

Dulwich Community Council

Wednesday 30 January 2013

7.00 pm

Christ Church, 263 Barry Road, London SE22 OJT

Supplemental Agenda No. 1

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	That the community council, note and comment on the proposal contained in the report.	

Item No. 14.	Classification: Open	Date: 30 January 2013	Meeting Name: Dulwich Community Council
Report title:		Paxton Green Roundabout Improvements	
Ward(s) or groups affected:		College Ward	
From:		Strategic Director of Environment and Leisure	

RECOMMENDATION

1. That the Community Council; note and comment on:
 - Paxton Green roundabout improvements proposal, as shown in Appendix A
 - Summary of representations received during public consultation, as shown in Appendix B
 - Revised proposal that takes into consideration representation received during the consultation process, as shown in Appendix D

BACKGROUND INFORMATION

2. In accordance with Part 3H of the Southwark Constitution, community councils are to be consulted on the detail of strategic traffic schemes.
3. The community council is now being given opportunity to make final representation to the Cabinet Member for transport, environment and recycling, as part of the consultation process.
4. The objectives of the scheme are to:
 - improve safety conditions for pupils accessing bus stop at the roundabout
 - review and improve existing pedestrian crossing facilities on all arms of the roundabout
 - improve general safety at the roundabout and in the wider area, making it easier for pedestrians to cross the road, as well as slowing traffic down.

KEY ISSUES FOR CONSIDERATION

5. The Paxton Green roundabout improvements scheme was originally identified as part of measures outlined in the South Dulwich school travel plan (STP) proposals.
6. As part of the South Dulwich STP programme, a number of minor measures to improve access and safety for pupils crossing the road were implemented in 2011/12 financial year. The Paxton Green roundabout scheme, being more substantial in nature, is intended to be implemented in the 2013/14 financial year, subject to approval.

7. Prior to considering the proposals the views of residents were sought in a 'pre-consultation' on some of the traffic issues/problems that they felt needed to be addressed in the area. A report on the outcome of this initial public consultation can be found in Appendix C.
8. Public consultation, initially intended from November – December 2012, was extended to 25 January 2013 to allow a 'drop-in' session to be held, as requested by ward councillors given the strength of feeling in the area about the scheme.
9. Letters were sent to all residents previously consulted, inviting them to the open day even on Wednesday 16 January at Paxton Green Health Centre. In total 47 people attended the open day event.
10. Summary of the public consultation responses is shown in Appendix B. As can be seen, whilst there is an overall balance between residents in favour and against the proposals in general, there is clear support for all the individual elements of the scheme **except** for the proposal to remove the existing northbound bus stop on the roundabout itself and replace it with two new stops, one immediately before the junction on Dulwich Wood Park and one immediately after the junction on South Croxted Road, as well as the proposal to remove the sub-standard section of southbound cycle lane on Dulwich Wood Park (which is only required to create space for the proposed bus stop).
11. Given the strength of feeling in the public consultation, officers have developed a revised proposal which avoids the need to move the bus stops, and therefore also retains the cycle lane. Officers believe that this revised scheme will still deliver most of the objectives of the original scheme and that therefore this is an acceptable balance between the objectives of the scheme, the overall Transport Plan objectives, and the opinion of local people. This revised scheme is shown in Appendix D.

Recommendations to the Cabinet Member for Transport, Environment and Recycling

12. On the basis of the results of the public consultation the cabinet member will be recommended to:
 - Note representations received during public consultation process, as shown in Appendix B
 - Note feedback from community council
 - Approve a revised scheme which takes into consideration responses from the consultation, in particular retention of the existing Bus Stop and cycle lane.

The revised scheme proposals are shown in Appendix D.

Policy implications

13. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:

Policy 1.1 – pursue overall traffic reduction

Policy 2.3 – promote and encourage sustainable travel choices in the borough

Policy 4.2 – create places that people can enjoy

Policy 5.1 - Improve safety on our roads and to help make all modes of transport safer.

Community impact statement

14. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it. This proposal focuses in particular on improving pedestrian facilities and road safety which will particularly benefit the young, elderly and other vulnerable road users.

Resource implications

15. This report is for the purposes of consultation only and there are no resource implications associated with it.
16. It is, however, noted that the project itself is funded by Transport for London via the Local Implementation Plan programme for strategic transport projects.

Consultation

17. Ward members were consulted prior to consultation process.
18. Informal public consultation was carried out November 2012 to 25 January 2013.
19. An open day event was held on Wednesday 16 January at Paxton Green Health Centre.
20. Out of the 2250 consultation leaflets delivered, a total of 216 responses were received during the consultation period, equating to **9.6%** response rate. A summary of the responses is contained at Appendix B. Overall support for the scheme is balanced but there is clear support in favour of all elements of the scheme except the moving of the bus stops and removal of cycle lane.
21. Two responses to the consultation have been received from local amenity groups, namely Crystal Palace Community Association and Gipsy Hill Residents' Association. Both express objection to the scheme although support various elements.
22. A petition signed by 117 residents was received during the consultation period stating 'I object to the proposed creation of the new northbound bus stop on Dulwich Wood Park'. A second petition was received with 186 signatures stating 'I object to the proposed creation of the new northbound bus stops on South Croxted Road and on Dulwich Wood Park'.
23. A deputation in relation to the proposal will be presented by some residents at the community council meeting. This report is considered elsewhere on the agenda.
24. This report provides an opportunity for final comment to be made by the community council prior to a non-key decision scheduled to be taken by the Cabinet Member for Environment, Transport and Recycling in February 2013.

25. If approved for implementation the final design will be subject to detailed design, strategic road network approval, and safety audit. Some features of the proposals will be subject to statutory consultation required in the making of any permanent Traffic Management Orders.

Reasons for urgency

26. Due to the financial constraints on timing as set out by TfL, a decision on whether to implement the scheme by the cabinet member is required before the end of the financial year (31 March 2013). Constitution requires that the community council is formally consulted before the cabinet member can approve the scheme for implementation. This community council is the last meeting before the end of the financial year.

Reasons for lateness

27. Given the strength of feeling in the local community generated by the proposals, ward councillors requested an extension to the public consultation period to 25 January 2013, and also for officers to arrange a 'drop-in' event which took place on 16 January 2013. Officers needed to wait for the closing date before the report can be finalised.

BACKGROUND DOCUMENTS

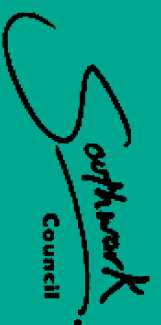
Background Papers	Held At	Contact
Transport Plan 2011	Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Matthew Hill, Public Realm Programme Manager 020 7525 3541

APPENDICES

No.	Title
Appendix A	Paxton Green Roundabout Consultation Form
Appendix B	Paxton Green Roundabout Consultation Review
Appendix C	Paxton Green Roundabout Consultation Report
Appendix D	Paxton Green Roundabout Consultation Revised Design

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Qassim Kazaz, Principal Project Manager - Transport	
Version	Final	
Dated	24 January 2013	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	28 January 2013	



Paxton Green roundabout improvements

Public Consultation

November 2012

www.southwark.gov.uk

FREEPOST SE1919/14

LONDON BOROUGH OF SOUTHWARK
Environment and Leisure Department
Public Realm Projects: (Paxton Green roundabout)
Razak Mahama
London
SE1P 5LX

BUSINESS REPLY SERVICE
FREEPOST SE1919/14

NO
STAMP
REQUIRED

Fold Here

6

Please fold the completed questionnaire as indicated by the dotted line, using the self adhesive strip and return to the address above. There is no need to use a stamp.



Have your say about Paxton Green roundabout improvements

Please let us know what you think by completing the section below.

Complete the box below, then tear off this page, fold and post to the freepost address by Friday 14 December 2012.

Q1. Please state your name

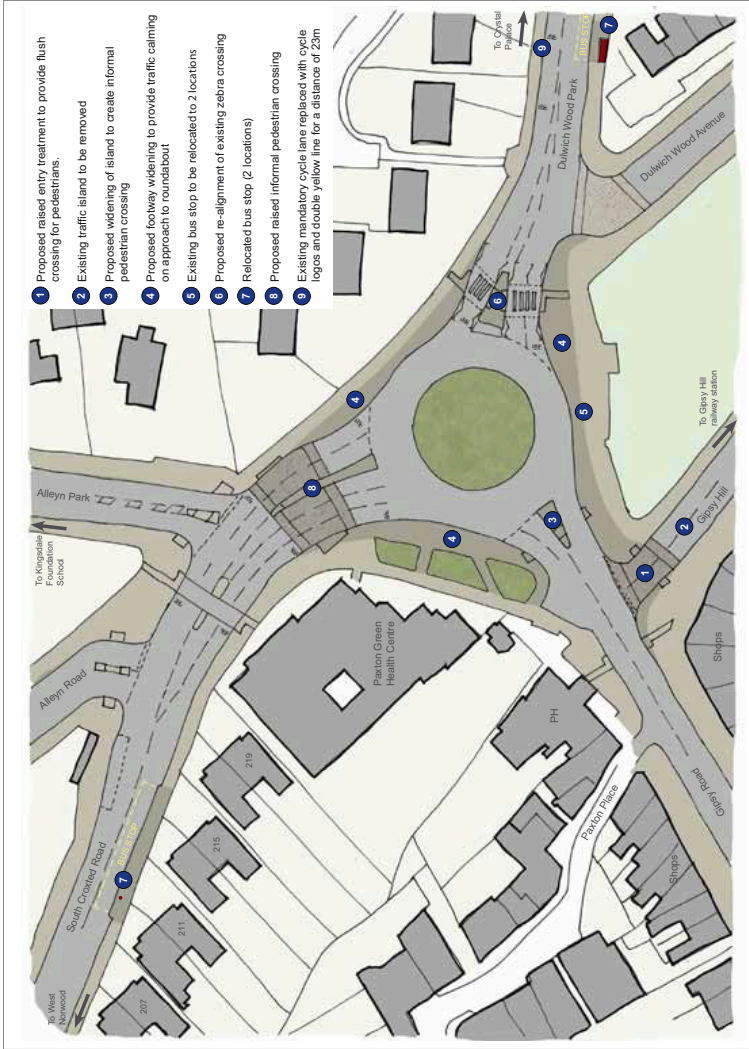
Q2. Please provide your address

Q3. Postcode

Refer to appended plan for numbering

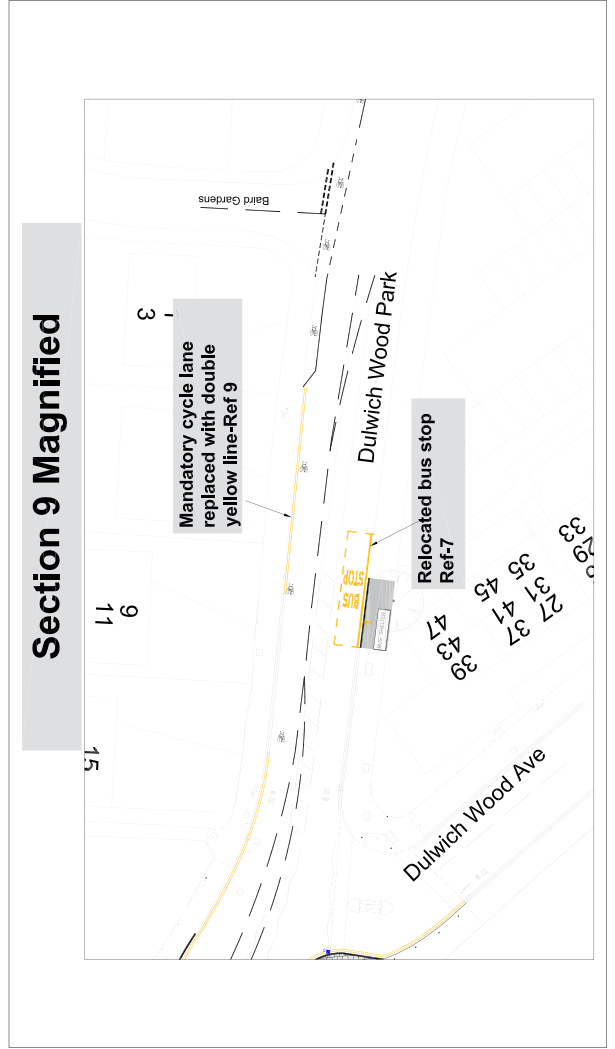
	Yes	No
Q4 Generally do you support the proposals?		
Q5 Do you support the bus stop relocations, shown as 7 (2 locations)?		
Q6 Do you support footway widening, shown as 4?		
Q7 Do you support raised informal pedestrian crossing shown as 8?		
Q8 Do you support reduction in length of mandatory cycle lane shown as 9? –see section 9 magnified		

Please write any comments you may have on the proposals in the box below



Please return by Friday 14 December 2012
 For more information Tel: 020 7525 3249
 e-mail: Razak.mahama@southwark.gov.uk

Have your say online: www.southwark.gov.uk/consultations



APPENDIX B

CONSULTATION RESPONSE - SNAP SHOT REVIEW

Out of the 2250 consultation leaflets delivered, a total of 216 responses were received during the consultation period ending Friday the 25th of January 2013, equating to **9.6%** response rate. We also received a comprehensive response from Crystal Palace Community Association and the Gipsy Hill Residents Association. An official response was also received from the Rt. Hon. Dame Tessa Jowell MP.

A quantitative analysis of the responses received is presented in the Tables 1 below. A summary of the comments received is also presented in Table 2 below. Comments received have been summarized based on the scheme proposals.

Quantitative Responses

Table 1 – Quantitative Analysis of consultation responses

Question 4 Generally do you support the proposal?		
	Yes	No
Replies	96	99
%	49.2	50.8

Question 5 Do you support the bus stop relocations		
	Yes	No
Replies	78	120
%	39.4	60.4

Question 5 Do you support footway widening		
	Yes	No
Replies	103	95
%	52	47.9

Question 5 Do you support raised informal pedestrian crossing

	Yes	No
Replies	110	86
%	56.1	43.9

Question 5 Do you support reduction in length of mandatory cycle lane

	Yes	No
Replies	79	101
%	43.9	56.1

Questions 4-8

	YES	NO
Q4 Generally do you support the proposals	96	99
Q6:Do you support bus stop relocation	78	120
Q7 Do you support footway widening	103	95
Q8 Do you support raised informal crossing	110	86
Q9 Do you support reduction in length of mandatory cycle lane	79	101

Qualitative Responses

All qualitative responses/ comments received from the public consultation have been summarized based on scheme proposals. These are presented in Table 2 below.

Table 2 – Summary of comments received from public consultation.

Bus Stop Relocation
<p>Comments against bus stop relocation</p> <ul style="list-style-type: none"> ➤ Bus stop is currently conveniently placed for easy access by all. Proposed new locations are less accessible for mothers with buggies and the aged as compared to the current location which is centrally placed. ➤ Proposed relocation of bus stop outside of residents' home will increase the noise level and compromise residents' privacy. ➤ There is plenty of waiting space at the current location of bus stop to accommodate the high volumes of pedestrians (especially Kingsdale School pupils) who use the bus stop as apposed to the new locations which has very limited footway space. ➤ There will be an increase in traffic congestion at the proposed bus stop locations as traffic would have to wait behind buses within these stops. This arrangement is likely to decrease safety at these locations. ➤ Relocation of the bus stop to outside 209-215 South Croxted Road will definitely increase the already constant stream of anti social behaviour occurring at the existing No 3 southbound bus stop directly opposite the proposed bus stop. Residents living directly opposite this bus stop have made a lot of 999 calls to the police and to Kingsdale School regarding the antisocial behaviour of school pupils with incidences of pupils throwing bricks through the windows of residential properties. ➤ Bus stop on South Croxted will further reduce the already inadequate parking spaces available to residents. ➤ The current location of bus stop is also very convenient for people catching the bus 322 at the bottom of Gypsy Hill. Moving the bus stop leaves these people with less chance of catching this bus on time resulting in increase in journey time. ➤ The current location of the bus stop is very well lit and in an open place as opposed to the proposed location on Dulwich Wood Park (DWP). ➤ Relocating the bus stop onto DWP will make it too close to the previous bus stop up DWP. <p>Comments in support of bus stop relocation</p> <ul style="list-style-type: none"> ➤ I am in favour of relocating the bus stop. However there should be pedestrian crossings close to these stops to reduce indiscriminate crossing of roads by pedestrians and the subsequent increase in collision. ➤ "The relocation of the bus stops is an excellent plan - it is often extremely dangerous crossing on the zebra crossing to the present bus stop - often cars do not bother to stop or heed the crossing lines" ➤ "I am in support of bus stop relocation as long as it does not affect the location of other bus stops not shown on the plan. If this were to be the case, I would be against it, and would want further public consultation"

Footway widening as part of traffic calming

Comments against proposed footway widening

- Narrowing carriageway space through widening of footway will result in long queues on SCR and DWP especially during the peak hours. At least with the existing condition there is flow.
- “GHRA objects to the widening of the pavement at the bottom of Gipsy Hill as it would result in the loss of the left filter lane into Gipsy Hill”

Comments in support of proposed footway widening

- “I support the footway widening especially on DWP approach to the roundabout as this will slow traffic down”

Pedestrian Crossings

Comments against proposed pedestrian crossings

- Proposed raised informal crossing on Gipsy Hill (GH) will rather make crossing at this location worse. Only a formal crossing is viable at this location. Existing Refuge Island should be retained.
- Existing crossing work perfectly well and therefore offers no justification for spending money on additional or improvement to existing crossing.
- Pedestrians should be encouraged to use the new zebra in Gipsy Road rather than the proposed informal crossing nearer the roundabout entry from Gipsy Road.
- The proposed informal crossings are inappropriate for these locations due to the busy nature of the road.
- “Why not have zebra crossings instead of informal pedestrian crossings on Gipsy Road and SCR?”
- “Informal pedestrian crossings are a danger to pedestrians as motorists approach them at double the speed they would a normal intersection”
- Zebra crossing on DWP is currently too dangerous due to wide crossing widths and drivers completely ignore pedestrians waiting to cross.

Comments in support of proposed pedestrian crossings

- “I support the raised informal pedestrian crossing on SCR, but I the existing zebra crossing in DWP should also be raised to calm traffic on approach to roundabout from Dulwich Wood Park”
- Raised table on Gipsy hill serves a good purpose by calming fast moving traffic at the bottom of the road.
- The existing traffic island on Gipsy Hill is a nuisance to HGVs entering this road from the roundabout. HGVs are forced to use the wrong side of the road when accessing Gipsy Hill.

Reduction in length of Mandatory Cycle Lane + Provision for cyclists

Comments against proposed reduction in length of cycle lane

- The proposal reduction rather worsens the already bad safety conditions for cyclist round the roundabout.
- More respect for cyclists need to be preached at school level and more cycle lanes provided.
- Cycle logos on carriageway are ineffective as they are entirely ignored by motorists.

- Replacing the cycle lanes with yellow lines will not provide sufficient room for all traffic heading towards Paxton Green roundabout to pass. Rather than limit the cycle lane, probably it should be made continuous.

Comments in support of proposed reduction in length of cycle lane

- “As cyclist, double yellows are better than cycle lanes because motorists park in cycle lane forcing cyclists into fast traffic”

Other Comments

- Consultation leaflet does not spell out the justification for the proposals and the benefits these offer
- Changes proposed do not justify associated cost (no value for money). There are more pressing needs requiring attention.
- “Complete waste of money. You should be concentrating on cutting lethal speeding traffic in Alleyn Park SE21”
- The Paxton Green roundabout is too big with very good visibility for approaching traffic well before the junction. This encourages speeding on approach to the roundabout.
- The junction needs a comprehensive redesign to include Alleyn Park and Dulwich Wood Avenue and therefore do not support a half hearted effort.
- “Scheme must be linked to prominent 20mph signs on whole of Alleyn Park and particularly at Alleyns Head area, plus speed camera along Alleyn Park. Cars and motorcycles are racing at 40mph plus and on wrong side of bollards, very dangerous 2 schools on the road. A fatality will happen.”
- Proposed measures seem to be reasonable additions to the improvements already made by the installation of the pedestrian crossing on Gipsy Road.
- Disabled parking bays are needed along all roads nearest to the GP surgery and pharmacies for patients and visitors especially along Gipsy Road and Gipsy Hill and Alleyn Park and Alleyn Road.
- Disabled parking bays are required outside the Health Centre
- Slowing down traffic will adversely affect air quality
- “Traffic entering Dulwich Wood Park from Dulwich Wood Avenue should be made to turn left and proceed round the roundabout to go up Dulwich Wood Park.”

SUMMARY OF CONSULTATION OUTCOME:

- Responses received shows a general opposition to the relocation of the bus stop
- There is also an opposition to the reduction of mandatory cycle lane
- Concerns have also been raised with regards to the safety of the proposed informal crossings on South Croxted Road and Gipsy Hill.

Paxton Green Roundabout Improvements

February 2012 Initial Public Consultation Report

LIP 2011 / 2012

www.southwark.gov.uk



Initial Public Consultation Report

Paxton Green Roundabout Improvements

Produced for: Cabinet Member for Transport,
Environment & Recycling

College Ward Councillors

Document Control Sheet

Project Title Paxton Green Roundabout Improvements

Report Title Initial Public Consultation Report

Revision 1

Status Final Draft

Control Date 8 January 2013

Record of Issue:

Issue	Status	Author	Date	Check	Date	Authorised	Date
1	Draft	R. Mahama		M Hill/ Q Kazaz			

Distribution:

Organisation	Contact	Copies
	Cabinet Member Cllr Hargrove	1(e)
	College Ward Councillors	1(e)

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Appendix B	Representation from Kingsdale foundation Primary

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1.0 Background

The Paxton Green roundabout improvements scheme was identified as part of measures outlined in the South Dulwich school travel plan proposals. These proposals aim to improve road safety conditions for pupils within the South Dulwich area. Schools in the South Dulwich area have produced their Travel Plan (STP) document, which identifies how they intend to make travel to and from their sites safer and more sustainable for pupils, parents and teachers e.g. walking, cycling etc

Generally the South Dulwich STP measures aim to improve safe access for pupils and pedestrians using the road. The measures include:

- I. Provision of safer crossing facilities (pedestrian refuge island) on :
 - a. Kingswood Drive, near Lyll Avenue;
 - b. College Road, north of Fountain Drive;
 - c. Sydenham Hill, near Rock Hill;
 - d. Dulwich Wood Park, near Lymer Avenue.

The above improvements were implemented during the 2011/12 financial year.

- II. Removal of bollards on Lyll Avenue.

- III. Paxton Green roundabout:

- a. Consider relocating bus stop sited within the circulatory carriageway to discourage pupils from running across the roundabout in order to access bus stop. Although there are no recorded accidents , it has been observed that some pupils /pedestrians ran across the circulatory area of the roundabout in order to access the bus stop This concern has been raised by Kingsdale Foundation school.(Refer to appendix B)
- b. Encourage motorists to reduce their speed.
- c. Widen footways where possible
- d. Review and improve existing pedestrian crossings on all arms of the roundabout

The South Dulwich STP was identified as part of the Council's Local Implementation programme for highways /traffic improvement works for 2011/12, 2012/13 and 2013/14, funded by Transport for London.

Area Characteristics

The Paxton Green roundabout is located within the SE21 district, south of the borough, and located along the borough boundary between Lambeth and Southwark. It is part of the A2199, connecting West Dulwich, Crystal Palace, & West Norwood.

The Dulwich Wood Park arm of the roundabout carries the majority of traffic to and from Crystal Palace and thus can be very busy during peak periods (including the school run).

There are several schools in the vicinity of the roundabout, which are listed below:

- Dulwich College Preparatory School
- Dulwich Wood Nursery School
- Harris Boys Academy (annex)
- Kingsdale Foundation School
- Kingswood Primary School
- Elm Wood School

There is a medical centre directly by the roundabout; "Paxton Green Health Centre". A popular parade of shops is situated just to the southwest of the roundabout on Gypsy Road. There is also a bus stop located directly within the roundabout which serves the number 3 bus.

The London cycle network traverses from Alleyn Park through Paxton Green to Dulwich Wood Avenue

Please refer to figures 1 below for location and current layout of the roundabout.



Figure.1 – Paxton Green Roundabout

1.1 Project Objectives

The project objectives as outlined in the scheme brief are listed below:

- To improve safety conditions for pupils accessing bus stops.
- To review and improve pedestrian crossings facilities on all arms of the roundabout
- Improve general safety at the roundabout and in the wider area, making it easier for pedestrians to cross as well as slowing traffic down.

2.0 Consultation Process

To better understand and capture the traffic and road safety issues at the roundabout, Council Officers consulted residents within the vicinity of the roundabout in February 2012 at 'pre-feasibility' stage.

The consultation leaflet was drafted to take a holistic view of the potential issues at the roundabout as well as capture residents' aspiration for the junction. Areas highlighted in the consultation leaflet included pedestrian accessibility, provision for cyclists, traffic speed, bus stop siting, general road layout / traffic conditions. Residents were also given the opportunity to add any additional concerns/ comments they had regarding the current operation of the roundabout.

The draft consultation leaflet was reviewed by Ward Councillors for College Ward and approved by the Cabinet Member for Transport, Environment & Recycling prior to the public consultation. The draft consultation was also sent to Lambeth Council Highways Team for comments since Lambeth residents were included in the consultation.

The consultation documents were posted to approximately 2000 residents/ businesses both in the London Boroughs of Southwark and Lambeth within the geographical area shown below in early February 2012 with a return deadline of 24 February 2012. An additional 50 copies of the leaflet were also hand delivered to the Paxton Green Health Centre.

A copy of the consultation document can be found in Appendix A of this report.

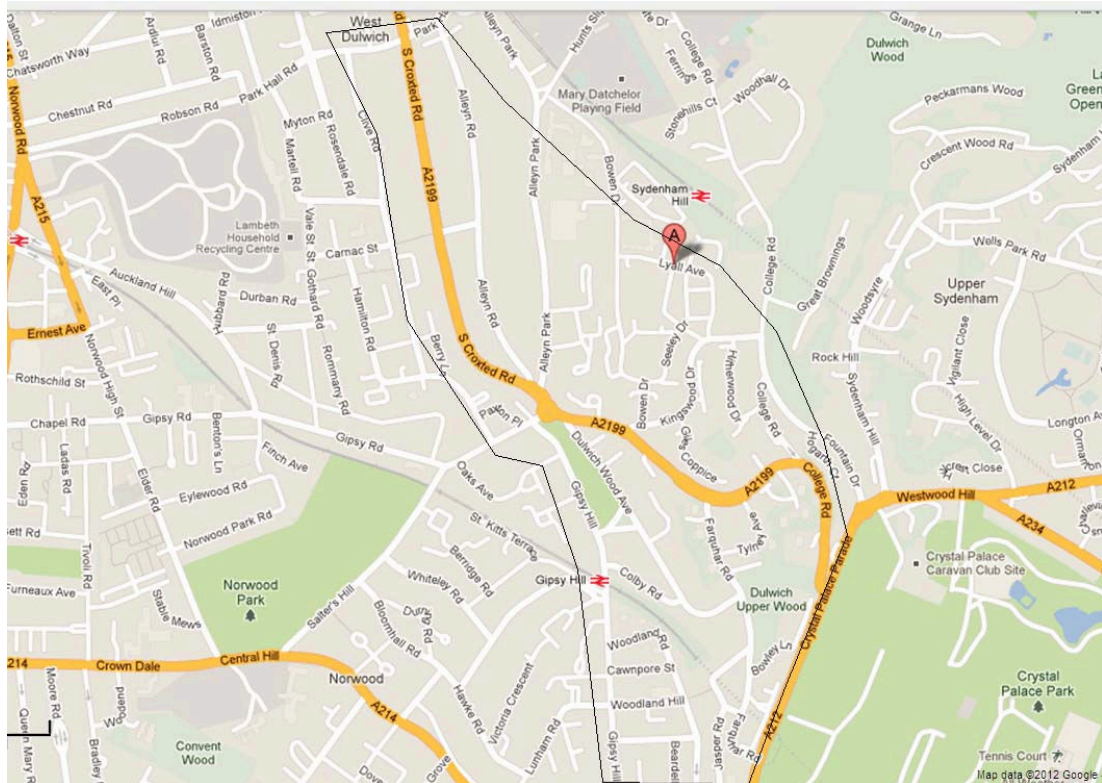


Figure.2 – Extent of Consultation.

2.1 Consultation Responses

A total of 174 responses out of over 2000 consultation leaflets that went out, were received during the consultation period, mainly from residents, equating to **8.7% response rate**. We also received a comprehensive response from Southwark Cyclists, Living Streets and Dulwich Society.

A summary of the general consultation responses is presented in Table 1 below. A summary of issues/ concerns raised by Southwark Cyclists, Living Streets and Dulwich Society is however presented below.

- 1) The roundabout caters primarily for motorized traffic as such this encourages speeding. The lack of safe pedestrian crossing facilities on pedestrian desired lines poses a safety concern which needs to be addressed. The roundabout is “intimidating”, unsafe and difficult to navigate on foot reducing accessibility to shops for residents living north of the roundabout.
- 2) Access to Health centre from the bus stop on the roundabout is especially difficult for the disabled primarily due to the lack of a safe crossing facility on the Gipsy Hill approach to the roundabout.

- 3) Vehicle speeds are “frightening” and the road environment unsafe and unattractive for cycling.
- 4) School pupils from schools close to the roundabout also find it difficult to access the bus stop within the roundabout.
- 5) Borough boundary also presents as issue as part of scheme area lies within Lambeth Council
- 6) Interest from TfL as proposed measures may impact on their bus journey times (Route numbers 3 and 450)

Table 1 – Summary of Consultation Responses

Pedestrian Accessibility
Issues/ Comments
<ol style="list-style-type: none"> 1. Inadequate crossing facilities on all three arms of the roundabout. 2. Difficulty in accessing the Health Centre due to the absence of a crossing facility on Gipsy Road at the entry to the roundabout. Existing crossing facility by Hamilton Road is too far from the Health Centre. 3. Difficulty in using the zebra crossing on Dulwich Wood Park due to wide crossing widths. Drivers also fail to stop for pedestrians. Near misses recorded at this crossing. 4. Incorrect timing of pedestrian crossing on South Croxted Road. Near misses recorded at crossing. 5. Inappropriate and dangerous manoeuvres by pupils of Kingsdale School, crossing lanes of traffic onto the roundabout island in a bid to access the bus stop within the circulatory carriageway. 6. Some cyclists preferring to use footway endanger pedestrians. 7. Gipsy Hill/ Gipsy Road junction is dangerous for pedestrians due to multiple turning movements and reduced inter-visibility at this junction.
Cyclists
Issues/ Comment

<ol style="list-style-type: none"> 1. Inadequate provision for cyclists at the roundabout makes it very dangerous for cyclists. 2. Multiple turning movements at the junction of Gipsy Hill with Gipsy Road is too dangerous for cyclists 3. Existing cycle lanes on approach to the roundabout are in a poor condition. 4. Turning right from Dulwich Wood Park into Dulwich Wood Avenue is dangerous for cyclists. 5. High traffic speeds within scheme area make it dangerous for cyclists
Traffic Speed
Issues/ Comment
<ol style="list-style-type: none"> 1. High vehicle speed on Dulwich Wood Park on approach to the roundabout 2. Traffic speed should be reduced to 20mph due to the presence of a lot of schools 3. Impossible to turn out of Dulwich Wood Avenue in the morning peak due to high traffic volume and speed 4. Traffic on exiting the Paxton roundabout is often slowed down at the mini-roundabout higher up on Dulwich Wood Park.
Location of bus stop
Issues/ Comment
<ol style="list-style-type: none"> 1. Location of bus stop not sensible and also delays traffic as buses exiting bus stop have to cross two lanes of traffic. 2. Suggestion to relocate bus stop closer to Health Centre to make it more accessible to patients from the Health Centre. 3. Some respondents however feel the bus stop should stay in its current location
General Road Layout and Traffic Condition
Issues/ Comment
<ol style="list-style-type: none"> 1. Gipsy Road is too narrow and carries too much traffic. Parking on both side of Gipsy Road causing a lot of congestion (Gipsy Road lies within Lambeth Council) 2. Double parking on South Croxted Road making cycling unattractive 3. Debatable as to whether expense of major change is worth it. 4. Difficult to exit Alleyn Park and Alleyn Road onto roundabout during the peak

<p>hours of the day.</p> <ol style="list-style-type: none"> 5. Leave it alone 6. Difficult site with effectively 7 roads, all busy, converging at one point 7. Congestion only experienced during the peak times 8. Layout not pedestrian/cycle friendly 9. No provision for elderly/disabled patients wanting to access the Health Centre. The only allocated disabled bay is on Alleyn Road. 10. General road layout allows for speeding
Other
Issues/ Comment
<ol style="list-style-type: none"> 1. Pull in bay required at the Health Centre 2. Motorized traffic WILL dominate. DON'T change/narrow road lanes such that traffic is slowed down and emissions increased. 3. Fatalities recorded outside Crosscutters on Gipsy Road. High frequency of collisions at the roundabout. 4. The green space within roundabout and outside the health centre should be retained. 5. Pedestrian accessibility is a big issue and needs to be addressed as pedestrians can't currently cross safely. Dulwich Wood Park, Gipsy Road and Gipsy Hill are currently too dangerous. 6. Whatever solution adopted should not make worse the queues in Alleyn Park. 7. It would be a shame to lose the roundabout as they keep traffic flowing more evenly than lights - just need speed reduction of those coming down Dulwich Wood Park.

Analysis of Responses

Analysis of the responses received indicates that there is a general support to reduce traffic speed, improve pedestrian accessibility and safety through the roundabout, and provide safer access to bus services and the Paxton Green Health Centre.

3.0 Recommendations

Responses received indicate an interest by residents to improve the Paxton Green roundabout making it safer for all its users: pedestrians, cyclists and drivers. However any improvements suggested should not affect the capacity or operation of the roundabout. In line with the objectives set out for this project the following recommendations are have been suggested:

- 1) Further studies should be carried out to determine the network capacity of the roundabout. An Arcady modelling in this case is recommended. Pedestrian surveys to determine flows and crossing points both formal an informal is also beneficial.
- 2) Following these surveys, feasibility designs should be developed taking into account issues/ concerns raised by residents from the public consultation and also from studies conducted.

Appendix A- Consultation Document-Refer to attachment

Paxton Green roundabout improvements

Tell us what you think

February 2012

www.southwark.gov.uk





Paxton Green roundabout improvements

Southwark Council is proposing to improve conditions for all road users around Paxton Green Roundabout. The aim of the improvements is to create a public realm environment that is more finely tuned to the needs of pedestrians, cyclists, local bus services and reduces the dominance of motorised traffic.

Before commencing with design options we would like to know your views on the traffic issues and problems that you feel need to be resolved, and your aspiration for the area. To help us collate your comments please complete the tear off section opposite.

Key milestone

Feedback received from the stakeholders engagement exercise will help prioritise key design issues and inform the design brief, which will define the basis of the improvements.

A tentative programme to commence key stages for the project is as follows.

March to April 2012	Approve clearly defined project brief and appoint consultant to come up with design options
July to Aug 2012	Public consultation on design options
Nov 2012 to Mar 2013	Detail design of approved option
Apr to May 2013	Commence implementation

Reminder

Please return by: 24 February 2012

For more information: Tel 020 7525 3249

Email: Razak.mahama@southwark.gov.uk

Have your say about Paxton Green roundabout improvements

Please tell us about traffic issues / problems around this area.

Complete the box below, then tear off this page, fold it and post to the freepost address by Friday 24 February 2012:

Q1. Please state your name*

Q2. Please provide your address

Q.3 Postcode

Q4. Are you a local resident or do you work for a local business (please tick all that apply)

Local resident

Employee or owner of a local business

*This information will be used only to assist in collating responses and will not be quoted in any correspondence.

Road Users	Issues/Problems
Pedestrian accessibility	
Cyclists	
Traffic speed	
Bus stop siting	
General road layout / traffic conditions	
Other	

Please fold the completed questionnaire as indicated by the dotted line, using the self adhesive strip and return to the address above. There is no need to use a stamp.

Fold Here

BUSINESS REPLY SERVICE
FREEPOST SE1919/14

**NO
STAMP
REQUIRED**

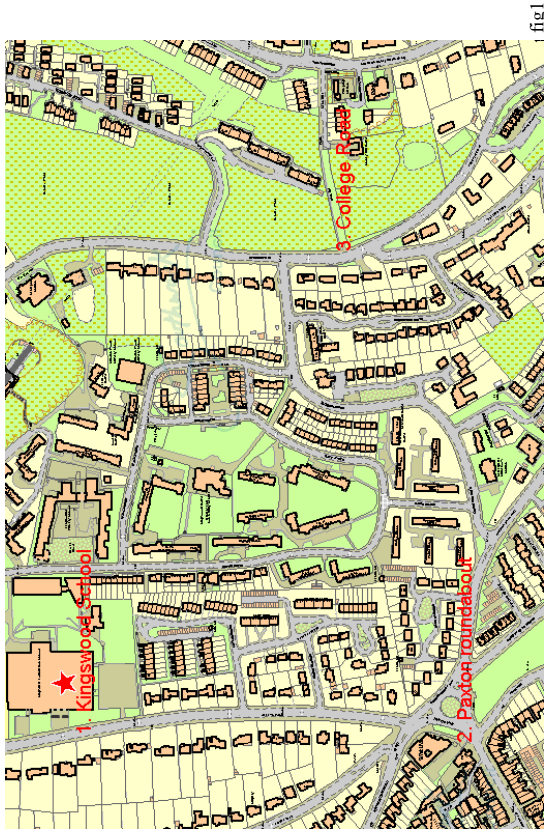
LONDON BOROUGH OF SOUTHWARK
Environment and Leisure Department
Public Realm Projects: (Paxton Green roundabout)
Razak Mahama
London
SE1 5LX

FREEPOST SE1919/14

Appendix B- Comments from Kingsdale foundation school

Kingswood School – Safety Concerns raised in STP

Kingswood school have raised with us two road safety issues. (see below).



1. Paxton Roundabout. Students ignore the official road crossings that are in place and take a dangerous route across Alleyn Road and directly across the Paxton Roundabout (illustrated in fig2). This often happens when students see that the number 3 bus is already at the stop and are anxious not to miss it. It is this behaviour that needs to be tackled.

The school have requested that guardrails be put in place at the bottom of Alleyn Park road so that the route straight across the roundabout to the bus stop is not such a quick and easy option.

- a. Would guardrails be suitable at this site?
- b. If guardrails are deemed inappropriate what other solutions would be the best way of combating the problem?
 - b i. Would planting/landscaping the traffic island and or roundabout (Some thorny hedges for example) to make crossing more difficult be an option? Who would we need to consult/seek approval from on this?
 - b ii. How feasible would it be to move the current bus stop or create a new stop on South Croxted Road, which would be in a more convenient location for students to use the existing crossing? Again who would we need to consult/seek approval from on this?

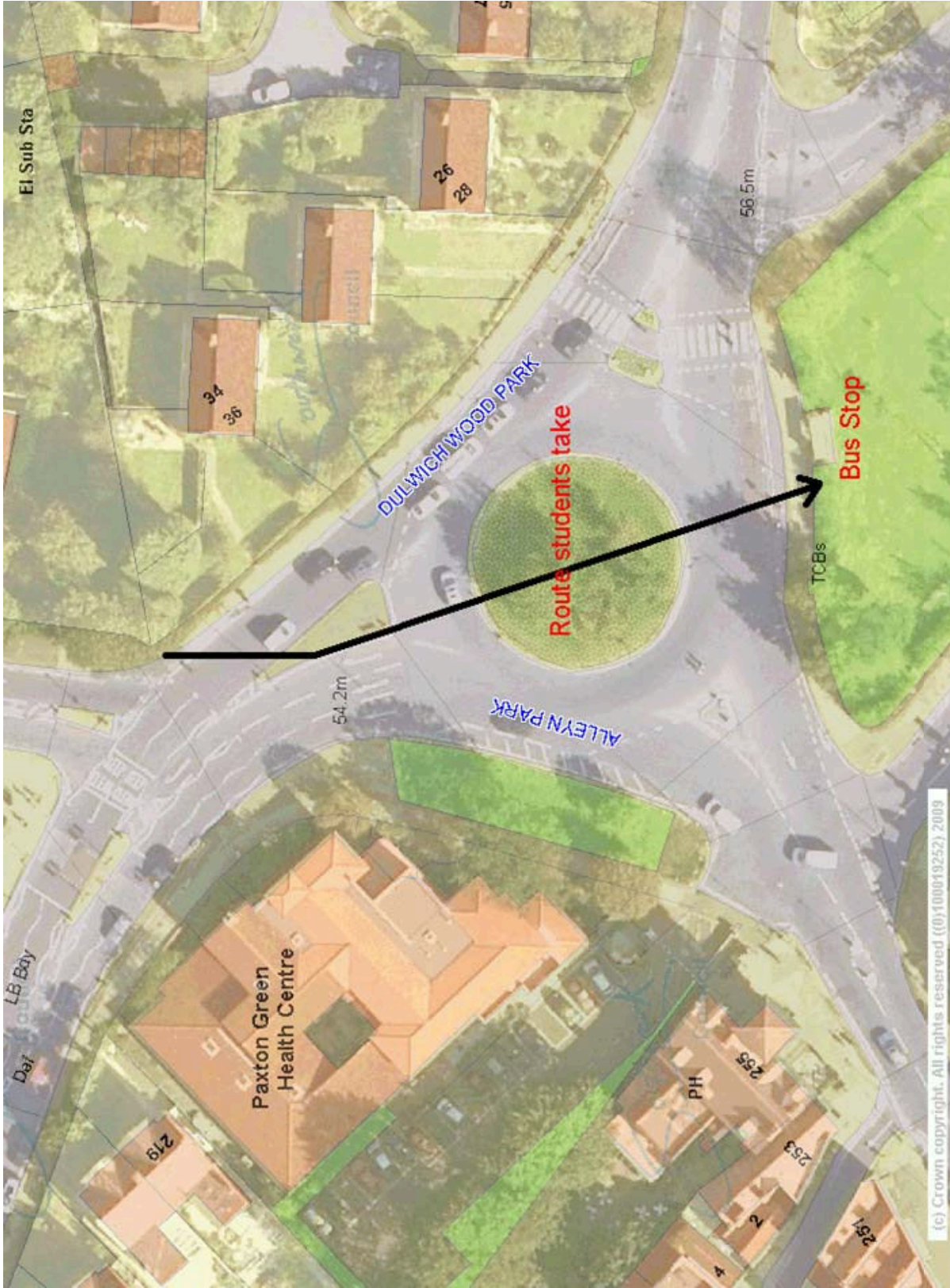
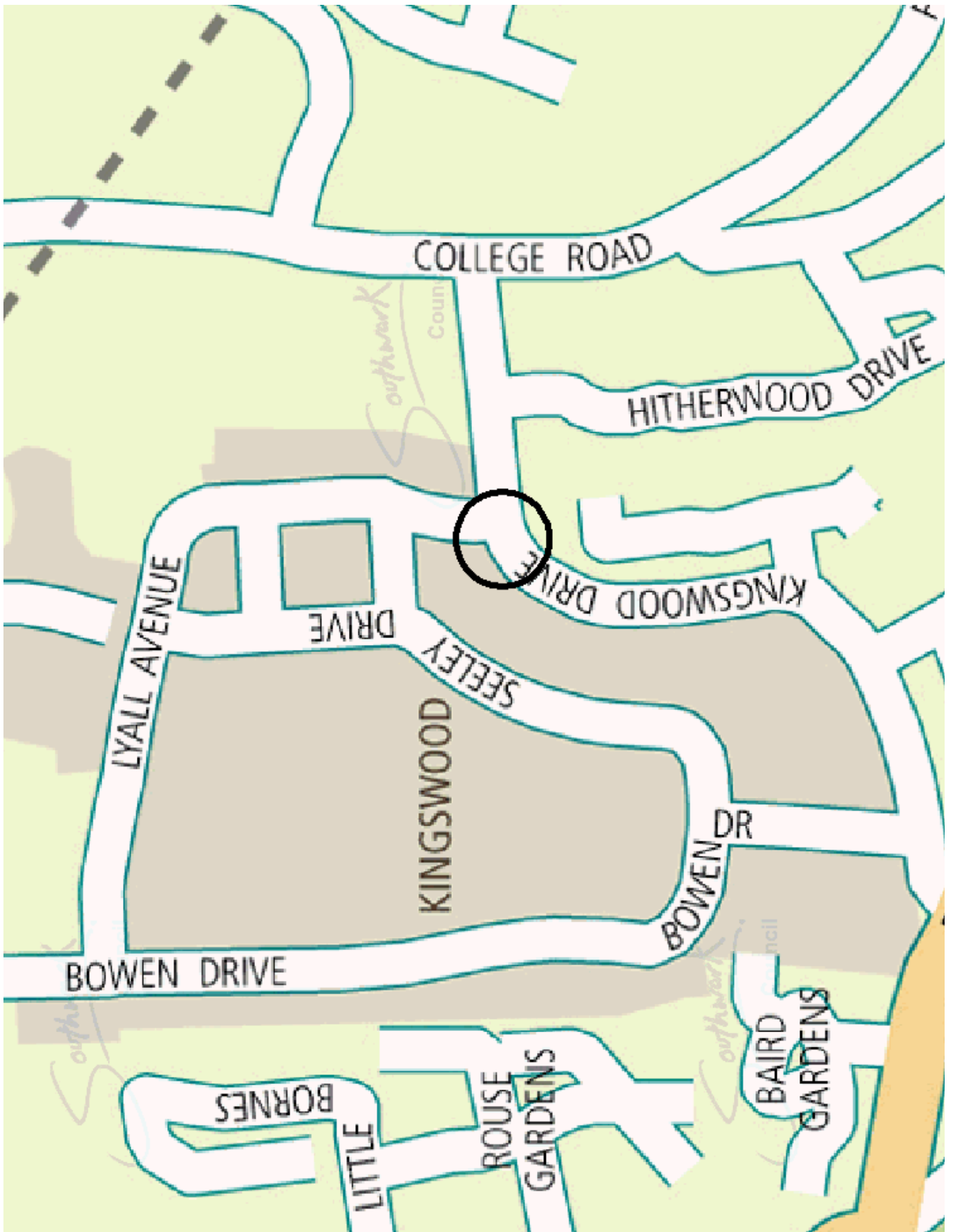


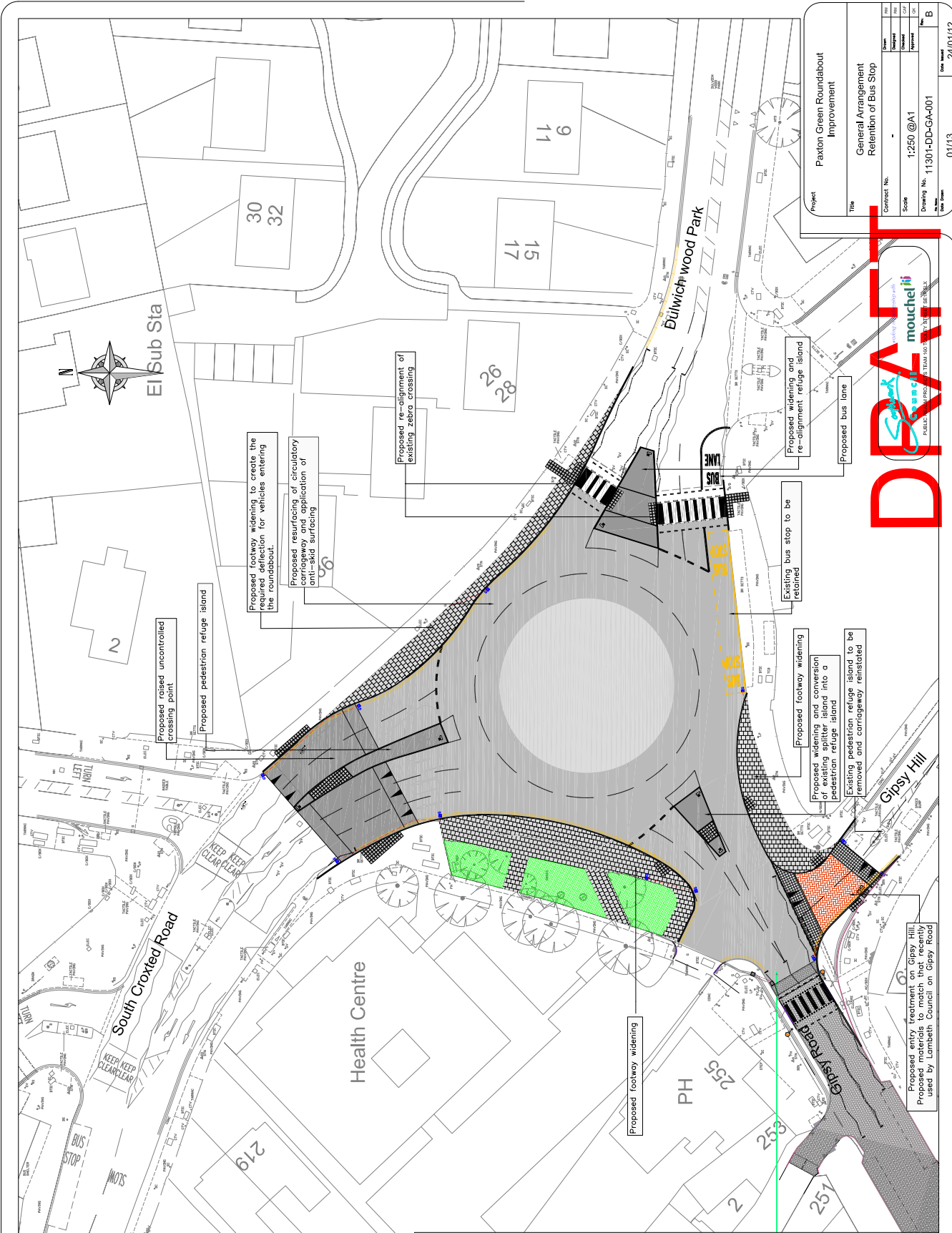
Fig 2

2. College Road. Students walking to Sydenham Rail Station via Rock Hill cross College Road on a diagonal (see fig 3 for crude desire line drawing). The school feels that this is a road which has poor sight lines and carries fast moving traffic. The same issue exists at the top of Rock Hill as well. What measures can be put in place to make the crossings safer for students?

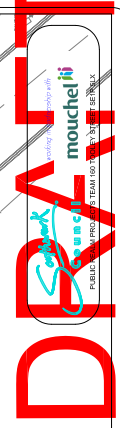


Fig 3





Project	Paxton Green Roundabout Improvement		
Title	General Arrangement Retention of Bus Stop		
Contract No.			
Scale	1:250 @A1		
Drawing No.	11301-DD-CA-001		
Drawn	Rev	Checked	Rev
1:250 @A1			
11301-DD-CA-001			
01/13	24/01/12		



LEGEND / NOTES.

	150 x 300mm Granite Kerbs
	150 x 150mm Granite dropped kerbs laid flush with carriageway unless stated otherwise
	50 x 150mm Concrete Edge kerb
	Existing gully to be raised to new footway/carriageway level. Existing grating to be replaced with an inspection cover
	New gully to be connected to existing gully system
	Yellow Lines to TSRGD Diag. no. 101B.1
	Footway buildout 400x400x65mm Concrete paving
	Carriageway resurfacing = Surfacing course = 35mm SMA
	Existing grass verge
	Proposed light grey tactile paving
	Proposed clay bricks
	Proposed mistral setts
	Road markings to TSRGD 2002
	150mm Ø UPVC Pipe
	Sounlite Bollard (Keep left)
	Sounlite Bollard (Plain faced)
	Belliant Beacon



PUBLIC REAL PROJECTS TEAM 160 TOOLEY STREET BRIP BEX

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MUNICIPAL YEAR 2012-13**

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