

Dulwich Community Council

Transport Theme

Wednesday 4 December 2013
7.00 pm

Venue: Kingswood House, Seeley Drive, Dulwich, London SE21 8QR

Membership

Councillor Helen Hayes (Chair)
Councillor Rosie Shimell (Vice-Chair)
Councillor James Barber
Councillor Robin Crookshank Hilton
Councillor Toby Eckersley
Councillor Jonathan Mitchell
Councillor Michael Mitchell
Councillor Lewis Robinson
Councillor Andy Simmons

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: Tuesday 26 November 2013



Order of Business

- | Item No. | Title |
|----------|--|
| 1. | INTRODUCTION AND WELCOME |
| 2. | APOLOGIES |
| 3. | DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS |

Members are asked to declare any interest or dispensation and the nature of that interest or dispensation which they may have in any of the items under consideration at this meeting.

Item No.	Title	Time
4.	ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT	
	The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.	
5.	MINUTES (Pages 1 - 10)	
	To agree the minutes of the meeting held on the 9 October 2013 as a correct record of the meeting.	
6.	DEPUTATIONS/PETITIONS (IF ANY)	7.10 pm
	The chair to advise on any deputations or petitions received.	
7.	COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS	7.25 pm
	<ul style="list-style-type: none"> • The winter campaign – NHS Southwark Clinical Commissioning Group. • Police and community safety updates. • Thames Water – funding to local businesses affected by floods in the Herne Hill. • Community council fund 2013/2014 - announcement 	
8.	HERNE HILL AND DULWICH FLOOD ALLEVIATION SCHEME	7.40 pm
	Officer presentation – update on consultation	
9.	TRANSPORT THEME	7.45 pm
	<ul style="list-style-type: none"> • Dulwich Young Cyclists • Officer presentation on cycling - what is the council doing about improving cycle routes and pedestrian safety. • Officer presentation on 20 mph zone - how will this be rolled out to other areas. • Representatives from TfL, and Network Rail. 	

BREAK AT 8.20 PM

An opportunity for residents to talk to Councillors and Officers.

Item No.	Title	Time
10.	PAXTON GREEN IMPROVEMENTS (Pages 11 - 33)	8.30 pm
	Members to consider the recommendation contained in the report.	
11.	PUBLIC QUESTION TIME (Page 34)	8.55 pm
	A public question form is included on page 34.	
	This is an opportunity for public questions to be addressed to the chair. Residents or persons working in the borough may ask questions on any matter in relation to which the council has powers or duties.	
	Responses maybe supplied in writing following the meeting.	
12.	COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY	9.00 pm
	Each community council may submit one question to a council assembly meeting that has previously been considered and noted by the community council.	
	Any question to be submitted from a community council to council assembly should first be the subject of discussion at a community council meeting. The subject matter and question should be clearly noted in the community council's minutes and thereafter the agreed question can be referred to the constitutional team.	
	The community council is invited to consider if it wishes to submit a question to the ordinary meeting of council assembly on 22 January 2014.	
13.	CLEANER GREENER SAFER CHANGE CONTROL REPORT (Pages 35 - 38)	9.05 pm
	Note: This is an executive function	
	Members to consider recommendations contained within the report.	
14.	LOCAL PARKING AMENDMENTS (Pages 39 - 47)	9.15 pm
	Note: This is an executive function	
	Members to consider local parking schemes contained within the report.	
15.	CLEANER GREENER SAFER REVENUE FUND 2013 - 2014 (Pages 48 - 51)	9.25 pm

Item No.

Title

Time

Note: This is an executive function

Members to consider the recommendations in the report.

Date: Tuesday 26 November 2013

INFORMATION FOR MEMBERS OF THE PUBLIC

CONTACT: Beverley Olamijulo, Constitutional Officer, Tel: 020 7525 7234 or email: beverley.olamijulo@southwark.gov.uk
Website: www.southwark.gov.uk

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Disabled members of the public, who wish to attend community council meetings and require transport assistance in order to attend, are requested to contact the Constitutional Officer. The Constitutional Officer will try to arrange transport to and from the meeting. There will be no charge to the person requiring transport. Please note that it is necessary to contact us as far in advance as possible, and at least three working days before the meeting.

BABYSITTING/CARERS' ALLOWANCES

If you are a resident of the borough and have paid someone to look after your children or an elderly or disabled dependant, so that you can attend this meeting, you may claim an allowance from the council. Please collect a claim form from the Constitutional Officer at the meeting.

DEPUTATIONS

Deputations provide the opportunity for a group of people who are resident or working in the borough to make a formal representation of their views at the meeting. Deputations have to be regarding an issue within the direct responsibility of the Council. For further information on deputations, please contact the Constitutional Officer.

**For a large print copy of this pack,
please telephone 020 7525 7234.**



Dulwich Community Council

MINUTES of the Dulwich Community Council held on Wednesday 9 October 2013 at 7.00 pm at St Barnabas Church (The Community Suite) 40 Calton Avenue, London SE21 7DG

PRESENT: Councillor Helen Hayes (Chair)
 Councillor Rosie Shimell (vice Chair)
 Councillor James Barber
 Councillor Toby Eckersley
 Councillor Jonathan Mitchell
 Councillor Michael Mitchell
 Councillor Lewis Robinson
 Councillor Andy Simmons

OTHER MEMBERS

PRESENT: Councillor Richard Livingstone (Cabinet member for resources and community safety)

OFFICER

SUPPORT: Matt Hill (Public Realm Programme Manager)
 John Kissi (Flood Risk Manager)
 Andrea Allen (Project Manager)
 Fitzroy Lewis (Community Council Development Officer)
 Beverley Olamijulo (Constitutional Officer)

1. INTRODUCTION AND WELCOME

The chair welcomed councillors, members of the public and officers to the meeting and Dulwich youth community council who were also in attendance.

2. APOLOGIES

There was an apology for absence from Councillor Robin Crookshank Hilton.

3. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

The following members made declarations regarding agenda item below:

Agenda item 15 – Local parking amendments

Councillor James Barber, non pecuniary, for local parking amendment on Underhill Road as he knows the resident who requested the scheme.

Councillor Toby Eckersley, non pecuniary, for local parking amendment on Elmwood Road as he was involved in the consultation.

Councillor Helen Hayes, non pecuniary, for local parking amendment on Rock Hill as it is within close proximity of her house.

Councillor Lewis Robinson, non pecuniary, for local parking amendment on Dulwich Park as he was involved in the consultation concerning the disabled parking bays at the park.

4. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

The chair gave notice and agreed to consider the following late and urgent items in the supplemental agendas:

- Item 14 – East Dulwich Grove: 20 mph road safety and traffic calming proposals – Appendix 1
- Item 17 – Cleaner Greener Safer (CGS) Revenue Fund reallocation.

5. MINUTES FROM THE PREVIOUS MEETING

RESOLVED:

That the minutes of the meeting held on the 25 June 2013 be agreed as an accurate record of the meeting subject to a minor amendment:

Item 16 – Proposed new community infrastructure project list (CIPL) and CIL expenditure, delete “college ward” detailed in the last bullet point.

6. DEPUTATIONS/PETITIONS (IF ANY)

There were none.

7. COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS

Launch of Cleaner Greener Safer capital and revenue programmes

Andrea Allen from the Cleaner Greener Safer team introduced the item and explained that both programmes had been running since 2003 for improvements to community gardens or crossing patrols making the area safer and greener. Andrea urged people to complete the CGS application form that were available at the meeting. The officer explained that all submitted bids would be presented to councillors who would decide on the funding and council officers would project manage the schemes. The total funding allocation for this round in 2014 – 2015 was £2 million and £330,000 was allocated to Dulwich Community

Council. The closing date for completed applications was 8 November 2013.

In response to questions, Andrea explained the reason for the shorter timescales relating to this year's round of funding was due to the decision on schemes had to be made at the January / February cycle of community council meetings.

The NHS is changing, NHS Southwark Clinical Commissioning Group

Daniel Blagdon from the NHS Southwark Commissioning Group talked about some of the services that are provided to the borough for example, walk-in centres, community support services and the community outpatient clinic.

Daniel mentioned the patient participation group were promoting an event at Cambridge House on 22 October 2013 at 5.30 pm. The event was about a local debate on how the NHS would deliver services, what support was there for those who wished to stay healthy and what information people needed to manage illnesses such as diabetes and other types of illnesses.

For information contact 020 7525 7888 or visit the website address: <http://www.southwarkccg.nhs.uk>

Community council fund 2014 – 2015 – launch

Fitzroy Lewis, Community Council Development Officer for Dulwich announced that Southwark's community councils have a total of £122,000 to support community activities run by local groups for people in the borough. Applications would be open in November 2013. People were told to check the website or local libraries.

For more information email fitzroy.lewis@southwark.gov.uk or check the Southwark website <http://www.southwark.gov.uk> 'community council fund'

Southwark Civic Awards

Les Alden announced that nominations for volunteers for the Southwark Civic Awards were now open. He outlined the awards were about people's contributions to the borough, their civic pride and recognition in the community. The awards would be presented by the current Mayor and past mayors at Southwark Cathedral. He urged people to think of a person they felt deserved an award and complete the nomination forms that were available at the meeting.

The categories were as follows:

- Letters of commendation
- Special Award for Civic Responsibility
- Honorary Liberties of the Old Metropolitan Boroughs
- Liberty of the Old Metropolitan Borough of Bermondsey
- Liberty of the Old Metropolitan Borough of Southwark
- Lifetime Achievement Award
- Mayor's Award

For more information check the council website and public libraries

<http://www.southwarkcivicassociation.org>

A patch of Autumn – Pavilion Cafe

Southwark events manager announced the patch of autumn would take place on 28 October until 30 October 2013 at the Pavilion Cafe, Dulwich Park, College Road, SE21.

For more information contact 020 7525 3422 or email events@southwark.gov.uk
<http://www.southwark.gov.uk/patchofautumn>

8. HERNE HILL FLOOD ALLEVIATION SCHEME

John Kissi, flood risk manager, presented the Herne Hill flood alleviation scheme and spoke about the historic flooding that occurred in area notably in 1984, 2004 and 2007. The recent Thames Water main burst in August 2013 that flooded more than 30 properties along Half Moon Lane demonstrated the level of flood risk in the area.

Initial assessment and more detailed investigations confirmed that Herne Hill and the Dulwich area were relatively higher risk of flooding compared to other parts of the borough and would benefit greatly from flood alleviation measures.

The officer outlined that the council were developing a proposal to help prevent sewer and surface water flooding to properties in Herne Hill and the Dulwich area. The council undertook a detailed investigation and looked at the cause and to find ways of alleviating the flooding which had occurred over the years. The council contacted local stakeholders, members and residents about the council's proposals.

The council's proposal:

The council's scheme would be to capture and store surface water before it goes through the sewer system and reduce the risk of flooding during and straight after a storm while system was at full capacity. The stored water would be released into the sewer system soon after once there was capacity to carry it without the risk of flooding.

The officer explained that the council's proposal was to carry out flood prevention works on Turney Road, Southwark Community Sports Trust grounds, Belair Park and Dulwich Park, to help prevent further sewer and surface water flooding.

There would be a number of design workshops and events that took place on the following dates:

Design workshops:

- 17 October 2013 – Francis Peek Centre, College Road SE21 7BQ
- 4 November 2013 – Belair Recreation Rooms, SE21 7AB, 6pm – 8pm
- 19 November 2013 – Southwark Community Sports Pavilion, Turney Road SE21 7JJ, 6pm – 9pm

Public Exhibition:

- 6 - 7 December 2013 – Francis Peek Centre and Belair Recreation Rooms
- 16 December 2013 – Final design to be presented to the council's planning committee

Construction:

- March 2014 and complete works in December 2014

John urged people to attend those events and have their say and shape the final design. For more information on these events please email the floodriskmanagement@southwark.gov.uk or call 0207 525 5000.

The chair thanked John Kissi for his presentation.

Presentation from Thames Water

The chair introduced the representatives from Thames Water who attended the meeting. Elizabeth Sale and colleagues, Colin Bryant, Regional Performance Manager, and Ash Sharma, Network Optimisation Manager spoke at the meeting and highlighted the issues surrounding the incident that affected several properties on Lordship Lane when they were left with no water during the hottest time of the month (July 2013) whilst Thames Water were carrying out repair works. The representatives agreed communication with local residents should have been better and they had learnt from their mistakes. As a result they had improved internal processes and had improved steps on how they should communicate with residents.

The meeting was provided with an update on progress regarding Half Moon Lane noting that all roads were now open and were working closely with the council especially as the biggest impact were on residents and local businesses.

In response to questions, Thames Water representatives agreed that the council's social services department should have been informed much sooner about the situation so it would not affect vulnerable and older residents. In addition reference was also made about the location of the leaks. Thames Water confirmed that watering points were to be installed in the future so signals could be sent to the control centre in Reading. This would include the replacement of all pipes that had reported leaks in them. Thames Water outlined that a capital investment plan had been drawn up for this so they would tackle the area that were mostly affected by the floods.

The chair thanked Thames Water for attending the meeting.

9. POLICE UPDATES / COMMUNITY SAFETY UPDATES

Inspector Richard Hynes, from the South West cluster provided updates on policing issues and community safety matters.

10. BUDGET CONSULTATION

The budget consultation, in relation to the council's spending challenge for the next two years, was introduced by the cabinet member for resources and community safety, Councillor Richard Livingstone.

Councillor Livingstone spoke about the savings that were made in 2010 and the services which needed to be looked at in the next round of cuts in 2014. He mentioned that

Southwark had a high level of need compared to most local authorities in other parts of the country. As part of the budget consultation process, he asked residents to give their views on the services they felt needed protecting.

Information on the eight services provided by the council was circulated at the meeting which included the current level of spending within council departments. The consultation exercise was explained to attendees.

After the consultation exercise, Councillor Livingstone explained that the council was looking to make a further £23m savings in 2014/2015 and 7% savings target would be aimed for next year. It was noted that the revenue budget would be set at council assembly on 26 February 2014.

Further updates would be given at a future meeting.

11. PUBLIC QUESTION TIME

There were none.

12. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

The following community council question to council assembly was raised at the meeting:

“Question on what progress had been made with regards to the council's contribution on the match funding for local businesses in Herne Hill that had been affected by the main water burst which resulted in floods in the area.”

A response to the question would be provided at the community council meeting.

13. CLEANER GREENER SAFER CAPITAL FUNDING PROGRAMME: ALLOCATION

Members considered the information in the report.

Note: This item is an executive function.

RESOLVED:

1. That an under spend of £23,024 from the 2013 -14 from the Cleaner Greener Safer funding be reallocated to the following schemes:

Proposal	Amount
• Lytcott Grove Fencing	£3,000
• Dulwich Park lake goose proof fencing	£5,050
• Cycling contra flow in Henslowe Road	£4,500
• Upton Court bike lockers	£2,500
• Kingswood outdoor gym	£3,500

2. That the remaining amount of £4,474 be considered for allocation at a future community council meeting.

14. EAST DULWICH GROVE: 20MPH ROAD SAFETY AND TRAFFIC CALMING PROPOSALS

Members considered the information in the report.

Note: This item is an executive function.

RESOLVED:

That Dulwich Community Council endorse the recommendation to the cabinet member for environment, transport and recycling, to approve the implementation of the proposed 20 mph road safety and traffic calming scheme on East Dulwich Grove, subject to statutory consultation and the council's ongoing objective to create a safer road network for all.

15. LOCAL PARKING AMENDMENTS

The following members excused themselves from the meeting during the consideration of the local amendments detailed below:

- Councillor Hayes for local parking amendment on Rockhill, Councillor Rosie Shimell took over as chair.
- Councillor Lewis Robinson during the consideration of proposals on Dulwich Park.
- Councillor James Barber for the local parking amendment on Underhill Road.
- Councillor Toby Eckersley for the local parking amendment on Elmwood Road.

Note: This item is an executive function.

RESOLVED:

1. That the following local parking amendments, detailed in the appendices of the report be approved for implementation subject to the outcome of any necessary statutory procedures
 - Boxall Road – one disabled persons' (blue badge) parking bay.
 - Melbourne Grove – install one disabled persons' (blue badge) parking bay.
 - Heber Road – install one disabled persons' (blue badge) parking bay.
 - Half Moon Lane – removal of one permit bay and install a double yellow line to provide access to a planned new dropped kerb and vehicle crossover leading to No.49.

- Rock Hill – install double yellow lines at the junction with Sydenham Hill.
 - Underhill Road – install double yellow lines at the junction with Henslowe Road.
 - Townley Road – extension to existing bus bays outside and opposite Alleyn’s School.
2. That the local parking amendment on Lordship Lane for the removal of the 15 metres goods vehicle loading only bay be refused on the grounds Sainbury’s Ltd sold off the delivery yard at the rear in order to secure planning approval for the flats above.
 3. That Dulwich Community Council defer the proposal on Dulwich Park car park following consideration of the objections received against non-strategic traffic management matters in relation to the park.
 4. That Dulwich Community Council agree not to proceed with the installation of waiting time restrictions (double yellow lines) in the turning head of Elmwood Road.
 5. That the objections to this scheme be rejected and approval be given to the installation of anytime waiting restrictions (double yellow lines) on the two bends adjoining to Lordship Lane in Mount Adon Park and also both sides of the bend closest to Dunstons Road. In addition that officers undertake a more comprehensive study particular with regard to the emergency access on site and that ward members attend a site visit
 6. In response to two deputations made at Dulwich Community Council on 25 June 2013, the community council approve that:
 - Norwood Road – the consultation boundary and method are approved.
 - North Dulwich triangle – members note the response outlined in the report.

Following discussion on the local parking amendment for Underhill Road, Councillor Eckersley requested that a report on the policy for crossovers at junctions particularly as it resulted in lost parking opportunity. He said he wanted to know if the council had any discretion in relation to crossovers that appeared near a person’s front garden or in an controlled parking zone.

Matt Hill, Public Realm Manager explained that the council had no clear policy on crossovers which required planning permission. Matt said he would feed this request back to officers in his team.

16. COMMUNITY COUNCIL HIGHWAYS CAPITAL INVESTMENT 2013/14

Members considered the information in the report.

Note: This item is an executive function.

RESOLVED:

That allocation of community council highways capital investment funding for the following applications be approved:

Proposal	Amount
VILLAGE	
1. The following three stretches of Dulwich Village footway east side, out of the four set out in the appendix to the report:	
• Dulwich Village (111 to 101)	£16,302
• Dulwich Village (from no.59 to the Crown and greyhound pub)	£11,763
• Dulwich Village (from Question Air shop to no.91 vehicle crossover)	£17,623
2. Withdrawal of previous allocation of £36,189 agreed at the June community council meeting for Carver Road which leaves a total allocation of: £112,132 and £36,189.	

EAST DULWICH

Goodrich Road	£42,980
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COLLEGE

Colby Road	£49,728
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Total allocated: £138,396 leaving £9,925 unallocated

Note:

Officers agreed to prepare a more accurate estimate and would discuss with ward members when this has been completed. In addition discuss whether they wished to de-scope any elements before proceeding with these schemes.

17. CLEANER GREENER SAFER REVENUE FUND - REALLOCATION

Members considered the information in the report.

Note: This item is an executive function

RESOLVED:

That an under spend of £1,350 from the cleaner greener safer revenue funding be reallocated to the following application:

EAST DULWICH

Proposal**Amount**

£1,350

Repairs /replacement of damaged wooden posts on Friern Road at the junction of Lordship Lane and removal of street furniture on Barry Road

Meeting ended at 9.45 pm

CHAIR:

DATED:

Item No. 10.	Classification: Open	Date: 04 December 2013	Meeting Name: Dulwich Community Council
Report title:		Paxton Green Roundabout Improvements	
Ward(s) or groups affected:		College Ward	
From:		Head of Public Realm	

RECOMMENDATION

1. That the community council support the recommendation to be made to the Cabinet member for transport, environment and recycling, as per paragraph 19, to implement the Paxton Roundabout Improvement project as detailed in appendix A.

BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 19 of the Southwark Constitution community councils are to be consulted on the detail of strategic parking, traffic and safety schemes. In practice this is carried out following public consultation.
3. The community council is now being given opportunity to make final representation to the cabinet member for environment, transport and recycling as part of the consultation process.
4. The objectives of the scheme are to:
 - Improve safety conditions for pedestrians at all crossing arms of the roundabout
 - Discourage speeding on approach and through the roundabout
 - Provide off carriageway cycling facility to link Alleyn Park with Dulwich Wood Avenue (current cycling route)
 - Improve lane discipline for motorists using the roundabout
 - Improve the streetscene by reducing clutter
5. The Paxton Green roundabout improvements scheme was originally identified as part of measures outlined in the South Dulwich school travel plan (STP), which highlighted safety concerns for pupils using Paxton roundabout and its environs.
6. As part of the South Dulwich STP improvements a number of measures were implemented in 2011/12 financial year, mainly pedestrian refuge islands to improve access and safety for pupils crossing roads in the south Dulwich area. The refuge islands were introduced on the following roads:
 - Kingswood Drive
 - Dulwich Wood Park
 - College Road
 - Sydenham Hill
7. The scheme for Paxton Green itself was intended to be consulted and implemented within 2012/13 financial year. However due to lack of support at the original public consultation, works were not implemented in 2012/13. In February 2013 the

community council approved the recommendation for project officers to work in partnership with residents and stakeholders during the 2013/14 financial year to develop a revised scheme which has the clear support of the local community.

KEY ISSUES FOR CONSIDERATION

8. Having carefully analysed feedback received from the consultation in November 2012, officers have identified key of concerns raised by residents, mainly (see Fig 1):
- Relocation of existing bus stop on the roundabout to Dulwich Wood Park and South Croxted Road. Most respondents would like to see bus stop retained.(5)
 - Removal of existing pedestrian refuge island on Gipsy Hill. (2)
 - Removal of left turn filter lane on the roundabout exit onto Gipsy Road
 - Proposed raised informal crossing on the Alleyn Park approach to the roundabout (No 8)
 - Removal of existing mandatory cycle lane on Dulwich Wood Park (9)

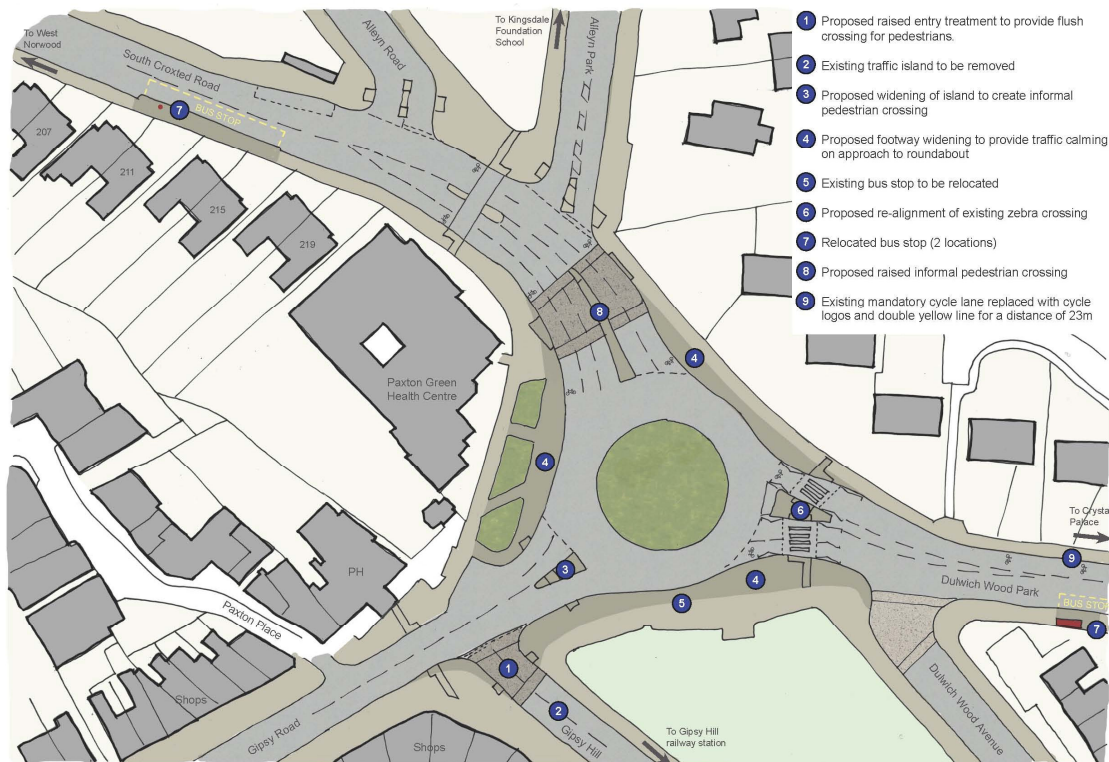


Fig 1 (2012 proposal)

9. Project officers met in May 2013 with stakeholders to discuss two revised options to the proposal shown in Fig 1 above, which takes into consideration concerns raised during the 2012 public consultation. Representatives of Gipsy Hill residents association, Crystal Place Community Association, Southwark cyclists and Living Street, Kingsdale foundation, a local resident and ward councillors attended this meeting. The main difference between the two options had to do with the carriageway width on approach to the roundabout from Dulwich Wood Park, as shown in figs 2 & 3 & 4 below:

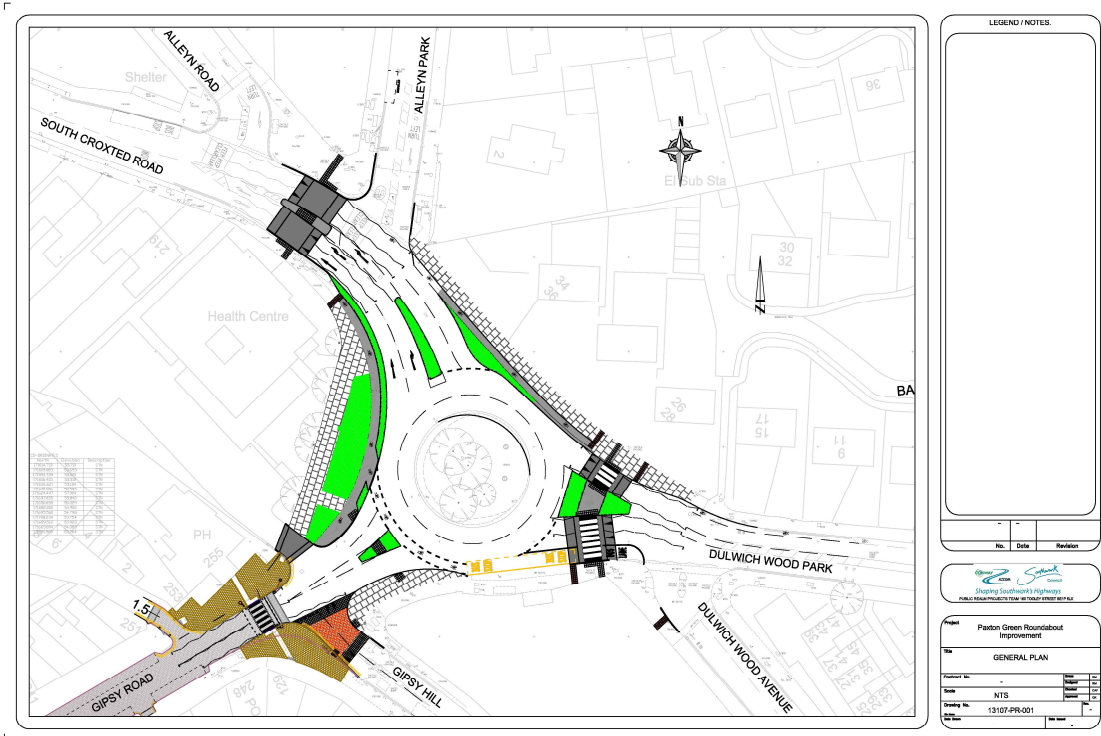


Fig 2- Proposal discussed with stakeholders in May 2013

Option 1

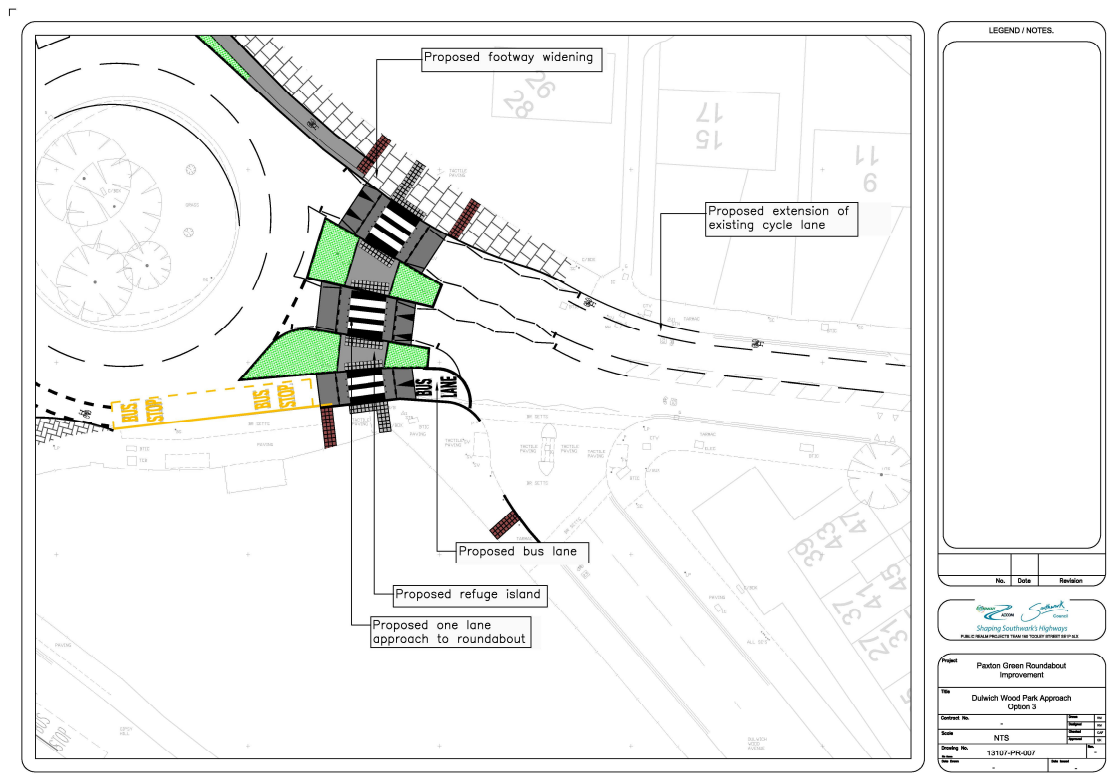


Fig 2 One lane exit for general traffic at Dulwich Wood Park roundabout approach and another lane for buses

Option 2

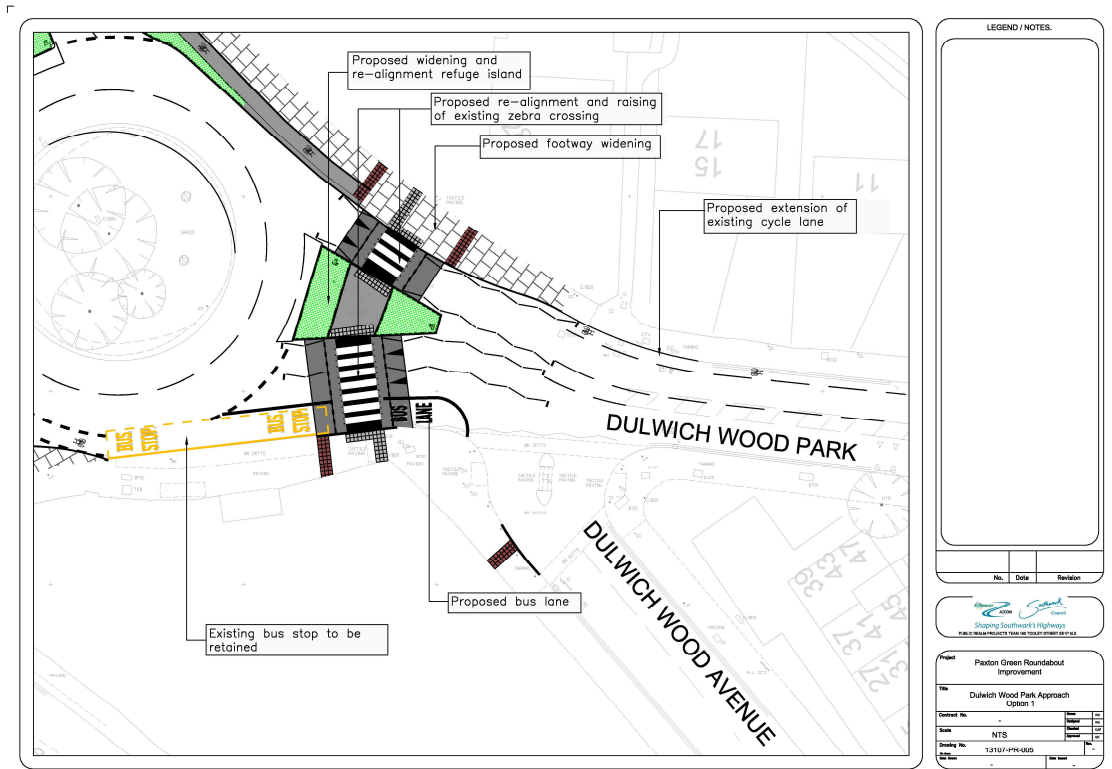


Fig 4- Two lane exit for general traffic at Dulwich Wood Park roundabout approach and another lane for buses

10. It was agreed by ward members following the stakeholder meeting in May to trial Option 1 for at least a week with temporary materials in order to monitor and assess impact on traffic movements in the area. The trial consisted of :

- Narrowing Dulwich Wood Park approach of roundabout to one lane.
- Narrowing approach to Gypsy Road from the roundabout to one lane exit.

Traffic data relating to journey time delays, extent of queuing, impact of trial on pedestrian and cycle movements were collected during the trial period. The data was compared with existing free flow conditions. The following observations were made from the trial results and analysis

- Traffic queues extended up to Crystal Palace Parade during the morning rush hour
- The trial also caused queuing from Kingswood Drive up to Fountain Drive during the morning rush hour
- Traffic was moving at steady pace within the roundabout at all times
- There was significant traffic displacement onto Gypsy Hill, particularly northbound traffic avoiding Dulwich Wood Park in the morning rush hour
- Although there was no significant queuing on Gypsy Road due to removal of left turn filter lane into Gypsy Hill, it was observed that large lorries struggled to turn into Gypsy Hill from the roundabout
- The trial had minimal impact on southbound traffic at all times, from South Croxted toward Crystal Palace.

11. Having carefully reviewed the impact of the trial compared to existing road conditions, it was unanimously agreed with stakeholders that the trialled option be abandoned. Option 2 was felt to be more favoured by stakeholders. Additional comments by stakeholders after the trial were carefully considered and Option 2 further revised accordingly to reflect the views and aspirations of stakeholders.
12. Additional meetings were held with stakeholders and ward Members to discuss the revised Option 2 prior to consultation. Additional changes were made to reflect comments made by stakeholders.
13. The substantive agreed changes to the previous proposal were:
- Bus Stop now **retained** at its current location.
 - Two new disabled bays on Alleyn Park.
 - Raised informal pedestrian crossing on South Croxted approach to the roundabout now **removed**
 - Existing mandatory cycle lane on Dulwich Wood Park **retained**
 - Two lane exit onto Gipsy Road with left turn filter lane **retained**
 - Existing pedestrian refuge island **retained** on Gipsy Hill
 - **New** widen footway with segregated cycle facility. The aim is to link the cycling route between Alleyn Road and Dulwich Wood Avenue
 - **New** raised zebra crossing on Dulwich Wood Park approach to the roundabout. This will encourage motorists to reduce their speed and provide level access for pedestrians. The exit lane widens to allow left turn into Dulwich Wood Avenue.
 - Carriageway narrowing at existing pelican crossing on Alleyn Road and the crossing on a raised table. This will encourage motorists to reduce their speed and provide level access for pedestrians
14. As part of the public consultation period in October 2013, a drop in session was held at Kingsdale Foundation School. Officers were available to answer any queries and take on board local issues and suggestions made by residents.
15. Out of the 1917 consultation leaflets delivered in the October consultation, a total of 147 responses were received during the consultation period, equating to **7.6%** response rate.

	YES	NO
Q4 Broadly do you support the proposal?	101	32
Q5: Do you support the widened footway with segregated between cycles and pedestrians?	98	34
Q6 Do support zebra crossing on a raised table at the Dulwich Wood Park approach to the roundabout and the widening to allow left turn into Dulwich Wood Avenue?	111	27
Q7 Do you support footway widening at the roundabout exit into Gipsy Road	95	40
Q8 Do you support raised entry table at Gipsy Hill junction with Gipsy Road	101	37
Q9 Do you support carriageway narrowing at existing pelican crossing on Alleyn Road and the crossing on raised table	96	42

16. 76% of respondents are in favour of the proposals in general. Broadly most respondents felt that proposals are improvements on previous proposals. The

proposed raised zebra crossing at Dulwich Wood Park arm of the roundabout had the most support

17. Broadly all key stakeholders support the aims of the proposal, however there are concerns raised by some stakeholders in regards to details of the proposal. The figures below shown views of stakeholders on the working group in relation to the consultation questions.
18. The scheme is yet to be safety audited. Concerns raised by stakeholders will be considered during the audit process and any necessary amendments made to improve safety for all road users.

	YES	NO	Partly with amendments
Q4 Broadly do you support the proposal?			
Southwark Cyclists	✓		
Southwark Living Streets	✓		
Crystal Place Community Association			✓
Gipsy Hill Residents Association			✓
Francis Bernstein		✓	
Kingsdale Foundation School	✓		

	YES	NO	Partly with amendments
Q5 Do you support the widened footway with segregated between cycles and pedestrians?			
Southwark Cyclists?	✓		
Southwark Living Street	✓		
Crystal Place Community Association			✓
Gipsy Hill Residents Association		✓	
Francis Bernstein	✓		
Kingsdale Foundation School	✓		

	YES	NO	Partly with amendments
Q6 Do support zebra crossing on a raised table at the Dulwich Wood Park approach to the roundabout and the widening to allow left turn into Dulwich Wood Avenue?			
Southwark Cyclists?	✓		
Southwark Living Street	✓		
Crystal Place Community Association			✓
Gipsy Hill Residents Association			✓
Francis Bernstein	✓		
Kingsdale Foundation School	✓		

	YES	NO	Partly with amendments
Q7 Do you support footway widening at the roundabout exit into Gipsy Road			
Southwark Cyclists?	✓		
Southwark Living Street	✓		
Crystal Place Community Association		✓	
Gipsy Hill Residents Association		✓	
Francis Bernstein		✓	
Kingsdale Foundation School	✓		

	YES	NO	Partly with amendments
Q8 Do you support raised entry table at Gipsy Hill junction with Gipsy Road			
Southwark Cyclists?	✓		
Southwark Living Street	✓		
Crystal Place Community Association		✓	
Gipsy Hill Residents Association	✓		
Francis Bernstein		✓	
Kingsdale Foundation School	✓		

	YES	NO	Partly with amendments
Q9 Do you support carriageway narrowing at existing pelican crossing on Alleyn Road and the crossing on raised table			
Southwark Cyclists?	✓		
Southwark Living Street	✓		
Crystal Place Community Association			✓
Gipsy Hill Residents Association			✓
Francis Bernstein	✓		
Kingsdale Foundation School	✓		

Recommendations to the Cabinet member for environment, transport and recycling

19. On the basis of the results of the public consultation the Cabinet Member is recommended to:

Approve the implementation of the non statutory elements of Paxton Green roundabout proposal as shown in consultation document in appendix A, subject to outcome of safety audit.

- a) Footway widening
- b) kerb realignment
- c) Pedestrian refuge islands

d) Carriageway resurfacing.

Approve the implementation of the statutory features of the proposal subject to the outcome of statutory consultation which is programmed to commence December 2013, and outcome of safety audit.

- a. raised tables
- b. cycle track
- c. Proposed disabled parking bays on Alleyn Park

20. If any objections are received during the statutory period an IDM report will be presented to the cabinet member for a decision.

Policy Implications

21. 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

22. 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.

23. This scheme was identified as one which would help to deliver Southwark's aim of increasing walking and cycling levels in the borough by improving safe access to local amenities/ shops without any noticeable adverse impact on the vulnerable road users

24. This scheme is intended to encourage the use of sustainable modes of transport.

Resource implications

25. The project is wholly funded by Transport for London Local Implementation Programme for 2013/14. The project is within the scope of permitted uses of the funding. The total allocated budget is £181,420 for 2013/14. All funding sources have been confirmed and approved by cabinet.

26. Works will be implemented by the council's highways term contractor, Conway Aecom, and are expected to be carried out in early 2014.

Consultation

27. Prior to developing proposal for consultation several meetings were held with local stakeholders.

- Meeting in May 2013 at Kingsdale foundation school
- Meeting at the residence of chair of Crystal Palace Community Association in August

- Meeting at the Council offices with Mr Bernstein in September
 - Meeting with local councillors in August prior to consultation
28. Ward members were consulted prior to commencement of the public consultation.
29. The scheme has been developed in partnership with residents and stakeholders to ensure proposals have the clear support of the local community.
30. The report provides an opportunity for the final comment to be made by the community council prior to a non-key decisions scheduled to be made by the Cabinet member for Environment, Transport and Recycling in December 2013.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Council website also Southwark Council 160 Tooley Street London SE1 2QH http://www.southwark.gov.uk/info/200431/street_improvements/2584/paxton_green_roundabout_improvements	Clement Agyei –Frempong Tel: 0207 525 2305

APPENDICES

No.	Title
Appendix A	Paxton Green roundabout improvements-consultation document
Appendix B	Summary of consultation responses

AUDIT TRAIL

Lead Officer	Matthew Hill, Public Realm Programme Manager	
Report Author	Clement Agyei-Frempong, Senior Engineer	
Version	Final	
Dated	22 November 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	Yes	No
Date final report sent to the Constitutional Team	25 November 2013	

Paxton Green roundabout improvements

The Council consulted stakeholders in November 2012 on proposals to improve Paxton roundabout. Following feedback received a revised proposal has now been developed and the Council is keen to know your views.

The appended plan shows new proposals.

Aims of proposal:

- To improve safety for pedestrians at crossings on all arms of the roundabout.
- Discourage speeding on approach and through the roundabout.
- Provide off carriageway cycling facility to link Alleyn Park with Dulwich Wood Avenue (current cycling route).
- Encourage lane discipline for motorists using the roundabout
- Improve the streetscene by reducing clutter

What are the main changes to previous proposals?

- Bus Stop now retained at its current location.
- Raised informal pedestrian crossing on South Croxted approach to the roundabout now removed.
- Existing mandatory cycle lane on Dulwich Wood Park retained.
- Two lane exit onto Gipsy Road with left turn filter lane retained.
- Existing pedestrian refuge island retained on Gipsy Hill.
- New widened footway with segregated cycle facility. The aim is link the cycling route between Alleyn Road and Dulwich Wood Avenue.
- New raised zebra crossing on Dulwich Wood Park approach to the roundabout. This will encourage motorists to reduce their speed and provide level access for pedestrians.
- The exit lane widens to allow left turn into Dulwich Wood Avenue.
- Carriageway narrowing at existing pelican crossing on Alleyn Road and the crossing on a raised table. This will encourage motorists to reduce their speed and provide level access for pedestrians.

Have your say
Please let us know what you think by completing the section below, then tear off this page, fold and post to the freepost address by 18 October 2013.

A 'Drop in' event is arranged on Thursday 03 October at Kingsdale Foundation School, Alleyn Park, Dulwich, London SE21 8SQ -17:15-19:30. Project officers will be available to answer any queries and take on board local issues and suggestions made by residents.

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

Q1. Please state your name

Q2. Please provide your address

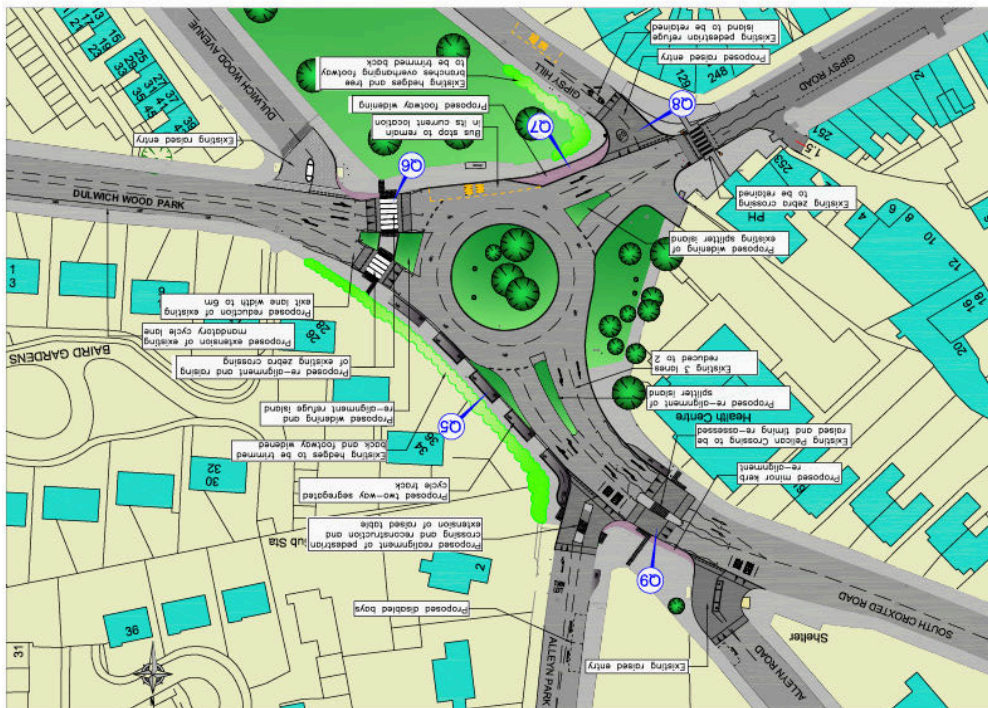
Q.3 Postcode

The numbering below corresponds to that on the appended plan

	Yes	No
Q4 Broadly do you support the proposal?		
Q5 Do you support the widened footway with segregation between cycles and pedestrians?		
Q6 Do you support zebra crossing on a raised table at the Dulwich Wood Park approach to the roundabout and the widening to allow left turn into Dulwich Wood Avenue?		
Q7 Do you support footway widening at the roundabout exit into Gipsy Road?		
Q8 Do you support raised entry table at Gipsy Hill junction with Gipsy Road?		
Q9 Do you support carriageway narrowing at existing pelican crossing on Alleyn Road and the crossing on raised table?		

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

For more information contact: Clement A-Frempong on 020 7525 2305
Or
e-mail: streetcare@southwark.gov.uk



Summary Consultation responses

London Borough of Southwark
Paxton Roundabout Improvements

www.southwark.gov.uk

Out of the 1917 consultation leaflets delivered a total of 144 responses were received during the consultation period, equating to **7.5%** response rate.

	YES	NO
Q4 Broadly do you support the proposal?	98	32
Q5:Do you support the widened footway with segregated between cycles and pedestrians?	95	34
Q6 Do support zebra crossing on a raised table at the Dulwich Wood Park approach to the roundabout and the widening to allow left turn into Dulwich Wood Avenue?	108	27
Q7 Do you support footway widening at the roundabout exit into Gipsy Road	92	40
Q8 Do you support raided entry table at Gipsy Hill junction with Gipsy Road	98	37
Q9 Do you support carriageway narrowing at existing pelican crossing on Alleyn Road and the crossing on raised table	88	42

SUMMARY OF CONSULTATION COMMENTS:

All zebra crossings should be raised to control the speeding traffic from the roundabout onto Gipsy Road.

I can not see any obvious issues from the drawing with no real effect on the bus network

Leave things as they are. Any reduction in the road width and any increase in the restrictions on traffic flow will only increase the congestion of traffic at peak and other periods. I support the provision of disabled bays but suggest are put in Alleyn Road as near to Health Centre.

Incomplete form received back

Costs are not given on your document? We think, though, that these will be high for very minimal changes. A zebra crossing is a zebra crossing; it doesn't need to be raised pedestrians wait until traffic halts.

PLEASE look at the speed of cars on South Croxted Road - also we need a cycle lane. Thanks.

I do not support any of the above proposals. Having lived very near the Paxton Green roundabout for 10 years. We have always found the traffic to be free flowing, the pedestrian access to be efficient and in all the time we have lived here we have never been aware of a single accident. We see no need whatsoever for any danger. this proposal seems a total waste of tax payers money.

I believe the jutting shoulder on the left EXIT from Gipsy Hill - turning into Gipsy Road is too great and creates bottlenecks when buses are turning into Gipsy Road. It should be eased back to its former position to make easier left turns.

I wish Dulwich Wood Park had a reduced speed notice, as cars hurtle down to the zebra crossing, frightening for aged pedestrians. **I thought the design of the plan was brilliant.**

Sensible revision of original plans which I did not support. Very happy bus stop is NOT being relocated.

Thank you for listening to residents feedback. I strongly support the improvements to Dulwich Wood Park crossing and segregated cycle lanes. Could you look into cycle signs/symbols indicating shared use of pavement and crossings from Dulwich Wood Ave to Alleyn Park. A greatly improved scheme - well done!

Great proposal - if possible green man crossing please - Dulwich Wood Park

Yes please - like the new plans and a push button green man crossing on Dulwich Wood Park please

Need green man crossing on Dulwich Wood Park

This will make a big difference in letting my children visit their aunties on their own as they need to cross this roundabout.

I visit this area every month and think these proposals are a great idea.

It's a better design

Regarding Q6 as a pedestrian my main fear has been crossing Dulwich Wood Park just before the roundabout. The raised crossing will help but I still predict that traffic will continue to hurtle down Dulwich Wood Park regardless. Can there be a way of calming the traffic down before reaching the crossing? Some form of chicane?

Great to see clear map used to show proposals - even if Dulwich Wood Park is written upside down!

Q8 what about adding zebra crossing?

Q6 what about adding light control/timed crossing?

Don't do it. Look at past improvements in this area. The mini roundabout in Dulwich Wood Park causes a lot of near misses between traffic coming down the hill and joining from Kingswood Drive. The zebra crossing in Gipsy Road causes an extra and unwelcome hazard to motorists leaving the roundabout going into Gipsy Road with traffic darting out of Gipsy Hill or turning right from Gipsy Road into Gipsy Hill. Gipsy Road is a haven for people who jaywalk any raised table encourages jay walking.

I think this will be a good improvement. Thank you for such clear consultation.

It would have been a more meaningful questionnaire if you had said HOW MUCH each item would cost!

<p>All these changes sound good, however after vehicles get off the roundabout to South Croxted Road they go quite fast sometimes. There should be more measures to control the flow speed such as speed bumps, speed traps (why is there only one pointing south??)</p>
<p>I can't see that Q5,Q7 and Q9 would make any improvement. We must also avoid bottle blocks by the roundabout. I don't feel like crossing with the way it is now.</p>
<p>I'd like to see a camera on the crossing at Q9, too many motorists jump these lights. I can't see the justification for narrowing the road to 2 lanes at Alleyn Park/Croxted Road junction, it will merely make it harder to turn right into Alleyn Park.</p>
<p>Any plan that reduces the flow of traffic will be my tax broadly spent. Much of the proposed changes will have marginal effects on flow and safety, so surely better use can be found for the money? Or just a saving? My experience of junction alterations in Dulwich are that they are sub-optimal vs prior structure i.e. slower traffic flow, poor turnings (e.g. Dulwich Village, Gallery Road / South circular)</p>
<p>All excellent proposals. Thank you for listening to previous feedback. This is a great step towards improving cycle and pedestrian safety in the area.</p>
<p>I am housebound, my daughter takes me to Paxton Green Health Centre. She parks outside the surgery to drop me off, gets out of her car to help me get out of the car. Could there possibly be a designated space be allocated to just drop elderly patients off to visit the doctors. My daughter then drives to Alleyn Park to park her car, then picks me up at the front of the surgery to take me home, thank you.</p>
<p>Am not convinced that cyclists heading north will use two-way cycle track. It's too much hassle to cross D Wood Park to join it. How do they get back onto S Croxted Road, cycle tracks and kids on foot, don't mix well!</p>
<p>The roundabout, and particularly the crossing on DWP is dangerous for local families and I would welcome any changes to the current layout.</p>
<p>I have used this roundabout as both a motorist and pedestrian for over 50 years and consider that it works well even when the traffic is heavy. I am a retired chartered civil engineer and chartered highway engineer with considerable experience of this type of project and consider money spent on these proposals to be a waste of public resources.</p>
<p>Q7 this corner is too sharp already, lorries, coaches and buses find it difficult to negotiate this corner from the roundabout, extending the footway would make the problem worse it is unnecessary.</p>
<p>Anything to make the junction safer and more useable is good news. How about some lights at the end of Kingswood Drive as well?</p>
<p>The proposed narrowing of the exists and entrances to the roundabout will mean increased congestion for the residents of the area; the issue is that most vehicles speed up on leaving the roundabout not whilst on it; traffic calming measures further down the roads would have more effect.</p>
<p>The traffic needs calming</p>

Stronger traffic calming methods used for vehicles travelling from South Croxted Road going over and up Dulwich Wood Park as cars accelerate over the island up the hill at dangerous speeds making the zebra crossing a dangerous place to try and cross. Raised crossing points hardly stop the white van man.

Proposals well accepted we'll continue having less accidents and more beauty to our area. Thank you.

All this is fine but I hope it is more successful than the new reduced height speed humps in Alleyn Road. A day with a speed gun would tell you what a failure they are! Cars regularly exceed the speed limit (by substantial margins).

Please for goodness sake do not do anything to increase the likelihood of TRAFFIC JAMS why reduce 3 lanes to 2 at the end of South Croxted Road? This is a busy through route once again we wish you would stop this ridiculous unnecessary and expensive project and use your funds to mend potholes. This remains an unpopular and unnecessary waste of money!!

I am very pleased with all the proposals made, for the safety and benefits of all road users. Hoping it will be carried through in the near future. Thank you.

What evidence is there to suggest that any alterations need to be made to the existing layout? Have there been pedestrian casualties? This is a KEY junction for pedestrians. It is important that we don't end up with gridlock caused by narrowing road access to the roundabout, or exit from the roundabout (as happened during the temporary changes). The pelican crossing finally has a crossing timer that WORKS. Pedestrians are able to cross safely without an inordinate wait. DO NOT TAMPER WITH THIS !!

Having gone round on a bicycle during the trial, I felt the widening for Q7 was very dangerous as it forced me into the main flow of traffic

Q8 this obviously doesn't work - as you are now removing the raised crossing on Sth Croxted Road. Q5 these cyclists will ride across the zebra crossing without stopping - even more accidents. Have you nothing better to do with our money than waste it on this unsuccessful attempt to improve our safety.

The aim to improve safety for pedestrians and all users of the roundabout is welcomed but there are a few elements that require extra consideration as their introduction could impede or not improve safety. Q5. Concerns were raised about the lack of segregation between pedestrians and cyclists on the pavement plus the extra hazards that a two way cycle track at the side of this busy stretch of road introduces to the roundabout. Suggestion - retain and extend existing cycle lanes. Q6. Residents support the raised table but not the narrowing of the entrance to DWP. The proposed width is too tight for larger vehicles using that stretch of road that will reduce that entrance to a single lane. There is no cycle lane at that pinch point which is worrying, especially with the number of large vehicles using that route. Suggest that widening to the refuge island is reduced in order to introduce a cycle lane on this curved entrance to DWP. During peak times tailbacks from cars queuing to turn right on to DWA will further compromise the pinch point caused by the narrowing of the road. Suggestion - Reduce the proposed widening of the refuge island to create space for a cycle lane and to prevent vehicles turning right into DWA from blocking the inside lane at the pinch point. Q7. Extending the footpath out from the bus stop into the existing left filter lane creates a new waiting area but: Suggestion - Reduce the proposed widening of the refuge island to create space for a cycle lane and to prevent vehicles turning right into DWA from blocking the inside lane at the pinch point. 1. proposed extension juts out into the line of traffic coming off the roundabout and is to be built over the entrance to the left filter lane, effectively removing it at the PGR exit. 2. the pavement layout will reduce traffic flow and encourage those queuing for buses to congregate on the edge of the roundabout which in turn has the potential to compromise the line of vision for drivers exiting on to Gipsy Road from Gipsy Hill. 3. this widening of the pavement before the left turn to Gipsy Hill links in with the widening of the traffic island at the junction of GH and PGR, this creates an informal crossing point at the mouth of a very busy roundabout, people should be discouraged to cross at this point. Q8. Residents support the raised entry table at GH junction with GR. Q9. Resident do not support the narrowing of the carriage way on Alwyn Road but support the raising of the table. The proposed development at the top of DWP is expected to attract an extra 2 million visitors a year and will generate increased volume of traffic for PGR.

Plans broadly supported. Q5 - unclear from illustration how two way segregated cycle track will merge with existing cycle lane on DWP. Q6 The CPCA do support the idea of a raised pedestrian crossing at DWR approach to roundabout. However, consider that the narrowing of the lane at this point creates two major problems, This narrowing will create a dangerous pinch point for cyclists and motorcyclists. This would be particularly dangerous where large or articulated vehicles are moving, and the right turn into DWA is poorly designed with insufficient room available as a consequence of the narrowing of the crossing at this point. The CPCA suggest a wide crossing. PLEASE SEE ALL ADDITIONAL COMMENTS ON SHEET NO. 72

Proposed widening of existing splitter island will encourage Kingsdale children to cross the road towards the bus stop other than the pedestrian crossing. Reducing 3 lanes to 2 at the Alwyn Park turnoff will cause massive tailbacks which will clog the entire interchange system. Many of the proposals will cause serious tailbacks in all directions. This will have a detrimental impact to residents living in the area. We don't want air and noise pollution caused by slow moving clogged up vehicles. Proposals will slow down the important No. 3 bus, both north and south bound. This must be avoided. The low accident statistics for Paxton Green does not warrant such a radical change and high expenditure.

Disagree with reduction of 3 lanes into 2 for traffic leaving roundabout and turning into Alwyn Park. During the trials these led to congestion on roundabout and I think may cause long tailbacks up Dulwich Wood Park which have led to removing the bus only lane which was a good idea at the roundabout. Apart from that it looks good.

Q8 existing pedestrian crossing, Gipsy Road - I find it far too wide, needs a refuge island.

A tweak here, a tweak there, a raised area here and raised area there and reductions of a lane from 3 to 2 lanes; does this council truly believe that is a good use of money? They've just replaced the road by Q8 and no doubt will be re-lifting that. Months of disruption for very little. Have the pedestrian lights and bus stops at Q7 and Q9 that makes more sense and would be a better use of money. The stops before these are a 4 min walk so no need for more bus stops. Think overpaid, overweight council man!

The layout as it is now (Oct 13) works perfectly well. The inconvenience to any motorist/bus passenger will be great during the time taken to do the proposed 'tweaks' - it will be chaos and gridlock. One safety proposal is that cyclists should avoid using South Croxted Road and use the wide and mostly empty Alleyn Road instead.

I think you need to spend more time evaluation what widening the footway at the roundabout Q7. All that will do is cause more traffic jams at that exit. The left hand lane to turn up Gipsy Hill whilst traffic queues to go straight along Gipsy Road works perfectly. It will also delay buses trying to pull out of the bus stop or allow them to misuse the bus stop i.e.. not pull into it as will be too hard for them to pull out. Please re-think. Thank you.

Q6 think this may lead to back up in rush hours. Q7 Cannot see the point of this, will make turning into Gipsy Hill for large vehicles extremely difficult. Q8 Make access to Gipsy Hill difficult - please move pedestrian refuge further up gipsy Hill and make Long Meadow side no parking up to bus stop.

I think it is disappointing that the re-positioning of the bus stop has been dropped. It is a long walk and a hazardous crossing for those of us in Alleyn Park / Road who have to use the stop as it is. However, I suppose a new arrangement would be further for the residents of Kingswood Estate.

Not too long ago you played around with the area in question, the pavement in Dulwich Wood Park is far too wide for the little foot traffic. Instead deal with the Croxted Road which is a nightmare parking on both sides leaves the road far too narrow. Lastly fill the potholes all over the place, if you want to spend tax money.

Broadly support proposal but as residents of Dulwich Wood Park we 1) object to receiving on 3.10.13 on return from work - too late to attend meeting on afternoon of day of receipt! 2) Question the likelihood of very increased traffic and extremely slow queuing from Crystal Palace to Dulwich particularly in morning rush hour. The traffic is always v slow but when the trial scheme was run, traffic barely moved and therefore took far longer to clear each day. Extreme delays caused for bus passengers/parents taking children to school/Londoners driving to work. Such queuing for such prolonged periods must be avoided and not increased by proposed scheme.

I do not think that any of these proposals really justify all the money that will be spent. I think that the narrowing of the lanes is a bad idea as it will make the queues worse and the drivers more likely to be more likely to chance it as they will be frustrated. (The bottom of their response is missing)

These proposed changes to improve safety for pedestrians are in effect going to increase more traffic in the area. This will increase pollution and noise for residents. If traffic is at a standstill the air is thick with fumes and not ideal for the local children. the current roundabout is fine. Leave it as it is . We are the ones who live here and we are the ones who have to put up with all the construction work and inconvenience of these proposed plans.

Most of this to me seems a waste of money. I don't agree with narrowing the roads. The only place is slight narrowing at Q5 in order to segregate cycle and pedestrians, but narrow too much will give cyclists and cars less space and I believe will cause accidents. I see no point in wasting money to raise the existing pelican crossing at Q9 especially after putting disabled bays in Alleyn Park. The current crossing does need work though as its full of pot holes. I live close to the roundabout and am not aware of any safety issues. A speed camera at the roundabout exiting into South Croxted Road would be useful.

These proposals do not address the biggest safety issues related to the roundabout. 1) the bus stop is still on a roundabout - all because a couple of nimbys don't want it outside their house. Hundreds of teenagers use the bus stop which is very dangerous for them. 2) crossing the end of Alleyn Park on foot is lethal. there is nothing to slow the traffic approaching from the roundabout and pedestrians have no formal crossing to give them right of way. the pedestrian crossing on South Croxted Road compounds the problem because the turn is facilitated when the lights are red. 3) the speed of cars and buses coming down Dulwich Wood Park is frightening raising the zebra crossing is insufficient to slow them.

I broadly support the proposals but would make the following comments. Q8 raised table at Gipsy Hill/Gipsy Road junction should be extended to include the pedestrian island. Gipsy road has just had a long raised table constructed and it is very good. Q6 Zebra crossing on Dulwich Wood Park - raised table to be very raised otherwise will not be effective. I have stopped using this crossing now and use the new one on Gipsy Road. As a general comment, very little is being done to slow traffic down on the approaches from Croxted Road and Dulwich Wood Park. Therefore it is disappointing that the traffic will still dominate this junction.

1) - no thought to bus stop again. Raised road crossings are terrible idea on bus routes. Double decker bus are forced to crawl over them!. 2) - the shared cycle/pedestrian route is a token gesture as cyclists have to cross road to use them. 3) - the proposal is too broad from what was the original ideas to get some extra crossing to help folk getting to health centre. 4) - save money and make it simple. There are holes in existing road humps that need fixing.

I definitely support trees and hedges to be cut back. Therefore, you would be able to look over your shoulder and see traffic coming rather than as you cross a vehicle is on top of you. I'm surprised someone hasn't been killed yet. Think of those in wheelchairs!.

A7 will slow the flow of traffic as we will lose the filter/left turn lane. Q9 as per Q7. Please also see additional comments which relate to numbers added to the location map.

I have ticked no to Q5 as it is not clear to me whether and how the cycle traffic will impede on space for pedestrians. If pedestrians space is reduced to make way for a 2-way cycle track, am opposed, if however the pedestrian footway is retained I do not have strong feelings against.

Any reduction of width in road space will cause increased traffic congestion and may well cause more accidents. The cost of these proposals will far exceed the perceived benefits. This traffic island works well as it is - any modification is likely to be detrimental to road users, cyclists and pedestrians.

We think that widening the central reduce at bottom of Dulwich Wood Park is essential. The pedestrian crossing is too wide (3 cars wide), too wide for the elderly and encourages vehicles to speed towards Gypsy Road. This makes exiting Gypsy Hill difficult. What is really needed is a mini roundabout at the bottom of Gypsy Hill.

Alleyn Park suffers from car parking for the surgery and school. Please put disabled parking bays in Alleyn Road, which has NO cars parked. I see there is one already in Alleyn Road some more please.

Please change the post code of Dulwich Wood Avenue back to SE19 from SE21 which it was changed to when road works were made some time ago as it is now very confusing for people to find my home and road.

1. We are VERY pleased that the existing pedestrian refuge island on Gypsy Hill will be retained. 2. Other actions should be considered to SLOW DOWN traffic. i) from roundabout into Gypsy Hill and Gypsy Road ii) from gypsy Hill into gypsy Road and iii) from Gypsy Road into roundabout. 3. exiting Dulwich Wood Avenue into the roundabout remains a serious problem, maybe related to the timing of lights on Crystal Palace Parade. It was much improved during the temporary (experimental) arrangement this summer.

1. This project is a total waste of your highways budget at a time when resurfacing works are badly needed elsewhere in the borough. 2. It smacks of the reconfiguring of the Alleyn Park/South circular junction which has led to unnecessary congestion and risk taking by drivers. 3. I have lived in Alleyn Road since 1988, the present layout at Paxton Green works. 4. I am 68 years old - I feel safe at the present layout. I would not feel safe on the proposed one.

Sounds progressive tome. For the next set of changes I would suggest widening gypsy Road (narrowing pavement) but maintain safety for pedestrians. Also, if this is Southwark council why does to say welcome to Lambeth on Gypsy road? Maybe a boundary?

This is the only place in London where my father crashed his car. I welcome any proposals to make it safer.

My son crosses this junction on his way from Gipsy Hill station to Dulwich Prep every school day.

Son a pupil at Dulwich Prep, London.

Please do NOT replace tarmac with brick block surface as is on gypsy Road, is very uneven and slippery for cyclists. It doesn't look cost-effective, will need replacing very soon. I agree with more slow down means of traffic demonstrate that road needs to be SHARED with other users CCTV cameras and intermittent police presence and data collected to monitor, evaluate and report back on the performance of these changes, e.g. many drivers still use mobile phones while driving!

This roundabout is congested with vehicles every day at rush hour and I see the tailbacks in Dulwich Wood Park regularly throwing out fumes near pedestrians at bus stops. You need to also ensure that the flow of traffic through this area and out the other side as quickly as possible. Raised crossings will not improve anything for the person waling across and slow down vehicles. Better lanes coming off roundabout into Gypsy Road will make things safer and clearer for other motorists. Q6 widening here makes no difference as few vehicles use this turn. I do and I have no issues with current layout. I am also a regular pedestrian in this area.

The above proposals seem to put more pressure on traffic flow so I'm against anything that will do this, as this is a very busy roundabout and needs more assistance in increasing this not going against it.

Please see 2 page email together with photographic report.

The scheme does not address the most dangerous junction for pedestrians which is the Gipsy Hill/Gipsy Road junction. The crossing at this junction is used by children going to school and visiting the shops. This is an expensive waste of money.

Q5 I am extremely concerned at proposal to have pavement shared by 2 way cycle path and pedestrians. Visibility around the area is limited, pedestrians include many older people and young parents with buggies who will be very vulnerable. I suggest any cycle trace should be separate, with kerbs similar to that at junction Huntslip/Alleyn Park outside Dulwich Prep. Loss of part of third lane allowing right turn into Alleyn Park after exiting roundabout seems likely to cause unnecessary tail back of traffic.

Off carriageway way facility to link Alleyn Park to Dulwich Wood Avenue if the intention is for cyclists to DISMOUNT and use the raised pedestrian crossing to get into Dulwich Wood Avenue I do not agree.

Think about it! What a total waste of time and money

We are very supportive of any proposals to make pedestrians safer in this area. We live opposite the zebra crossing on Dulwich Wood Park and have had a number of near misses when carefully crossing here - which we do daily. Anything which makes this crossing safer and more obvious to drivers will get our vocal support. Thank you for making these proposals - we very much hope they are accepted in their revised form.

My main concern was that the bus stop remain at its current location. I am pleased that the previous proposal has been amended to allow this.

For most of the day the roundabout is quiet - except for about 1 1/2 morning and evening rush hour. These proposals will not change that, but only slow traffic and make pedestrian life worse. The improvement in parking in Gipsy Hill (by Lambeth) increased traffic. The recent temporary alterations slowed everything down. The proposed changes will be crazy and of little or no benefit.

The disabled bays should be put in Alleyn road. Alleyn Park is over burdened with surgery patient's cars and awful school traffic whilst Alleyn Road is empty.

Overall *A good proposal, much better than the previous one* Disabled bays on Alleyn Road
 Disabled bays appear to be located quite close to the mouth of Alleyn Rd. May cause sight line issues & conflict between motors and cyclists turning in to Alleyn Rd. Crossing at Gipsy Hill Would prefer to see a zebra at the bottom of Gipsy Hill instead of / as well as the refuge island. The traffic volume here justifies it. Currently the proposal has two separate, low-utility pedestrian facilities (island and raised table) instead of a single integrated one (raised table with island and zebra). Locating the crossing further in to the road (where the island is at present) will have the following benefits:

* Fewer directions for pedestrians to look in when crossing, as turning traffic will be in the lane.* Reduced hazard to cyclists turning left in to GH from the roundabout. Raised tables are safe for cyclists travelling in a straight line, but dangerous when turning - especially on a bike with small wheels or skinny tyres.* Dulwich Wood Park exit *Concerned there may be some lane discipline issues for traffic headed east up Dulwich Wood Park. Is the right turn in to Dulwich Wood Avenue really needed (bearing in mind it's not much used as a through road & vehicles can access it easily via Gipsy Hill)?

Hopefully the roundabout exit is narrow enough there that cars won't try to squeeze through 2 at a time. * Large vehicles joining roundabout from DWP *Still a potential problem with large vehicles waiting to join the roundabout from Dulwich Wood Park blocking the zebra crossing. I recognise that it is difficult to address that without rebuilding the roundabout on a tighter radius* Segregated cycle facility

Overall this is really good! But it would benefit from some shared-use or cycle markings on the footway at the bottom of Dulwich Wood Avenue to direct cyclists to/from the Zebra and segregated lane. Otherwise cyclists may illegally use the pavement at the southern end of the Zebra. Preferably there should be indication that it is a mixed-use crossing so that drivers know to give way to both pedestrians and cycle Other The problem with the pedestrian desire line between Kingsdale School & the bus stop causing kids to cross the road unsafely isn't really addressed, I realise it's very hard to do that without a major rebuild.

A 20mph limit would help to mitigate the damage - if teenagers are going to take these stupid risks, at least they're less likely to be killed doing so with a 20mph limit in place.

Very strong support for the segregated widened footway on the north side of the roundabout. This is a significant enabler for less-confident cyclists. Some minor adjustments may be needed south of the Dulwich Wood Park Zebra to direct northbound cyclists from DWA to the crossing. Gipsy Hill / Gipsy Road raised table is problematic. Better to put the raised table where the existing traffic island is & give pedestrians priority with a Zebra. At the moment the plan proposes two bad pedestrian facilities instead of one good one. Approaching raised tables in a straight line is fine for cyclists - approaching them at an angle (on a corner) is bad especially in the wet. Bearing in mind that people travelling by bus to & from the health centre - many of whom will be elderly or have mobility difficulties - need to cross Gipsy Hill as well as Gipsy Road, an explicitly pedestrian-priority crossing ought to be provided here where the island currently is. So, raised table + Zebra + (maybe) Island, all in the location where the island currently is. Is the right turn bay in to Dulwich Wood Ave for vehicles (from DWP) necessary? DWA has good vehicle access from the other side of Bell Meadow & low traffic volume in any case.

Prohibiting this right turn - or making it an in-carriageway wait - would allow the carriageway to be realigned slightly & the mandatory cycle lane along DWP to be extended all the way to the beginning of the off-road section. Proposed footway build out at Gipsy Hill / Gipsy Road junction may cause more .conflict between cycles & motor vehicles. At the moment a cyclist going from DWP left in to GH can more-or-less avoid the traffic by staying to the left of it. This footway build out forces cyclists in to the same space as cars turning left up GH & may put them in more danger than previously. Given the complexity of movement in this area & Southwark's eventual commitment to borough-wide 20mph zones, the entire junction should be made 20mph to reduce the damage caused by accidents. Most of the frustration of driving this roundabout is due to queues / delays at peak times, a 20mph limit won't make that any worse but will make it a little safer for everybody off-peak

Anything that reduces traffic speeds is a good thing - please also consider a 20MPH limit on the roundabout and all approach roads. Make the exit from Dulwich Wood Ave no right turn as this causes conflict with cyclists coming into the road from Dulwich Wood Pk. Extend mandatory cycle lane all the way down Dulwich Wood Pk to Paxton Roundabout - at the moment it ends exactly when you need it, at the junction. Make this an on-road facility - on the pavement it just ends and spits cyclists out onto a busy and fast-moving road. Improve the crossing facility on Gipsy Hill - raised table with a zebra (raised table in itself will not stop the traffic as there is no obligation to stop).

Raised 'tables' located immediately at the entrance to side roads are frequently hazardous to cyclists. Even if the ramp is initially smooth, over time a low kerb usually forms, which catches bicycle wheels that approach at an oblique angle. Such tables should be located at least 1m away from the junction and preferably further away. The materials should be chosen so that ramps don't degrade into steps.

Cyclists on the proposed two-way cycle track should be allowed to join the cycle lane on Dulwich Wood Park without dismounting the two-way cycle track seems to have several gaps in it. It should, of course, be continuous.

I don't support the footway widening at the roundabout exit into Gipsy Road because it will obstruct sight-lines if used by bus passengers as a waiting area.

This roundabout remains designed for much higher traffic speeds than are necessary or desirable in this location. Ideally the junction would be redesigned in a Dutch style with fully segregated cycle paths throughout - there is more than sufficient space to do this. A 20mph limit for the whole junction should be implemented. This would allow entry and exit angles to be tightened and far more effectively slow traffic speeds than the splitter/refuge widening proposed at present. The multiple entry and exit lanes to the roundabout appear unnecessary - all of the roads joining the junction are single lane. These encourage faster speeds and create conflict at junction exits. The current plans have deficiencies even with the very limited aims of the current plans.

The proposed cycle lane at the bottom of Alleyn Park Road has a very sharp entrance- it's not clear how a cyclist will be able to join this smoothly or make use of the facility if approaching from another direction. This should be an 'on carriageway' segregated facility rather than 'on pavement' It is not clear how this cycle facility ends - it appears to 'peter out' on the pavement and require a cyclist to dismount to use a zebra crossing. This suggests it is only intended for some notional 'inexperienced' cyclist.

This 'two types of cyclist' strategy is fundamentally flawed - all cycle facilities should be suitable for use by all cyclists. Removal of the right turn into Dulwich Wood Avenue would give sufficient road space for the facility to flow continuously into the cycle lane on Dulwich Wood Park (Cycle facilities need to be continuous to be useful) Gipsy Hill - speed table followed by nasty pinch point is poor. Set back table and apply zebra crossing. No island should be necessary* Proposed pavement build-out at Gipsy Hill / Gipsy Road junction may increase conflict between cycles & cars.

At the moment a cyclist going from DWP left in to GH can stay left of the traffic, provided there's no bus at the stop. The build-out means cyclists are pushed in to the main traffic flow. Exit to Gipsy Road - suggest this should be single lane. Space saved could be used to provide segregated cycle lane alongside pavement build out.

Re: Q5- I only support the current 1 way cycle track in the direction of Dulwich Wood Park. If there is a 2-way cycle track then this limits the amount of pedestrian walkway. Also, who controls/enforces that hedges are always trimmed back?

I would like the crossing to be a toucan rather than a zebra so cyclists can be accommodated. Consider prohibiting the right turn in to Dulwich Wood Ave. Instead of the footway build out being used to create more space for bus passengers to wait (where they obstruct sight lines for traffic using the roundabout), consider opening up the park immediately behind the bus stop & allowing that to be used as a waiting area when the no. of passengers exceeds the amount of space available in the bus shelter. Consider a 20mph limit for the whole junction. Thanks.

The consultation process has been flawed as it was done in such a way as to minimise comment: less than a week's notice of exhibition, on-line comment service not available when notice was delivered. Despite a request, the cost of the works have deliberately not been provided with proposal. The website refers to changes to previous proposals without detailing what the previous proposals were. The whole process has been undemocratic and will be pushed through by manipulating the information put before the local residents.

Hope the proposals will enable pedestrians to see traffic turning into Gipsy Hill more clearly and reduce the speed with which traffic makes the turn slower.

Q9 split into to on this form does not support narrowing of carriageway but supports crossing on raised table.

Really looking forward to seeing the improvements. Thank you for doing this.



Dulwich Community Council

Public Question form

Your name:

Your mailing address:

What is your question?

Please give this form to Beverley Olamijulo, Constitutional Officer or Fitzroy Lewis, Community Council Development Officer

Item No. 13.	Classification: Open	Date: 4 December 2013	Meeting Name: Dulwich Community Council
Report title:		Cleaner Greener Safer: Funding Allocation	
Ward(s) or groups affected:		East Dulwich	
From:		Head of Public Realm	

RECOMMENDATION

1. That Dulwich community council approves allocation of £2,000 of available funding to existing project 105651 Fix the North Cross Road grot spot.

BACKGROUND INFORMATION

2. Cleaner Greener, Safer (CGS) is part of the council's capital programme. The decision on allocation to individual projects is delegated to the community councils.
3. In the first 11 years of the programme, a total of £28,513,000 has been awarded to 1890 projects proposed by the community to improve their areas; 1618 projects have been completed to date. The programme attracts hundreds of proposals ranging from a few hundred pounds for bulb planting to brighten up open spaces to tens of thousands of pounds to create community gardens. These projects often introduce new ideas such as outdoor gyms in public spaces, community gardens, public art and energy saving projects which not only make the borough cleaner, greener and safer but greatly contribute to a sustainable public realm by involving residents in the funding process and in the delivery of projects.
4. It is noted that as a condition of the CGS programme, incomplete projects are reviewed two years after award of funding and if the project is unlikely to progress or complete within a reasonable amount of time, officers will recommend that the project will be completed or cancelled and any underspends reported back to community council for reallocation of funding.

KEY ISSUES FOR CONSIDERATION

5. There is a total of £12,474 available to allocate within the CGS programme.
6. The members of Dulwich community council have decided to apportion annual cgs capital funding on a ward basis. Other funding available from cancelled or completed schemes is added to the appropriate ward budgets. Ward councillors are able to propose schemes to be funded and the community council members present approve awards at public meetings.
7. The members of Dulwich community council have considered proposals for potential schemes within the area and on the basis of additional information available have agreed to fund various proposals.

8. The financial position is summarised in Appendix 1 of the report.
9. It is recommended that £2,000 is awarded to 105651 Fix the North Cross Road grot spot. The 2012-13 award of £4,000 was to improve the appearance of the part of North Cross Road in front of the UKPN sub-station and Londis which is uneven and attracts fly tipping.
10. Following negotiation with the two land owners, agreement has been reached to improve the paving on the two forecourts and council owned footway. This new paving will create a level access across the crossover and improve accessibility for all pedestrians, especially parents with buggies, wheelchair users and the elderly.

Policy implications

11. None.

Community impact statement

12. North Cross Road is a popular shopping street in East Dulwich but there has been a long-standing problem with uneven paving in front of the two businesses and the poor appearance has attracted fly-tipping at this particular location. Local residents and traders will benefit from eradicating the trip hazards at this part of North Cross Road.

Resource implications

13. The funding is available within the existing CGS funding. CGS funding is devolved to community councils to spend on suitable projects. Management of the reallocation of the funding will be contained within existing budgets.

Consultation

14. All cleaner greener safer projects require consultation with stakeholders, including the project applicant and the forecourt owners in North Cross Road. This consultation has already taken place.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Dulwich Community Council minutes, 22 April 2013	Cleaner Greener Safer, Public Realm, 160 Tooley Street, London, SE1 2TZ http://moderngov.southwark.gov.uk/documents/g4318/Printed%20minutes%20Monday%2022-Apr-2013%2019.00%20Dulwich%20Community%20Council.pdf?T=1	Andrea Allen 020 7525 0860

APPENDICES

No.	Title
Appendix 1	Cleaner Greener Safer – financial position

AUDIT TRAIL

Lead Officer	Matthew Hill, Public Realm Programme Manager	
Report Author	Andrea Allen, Senior Project Manager	
Version	Final	
Dated	21 November 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	21 November 2013	

**DULWICH CC AVAILABLE CGS CAPITAL
FUNDING 2013-14**

APPENDIX 1

Ward	College	East Dulwich	Village	Total	Comments
Unallocated funding	£0	£11,000	£1,474	£12,474	
North Cross road add. funding		£2,000			
Remaining funding by ward	£0	£9,000	£1,474	£10,474	

Item No. 14.	Classification: Open	Date: 4 December 2013	Meeting Name: Dulwich Community Council
Report title:		Local parking amendments – Dulwich Park car park	
Ward(s) or groups affected:		All wards within Dulwich Community Council	
From:		Head of Public Realm	

RECOMMENDATION

1. That parking amendments in Dulwich Park car park be approved as follows, subject to the completion of any necessary statutory procedures:
 - Approve the revised design for the parking layout as detailed in Appendix 1
 - Reject objections made to the proposal to enforce against vehicles that are not parked in a designated bay.
 - Make the traffic management order and install associated signs and road markings associated with the above recommendations.

BACKGROUND INFORMATION

Constitution

2. Part 3H of the Southwark constitution delegates decision making for non-strategic traffic management matters to the community council.
3. Paragraph 16 of Part 3H of the Southwark constitution sets out that the community council will take decisions on the following local non-strategic matters:
 - the introduction of single traffic signs
 - the introduction of short lengths of waiting and loading restrictions
 - the introduction of road markings
 - the introduction of disabled parking bays
 - the setting of consultation boundaries for consultation on traffic schemes.
4. Paragraph 17 of Part 3H sets out that the community council will determine of objections to traffic management orders that do not relate to strategic or borough wide issues.
5. This report gives recommendations to a non-strategic parking amendment, involving traffic signs, road markings and the determination of objections.
6. The origins and reasons for the recommendations are discussed within the key issues section of this report.

Dulwich Park car park

7. On 9 October 2013 the outcome of an informal and statutory consultation relating to parking proposals in Dulwich Park car park was reported to Dulwich community council.
8. The primary aim of the consultation was to seek feedback on proposals to improve the parking situation for park users. At present, the entire car parking area is unregulated and therefore no enforcement is possible, even for parking in dangerous locations or in a disabled bay (without a blue badge). This is a particular problem during the summer months, when the demand for parking often exceeds available space.
9. At the community council meeting on 9 October 2013, members made the following decisions:
 - a. Approved making the existing blue badge (disabled) bays mandatory
 - b. Rejected the introduction of a 4 hour time limit for general parking
 - c. Deferred the decision to enforce dangerous parking subject to further consultation with key stakeholders
10. This report discusses the deferred matter, detailed in paragraph 11c.

KEY ISSUES FOR CONSIDERATION

11. Following the community council's resolution to defer the decision relating to enforcement of dangerous parking, officers met with Dulwich Park Friends and the Park Manager on 5 November 2013.
12. At that meeting there was broad support for the proposal to enable enforcement against those vehicles that parked in dangerous or obstructive locations. However, a number of detailed comments were made at the meeting. All comments that are within the scope of this project have been included within the revised design (Appendix 1) and are summarised as:
 - a. provide one additional disabled bay outside The Lodge (Whippersnappers)
 - b. provide one motorcycle parking space
 - c. commit to ensure clarity to motorists that they may only park within marked bays
 - d. commit to refresh/remark all the existing parking bay markings within the car park
13. A number of other comments were raised that were outside the scope of the project but are being considered by officers:
 - Dulwich Park Friends would like to see planters installed in the middle of the road from College Road to prevent vehicles parking in a third row. This is something they may consider making a bid for through Cleaner Greener Safer projects.
 - To consider 'no entry' signage either side of the security gates. There are 'no entry' signs installed on the security gates, but when the gates are open, these can not be seen by the motorist.

- It is noted that provisions are already in place to install an electric vehicle charging bay outside the Francis Peek building, this is expected to be installed towards the end of 2013
14. Consideration was also given to the provision of a loading bay (this was requested by London Recumbents during informal consultation). This has not been recommended as there is insufficient space to install a loading bay sufficiently close to recumbents. Providing a loading bay (of appropriate dimensions) would have prevented access to one of the park paths or would obstruct sight lines for pedestrians entering the car park. It is, however, noted that vehicles will be permitted to load and unload in any location within the car park and thus the formality of designating a loading bay is unnecessary.
 15. Subsequent to the meeting with Dulwich Park Friends and the Park Manager, an email was sent to all key stakeholders on 7 November 2013, providing details on the car park proposals and inviting an opportunity to comment on the proposals.
 16. Comments were received from 5 key stakeholders (Appendix 2), the comments made are generally supportive and do not have any implications on the recommendations.
 17. Should the proposals be approved, officers will work closely with Dulwich Park Friends when the new parking regulations are implemented.

Policy implications

18. 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 4.2 – create places that people can enjoy.
 - Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

Community impact statement

19. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
20. The recommendations are area based and therefore will have greatest affect upon those people living, working or traveling in the vicinity of the areas where the proposals are made.
21. The introduction of blue badge parking gives direct benefit to disabled motorists, particularly to the individual who has applied for that bay.
22. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighboring properties at that location. However this cannot be entirely preempted until the recommendations have been implemented and observed.
23. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any

other community or group.

24. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
- Providing improved parking facilities for blue badge (disabled) holders in proximity to their homes.
 - Providing improved access for key services such as emergency and refuge vehicles.
 - Improving road safety, in particular for vulnerable road users.

Resource implications

25. All costs arising from implementing the recommendations will be fully contained within the existing public realm budgets.

Legal implications

26. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
27. Should the recommendations be approved the council will give notice of its intention to make a traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996.

Consultation

28. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
29. Statutory consultation was carried out during July – August 2013, arrangements will now be made to publish the made order.

BACKGROUND DOCUMENTS

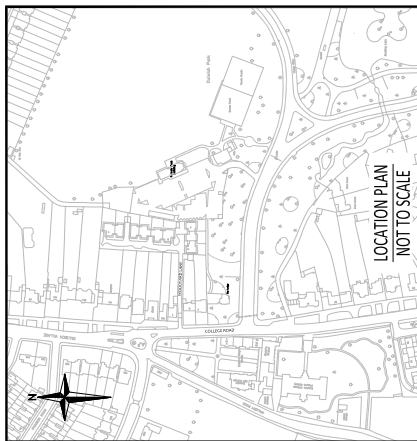
Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Public Realm projects Parking design 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Tim Walker 020 7525 2021

APPENDICES

No.	Title
Appendix 1	Dulwich Park car park – proposed layout
Appendix 2	Stakeholder comments

AUDIT TRAIL

Lead Officer	Matthew Hill, Public Realm Programme Manager	
Report Author	Tim Walker, Senior Engineer	
Version	Final	
Dated	22 November 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 Community Council Team	22 November 2013	



LEGEND

Parking places/bays

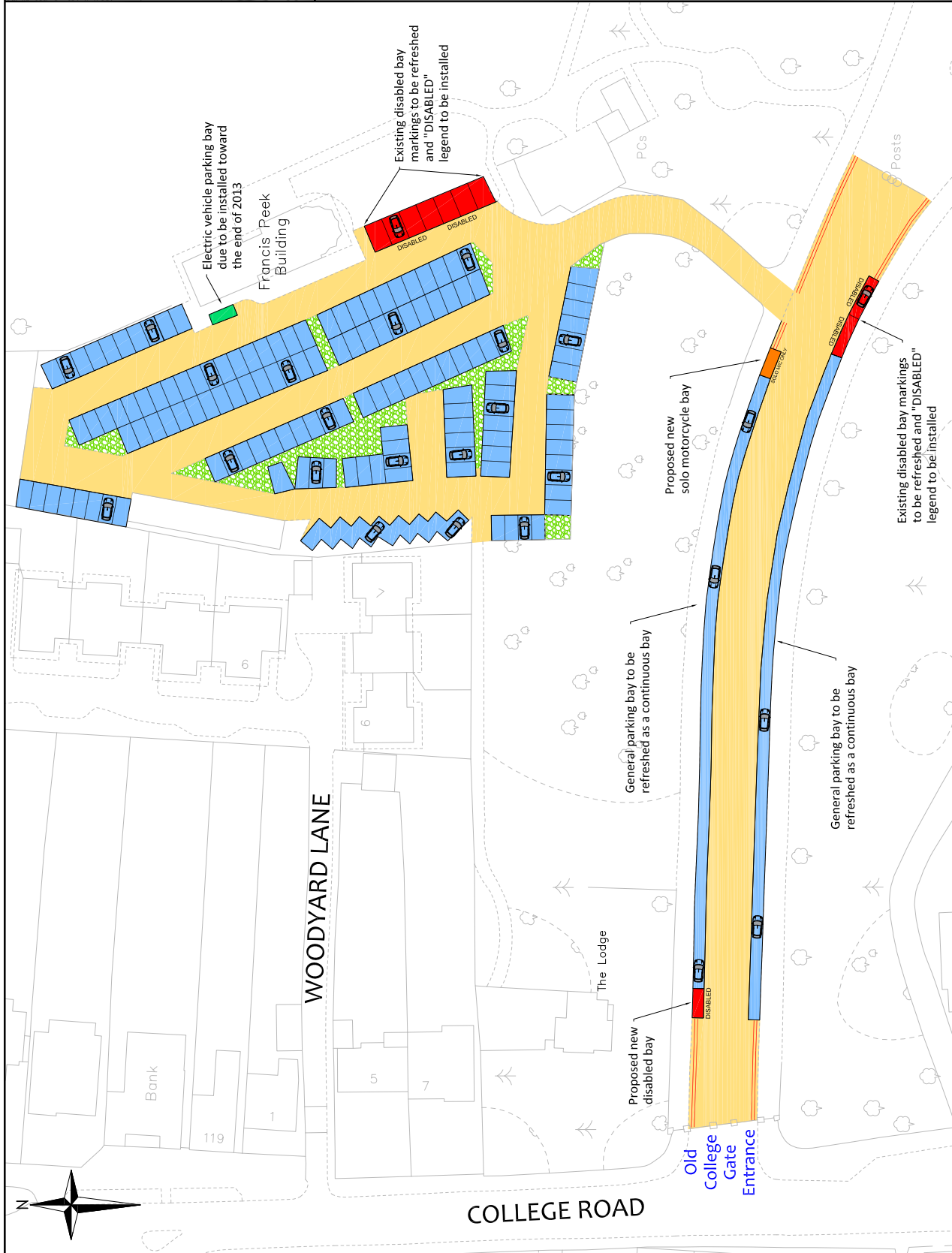
- General parking**
- Approximately 170 spaces
- Disabled parking**
- 10 designated spaces
- Vehicle parked in these bays must display a valid blue badge
- Electric vehicle parking**
- To be installed towards end of 2013
- Solo motorcycle parking**
- Proposed new bay

Restricted area

- No waiting at any time**
- Vehicles parked in these areas will be deemed as parking dangerously and will be issued with a Penalty Charge Notice (PCN)
- Existing double red lines**
- Restrictions to remain

Notes

1. All parking bays will be refreshed/remarked
2. Parking signage will be required. Our starting position for the design of off-street parking will be a minimal signing approach but, clearly there will be need to convey restrictions to road users.



<p>Public Realm Projects Parking Design Environment and Leisure Floor 3, Hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX www.southwark.gov.uk/parkingprojects</p>		<p>Project Dulwich Park car park Drawing Title Proposed car park layout</p>												
<p>Community Council Ward(s) Dulwich Village</p>	<p>Date Nov 13</p> <p>Scale NTS</p> <p>Status 1055_ID_1.0</p>	<p>Initial Design A</p>												
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Rev	Date	Description	PG	TW	TW									
A	06/11/13	Detailed Design	PG	TW	TW									

From: Pavilion Cafe [mailto:pavilioncafe@btconnect.com]

Sent: 13 November 2013 08:48

To: Gellard, Paul

Subject: FW: Dulwich Park car park

Dear Paul

thank you for your email.

I am very sorry I was unable to attend the council meeting.

I will talk to Grace, as I don't seem to be on the email list for Dulwich any more.

With regards to the parking consultation, we are very happy with the outcome of the Council's decisions.

- Approved making the existing blue badge (disabled) bays mandatory - [AGREE](#)
- Rejected the Introduction of a 4 hour time limit for general parking - [AGREE](#)
- Deferred the decision to enforce dangerous parking subject to further consultation with key stakeholders - [We feel that this would be appropriate if drivers are being dangerous.](#)

It is our intention to maintain the recommendation to enforce against dangerous or obstructive parking (ie vehicles not parked in a marked bay may be issued with a Penalty Charge Notice (PCN)) but we've taken on board recent comments made by the Dulwich Park Friends and have refined the design as shown on the attached plan, these changes can be summarised as follows:

- provide one additional disabled bay outside The Lodge (Whippersnappers)
- provide one motorcycle parking space
- committed to ensuring clarity to motorists that they may only park within marked bays - [This is very important - Especially for the occasional users in the Summer and large groups that come to have parties in the Park.](#)
- committed to refresh/remark all the existing parking bay markings within the car park - [Again, this would re enforce the parking restrictions as a whole.](#)

[Agree that these are important issues and need to be addressed.](#)

Further considerations

Officers have investigated the installation of a loading bay (at the request of London Recumbents during informal consultation). There isn't sufficient space to install a loading bay close to Recumbents without impacting on pedestrians. However vehicles are permitted to load and unload outside the parking spaces.

[We feel that it needs to be made clear that our delivery lorries are also free to park at the back of the cafe along side the toilet block, which has already become a designated loading area by the Park Mangers. We are very aware of the impact this has on park users and do our utmost to ensure that any delivery is made as early in the morning as possible, especially during peak summer months. We also need to occasionally drive up to the cafe in our own cars for deliveries and collections and presume that this will not be affected by any parking changes.](#)

Dulwich Park Friends would like to see planters installed in the middle of the road from College Road to prevent vehicles parking in a third row. This is something they may consider making a bid for through [Cleaner Greener Safer](#) projects. Please note that the deadline for application is Friday 8 November 2013.

[We are not sure if this application was made but would be cautious about permanent planters due to the fact that they too may impact on emergency vehicles and larger lorries.](#)

To consider 'no entry' signage either side of the security gates. There are 'no entry' signs installed on the security gates, but when the gates are open, these can not be seen by the motorist. This is outside the scope of our project and has been passed to the Parks and Open Spaces for their consideration.

[Many people find the signage at the gate and the wording complicated and we feel it could be made much more obvious that there is no driving inside the park \(unless authorised\).](#)

Provisions are already in place to install an electric vehicle charging bay outside the Francis Peek building, this is expected to be installed towards the end of 2013.

[We have no issue with this suggestion and look forward to seeing more electric vehicles in use around the park.](#)

The only other comment we would make is that there is still an issue with emergency access to the park with the barriers. The park office is frequently un-manned and therefore Staff at Pavilion Cafe do open the barriers for some users who tell us they are allowed access (NHS Vehicle at the weekends; Police; Emergency services). However out of our hours, there is no one to allow these services in to the park and there has been various incidents where the barriers are locked shut. Hopefully now that the barriers are up and running on a more permanent basis this will not happen in the future but we do feel that there needs to be adequate funding to ensure the barriers are constantly working to avoid this situation.

[Please do let us know when the next meeting will be held and we will do our best to attend.](#)

Kind regards

Tarka Cowlam

Pavilion Cafe
off College Road
Dulwich Park
London
SE21 7BQ
Tel 020 8299 1383

<image001.jpg> www.facebook.com/pages/Official-Pavilion-Cafe

<image002.gif> [@PavilionCafe on Twitter](https://twitter.com/PavilionCafe)

From: Crookshank Hilton, Robin
Sent: 15 November 2013 13:35
To: Gellard, Paul
Subject: RE: Dulwich Park car park

Dear Paul,

I support the disabled parking bays, but I remain against a 4 hour time limit. I'm leaning towards enforcing dangerous parking, so I'll go with the majority opinion on this. I hope that the Dulwich Park Friends managed to put in a CGS bid for planters, as I think this would soften the visual effect of any parking restrictions. If not, we can look into this in the future.

Cllr Robin Crookshank Hilton
Phone:- 020 8613 6046
Twitter:- @cllr_rch

From: Dulwich Vegetable Garden [mailto:dulwichveggarden@gmail.com]
Sent: 08 November 2013 14:21
To: Gellard, Paul
Subject: RE: Dulwich Park car park

Paul, the views of the Dulwich Vegetable Garden are as follows:

Before implementing a 4-hour limit on parking, and bearing in mind that parking problems only occur on fine weekends in the summer, we suggest that a trial be carried out in 2014 to evaluate parking being made available at Queen Mary Gate off the South Circular at busy weekends (e.g. in July and August). On at least one occasion in summer 2013, cars were parked in two lines down the centre of this wide carriageway and had no apparent adverse effect.

Others have commented on the value of having an area without intrusive signage or traffic enforcement officers and we hope this can continue. If more space was made available by allowing parking at Queen Mary Gate (and making motorists aware through appropriate signage and an awareness campaign), it may reduce dangerous parking incidents, so we feel this should be monitored and assessed in 2014.

Regards

Christine Brandon
Dulwich Vegetable Garden Steering Group

From: [REDACTED]
Sent: 07 November 2013 15:08
To: Gellard, Paul
Subject: Re: Dulwich Park car park

Thank you Paul for meeting with us on Tuesday 5th November.

These proposals seem very sensible.

At the meeting Paul Highman requested that the signage be in keeping with a grade 2 listed park - our current signs are black with white writing and I attach an example.

Best wishes

Emily Montague

Chair Dulwich Park Friends

From: Gai Cooper [REDACTED]
Sent: 07 November 2013 14:59
To: Gellard, Paul
Subject: Re: Dulwich Park car park

Thank you for giving me the opportunity to comment. All the proposals and the further considerations seem eminently sensible. Good luck!
Best regards, Gainor E. Cooper (Mrs.)

From: Eckersley, Toby
Sent: 07 November 2013 13:54
To: Gellard, Paul
Cc: [REDACTED] Mitchell, Michael
Subject: RE: Dulwich Park car park

Thanks Paul.

No major comments at this stage. Will await report back to next DCC.

Minor comments/queries are:

1 With no time limits set for parking within the bays, all concerned need to be aware of Matt Hill's advice to DCC on 9 oct that there will be no basis for penalising cars parked overnight - or indeed for prolonged periods - within the bays. If problems are perceived with this, I would maintain my preference for time-limited signage.

2 I note that an offence will occur if a car is parked outwith the designated bays. However there are two types of area which are outside the designated bays:

- the double-yellowed lined kerbsides, and
- the other undesignated areas.

Thought needs to be given as to whether this distinction will create enforcement problems. I imagine much will depend on the signage at the entrance to the park, and possibly elsewhere.

Toby Eckersley

Item No. 15.	Classification Open	Date: 4 December 2013	Meeting Name: Dulwich Community Council
Report title:		Cleaner Greener Safer Revenue Fund 2013/14	
Ward(s) or groups affected:		East Dulwich ward	
From:		Head of Community Engagement	

RECOMMENDATION

1. That Dulwich community council approves a further £800 of Cleaner Greener Safer revenue funding from an unallocated amount of £16,672 towards the production of local shopping maps for Lordship Lane.

BACKGROUND INFORMATION

2. A Cleaner, Greener, Safer Revenue Fund consisting of £210,000 across the borough, with an allocation of £10,000 per ward, was introduced as part of the budget strategy agreed at the council assembly meeting on the 29 February 2012. At the council assembly meeting which took place on the 27 February 2013, it was agreed to allocate an additional £10,000 per ward making a total Revenue Fund available of £420,000 across the borough allocated at £20,000 per ward.
3. The aim of this fund is to give community councils decision making powers over significant amounts of revenue funding that they can allocate to meet locally determined priorities. It is anticipated that the availability of the revenue fund will enhance and complement the effectiveness of the capital fund.
4. On 1 March 2012 the Leader of the Council delegated the executive function to each community council to take the cleaner, greener, safer revenue funding decisions in their areas.

KEY ISSUES FOR CONSIDERATION

5. The community councils will use the criteria set out below for the allocation of this funding.
 - a. Proposals that make an improvement to an area on the basis of making it cleaner, greener or safer or a combination.
 - b. CGS applications from the capital round which were ruled out because they were revenue applications.
 - c. The revenue fund could be used to meet the revenue costs associated with a CGS capital award.
 - d. A community council may choose to allocate some or all of their revenue resources to their CGS capital allocations.

- e. Subject to the availability of resources, the revenue fund may be used to buy services from the council.
6. While the allocation is based on £20,000 per ward, a community council can, if it chooses, decide to aggregate all or part of the funding and spend more than £20,000 per ward.
 7. Community councils will be free to indicate whether they would like expenditure to be an ongoing commitment over more than one financial year or spending over a fixed timescale for a one-off project. Commitments will be subject to final agreement of the council budget and a decision by each community council on an annual basis.
 8. As with any executive decision taken by community councils this is subject to the council's existing scrutiny arrangements.
 9. From a total ward budget of £21,206 comprising of £20,000 for 2013/14 plus £1,206 carried forward from 2012/13, East Dulwich ward members' have already awarded £2,256 at the Dulwich community council meeting on 22 April 2013 followed by an additional award of £928 for additional hanging baskets and brackets on Lordship Lane in June 2013. A further £1,350 was allocated in October 2013 to remove and replace damaged wooden posts at Friern Road and the removal of a redundant metal post on Barry Road. There remains £16,672 unallocated for East Dulwich ward. Members' have proposed to use £800 from this unallocated amount to produce a local shopping map. Members requested that this proposal in their ward be considered at the next scheduled meeting. There are no groups/projects that applied in the first round of applications that were not able to receive funding due to lack of monies and therefore there are no other applications that can be re-considered at this stage as part of the under spend.
 10. This project will produce 5,000 maps highlighting the various independent shops that are available in the East Dulwich ward to encourage local residents to shop locally, rather than travelling further a field. The maps will also help people identify local provisions and provide safer routes.

Delivery

11. Once the community council has made their selections by the method of their choice they will be designed and delivered as soon as possible in 2013/14. Any under spends or projected overspends will be reported back to community council for resolution or reallocation.

Community Impact Statement

12. The roles and functions of community councils include the promotion of involvement of local people in the democratic process. Community councils take decisions on local matters including environmental improvement and community safety as well as consultation on a wide range of policies and strategies that affect the area.
13. An explicit objective within community councils is that they be used to actively engage as widely as possible with, and bring together, Southwark's diverse local communities on issues of shared or mutual interest. The Cleaner Greener Safer programme is an important tool in achieving community participation.

14. In fulfilling the above objectives that community councils have of bringing together and involving Southwark's diverse local communities, consideration has also been given to the council's duty under The Equality Act 2010 which requires the council to have due regard when taking decisions to the need to:
 - a. Eliminate discrimination, harassment, victimisation or other prohibited conduct;
 - b. Advance of equality of opportunity between persons who share a relevant protected characteristic and those who do not share it
 - c. Foster good relations between those who share a relevant characteristic and those that do not share it.
15. Of particular regard are issues of age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.
16. Having due regard to the need to advance equality of opportunity is further defined in S.149 as having due regard to the need of:
 - a. Remove or minimise disadvantages connected with a relevant protected characteristic
 - b. Take steps to meet the different needs of persons who share a relevant protected characteristic
 - c. Encourage persons who share a relevant protected characteristic participate in public life or any other activity in which they are under- represented

Resource implications

17. The total cost of the CGS revenue fund is part of the budget process for 2013/14 agreed by council assembly. Any costs incurred in implementing this fund will be met within existing resources.

Policy implications

18. The CGS revenue fund is fully aligned with the council's policies toward sustainability, regeneration and community engagement.

Consultation

19. Decisions will reflect longstanding ward priorities and may be complementary to the decisions made in the CGS capital fund allocation. In this first year of the scheme consultation took place at the community council meetings and is therefore now an integral part of the decision making process.

Legal Implications

20. The Local Government Act 2000 [as amended] ('the Act') gives the leader the power to delegate any executive function to whoever lawfully can undertake the function. The allocation of the cleaner, greener, safer revenue fund (CGS) is an executive function.
21. Community councils are 'area committees' within the meaning of the Act and executive functions can be delegated to them by the leader.

22. In allocating funding under the CGS community councils must have regard to the council's equality duties set out in section 149 of the Equality Act 2010. The report author has demonstrated how those duties have been considered in the body of the report at paragraphs 14, 15 and 16 in the Community Impact Statement.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Cleaner Greener Safer Revenue IDM Report	160 Tooley Street	Forid Ahmed 0207 525 5540
Budget Proposals 2013/14	http://moderngov.southwark.gov.uk/documents/s35022/Report%20Policy%20and%20Resources%20Strategy%20201314%20-%20201516.pdf	
Policy and Resources Strategy 2012/13-2014/15 - Revenue budget	http://moderngov.southwark.gov.uk/mgAi.aspx?ID=22918	
Dulwich Community Council meeting minutes – 22/4/2013	http://moderngov.southwark.gov.uk/mgAi.aspx?ID=28256	

AUDIT TRAIL

Lead Officer	Forid Ahmed, Community Councils Coordinator	
Report Author	Fitzroy Lewis, Community Council Development Officer	
Version	Final	
Dated	20 November 2013	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	Yes	Yes
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	20 November 2013	

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