

APPENDIX B

CONSULTATION RESPONSE - SNAP SHOT REVIEW

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

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

Quantitative Responses

Table 1 – Quantitative Analysis of consultation responses

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

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

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

Question 5 Do you support raised informal pedestrian crossing

	Yes	No
Replies	110	86
%	56.1	43.9

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

	Yes	No
Replies	79	101
%	43.9	56.1

Questions 4-8

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

Qualitative Responses

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

Table 2 – Summary of comments received from public consultation.

Bus Stop Relocation

Comments against bus stop relocation

- Bus stop is currently conveniently placed for easy access by all. Proposed new locations are less accessible for mothers with buggies and the aged as compared to the current location which is centrally placed.
- Proposed relocation of bus stop outside of residents' home will increase the noise level and compromise residents' privacy.
- There is plenty of waiting space at the current location of bus stop to accommodate the high volumes of pedestrians (especially Kingsdale School pupils) who use the bus stop as apposed to the new locations which has very limited footway space.
- There will be an increase in traffic congestion at the proposed bus stop locations as traffic would have to wait behind buses within these stops. This arrangement is likely to decrease safety at these locations.
- Relocation of the bus stop to outside 209-215 South Croxted Road will definitely increase the already constant stream of anti social behaviour occurring at the existing No 3 southbound bus stop directly opposite the proposed bus stop. Residents living directly opposite this bus stop have made a lot of 999 calls to the police and to Kingsdale School regarding the antisocial behaviour of school pupils with incidences of pupils throwing bricks through the windows of residential properties.
- Bus stop on South Croxted will further reduce the already inadequate parking spaces available to residents.
- The current location of bus stop is also very convenient for people catching the bus 322 at the bottom of Gipsy Hill. Moving the bus stop leaves these people with less chance of catching this bus on time resulting in increase in journey time.
- The current location of the bus stop is very well lit and in an open place as opposed to the proposed location on Dulwich Wood Park (DWP).
- Relocating the bus stop onto DWP will make it too close to the previous bus stop up DWP.

Comments in support of bus stop relocation

- I am in favour of relocating the bus stop. However there should be pedestrian crossings close to these stops to reduce indiscriminate crossing of roads by pedestrians and the subsequent increase in collision.
- "The relocation of the bus stops is an excellent plan - it is often extremely dangerous crossing on the zebra crossing to the present bus stop - often cars do not bother to stop or heed the crossing lines"
- "I am in support of bus stop relocation as long as it does not affect the location of other bus stops not shown on the plan. If this were to be the case, I would be against it, and would want further public consultation"

Footway widening as part of traffic calming

Comments against proposed footway widening

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

Comments in support of proposed footway widening

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

Pedestrian Crossings

Comments against proposed pedestrian crossings

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

Comments in support of proposed pedestrian crossings

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

Reduction in length of Mandatory Cycle Lane + Provision for cyclists

Comments against proposed reduction in length of cycle lane

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

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

Comments in support of proposed reduction in length of cycle lane

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

Other Comments

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

SUMMARY OF CONSULTATION OUTCOME:

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