

RMP 440/441 Denmark Hill

Summary Report

Bus Priority Improvement Works – Summary Report

November 2019

Introduction

This report has been produced by the London Borough of Southwark Highways team to provide a summary on the consultation exercise for the proposed Bus Priority Improvement Works along Denmark Hill.

Denmark Hill is located in the Champion Hill Ward.

The Council, in collaboration with Transport for London is committed to making Southwark's street safer and more accessible to all and the proposals for the road fulfil this commitment. The proposed measures enhance the environment for cyclists and improve bus journey times for passengers using the 42, 68 and 468 bus routes. These measures support Transport for London's Healthy Streets indicator – people choose to walk, cycle and use public transport.

The following measures were consulted upon to improve bus journey times along Denmark Hill, between its junction with Champion Hill and Sunray Avenue, see Appendix for scheme proposals:

- Widening of various sections of the bus lane on both sides of Denmark Hill
- Replacing the staggered crossing by Champion Hill with a straight crossing on a raised table
- Provision of dropped kerbs at the existing informal crossing by Deepdene Road
- Removal of the traffic island by Blanchedowne
- No changes to be made to the existing waiting and loading restrictions

Public Consultation on these proposals took place from 10 October to 10 November 2019. All residents and businesses within the consultation area were asked whether they support, support with changes or do not support the proposed improvements.

Consultation Process

The views of the local community were sought as part of this consultation exercise.

A letter including a plan of the proposals was posted to addresses within a consultation area. Consultees were advised to respond to the consultation via the online consultation portal (A copy of the letter is attached in Appendix B). The consultation letters were delivered by Royal Mail to 323 addresses on 10 October 2019 with a deadline for responding of the 10 November 2019. No letters were returned to Southwark offices due to the addresses no longer being occupied

The consultation area included all properties on the eastern side of Denmark Hill between its junction with Champion Hill and Sunray Avenue including parts of Cross Street, Basingdon Way and Blanchedowne. The properties on the western side of Denmark Hill are located with the London Borough of Lambeth and they were provided with all the consultation material required to inform those residents. A map showing the consultation area is attached in Appendix C.

In addition, a direct phone number and email address to the Highways project manager was made available to those wishing to make enquires or respond to the consultation via email or phone.

Summary of Consultation Results

Consultation Returns and Response Rate

A total of 25 responses were received during the consultation period. This represented approximately 8% response rate. Two further responses were received via email after the end of the consultation.

Analysis of the responses revealed that there were more responses received from outside the consultation area than within as shown in Table 1 below

Description	Result
Number of properties consulted	323
Number of all responses	25
Number of duplicate responses	0
Number of responses received from outside the consultation area	16
Number of responses received from organisations	1
Response Rate	8%

Table 1 Summary of consultation returns

The two further responses received via email after the end of the consultation were from the same address on Ferndene Road (which is off Denmark Hill on the Lambeth side). The responses generally supported the proposals with changes, though they have not been included in the analysis.

The responses have therefore been grouped into 2 zones based on the level of impact of the proposals, which is shown in Appendix D. Analyses of the responses from Zone 1 reveal a similar level of support for the scheme when compared with the results from all respondents.

Summary of results

Table 2 below summarises the responses received to question Q1 from all respondents:

Response rate	Q1, Overall, do you support the proposals we have made for improving bus journey times on Denmark Hill		
	Support	Support with changes	Do not support
25 out of 323	8	11	6
8%	32%	44%	24%

Using the responses within Zone 1 only (the consultation area), responses received are shown in Table below:

Response rate	Do you support the proposals we have made for improving bus journey times on Denmark Hill		
	Support	Support with changes	Do not support
9 out of 323	5	2	2
3%	56%	22%	22%

Table 3 – Response to main question in Zone 1

The results indicate 76% 'fully support' / 'support with changes' the proposals for improving bus journey times along Denmark Hill.

Consultees were also asked how they travel in the area. The options were given were: Walking; Car; Mobility scooter/wheelchair; Cycling; Walking with child's buggy; Motorcycle/moped; and, public transport. Consultees were able to select more than one option and the results are in figure 1 below

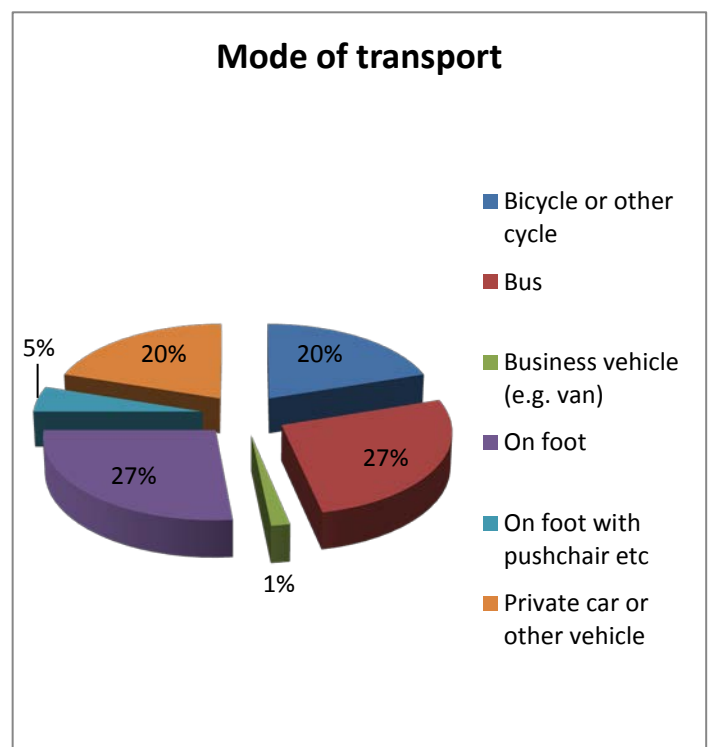


Figure 1 - Consultation Results to how people travel through this area

Figure 1 shows that a significant proportion (79%) use the local buses, cycling and walking as a means of transport.

Respondents' Comments

The consultation website allowed consultees to support, support with changes or not support and also provide any comments they may have on the proposals.

Responses from all zones are reproduced in Table 3 overleaf with officer's responses.

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Comments	Notes
<ul style="list-style-type: none"> Perhaps try to make it so the bus lanes are widened but not too big as I think the centre line does really need to be there as it's a busy stretch of road. <p>Good idea (changes to pedestrian crossing)</p> <ul style="list-style-type: none"> Segregated cycle lanes would be much better than just widening the bus lane. A widened bus lane will encourage buses to overtake cycles when there isn't a safe amount of room to do so You should put in a segregated cycle lane all the way along! You should be installing segregated cycle tracks to mitigate this issue. Wider bus lanes will not make people choose to cycle more. Straight crossing fine, but why on earth a raised table? worse to drive over, negligible advantage for pedestrians and waste of money and resources. Pointless and sometimes dangerous as they all are It would be much better to put protected cycle lanes along this full section. This would protect cyclists from buses, taxis and other traffic, while also speeding up buses. The road is very wide for much of the space between Champion Park and Herne Hill, and there is little congestion, so space could be plausibly reallocated to cyclists. Currently, I do not dare cycle from my house to Herne Hill along this route, as I fear for my safety. <p>Ideally, we should be working towards fully protected cycle lanes and junctions all the way from Herne Hill to Camberwell Green and beyond. This is necessary to see transformative shift away from polluting, dangerous, expensive motor traffic to active transport.</p> <ul style="list-style-type: none"> Sounds sensible to me Instead of widening the bus lane, which still means buses having to manoeuvre to overtake vulnerable cyclists, why not use the additional space granted by removal of the central reservation to install a segregated cycle lane at the road margin? Straight crossings are better. Other kind can be a trip hazard The first bus stand on entry to Orpheus street should be moved/ taken away. Causes numerous traffic jams having a bus parked both here and at the second stand. Beeping/ engine noise from standing buses and cars in traffic particularly annoying to residents of 23 Denmark Hill Create segregated cycle lanes instead, this could even be light segregation using "orcas" or wands. Put in a bustop bypass. 	<p>Due to presence of existing junctions, traffic island and pedestrian crossing along the route, provision of a segregated cycle lane will not be achievable. Cycle road markings will be included as part of the design to ensure greater awareness</p> <p>The raised crossing ensure that mobility impaired users are able to cross safely.</p> <p>The current proposals do not extend as far as the junction with Orpheus Street. The area was recently improved as part of the Camberwell Town centre scheme</p>

Comments	Notes
<ul style="list-style-type: none"> • I do not think wider bus lanes are a good idea, as they will simply encourage close passing of cyclists by buses (which can sometimes already be a problem). There is space on Denmark Hill, with the big central reservation and wide pavements, to introduce segregated cycle lanes, which would be a better solution. <p>Straight crossings are always better</p> <p>See above - do not widen the bus lanes but build segregated cycle lanes. Speed cameras would also help, as my experience of walking, cycling, driving and taking the bus round there is that speed limits are frequently ignored.</p> <ul style="list-style-type: none"> • I have not observed the issues mentioned moreso, there are more commuters heading towards central London than towards Herne Hill every single day and as such the congestion is expected in the previous direction. <p>Secondly, we have already suffered a lot with the just completed roadworks around Camberwell Green and Denmark Hill. Lastly, with the introduction of new crossing at Camberwell by the shopping centre has made things even worse - two closer set of traffic lights as well as the introduction of crossing closer to the King's College leading to three crossings before getting to the hospital is now seriously causing jams during rush hours.</p> <p>I don't think this (the pedestrian crossing facility) is even used that much often. Thus, it will be better removed.</p> <p>The issue really has to do with the cyclists because they struggle a lot to get up the hill and usually keeps swerving in and out of their lane. But the cycle lane is more than sufficient if used properly.</p> <ul style="list-style-type: none"> • Create segregated cycle lanes instead, this could even be light segregation using "orcas" or wands. Put in a bustop bypass • They would do the trick, but a stepped cycle track would give clearer space to all road users - better safety for cyclists, and a clear indication of "who" belongs "where" Support (changes to pedestrian crossing) <p>Please look at a one-way (southbound) stepped cycle track instead of the wider bus lane; and raising the southbound (uphill) cycle lane further north on to a step to offer more</p> <ul style="list-style-type: none"> • Widening a bus lane will make extra traffic for the road users. • The current width is adequate for bus and bicycles. 	<p>Due to presence of existing junctions, traffic island and pedestrian crossing along the route, provision of a segregated cycle lane will not be achievable. Cycle road markings will be included as part of the design to ensure greater awareness</p>

Comments	Notes
<ul style="list-style-type: none"> A wider bus lane which, in theory, allows a bus to overtake a cyclist will make a cyclist feel less safe. The road also suffers from speeding cars, despite the 20mph limit. In order to ensure that cyclists are not delaying buses, while also making them feel safe cycling slowly uphill (at a relatively large difference to the speed of passing traffic), the only safe way is to create a segregated cycle lane. This can be trialled with a low-cost option of installing 'wands' or 'armadillos' to separate cyclists from traffic. A wider lane at the bus stops will be the minimum solution, though ideally, built-out bus stop islands should be trialled, with cyclists passing 'behind' these, on the pavement side. <p>I support the proposed changes to pedestrian facilities.</p> <p>Enforce speed restrictions. Cars/motorbikes exceed the speed limit, particularly on the downhill. Narrowing the roadway, as per the plans, is a good idea, however it needs to be done in conjunction with safer cycle provision.</p> <ul style="list-style-type: none"> The main delays appear to be on the high street and leading up to the junction with the A2216, rather than this relatively short section of Denmark Hill. The road at this point is already wide, such that cars and buses often take up both lanes. <p>The Denmark Hill Road at this point is often fast moving and rarely do vehicles adhere to the 20 mile an hour speed limit. The traffic island at Blanedowne represents vital protection and space for cyclists turning into this road when approaching from Herne Hill and onto the dedicated quietway. Taking this away means that cyclists will have to dismount at the controlled crossing the cycle back up the road. This doesn't feel very cycle friendly.</p> <p>Similarly the staggered crossing provides an opportunity for both cars and cyclists to cross from the quietway onto the main road. This is a fast and busy road, and while the raised crossing may work for pedestrians, it's unclear how this works for cyclists and traffic coming out onto Denmark Hill or approaching from Herne Hill and turning into Champion Hill. The current staggered crossing provides vital protection for cyclists and the staggered crossing allows appropriate advantage to be taken of gaps in traffic for crossing.</p> <p>More should be done to reinforce the 20 mile an hour speed limit on this stretch of road - essentially it is double laned highway which more often has 2 cars abreast racing down it.</p> <ul style="list-style-type: none"> Acland Crescent, Ferndene Road junction geometry needs to be tightened. 	<p>Due to presence of existing junctions, traffic island and pedestrian crossing along the route, provision of a segregated cycle lane will not be achievable. Cycle road markings will be included as part of the design to ensure greater awareness</p> <p>This can be looked at as part of the current proposals</p>

Comments	Notes
<ul style="list-style-type: none"> <li data-bbox="140 159 951 792"> <p>I live in Ferndene Road and I frequently use buses and drive in this area.</p> <p>I do not object to the proposed new items, but I do not see the need to remove the items proposed, or why this scheme is priority for public money. There is a 20 mph speed limit and the traffic is rarely heavy in the stretch in question. I have never been aware of cyclists holding up buses, and it could only apply to a few yards before and after the Champion Hill bus stop (not shown on the drawing), where the central reservation is, and when buses are stopping anyway. I am sceptical that this makes any material impact on bus times.</p> <p>The central reservation is an attractive feature for the road, and any green planting is welcomed. I believe it helps traffic calming. I wonder if Lambeth Council has been consulted on these plans.</p> <p>Did you decide not to mention bottle necks both at Herne Hill and Denmark Hill/Champion Park junctions, even if quicken with cycle overtaking and also pedestrian safety as reasons for the central reservations, along with being attractive features – curious that you filtered out these thoughts from me?</p> 	<p data-bbox="975 159 1422 344">There will be some new planting in the vicinity of the traffic island to compensate for its removal. Officers at LB Lambeth have been consulted and regularly informed of progress of the scheme</p>

Recommendations

In light of the consultation comments for the proposed improvements along Denmark Hill and council's commitment for making streets in the borough safer for all road users, it is recommended that the scheme is progressed to detailed design.

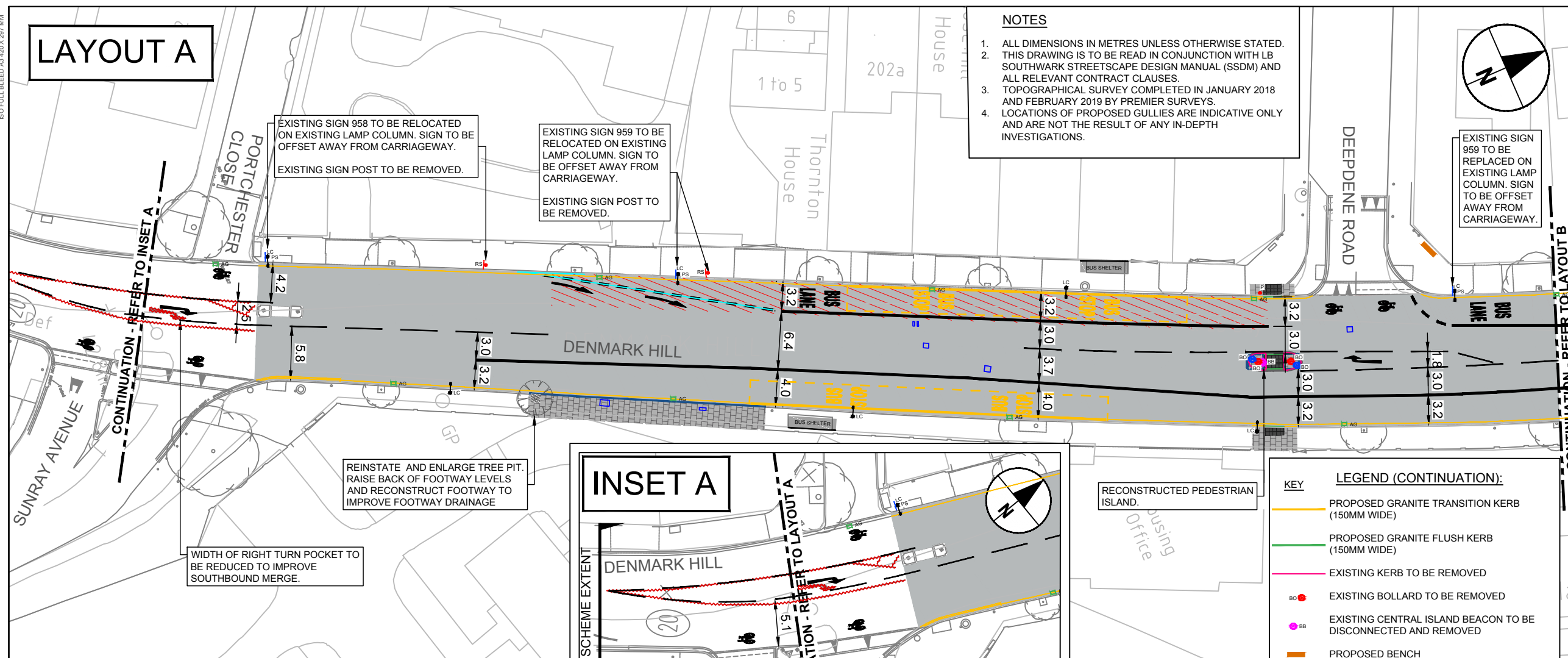
A report is being taken to the Cabinet Member for Environment, Transport and the Climate Emergency in December 2019 with the officer's recommendation to carry out advertisement of the relevant traffic management orders.

A traffic notice will be displayed prior to works commencing on site.

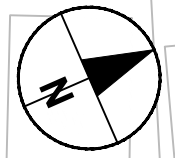
Appendices

- Appendix A – Scheme Proposal
- Appendix B – Consultation letter
- Appendix C – Map of the consultation area
- Appendix D – Map of zones for consultation responses

LAYOUT A



- NOTES**
1. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
 2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH LB SOUTHWARK STREETSCAPE DESIGN MANUAL (SSDM) AND ALL RELEVANT CONTRACT CLAUSES.
 3. TOPOGRAPHICAL SURVEY COMPLETED IN JANUARY 2018 AND FEBRUARY 2019 BY PREMIER SURVEYS.
 4. LOCATIONS OF PROPOSED GULLIES ARE INDICATIVE ONLY AND ARE NOT THE RESULT OF ANY IN-DEPTH INVESTIGATIONS.



KEY

- UP TO 40MM ASPHALT CARRIAGEWAY RESURFACING
- UP TO 100MM ASPHALT CARRIAGEWAY RESURFACING
- ASPHALT CARRIAGEWAY REINSTATEMENT
- FOOTWAY RECONSTRUCTION (CONCRETE SLABS)
- EXISTING COVER (UNAFFECTED)
- EXISTING UTILITY COVERS TO BE ADJUSTED TO NEW FOOTWAY / CARRIAGEWAY LEVEL
- EXISTING LAMP COLUMN TO REMAIN
- PROPOSED SIGN ON EXISTING LAMP COLUMN
- REMOVE SIGN FROM EXISTING LAMP COLUMN
- REMOVE POST
- REMOVE POST AND SIGN
- EXISTING GULLY TO REMAIN
- EXISTING GULLY COVER TO BE REPLACED WITH CYCLE-FRIENDLY COVER
- EXISTING BUS SHELTER TO REMAIN
- EXISTING TREE TO REMAIN
- PROPOSED TREE PIT CONSTRUCTION
- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS TO REMAIN
- EXISTING ROAD MARKINGS TO BE REMOVED
- PROPOSED GRANITE FULL HEIGHT KERB (150MM WIDE)
- PROPOSED GRANITE FULL HEIGHT KERB (300MM WIDE)

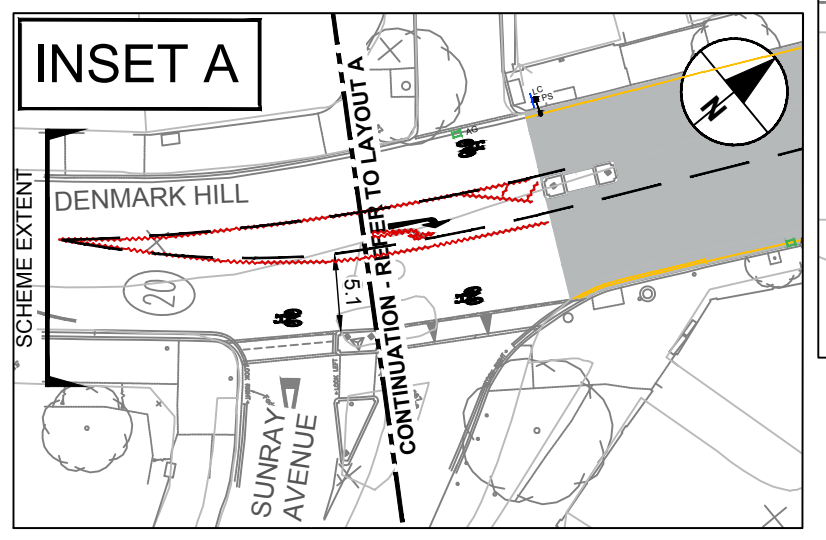
LEGEND

KEY

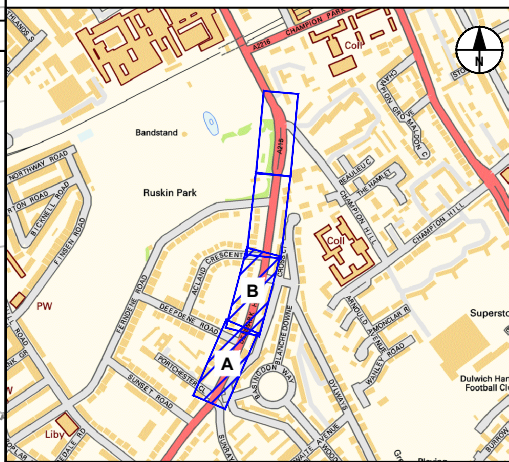
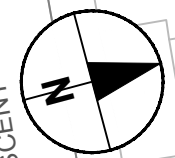
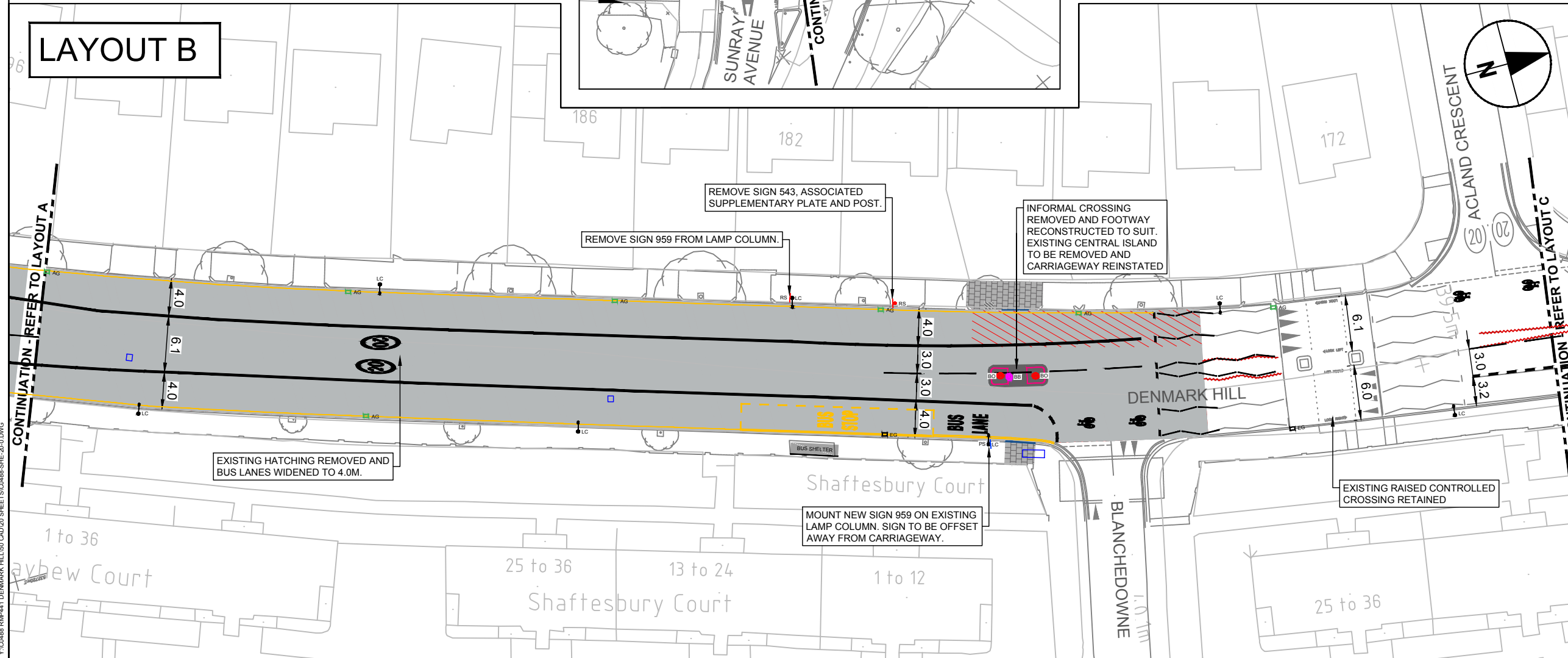
LEGEND (CONTINUATION):

- PROPOSED GRANITE TRANSITION KERB (150MM WIDE)
- PROPOSED GRANITE FLUSH KERB (150MM WIDE)
- EXISTING KERB TO BE REMOVED
- EXISTING BOLLARD TO BE REMOVED
- EXISTING CENTRAL ISLAND BEACON TO BE DISCONNECTED AND REMOVED
- PROPOSED BENCH

INSET A



LAYOUT B



REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APPRVD BY
C	12/07/19	NO CHANGES	CM	AA	AGB
B	18/04/19	REVISIONS FOLLOWING RSA COMMENTS	DC	HMC	AGB
A	08/02/19	REVISIONS FOLLOWING ECI & DOW	DC	AA	AGB
D	14/01/19	FIRST ISSUE	DC	AA	AGB

Shaping Southwark's Highways

 160 TOOLEY STREET LONDON SE1P 5LX

PROJECT: RMP440/441: Denmark Hill between Sunray Avenue and Champion Hill

TITLE: OUTLINE DESIGN SHEET 1 OF 2

CONTRACT NO:	60493382-C0488	DRAWN:	DC
SCALE:	1 : 500 @ A3	DESIGNED:	DG
DRAWING NO:	60493382-C0488-OD-01	CHECKED:	HMC
DATE DRAWN:	APRIL 2019	APPROVED:	AGB
DATE ISSUED:	12/07/19	REV:	C

LAYOUT C

EXISTING CHUTE GULLY REPLACED WITH NEW GULLY POT AND CYCLE-FRIENDLY COVER. PROPOSED CONNECTION DIRECTLY INTO EXISTING PIPE RUN AND EXISTING MANHOLE BACKFILLED. DRAINAGE SURVEY TO DETERMINE DETAILS.

MOUNT NEW SIGN 959 ON EXISTING LAMP COLUMN. SIGN TO BE OFFSET AWAY FROM CARRIAGEWAY.

CONTINUATION - REFER TO LAYOUT B

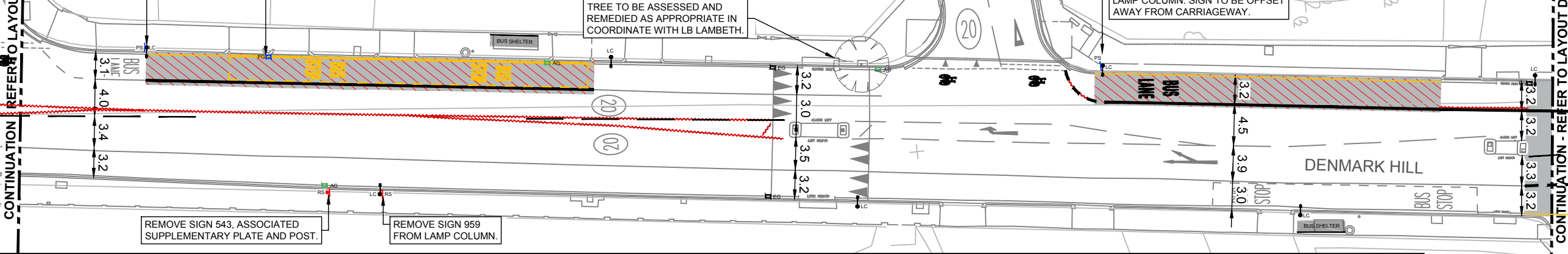
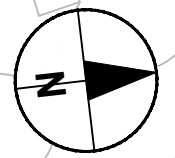
CONTINUATION - REFER TO LAYOUT D

LEGEND (CONTINUATION):

KEY	EXISTING ROAD MARKINGS TO BE REMOVED	KEY	EXISTING GUARDRAIL TO BE REMOVED
EXISTING KERB TO BE REMOVED	EXISTING GULLY TO BE REMOVED	EXISTING GULLY COVER TO BE REPLACED WITH CYCLE-FRIENDLY COVER	PROPOSED CYCLE-FRIENDLY GULLY
PROPOSED GRANITE FULL HEIGHT KERB (150MM WIDE)	EXISTING BOLLARD TO BE REMOVED	PROPOSED NEW "KEEP LEFT" BOLLARD	PROPOSED NEW BLISTER TACTILE PAVING
PROPOSED GRANITE FULL HEIGHT KERB (300MM WIDE)			
PROPOSED GRANITE TRANSITION KERB (150MM WIDE)			
PROPOSED GRANITE FLUSH KERB (150MM WIDE)			

NOTES

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- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH LB SOUTHWARK STREETScape DESIGN MANUAL (SSDM) AND ALL RELEVANT CONTRACT CLAUSES.
- TOPOGRAPHICAL SURVEY COMPLETED IN JANUARY 2018 AND FEBRUARY 2019 BY PREMIER SURVEYS.
- LOCATIONS OF PROPOSED GULLIES ARE INDICATIVE ONLY AND ARE NOT THE RESULT OF ANY IN-DEPTH INVESTIGATIONS.
- ALL PEDESTRIAN GUARD RAILS TO BE REMOVED (SUBJECT TO GRAF ASSESSMENT FINDINGS).



KEY

	UP TO 40MM ASPHALT CARRIAGEWAY RESURFACING
	UP TO 100MM ASPHALT CARRIAGEWAY RESURFACING
	ASPHALT CARRIAGEWAY REINSTATEMENT
	FOOTWAY RECONSTRUCTION (CONCRETE SLABS)
	PROPOSED ANTI-SHIFT TABLE (ASPHALT RAMPS)
	EXISTING COVER (UNAFFECTED)
	EXISTING UTILITY COVERS TO BE ADJUSTED TO NEW FOOTWAY / CARRIAGEWAY LEVEL
	EXISTING LAMP COLUMN TO REMAIN
	EXISTING LAMP COLUMN TO BE DISCONNECTED AND REMOVED
	PROPOSED LAMP COLUMN
	PROPOSED SIGN ON EXISTING LAMP COLUMN
	REMOVE POST AND SIGN
	REMOVE SIGN FROM EXISTING LAMP COLUMN
	EXISTING BUS SHELTER TO REMAIN
	PROPOSED LOW LEVEL PLANTING
	PROPOSED ROAD MARKINGS
	EXISTING ROAD MARKINGS TO REMAIN
	PROPOSED BENCH

SECTION A

CHANNEL	NORTHBOUND CARRIAGEWAY	EXISTING ISLAND CHANNEL	EXISTING TOP OF ISLAND	EXISTING ISLAND CHANNEL	SOUTHBOUND CARRIAGEWAY	CHANNEL
1:14	1:18	1:18	1:18	1:18	1:28	
1:14	1:19	1:30	1:19	1:18	1:28	
2.94	3.78	0.89	3.70	3.12		
EXISTING LEVEL (m)	31.75	31.96	32.16	32.35	32.55	
PROPOSED LEVEL (m)	31.75	31.96	32.16	32.35	32.55	

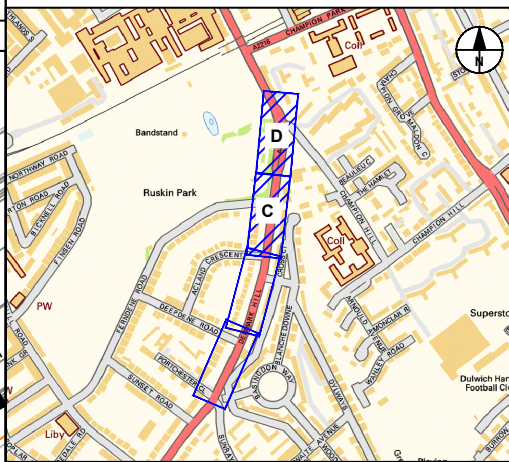
SECTION B

BACK OF FOOTWAY	TACTILE FOLDLINE	TOP OF KERB	CHANNEL	NORTHBOUND CARRIAGEWAY	EXISTING ISLAND CHANNEL	EXISTING ISLAND KERB	EXISTING ISLAND CHANNEL	SOUTHBOUND CARRIAGEWAY	CHANNEL	TOP OF KERB	TACTILE FOLDLINE	BACK OF FOOTWAY
1:60	1:15	1:13	1:13	1:13	1:18	1:20	1:20	1:12	1:35			
1:60	1:12	1:13	1:13	1:17	1:22	1:28	1:12	1:12	1:35			
2.37	1.20	3.10	3.82	2.20	3.47	1.96	1.20	1.38				
EXISTING LEVEL (m)	29.97	29.91	29.90	30.00	30.41	30.47	30.70	30.03	30.80	30.72	30.90	30.94
PROPOSED LEVEL (m)	29.97	29.91	29.90	30.00	30.41	30.47	30.70	30.03	30.80	30.72	30.90	30.94

SECTION C

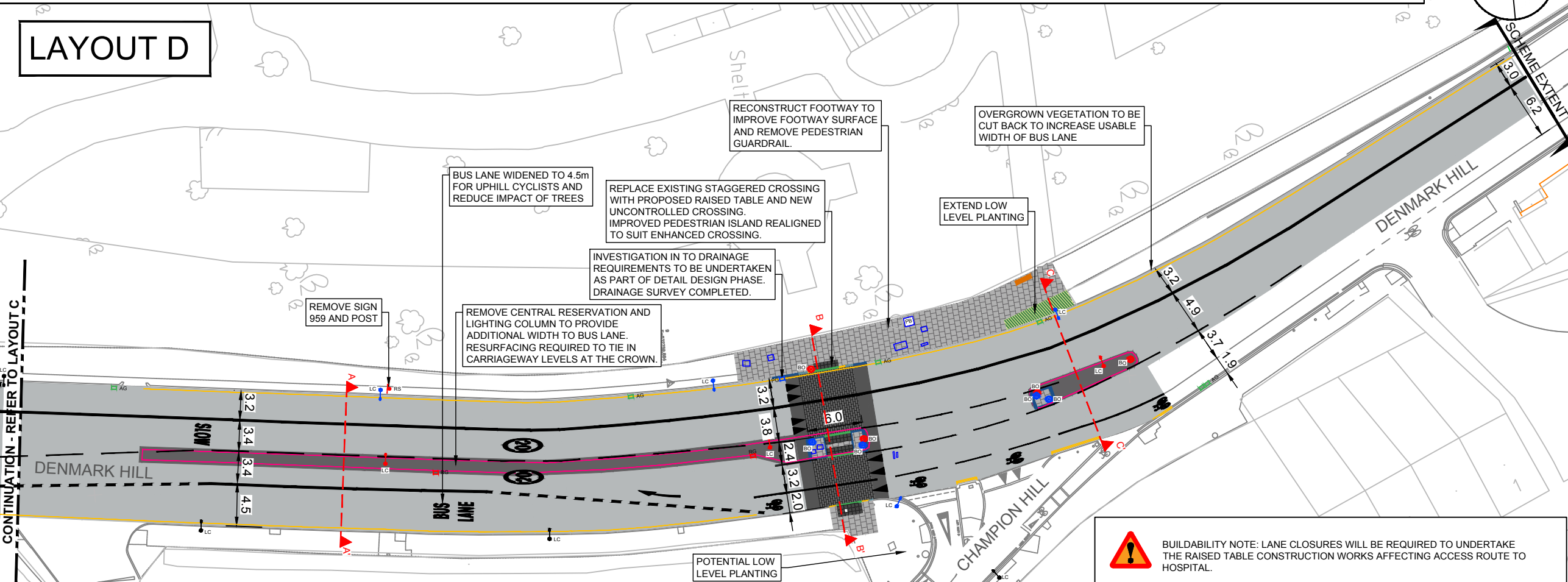
CHANNEL	NORTHBOUND CARRIAGEWAY	EXISTING ISLAND CHANNEL	EXISTING TOP OF ISLAND	EXISTING ISLAND CHANNEL	SOUTHBOUND CARRIAGEWAY	CHANNEL
1:18	1:18	1:18	1:18	1:18	1:47	
1:24	1:28	1:10	1:17	1:47		
3.05	3.61	1.74	3.85	1.88		
EXISTING LEVEL (m)	28.34	28.47	28.72	28.85	29.02	29.06
PROPOSED LEVEL (m)	28.34	28.47	28.72	28.85	29.02	29.06

LOCATION PLAN



LAYOUT D

CONTINUATION - REFER TO LAYOUT C



REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APPRVD BY
C	12/07/19	REVISIONS TO LANE WIDTHS IN LAYOUT D	CM	AA	AGB
B	18/04/19	REVISIONS FOLLOWING RSA COMMENTS	DC	HMC	AGB
A	08/02/19	REVISIONS FOLLOWING ECI & DQW	DC	AA	AGB
0	14/01/19	FIRST ISSUE	DC	AA	AGB

Shaping Southwark's Highways

 160 TOOLEY STREET LONDON SE1P 5LX

PROJECT: RMP440/441: Denmark Hill between Sunray Avenue and Champion Hill

TITLE: OUTLINE DESIGN SHEET 2 OF 2

CONTRACT NO:	60493382-C0488	DRAWN:	CM
SCALE:	1 : 500 @ A3	DESIGNED:	CM
DRAWING NO:	60493382-C0488-OD-02	CHECKED:	HMC
DATE DRAWN:	APRIL 2019	APPROVED:	AGB
DATE ISSUED:	12/07/2019	REV:	C

BUILDABILITY NOTE: LANE CLOSURES WILL BE REQUIRED TO UNDERTAKE THE RAISED TABLE CONSTRUCTION WORKS AFFECTING ACCESS ROUTE TO HOSPITAL.

Resident
Address 1
Address 2
Postcode

Highways
highways@southwark.gov.uk
Tel: 020 7525 4571

Date: 09 October 2019

Dear Resident,

Denmark Hill Improvement works

We want to improve bus journey times along Denmark Hill, as it has been identified that the bus lanes are on a hill in this section and cyclists can sometimes hold up buses as the lanes are currently too narrow for buses to safely overtake cyclists travelling up the hill.

In order to support this, we are proposing to widen sections of the existing bus lanes on Denmark Hill between its junction with Champion Hill and Sunray Avenue. This will reduce conflict with other vehicle types and help buses keep to timetable. The widening of the bus lanes will be achieved by removing the central reservation by Ruskin Park, removing the traffic island by Blanchedowne and removing central hatching road markings.

These proposals should improve journey times for passengers using the 42, 68 and 468 bus routes. By making bus travel more reliable, this supports Transport for London's Healthy Streets indicator: '**People choose to walk, cycle and use public transport**'.

We are also proposing measures to assist pedestrians cross the road, which will include replacing the staggered crossing by Champion Hill with a straight crossing on a raised table and provision of dropped kerbs at the existing informal crossing by Deepdene Road.

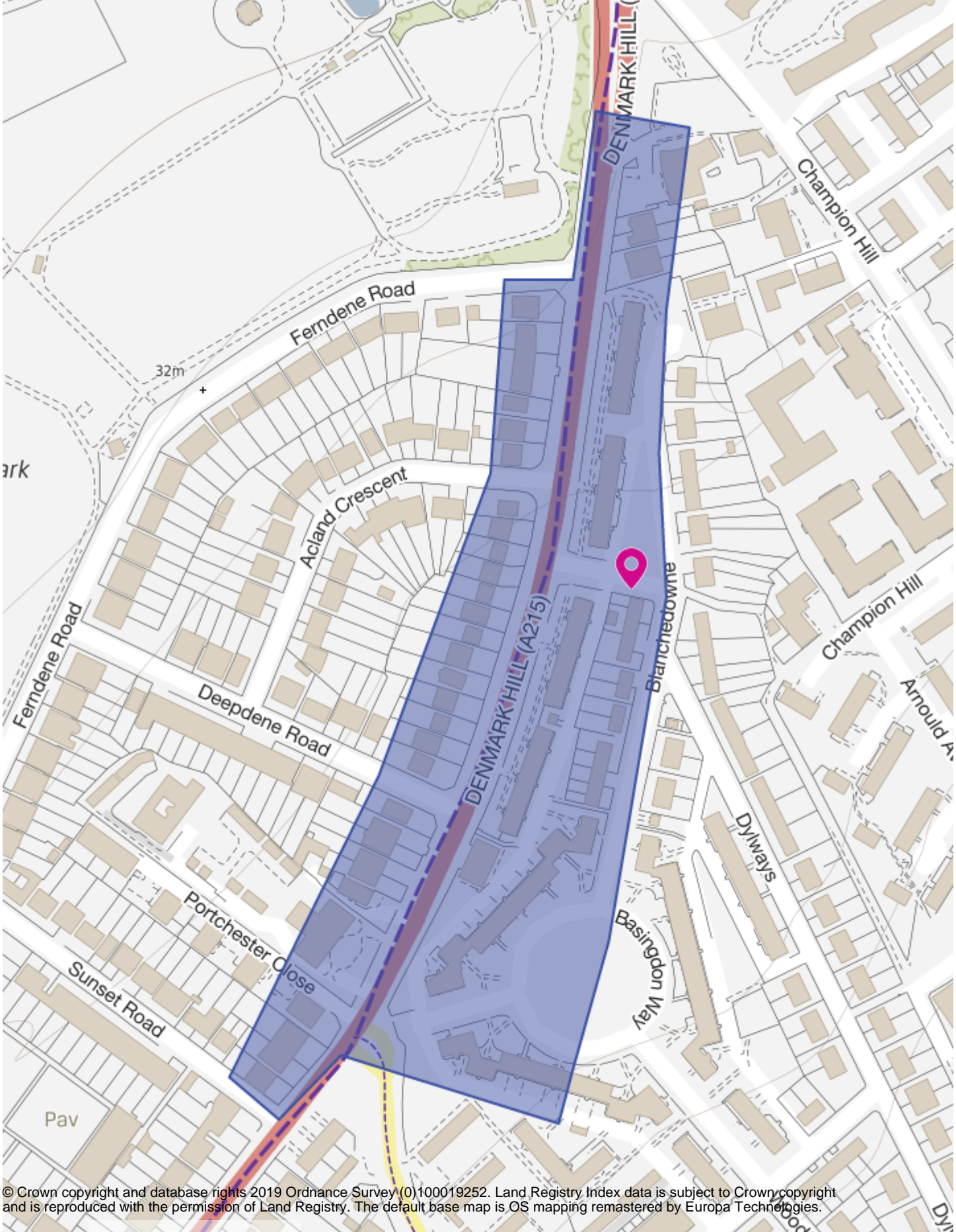
However, we would appreciate your views on these plans, and whether there are any issues that we should take note of.

Please see details and provide feedback using our online form at
<https://consultations.southwark.gov.uk/environment-leisure/denmarkhillbuses>

Survey closes: **10 November 2019**

e-mail: highways@southwark.gov.uk
telephone: 020 7525 4571

by post: FREEPOST RSDT-BHXK-SCAJ
DKH Bus lane
Highways Division
Floor 3, Hub 2
Southwark Council
PO BOX 64529
SE1P 5LX



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