northbound lane to emphasis no right turn</li> </ul> <p>The scheme looks to improve pedestrian amenity and safety across Orpheus Street by proposing a new raised entry table.</p> <p>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.</p>
5	<p>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.</p> <p>No buses should change crew, loiter or be abandoned at any time on Denmark Hill.</p> <p>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.</p>	<p>REJECT - The design for the proposed bus stop:</p> <ul style="list-style-type: none"> <li>• Meets the current TfL design standard.</li> <li>• Has been reviewed by TfL bus asset and operational teams.</li> <li>• Has undergone two road safety audits with no issues raised.</li> </ul>
6	<p>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: -</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>REJECT - 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.</p> <p>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.</p> <p>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.</p> <p>Suggestion to cut back the eastern kerb by 1 metre to allow vehicle passing:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• The current proposals are not expected to have a significant impact to traffic.</li> </ul> <p><i>Additional point</i>, cutting back footways is not in line with the kerbside strategy, particularly in a town centre.</p>

7	<p>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.</p> <p>Left &amp; Right turn lenses are required at the traffic lights at the North end Coldharbour Lane supported by left &amp; 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 &amp; No left turn side arrows. Full size No entry signs are needed at Daneville Road.</p>	REJECT - Signal concerns have been forwarded onto the TfL for investigation and will be addressed by TfL or by the project where necessary.
8	<p>Continuous paving across Valmar Road &amp; Milkwell Yard (Copenhagen crossing) is required to enforce Pedestrian priority over these crossings.</p> <p>I proposed a continuous paving across Valmar Road &amp; 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.</p> <p>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.</p> <p>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.</p>	REJECT - Continuous paving across Valmar Road & Milkwell Yard, or Copenhagen crossings, are not an approved design in the Southwark Streetscape Design Manual (SSDM). Additionally, providing a Copenhagen crossing at the above mentioned roads would give pedestrians with a false sense of priority over traffic.
9	<p>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.</p>	REJECT - Outside scope of this scheme.