

Champion Hill – 'No entry' trial– Summary of informal consultation and next steps

V 1.0 Dec 2018

Executive Summary

- We engaged with hundreds of residents and key stakeholders in September and October 2018 in regards to a trial 'No entry' measure in Champion Hill intended to cut the high volumes of through traffic especially as the road is part of a cycle route 'Quietway 7'.
- There is majority support for the trial from residents within the consultation area as well as from key stakeholders. Further afield, residents within and outside the borough were overall not supportive.
- The main concerns raised during consultation:
 - Accessing the main road is difficult from Grove Hill Road due to the banned right turn and will displace traffic onto other residential roads,
 - The trial will cause congestion on the main roads and unacceptable delays to buses and emergency services,
 - The trial will increase traffic flows in Camberwell Grove, also on the quietway.
- Next steps:
 - Proceed with trial, going live February 2019, with comprehensive monitoring to occur within 6-9 months during the trial to assess any impacts.
 - Monitoring results will be made available online and key stakeholders and the public will be consulted on whether they want to keep the no-entry feature on a permanent basis, and any adjustments that are needed, before a decision is made by the cabinet member.

Aim

This summary document aims to present the background of the trial no entry, the results of the consultation, and next steps with the following content:

- Background and justification
- What was proposed and why
- Why we engaged the public and who we engaged
- Coordination with other projects: Camberwell Traffic Management Study
- The overall response, key concerns and feedback from residents and stakeholders as a result of the community engagement held between 17 September and 22 October 2018.
- Key concerns and officer responses
- Key milestones
- Comprehensive monitoring and evaluation plan
- Targets (draft)

Background and justification for trial

The cycle route Quietway 7, part of London's strategic cycle network, is proposed to run through the section of Champion Hill from Dog Kennel Hill to Greendale (**Figure 1**).

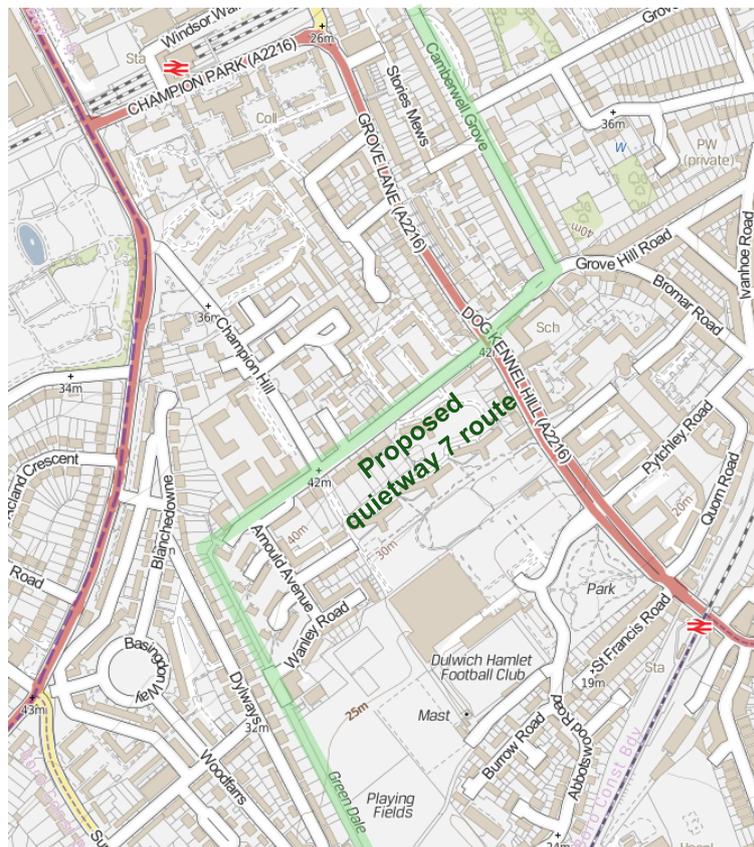


Figure 1 Area around Champion Hill with planned Quietway 7 route

Champion Hill is a residential street and the section by Dog Kennel Hill is narrow with the footway being only 0.8 metres wide in parts (see **Figure 2**). The road is dominated by motorised

traffic. Traffic studies in 2015 and recent traffic counts from October 2018 have confirmed that there is too much **through traffic** (rat-running traffic) on Champion Hill. The 2018 survey showed a morning peak hour flow of 573 vehicles two ways, which is expected to increase as motorists realise Camberwell Grove bridge has reopened.



Figure 2 Photo of Champion Hill looking North-East towards Dog Kennel Hill taken at 11.30AM Thursday 15/10/2018. Cars shown in photo turned right into Champion Hill to continue northbound to Denmark Hill

The dominance of the road by motor vehicles makes the road intimidating for vulnerable road users such as school children and cyclists and undermines the Healthy Streets approach, particularly as the road is part of a proposed quietway, a cycle route that is aimed at the less confident cyclist.

The current traffic flows impact negatively on the safety and health of our residents. Two serious accidents involving pedal cyclists were recorded for Champion Hill in 2017. In addition, the road discourages people from walking and cycling and the lack of physical activity in our daily lives is now one of the biggest threats to our health, increasing the risk of developing a range of chronic diseases including diabetes, dementia, depression and the two biggest killers in London – heart disease and cancer.

Reducing the dominance of motor vehicles through Champion Hill and in the wider area would help support the Mayors Transport Strategy to

- Transform the experience of the walking and cycling environment in central London by reducing the dominance of vehicular traffic (Proposal 2),
- Deliver a London-wide strategic cycle network, with new, high quality, safe routes and improved infrastructure to tackle barriers to cycling for both shorter and longer trips. By 2041, 70 per cent of Londoners will live within 400 metres of the strategic cycle network. Encourage additional local and neighbourhood improvements, such as using physical restrictions to prevent motorised vehicles from using certain streets, to build on and complement the strategic cycle network. (Proposal 3),

- Work with local communities and cultural organisations to promote one-off, regular and trial closures of streets to some or all motorised traffic so that Londoners can see their streets differently (Proposal 8),
- Reduce the number of people killed or seriously injured (Proposal 10).

The trial is designed to help create a more forgiving, welcoming street that feels safer, making walking and cycling a more attractive option.

What was proposed?

A 'no-entry' feature in Champion Hill was proposed to reduce the flow of traffic, particularly the northbound traffic in the morning peak. Installing this feature as a trial will allow an evidence-based approach to see if there are any significant negative knock-on effects. The feature can be installed by the traffic authority, with the support of the Police, using an Experimental Traffic Order made under Sections 9 and 10 of the Road Traffic Regulation Act 1984. The order can only stay in force for a maximum of 18 months while the effects are monitored and assessed. At the end of the trial, a permanent order may be proposed based on any comments received which will be subject to the formal objection process prior to any implementation.

The trial is intended to:

1. Remove the morning through-traffic in Champion Hill and also other residential streets.
2. Allow monitoring and assessing the impact of the no entry feature, allowing 6-9 months for bedding in and resolution of teething problems using a comprehensive set of traffic surveys to assess
 - a. NO2 levels (diffusion tube to be installed)
 - b. Level of traffic on local residential roads including turning movements at key junctions
 - c. Level of traffic travelling along main roads
 - i. Traffic volumes and turning movements including U-turns
 - ii. Buses journey times on Grove Lane and Champion Park
 - iii. General traffic journey times on Grove Lane and Champion Park.
3. Gather feedback during trial and conduct a Healthy Streets perception survey before and after.
4. Provide an evidence base for consultation on a permanent feature.

The trial involves installing a traffic island in the north bound lane as shown below (**Figure 3**) and installing a fixed enforcement camera to prevent entry to the northbound lane towards Denmark Hill. Two-way traffic will be retained through the street, as shown in **Figure 3** below. This feature is designed to prevent north bound through traffic ("rat -running"), which occurs predominantly in the morning peak. Traffic is expected to increase in main roads in the surrounding area.

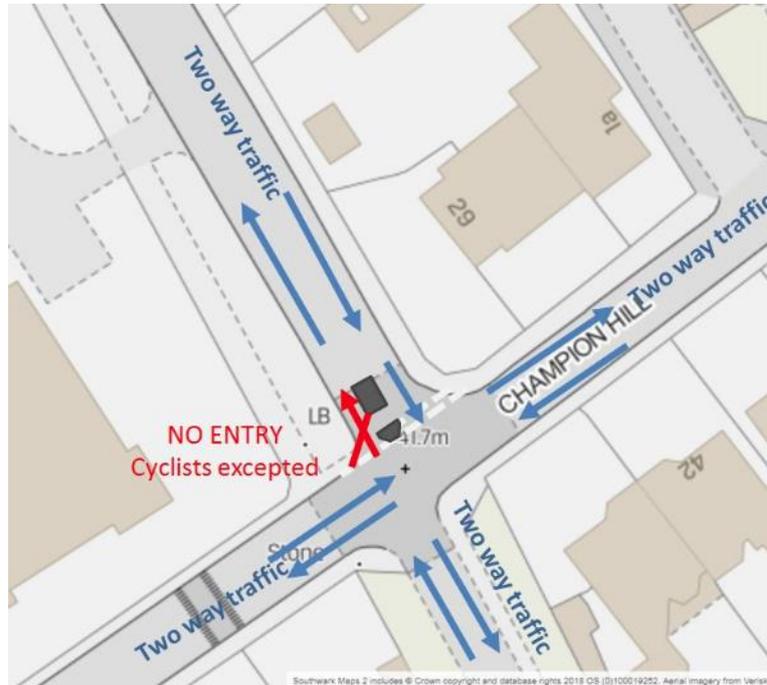


Figure 3 Layout of the proposed trial measure with direction of traffic.

Who did we engage with?

We engaged with the public and key stakeholders prior to putting in place a trial 'no entry' in order to gather intelligence about the situation on the ground in the Champion Hill area and determine whether there were ways to improve our plans. Except for formally consulting the Police, there is no legal obligation to conduct a formal consultation prior to an experimental traffic order.

The consultation area is shown in **Figure 4** below, postal addresses were leafleted. We sent an additional 28 flyers to households within Grove Lane on request of a resident. The leaflet included a link to the online consultation information and questionnaire www.southwark.gov.uk/championhilltrial as well as an email address and contact number.

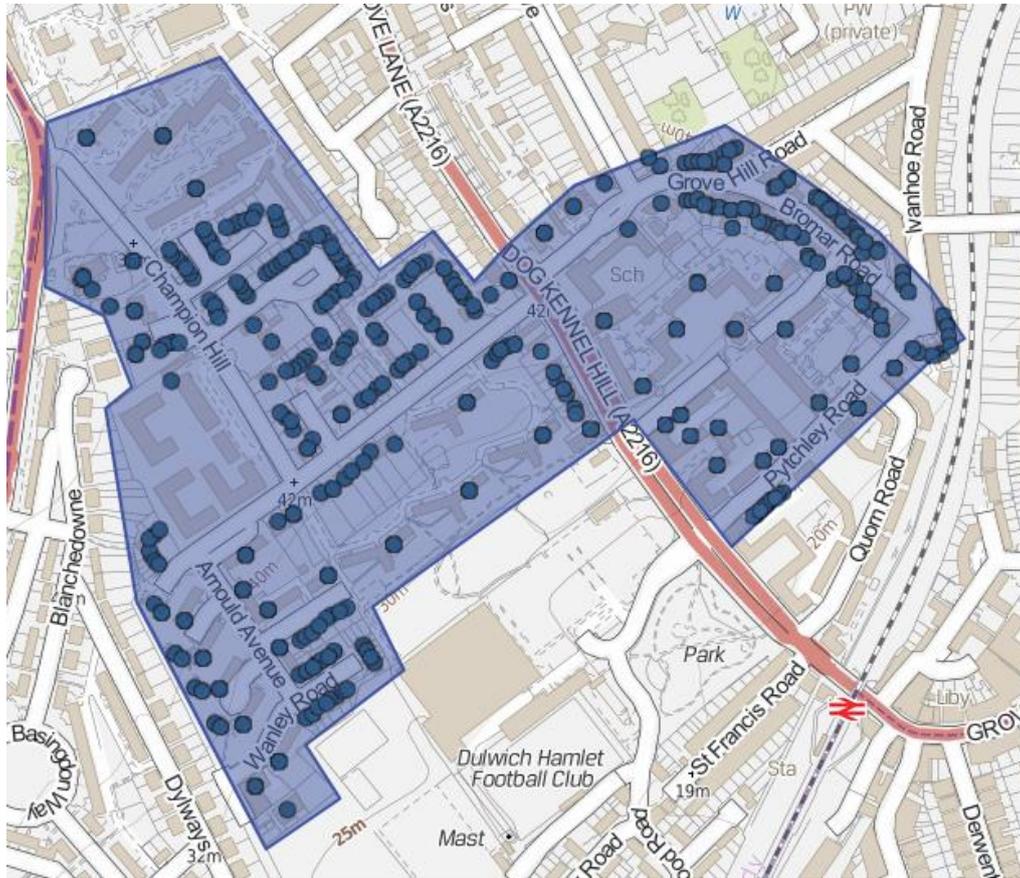


Figure 4 Consultation area

In addition to leafletting we emailed a distribution list including stakeholders such as emergency services, refuse and service vehicles, Dog Kennel Hill school, chair of the Southwark Cyclist stakeholder group, Living Streets, the chair of SE5 forum, Southwark Cyclists, Dog Kennel Hill school and Dulwich safe routes to school. We sent additional individual emails to emergency vehicle contacts and contacts at the Kings College Hospital/SLAM to specifically ask for feedback. We also contacted the manager of the Kings College student halls.

We held a drop in session for members of the public, with the recorded attendance being 33 people. We also met with ward councillor(s) on two occasions.

Independently of the project management team the trial was discussed on social media forums including the East Dulwich forum and tweeted by residents, taxi drivers and Southwark Cyclists.

How does it tie in with Camberwell Traffic Management study?

The trial will be carefully coordinated with the Camberwell Traffic Management Study (currently in early stages of the project) where possible to ensure joined working and a single purpose outcome of creating Healthy Streets for all in the Camberwell area.

Summary of feedback

A total of 141 responses were received from residents within the consultation area: There was overall support for the trial with **57%** of responses answering “Yes” to the question “Do you think this proposal is a good idea?” (**Figure 5**).

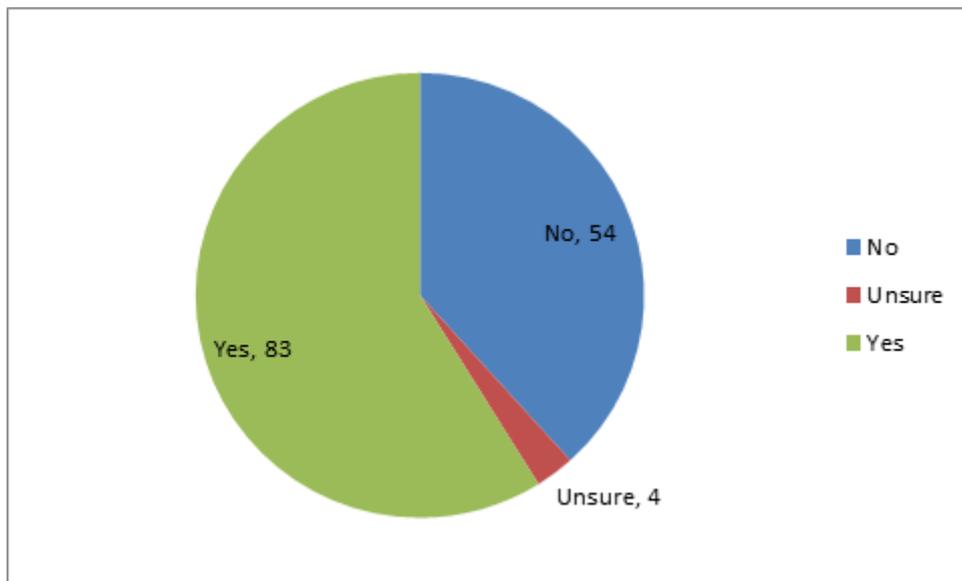


Figure 5 Response from residents within the consultation area to the question “Do you think this proposal is a good idea?”

In Champion Hill and the side streets (e.g. the Hamlet), the level of support was higher still at **71%** (**Figure 6**).

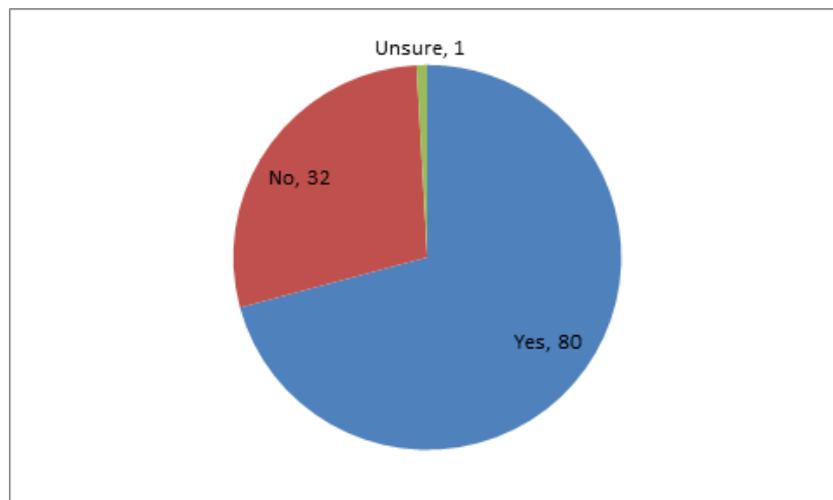


Figure 6 Response from residents in Champion Hill and side roads to the question “Do you think this proposal is a good idea?”

The map below shows the highest levels of support is focused around Champion Hill (**Figure 7**).

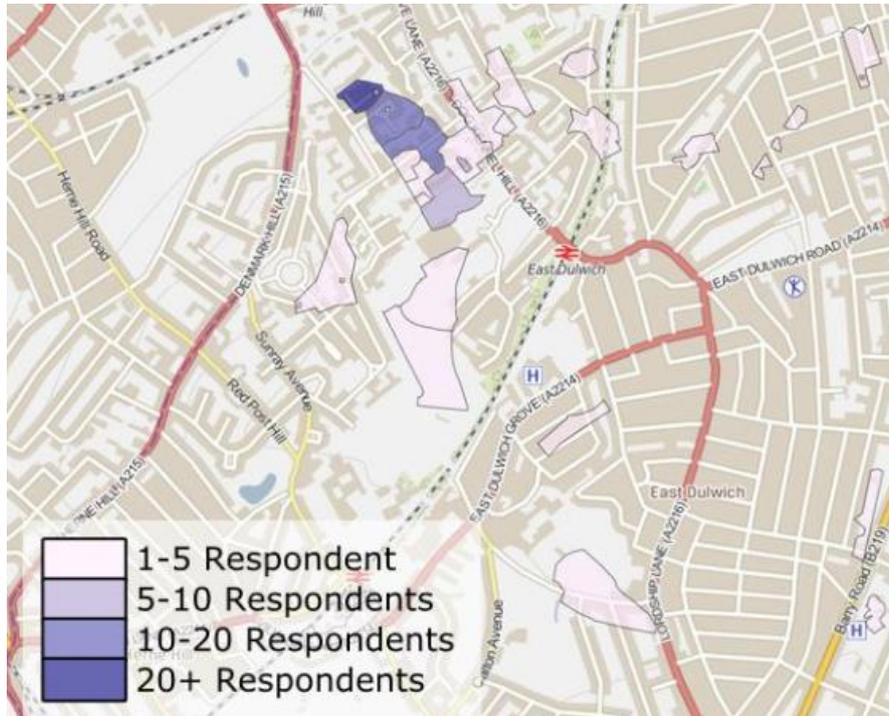


Figure 7 Map showing number of respondents by postcode who responded "Yes" to the question "Do you think this proposal is a good idea?"

When including postcodes outside of the consultation area (and including responses where postcodes were not supplied) the responses were less supportive (Figure 8).

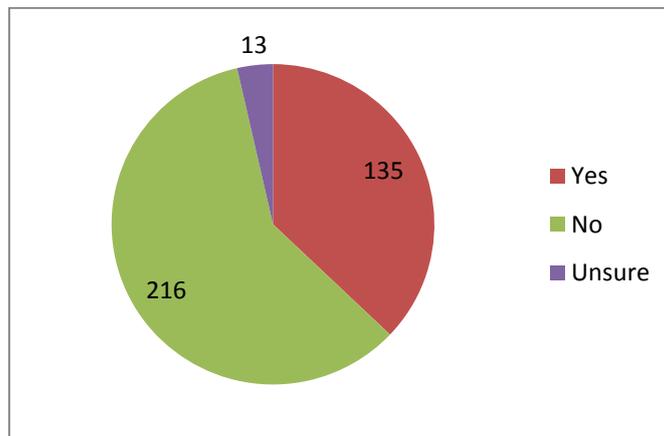


Figure 8 Responses from all respondents (including those who provided invalid or no postcodes) to the question "Do you think this proposal is a good idea?"

An analysis by type of transport shows that motorists are much less in favour. The majority of cyclists and people walking support the trial (Figure 9).

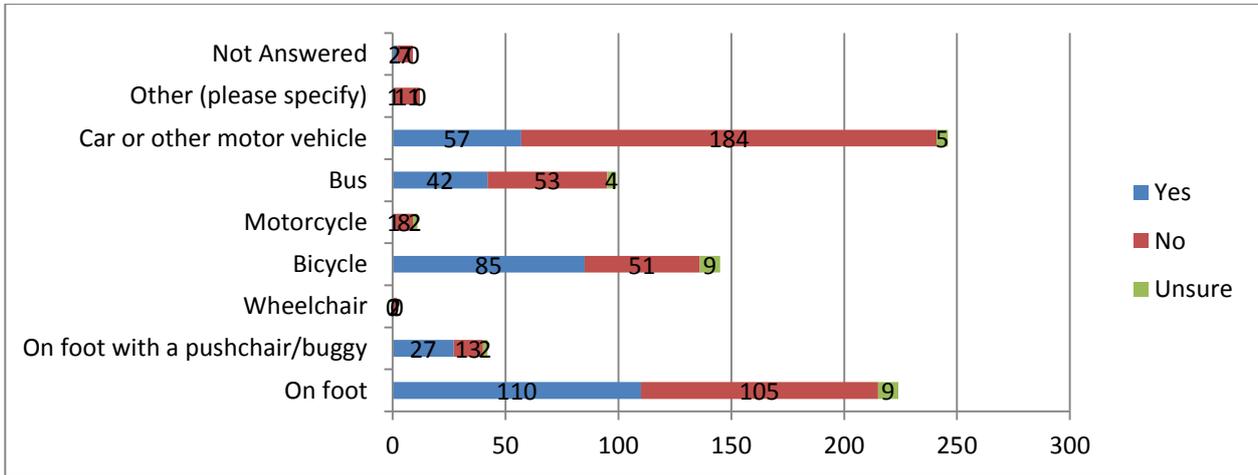


Figure 9 Overall numbers cross referenced with preferred mode of travel (respondents could choose more than one mode) for response to the question “Do you think this proposal is a good idea”

The map below shows the respondents who are not in favour of the trial are spread across a wide area with a slightly higher concentration evident Champion Hill, Grove Lane and Camberwell Grove (Figure 10).

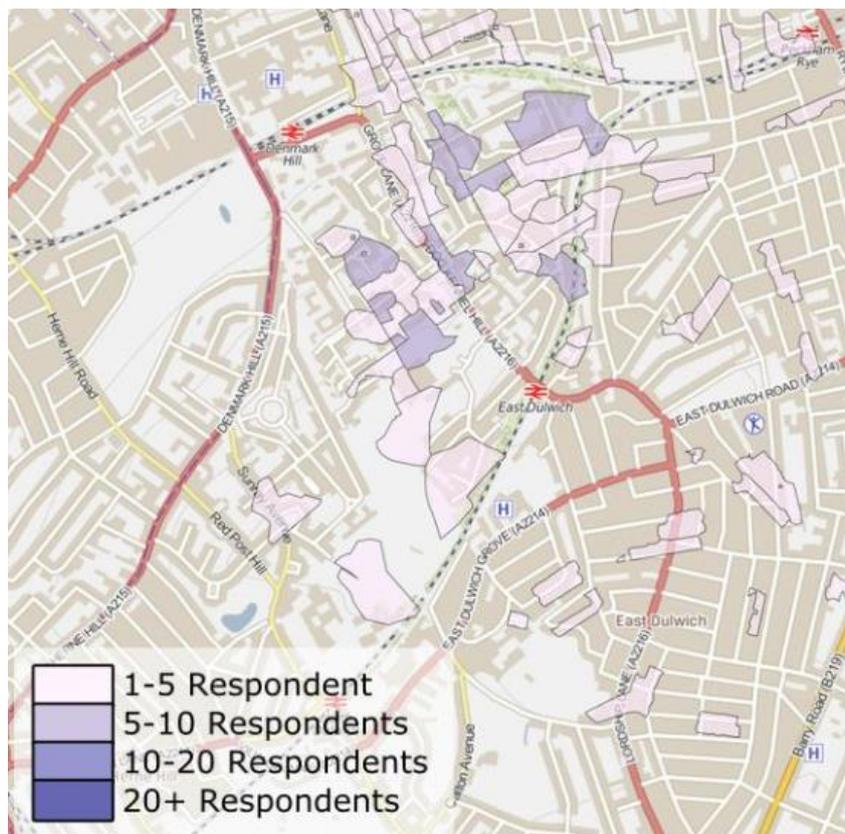


Figure 10 Map showing number of respondents by postcode who responded “No” to the question “Do you think this proposal is a good idea?”

Responses to key concerns

A number of concerns were raised during the consultation. Draft responses to key concerns are listed below:

Concern	Response
<p>Accessing the main road is difficult from Grove Hill Road due to the banned right turn and will displace traffic onto other residential roads</p>	<p>Previous modelling results shows that opening this right turn would impact adversely on Dog Kennel Hill, especially bus journey times. It would also facilitate through-traffic in the residential roads east of Grove Vale/Dog Kennel Hill.</p> <p>Traffic volumes in residential roads and turning movements in key junctions will be monitored to assess the impact of the trial.</p>
<p>The trial will cause congestion on the main roads and unacceptable delays to buses and emergency services and nearby hospitals (Kings College Hospital and SLAM), as well as increase journey times for motorists and increased air pollution affecting residents on Grove Lane.</p>	<p>We plan to monitor the bus journey times as well as general journey times before and during the trial to check for congestion on main roads. Traffic volumes and turning movements will also be collected to assess changes.</p> <p>We plan to monitor pollution with NO2 diffusion tubes installed 2 months before the scheme is implemented.</p> <p>The Police have been formally consulted and are in support as long as a fixed camera is used to enforce the 'no entry'.</p> <p>The emergency services have been informally consulted and we have not received objections. We will continue to be in liaison with emergency services during the trial.</p> <p>Kings College Hospital and South London and Maudsley (SLAM) are in support of the trial as long as timely access to site be considered and any issues arising around this addressed, access to Champion Hill and nearby streets for patient transport vehicles be maintained and that council regularly check in with the hospitals during the trial period.</p> <p>We will liaise with TfL buses during the trial.</p> <p>We will explore mitigation measures, to address any impact, during or after the trial as needed.</p>
<p>Change the junction at Dog Kennel Hill instead– ban the left</p>	<p>Banning the left turn from Dog Kennel Hill into Champion Hill would remove only half of the through</p>

<p>turn from Dog Kennel Hill into Champion Hill as those drivers still have the option of continuing on DKH and accessing Denmark Hill at the junction by the railway station. Traffic from Grove Hill Road does not have that option, because we cannot turn right onto DKH.</p>	<p>traffic in Champion Hill. The 'No entry' has the added benefit of removing the through traffic in the residential roads east of Grove Vale/Dog Kennel Hill (traffic coming via Grove Hill Road by the school via Camberwell Grove and Malfort Road/Bromar Road from Peckham). The 'no entry' is hoped to have a greater impact on through traffic in the general area and to decrease traffic outside the school. This will be monitored carefully.</p>
<p>Trial is 'miss-timed' and should be postponed until after Camberwell Road works are finished</p>	<p>The trial is scheduled to begin after current road works in Denmark Hill are completed. Additional works in Camberwell are scheduled for April and we are liaising with colleagues to minimise disruption. All road works are planned to occur at weekends and nights as much as possible to reduce disruption.</p> <p>Future works such as TfL's Camberwell Green junction redesign are scheduled for early 2020 and so postponing the trial may mean that it would be impacted by these or other works. Therefore the timing should not be postponed.</p>
<p>The trial will be costly (with comparisons to Loughborough junction)</p>	<p>TfL has allocated £50,000 to improve this section of the quietway. It is estimated that the construction works will cost in the vicinity of £10,000 including signage. Monitoring and evaluation is estimated at £15,000. There may also be the need to undertake mitigation as part of the outcomes of the trial.</p>
<p>Concerns that dangerous U-turns will occur in Dog Kennel Hill south of Champion Hill, and in Champion Hill as a way of turning into Grove Lane.</p>	<p>We will monitor this manoeuvre with a video survey before and during the trial.</p> <p>We will carefully consider feedback from residents during the trial. The stretch of road in Champion Hill is too long to monitor with video surveys however.</p>
<p>Concerns the trial will prevent three point turns at the T junction by coaches servicing the student halls</p>	<p>The three-point turn is not considered a safe manoeuvre. The coaches are in operation only in the summer months. The 4m wide lane is wide enough to accommodate most coaches -confirmed with tracking in CAD software. Advice has been given as to maximum dimensions for coaches.</p>
<p>Issues with traffic lights: Champion Park / Denmark Hill junction has short green phase; Traffic light system at DKH seems inefficient- when traffic has cleared the N/S movement, the lights are still green.</p>	<p>The traffic lights operate on SCOOT which detects queuing traffic and adjust timings accordingly. We will nevertheless monitor queue lengths.</p>
<p>Safety issues at junction Grove</p>	<p>We will monitor volumes before and during the trial</p>

<p>Hill Road / Camberwell Grove.</p>	<p>and will gather feedback on safety concerns.</p> <p>Mitigation measures may be implemented to address any safety concerns (e.g. implement a trial 'School Street')</p>
<p>Will cause higher traffic volumes and greater congestion at Camberwell Grove which is on the Quietway 7 route.</p>	<p>We will monitor traffic movements into Camberwell Grove and will monitor traffic volumes in this and surrounding roads.</p>
<p>Difficult to access left turn from Champion Park into Denmark Hill due to bus lane.</p>	<p>We will monitor queue lengths in the left turn lane and right turn lane before and during the trial.</p>
<p>Speed humps in Champion Hill inefficient.</p>	<p>Speed will be monitored as part of the trial. Speed is not considered a major issue however: Recent traffic data showed that the 85th percentile of traffic travelled at 21.4 mph northbound and 22.4mph southbound.</p>
<p>Concerns about safety issues at junctions of Ivanhoe Road and Bromar Road/Melford Road.</p>	<p>Although no accidents have been recorded in this location in the last 4 years it is noted that residents and vulnerable road users do not feel safe.</p> <p>Traffic volumes and speeds will be monitored in these streets.</p> <p>Mitigation measures may be implemented to address any safety concerns. The details of mitigation measures would be decided at a later date although residents have suggested gates to restrict access to the area and reduce current through traffic.</p>
<p>Trial should go further to restrict access in both directions (full closure/filter)</p>	<p>The traffic flows are highest in the mornings. A full closure is considered too restrictive in regards to access.</p>

What are the key milestones?

The key milestones are listed below.

Activity	Date
Engagement with local residents :	Sep - Oct 2018 COMPLETED
Drop in session	27 Sep 2018 COMPLETED
Inform ward councillors of the results.	Nov 2018 COMPLETED
Report to Cabinet Member to approve trial	Nov 2018 COMPLETED
Install NO2 tubes to monitor air pollution	Dec 2018 COMPLETED
Summary of community engagement results made available online	Dec 2018 COMPLETED
Independent road traffic safety audit and final design of trial no entry	Winter 2018/19
Experimental Traffic Management Order	Jan 2019
Baseline data gathered as per final traffic monitoring plan	Jan 2019
Construction (5 days)	Early Feb 2019
Trial 'No entry' feature in place	11 Feb 2019
Monitoring period, including settling in period and monitoring surveys, and online feedback questionnaire/liaison with key stakeholders	February - Autumn 2019 (6-9 months)
Monitoring as per final traffic monitoring plan	Early Autumn 2019
Results of monitoring analysed and presented and formal consultation on permanent feature	Late Autumn 2019/20
Individual Decision Making (IDM) – consultation report and recommendations	Winter 2019/20
Make permanent / remove/ modifications (subject to statutory consultation)	Spring 2020

What is the monitoring and evaluation plan?

The monitoring plan has been devised to gather traffic data using a variety of survey methods ranging from manual turning counts, automated traffic counts, journey time surveys, bus journey time survey, video queue surveys, and video survey of U turns. This data will be used to identify where traffic has increased or decreased in surrounding residential and main roads and the effect on journey time and bus time. The data will be collected before the trial commences and during the trial when the 'no-entry' feature is bedded in.

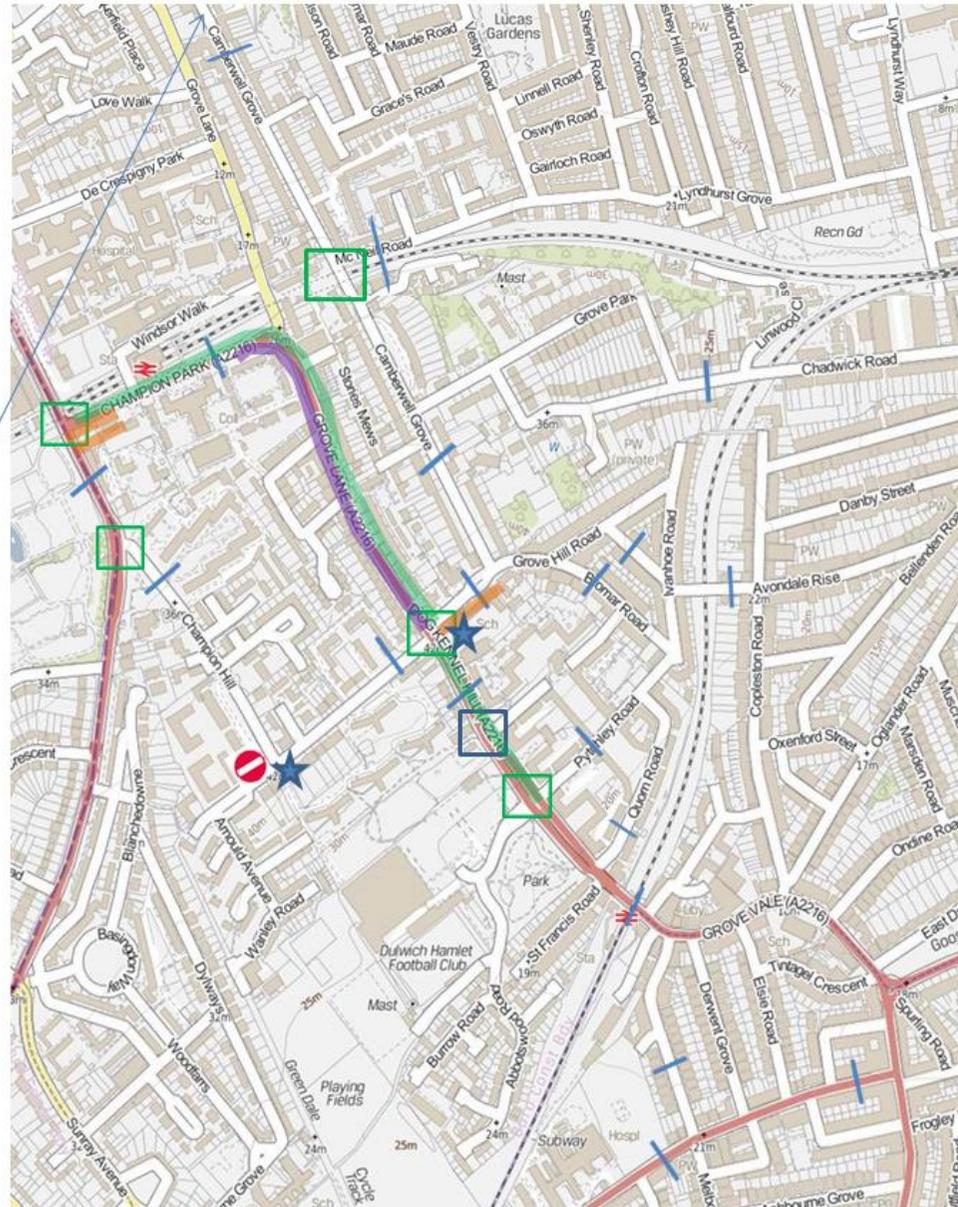
In addition to traffic surveys we will gather feedback during the trial from the public via an online questionnaire and we will be in close liaison with key stakeholders such as emergency services and the nearby hospitals.

It is expected the bedding in period will last three to six months as motorists adapt to new conditions. A map of the various survey locations is shown below.

Locations of traffic monitoring sites and survey types
 Champion Hill No Entry Trial
 Final draft, Dec 2018



- Key**
-  NO2 diffusion tubes
 -  No entry
 -  Automated Traffic Count
 -  Queue lengths
 -  Bus journey time
 -  General journey time
 -  U turns
 -  Manual Classified Counts



What are the targets?

The draft targets below are to be confirmed following results from baseline surveys. They will be updated online in February/March 2019.

Measure	Survey details	Target measure
Road safety in Champion Hill	Traffic surveys – Automated Traffic Counts (ATCs) and Manual Turning Counts(MTCs) Feedback from road users to questionnaire (residents, safer routes to school group)	Traffic volumes decreased (ATCs and MTCs) Cyclist number increased (MTCs) Majority of feedback shows people have seen an improvement in feeling of safety, and wanting to walk and cycle
Access needs for local residents-westbound via Grove Hill Road	Queue lengths MTC at junction	Queue lengths has remained or reduced. Volumes decreased or remain the same
Road safety around Dog Kennel Hill Primary School (Grove Hill Road)	Queue length of traffic at school Volume and speed of traffic: automated traffic counts (ATCs) Feedback from road users to questionnaire (e.g. school crossing patrol officer)	Queue length has reduced Majority of feedback shows people have seen an improvement in feeling of safety, and wanting to walk and cycle
Access needs for local residents-Dog Kennel Hill, Grove Lane and Champion Park	Journey time survey – Dog Kennel Hill from Pytchley Road to Champion Hill – Grove Lane and Champion Park ATC speed and volume, MTC classifications Queue length for left turn from Champion Park into Denmark Hill U-turn survey	Journey time has remained or reduced. If increased, the level of increase is reasonable in terms of absolute numbers and % difference. U turns are within reasonable limits

Measure	Survey details	Target measure
Traffic displacement onto adjacent residential roads (Bromar Road, Pytchley Road, Ivanhoe Road or others) and road safety concerns	<p>Traffic counts –Automated Traffic Counts at end of the trial period</p> <p>MTCs at Camberwell Grove – McNeill Rd and Camberwell Church Road</p> <p>Feedback from road users to questionnaire</p>	<p>Traffic volumes decreased or stayed the same (ATCs and MTCs)</p> <p>If increased, the level of increase is reasonable in terms of absolute number of vehicles and % difference.</p> <p>Cyclist number increased (MTCs)</p> <p>Majority of feedback shows people have seen an improvement in feeling of safety, and wanting to walk and cycle</p>
Traffic delays on the main roads (Dog Kennel Hill, Grove Lane, Champion Park and Denmark Hill, Camberwell Church Street)	<p>Bus journey time</p> <p>General Traffic journey time</p> <p>Feedback from road users including emergency services, TfL</p>	<p>Bus journey times decreased or stayed same. If increased, within acceptable limits as advised by TfL.</p>
NO2 diffusion tubes	<p>NO2 diffusion tubes gathered on monthly basis at two locations (T-junction of Champion Hill with itself and at Grove Hill Primary School)</p>	<p>Reduce the NO2 levels to below EU limits (40 micrograms/m3).</p>