Camberwell regeneration
Streets
Public consultation report  May 2013

- Camberwell library and public space
- Camberwell Green
- Streets (highway improvements)
- Pocket spaces (proposed areas)

Supplementary Planning Document (covers Camberwell Community Council area)
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Introduction

On 21 January Southwark Council launched the consultation of five projects as part of the £11m Camberwell Regeneration programme, this included the library and public space, the Green, the Streets, Pocket Spaces and the Supplementary Planning Document (SPD). This consultation, which was held in conjunction with Transport for London and Lambeth Council, ran for six weeks, and closed on 8 March for all projects except the Camberwell SPD which ran for 12 weeks and closed on 12 April.

A summary of the five projects and further information can be found for each project on the website – www.southwark.gov.uk/camberwellregen

This consultation report is dedicated to the responses for the library and public space. Please refer to the Camberwell regeneration introduction for a summary of the five projects stakeholder engagement activity.

Camberwell Streets

- **Project summary:** This is a major initiative to drive forward improvements to Camberwell town centre in order to provide streetscape and public realm improvements. Focussed on improving the streetscape within Camberwell, funded through Transport for London’s Major Schemes programme, the aim is to transform the town centre.
- **Intended outcomes:** The regenerated streets are expected to include: improving the area’s transport connections; create a new space for London which promotes the aims and objectives of the London Plan and Mayor’s transport strategy; the creation of a ‘focus of activity’ balancing commercial and local community aspirations; reduce crime and perceived fear of crime; and increase coherence of the space by acknowledging the diverse needs of the community.
- **Consultation status:** An initial consultation was undertaken between October and December 2011.
- **Project timeline:** Construction is expected to start winter 2013 and anticipated to conclude by March 2015.
- **Summary of six week stakeholder engagement:** For the public to see the two proposed options; present the benefits of the scheme and provide opportunities to comment at the events and online.
• **Exhibition content for Camberwell Streets:** This project presented two A1 sized display boards containing proposed concept visuals, different options to compare and consider, location diagrams and text to explain the proposals. Visitors were asked to view the two proposed design schemes, ask questions and complete the project consultation questionnaire either at the event or online.

• **Streets:** Two boards with two options of location map and key, visuals and photographs
  - **Option 1** – provide staggered pedestrian crossings at the main junction, footway widening adjacent to the Green; replacing existing cycle lane with 1.5m blue cycle surfacing, relocate bus stop Q adjacent to the Green
  - **Option 2** – add a two metre mandatory cycle lane eastbound, CS5 logos westbound in a 3.8 metre wide traffic lane, relocate bus stop Q (buses to Brixton) to Orpheus Street, provide a new pedestrian crossing on Denmark Hill.

• **Handouts** – Design summary double-sided flyer explaining the common features of both options and the detailed differences between each design.

• **Postal mailing for Camberwell Streets/Transport for London:** At the request of TfL a specific postal mailing was generated to 4762 residents and businesses in the Southwark (4443) and Lambeth (319) boundary on Tuesday 5 February. A total of 5000 double sided letters were printed at A4, two options design at A3, and questionnaire double sided with a postal prepaid reply folded mechanism. SE5 Forum/Camberwell is Cool representatives hand delivered the remaining 238 envelopes to businesses along Denmark Hill and Coldharbour Lane on Friday 8 February. When the consultation closed 420 responses were received, including 271 as a direct result of this mailing.

TfL will be publishing a report on the consultation of the whole of the Barclays Cycle Superhighway 5 route. Please visit www.tfl.gov.uk
Stakeholder groups specific engagement to Camberwell Streets

The 1000+ database of individuals and stakeholder groups were categorised as follows:

- Southwark and Lambeth Councils – cabinet members, ward councillors, relevant project personnel and departments
- Residents and businesses
- Forums and networks
- Tenants residents associations
- Nurseries, primary and secondary schools within one mile radius
- Churches of all faiths within one mile radius
- Interested Parties database from the redevelopment of Camberwell Leisure Centre project
- Consultation respondents and those people that registered to be kept informed only

In addition to the above, specific stakeholder groups with an interest in this project were kept informed by email and met with at exhibitions and at one-to-one meetings where the design schemes were available.

- **SE5 Forum** – meeting held on Tuesday 22 January
- **Friends of Camberwell Green** – meeting held on Weds 20 February
- **Camberwell Society** – sub group planning meeting held on Thursday 28 February

Specific invitations to meet at nearest exhibition

- **Southwark Pensioners Centre**
- **Parkside Medical Centre**
- **Magistrates Court**
- **Southwark Disability Association**

PowerPoint presentation written about Camberwell regeneration specifically aimed at eight to 16 year olds, and delivered by the group leaders of these organisations

- **Youth Community Council**
- **Scout Association – Southwark district (SE5)**
- **Southside Youth Leaders Academy**
Consultation analysis

There were 399 individual comments on Camberwell Streets added online with an additional 23 emails received. The respondents from 23 emails have been recorded and their comments included in the statistics and throughout the report. **422 responses in total.**

These are the questions asked on the consultation form. Please note that not all boxes were responded to which is why they do not all add up to the same amount.

1. **We propose to relocate bus stop Q (towards Brixton) from outside Butterfly Walk. Which location would you prefer it to be moved to?**

![Pie chart showing responses]

**387 responses**

**Additional comments**

- I support the proposal to relocate bus stop Q to Orpheus Street.
- I like the idea of relocating Brixton buses to Orpheus Street.
- The Camberwell Green bus stop would be too far from the main shopping centre, and a major road to cross before getting to the shops.
• Don’t support relocation of bus stop to Orpheus Street, as I feel it would be unsafe (or seemingly so) in late evening.

• Bus stop Q is convenient for shoppers with heavy loads especially elderly people. If moved it would make it more difficult for more shoppers.

• Orpheus Street is very quiet street without shops and few pedestrians. Moving a bus stop to this area would be putting people at risk of being mugged.

• As the area is very dark and women will feel intimidated as they’ll be on their own, even with a mobile for company, as it is all hemmed in by walls, behind Morrison’s it doesn’t reassure us that its any safer now than it was then, who knows what’ll happen? We’d rather err on the side of caution, I certainly wouldn’t stand there waiting for a bus even if my mobile was switched on for any reason.

• This is not the first time the Orpheus Street option has been proposed and the argument is still the same – NO! We’ve fought many years to get bus lanes installed and the idea is to speed up bus journeys and the reason for this is to get passengers from A-B, C, D and E and wherever else we need to be for various appointments, if we miss hospital and doctors’ appointments then we have to wait ages for another appointment, just like the buses, you wait ages and then several come at once, but not always when you want! We can’t miss appointments, and the means to get to work, so we need bus lanes, it all contributes to the obsession for ‘economic growth’!

• No removal of bus lanes (it’s taken us years to install them!), and no sending passengers round into dark lonely corners where women or any lone passenger can be preyed upon, e.g. Orpheus Street, where the buses come round to go straight across into Coldharbour Lane, please!

• ^SLS-1 - Moving bus stop Q and thereby reducing the pressure on the eastern footway of Denmark Hill seems sensible. We can see the merits of both alternative locations, both of which need enlivening with additional people.

• +Sus - We would advocate relocating bus stop Q to Orpheus Street (Option 2) as opposed to adjacent to Camberwell Green (Option 1). However, it is essential that attention is paid to revitalising this street and surrounding area to improve the personal security of pedestrians, cyclists and bus passengers using this street, particularly at night. In addition, requiring passengers to change buses that serve stops P and Q at the previous set of stops adjacent to the Camberwell Road shopping parade (stops A and B) is not an appropriate option for pedestrian safety.

• +Sus - Sustrans strongly recommends maintaining the bus stops at the north end of Denmark Hill – if the northbound bus stops are located either side of the current pedestrian crossing this could create conflict between cyclists and vehicles at the junction. Cyclists will have to come out behind buses, forcing them into the traffic and increasing their vulnerability.

• #CSoc - The Society supports the relocation of the northbound bus stop to either side of the current pedestrian crossing to provide more waiting space. The Society welcomes the proposed relocation of bus stop Q (for buses towards Brixton) from outside Butterfly Walk to Orpheus Street with bus stands in Daneville Road and Coldharbour Lane.
2. Would you prefer to see a widened footway on the western side (adjacent the former Job Centre) or eastern side (adjacent Camberwell Green) of Camberwell Road and Denmark Hill?

385 responses
- SLS-1 – Western. This seems preferable as the western footway of Camberwell Green’s western side is far more heavily used (although it would balance up a little if bus stop Q was moved to the eastern footway).
- The pavement should be widened on the west side of Denmark Hill, outside the end of Card Corner and Claire’s butchers where the pavement is very narrow. To widen on the east side would expand further the huge paved area with no benefit and encourage still more Euro bins.

3. We have suggested a new pedestrian crossing on Denmark Hill by Love Walk and on Camberwell New Road (adjacent the entrance to Camberwell Passage). Which crossing would you consider to be the most needed?

381 responses
Additional comments

Camberwell New Road

• The crossing is needed at Camberwell Passage; many people risk their lives by darts across the road. Especially because there is now a Tesco there, the crossing is needed now more than ever.
• Camberwell New Road should have a pedestrian crossing by Tesco.
• Both options in Q3 are sensible - would support both but if just one then Camberwell New Road.
• Would prefer improved crossings around Camberwell area which would allow crossings/access easier and near to smaller shops. ie crossings on Camberwell New Road where new accommodation near Camberwell Passage, prefer not to lose any driving lanes.

Denmark Hill by Love Walk

• Definitely in need of a pedestrian crossing across Denmark Hill between Coldharbour Place and Love Walk. I have to dodge traffic and cross the main road every morning and evening and it scares me each time as traffic is unrelenting - feel like it’s an accident waiting to happen.
• Living on Love Walk (Denmark Hill) it is both dangerous and difficult to cross the road here. A pedestrian crossing would be welcome.
• Really in favour of crossing by Love Walk on Denmark Hill - much needed.
• Especially support pedestrian crossing or at least a traffic island to keep pedestrians cross Denmark Hill by Love Walk. Two staff have been injured here that I know of.
• This is a very good idea to have a pedestrian crossing on Denmark Hill by Love Walk as we need it. Thank you.
• Definitely need a pedestrian crossing by Love Walk as I work opposite and it is dangerous.
• Priority needs to be new pedestrian crossing on Denmark Hill by Love Walk. Currently extremely dangerous crossing the road.
• I live in alley between Love Walk and Coldharbour Lane and am very keen on a crossing there. And refuge island on Denmark Hill.
• Traffic island at Denmark Hill/Love Walk not pedestrian crossing.
• ^SLS-1 - Denmark Hill by Love Walk. This seems most needed as Denmark Hill is more difficult to cross. We would, however, stress that there is a strong case for both pedestrian crossings to be provided.
• +Sus - Sustrans supports the proposals for Coldharbour Lane / Denmark Hill that are outlined in Option 2, specifically the additional pedestrian crossing on Denmark Hill.
Other

- Q3 - both would be my answer. I use both routes each week; Love Walk is currently more frightening.
- Q3 - both of these crossings are much needed. Why not let me indicate ‘both’ in the responses?
- The new pedestrian crossing at Love Walk and Camberwell New Road are excellent ideas.
- Need pedestrian crossing at both Love Walk and Camberwell New Road Passage.
- Broadly option 1 seems the best compromise, but the crossing of Denmark Hill at Love Walk should also be included.
- If you go for the crossing at Camberwell New Road, please put an island in road for Love Walk crossing.

4. On Camberwell New Road westbound (towards Oval), would you prefer to see a 4m wide traffic lane incorporating 1.5m cycle surfacing, OR an extended footway and 3m traffic lane with cycle logos?

401 responses
5. **On Camberwell Church Street would you prefer to see 1.5m advisory cycle lanes in both directions, OR a 2m mandatory cycle lane eastbound (towards Peckham) and Barclays Cycle Superhighway route logos westbound (towards Oval)?**

**Additional comments (for 4 and 5)**

**Cycling infrastructure**

- On Camberwell New Road neither option 1 or 2 are supported as:
  - eastbound, both options involve painting half of the existing bus lane blue. This ‘gesture engineering’ is a waste of money that would mean no practical improvement for cycling while detracting from the public realm. Worse still, the bus lane terminates well before the Advanced Stop Line, for which there is no lead-in lane to allow people cycling to bypass queuing motor vehicles. In other words cyclists would have to squeeze between vehicles to reach the ‘bike box’, hardly safe. This is made worse by making the nearside lane left-turn only, forcing cyclists going straight on to have to pull out into the offside lane. This is very bad practice anywhere, let alone as part of a cycle superhighway proposal. A lead-in cycle lane between the two general traffic lanes is needed.
  - westbound, option 2 proposes a very tight 3m profile - even with a 20mph speed limit it goes against all design guidance to squeeze high volumes of cyclists with high volumes of motor traffic. Option 1 is no better as it proposes one of TfL’s wholly discredited ‘ghost lanes. All experience shows these do not work and are not respected by drivers.
  - instead the bus lane should be removed and replaced with 2m wide cycle lanes in each direction.

- The cycle lanes should be mandatory designated cycle lanes in either direction.

- An acceptable option that would take at least some account for cyclist’s safety would be a 1.5 metre mandatory cycle lane for both directions of the CS5 with double yellow lines to prevent parking in the lanes. Ideally a segregated lane would be provided.
• You must consider 2.0m mandatory cycle lanes in both directions on all main routes through Camberwell, with bypasses to the left of all bus stops.

• Prefer cycle lanes both ways really. I am a bit concerned re losing bus lane as they should have priority.

• I would like to see, regarding Q5, a 2m mandatory cycle lane in both directions. It is very dangerous stretch for cyclists.

• Please do not remove cycle lanes! (Camberwell New Road) 1.5m on both sides is better than logo on one side, as logos do NOTHING to tell drivers that cyclists will be there. They are ignored and we are squeezed or intimidated from behind.

• It is critical to build proper cycle infrastructure. There should be dedicated cycle lanes where possible, blue paint within an existing traffic lane is not sufficient. Southwark’s cycling facilities are terrible when compared with North London boroughs; this is a chance to change. I would prefer for you to get the cycle facilities right in at least ONE direction (mandatory 2m lane in the busiest direction) than have a poor solution in both directions

• Where there are mandatory cycle lanes it should be mandatory that cyclists stay in them.

• A 4 metre wide lane with a blue surface is frankly awful and a 3 metre lane with blue logos is even worse. Neither of the proposals are an acceptable quality to be called super. It’s clear from what is planned that CS5 does not really care about cycle safety as all the blue paint in the world will not stop a motorists who drives carelessly or dangerously killing a cyclists nor will it make novice or weak cyclists feel happy cycling in with London’s often aggressive commuter traffic.

• The proposals for the CS5 are woefully inadequate and frankly, what you are proposing is worse than what currently exists. You need mandatory cycle lanes both ways, and main carriageway lanes narrowed to make room for them.

• Equally I would very definitely prefer a proper road surface, not a painted one like on so many other Cycle Super Highway lanes, because painted ones promote skidding on bicycles when changing direction suddenly at speed, and further promotes accidents, not reduces them.

• On Q.5: Add but with mandatory lanes in both directions.

• Please, whatever you do, do NOT impose 3m “all-purpose” traffic lanes and expect them to be used by bicycles. It is absolutely horrible to cycle in narrow lanes, with buses/taxis/cars/trucks inches from your back wheel, unable to overtake. Cheapside in the City of London is the worst example of this. Please do not use it as a precedent.
• #CSoc - On balance the Society feels that the best provision for cyclists would be 1.5m advisory cycle lane in both directions.

• +Sus – Sustrans is disappointed with the lack of ambition in the scheme. Between Comber Grove and Camberwell Green, there is currently an advisory cycle lane. Option 1 proposes blue surfacing on a widened traffic lane, which would result in the removal of the cycle lane. Sustrans is strongly opposed to this measure. Instead, we recommend the provision of a mandatory cycle lane on the western side of Camberwell New Road. As a minimum, the advisory cycle lane should be retained because blue surfacing is an inadequate measure and motorists do not always pay good attention to its presence.

• ^^LS-2 - On Camberwell Church Street we prefer option 1 as narrowing the carriageway will reduce vehicle speeds and the cycle lane will give better protection for cyclists.

• #CSoc - The Society welcomes the proposals to replace the westbound cycle lane with 1.5 m of blue surfacing within a 4 m wide traffic lane and provide the blue cycle surfacing in the eastbound bus lane.

6. Do you support the proposals for Barclays Cycle Superhighway Route 5 through Camberwell?

387 responses

Additional comments

• Barclays Cycle Superhighway is a good idea but at the end of the day it is only paint on the road. To properly ensure the safety of cyclist, there needs to be a kerb between the cyclist and cars. Problem is car-driver simply do not respect cyclists.

• The proposals contained for CS5 in Camberwell are a complete waste of time, money and blue paint. They will achieve nothing for cyclists and are generations behind what is being proposed in Camden, Hackney and Stratford. They are certainly not part of the “Go Dutch” initiative which was signed up to by all parties at the last mayoral election.
The Cycle Superhighway routes should be planning alongside parking restrictions. My experience of the routes since their inception is that in busy areas, they are dangerous at the weekends. For example, cycling through Clapham, cars park on the cycle route at weekends, forcing cyclists into the narrowed lane of traffic and into the path of vehicles. It would be disastrous if the same were to happen in Camberwell, although I am broadly supportive of the superhighway route extension.

As a hardened cyclist I can honestly say the blue cycle lanes are ineffectual and a waste of money.

The cycling proposals are simply not good enough. There are thousands of cyclists using this road every day and they need better infrastructure than this. Please ensure that the proposals for cycling infrastructure in Camberwell conform to the London Cycling campaign’s ‘Go Dutch’ principles. Otherwise they’re a waste of time and blue paint.

It is essential that plans for the new Street plan for Camberwell and the Cycle Superhighway 5 are finalised before the blue route is created. Otherwise neither can be optimised to serve pedestrians, cyclists and vehicles.

Personally I feel any cycle super highway should be routed away from busy congested junctions & roads, a dedicated route down Wyndham Road and on the South side of Burgess Park would seem appropriate. Apparently, alternative quieter cycle routes are proposed for the future. I have been told left turn only lanes as to be installed at the Camberwell Green end of Camberwell New Road make it more difficult for cyclists. The proposed two lane cycle way across the Leisure centre car park to provide ‘permeability’ for cyclists is a complete waste that will reduce the car park capacity and thereby disadvantage the less mobile and disabled reliant on motorised transport to get to this vital health facility.

No off peak parking in the Super-highway blue lanes - this makes them useless!

Scrap the cycle highways and put the other lights by Camberwell Passage.

7. Do you support our overall proposals for Camberwell?

385 responses
8. **Any further comments**

This section enabled respondents to add any further issues concerning the options design and landscape, captured by the main topics of interest.

**a) Turning right from Camberwell Grove onto Camberwell Church Street**

- Really important to do something at Camberwell Grove intersection with Camberwell Church Street. It’s difficult for pedestrians to cross - it’s a wide road and cars often travel very fast through there.
- Camberwell Grove should be studied to see if it is practical to make this one-way (i.e. the same as Grove Lane) as it is currently used as a rat run.
- Allow turn right out of Camberwell Grove onto Camberwell Church St.
- Ideally Camberwell Grove should be no through access (closed off at current road narrowing over railway), but I don’t think this is part of the current scheme.
- Are you aware that cars use Datchelor Place as a “u turn” spot to enable them to effectively turn right from Camberwell Grove onto Camberwell Church Street? Your proposal to close it may affect traffic flows elsewhere.

**b) Turning right from Camberwell New Road onto Camberwell Green (Denmark Hill) (FOR)**

- There should be a right turn for traffic wishing to turn south off Camberwell New Road in to Denmark Hill. The current alternative is cumbersome, little known and used and creates unnecessary traffic on side roads and delays.
- Make Camberwell New Road/Camberwell Green left turn only for buses and cyclists: cars use Medlar Street.
- I think the right turn from Camberwell New Road onto Denmark Hill needs to be improved, particularly for cyclists.
- I consider that the right turn from Camberwell New Road to Denmark Hill should be reinstated at the traffic lights at the cross road. The red time would not be increased in view of the pedestrian crossing requirements. This would reduce rat running from Camberwell Church Street into Camberwell Grove.
- A turn right filter from Camberwell New Road to Denmark Hill so all traffic can turn right and not just the buses.
- Reinstatement of a right turn at the Camberwell Green junction up Denmark Hill for traffic heading east along Camberwell New Road would benefit residential streets to the east of the Green by keeping traffic on the main roads and away from residential roads which are not suitable for it. The route via Medlar Street has not worked - very little traffic uses it, because it is inconvenient and slow.
- Please reinstate the right turn for traffic on Camberwell New Road onto Denmark Hill. Diverted traffic trying to travel south is using local residential streets and the volume of traffic is now dangerous, particularly outside Dog Kennel Hill primary school.
• Allow right turn from Camberwell New Road into Denmark Hill, to take traffic pressure off side streets

• Traffic from Vauxhall (Camberwell New Road) should be allowed to turn right at the Green. Few vehicles use Medlar Street, and if they don’t make this turning they are forced to go along Camberwell Church Street and turn right up Camberwell Grove. This is a residential road with a weak railway bridge. Many of the children from Lyndhurst and Dog Kennel Hill schools need to cross this road, but it is so busy. It is a completely unsuitable road to have this level of traffic, but it has been made busy by changes made at the Green years ago - removing the right turn and closing the bottom of Grove Lane and Daneville Road to make it nearly impossible for cars to use Grove Lane.

• #CSoc - The Society would like the council to consider allowing all traffic, not just buses, to turn right into Denmark Hill at the main junction. At the moment right turning traffic is supposed to use the Medlar Street route but often it does not. Vehicles then attempt dangerous u turns in Camberwell Church Street. The opportunity to do a u turn will be reduced with the proposed traffic island extension to Wren Road and we are concerned that this will result in vehicles using Camberwell Grove, either to turn around in or as an alternative road to Denmark Hill. We would be concerned at any increased traffic flow on residential roads such as Camberwell Grove. If this suggestion does not prove practical as a secondary suggestion we would urge to council to improve the signage for the Medlar Street turn, particularly as this involves cutting across a bus lane.

NOTE: At the end of this section there are the comments received by email from residents and stakeholders proposing to reinstate the right turn at Camberwell Green from Camberwell New Road.

c) Nearside left turn at Camberwell New Road to Camberwell Road

• At the proposed ‘left turn only’ lane from Camberwell New Road at Camberwell Green, do you propose that cyclists wishing to continue straight use the left lane? Or can put blue Superhighway paint at the left edge of the ‘going straight’ lane to make it obvious? Otherwise I foresee cars turning left into cyclists as the cars aren’t obliged to indicate left if the lane they’re in “left turn only” effectively indicates for them... not worth risking cyclists lives on a mix-up like that when we can avoid it by very clear signage and painting on the road.

• Awful idea making left turn only at Camberwell New Road, surely just stop left turns full stop, as very little traffic needs to turn left.

• You should not change the near-side lane at Camberwell New Road, to left-turn-only. The traffic here is really bad, this will only aggravate it. Maybe limit the left-hand rule to off-peak hours.

• I do not support the proposal to make the nearside traffic lane in Camberwell New Road left-turn only. This would seriously restrict traffic flow. The nearside lane should be for left-turning and forward traffic, and the outside lane should be for traffic turning right (legally) into Denmark Hill. The present arrangement means that cars either make a U-turn after crossing the junction or turn right into Camberwell Grove, both of which are undesirable.
Approaching Camberwell Road from Camberwell New Road, the cycle lane disappears to be replaced by a left-turning traffic lane. This will put cyclists in conflict with left-turning traffic, and potentially block cyclists from accessing the ASL box while traffic is queuing. A similar situation exists at the junction of CS8 with Vauxhall Bridge. The cycle lane should be continuous to the junction, and possibly cyclists could have an advance start in the phasing of the lights. Please avoid ‘ghost’ cycle lanes. A logo in the centre of a traffic lane is clearly not a cycle lane at all. Continuous mandatory lanes should be created in all cases.

#CSoc - The Society does not agree with the need to make the near side eastbound lane on Camberwell New Road left turn only into Camberwell Road.

^SLS-1 – Strongly supports the proposal to make the nearside eastbound lane on Camberwell New Road at its junction with Camberwell Green left turn only.

d) **Turning right from Denmark Hill into Coldharbour Lane**

- Don’t need a right hand turn from Denmark Hill to Coldharbour Lane.
- I oppose a right turn onto Coldharbour Lane from Denmark Hill, assuming this would necessitate the introduction of a right turn filter that would slow up traffic coming down Denmark Hill.
- #CSoc - In the absence of evidence concerning the Council’s statement about not reducing traffic flow we are concerned at the proposal to allow the right hand turn of cars from Denmark Hill to Coldharbour Lane.
- There is apparently a proposal to introduce a right hand (i.e. Westwards) turn from Denmark Hill into Coldharbour Lane. Such a proposal would lead to serious additional traffic congestion on Denmark Hill of both South and Northbound traffic. It seems completely unnecessary since at present traffic (especially buses) flows smoothly through a loop via Orpheus Street from Denmark Hill to Coldharbour Lane. It is difficult to understand why any change could be needed.
- With or without the reintroduction of the right turn from Denmark Hill to Coldharbour Lane the left lane from Coldharbour Lane to Denmark Hill should be made left turn only. The pedestrian crossing lights across the, to be raised, entry to Milkwell Yard should be removed. Repeater lights should be introduced at this junction to advise motorists travelling north that have passed the main lights on green and been delayed by queuing traffic while the lights have changed to red and pedestrians have been given the green man to cross Denmark Hill.
- We suggest that Orpheus Street is kept as the route for buses and cars entering Coldharbour Lane as it is now. This keeps two forward lanes south on Denmark Hill. The relocation of bus stops into Orpheus Street is not a problem as it is a wide one way street with no car parking, already used for parked buses with no build up of other traffic.
e)  **20mph restrictions (for)**

- I support the 20mph speed limits in Camberwell Green approaching roads. Denmark Hill for example is a notorious speed way.
- Maybe even a 20mph zone on Comber Grove too as the school is there and the Youth Centre where young people cross to go to the shops. Accident waiting to happen.
- Strongly support 20mph speed limit.
- 20mph to be enforced.
- More pedestrianisation. 20mph speed limit vital
- 20mph speed limit - Enforcement of speed limits in current 20 mph zones -- now routinely ignored.
- 20 mph speed limit in the whole area under consideration would be good for pedestrians and cyclists, and probably increase overall traffic speed
- I am very much in favour of the 20mph speed limit proposed for CS5 but I am concerned that localised speed restrictions like this have not so far led motorists to drive calmly or considerately anywhere else. On Camberwell New Road and all the residential roads around (where it is not proposed to change the present 30mph limit) it is very likely that traffic speeds would remain too fast for comfortable cycling. To achieve results in a reasonable time frame speed limits throughout inner London must be cut consistently to 25mph or less on all the “A” roads and 20mph on all the “residential” roads. Only then will roads become safe and inviting enough to encourage more people to take up cycling.
- SLS-1 - Yes. We are particularly pleased that 20mph limits will accompany it.
- +Sus – We welcome the introduction of a new 20mph speed limit from Medlar Street to Benhill Road. However, we would prefer to see this extended for as much of the CS5 route as possible. In addition, we would support the introduction of a 20mph speed limit running North-South from Camberwell Road to Denmark Hill.
- #CSoc – notes the conclusions of the March 2012 report “Reducing Road Danger to Southwark-Effectiveness of Current Strategies” prepared by Southwark Living Streets, Southwark Cyclists & Road peace that when properly enforced 20 mph zones lead to a dramatic fall in casualty numbers (predominantly amongst the most vulnerable road users). Accordingly, the Society welcomes this proposal.
- ^^LS-2 – We strongly support the new 20 mph speed limit through Camberwell town centre.

f)  **20mph restrictions (against)**

- I think a 20mph speed limit on Camberwell New Road will increase driver frustration; and be hard to police, And is therefore be a counterproductive step.
- We do not support the proposed 20 mph speed limit.
• Traffic flow must be maintained and only necessary pavement widening undertaken. I oppose the 20mph limit and inset bus stops.

• It takes long enough to cross the road in Camberwell at present speeds without it being reduced to 20mph.

• The proposal to lower the speed limit to 20mph is ridiculous. I hope the planned improvements actually allow vehicles to reach 20mph! (rather than the present 5-10mph due to congestion 24/7)

• Do not agree with 20mph limits.

• It is indicative as to how poor and behind the times these proposals are, that the proposal for 20mph currently excludes Denmark Hill and Camberwell Road, despite Southwark Council recently having voted for its streets to become 20mph.

\(g\) Crossings (Main junction)

• Re pedestrian crossings at the main crossroad junction I would prefer wide straight pedestrian crossings without the central reservation and more priority to pedestrians. And the crossing from Camberwell Green to the bus stops in front of the closed Job Centre is essential.

• I like the idea of a straight-across pedestrian crossing.

• Only one of the arms has a lead-in cycle lane and it is too short to comply with DfT guidance, i.e. to be longer than peak hour queues. The proposal for three general traffic lanes and no (or just a stump) cycle lanes on the northern and southern arms is unacceptable. This is due to be a cycle ‘superhighway’ within a year of completion of this scheme so would need to be redone - the total failure to join up planning is likely to waste money and result in a breach of the fiduciary duty to the taxpayer. Straight across pedestrian crossings would be much better - even if these cannot easily provided, the stagger on the southern arm is particularly excessive and should be reduced.

• This is a lost opportunity to create a focal point. While the width of the road would make Oxford Circus style crossings impractical, the junction should be gently raised up, as on A10 Bishopsgate in the City, which dramatically improved safety.

• Disappointing that it isn’t more radical, for example providing diagonal crossings e.g. Oxford Circus style. Needs to prioritise pedestrian’s movement over all other modes.

• I would personally welcome some kind of redesign of the pedestrian crossing from corner of Camberwell New Road and Camberwell Church Street to Camberwell Green. eg like the Oxford Street crossing.

• The crossing MUST be an Oxford Circus star with countdown.

• Improve crossings at Camberwell Green towards Denmark Hill, not safe.

• The most important thing is to introduce direct pedestrian crossings on all four roads at the main junction so that pedestrians don’t need to wait twice to cross the road. Also, a pedestrian crossing on Camberwell Road between the Green and Camberwell Passage is important.
Main Camberwell Green junction in dire need to being simplified for pedestrians. Ideally an Oxford Circus style crossover. Failing that, at least allowing pedestrians to cross over the roads without having to stop at the various mid-points. Currently takes about 5 minutes to get from one corner to another e.g. doctor’s surgery to Tiger Pub. Difficulties encourage crossing at more dangerous points away from the junction.

Please make the crossings more pedestrian friendly. I wait ages for a green man and it takes so long - then cars that have run a red light come through it and I have to wait again! How about a big X so we can cross diagonally?

+Sus - At the main junction, straight across pedestrian crossings are preferable to staggered pedestrian crossings, particularly as they ease congestion on the pavement. We welcome the allocation of more space for pedestrians by widening the footways and extending central islands.

\^\^LS-2 – We are pleased to see the tightening of the junction and increased footway space proposed for the junction with Denmark Hill. We would prefer straight across crossings here however allowing pedestrians to follow natural desire lines.

**Crossings (other locations/styles)**

The signalled pedestrian crossing by Camberwell Grove is currently a Toucan. This seems anomalous as cycling on the footway does not appear to be permitted at either side of the crossing. Clarification is needed - either make the crossing a Pelican or expressly indicate that considerate footway cycling is permitted here (perhaps with the new footway build outs that will be practical for younger/slower riders).

It’s a good idea to improve pedestrian crossing points (the one by HSBC is often missed/ignored by traffic; I and members of my family have nearly been knocked down on more than one occasion by cars jumping the lights).

I think overall all the proposals are very well studied and Camberwell needs to improve pedestrian crossing. Absolutely at least on Camberwell New Road at The Bear (Pub) between Camberwell Green and Sacred Heart School.

Every pedestrian crossing should be zebra or puffin. Get rid of pelican crossings.

Traffic lights at junction of Grove Lane and Camberwell Church Street should remain.

Dangerous parapets on Camberwell Church Street terrace above Bolu Kebab House needs urgent repair. Danger to public.

Pedestrian crossing at Denmark Hill/Coldharbour Lane (near GX Gallery) has always been dangerous: box junction not observed; rethinking?

Pedestrian crossing at entrance to Orpheus Street is to dangerous! Can lights be added?

Crossing road at Camberwell Church Street end of Camberwell Grove can sometimes be dangerous.
• The sequencing of the traffic lights at the junction of Denmark Hill & Coldharbour Lane need changing so that Pedestrians get right of way after the up/down Denmark Hill traffic has been stopped, as it is now people get trapped because traffic from Coldharbour Lane blocks the crossing.

• Please put countdowns on all pedestrians’ crossings.

• Some of the pedestrian crossings do not allow sufficient time to get across before lights change.

• I support all of the following new pedestrian crossings, in order of priority: 1. Direct (straight across) crossings for pedestrians at the main Camberwell Green junction (Option 2). This is the single biggest improvement that should be made for pedestrians who currently have to wait an unacceptable amount of time to cross (e.g. waiting for four sets of lights to cross diagonally). People inevitably don’t want to wait that long and run across the road, resulting in casualties. 2. At each end of Camberwell passage on both Camberwell Road and Camberwell New Road (Option 1). This will enable pedestrians to walk from Camberwell Green to Myatts Fields, and increase the use of Camberwell Passage.

3. Toucan crossing on Camberwell Church Street, replacing traffic lights at Grove Lane (both Options).

4. Pedestrian crossing on Denmark Hill by Love Walk, and refuge on Coldharbour Lane. This will improve pedestrian links between Love Walk and Coldharbour Lane.

• #CSoc - The Society welcomes the conversion of existing pedestrian crossings to pedestrian countdown crossings. The Society welcomes the provision of more space for pedestrians at the (main) junction. The Society supports staggered pedestrian crossings at the main junction.

• #CSoc - The Society welcomes the provision of pedestrian islands on Camberwell Grove; supports the proposal to close Datchelor Place to traffic and pedestrianise it; and welcomes the proposed traffic island extension to Wren Road.

• #CSoc - The Society welcomes the proposals to improve pedestrian links between Love Walk and Coldharbour Lane and, having regard to the number of pedestrian crossings already on Denmark Hill and the impact on traffic flow, we would prefer the provision of refuge islands on both Denmark Hill and Coldharbour Lane and footway widening on Coldharbour Lane to the introduction of a pedestrian crossing on Denmark Hill.

• While I support the principle of improving the public realm and conditions for people walking and cycling, the detail here falls far short, in particular low quality staggered pedestrian crossing.

• The cycle contraflow on Grove Lane is very much welcomed. But the toucan crossing here (and at Camberwell Grove) is off the desire line and both should be moved closer to the junctions.

• The preferred option for the pedestrian crossing island at the end of Camberwell New Road (linking Card Corner to the Doctors Surgery) is for a staggered crossing as now but probably without the fencing. The thought of mothers trying to contain toddlers and buggies without the benefit of a fence at this very busy crossing point horrifies me. I have just noticed that TfL propose to remove the existing railings on the staggered crossing at the Camberwell end of Camberwell New Road week commencing 25th March. As I have stated in the consultation this is potentially very dangerous.
Certainly a pedestrian crossing is needed linking Love Walk and Coldharbour Place but it must not have a centre island as this could cause considerable delays to ambulances.

#CSoc – welcomes the proposal of a new pedestrian crossing between Camberwell Green and Camberwell passage.

i) Grove Lane - Sequencing/removal of traffic lights

Grove Lane crossing is currently dangerous for pedestrians. Cyclists do not slow down/observe red lights. Some drivers don’t observe ‘no right turn’. Proposed toucan crossing will not help issues potentially.

We do NOT support the removal of the traffic lights at the junction of Grove Lane and Camberwell Church Street. These traffic lights were installed to restrict the rat running down Grove Lane with the strong support of Lyndhurst Primary School. If lights are removed it is likely that rat running of commuter traffic would resume. The Camberwell Society will strongly object to the plan to remove the traffic lights.

Removal of traffic lights at Grove Lane /Church Street risks more accidents and creates queuing of traffic to exit Grove Lane. 2. Worst problem in the area is queuing traffic and consequent air pollution. All measures to slow/reduce traffic and give priority to cyclists/pedestrians will worsen this and should be re-thought.

Grove Lane junction: fine to lose the traffic lights but very important there is not right turn out of Grove Lane

Please do NOT remove the lights from the bottom of Grove Lane! They do not cause unnecessary queuing as they only change on demand, and any bad queues on the main road stem from further along the road in either direction. Without lights it could be very difficult to turn out of Grove Lane onto the main road. What we need is a box junction to reduce the problem of traffic queuing across the junction and preventing other traffic getting out. Also we need a slightly bigger gap between the main road light turning red and the Grove Lane light turning amber/green as they are almost simultaneous at the moment- especially dangerous for cyclists who are slower to stop (and some of course don’t even bother to try!).

#CSoc - The Society is concerned at the proposals to remove the traffic lights at Grove Lane. The lights were introduced in 1987 to reduce the traffic using Grove Lane as a ‘rat run’ and the long hold on red was to deter traffic from using Grove Lane as an alternative route to Denmark Hill. The introduction of the lights led to a substantial decrease in accidents involving pedestrians and children in Grove Lane. The location of Lyndhurst Primary school in Grove Lane was a particular factor in the need to reduce the volume of traffic in Grove Lane. The Society is concerned that the removal of these lights will lead to a substantial increase of traffic in Grove Lane and whilst this might achieve the Council’s objective of reducing unnecessary stopping of traffic and queuing on Camberwell Church Street this should not be sort at the expense of pedestrian safety on Grove Lane. Accordingly, the society objects to this proposal. The exit of traffic from Grove Lane should not be controlled by pedestrians pressing
the button on a crossing on another road. If the council are concerned about the traffic flow on Camberwell Church Street, then is it possible to introduce a box junction and synchronise the lights with the lights at the Green to improve traffic flow?

- On particular items, it is absolutely essential that there is no change to the existing effective traffic lights at the north end of Grove Lane. These were particularly designed, inter alia, to give some traffic protection to the pupils at the Lyndhurst school in Grove Lane by reducing through traffic from Grove Lane into Camberwell Church Street: removal of these lights could cause serious accidents and congestion at the north end of Grove Lane, besides danger to the small children at the school.

- “GLRA – The feedback I’ve heard from members has been broadly positive, except for the proposal to remove the traffic lights at the bottom / north end of Grove Lane on the junction with Camberwell Church Street (part of both Option 1 and 2 of “Camberwell Streets”). People like the pavement widening part of that proposal, inclusion of entry coming south by bike (lane) but fear the removal of the lights may make Grove Lane more of a rat run for cars. We support the Grove Lane/ Camberwell Church Street junction remodelling minus the removal of traffic lights.

- I have long advocated that right turns should be possible at Grove Lane & Artichoke Place junction with Camberwell Church Street and the signals should be modified to permit this. Removing the lights entirely will frustrate all and make this junction more dangerous.

j) **Reopen Danville Road**

- You have not addressed the problem of the no right hand turn from Camberwell New Road to Denmark Hill, and the long term closure of Daneville Road was in my view mistaken and it should be reopened.

- The introduction of cycle lanes with the associated decrease in traffic lane widths increases pressure on the Camberwell Green junction. One way to alleviate this for traffic travelling towards London along Camberwell Church Street is to reopen the bottom of Grove Lane and Danville Road. This allows traffic intending to travel south up Denmark Hill or along Coldharbour Lane, to bypass the Camberwell Green junction. Grove Lane may then take only northbound traffic below De Crespigny Park to avoid rat running. With the closure of this route, the roads became desolate, the businesses closed. The area is in need of regeneration. Daneville Road has few residential properties, well protected by walls.

Prior to the brief love affair with the ‘bendy-bus’ there were two distinct bus stops for west-bound traffic just before the intersection at the Green. One, for the 36 and 436 routes was where the stop is now. The other, for the 12, 171 and 345 routes was outside the occasionally functioning police station.

i. Though you are proposing much improved arrangements for traffic flow here including waiting bays for buses, with 5 bus routes using the same stop it is still likely that there will be congestion and hold-ups.
ii. May we suggest that you take another close look at this. For example, why not require routes 12, 171 and 345 coming from the Peckham direction to turn left at Grove Lane, then right into Daneville Road. Routes 12 and 171 would turn right at the junction with Denmark Hill to proceed north towards the Elephant and Castle. Route 345 would proceed across the intersection with Denmark Hill into Coldharbour Lane?

iii. Stops for these three routes could be located in two positions in Camberwell Church Street between Camberwell Grove and Grove Lane, thus relieving congestion in the vicinity of the present stops. A further stop for the 345 could be located in Daneville Road between Orpheus Street and Denmark Hill. Routes 12 and 171 would have stops in Denmark Hill between Coldharbour Lane and Camberwell New Road.

iv. We are aware that there is likely to be considerable opposition to the re-opening of Daneville Road to traffic (buses only), particularly from residents of Grove Lane, but there should be no need to remove the trees planted along the centre of Daneville Road.

k) Parking and loading

- Datchelor Place should remain open as a loading/unloading area & thereby remove the need for the loading bays between Camberwell Grove and Benhill Road. If you do that & move the eastbound bus stop mentioned above, there ought to be room for mandatory cycle lanes in both directions on this short stretch.// I support the loading bays and footway widening elsewhere in the scheme, but this short stretch is one of very few real weak links in LCN23 right now & it’s important to make the most of it.

- I propose parking bays on Datchelor Place off Camberwell Church Street. It will help all the surrounding businesses. There is absolutely no call for double yellow lines in this cul-de-sac.

- I find parking/loading spaces that are the same level as the pavement quite dangerous and have seen a few near misses. I wouldn’t like to see more of these introduced, as on Walworth Road.

- Camberwell Church Street we do not have any loading bay near my shop. Camberwell Church St no parking.

- +Sus – advises that if the current short-term parking along Camberwell Church Street is retained, then any cycle provision needs to be marked around the parking spaces. This means that the cycle lane will be accessible to cyclists, rather than constantly blocked by parked motor vehicles.

- Both of options 1 and 2 are rejected. The eastbound cycle lane is useless outside peak hours due to the large free parking and loading bays, both of which should be removed. The loading bay on the south side will be adequate for businesses on the north side - access will be easier due to the build-outs and lower speed limit. In any event there’s already a loading bay in Artichoke place and the bay on Datchelor Place should also be loading only. Such a change would allow a better version of option 1, with at least 1.7m cycle lanes in each direction, mandatory eastbound.
• The double yellow lines in Datchelor Place SE5 is harming my business taxi's cannot drop off or pick up in safety

I) Further changes to bus stops (buses moving away from bus stops) (FOR)

• Please remove bus stop ‘L’. I know you are aware but this is a real pinch point in the pavement and one of the top priorities for Camberwellian’s but is seems to have been sidelined as it is too difficult to address. But it is so important to fix this. Maybe close the north end of Wren Road and re-open the south end for access. This way the north end can become a wide pavement and a good bus stop to replace the current ‘L’. Also the road is wider here.

• Please consider moving the eastbound bus stop on Camberwell Church St (between Camberwell Grove and Benhill Road) to the west of Camberwell Grove or to the east of Benhill Road. It is a hazard to cyclists (who want to turn left in to Vicarage Grove or Benhill Rd) in its current location and a visibility hazard for cyclists turning right out of Benhill Rd - a friend was involved in an accident at this exact location because a motor-scooter pulled out from behind a stopped bus and he saw it too late. Fortunately neither party was injured. I’ve had several near misses at this junction for similar reasons and have stopped using it when headed S-E on LCN23, it’s difficult to cross the traffic safely so I use the signalled junction on Benhill Road instead

• I am concerned about the bus stop K (a nightmare) which is often too crowded, and an eyesore. My preference would be to close it. At least, close it to the No. 12/171 which stop on the western side of Camberwell Road.

• It would be nice to keep the space near the park just for space for park life - NOT bus stops.

• Move the bus stop at the far west of Camberwell Church St (west bound) - the pavement is too narrow there and there are lots of busy shops causing overcrowding. There are too many bus stops on Camberwell New Road.

• Reduce the bus stops outside Butterfly Walk as pavements always overcrowded.

• We need information panels on our bus stops to tell us which buses are coming. The pavement at the bus stop on Camberwell Church Street westbound must be cleared of shopkeepers’ clutter.

• The bus stop opposite Kings Dental Hospital, going in direction towards Herne Hill - needs bus shelter moved. People waiting for buses crowd whole pavement, from bus shelter to roadside marking. It really is difficult for people wishing to walk past. If the shelter was moved to the middle of the pavement passers by could walk freely.

• Remove westbound bus stop on Church Street near Green it’s a bottle neck!

• These proposals don’t take into account the major ‘pinch point’ in the town centre - the bus stop on Church Street OPPOSITE the green. For me, widening the footway would make a big difference.
• Bus stop and pavement widening around south side near Wren Road needs to be included. There is a long space between next/provision bus stop on south wide (2 stops on north), so is congested location. Keeping bus stops together is preferable as people change buses.

• Indentations for buses should be put by the bus stop going up Denmark Hill by Love Walk so that traffic can flow when the buses stop.

m) **Bus stops (buses moving away from bus stops) (AGAINST)**

• Bus stops interrupt the route - using the new design for CS2, it would be better to route the cycle lanes behind the bus stops

• Only two bus routes 148 & 484 terminate at Camberwell and the 484 uses its garage so only two bus stands in Orpheus Street are needed for the 148 route. There is therefore no reason to install additional stands in Daneville Road or Coldharbour Lane (where it would serve little purpose as buses cannot ‘U’ turn at this point). Bus companies must be banned from changing crews on Denmark Hill, there is adequate provision elsewhere in Camberwell without clogging up this already overcrowded point. The redundant double bus stand on the Denmark Hill end of Orpheus Street could be given over to disabled parking and/or parking for Mini cabs (private hire vehicles) that currently obstruct Allendale Close with impunity.

  - The unilateral decision to move bus stop Q and S makes for more inconvenience for transferring passengers, long walks between stops often involving crossing the A202, will create crowds on the narrow pavement outside Peacocks and provide less protection from the elements. Only bus operators benefit while Camberwell’s roads get clogged.

• You say that removing a west-bound lane on Church Street won’t affect traffic flow significantly. This may be the case in general, but I think more consideration needs to be given to the effect on buses of having to move out of bus stops into the traffic lane. I would suggest that buses emerging from the new bus stop on Church Street be given priority by suitable signs and road markings.

n) **Footways (pavements) widening**

• Footway widening on Camberwell Church Street should be on north side not south.

• Please find a way to widen Southern side Camberwell Church Street by bus stop. Even by 2 feet.

• I’d like to keep the wider road space at corner of ‘Tiger pub’ - not to extend the pavement.

• Provide incentive for improvements to shop fronts in Camberwell centre and to increase width of footpaths on Camberwell Church Street.

• Not enough space for pedestrians to move around. Footways need to be widened. I support these proposals.
• Footway widening from Wilson Road to Denmark Hill too much and will slow traffic (for everyone). Needs to be widened from Grove Lane to Denmark Hill.

• Why do the pavements need to be widened? This is a major route into London so traffic must be allowed to move freely. This could cause more congestion.

• If the footpaths are extended would be nice to have designed seating.

• Have often thought the pavements in Camberwell need widening and de-cluttering, esp. south side of Camberwell Church Street.

• Comber Grove needs the raised surface at entrance to Camberwell New Road. Cars are always whizzing along to the main junction.

• Having more wider footpaths will really help as the high street can feel very squashed. However I do feel the cleanliness of the street could be improved (dirty).

• Pavement between Stormbird/Leisure Centre to Benhill Road needs widening.

• Please do something to sort out top of Church Street on the shops side (not the Green side) as this is terrible - congested, badly paved, really just unpleasant as a pedestrian.

• Wide southbound footpath - Hermits Cave to Green a priority.

• The condition of the pavements in Camberwell needs attention. Loose paving stones etc., are the norm and it is more important to deal with this.

• Also the pavements themselves as far as I know have never been jet-washed and there should be something in place to have this done on a regular basis (I now welcome rainy days because that gets rid of dog poo, litter and vomit which I see everyday on my way to work!!)

• I do not support the proposal to widen the southern footway between Wilson Road and Wren Road. I would like the westbound bus lane to be retained.

• I do not support the widening of the footway on the eastern side of Denmark Hill or the widening of the southern footway on Camberwell New Road.

• ^SLS-1 – Extended southern footway. This option improves matters for pedestrians as well as the improvements that are being made for cyclists. We feel that serious consideration should also be given to extension of the northern footway.

• ^SLS-1 – 2m eastbound lane and logos westbound. 1.5 m advisory cycle lanes are substandard and are likely to be parked in. We feel that it would be better to have a good facility in one direction than sub-standard and unusable facilities in both directions. Again consideration should be given to extending the width of both footways if at all possible as this location has always been highlighted as the most cramped for pedestrians in Camberwell.

• #CSoc – welcomes the proposed improvement to footways, removal of unnecessary signage and street clutter, improvement in street lighting and enhancement of the public realm. a. The Society welcomes the widening of the footway to improve the bus waiting environment. However, we understand that
part of Camberwell Green was originally claimed to increase the road width and we would prefer if possible for the Green to be extended rather than the eastern footway widened. This point is also addressed in our comments on the Green itself above.

- #CSoc – is concerned with any proposals which lead to any decrease in the segregation between cyclists and other traffic.
- #CSoc – welcomes the proposals to widen the southern footway between Wilson Road and Wren Road. We welcome the widening of the footway to improve the bus waiting environment outside Butterfly Walk
- The pavement should not be widened in Coldharbour Lane (Coldharbour Place) as the existing road widening on the bend provides a safe layby for sedate cyclists to be overtaken and benefits the occasional manoeuvring of huge skips. There is not a bus stop in this position.

o) Cycling
- Really keen to support cyclists. Including places to lock bicycles too.
- Far too much consideration and focus is given to cyclists - a group who contribute absolutely NOTHING to the community except to cause disruption and inconvenience with their completely and utter disregard for the Highway Code and sheer lack of manners. Until they pay road tax and display number plates on the front and back of their vehicle and until the police prosecute them properly for road offences they should have no special consideration at all. The resentment towards cyclists by drivers and pedestrians alike is increasing by the day.
- When cyclists obey the rules of the road i.e. a red light is a red light. I will support the cycle route also some sort of ID for cyclists and insurance.
- MOST of these proposals are for the cycle brigade and do not improve the quality of life for people living and working around Camberwell.
- Outrageous to swap bus lanes for cycle lanes!! Where is the money coming from?
- We don’t need the roads and pavements infested with more cyclists.
- The streets are too narrow and far too crowded to give yet more privileges to cyclists, the scourge of the roads. And certainly not for the kamikaze thugs who pay nothing towards the upkeep of the roads yet seem to rule the roost.
- I pay to use the roads in London. What does the cyclist pay for? It’s time to collect money from cyclists.
- Anything to get cyclists off the pavements.
- There is too much emphasis on bicyclists who are in many cases a serious danger to themselves and others, riding on pavements, having inadequate rear lights, no reflective gear or no crash helmets. These items should be properly regulated.
p) Cycling infrastructure – general comments

- For the cycle route it is vital that something is done to make turning right into Warner Road from Camberwell New Road safer.
- Please continue to resurface the roads to facilitate safe cycling especially from Camberwell Green along the Walworth Road.
- Create a dual cycle/footpath on the main diagonal path across Camberwell Green (park). Create an exit for cyclists on Camberwell Church Street so that they don’t clash with bus queues, and lower pavement edge. This route is used by cyclists to avoid the traffic lights at Camberwell Road/Camberwell Green.
- While I support the principle of improving the public realm and conditions for people walking and cycling, the detail here falls far short, in particular an east-west cycle superhighway that is anything but, lacking proper cycle lanes where needed most.
- #CSoc - The Society welcomes the proposal to allow cyclists to enter Grove Lane from Camberwell Church Street by an access point but not a separate lane although the Council will need to ascertain where the three large bins at the junction will be relocated.
- There have been suggestions that cyclists should be encouraged to enter Grove lane at the north end which is strictly one way. There is no bar on cyclists dismounting and entering Grove Lane from this end and this could be facilitated, with no formal cycle lane, if several large rubbish bins were removed and placed elsewhere. Very few cyclists in fact use the North part of Grove Lane.

q) Barclays (Boris) Bikes

- I would also like to see the ‘Boris Bikes’ in Camberwell.
- Can we have Barclay/Boris bikes situated centrally in Camberwell, please?
- Can we have Barclay’s bikes here please?
- I would support the superhighway if there were ‘Boris Bikes’ stations in Camberwell otherwise I prefer the 1.5m advisory lane.

r) Lighting, safety, CCTV and signage

- Better lighting, nice signage would be good too, particularly for the park.
- We think better lighting (esp Camberwell New Road) should be incorporated into your plans.
- Re-open of the Police Station at Camberwell Green. Community Support. Better night time lighting on the streets.
• Need better lighting, clear pathways and less commercial waste bins on the pavement. More trees would be great too.
• Need more cameras or CCTV around the street because the speed people drive.

**s) Bins, street furniture, cleaning and buildings**
• Remove unnecessary signage.
• More greenery/trees. More bins
• I would also urge you to consider a waste collection strategy for businesses that currently have large waste bins blocking the footways all over Camberwell. Would enhance the public realm massively not to have dodge bins and rubbish all the time.
• Do something about the bins on Camberwell Church Street.
• Dangerous parapets on Camberwell Church Street terrace above Bolu Kebab House needs urgent repair. Danger to public.
• Please continue to cut down on extraneous street furniture. Place bins away from bus stops as they block getting onto a bus. Keep retailers street food displays to a minimum so as to not disrupt foot flow on footpaths.
• Can anything be done with the big unsightly shop bins on Church Street and general rubbish?
• Bins outside Carravaggios on Camberwell Church Street get in the way.
• Can something be done about the large bins the businesses use on Camberwell Church Street? They overflow regularly and smell very bad especially in Summer with the lids can’t be closed.
• Camberwell Church Street is littered with shop boards and shop newsagent and cafes/restaurants bins/trolleys. - This is particularly bad outside bus stop towards Camberwell Green and around pedestrian crossing (same direction).
• New street furniture should take account of the historic character and significance of the conservation area (for example, using “heritage” style lamp posts used successfully in other conservation areas in Southwark). Materials should be of a high quality and where possible use materials that would have been used originally, such as Yorkstone (as evidenced by the surviving paving in Camberwell Passage).
• The issue of ‘bin juice’ staining the pavements must be addressed- Camberwell Church Street especially.
• I love Camberwell. I would love to see Camberwell more cleaning done to the street.
• There is also a need to move the lamp posts on Camberwell Church Street as close to the curbs as possible as they are in the way of walking freely and also public bins in this area need relocating.
• More cleaning streets
t) Tube and Overground station

- We need a Tube station to take the pressure off the roads.
- I am in favour of re-opening Camberwell Station Road train Station (corner Camberwell Station Road and Camberwell New Road) to ease traffic congestion around Camberwell. Also extend the Northern line to Camberwell Green.
- You should incorporate consultation on the Tube.
- Bring the tube to Camberwell, finally build a car park.

u) Miscellaneous issues

- Ensure planning for BT Infinity cabinets is included. Too many areas have poor internet access. - Wireless link between emergency vehicles and traffic lights to improve priority.
- Can we have a clock tower as a vocal point?
- *LTDA We would like to be consulted over the proposal to move the Taxi rank
- Are there any views about the rear of the Snooker Hall building on Camberwell New Road, it's very messy looking.
- More work required on Warner Road. Camberwell Snooker Hall area and area around are in awful condition and present an “eye sore”.
- I think that the yellow boxes at the green should be repainted and supervised. New shops should be checked to see that they do not swamp the area. We have far too many semi greengrocers/drink outlets, and four chemists already. Who monitors the shop applications? Shops should be encouraged to clean up their front spaces and redecorate. The Green premises looks shabby and uncared for.
- While I support the principle of improving the public realm and conditions for people walking and cycling, the detail here falls far short, in particular a failure to consider in any way the north-south CS6 route on the A201 despite the London Plan setting out this is due to be implemented by 2015, shortly after completion of this scheme.
- At numerous events over the decades Camberwellians have sought level, clutter free pavements, pot hole free roads, proper street cleaning and banishment of street drinkers and the huge four wheeled commercial Euro bins from our pavements. Now at last some funding is available these core aspirations must not be overlooked and the funding must not be squandered on grandiose capital schemes that will never be maintained. After the last upheaval at Camberwell Green 10 years ago (to install Bus lanes) it took a year to get the lake outside the Tiger drained properly. Camberwell does not deserve expensive experiments like the Walworth Road that cost a fortune to put right, but thoroughly thought out, well designed and installed infrastructure that will stand the test of time without much maintenance.
v) **Comments to end on...**

- Your improvements to the pedestrian and cycle realms are very welcome.
- You’re doing a great job within your team. The town planning schedule team is great so continue with new plan and stay blessed.
- Very pleased with the initiative! It needs it.
- I do agree with your proposals. I believe soon Camberwell Green would be like paradise and safe.
- It would be great to see any of these changes as soon as possible - top priority is getting the work done! Very happy with all proposals, will be great to be part of an improved Camberwell.
- Your team has done an AMAZING job of pulling together a complex, technical data in an accessible and meaningful format. I also really appreciate this opportunity to engage in person with the people behind the project. Thank you!

w) **Comments received from residents of Camberwell Grove**

- Overall the proposals are an excellent improvement of our centre. However they do not correct the mistake made many years ago of removing the right turn at Camberwell Green from Camberwell New Road. The result has been that southbound traffic has taken the next right turn after Camberwell Green that is Camberwell Grove. The Medlar Street route for such traffic has not worked. And, therefore, ask you to restore that right turn.

- I live on Camberwell Grove and am fully supportive of some facility for traffic to turn right earlier than here. Have you been to find out how stupid it is and how little difference it makes to existing traffic to enable a right turn onto Denmark Hill? I do hope you take this as seriously as you should and look forward to a response.

- As a result of there being disallowed no right turn from Camberwell New Road going south (at Camberwell Green) to get up to Denmark Hill, Camberwell Grove is being used as a ‘rat-run’. This is neither safe nor in the keeping of a conservation area. There are two alternatives - allow right turns into Denmark Hill (when facing South) or open up Grove Lane so that it can take some of the traffic off Camberwell Grove. The first alternative is the better of the two.

- I believe the proposed plans are a huge improvement on the existing situation. However, I would like to raise the possibility of one change which could be a material improvement. At present, there is no right turn at Camberwell Green from Camberwell New Road.

  - The intended Medlar Street route for such traffic is not noticed by many drivers and so is rarely used. The result is that southbound traffic typically takes the next right turn after Camberwell Green, namely Camberwell Grove. This means that traffic is diverted down a residential road with almost 200 houses, the majority of them split into multiple flats, impacting on a large number of residents.
- This heavy traffic flow is a particular problem because Camberwell Grove is used both by large numbers of children walking to nearby schools and nurseries, and by large numbers of cyclists - something which will only increase with the proposed construction of CS5. I therefore ask if it would be possible to modify the plans in order to reinstate the right turn at Camberwell Green from Camberwell New Road.

- I am writing to urge you to consider changing the traffic at Camberwell Green to re-instate a right hand turn from Camberwell New Road to Denmark Hill. As you know, currently all the traffic from the Oval direction has to turn up Camberwell Grove or make a dangerous U-turn just after the lights if it wants to go up Denmark Hill.

- Camberwell Grove is a residential street in a conservation area with many families with small children who go on foot to the local and Dulwich schools, and is part of a very heavily used cycle route. Extremely heavy traffic at all times of day and night is totally unsuitable in a residential conservation area. Now that the railway bridge has a traffic light system in place to avoid two way traffic, we often have queues of exhaust fuming cars and lorries belching out as they wait for the lights to change. The traffic could so easily be made to turn right at the Green to go up Denmark Hill as there is plenty of space, even if the pavement widening goes ahead around the junction. I urge you in the strongest possible terms to make this vital change happen. It is quite extraordinary that this situation was allowed to happen in the first place. Also the yellow box has no cameras and consequently often has traffic sitting in it making further delays and anger from frustrated drivers, buses and private cars alike.

- The new library looks brilliant and I would hope that the new open space for more market stalls and open access from Camberwell Church Street is the chosen option. I also hope that as many trees as possible are planted along the side of the park going up towards the Elephant as we are in one of the busiest traffic areas of London and we need the trees to help oxygen levels and create a vital sense of urban renewal.

- I trust you can help to change this awful state of affairs with regards to right hand turn issue being ignored.

- I wish to petition Southwark Council for one amendment: to reinstate the right turn for traffic on the A202 Camberwell New Road travelling south onto the A215 Denmark Hill.

- Since this right turn option has closed, residents on Camberwell Grove have been living with a very significant increase in the volume of traffic, which has now reached damaging and intrusive levels. This is because this residential street is the next viable right turn south after the major A202/A215 junction. However, Camberwell Grove is an almost completely residential street, with over 200 properties, and the majority of them are multiple occupancy. The traffic on Camberwell Grove is funneled along the entire length of the street, past every property, to the end (there is no option to turn off the street to the right), where in order to join the main routes
going south, it turns right onto a narrow street outside Dog Kennel Hill primary school. This point is particularly congested and dangerous.

- The traffic on Camberwell Grove is undoubtedly traffic that, on the whole, intended to turn right onto the A215. This is the main commercial street, major bus route, serving King’s College Hospital, which employs 12,000 staff alone and continues to expand. Restricting traffic access to KCH at the nearest major junction is inefficient at best.

- The compensatory diversion on Medlar Street is ineffective and counter-intuitive; traffic is expected to anticipate turning left more than 300m before the junction where it intends to turn right. Cars simply do not use it

- Given property prices in London, the area is a popular and sensible choice for young families as more space can be afforded. This means that there is a high proportion of young children living in Camberwell Grove properties. The area actively encourages and supports this: there is a day nursery at 195 Camberwell Grove, the Early Years Centre, which takes 55 children; Lyndhurst primary school is parallel to the street, schooling 350 children; Dog Kennel Hill primary school is located immediately facing the end of Camberwell Grove, taking 470 children, many in their nursery.

- Despite this, the traffic volume using the street is dangerous. There is only one pedestrian crossing point. Camberwell Grove was built as a residential street; front gardens are narrow, and at the north end are non-existent, so do not give protection. The railway bridge that forms a section of the road was not built to support such a heavy volume of traffic and access to it has had to be restricted.

- Traffic noise levels have reached invasive and unreasonable levels (enough to stop and interrupt sleep). The age and listing of the buildings mean that it is impossible to effectively sound proof windows facing the street; permission for double glazing is not granted, secondary glazing is not permitted. This means that traffic noise is particularly invasive inside people’s homes.

- Whilst on the whole the regeneration plans are excellent, not reinstating the east/south right turn at the major junction in the area would maybe be an oversight. It would be a missed opportunity to greatly improve the junction and its surrounding area without changing the inefficiency, which has had such negative and unintended side effects on a local residential streets.

- Please consider accommodating this relatively minor change in the plans for regeneration.

• Currently traffic coming south along Camberwell New Road cannot turn right into Denmark Hill. The first right they can take is into Camberwell Grove.

- There is considerable congestion, especially in the morning at the junction of Camberwell Grove and Grove Hill Road. Many of the children attending Dog Kennel Hill school have to navigate around this congestion to get to and from school.
- There is a lolly pop lady who crosses the road on Grove Hill Road for the entrance to the school there, but many children still need to cross Camberwell Grove and Grove Hill Road lower down on their walk to school. I understand there is an application for a zebra crossing to help children cross.

- Any traffic measures that reduced the traffic into Camberwell Grove e.g. a right turn into Denmark Hill from Camberwell New Road at Camberwell Green, would relieve traffic in Camberwell Grove and I think, would improve the road safety for children at Dog Kennel Hill School. This would encourage more children and their parents to walk to school, with all the benefits that gives.

- I have copied this into the deputy Head of Dog Kennel Hill School and to the Parents and members of the DKH Friends committee. The four of us have been meeting to discuss any measures that would help with road safety for the children at the school.

- I hope this can be taken into account in your current consultations.

- In fact a major change at Camberwell Green made some years ago was for traffic from Vauxhall on Camberwell New Road, needing to turn right at the Green to be diverted, along Medlar Street, turning right on to Camberwell Road and straight across to Denmark Hill.

  - This has been totally unsuccessful and very few vehicles have ever used Medlar Street. The result is that vehicles come straight across to Camberwell Church Street and either do a U turn at Wren Road or take the next turn right into Camberwell Grove.

  - This greatly increased rat run traffic in Camberwell Grove avoiding Denmark Hill and proceeding south to East Dulwich or through Champion Hill, another residential road, and onwards.

  - The new street design should correct the past mistake of not allowing a right turn from Camberwell New Road into Denmark Hill. Otherwise it is ignoring the issue of coping with main road traffic by channelling it into residential roads.

  - Therefore remove the diversion and consider using it as a safe alternative signed route for cyclists avoiding crossing the narrow junction at the Green from Camberwell New Road. Instead they would use the safer Camberwell Road junction either to turn left into Camberwell Church Street or straight on up Denmark Hill.

  - The Camberwell New Road junction at the Green has two narrow lanes and Street Options 1 and 2 suggest that the conflict of cyclists with traffic could be eased by allowing traffic in the inner lane to only turn left and vehicles in the outer lane to go straight ahead, except for right turning buses. This seriously restricts traffic flow as few vehicles actually turn left.

  - By creating an alternative safer cycle route via Medlar Street the junction will have fewer cyclists and free up space for other traffic. If the left turn only, is removed at Camberwell New Road junction at the Green, it will be possible to have a left lane primarily for forward traffic towards Peckham and a lane for right turning traffic to proceed south into Denmark Hill.
• There is no right turn for traffic, other than buses, travelling from the Oval direction in to Denmark Hill. Such traffic has to turn off along Medlar Street at present. This is poorly sign-posted and most motorists miss the turn. They then proceed across the intersection with Denmark Hill at the Green, and either take a U-turn shortly after or continue along and turn right into Camberwell Grove. Please make the turning off arrangements at Medlar Street more effective.

• The central island should not be installed at the junction of Camberwell Grove. The problem here is that the carriageway is too wide, encouraging drivers to speed up before the road is effectively narrowed by parking. Instead there should be build outs, so as to increase the functional area of the pavement and making it easier for people cycling to access the toucan crossing (the central islands would get in the way) as well as reducing the distance those on foot have to cross.

References to abbreviated stakeholder group responses

NOTE: Responses to questions have been included in the statistics of the report, comments applicable to issues raised have been extracted and added, and additional comments provided are available to read in the appendices section 8.

^ SLS-1 – Southwark Living Streets – Jeremy Leach
^^ LS-2 – Living Streets – Tom Platt
+ Sus – Sustrans – Francesca Leadlay
# CSoc – Camberwell Society – Nick Holt
“GLRA – Grove Lane Residents Association
*LTDA - Licensed Taxi Drivers Association

Respondents by email

There were 23 respondents that provided email contributions to the consultation from local residents and stakeholder groups; these are named below in order of date received.

• 28 January, Martin Carr
• 31 January, Angus Hewlett
• 5 February, Mike Bracey (Brewery Logistics Group – Chair)
• 14 February, Juri Gabriel
• 14 February, Adam Pollock
• 22 February, Eile Gibson
• 25 February, Sacha Golob
Permission granted by the individuals named above to publish their names.

Register to be kept informed

If you were not able to take part in the six week consultation and want to be kept informed of the library and public space project you can still register online. By registering your contact details you will be sent a regular enewsletter and notified of the stages for the duration of this project.
Please visit www.southwark.gov.uk/camberwellrengen
What happens next?

These are the estimated stages of the Streets project

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<tr>
<td>January to March</td>
<td>Six week stakeholder engagement</td>
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<td>Review consultation and progress design</td>
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<tr>
<td>Summer</td>
<td>Transport modelling and further design</td>
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<td>Summer/Autumn</td>
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<tr>
<td>Autumn/Winter</td>
<td>Detailed design and approvals</td>
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<td>Winter</td>
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2014

Construction period - phased

2015

Spring Completion

Appendices

Please visit the website to download these PDF documents
- Two design options
- Camberwell Streets design summary – differences between the two options
- Camberwell Society – six page document ‘Comments on the proposals for Green and Streets’
- Living Streets – five page documents ‘Submission from Southwark Living Streets’
- Ralph Smyth – four page document
- Angus Hewlett
- Edward Church
- Camberwell Quarterly (Issue 176 - Spring 2013)

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