

QUITETWAY 7 APPENDIX A Proposals for Implementation

Section One			
Falmouth Road to Portland Street / Albany Road Junction			
Road Name	Proposals consulted on	Modification following consultation	Reasons for changes
Falmouth Road	Replace speed cushions with sinusoidal speed humps	None	N/A
	Waiting restrictions		
	Localised carriageway resurfacing		
Harper Road	Waiting restrictions	Additional parking restrictions	Additional restrictions to prevent safety concerns arising from displaced parking in the vicinity of chicane on Harper Road
Rodney Place	Two-way cycle track	Re-alignment of two-way cycle track	Slight re-alignment of cycle track to accommodate loading requirements of adjacent business
	Loading bay	Loading bay no kerbside of two-way cycle track	
	No entry – except cyclists	None	N/A
	One-way operation in northern section		
	Raised table (Munton Road)		
Heygate Street	Right turn ban (in to Rodney Place)	None	N/A
Rodney Road	Two-way cycle track	None	N/A
	Shared-use zebra crossing		
Brandon Street	Replace speed cushions with sinusoidal speed humps	None	N/A
	Waiting restrictions	None	N/A
	Change of priority on at Brandon St / East St junction	Additional re-profiling of ramps of raised junction table	To further encourage lower vehicle speeds and to further emphasise the change in priority, the ramps of the raised junction table will be re-profiled and resurfaced.
Portland Street	Waiting restrictions	None	N/A

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	Removal of pinch-point at zebra crossing in vicinity of Brandon St / Liverpool Grove junction	None	N/A
	Kerb buildouts to improve visibility at junctions	None	N/A
All of the above roads	Wayfinding signs and road markings	None	N/A
Portland Street / Albany Road Junction			
Road Name	Proposals consulted on	Modification following consultation	Reasons for changes
Portland Street / Albany Road Junction	Replace speed cushions with sinusoidal speed humps	None	N/A
	Segregated cycle lane	None	N/A
	Footway build out on north-western kerb line and removal of parking bays	None	N/A
	Cycle bypass for cyclists on Albany Road	None	N/A
	Mandatory cycle lane	Amended to advisory cycle lane	Due to the requirement to access the proposed loading bay and parking bay on the north-eastern kerbline (as part of Aylesbury Estate Development)
	Footway buildout on south-eastern kerb line	Omitted from proposals	To provide additional width for cyclists in the cycle bypass track, it is proposed to omit the footway buildout on the south-eastern kerbline from the proposals. The removal of this buildout is conducive to the future aspiration for a two-way cycle track along Albany Road.

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		Left-turn cycle bypass for southbound cyclists	To reduce traffic signal cycle time and realise addition improvement at the junction, a left-turn cycle bypass is now proposed for southbound cyclists. In addition to this, the pedestrian crossing on Portland Street is now a two-phase staggered crossing.
		Staggered pedestrian crossing-Portland Road	
All of the above roads	Wayfinding signs and road markings	None	N/A

Section Two			
Edmund Street to Camberwell Grove			
Road Name	Proposals consulted on	Modification following consultation	Reasons for changes
New Church Road	Widened pedestrian refuge island with 4m wide traffic lanes	Footway buildout on northern kerb replacing widened pedestrian refuge island.	To provide additional footway width on the northern kerb line and minimise the overall crossing width, a buildout on the northern kerb line is now proposed. These proposals compliment the temporary alignment of Quietway 8 and the Burgess Park redevelopment plans while also incorporating much of the feedback received from local cycle groups.
Benhill Road	Waiting restrictions	None	N/A
	Replace speed cushions with sinusoidal speed humps	None	N/A
Brunswick Park	Wider footway for pedestrians	None	N/A
	Raised entry table	None	N/A

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	Cycle stands to aid parking	None	N/A
		Carriageway resurfacing	Extensive carriageway resurfacing is required to achieve desirable cross-fall gradients at this junction.
Wilson Road	Waiting restrictions	None	N/A
	Replace speed cushions with sinusoidal speed humps	None	N/A
Grace's Mews	Change existing step access to ramp	None	N/A
	Improve segregation between cycles and pedestrians	None	N/A
	Improved lighting / convex mirror at blind spot	None	N/A
All of the above roads	Wayfinding signs and road markings	None	N/A
Dog Kennel Hill Junction			
Road Name	Proposals consulted on	Modification following consultation	Reasons for changes
Dog Kennel Hill / Grove Lane / Grove Hill Road / Champion Hill	Replace speed cushions with sinusoidal speed humps	Omitted from proposals	Due to the proposals having a negative impact on bus services on Dog Kennel Hill. TfL opposed the implementation of the proposals consulted on.
	New 4.0m wide straight across crossings		
	New right turn from Grove Hill Road to Grove Lane		Previously carried out as part of works on Grove Hill Road
	Widened pedestrian footway outside school		
All of the above roads	Wayfinding signs and road markings	None	N/A
Champion Hill			
Road Name	Proposals consulted on	Modification following consultation	Reasons for changes
Champion Hill	One way southbound vehicle traffic (2-way for cyclists) between Denmark Hill and the raised junction at Champion Hill (western arm)	Omitted from proposals	Inability to implement changes as Dog Kennel Hill / Grove Lane/ Grove Hill Road junction

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Section Three			
Calton Avenue			
Road Name	Proposals consulted on	Modification following consultation	Reasons for changes
Calton Avenue	Swapping traffic islands with buildouts	The proposed footway buildouts approximately 20metres south of the Calton Avenue / Townley Road junction will not be constructed. However, the other existing traffic islands at this location will be removed and replaced with zebra crossing	This will remove the pinch point for cyclists while encouraging pedestrians to cross closer to the junction where a central refuge island with adequate width is to be maintained and will allow parking at a location where not previously possible due to the proximity to the traffic islands. The new zebra crossing will provide a better facility than the refuge island
	Waiting restrictions at junctions	The proposed double yellow lines will be reduced to eliminate all parking loss, subject to any future road safety audits undertaken on the Quietway 7 proposals.	Due to lack of support for this proposal, the extent of parking restrictions has been reviewed and reduced to the minimum required for safety and ease of access to signal junction
	Waiting restrictions extension on Court Lane	The proposed parking restrictions on Court Lane in particular will be reduced to the minimum required (one parking space lost instead of three).	Due to lack of support for this proposal, the extent of parking restrictions has been reviewed reduced to the minimum required for safety and ease of access to signal junction

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	Parking restrictions south west of Gilkes Crescent and introduction of loading bay outside of shops on the west side of Court Lane	No restrictions will be added opposite the junction. The Double Yellow Lines will begin 7.5m south west of the junction to ensure elimination of pinch points in this particularly narrow section of Calton Avenue.	Due to lack of support for this proposal, the extent of parking restrictions has been reviewed and reduced to the minimum required for safety and ease of access to signal junction
	New zebra crossing	New zebra crossing relocated to the location of the existing traffic island.	Due to a large number of comments regarding the suitability of this site for the introduction of a zebra crossing, further investigation was undertaken. The zebra crossing will now be introduced at the location of the existing traffic islands (north east of Woodward Road), as this is the location the majority of pupils cross.
	Advisory parking bays along Calton Avenue	Omitted from proposals	Due to high levels of opposition, and re-examination of the proposals, this aspect is to be removed from the design.
	Removal of centre line road markings	Omitted from proposals	Due to lack of support for this aspect of the proposals, the removal of the centre line marking will only be trialled where carriageway resurfacing is proposed. Existing centre lines will be maintained elsewhere along the route.
Dulwich Village Junction			
Road Name	Proposals consulted on	Modification following consultation	Reasons for changes
Dulwich Village / Calton Avenue /	Staggered pedestrian crossings	None	N/A

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Turney Road	Segregated cycle facility with separate cycle signals	None	N/A
	Widening of footways around the junction	None	N/A
	Banned left turn from Dulwich Village northbound	Omitted from proposal, subject to detailed design and monitoring post-implementation	Due to high levels of opposition, and re-examination of the proposals, this aspect of the design has been amended.
	Removal of existing pedestrian guardrail on the western side of Dulwich Village	Some sections of the guardrail on the western side of Dulwich Village will be maintained, but relocated to new kerbline, to prevent pupils from ‘spilling’ into the road. Officers to liaise with schools in determining the extent of removal	
	Change of priority at Calton Avenue / Court Lane junction	The change in priority from Court Lane to Calton Avenue will be trialled post implementation, with a view to revert to the current layout if the trial is unsuccessful.	
	New layout at the Court Lane junction	Crossing facilities at the bottom of Court Lane will be improved with the introduction of courtesy crossing features, such as contrasting road materials and School Children Crossing signs with flashing lights.	
Turney Road			
Road Name	Proposals consulted on	Modification following consultation	Reasons for changes
Turney Road	Swapping traffic islands with buildouts	None	N/A
	Waiting restrictions at junctions	The proposed double yellow lines	Due to lack of support for this

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		will be reduced to eliminate all parking loss, subject to any future road safety audits undertaken on the Quietway 7 proposals.	proposal, the extent of parking restrictions has been reviewed and reduced to the minimum required for safety and ease of access
	Waiting restrictions on Turney Road, east of junction with Croxted Road	None	N/A
	New zebra crossing	None	N/A
	Advisory parking bays along Turney Road	Omitted from proposals	Due to high levels of opposition, and re-examination of the proposals, this aspect is to be removed from the design.
	Removal of centre line road markings	Omitted from proposals	Due to lack of support for this aspect of the proposals, the removal of the centre line marking will only be trialled where carriageway resurfacing is proposed. Existing centre lines will be maintained elsewhere along the route.
	Improvements to pedestrian crossings at Burbage Road / Turney Road junction	None	N/A
	Introduction of extra road humps	None	N/A
Dulwich Wood Avenue & Farquhar Road			
Road Name	Proposals consulted on	Modification following consultation	Reasons for changes
Dulwich Wood Avenue & Farquhar Road	Swapping traffic islands with buildouts	None	N/A
	Waiting restrictions at junctions	The proposed double yellow lines will be reduced to minimise parking loss, subject to any future road safety audits undertaken on the	Due to lack of support for this proposal, the extent of parking restrictions has been reviewed reviewed and reduced to the

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		Quietway 7 proposals. Remove proposed yellow lines on Dulwich wood Avenue: <ul style="list-style-type: none"> • opposite Colby Road • opposite Rusholme Grove 	minimum required for safety and ease of access
	New road layout and change in priority at Dulwich Wood Avenue (South)	None	N/A
	Raised speed table on Dulwich Wood Avenue at its junction with Farquhar Road.	None	N/A
	New cycling facility along Farquhar Road	None	N/A
	Footway build out at Jasper Road North	None	N/A
	Introduction of extra road humps	None	N/A
	Marked parking bays	Omitted from proposals	For consistency along the route, and the removal of this aspect in other sections of the route, this aspect is to be removed from the design.
	Removal of centre line road markings	Omitted from proposals	Due to lack of support for this aspect of the proposals, the removal of the centre line marking will only be trialled where carriageway resurfacing is proposed. Existing centre lines will be maintained elsewhere along the route.
	New mandatory cycle lane	Incorporate light segregation	Will improve safety for uphill cyclists

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