

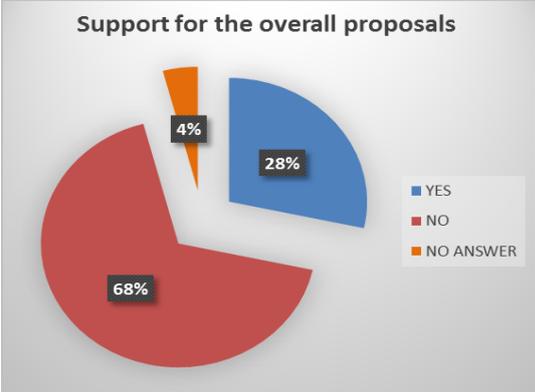
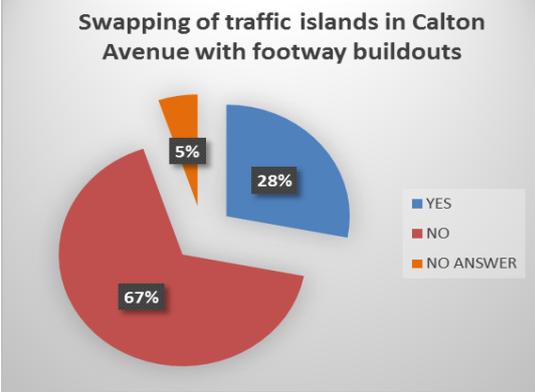
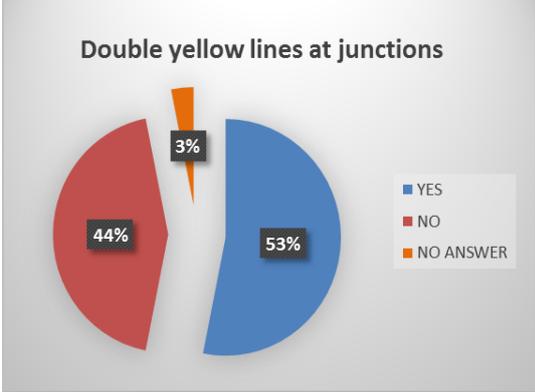
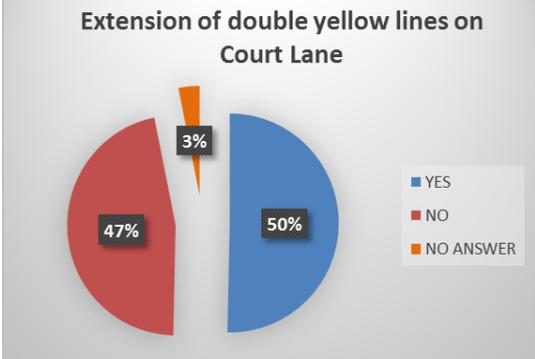
**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

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**Section 3  
Responses to Consultation Questions**

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

## Calton Avenue

<p><b>Generally do you support the proposal?</b></p>	 <p><b>Support for the overall proposals</b></p> <ul style="list-style-type: none"> <li>YES: 28%</li> <li>NO: 68%</li> <li>NO ANSWER: 4%</li> </ul>
<p><b>Yes: 83 No: 197 No Answer: 12</b></p>	
<p><b>Q1. Do you support swapping of traffic islands in Calton Avenue with footway buildouts?</b></p>	 <p><b>Swapping of traffic islands in Calton Avenue with footway buildouts</b></p> <ul style="list-style-type: none"> <li>YES: 28%</li> <li>NO: 67%</li> <li>NO ANSWER: 5%</li> </ul>
<p><b>Yes: 82 No: 195 No Answer: 15</b></p>	
<p><b>Q2. Do you support the double yellow lines at junctions?</b></p>	 <p><b>Double yellow lines at junctions</b></p> <ul style="list-style-type: none"> <li>YES: 53%</li> <li>NO: 44%</li> <li>NO ANSWER: 3%</li> </ul>
<p><b>Yes: 155 No: 128 No Answer: 9</b></p>	
<p><b>Q3. Do you support the extension of double yellow lines on Court Lane?</b></p>	 <p><b>Extension of double yellow lines on Court Lane</b></p> <ul style="list-style-type: none"> <li>YES: 50%</li> <li>NO: 47%</li> <li>NO ANSWER: 3%</li> </ul>

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

<p><b>Yes: 147</b> <b>No: 136</b> <b>No Answer: 9</b></p>	
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<p><b>Q4. Do you support the double yellow lines south west of Gilkes Crescent and the introduction of loading bay outside of shops?</b></p>	<div data-bbox="798 750 1340 1153"> <p align="center"><b>Double yellow lines south west of Gilkes Crescent and introduction of loading bay outside of shops</b></p> <table border="1"> <caption>Q4 Survey Results</caption> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>39%</td> </tr> <tr> <td>NO</td> <td>55%</td> </tr> <tr> <td>NO ANSWER</td> <td>6%</td> </tr> </tbody> </table> </div>	Response	Percentage	YES	39%	NO	55%	NO ANSWER	6%
Response	Percentage								
YES	39%								
NO	55%								
NO ANSWER	6%								
<p align="center"><b>Yes: 115</b> <b>No: 161</b> <b>No Answer: 16</b></p>									
<p><b>Q5. Do you support the new zebra crossing south west of Woodward Road?</b></p>	<div data-bbox="798 1176 1340 1579"> <p align="center"><b>New zebra crossing south west of Woodward Road</b></p> <table border="1"> <caption>Q5 Survey Results</caption> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>43%</td> </tr> <tr> <td>NO</td> <td>52%</td> </tr> <tr> <td>NO ANSWER</td> <td>5%</td> </tr> </tbody> </table> </div>	Response	Percentage	YES	43%	NO	52%	NO ANSWER	5%
Response	Percentage								
YES	43%								
NO	52%								
NO ANSWER	5%								
<p align="center"><b>Yes: 127</b> <b>No: 151</b> <b>No Answer: 14</b></p>									
<p><b>Q6. Do you support the provision of marked parking bays?</b></p>	<div data-bbox="798 1601 1340 2004"> <p align="center"><b>Provision of marked parking bays</b></p> <table border="1"> <caption>Q6 Survey Results</caption> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>32%</td> </tr> <tr> <td>NO</td> <td>60%</td> </tr> <tr> <td>NO ANSWER</td> <td>8%</td> </tr> </tbody> </table> </div>	Response	Percentage	YES	32%	NO	60%	NO ANSWER	8%
Response	Percentage								
YES	32%								
NO	60%								
NO ANSWER	8%								
<p align="center"><b>Yes: 93</b> <b>No: 175</b> <b>No Answer: 24</b></p>									

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

<p><b>Q7. Do you support the removal of the centre line road marking?</b></p>	<p>Removal of the centre line road marking</p> <table border="1"><thead><tr><th>Response</th><th>Percentage</th></tr></thead><tbody><tr><td>YES</td><td>25%</td></tr><tr><td>NO</td><td>68%</td></tr><tr><td>NO ANSWER</td><td>7%</td></tr></tbody></table>	Response	Percentage	YES	25%	NO	68%	NO ANSWER	7%
Response	Percentage								
YES	25%								
NO	68%								
NO ANSWER	7%								
<p><b>Yes: 75 No: 198 No Answer: 19</b></p>									

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

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**Calton Avenue  
Main Consultation Issues and Responses**

	Issue repeatedly raised within feedback
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**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

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**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

<b>Calton Avenue</b>		
<b>Proposal</b>	<b>Concern/Objection</b>	<b>Response</b>
<b>Overall</b>	Traffic volumes on Calton Avenue have not been addressed, especially during peak times. The study regarding coaches and HGVs using Calton Avenue should have been part of this scheme and not an independent exercise. Weight/width restrictions on Calton Avenue are a priority issue regarding school children and cyclist safety.	<p>Traffic reassignment modelling carried out revealed point closures or measures to reduce traffic volumes had a significantly disproportionate impact on other sections of the Quietway and surrounding road network. See more details in the <i>Dulwich Village Initial Traffic Reassignment Modelling Technical Note</i>, in the appendices .</p> <p>Larger area-wide network study is outside of the scope of Quietway project.</p> <p>The Foundation Schools Coach service plays an important role in home to school transport provision in Dulwich Village. Any changes to this service to deal with concerns raised by local residents are outside the scope of the Quietways project. However, Southwark Council and the Dulwich Foundation schools have agreed to work together to investigate ways to manage the impact of the coach service. A study has been commissioned and the results will be shared with the local community in summer 2016.</p>
	Congestion and pollution will increase on Calton Avenue as the volumes of traffic will increase. Traffic chaos at peak times.	No increase in traffic volumes is anticipated as a result of the Quietway measures proposed on Calton Avenue.
	Alignment of Quietway through Calton Avenue.	The alignment of the Quietway route has been previously consulted and agreed as part of the Southwark Cycling Strategy in 2015 and aims to deliver part of a London-wide cycle network. Quietway 7 goes through residential areas connecting these neighbourhoods with destinations along the route. It also links with proposals within the London Borough of Lambeth.

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

	<p>Perceived as a scheme prioritising cycling over other road users.</p>	<p>While improving conditions for cyclists, the objectives of the Quietway scheme are to improve road safety and accessibility for all road users and enhance the streetscape quality.</p>
	<p>AM and PM peak traffic – no measures to address this.</p>	<p>Through investment in cycling infrastructure and by making cycling more attractive, it is hoped that there will be a change in current travel habits to more sustainable modes of travel such as cycling resulting in a reduction in peak period traffic volumes.</p>
	<p>Loss of parking due to introduction of the new zebra crossing and buildouts.</p>	<p>There would be no overall loss of parking in the vicinity of the junction as a result of the removal of the traffic island north east of Woodwarde Road and the introduction of the proposed zebra crossing. For additional information on the zebra crossing proposals refer to related section below.</p>
<p><b>Swapping of traffic islands in Calton Avenue with footway buildouts</b></p>	<p>Traffic islands are safer than buildouts as they provide a two-phase crossing opportunity.</p>	<p>Footway buildouts reduce the time pedestrians must spend in the road or in the middle of the road. The existing traffic islands do not provide adequate waiting widths to accommodate large numbers of pedestrians, disabled users or parents with prams. Additionally, inappropriately parked vehicles can obstruct the visibility of pedestrians when crossing at the existing traffic islands.</p> <p>Traffic islands create pinch points and bring vehicles and cyclists into conflict, while build outs remove this conflict. Footway buildouts also encourage cyclists to maintain the primary riding position. <span style="float: right;">Cont./</span></p> <p>The proposed footway buildouts approximately 20metres south of the Calton Avenue / Townley Road junction will not be constructed. However, the existing traffic islands at this location will be removed.</p> <p>This will remove the pinch point for cyclists while encouraging pedestrians to cross closer</p>

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

	<p>Buildouts are dangerous as they introduce conflicts between vehicles and cyclists.</p>	<p>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.</p> <p>For more details regarding the use of buildouts as a traffic calming technique, refer to <i>Traffic Calming</i>, LTN 1/07, DfT (<a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/329454/ltn-1-07_Traffic-calming.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/329454/ltn-1-07_Traffic-calming.pdf</a>), and the <i>London Cycling Design Standards</i>, TfL (<a href="https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit">https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit</a>)</p>
	<p>The traffic islands at the Calton Avenue / Townley Road junction should not be removed as they provide a safe crossing for school children.</p>	<p>The proposals do not include the removal of the traffic islands at the Calton Avenue / Townley Road junction.</p>
	<p>Loss of parking will have a negative impact on the local businesses which will lose customers. Speeds will increase along the route.</p>	<p>The extension of double yellow lines aims to improve visibility at or near junctions and reduce the likelihood of collisions occurring by removing obstructive and dangerous parking. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in advance of the distance in which they will be able to brake and come to a stop. The Highway Code (Rule 243) specifies that motorists must not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space.</p>

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

	<p>Controlled parking zone restrictions tailored to discourage commuter parking and prioritise residents.</p> <p>Abuse of parking restrictions - enforcement issues.</p>	<p>It is part of a LBS Borough-wide initiative to implement no waiting restrictions at any time (Double Yellow Lines) within 7.5 metres of a junction to ensure adequate visibility and increase safety for all road users. This addresses the conflicts between vehicles as well as vehicles and pedal cycles, and vehicles and pedestrians. It should be highlighted that obstructive parking practices and poor visibility at junctions are more dangerous for vulnerable road users, such as young children and people with disabilities.</p>
	<p>Parking displacement on Dekker Road, Desenfans Road and Druce Road</p>	<p>Proposals regarding parking restrictions have been reviewed and 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. The proposed parking restrictions on Court Lane in particular will be reduced to the minimum required (one parking space lost instead of three).</p> <p>Please refer to the Highway Code for more information on safe parking practises <a href="https://www.gov.uk/guidance/the-highway-code/waiting-and-parking-238-to-252">https://www.gov.uk/guidance/the-highway-code/waiting-and-parking-238-to-252</a></p>
	<p>Double yellow lines all the way to Gilkes Crescent are excessive as it is a no-through road.</p>	<p>Parking restrictions south west of Gilkes Crescent are proposed to improve road safety for users and facilitate access to the signalised junction. A loading bay is proposed to cater for the needs of nearby businesses and short term parking has been provided where considered safe.</p> <p>However, due to lack of support for this proposal, the extent of parking restrictions has been reviewed. In order to minimise parking loss, 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.</p> <p>Although 4 parking spaces are removed due to this proposals the net loss is 0 since additional parking provisions are made available</p>

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

<b>New zebra crossing south west of Woodward Road</b>	Location of zebra crossing	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.
	No requirement for zebra crossing and impact on nearby residents	
	Proposed geometry of road layout will restrict vehicle manoeuvres and create a pinch-point for two way vehicles.	Vehicle swept path analysis has been undertaken for manoeuvres to / from Woodward Road with no additional constraints proposed.
	The proximity of the proposed zebra crossing to uncontrolled crossing at traffic island.	The traffic island north east of Woodward Road would be removed as part of the initial proposals.
<b>Provision of marked parking bays</b>	The marked bays will lead to fines for vehicles going outside the dashed line.	The provision of marked bays was initially proposed as a visual aid demonstrating where it is safe to park without causing an obstruction. They would not have been enforceable, so no fines would have been issued. However, due to high levels of opposition, and re-examination of the proposals, this aspect is to be removed from the design.

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

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<b>Removal of centre line markings</b>	The removal of the centre line road markings will lead to confusion especially with coaches and HGVs that will cover all available road space. The lack of centre lines could be particularly dangerous during the dark hours of the day.	<p>Due to the regularity of parked vehicles in Calton Avenue the effective road width is often reduced to &lt;5.5m, as such, drivers might expect a road marked with a centre line to be wide enough for opposing lanes of traffic to pass. Removal of this centre line will promote safer driving behaviours, such as reduction in speeds along the route, and will support the existing 20mph speed limit.</p> <p>However, 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.</p> <p>TfL has recently published related research highlighting the above, which can be accessed online at the following link <a href="http://content.tfl.gov.uk/centre-line-removal-trial.pdf">http://content.tfl.gov.uk/centre-line-removal-trial.pdf</a></p>
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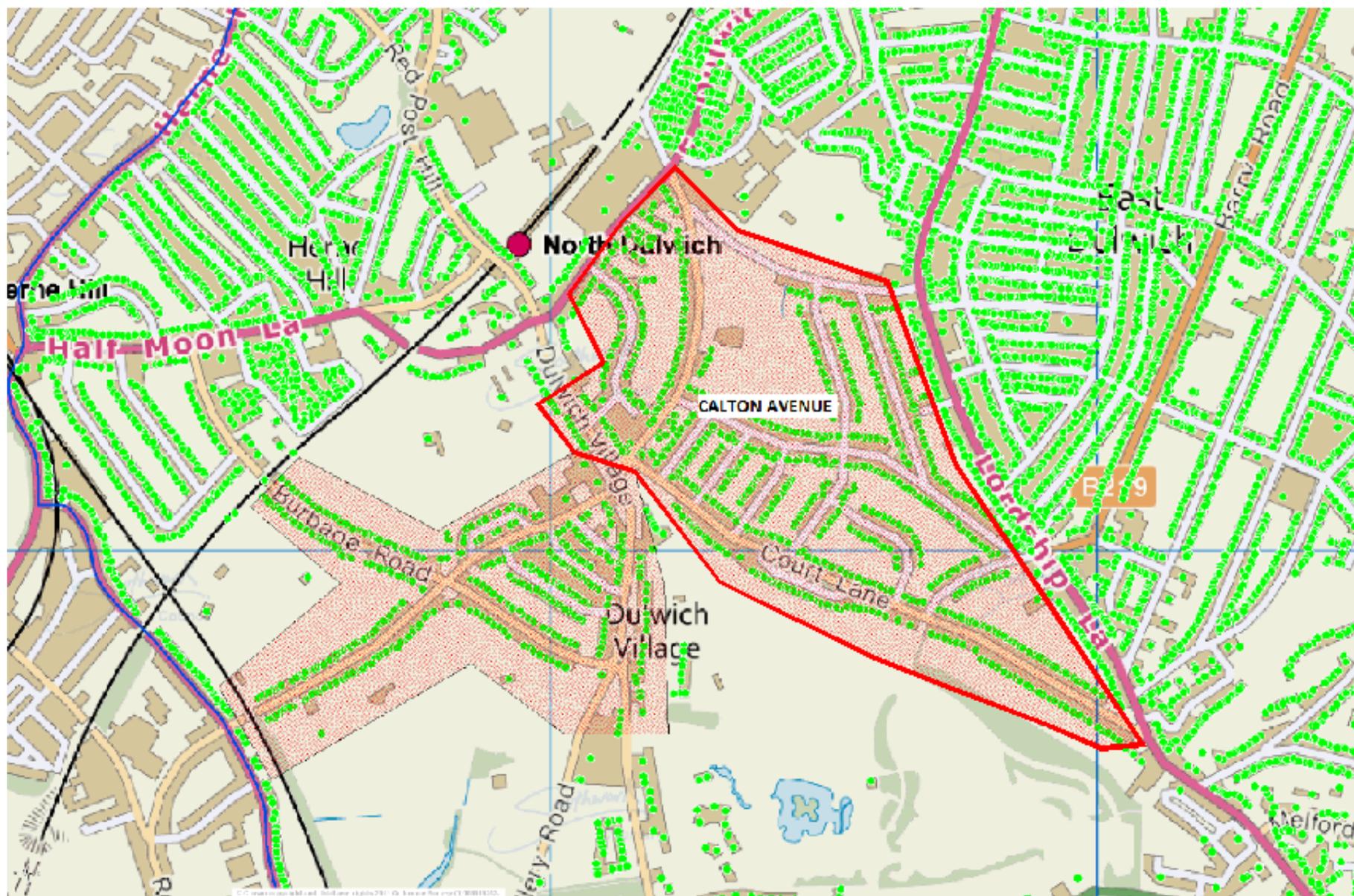
**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

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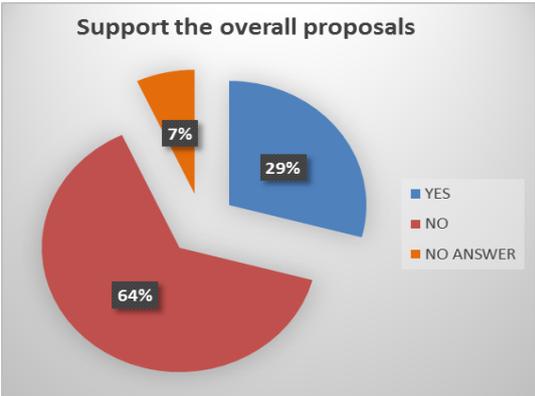
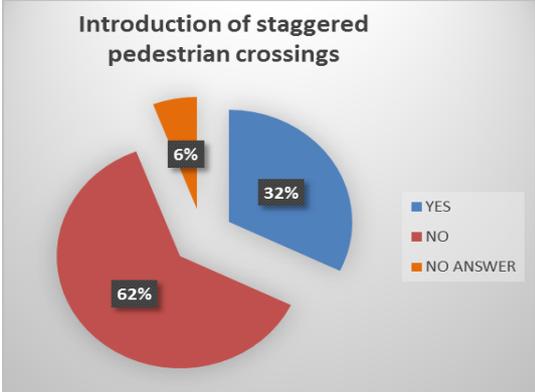
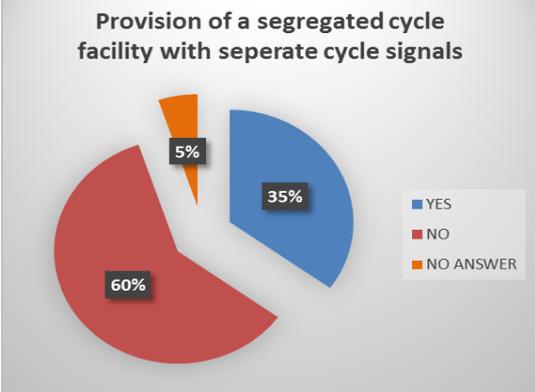
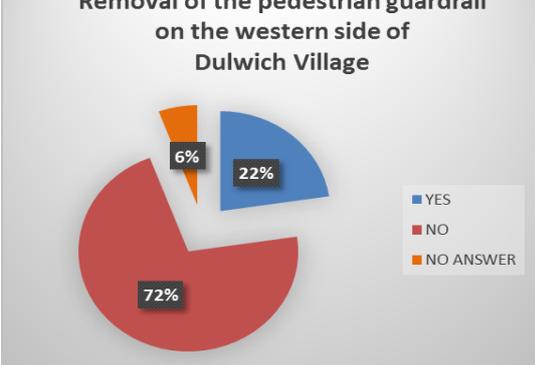
**Calton Avenue**

**Consultation Area**

Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road

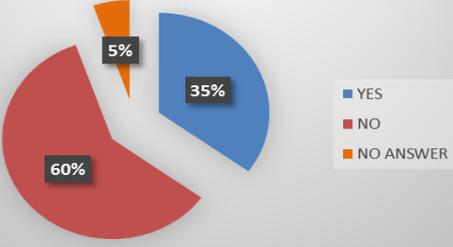
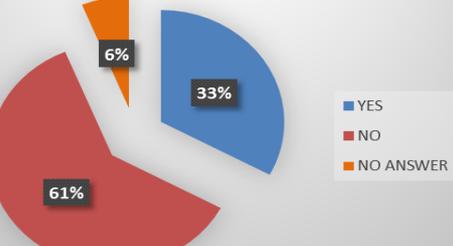
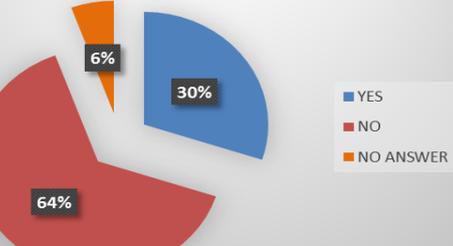
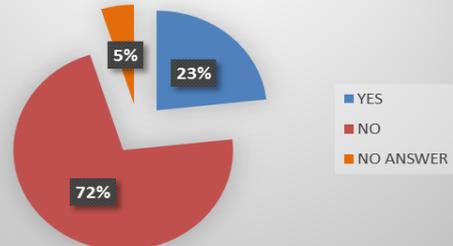


**Dulwich Village Junction  
Responses to Consultation Questions**

<p><b>Generally do you support the proposal?</b></p>	 <p><b>Support the overall proposals</b></p> <table border="1"> <tr><td>YES</td><td>29%</td></tr> <tr><td>NO</td><td>64%</td></tr> <tr><td>NO ANSWER</td><td>7%</td></tr> </table>	YES	29%	NO	64%	NO ANSWER	7%
YES	29%						
NO	64%						
NO ANSWER	7%						
<p><b>Yes: 138 No: 303 No Answer: 32</b></p>							
<p><b>Q1. Do you support the introduction of staggered pedestrian crossings?</b></p>	 <p><b>Introduction of staggered pedestrian crossings</b></p> <table border="1"> <tr><td>YES</td><td>32%</td></tr> <tr><td>NO</td><td>62%</td></tr> <tr><td>NO ANSWER</td><td>6%</td></tr> </table>	YES	32%	NO	62%	NO ANSWER	6%
YES	32%						
NO	62%						
NO ANSWER	6%						
<p><b>Yes: 150 No: 296 No Answer: 27</b></p>							
<p><b>Q2. Do you support the provision of a segregated cycle facility with separate cycle signals?</b></p>	 <p><b>Provision of a segregated cycle facility with separate cycle signals</b></p> <table border="1"> <tr><td>YES</td><td>35%</td></tr> <tr><td>NO</td><td>60%</td></tr> <tr><td>NO ANSWER</td><td>5%</td></tr> </table>	YES	35%	NO	60%	NO ANSWER	5%
YES	35%						
NO	60%						
NO ANSWER	5%						
<p><b>Yes: 164 No: 284 No Answer: 25</b></p>							
<p><b>Q3. Do you support the removal of the pedestrian guardrail on the western side of Dulwich Village?</b></p>	 <p><b>Removal of the pedestrian guardrail on the western side of Dulwich Village</b></p> <table border="1"> <tr><td>YES</td><td>22%</td></tr> <tr><td>NO</td><td>72%</td></tr> <tr><td>NO ANSWER</td><td>6%</td></tr> </table>	YES	22%	NO	72%	NO ANSWER	6%
YES	22%						
NO	72%						
NO ANSWER	6%						

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

<p><b>Yes: 107</b> <b>No: 339</b> <b>No Answer: 27</b></p>	
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<p><b>Q4. Do you support the widening of the footways at the junction to maximise the provision for pedestrians?</b></p>	<p align="center"><b>Widening of the footways at the junction to maximise the provision for pedestrians</b></p>  <table border="1"> <tr><td>YES</td><td>35%</td></tr> <tr><td>NO</td><td>60%</td></tr> <tr><td>NO ANSWER</td><td>5%</td></tr> </table>	YES	35%	NO	60%	NO ANSWER	5%
YES	35%						
NO	60%						
NO ANSWER	5%						
<p><b>Yes: 164</b> <b>No: 284</b> <b>No Answer: 25</b></p>							
<p><b>Q5. Do you support the change of priority at Calton Avenue / Court Lane junction?</b></p>	<p align="center"><b>Change of priority at Calton Avenue / Court Lane junction</b></p>  <table border="1"> <tr><td>YES</td><td>33%</td></tr> <tr><td>NO</td><td>61%</td></tr> <tr><td>NO ANSWER</td><td>6%</td></tr> </table>	YES	33%	NO	61%	NO ANSWER	6%
YES	33%						
NO	61%						
NO ANSWER	6%						
<p><b>Yes: 155</b> <b>No: 289</b> <b>No Answer: 29</b></p>							
<p><b>Q6. Do you support the new Court Lane junction layout?</b></p>	<p align="center"><b>New Court Lane junction layout</b></p>  <table border="1"> <tr><td>YES</td><td>30%</td></tr> <tr><td>NO</td><td>64%</td></tr> <tr><td>NO ANSWER</td><td>6%</td></tr> </table>	YES	30%	NO	64%	NO ANSWER	6%
YES	30%						
NO	64%						
NO ANSWER	6%						
<p><b>Q7. Do you support the banned left turn from Dulwich Village northbound into Turney Road?</b></p>	<p align="center"><b>Banned left turn from Dulwich Village northbound into Turney Road</b></p>  <table border="1"> <tr><td>YES</td><td>23%</td></tr> <tr><td>NO</td><td>72%</td></tr> <tr><td>NO ANSWER</td><td>5%</td></tr> </table>	YES	23%	NO	72%	NO ANSWER	5%
YES	23%						
NO	72%						
NO ANSWER	5%						

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

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<p><b>Yes: 110</b> <b>No: 340</b> <b>No Answer: 23</b></p>	
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**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

## Dulwich Village Junction

### Main Consultation Issues and Responses

	Issue repeatedly raised within feedback
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<b>Dulwich Village Junction</b>		
<b>Proposal</b>	<b>Concern/Objection</b>	<b>Response</b>
<b>Overall</b>	Congestion at the junction will increase due to reduction in available road space.	<p>There is only one location where the number of traffic lanes is being reduced – on Calton Avenue approach. The removal of one traffic lane will allow there to be a safe, segregated area for cyclists. Lane utilisation is currently poor at this location with the vehicles turning from Court Lane blocking the use of all lanes.</p> <p>The proposals will reduce the overall cycle time at the junction resulting in the junction operating more efficiently. Pedestrian wait times will also be reduced.</p>
	Alignment of Quietway through Dulwich Village junction.	The alignment of the Quietway route has been previously consulted and agreed as part of the Southwark Cycling Strategy in 2015 and aims to deliver part of a London-wide cycle network. Quietway 7 goes through residential areas connecting these neighbourhoods with destinations along the route. It also links with proposals within the London Borough of Lambeth.
	AM and PM peak traffic – no measures to address this.	Through investment in cycling infrastructure and by making cycling more attractive, it is hoped that there will be a change in current travel habits to more sustainable modes of travel such as cycling resulting in a reduction in peak period traffic volumes.
	Consultation was inadequate and rushed - further engagement is required with the residents associations.	Pre-consultation workshops, meetings with residents associations and other stakeholders were all held prior to the formal consultation. In addition to this the consultation response period was held open for an additional week to ensure all feedback was incorporated into the consultation process.

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Calton Avenue to Farquhar Road**

	<p>Available data is insufficient as it was not collected during term peak times - no evidence of modelling that corresponds to the situation.</p>	<p>Data used to model Dulwich Village junction was collected on 4<sup>th</sup> February and 7<sup>th</sup> July 2015 (during Spring &amp; Summer Term times respectively) and as such, any concerns regarding the accuracy of the data are unsubstantiated.</p>
	<p>Extension of segregated cycle facility in to Calton Avenue.</p>	<p>Due to limited available space, extension of this segregation beyond the junction with Court Lane is not feasible.</p>
	<p>Residents are not convinced that the proposed changes will result in an improvement in the use of the Dulwich Village junction.</p>	
	<p>The proposals should be trialed before they go in and the changes should be easy to reverse if proven ineffective. Modelling that the residents will understand should be undertaken, such as microsimulation of the junction.</p>	<p>Traffic modelling results indicate that the junction will operate more efficiently under the proposed layout.</p> <p>Please refer below for more information regarding trialling the proposals.</p>
	<p>Request for more radical measures to further encourage cycling.</p>	<p>More radical measures were considered, such as road closures, but were shown to result in significantly disproportionate negative impacts on other sections of the Quietway and surrounding road network. See more details in the <i>Dulwich Village Initial Traffic Reassignment Modelling Technical Note</i>- see appendices</p>
	<p>Request for a shared space approach.</p>	<p>Given the heavy traffic volumes during peak times, providing a shared space and removing all controlled crossing facilities for pedestrians in an area with significant pedestrian demand raises safety concerns. At this location, these concerns are</p>

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

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	<p>Requests for more radical re-arrangement of the junction, such as the mini-roundabout solution similar to Poynton in Cheshire:</p> <p><i>'This proposal treats Dulwich Village Junction as a series of T-junctions. 3 mini-roundabouts would operate at each T, causing the traffic to self-regulate as no one stream can dominate the other. It would remove the need for traffic lights and cost less to operate.</i></p> <p><i>Other shared space arrangements would be possible. These could deal with all the objections noted above, handling the traffic better and safer, by reducing speeds and increasing mutual interaction and respect between all classes of road users. They would also reduce or remove the present dividing effect of the traffic lights on Dulwich Village.</i></p> <p><i>Also, such schemes would regulate themselves without the need for traffic light setting and maintenance; They also have the potential to cost less.'</i></p>	<p>particularly prominent as young school children will be expected to share a space with high volumes of motorised traffic.</p> <p>The Southwark Streetscape Design Manual highlights that '<i>...Shared surfaces (...) will generally only be acceptable in quiet low trafficked street environments where pedestrians will dominate.</i>' which reflects the available national guidance by the Department for Transport.</p> <p>The suggested Poynton solution presents similar concerns to a shared space approach, with a significant disadvantage to pedestrians and cyclists due to the removal of signal control.</p> <p>Additionally, given the significant amounts of traffic on this route and the lack of segregation mini roundabouts introduce, negotiating a multiple mini-roundabout arrangement would be a barrier to a novice or child cyclist. This would go against the Quietway objectives.</p> <p>For more details on shared space solutions, refer to <i>Shared Space</i>, LTN 1/11, DfT (<a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3873/lt-1-11.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3873/lt-1-11.pdf</a>) and <i>Total Shared Surface and Non-Standard Level Surface streets and spaces</i> (DS.224), Southwark Streetscape Design Manual (<a href="http://www.southwark.gov.uk/downloads/download/3339/design_standards_-_accessibility">http://www.southwark.gov.uk/downloads/download/3339/design_standards_-_accessibility</a>).</p>
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**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

	<p>Request for a more radical approach to the problem of traffic volumes at the peak times, such as a Controlled Zone concept operating during school drop-off and pick-up times.</p>	<p>Daily journeys to schools are perceived to form a large proportion of the traffic observed at the Dulwich Village junction at peak hours. However, more comprehensive traffic investigation studies would be required to quantify the above.</p> <p>Several road closures were considered along the proposed Quietway route and the undertaken traffic reassignment modelling showed these had a significantly disproportionate impact on other sections of the Quietway and surrounding road network. See more details in the <i>Dulwich Village Initial Traffic Reassignment Modelling Technical Note</i>.- see appendices</p> <p>Introducing a controlled School Zone would require a number of peak period road closures (Dulwich Village and neighbouring roads) and extensive planning of traffic reassignment for the wider area. While a larger area-wide network study would be required before such a controlled zone is implemented, this is outside the scope of Quietway project, and it is not clear that such a scheme could be successfully implemented without significant enforcement.</p>
<p><b>Introduction of staggered pedestrian crossings</b></p>	<p>Staggered crossings compromise pedestrian accessibility and safety at the junction.</p>	<p>To improve pedestrian facilities, pedestrian count down aspects advising on crossing times will be considered to provide pedestrians with more information at this junction.</p> <p>To achieve a reduction in the total signals cycle at Dulwich Village junction and to improve the operation of the junction, the pedestrian phase needs to be divided into two movements and to accommodate this, staggered crossing islands are required. With straight crossings, a reduction in the overall cycle time would not be possible. This also facilitates provision of safe cycle facilities at the junction. Pedestrian wait times will be reduced as a result of the proposals - 82sec(AM Peak) / 72sec(PM Peak) instead of 77sec / 69sec respectively. More green time is given to crossing pedestrians (Turney Road -13sec and Calton Avenue - 6sec).</p> <p>The width of the islands has been dictated by the geometry available at the junction</p>

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

		<p>and consideration of the numbers of crossing pedestrians using existing crossings. The proposed staggered crossings locations do not currently experience high levels of pedestrian usage – the crossing outside the school is the busiest. A pedestrian comfort assessment for the proposed crossing layout is currently been undertaken to ensure that the staggered islands will be able to accommodate the flow of pedestrians.</p> <p>The construction of the traffic islands with high kerbs will act as a constraint for pedestrians and minimise the likelihood of pupils ‘spilling’ into the road.</p>
<b>Segregated cycle facility with separate cycle signals</b>	<p>The proposals introduce conflicts between cyclists and pedestrians at the internal stop lines. No cyclists will stop (at the internal stop lines) by choice to allow for pedestrians to cross - enforcement issues.</p>	<p>With the new junction layout cyclists are offered a separate phase to clear the junction before general traffic. However, this phase is shared with pedestrians crossing the exits arms of Turney Road and Calton Road. This means that if there is pedestrian demand at the above crossings, cyclists will be held at a red light and will have to stop at the stop lines before these crossings. Adequate space is provided for cyclists to stop and wait at these locations. Careful monitoring of the compliance to the internal stop lines will be undertaken and enforcement carried out if deemed appropriate.</p>
<b>Removal of pedestrian guardrail at the junction</b>	<p>Removal of pedestrian guardrail will have a significant impact on road safety at the junction. If replaced, alternative provisions should be considered.</p>	<p>An independent safety review will be undertaken to identify the extent of the guardrail removal. Some sections of the guardrail on the western side of Dulwich Village can be maintained, but relocated to the new kerblines, to prevent pupils from ‘spilling’ into the road.</p> <p>A pedestrian comfort assessment is currently been undertaken to identify locations where unnecessary pedestrian guardrailing sections are reducing available footway widths.</p>
<b>Widening of footways</b>	<p>Widening footways will reduce junction capacity.</p>	<p>Reducing available road space at this location is predicted not to negatively affect the operation of the junction. Widening of footways will improve school children safety and help alleviate pedestrian congestion at peak hours.</p>

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

<p><b>Change in priority at the Calton Avenue / Court Lane junction and new Court Lane layout</b></p>	<p>Court Lane is the main through route. Changing the priority will result in traffic having difficulty to access the junction and building up on Court Lane. Drivers will opt to use narrow residential streets (Dekker Road, Desenfans Road, Druce Road) and Woodward Road to access Calton Avenue. Speeds and rat-running traffic will increase on these streets and Calton Avenue.</p>	<p>The proposed layout on Court Lane and the change in priority allows for the introduction of the segregated cycling facility at the approach to the signalised junction. They also discourage rat running on Court Lane.</p> <p>The change in priority from Court Lane to Calton Avenue will be trialled, with a view to reverse the layout if the trial is unsuccessful. Proposals taken forward will allow for the simple reversal of this change of priority if considered necessary at a later date.</p> <p>With views of improving pedestrian safety and comfort, the crossing facilities at the bottom of Court Lane will be improved with the introduction of courtesy crossing features, such as contrasting paving materials.</p>
<p><b>Banned left turn from Dulwich Village northbound into Turney Road</b></p>	<p>Banning the left turn from Dulwich Village northbound into Turney Road will reassign traffic to Burbage Road, Boxall Road, Pickwick Road, and Aysgarth Road.</p>	<p>This banned turn facilitates wider pedestrian refuge islands. As such, it is an important improvement for pedestrian accessibility.</p> <p>Traffic data suggests that the volumes of traffic turning left is very light (peak times: 9veh/hr AM and 18veh/hr PM) and any reassignment would be negligible.</p> <p>It is proposed to drop this feature, subject to detailed design and monitoring post-implementation.</p>

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

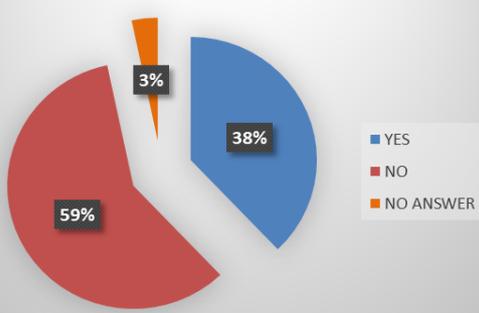
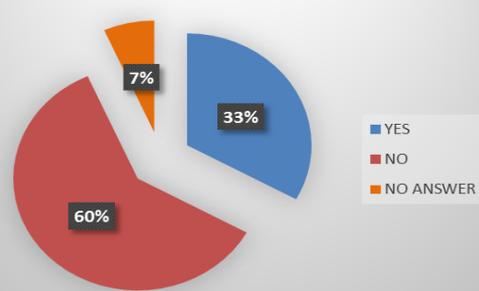
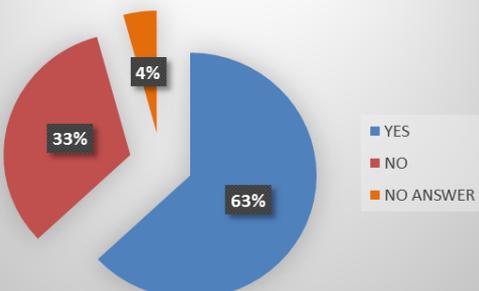
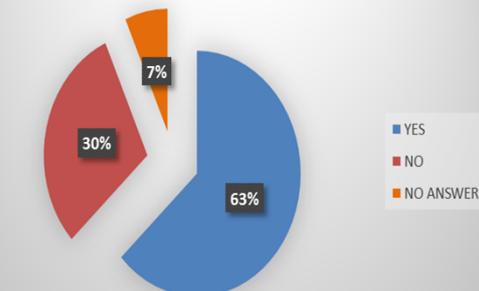
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**Consultation Area**

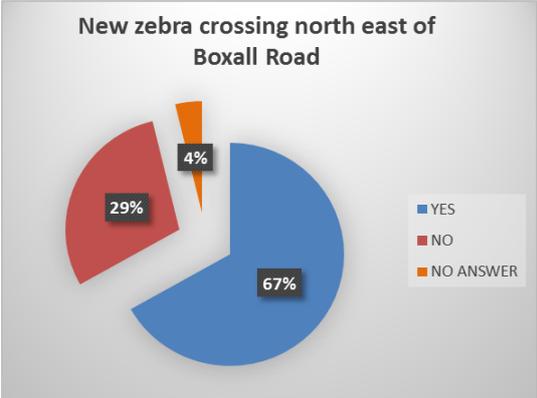
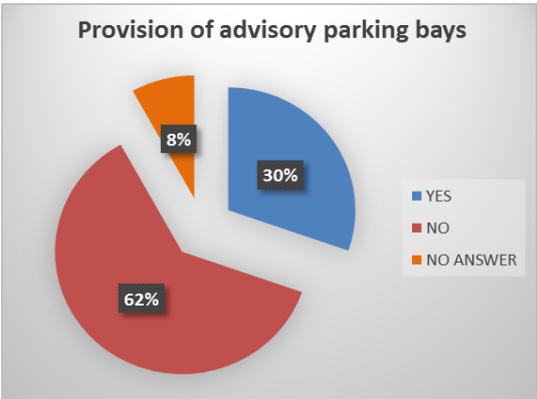
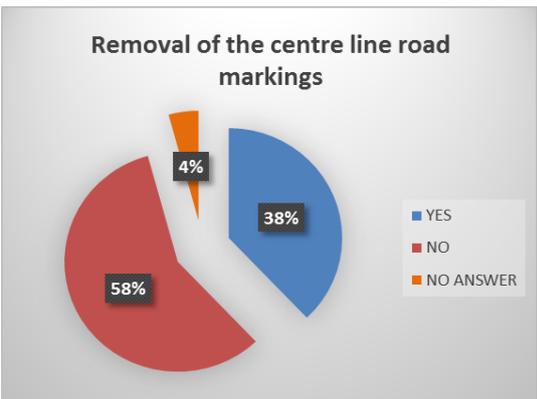
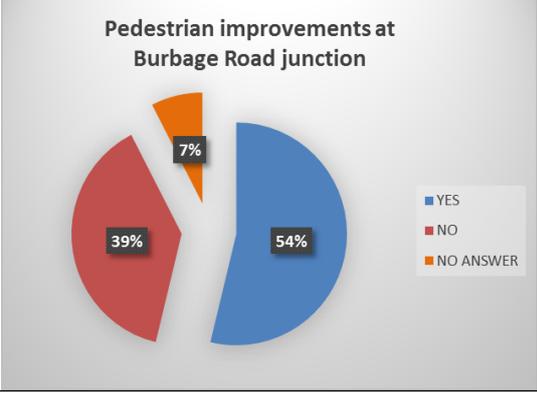


## Turney Road

### Responses to Consultation Questions

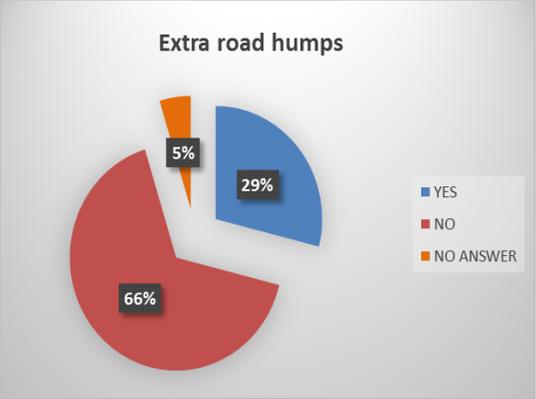
<p><b>Generally do you support the proposal?</b></p>	<p align="center"><b>Support to the overall proposals</b></p>  <p>■ YES ■ NO ■ NO ANSWER</p>
<p align="center"><b>Yes: 81 No: 124 No Answer: 7</b></p>	
<p><b>Q1. Do you support swapping of traffic islands in Calton Avenue with footway buildouts?</b></p>	<p align="center"><b>Swapping traffic islands with footway buildouts</b></p>  <p>■ YES ■ NO ■ NO ANSWER</p>
<p align="center"><b>Yes: 70 No: 128 No Answer: 14</b></p>	
<p><b>Q2. Do you support the double yellow lines at junctions?</b></p>	<p align="center"><b>Double yellow lines at junctions</b></p>  <p>■ YES ■ NO ■ NO ANSWER</p>
<p align="center"><b>Yes: 134 No: 69 No Answer: 9</b></p>	
<p><b>Q3. Do you support the double yellow lines east of Croxted Road?</b></p>	<p align="center"><b>Double yellow lines east of Croxted Road</b></p>  <p>■ YES ■ NO ■ NO ANSWER</p>
<p align="center"><b>Yes: 134 No: 64 No Answer: 14</b></p>	

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

<p><b>Q4. Do you support the new zebra crossing north east of Boxall Road?</b></p>	 <p><b>New zebra crossing north east of Boxall Road</b></p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>67%</td> </tr> <tr> <td>NO</td> <td>29%</td> </tr> <tr> <td>NO ANSWER</td> <td>4%</td> </tr> </tbody> </table>	Response	Percentage	YES	67%	NO	29%	NO ANSWER	4%
Response	Percentage								
YES	67%								
NO	29%								
NO ANSWER	4%								
<p align="center"><b>Yes: 142 No: 62 No Answer: 8</b></p>	 <p><b>Provision of advisory parking bays</b></p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>30%</td> </tr> <tr> <td>NO</td> <td>62%</td> </tr> <tr> <td>NO ANSWER</td> <td>8%</td> </tr> </tbody> </table>	Response	Percentage	YES	30%	NO	62%	NO ANSWER	8%
Response	Percentage								
YES	30%								
NO	62%								
NO ANSWER	8%								
<p><b>Q5. Do you support the provision of marked advisory parking bays?</b></p>	<p><b>Yes: 64 No: 131 No Answer: 17</b></p>								
<p><b>Yes: 64 No: 131 No Answer: 17</b></p>	 <p><b>Removal of the centre line road markings</b></p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>38%</td> </tr> <tr> <td>NO</td> <td>58%</td> </tr> <tr> <td>NO ANSWER</td> <td>4%</td> </tr> </tbody> </table>	Response	Percentage	YES	38%	NO	58%	NO ANSWER	4%
Response	Percentage								
YES	38%								
NO	58%								
NO ANSWER	4%								
<p><b>Q6. Do you support the removal of the centre line road marking?</b></p>	<p><b>Yes: 80 No: 123 No Answer: 9</b></p>								
<p><b>Yes: 80 No: 123 No Answer: 9</b></p>	 <p><b>Pedestrian improvements at Burbage Road junction</b></p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>54%</td> </tr> <tr> <td>NO</td> <td>39%</td> </tr> <tr> <td>NO ANSWER</td> <td>7%</td> </tr> </tbody> </table>	Response	Percentage	YES	54%	NO	39%	NO ANSWER	7%
Response	Percentage								
YES	54%								
NO	39%								
NO ANSWER	7%								
<p><b>Q7. Do you support pedestrian improvements at Burbage Road junction?</b></p>	<p><b>Yes: 54 No: 39 No Answer: 7</b></p>								

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

<p><b>Yes: 114 No: 82 No Answer: 16</b></p>	
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<p><b>Q7. Do you support the extra road humps?</b></p>	 <p>A pie chart titled "Extra road humps" showing the distribution of responses. The chart is divided into three segments: a blue segment representing "YES" at 29%, a red segment representing "NO" at 66%, and a small orange segment representing "NO ANSWER" at 5%. A legend to the right of the chart identifies the colors: blue for YES, red for NO, and orange for NO ANSWER.</p> <table border="1"><thead><tr><th>Response</th><th>Percentage</th></tr></thead><tbody><tr><td>YES</td><td>29%</td></tr><tr><td>NO</td><td>66%</td></tr><tr><td>NO ANSWER</td><td>5%</td></tr></tbody></table>	Response	Percentage	YES	29%	NO	66%	NO ANSWER	5%
Response	Percentage								
YES	29%								
NO	66%								
NO ANSWER	5%								
<p><b>Yes: 61 No: 141 No Answer: 10</b></p>									

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

## Turney Road

### Main Consultation Issues and Responses

	Issue repeatedly raised within feedback
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<b>Turney Road</b>		
<b>Proposal</b>	<b>Concern/Objection</b>	<b>Response</b>
<b>Overall</b>	Alignment of Quietway through Calton Avenue – Use of College Road & Fountain Drive.	The alignment of the Quietway route has been previously consulted and agreed as part of the Southwark Cycling Strategy in 2015 and aims to deliver part of a London-wide cycle network. Quietway 7 goes through residential areas connecting these neighbourhoods with destinations along the route. It also links with proposals within the London Borough of Lambeth.
	Traffic volumes on Turney Road – area wide strategy required.	Traffic reassignment modelling carried out revealed point closures or measures to reduce traffic volumes had a significantly disproportionate impact on other sections of the Quietway and surrounding road network. See more details in the <i>Dulwich Village Initial Traffic Reassignment Modelling Technical Note</i> , see appendices  Larger area-wide network study is outside of the scope of Quietway project.
<b>Swapping of traffic islands with footway buildouts</b>	Traffic islands are safer than buildouts as they provide a two-phase crossing opportunity.	Footway buildouts reduce the time pedestrians must spend in the road or in the middle of the road. Most of the existing traffic islands are not designed for pedestrians as they are less than 1.5m wide and do not include tactile paving. Hence, they do not provide adequate waiting widths and the provisions to accommodate large numbers of pedestrians, disabled users or parents with prams. Additionally, inappropriately parked vehicles can obstruct the visibility of pedestrians when crossing at the existing traffic islands.  Traffic islands create pinch points and bring vehicles and cyclists into conflict, while build

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

		<p>outs remove this conflict. Footway buildouts also encourage cyclists to maintain the primary riding position.</p> <p>For more details the use of buildouts as a traffic calming technique, refer to <i>Traffic Calming</i>, LTN 1/07, DfT (<a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/329454/ltn-1-07_Traffic-calming.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/329454/ltn-1-07_Traffic-calming.pdf</a>), and the <i>London Cycling Design Standards</i>, TfL (<a href="https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit">https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit</a>)</p>
	<p>Loss of parking from the introduction of buildouts.</p>	<p>The proposed buildouts will replace existing traffic islands. Parking at the island locations would currently cause an obstruction, so there is no overall loss in parking as a result of replacing the islands with footway buildouts.</p>
<p><b>Double yellow lines at junctions</b></p>	<p>Parking loss - DYL lines are excessive as currently the roads are not congested and visibility around the junctions is good.</p>	<p>The extension of double yellow lines aims to improve visibility at or near junctions and reduce the likelihood of collisions occurring by removing obstructive and dangerous parking. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in advance of the distance in which they will be able to brake and come to a stop. The Highway Code (Rule 243) specifies that motorists must not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space.</p> <p>It is part of a LBS Borough-wide initiative to implement no waiting restrictions at any time (Double Yellow Lines) within 7.5 metres of a junction to ensure adequate visibility and increase safety for all road users. This addresses the conflicts between vehicles as well as vehicles and pedal cycles, and vehicles and pedestrians. It should be highlighted that obstructive parking practices and poor visibility at junctions are more dangerous for vulnerable road users, such as young children and people with disabilities.</p> <p>Proposals regarding parking restrictions have been reviewed and the proposed double yellow lines will be reduced to minimise parking loss, subject to any future road safety audits undertaken on the Quietway 7 proposals.</p>

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

	Parking displacement on Burbage Road, Boxall Road, Aysgarth Road and Pickwick Road	Please refer to the Highway Code for more information on safe parking practises <a href="https://www.gov.uk/guidance/the-highway-code/waiting-and-parking-238-to-252">https://www.gov.uk/guidance/the-highway-code/waiting-and-parking-238-to-252</a>
<b>Double yellow lines east of Croxted Road</b>	Impact on nursery pick-up and drop-off times.	The extension of double yellow lines at Croxted Road is required to remove obstructions underneath the bridge that create pinch points and reduce the effective capacity on the approach to the junction.
<b>Provision of marked advisory parking bays</b>	Request for H-Bar Markings	The provision of H-Bar markings is against Southwark Council policy and as such, it is not recommended this is included in the proposals.
	Residents without off-street parking will have difficulty finding a parking space with the introduction of the parking bays.	The provision of marked bays was initially proposed as a visual aid demonstrating where it is safe to park without causing an obstruction. They would not have been enforceable, so no fines would have been issued. However, due to high levels of opposition, and re-examination of the proposals, this aspect will be removed from the design.

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

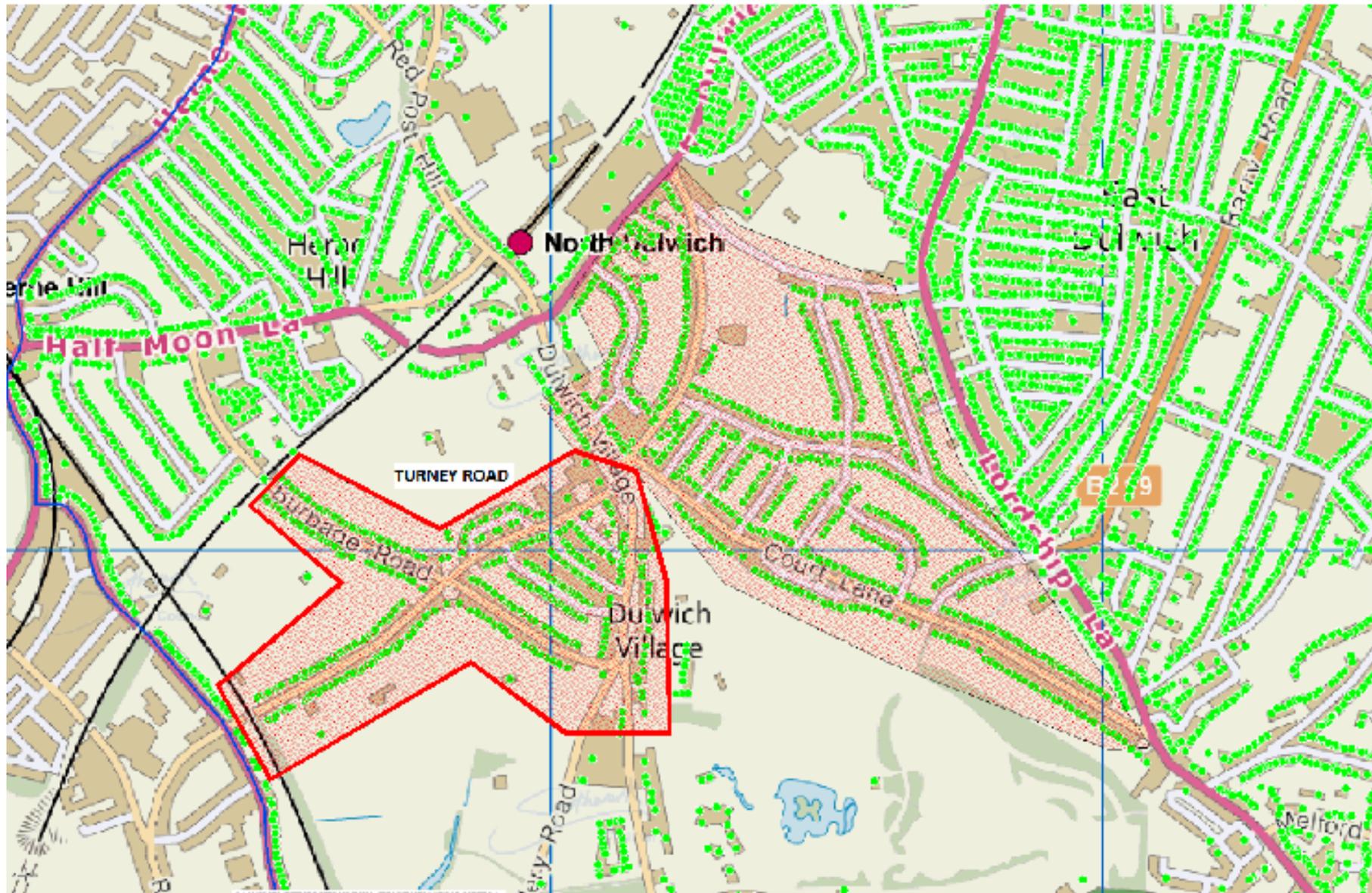
<p><b>Additional road humps</b></p>	<p>Already adequate traffic calming.</p>	<p>In order to discourage vehicle speeds in excess of 20 miles per hour along the Quietway 7 route, the spacing between existing road humps was reviewed. Three new sinusoidal road humps are necessary to ensure steady speed along Turney Road.</p> <p>Refer to <i>Traffic Calming</i>, LT N 1/07, DfT (<a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/329454/ltn-1-07_Traffic-calming.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/329454/ltn-1-07_Traffic-calming.pdf</a>) for more details on traffic calming techniques.</p>
<p><b>Removal of centre line road markings</b></p>	<p>Centre line is a good reference point and should be maintained for separation.</p>	<p>Due to the regularity of parked vehicles in Calton Avenue the effective road width is often reduced to &lt;5.5m, as such, drivers might expect a road marked with a centre line to be wide enough for opposing lanes of traffic to pass. Removal of this centre line will promote safer driving behaviours, such as reduction in speeds along the route, and will support the existing 20mph speed limit.</p> <p>However, 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 will take place. Existing lines will be maintained elsewhere along the route.</p> <p>TfL has recently published related research highlighting the above, which can be accessed online at the following link <a href="http://content.tfl.gov.uk/centre-line-removal-trial.pdf">http://content.tfl.gov.uk/centre-line-removal-trial.pdf</a></p>

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

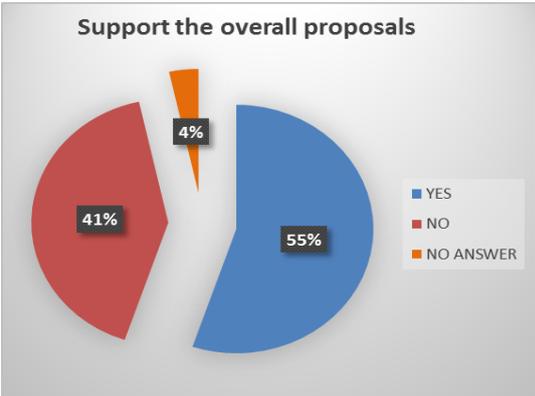
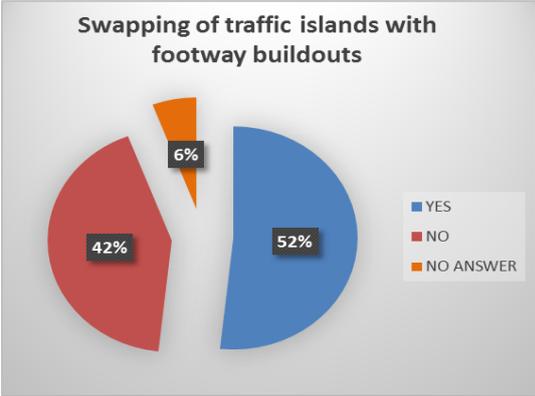
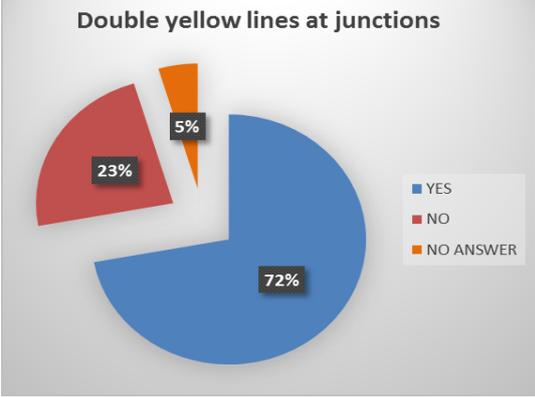
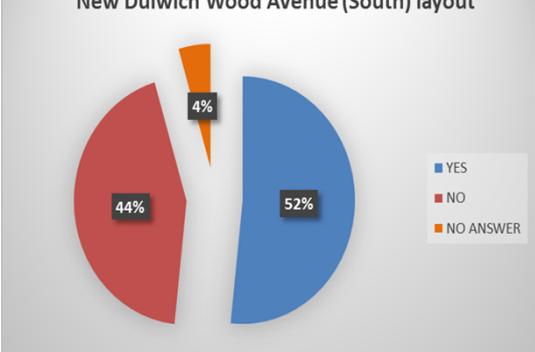
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**Turney Road  
Consultation Area**

Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road



**Dulwich Wood Avenue / Farquhar Road**  
Responses to Consultation Questions

<p><b>Generally do you support the proposal?</b></p>	 <p>Support the overall proposals</p> <table border="1"> <tr><td>YES</td><td>55%</td></tr> <tr><td>NO</td><td>41%</td></tr> <tr><td>NO ANSWER</td><td>4%</td></tr> </table>	YES	55%	NO	41%	NO ANSWER	4%
YES	55%						
NO	41%						
NO ANSWER	4%						
<p><b>Yes: 48</b> <b>No: 36</b> <b>No Answer: 3</b></p>							
<p><b>Q1. Do you support swapping of traffic islands with footway buildouts?</b></p>	 <p>Swapping of traffic islands with footway buildouts</p> <table border="1"> <tr><td>YES</td><td>52%</td></tr> <tr><td>NO</td><td>42%</td></tr> <tr><td>NO ANSWER</td><td>6%</td></tr> </table>	YES	52%	NO	42%	NO ANSWER	6%
YES	52%						
NO	42%						
NO ANSWER	6%						
<p><b>Yes: 45</b> <b>No: 37</b> <b>No Answer: 5</b></p>							
<p><b>Q2. Do you support the double yellow lines at junctions?</b></p>	 <p>Double yellow lines at junctions</p> <table border="1"> <tr><td>YES</td><td>72%</td></tr> <tr><td>NO</td><td>23%</td></tr> <tr><td>NO ANSWER</td><td>5%</td></tr> </table>	YES	72%	NO	23%	NO ANSWER	5%
YES	72%						
NO	23%						
NO ANSWER	5%						
<p><b>Yes: 63</b> <b>No: 20</b> <b>No Answer: 4</b></p>							
<p><b>Q3. Do you support the new Dulwich Wood Avenue (South) layout?</b></p>	 <p>New Dulwich Wood Avenue (South) layout</p> <table border="1"> <tr><td>YES</td><td>52%</td></tr> <tr><td>NO</td><td>44%</td></tr> <tr><td>NO ANSWER</td><td>4%</td></tr> </table>	YES	52%	NO	44%	NO ANSWER	4%
YES	52%						
NO	44%						
NO ANSWER	4%						

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

<p><b>Yes: 45</b> <b>No: 38</b> <b>No Answer: 4</b></p>	
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<p><b>Q4. Do you support the raised speed table on Dulwich Wood Avenue at its junction with Farquhar Road?</b></p>	<p align="center"> <b>Raised speed table on Dulwich Wood Avenue at its junction with Farquhar Road</b> </p> <table border="1"> <tr><td>YES</td><td>64%</td></tr> <tr><td>NO</td><td>30%</td></tr> <tr><td>NO ANSWER</td><td>6%</td></tr> </table>	YES	64%	NO	30%	NO ANSWER	6%
YES	64%						
NO	30%						
NO ANSWER	6%						
<p><b>Yes: 56</b> <b>No: 26</b> <b>No Answer: 5</b></p>							

<p><b>Q5. Do you support the new cycle lane along Farquhar Road?</b></p>	<p align="center"> <b>New cycle lane along Farquhar Road</b> </p> <table border="1"> <tr><td>YES</td><td>60%</td></tr> <tr><td>NO</td><td>32%</td></tr> <tr><td>NO ANSWER</td><td>8%</td></tr> </table>	YES	60%	NO	32%	NO ANSWER	8%
YES	60%						
NO	32%						
NO ANSWER	8%						
<p><b>Yes: 52</b> <b>No: 28</b> <b>No Answer: 7</b></p>							

<p><b>Q6. Do you support the footway buildout at Jasper Road North?</b></p>	<p align="center"> <b>Footway buildout at Jasper Road North</b> </p> <table border="1"> <tr><td>YES</td><td>53%</td></tr> <tr><td>NO</td><td>41%</td></tr> <tr><td>NO ANSWER</td><td>6%</td></tr> </table>	YES	53%	NO	41%	NO ANSWER	6%
YES	53%						
NO	41%						
NO ANSWER	6%						
<p><b>Yes: 46</b> <b>No: 36</b> <b>No Answer: 5</b></p>							

<p><b>Q7. Do you support the introduction of extra road humps?</b></p>	<p align="center"> <b>Introduction of extra road humps</b> </p> <table border="1"> <tr><td>YES</td><td>47%</td></tr> <tr><td>NO</td><td>48%</td></tr> <tr><td>NO ANSWER</td><td>5%</td></tr> </table>	YES	47%	NO	48%	NO ANSWER	5%
YES	47%						
NO	48%						
NO ANSWER	5%						

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

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<p><b>Yes: 41 No: 42 No Answer: 4</b></p>	
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**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

**Main Consultation Issues and Responses**

	Issue repeatedly raised within feedback
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<b>Dulwich Wood Avenue / Farquhar Road</b>		
<b>Proposal</b>	<b>Concern/Objection</b>	<b>Response</b>
<b>Overall</b>	Alignment – concerns around use of Gipsy Hill for cyclists.	The alignment of the Quietway route has been previously consulted and agreed as part of the Southwark Cycling Strategy in 2015 and aims to deliver part of a London-wide cycle network. Quietway 7 goes through residential areas connecting these neighbourhoods with destinations along the route. It also links with proposals within the London Borough of Lambeth.
	The Gipsy Hill / Dulwich Wood Avenue junction.	This junction layout will be reviewed within the completion of the design to improve safety for all road users. Co-ordination with Lambeth Council will be undertaken to improve traffic calming on Gipsy Hill.
	Request for parking restrictions on the inside of the bend between Colby Road and Farquhar Road.	These safety concerns will be investigated within the completion of the design, and subject to any safety audits that will be undertaken.
<b>Swapping of</b>	Traffic islands are safer than buildouts as they provide a two-phase crossing opportunity.	Footway buildouts reduce the time pedestrians must spend in the road or in the middle of the road. The existing traffic islands are not designed for pedestrians as they are less than 1.5m wide and do not include tactile paving. Hence, they do not provide adequate waiting widths and the provisions to accommodate large numbers of pedestrians, disabled users or parents with prams. Additionally, inappropriately parked vehicles can obstruct the visibility of pedestrians when crossing at the existing traffic islands.
	Buildouts are dangerous as they introduce conflicts	

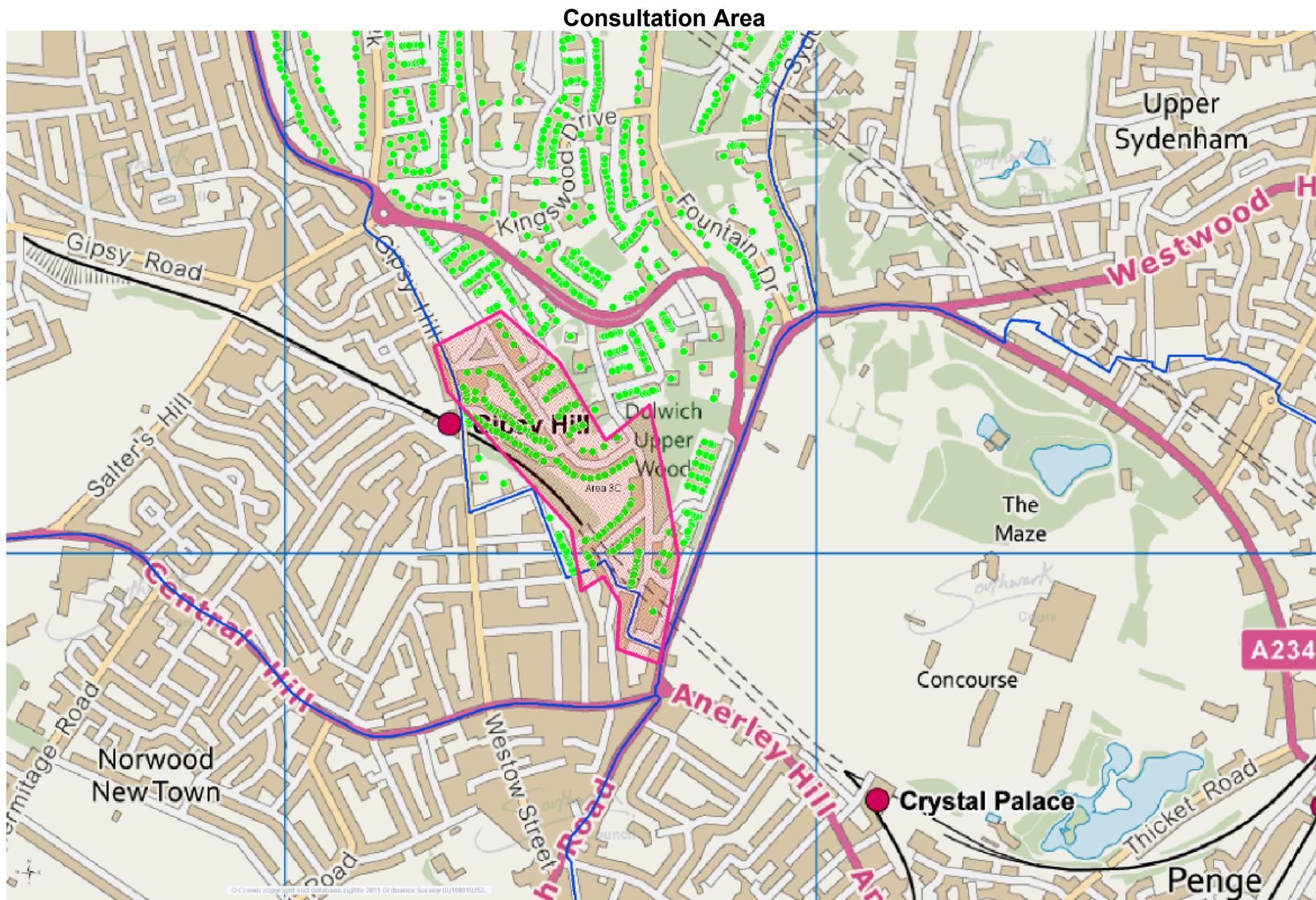
**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

	among road users.	<p>Traffic islands create pinch points and bring vehicles and cyclists into conflict, while build outs remove this conflict. Footway buildouts also encourage cyclists to maintain the primary riding position.</p> <p>For more details the use of buildouts as a traffic calming technique, refer to <i>Traffic Calming</i>, LT N 1/07, DfT (<a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/329454/ltn-1-07_Traffic-calming.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/329454/ltn-1-07_Traffic-calming.pdf</a>), and the <i>London Cycling Design Standards</i>, TfL (<a href="https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit">https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit</a>)</p>
<p><b>Double yellow lines at the junctions</b></p>	<p>Parking loss – Double yellow lines opposite the junctions are excessive as currently the roads are not congested and visibility around the junctions is good.</p>	<p>The extension of double yellow lines aims to improve visibility at or near junctions and reduce the likelihood of collisions occurring by removing obstructive and dangerous parking. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in advance of the distance in which they will be able to brake and come to a stop. The Highway Code (Rule 243) specifies that motorists must not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space.</p> <p>It is part of a LBS Borough-wide initiative to implement no waiting restrictions at any time (Double Yellow Lines) within 7.5 metres of a junction to ensure adequate visibility and increase safety for all road users. This addresses the conflicts between vehicles as well as vehicles and pedal cycles, and vehicles and pedestrians. It should be highlighted that obstructive parking practices and poor visibility at junctions are more dangerous for vulnerable road users, such as young children and people with disabilities.</p> <p>Proposals regarding parking restrictions have been reviewed and the proposed double yellow lines will be reduced to minimise parking loss, subject to any future road safety audits undertaken on the Quietway 7 proposals. On Dulwich Wood Avenue, the double yellow lines opposite the junctions with Rusholme Grove and Colby Road will not be introduced.</p>

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

		<p>Please refer to the Highway Code for more information on safe parking practises <a href="https://www.gov.uk/guidance/the-highway-code/waiting-and-parking-238-to-252">https://www.gov.uk/guidance/the-highway-code/waiting-and-parking-238-to-252</a></p>
<b>New segregated cycle lanes on Dulwich Wood Avenue and Farquhar Road</b>	Light segregation (such as armadillos) should be introduced to ensure cyclist safety.	The introduction of a mandatory cycle lane will improve safety for uphill cyclists. The provision of light segregation will be considered during the completion of the design.
<b>Additional road humps</b>	Existing traffic calming is ineffective	<p>Existing speed cushions will be replaced with sinusoidal road humps which are more effective in speed reduction and encourage safer driving behaviours for all road users, including motorcyclists and drivers of large vehicles. An additional sinusoidal road hump will be introduced to ensure vehicle speeds are appropriate for the 20mph speed limit along the route.</p> <p>Please refer to <i>Traffic Calming</i>, LT N 1/07, DfT (<a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/329454/ltn-1-07_Traffic-calming.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/329454/ltn-1-07_Traffic-calming.pdf</a>) for more details on traffic calming techniques.</p>
<b>Removal of centre line road markings</b>	As Farquhar Road is a hill, and everyone (drivers, cyclists) speed downhill, the existing centre line marking should remain for safety.	<p>Removal of this centre line will promote safer driving behaviours, such as reduction in speeds along the route, and will support the existing 20mph speed limit.</p> <p>TfL has recently published related research highlighting the above, which can be accessed online at the following link <a href="http://content.tfl.gov.uk/centre-line-removal-trial.pdf">http://content.tfl.gov.uk/centre-line-removal-trial.pdf</a></p> <p>However, 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 will take place. Existing centre lines will be maintained elsewhere along the route.</p>

Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road

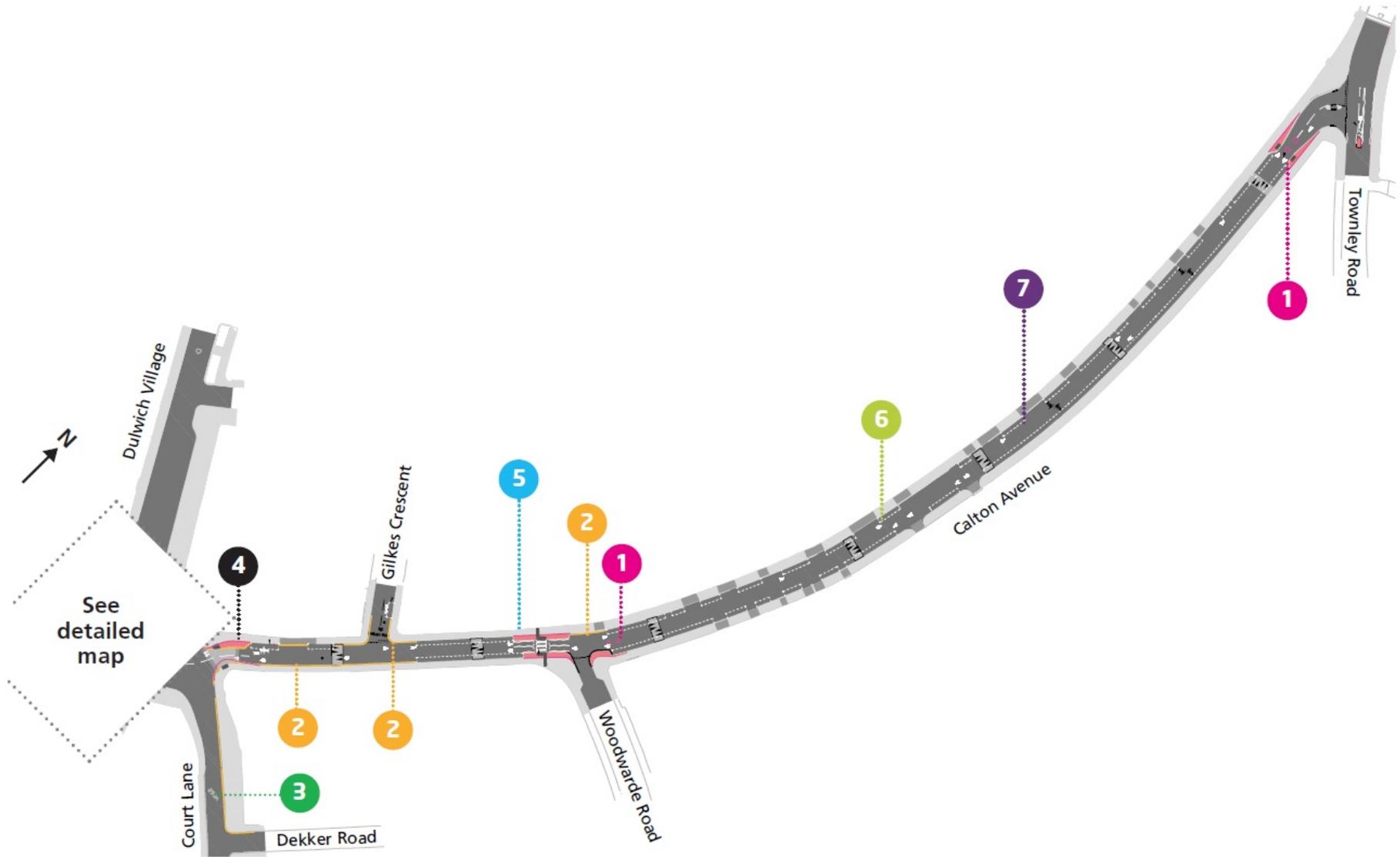


**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

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**Amended Proposals**

Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road



**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

<b>Calton Avenue / Court Lane</b>				
<b>Reference No on consultation Map</b>	<b>Feature proposed during consultation</b>	<b>What you said</b>	<b>Proposed Changes / Action / Amendments</b>	<b>Reasons</b>
2	Parking restrictions at junctions	Concerned about loss of parking, although this had majority support	Review and reduce extent of yellow lines to the minimum required for safety and ease of access to signal junction	<ul style="list-style-type: none"> <li>Yellow lines at junctions will improve safety for all road users</li> <li>Standard borough wide practice</li> </ul>
3	Parking restrictions on Court Lane	Concerned about loss of parking, although this had majority support	Review and reduce extent of yellow lines to the minimum required for safety and ease of access to signal junction	<ul style="list-style-type: none"> <li>Yellow lines on Court Lane will remove pinch point by parked cars and improve ease of access to the signal junction</li> </ul>
4	Parking restrictions on Calton Ave SW of Gilkes Crescent	Concerned about loss of parking. This lack majority support	Review and reduce extent of yellow lines to the minimum required for safety and ease of access to the signal junction	<ul style="list-style-type: none"> <li>Yellow lines will improve safety for pupils crossing Calton Avenue, with the aid of school crossing patrol</li> <li>Yellow lines will improve access to the signal junction</li> <li>A new loading bay provided adjacent to shops on Calton Avenue</li> <li>Car club bay relocated to Gilkes Crescent</li> </ul>
5	New zebra crossing	You feel this at the wrong location. This lack majority support.	Relocate zebra on Calton Avenue to the east of Woodward Road	<ul style="list-style-type: none"> <li>Relocated zebra will be at the best location where most pupils cross the road</li> <li>Safer location.</li> </ul>
6	Provision of marked parking bays	Concerned about the loss of parking. This lack majority support.	Feature dropped	Not well supported
7	Removal of centre line	Concerned that this will reduce safety. This lack majority	Feature dropped on Calton Avenue	<ul style="list-style-type: none"> <li>The road is not intended to be resurfaced, thus</li> </ul>

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

		support.		retain centre line as existing <ul style="list-style-type: none"> <li>Statistical Research shows that removing centre line marking significantly reduces vehicle speeds- <a href="http://content.tfl.gov.uk/centre-line-removal-trial.pdf">http://content.tfl.gov.uk/centre-line-removal-trial.pdf</a></li> </ul>
<b>1</b>	Traffic island removal	Concerned about increased risk for pedestrians and reduced road width. This lack majority support	<ul style="list-style-type: none"> <li>Abandon proposed footway buildout nearer to Townley Road and remove existing refuge island.</li> <li>Refuge Island east of Woodward Road replaced with zebra crossing.</li> </ul>	<ul style="list-style-type: none"> <li>Crossing location not required due to relocated zebra crossing on Calton Avenue.</li> <li>Pedestrians will use refuge island closer to Townley Road end of Calton Avenue</li> </ul>
<b>Calton Avenue / Court Lane</b>				

Amendments to Parking (figures excludes parking discouraged at junctions by introduction of double yellow lines)

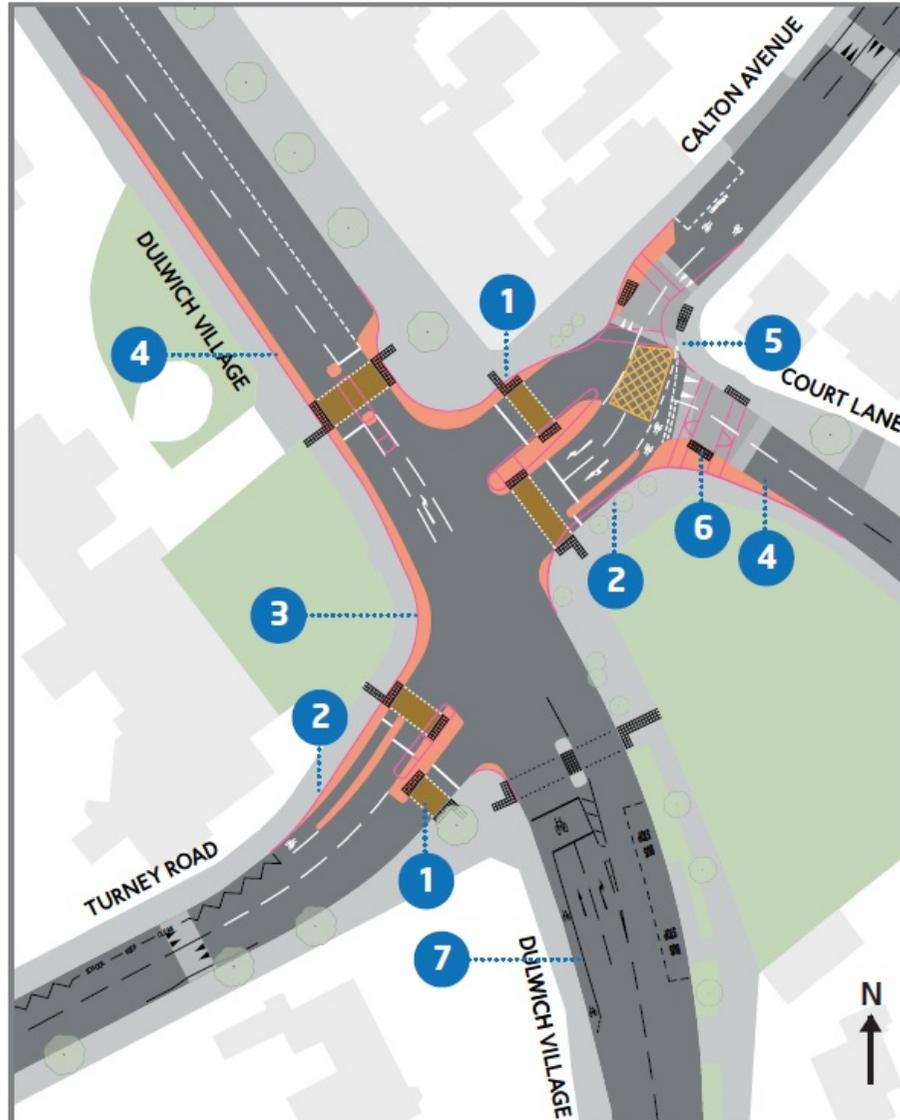
Calton Avenue / Court Lane Parking Amendments (subject to safety audit )-Number of spaces		
	Net gain -	Net loss
<b>Previously Proposed</b>		13
<b>Now amended</b>	No Net change.	

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

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Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road

Dulwich Village Junction map



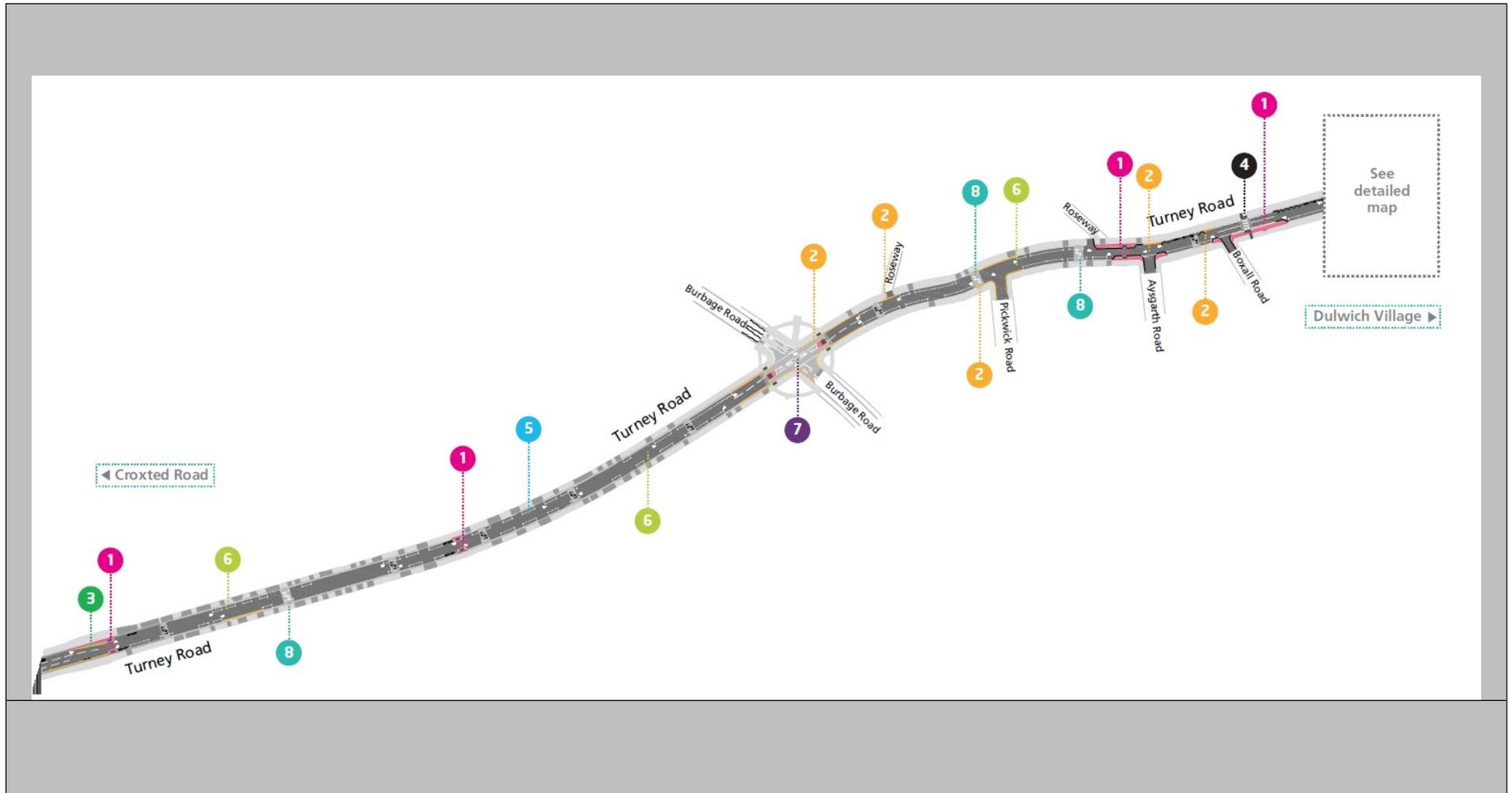
**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

<b>Dulwich Village junction</b>				
<b>Reference No on consultation Map</b>	<b>Feature proposed during consultation</b>	<b>What you said</b>	<b>Proposed Changes / Action / Amendments</b>	<b>Reasons</b>
7	Banned left turn from Dulwich Village northbound	This will cause rat-running in the local area. This lack majority support	Drop proposal subject to detailed design and monitoring post-implementation	<ul style="list-style-type: none"> <li>Ban preferred to accommodate wider pedestrian refuge island on Turney Road.</li> <li>Currently very low flows making this turn in the peak hours (9 veh/hr am, 18veh/hr pm)</li> <li></li> </ul>
6	Court Lane junction layout	Concerned about traffic delays, possible increase in congestion and traffic displacement to adjacent roads. This lack majority support	<ul style="list-style-type: none"> <li>Trial change in priority in temporary materials and reverse change in priority if delays are unacceptable on Court Lane</li> </ul>	<ul style="list-style-type: none"> <li>Proposed layout on Court lane allows segregated cycle lane at the signal junction.</li> <li>Discourage rat running on Court lane</li> <li></li> </ul>
5	Calton Ave / Court Lane change of priority	Concerned about traffic delays, possible increase in congestion and traffic displacement to adjacent roads. Concerned about impact on pupils crossing Calton Avenue with the aid of school crossing patrol This lack majority support	<ul style="list-style-type: none"> <li>Trial change in priority</li> <li>Introduce additional measures to reinforce informal pedestrian crossing on Court lane and Calton Avenue.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed layout will improve safety all road users</li> </ul>
4	Footway widening	Concerned this will increase congestion due to reduction in roads space. This lack majority support	<ul style="list-style-type: none"> <li>Proceed as proposed due to safety benefits for pupils</li> </ul>	<ul style="list-style-type: none"> <li>Footway widening on Dulwich Village will not affect traffic lane</li> <li>Will improve safety for pupils .Pedestrian comfort level assessment indicate congestion at areas where footway widening is proposed-<i>refer to Dulwich Village report</i></li> </ul>
3	Guardrail removal	Concerned about safety for	Undertake independent safety review	<ul style="list-style-type: none"> <li>Some level of</li> </ul>

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

		pupils . This lack majority support	to access extent of removal. Some railings can be retained	<p>guardrail required to prevent pupils from 'spilling' onto the street</p> <ul style="list-style-type: none"> <li>• Unnecessary guardrail may affect footway width at congested areas</li> </ul>
2	Provision of segregated cycle facility	Concerned about conflicts between cyclist and pedestrian at internal stop lines. This lack majority support	<ul style="list-style-type: none"> <li>• Careful monitoring of the compliance of internal stop lines will be undertaken and enforcement carried out if needed eg road signs</li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Segregating cyclists in space and time will improve safety for all road users</li> <li>• Internal stop lines necessary to ensure delays are reduced at the junction</li> </ul>
1	Staggered Crossings	Concerned about: <ul style="list-style-type: none"> <li>• The capacity of island to accommodate volume of pedestrian waiting.</li> <li>• Safety of pupils not waiting</li> </ul> This lack majority support	<ul style="list-style-type: none"> <li>• Undertake pedestrian comfort level assessment of the proposed island.</li> <li>• Review scope for widening island to provide more capacity for waiting pedestrians.</li> <li>• Introduce pedestrian count down to improve safety</li> </ul>	<ul style="list-style-type: none"> <li>• Island will have high kerbs to act as guardrails to restrain pedestrians. Similar to that at Herne Hill</li> <li>• Waiting time reduced for pedestrians (82sec / 72sec vs. 77sec / 69sec)</li> <li>• More green time given to pedestrians :(Turney Road-13sec increased to 65sec /66sec, Calton Avenue-6sec increased to 52sec / 53sec</li> <li>• Improved crossing points further down Turney Road will reduce pressure on this arm of the junction</li> </ul>

# Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7) Calton Avenue to Farquhar Road



**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

<b>Turney Road</b>				
<b>Turney Road</b>				
<b>Reference No on consultation Map</b>	<b>Feature proposed during consultation</b>	<b>What you said</b>	<b>Proposed Changes / Action / Amendments</b>	<b>Reasons</b>
2	Parking restrictions at junctions	Concerned about loss of parking, although this had majority support	Review and reduce extent of yellow lines to the minimum required for safety.	<ul style="list-style-type: none"> <li>Yellow lines at junctions will improve safety for all road users</li> <li></li> </ul>
3	Parking restrictions at Croxted Road	Concerned about loss of parking, although this had majority support	<ul style="list-style-type: none"> <li>Retain as proposed</li> </ul>	<ul style="list-style-type: none"> <li>Yellow lines discourage parking under the bridge which creates pinch point</li> </ul>
4	New zebra crossing	Well supported	<ul style="list-style-type: none"> <li>Retain as proposed</li> </ul>	<ul style="list-style-type: none"> <li>Will improve safety for pupils</li> </ul>
5	Provision of marked parking bays	Concerned about the loss of parking. This lack majority support.	Feature dropped	Not well supported
6	Removal of centre line	Concerned that this will reduce safety. This lack majority support.	Feature dropped	<ul style="list-style-type: none"> <li>Statistical Research shows that removing centre line marking significantly reduces vehicle speeds- <a href="http://content.tfl.gov.uk/centre-line-removal-trial.pdf">http://content.tfl.gov.uk/centre-line-removal-trial.pdf</a></li> </ul>
2	Burbage Road pedestrian improvements	Supported	<ul style="list-style-type: none"> <li>Retain as proposed</li> </ul>	<ul style="list-style-type: none"> <li>Will improve safety for pupils</li> </ul>
8	Additional traffic calming	You felt this was unnecessary and will make it uncomfortable for road users. This lack majority support.	<ul style="list-style-type: none"> <li>Retain as proposed</li> </ul>	<ul style="list-style-type: none"> <li>Spacing of existing humps are inconsistent, some over 100m apart</li> <li>3 new humps will ensure consistent steady speed , necessary to enforce 20mph</li> </ul>

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

1	Replacing traffic island with footway buildout	Concerned buildout will reduce road width and motorists unable to overtake cyclists. You feel traffic islands are safer This lack majority support	<ul style="list-style-type: none"> <li>• Retain as proposed</li> <li>• Detailed design to consider if can be raised to improve pedestrian convenience/safety</li> </ul>	<p>Most of the existing island are not designed for pedestrians and unsafe as a refuge :</p> <ul style="list-style-type: none"> <li>• width &lt; 1.5m,</li> <li>• No kerb protection.</li> <li>• Some islands adjacent driveways</li> <li>• No tactile paving</li> <li>• Unsafe for disabled / visually impaired users</li> <li>• Adjacent parked cars obscures visibility</li> </ul> <p>Islands can't be made wider due to adverse impact on traffic lane (&lt;3.0m).</p> <p><b>Footway buildout :</b></p> <ul style="list-style-type: none"> <li>• Buildout will not extend beyond parked cars</li> <li>• improves visibility for pedestrians</li> <li>• buildouts at junction encourage speed reduction and help to move the give-way lines forward to improve visibility</li> </ul>
<b>Turney Road</b>				

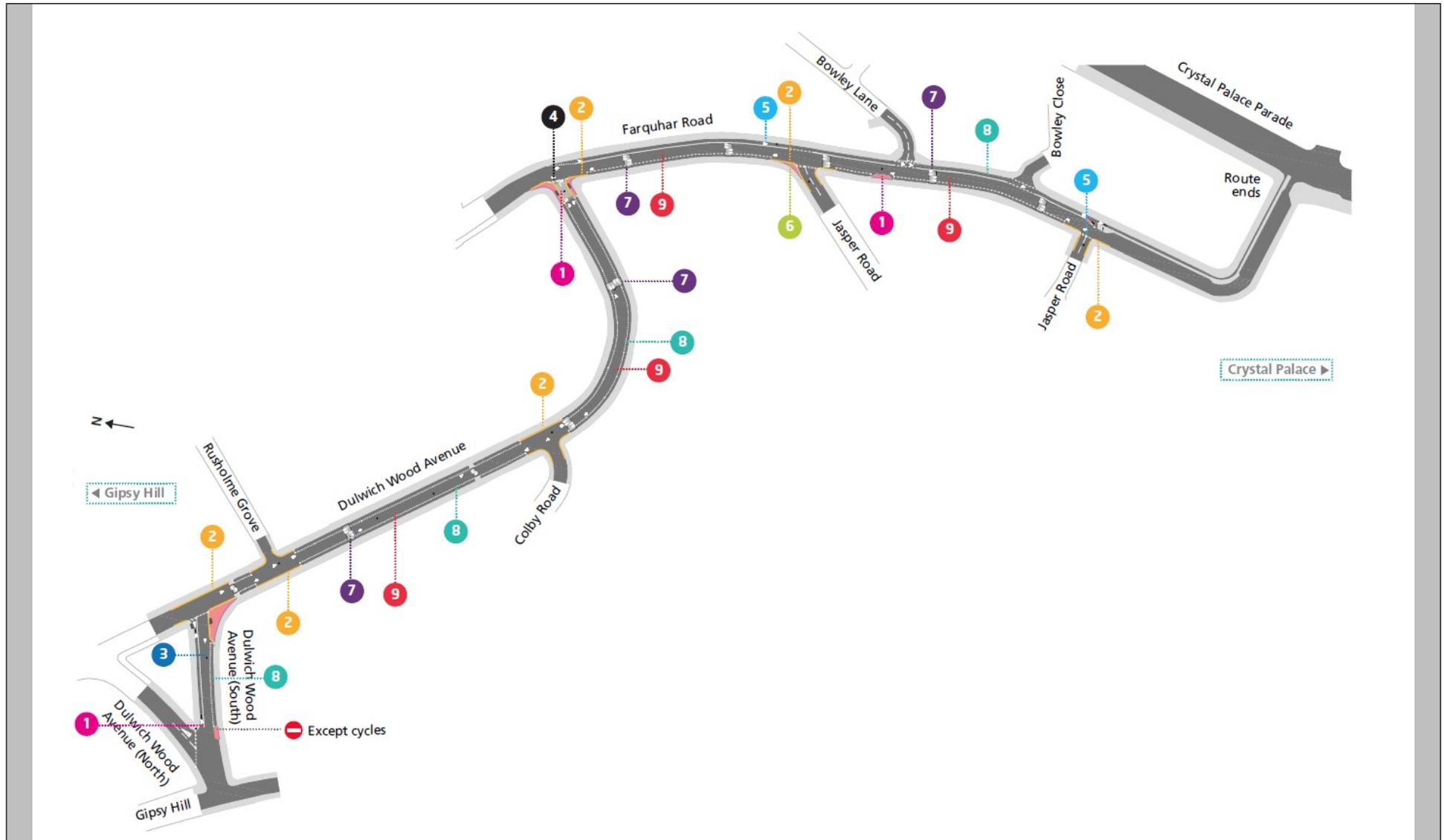
Amendments to Parking (figures excludes parking discouraged at junctions by introduction of double yellow lines and subject to safety audit)

Turney Road Parking Amendments (subject to safety audit )-Number of spaces		
	Net gain -	Net loss
<b>Previously Proposed</b>		20
<b>Now amended</b>	.	14

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

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Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road



Dulwich Wood Avenue & Farquhar Road

Reference No on consultation Map	Feature proposed during consultation	What you said	Proposed Changes / Action / Amendments	Reasons
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**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

9	Removal of centre line	Concerned that this will reduce safety. This lack majority support.	Trial at locations where road is resurfaced otherwise no change to existing lines	<ul style="list-style-type: none"> <li>Statistical Research shows that removing centre line marking significantly reduces vehicle speeds- <a href="http://content.tfl.gov.uk/centre-line-removal-trial.pdf">http://content.tfl.gov.uk/centre-line-removal-trial.pdf</a></li> </ul>
6	New footway buildout at Jasper Road	Concerned that buildout will impeded access /egress to Jasper Road. Majority support.	<ul style="list-style-type: none"> <li>Review swept path during detail design</li> </ul>	<ul style="list-style-type: none"> <li>Buildout will narrow the wide bell-mouth of the junction , improve safety for all road users</li> </ul>
4	Additional traffic calming	Concerns about damage to cars increase in traffic noise and vibration to property This lack majority support.	<ul style="list-style-type: none"> <li>Retain as proposed</li> </ul>	<ul style="list-style-type: none"> <li>Spacing of existing humps are inconsistent, some over 100m apart</li> <li>New humps will ensure consistent steady speed , necessary to enforce 20mph</li> </ul>
5	New mandatory cycle lane	Well supported. You like to see full segregation for the mandatory cycle lane	<ul style="list-style-type: none"> <li>Retain as proposed</li> <li>Incorporate light segregation</li> <li>Liaise with Lambeth re capacity for possible increase in parking due to expansion of Paxton school</li> </ul>	Will improve safety for uphill cyclists
4	Raised table at Dulwich Wood Avenue / Farquhar Road junction	Well supported.	Retain as proposed	Will improve safety for all road users
3	Dulwich Wood Avenue (south) layout	Concerned about cycle safety at junction with Gipsy Hill, right turn hook. Had majority support	<ul style="list-style-type: none"> <li>Review junction to improve safety eg tighten junction to reduce turning speeds and additional humps on Gipsy Hill</li> <li>Liaise with Lambeth to improve traffic calming on Gipsy Hill</li> </ul>	<ul style="list-style-type: none"> <li>New layout will improve safety for all road users</li> </ul>
1	Replace traffic island with footway buildout	Concerned buildout will be unsafe for cyclists. Had majority support.	<ul style="list-style-type: none"> <li>Retain as proposed</li> </ul>	<ul style="list-style-type: none"> <li>In line with Councils design standards and good practice</li> <li>Islands are substandard</li> </ul>

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

				in width < 1.5m. can't be widened due proposed mandatory lane
2	Parking restrictions at junctions	Overwhelming support , but concerned about loss of parking	Amend extent of yellow lines Remove proposed yellow lines on Dulwich wood Avenue: <ul style="list-style-type: none"> <li>• opposite Colby Road</li> <li>• opposite Rusholme Grove</li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Will improve safety for all road users</li> </ul>
8	Provision of marked parking bays	Not supported	Feature dropped	Not well supported
<b>Dulwich Wood Avenue &amp; Farquhar Road</b>				

Amendments to Parking (figures excludes parking discouraged at junctions by introduction of double yellow lines and subject to safety audit)

Dulwich Wood Avenue Parking Amendments Number of spaces		
	Net gain -	Net loss
<b>Previously Proposed</b>		14
<b>Now amended</b>	.	12

Farquhar Road Parking Amendments-Number of spaces		
	Net gain -	Net loss
<b>Previously Proposed</b>		47
<b>Now amended</b>	.	47

**Appendix D- Elephant & Castle to Crystal Palace Quietway (QW7)  
Calton Avenue to Farquhar Road**

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