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|------------------------------------|--------------------------------|---|---|
| Item No. 13 | Classification: Open | Date: 8 June 2011 | Meeting Name: Dulwich Community Council |
| Report title: | | Remedial works to Speed Cushions in Red Post Hill | |
| Ward(s) or groups affected: | | Village Ward, Residents of Red Post Hill | |
| From: | | Des Waters, Head of Public Realm | |

RECOMMENDATION(S)

1. It is recommended that the Community Council make a decision on which of the four options outlined in paragraph 7 to proceed with regarding the traffic calming works in Red Post Hill, following public consultation.
2. If Option 1, 2, or 3 are to proceed, it is recommended that this to include the changes immediately south of the raised pedestrian crossing at the junction of Casino Avenue and Red Post Hill only if resources allow.
3. If Options 1, 2, or 3 are to proceed, it is recommended that the set of cushions outside 82/84 Red Post Hill be removed and not replaced

BACKGROUND INFORMATION

4. Traffic calming features were installed in Red Post Hill as part of the North Dulwich 20 MPH Zone. The 20 MPH Zone was implemented as part of 2009-10 TfL funded LIP programme.
5. Dulwich Community Council meeting on 10 November 2010 agreed that subject to consultation with residents to secure removal of
 - a) the cushions on Red Post Hill between its junction with Casino Avenue and Herne Hill and their replacement with the minimum number of islands/build outs to comply with regulations and
 - b) subject to resources and compliance with regulations, the set of cushions immediately to the south of the raised pedestrian crossing at the junction of Casino Avenue and Red Post Hill.
6. The above meeting also agreed reallocation of Cleaner Greener Safer funding 2010-2011 and inter alia agreed that £40,000 of funds available for reallocation be allocated to Red Post Hill 20 mph Zone works. Since the spending and delivery of Cleaner Greener Safer funds is delegated to Community Councils for decision making, the Community Council needs to decide on how to proceed with this project.

KEY ISSUES FOR CONSIDERATION

7. In discussions with the Village Ward Members 3 options were designed for consultation.

Option 1

The first option was to replace 4 sets of cushions with pedestrian refuge islands in the same locations, this includes one set of cushions south of junction with Casino Avenue

Option 2

The second was to replace two set of cushions with build outs, replace one set of cushions with a pedestrian refuge island and remove one set of cushions south of Casino Avenue and replace with a pedestrian island on the existing raised zebra crossing

Option 3

The third option was to replace three sets of cushions with pedestrian refuge islands, and replace the one set south of the junction with Casino Avenue with a pedestrian island on the existing raised zebra crossing.

Due to design constraints within the highway, in all three options we were unable to propose any alternative to the set of speed cushions outside 82/84 Red Post Hill. Therefore we sought residents' views separately on whether these cushions should be removed and not replaced, or retained

Option 4

Option 4 is 'do nothing'. This option (to retain the existing cushions throughout) was not consulted on, as requested by the Ward Members, on the basis that if there was less than 50% response to the consultation then this would in itself constitute a vote for a 'do nothing' option.

8. The overall response rate was 42%. The majority of respondents were in favour of option 3 (81% in favour).
9. With regards to retaining the existing cushions outside No. 82/84 61% of the respondents wished to see the cushions removed 12% wanted to retain them and 27% had no opinion.
10. The result of the consultation is included in Appendix 1
11. Given that the overall response rate was less than 50%, it is doubtful whether there is sufficient mandate to justify a change. Nonetheless, the response rate was 42% which is considerably higher than normal for this type of public consultation exercise (normally 10-15%). On this basis, it could be argued that the rate is sufficiently high to justify change, particularly as one option (option 3) had strong support amongst respondents. Option 3 was supported by 81% of respondents which is 34% of consultees.

Policy implications

12. 20 mph Zones require signing and traffic calming in accordance with the Traffic Signs Regulations and General Directions 2002
13. The existing traffic calming and all 3 options that were consulted upon comply with the requirements of the Traffic Signs Regulations and General Directions 2002.

Community impact statement

14. Any changes to traffic calming in Red Post Hill will impact the local community. The current scheme has been successful in reducing vehicle speeds but has been unpopular with some residents due to issues of noise and vibration. Any new proposal would need to balance these issues.

Resource implications

15. £40,000 of Cleaner Greener Safer funding was allocated for these works at the Dulwich Community Council meeting of 10 November 2010.
16. Additional funding may be required depending on final specification and contract rates. At the November 2010 meeting members agreed that if works are to go ahead, one element (works south of Casino Avenue) should only proceed if resources allow.

Reason for Lateness/Urgency

17. This report is tabled as late and urgent on the grounds that any delay would be an unacceptable delay for the residents who could reasonably expect a decision on the way forward to be made to ensure any implementation happens this summer. There is no opportunity after this meeting until September. Officers had originally considered that a decision to proceed could be made under delegated authority but as the scheme is funded by Cleaner Greener Safer funds this needs to be taken by the Community Council.

BACKGROUND DOCUMENTS

| Background Papers | Held At | Contact |
|---|--|-----------------------------------|
| Minutes of Dulwich Community Council meeting held on 10 November 2010 | Dept of Communities, Law & Governance, Tooley Street | Beverley Olamijulo, 020 7525 7234 |

APPENDICES

| No. | Title |
|------------|---------------------|
| Appendix 1 | Consultation Result |

AUDIT TRAIL

| | | |
|---|--|--------------------------|
| Lead Officer | Des Waters, Head of Public Realm | |
| Report Author | Anil Apte, Senior Engineer / Matthew Hill, Programme Manager | |
| Version | Final | |
| Dated | 2 June 2011 | |
| Key Decision? | No | |
| CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER | | |
| Officer Title | Comments Sought | Comments included |
| Strategic Director of Communities, Law & Governance | No | No |
| Finance Director | No | No |
| Cabinet Member | No | No |
| Date final report sent to Constitutional Team | 2 June 2011 | |

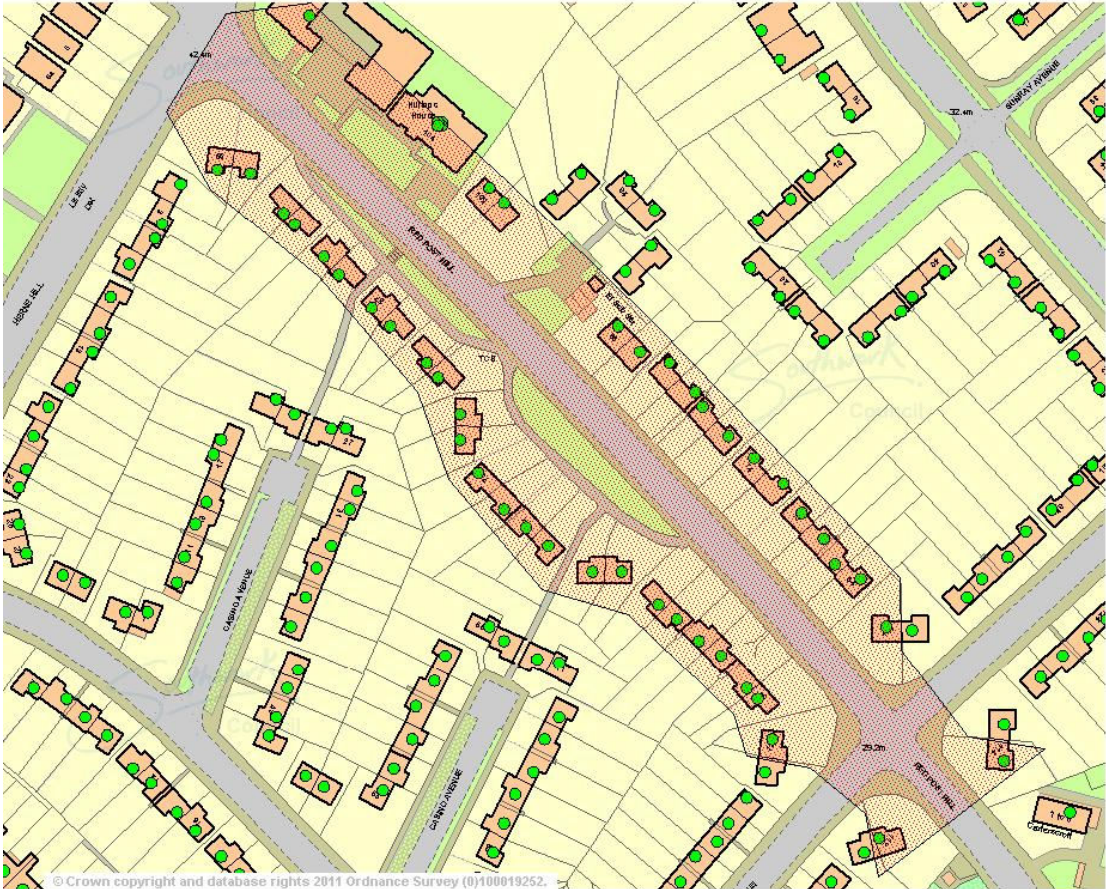


Fig. 1: Consultation Area

1. Results

Full results and comments received can be found in Appendix B.
The table below reports the level of response and the general level of support for the measures outlined in the consultation exercise.

| | | |
|--|----|-------|
| Number of questionnaires returned | 26 | - |
| No. of responses from residents | 24 | (89%) |
| No. of responses from businesses | 3 | (11%) |
| No. in support of Existing Features | 7 | (28%) |
| No. in opposition to Existing Features | 15 | (60%) |
| No opinion on Existing Features | 3 | (12%) |
| No. in support of Option 1 | 6 | (25%) |
| No. in opposition to Option 1 | 15 | (62%) |
| No opinion on Option 1 | 3 | (13%) |
| No. in support of Option 2 | 1 | (4%) |
| No. in opposition to Option 2 | 17 | (71%) |
| No opinion on Option 2 | 6 | (25%) |
| No. in support of Option 3 | 21 | (81%) |
| No. in opposition to Option 3 | 5 | (19%) |
| No opinion on Option 3 | 0 | (0%) |
| No. in support of retaining cushions o/s No. 82/84 | 3 | (12%) |
| No. in opposition of retaining cushions o/s 82/84 | 16 | (61%) |
| No opinion on retaining cushions o/s No. 82/84 | 7 | (27%) |

Consultation responses were returned from 26 of the residents and businesses out of 61(42% response rate),

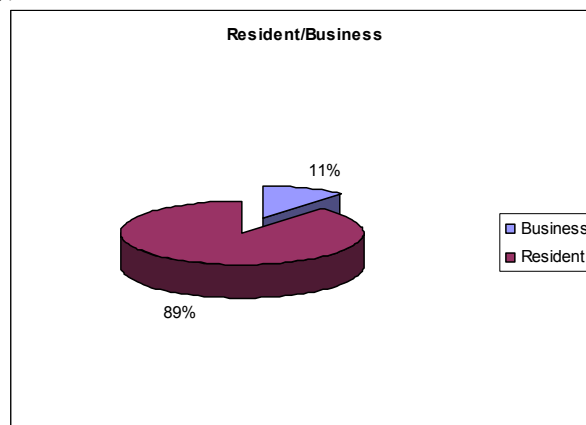


Fig. 2: Responses from Residents / Businesses

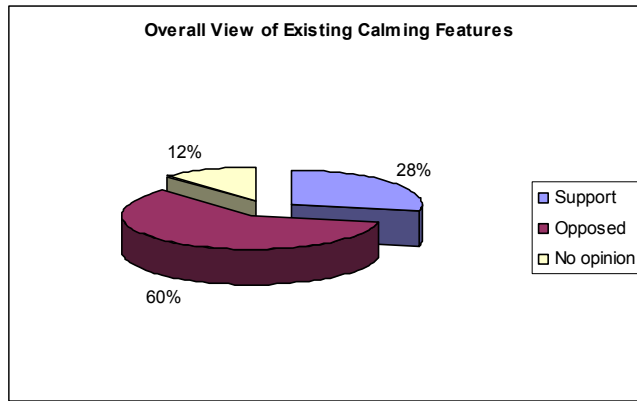


Fig. 3: Existing Features - Responses Support / Opposed / No opinion

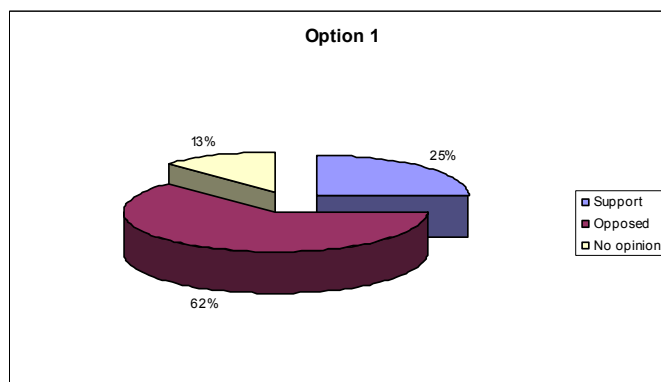


Fig. 4: Option 1 - Responses Support / Opposed / No opinion

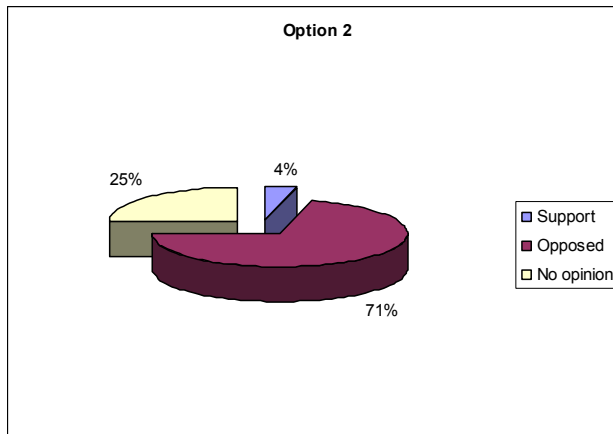


Fig. 5: Option 2 - Responses Support / Opposed / No opinion

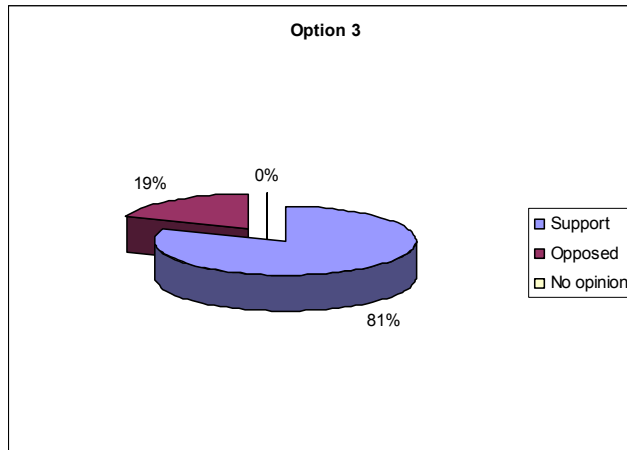


Fig. 6: Option 3 - Responses Support / Opposed / No opinion

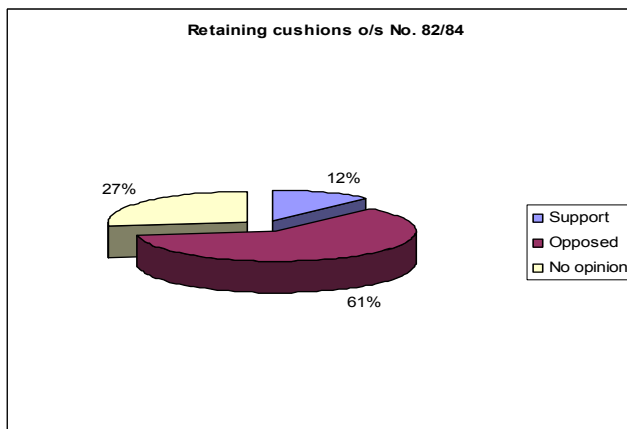


Fig. 7: Retaining cushions outside No. 82/84 - Responses Support / Opposed / No opinion

2. **Summary**

42% of the consulted public responded to the proposals.

Even though the majority were in favour of the option3 (81% in favour) and support the idea of improving road safety and accessibility in the area, the response ratio was less than 50%.

With regards to retaining the existing cushions outside No. 82/84 only 26% of the residents consulted were opposed to retaining the cushions. While 61% of the respondents were opposed to the cushions 12% wanted to retain them and 27% had no opinion.

In general it seems that there isn't a majority in favour of any works.

Appendix A

Consultation Letter, Consultation Survey and Scheme Drawing



12 May 2011

Public Realm Projects
Direct Dial – 020 7525 5553
Or Ref: AA/Red Post Hill/Coas

Dear Sir/Madam,

RE: Red Post Hill Traffic Calming

Southwark Council is proposing to modify the traffic calming in Red Post Hill which is part of the Dulwich North 20mph Zone.

Why are we doing this?

Dulwich Community Council approved funding to modify the traffic calming installed as part of the 20 mph Zone as a result of the petition from the residents in Red Post Hill.

What we are proposing to do?

We would like to consult on 3 options. The first option is to replace 4 sets of cushions with pedestrian refuge islands. The second is to replace two set of cushions with build outs, remove one set of cushions and replace with a pedestrian island on the existing raised zebra crossing, and replace one set of cushions with another pedestrian refuge island. The third option is to replace three sets of cushions with pedestrian refuge islands, and replace one set with a pedestrian island on the existing raised zebra crossing. Due to design constraints within the highway, in all three options we are unable to propose any alternative to the set of speed cushions outside 82/84 Red Post Hill. Therefore we are seeking your views separately on whether these cushions should be removed and not replaced, or retained. If these cushions are removed then the 20mph zone will remain legally compliant.

There will be loss of parking as a result of the modifications. With option 1 there will be approx. 22 parking spaces lost, with option 2 there will be approx. 11 parking spaces lost and with option 3 there will be approx. 15 parking spaces lost. These are the net losses as there will be approx. 4 additional parking due to shortening of the 2 bus stops.

The decision to install an additional 160m of double yellow lines at the north end of the street is a separate scheme which has already been consulted on and just been implemented.

We would like to receive your comments and would be grateful if you could complete the enclosed questionnaire, and return it to the Public Realm Projects by 5th May 2011. Please fold the questionnaire as indicated and post it. NO STAMP IS REQUIRED.

The responses to this questionnaire will be analysed and taken into account in the final design of any proposed works. Consultation submission will not be responded to on an individual basis, but a report will be sent to the ward councillors and the Cabinet member for Environment Transport and Recycling for their comments before undertaking the works.

Should you require any further information regarding the proposed scheme please do not hesitate to contact me on 0207 525 5553. Alternatively, you can e-mail andres.antury@southwark.gov.uk

Yours Sincerely,

Andres Antury
Project Engineer
andres.antury@southwark.gov.uk

Public Realm Projects – Environment and Housing Department, Po. Box 64529, London SE1P 5LX.
Switchboard – 020 7525 5000 Website – www.southwark.gov.uk
Chief Executive – Anil Shrivastava



RED POST HILL TRAFFIC CALMING MODIFICATIONS



Consultation questionnaire

The Council would like to receive your views on the modifications to the traffic calming installed as part of Dulwich North 20mph zone

We would be grateful if you could fill in the questions below and offer your comments. Please return the completed questionnaire by 5th May 2011.

Residents and Business:

1. Are you resident or business? Resident Business/Other

2. What is your overall view of the existing traffic calming

Support Oppose No opinion

3. What is your view with regards to option 1 replacing 4 sets of cushions with central islands

Support Oppose No opinion

4. What is your view with regards to option 2 replacing 1 set of cushions with central islands, 2 sets of cushions with buildouts, central refuge on the zebra crossing and removal of 1 set of cushions

Support Oppose No opinion

5. What is your view with regards to option 3 replacing 3 sets of cushions with central islands central refuge on the zebra crossing and removal of 1 set of cushions

Support Oppose No opinion

6. What is your view with regards to retaining cushions outside no 82/84

Support Oppose No opinion

Please use the space below for comments: _____

Please don't forget to fill in your personal details

Name _____

Address(essential): _____

Postcode: _____ Date: _____

The information you provide will be used solely for the purpose of assisting the London Borough of



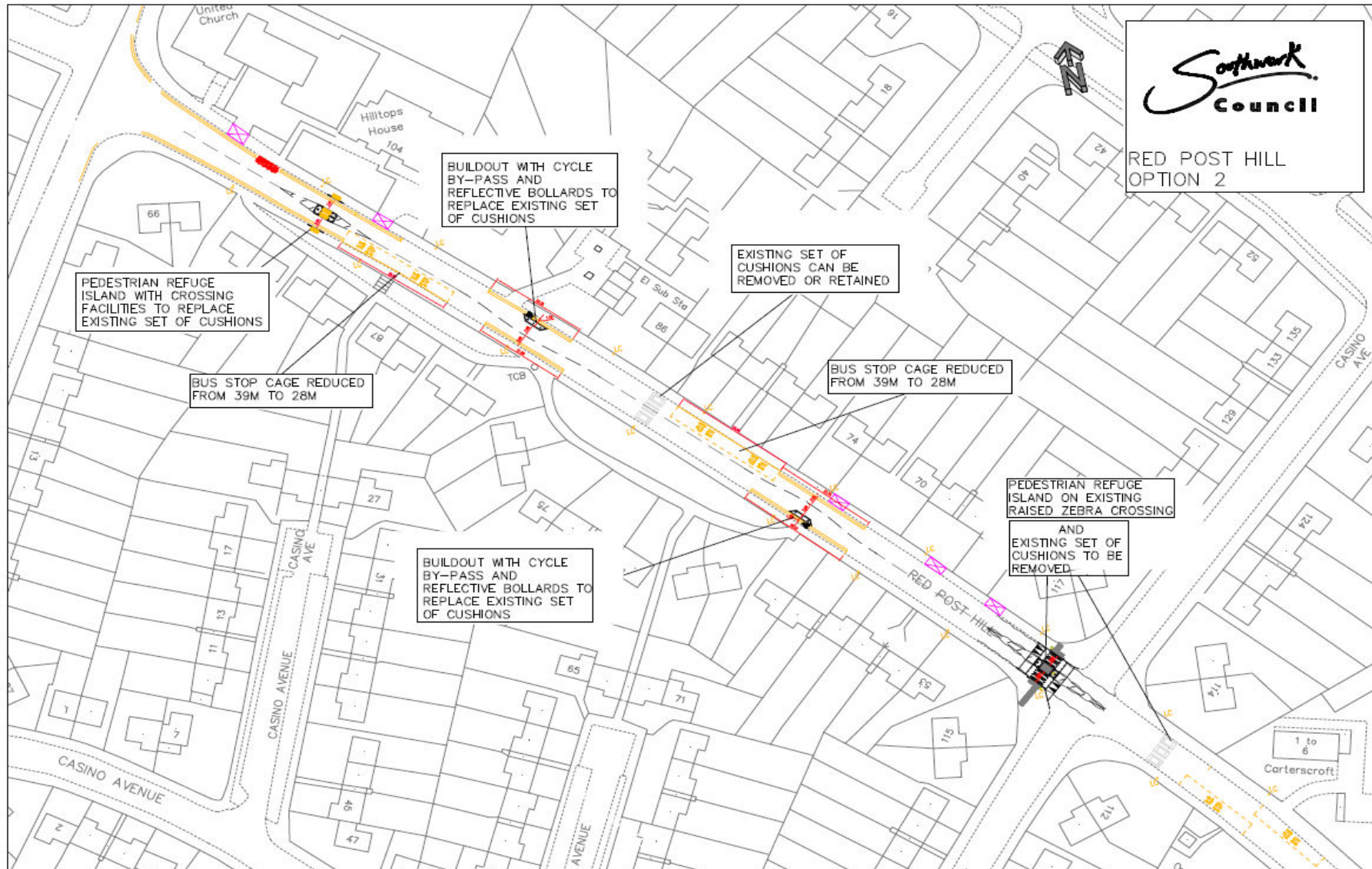
Southwark in ascertaining views for the proposed scheme. As the information you have sent to us has been provided in confidence, it will not be supplied to any third parties making requests for information under the freedom of information Act.

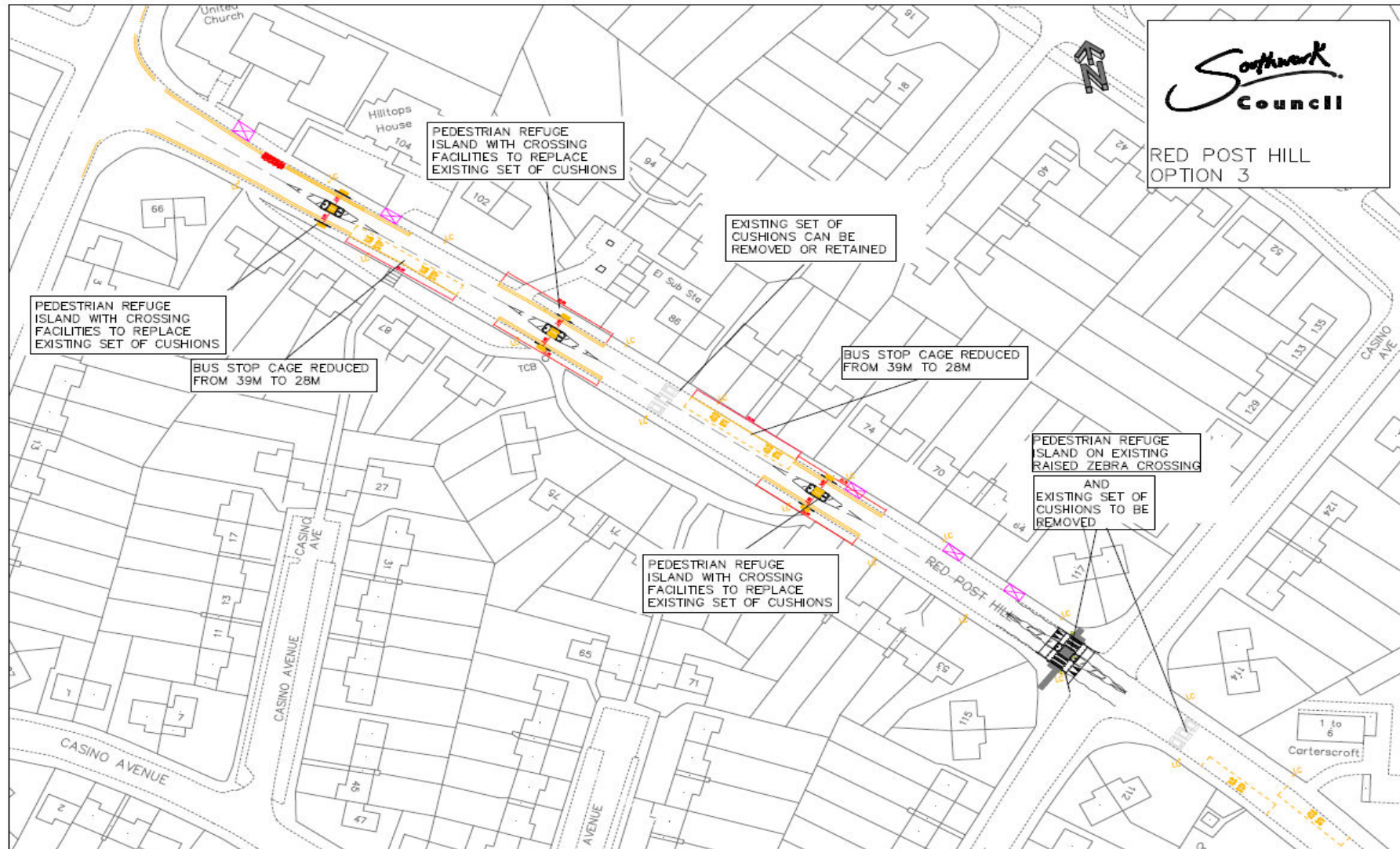
**Please fill in questionnaire overleaf.
 Please tick the boxes as appropriate.
 You may find the enclosed letter and plan helpful in deciding what answer you provide.
 When you have completed the questionnaire, please fold as shown and post it back to us by 5th May 2011 at the latest.**

Thank you for your assistance

c) Third, fold back on this line and tuck in flap

| | | | | |
|--|--|----------------------------------|----------------------------------|--|
| | | | | |
| | | NO STAMP REQUIRED | | |
| | LONDON BOROUGH OF SOUTHWARK Environment And Housing Department Public Realm Projects (Andres Antury) PO Box 64529 FREEPOST SE1919/14 London SE1P 5LX | | a) First, fold back on this line | |
| | b) Second, fold back on this line | | | |
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Appendix B Tabulated Responses and Comments

| RED POST HILL TRAFFIC CALMING MODIFICATIONS Consultation questionnaire | | | | | | | | | | | | | | | | | | | | |
|---|-----------------------|-----------------|---|--------|------------|--|--------|------------|---|--------|------------|--|--------|------------|---|--------|------------|----------|---|---|
| No. of responses | Question 1 Are you | | Question 2 What is your overall view of the existing traffic calming | | | Question 3 What is your view in regards to option 1 replacing 4 sets of cushions with central islands | | | Question 4 What is your view in regards to option 2 replacing 1 set of cushions with central islands, 2 sets of cushions with buildouts, central refuge on the zebra crossing and removal of 1 set of cushions | | | Question 5 What is your view in regards to option 3 replacing 3 sets of cushions with central islands central refuge on the zebra crossing and removal of 1 set of cushions | | | Question 6 What is your view with regard to retaining cushions outside No. 82/84 | | | Comments | | |
| | Resident | Business/ Other | Support | Oppose | No opinion | Support | Oppose | No opinion | Support | Oppose | No opinion | Support | Oppose | No opinion | Support | Oppose | No opinion | | | |
| 1 | 1 | | | | 1 | | 1 | | | 1 | | | 1 | | | | 1 | | | |
| 2 | 1 | | | 1 | | 1 | | | | 1 | | | 1 | | | | | 1 | | |
| 3 | 1 | | | 1 | | 1 | | | | | | 1 | | | | | 1 | | Option 1 is my first choice, failing that Option 3 is my second choice. I think Option 2 would be very unsatisfactory. | |
| 4 | 1 | | 1 | | | 1 | | | | | | 1 | | | | | | 1 | We need traffic calming but bumps are a big problem for many residents. Calming measures which take this into account would be great! | |
| 5 | 1 | | | 1 | | | | | | | | 1 | | | | | | 1 | Get rid of the humps and don't build anymore | |
| 6 | 1 | | | | | | | | | | | 1 | | | | | | 1 | | |
| 7 | 1 | | | 1 | | | | | | | | 1 | | | | | | 1 | Try living here, cushions/bumps have made traffic worse. Have lived with noise and vibration outside my house far too long, this is affecting my health - unable to sleep at times. | |
| 8 | 1 | | | 1 | | | | | | | | 1 | | | | | | 1 | Please remove! They have caused noise/vibration problems and were built in the wrong place - not fair to residents of neighbouring properties. I would prefer Option 3 because it adds safety features for pedestrians - but I could live with 2 and I would also be fine if supported by 114, 115, 117 and 112 Casino Avenue and 53 Red Post Hill | |
| 9 | 1 | | | 1 | | | | | | | | 1 | | | | | | 1 | | |
| 10 | 1 | | | 1 | | | | | | | | 1 | | | | | | 1 | | |
| 11 | 1 | | | 1 | | | | | | | | 1 | | | | | | 1 | | |
| 12 | | 1 | | | | | | | | | | | 1 | | | | | | 1 | We suggest tree in central island to (1) improve amenity and (2) slow traffic (see manual for streets) See letter attached to questionnaire |
| 13 | 1 | | | | | | | | | | | 1 | | | | | | | 1 | I suggest option 3 over the other two options. I support the modifications to the traffic calming over leaving it as it currently is. |
| 14 | 1 | | | 1 | | 1 | | | | | | 1 | | 1 | | | | 1 | At last a scheme that will slow down traffic, especially at the Casino Avenue junction | |
| 15 | 1 | | | 1 | | | | | | | | 1 | | | | | | 1 | | |
| 16 | 1 | | | 1 | | | | | | | | 1 | | | | | | 1 | I live at 117 by zebra crossing. The house shudders when heavy traffic goes over the bumpy zebra crossing. I would like the bump to be removed and a central island installed on flat road, and the flashing lights, please put a half hood on them as they flash in my home all day and night making sleep sometimes more difficult as they flash through thick blinds - alternatively make them shorter, lower - they will still be visible from both ends of the street. If cars are forced to park by 64 (by my driveway) this makes it difficult to exit my driveway as downhill cars can't see me. Question 3 I support with build outs but no without. Question 4 too much wasted parking - ridiculous, it will make it narrower for cyclists on the rest of the road due to more car parking elsewhere. | |
| 17 | | 1 | 1 | 1 | | 1 | | | | | | 1 | | 1 | | | | 1 | | |

| RED POST HILL TRAFFIC CALMING MODIFICATIONS | | | | | | | | | | | | | | | | | | |
|---|-----------------------|-----------------|---|--------|------------|--|--------|------------|---|--------|------------|--|--------|------------|---|--------|------------|---|
| Consultation questionnaire | | | | | | | | | | | | | | | | | | |
| No. of responses | Question 1 Are you | | Question 2 What is your overall view of the existing traffic calming | | | Question 3 What is your view in regards to option 1 replacing 4 sets of cushions with central islands | | | Question 4 What is your view in regards to option 2 replacing 1 set of cushions with central islands, 2 sets of cushions with buildouts, central refuge on the zebra crossing and removal of 1 set of cushions | | | Question 5 What is your view in regards to option 3 replacing 3 sets of cushions with central islands central refuge on the zebra crossing and removal of 1 set of cushions | | | Question 6 What is your view with regard to retaining cushions outside No. 82/84 | | | Comments |
| | Resident | Business/ Other | Support | Oppose | No opinion | Support | Oppose | No opinion | Support | Oppose | No opinion | Support | Oppose | No opinion | Support | Oppose | No opinion | |
| 18 | 1 | | | 1 | | | 1 | | | | | 1 | | | | 1 | | The cushions outside 82/84 also cause a nuisance to 75-77 and 79 although there is a green between these houses and the road the noise of lorries hitting these cushions is very disturbing. |
| 19 | 1 | | 1 | | | | 1 | | | | | | 1 | | | | 1 | This will not reduce congestion or the amount of commuter/visitor parking. I will also not be able to park near my home, there is a person with disabilities living here and I need to park to enable her to get out of her home. |
| 20 | 1 | | 1 | | | | | | | | | | 1 | | | | | I don't have a car so why ask me? But to save the planet - noise and pollution has to be dealt with, but within limits, find solution don't punish car owners. Ps Why do things difficult? From part of your population that maybe illiterate or/and won't be bothered WAKE UP inclusion not exclusion. take some "intelligence" not wisdom to fold this paper an envelope may have gotten you more answers, even need sellotape nothing in life is free. |
| 21 | 1 | | 1 | | | | 1 | | | | | 1 | | | | 1 | | I still think a dummy/non functioning speed camera would also help |
| 22 | 1 | | | 1 | | | 1 | | | | | 1 | | | | 1 | | |
| 23 | 1 | | | 1 | | | 1 | | | | | 1 | | | | | 1 | |
| 24 | 1 | 1 | 1 | | | | 1 | | | | | | 1 | | | 1 | | Initially we were against the speed humps as we felt they were noisy and caused damaging vibrations, however the options to replace them with varying alternatives, we believe, would be a huge waste of money and would benefit very few people, as there are already 2 safe places to cross the road and the road is not very busy - but strongly oppose the loss of any more parking spaces as parking difficulties are our main concern. |
| 25 | 1 | | | 1 | | | 1 | | | | | 1 | | | | 1 | | Please note on your option plans we at 88 have a dropped kerb not shown on drawing |
| 26 | 1 | | 1 | | | | 1 | | | | | | 1 | | | 1 | | I believe that all options will make access to the cul-de-sac 88-100 very difficult any decision to implement build-outs or refuges need to take this into account. |