

Paxton Green Roundabout Improvements February 2012 Initial Public Consultation Report

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Initial Public Consultation Report

Paxton Green Roundabout Improvements

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College Ward Councillors

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1.0 Background

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

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

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

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

- II. Removal of bollards on Lyll Avenue.

- III. Paxton Green roundabout:

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

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

Area Characteristics

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

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

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

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

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

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

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



Figure.1 – Paxton Green Roundabout

1.1 Project Objectives

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

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

2.0 Consultation Process

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

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

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

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

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

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

Table 1 – Summary of Consultation Responses

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

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

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

Analysis of Responses

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

3.0 Recommendations

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

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

Appendix A- Consultation Document-Refer to attachment

Paxton Green roundabout improvements

Tell us what you think

February 2012

www.southwark.gov.uk





Paxton Green roundabout improvements

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

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

Key milestone

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

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

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

Reminder

Please return by: 24 February 2012

For more information: Tel 020 7525 3249

Email: Razak.mahama@southwark.gov.uk

Have your say about Paxton Green roundabout improvements

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

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

Q1. Please state your name*

Q2. Please provide your address

Q.3 Postcode

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

Local resident

Employee or owner of a local business

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

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

FREEPOST SE1919/14

SE1 5LX

London

Razak Mahama

Public Realm Projects: (Paxton Green roundabout)

Environment and Leisure Department

LONDON BOROUGH OF SOUTHWARK

REQUIRED

STAMP

NO

FREEPOST SE1919/14
BUSINESS REPLY SERVICE

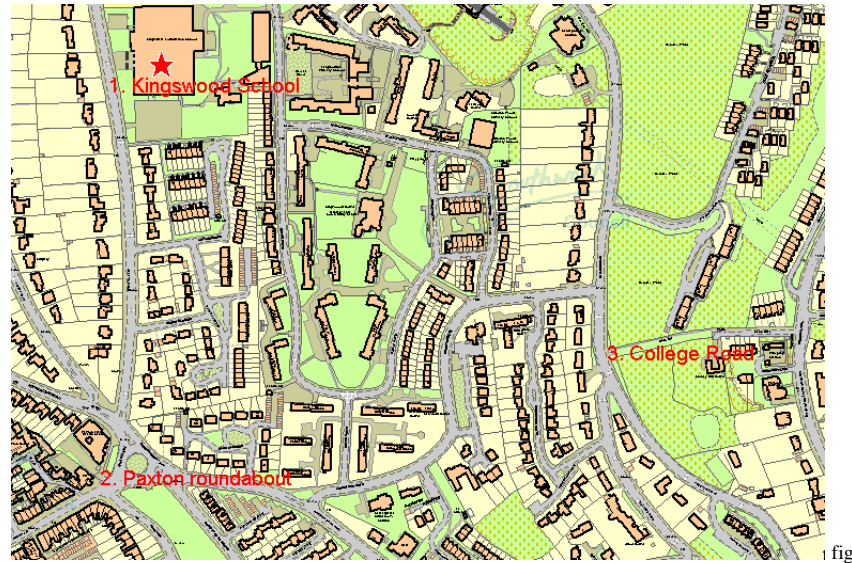
Fold Here

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

Appendix B- Comments from Kingsdale foundation school

Kingswood School – Safety Concerns raised in STP

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



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

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

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

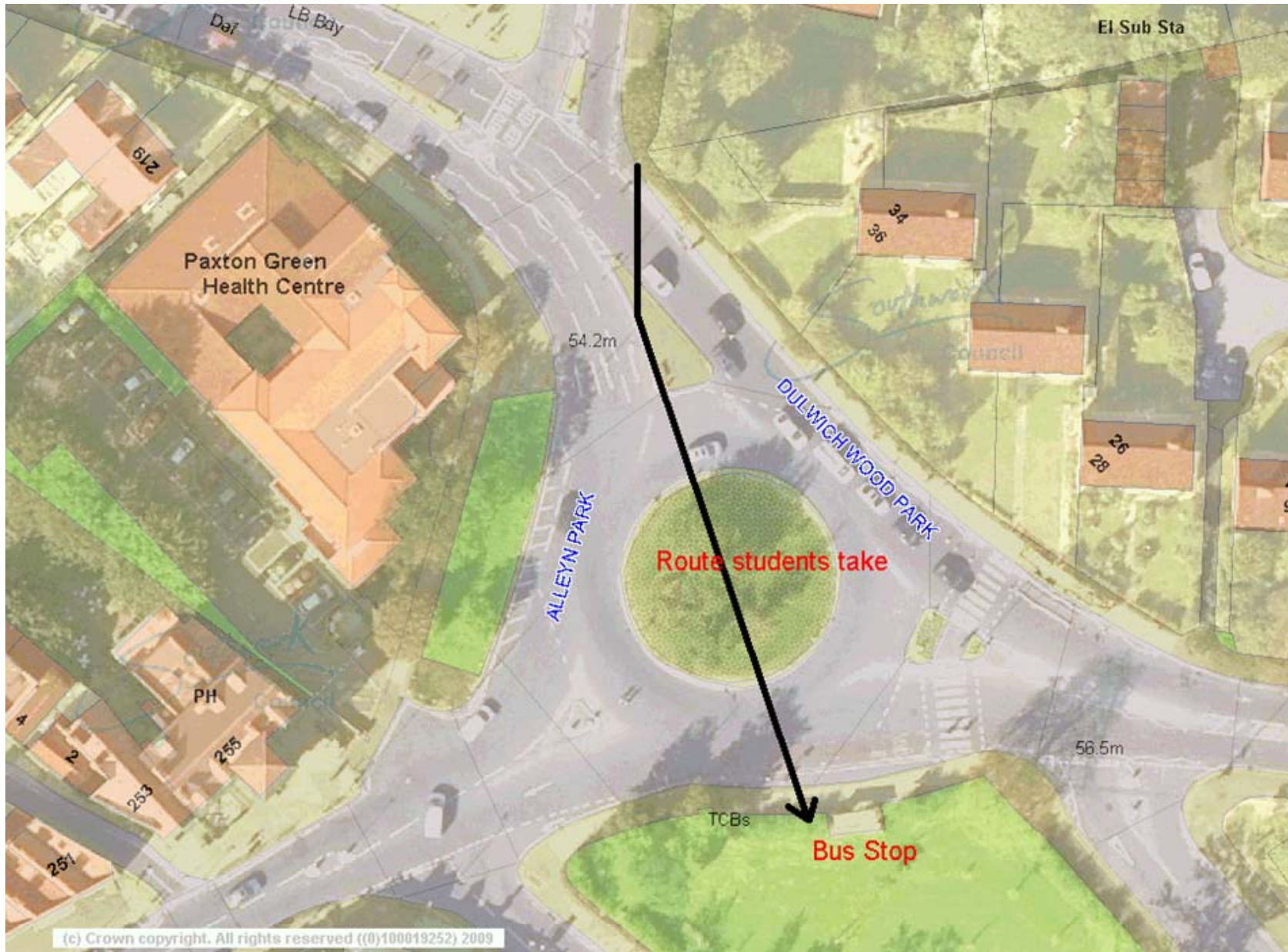


Fig 2

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



Fig 3

