

# London Borough of Southwark



## East Dulwich Grove

### 20mph, Road Safety and Traffic Calming Proposals

### Public Consultation Summary

September 2013

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## 1.0 Introduction

### 1.1 Background

1.1.1 This document report has been produced by the London Borough of Southwark Public Realm Projects Group, to provide a summary of the consultation exercise for a 20mph, road safety and traffic calming scheme in East Dulwich Grove SE22. The measures are being drafted by the Public Realm Projects Team, with the project manager for this scheme being Chris Mascord (Senior Engineer).

1.1.2 The area under consideration is located within the SE22 district of Southwark in the south of the borough. See figure 1 below.



Figure 1: Location of proposed scheme

### 1.2 Project and Objectives

1.2.1 The measures proposed in this consultation are part of the Council's ongoing commitment to make Southwark's streets safer and more accessible for all. The proposed measures will assist to enhance the environment for all road users, reducing traffic speeds and improving pedestrian safety.

1.2.2 It is proposed that the following measures be implemented to reduce traffic speeds (thereby self-enforcing the proposed 20mph zone) and improve road safety for all road users along this stretch of road:

### **Section A - Hillsboro Road to Thorncombe Road**

- A raised carriageway table with footway buildouts at the junction of Hillsboro Road to improve pedestrian safety
- Proposed formal unrestricted resident parking bays along the eastern side of East Dulwich Grove
- Footway buildouts and sections of recessed car parking bay to allow cyclists to easily traverse past parked vehicles
- New raised table, pedestrian crossing point and footway buildouts outside 84/86 east Dulwich Grove to reduce traffic speeds and improve pedestrian accessibility

### **Section B - Thorncombe Road to Glengarry Road**

- Relocated bus stop closer to hospital entrance
- Relocated zebra crossing closer to the hospital entrance and to cater for pedestrian movement at Glengarry Road junction
- Increased kerbside parking on southern side of East Dulwich Grove
- Raised carriageway table with footway buildouts at the junction of Glengarry Road to reduce traffic speeds and improve pedestrian accessibility
- Bus stop modifications to allow buses to access the bus stop without obstruction

### **Section C- Melbourne Grove to Matham Grove**

- Raised carriageway table and footway buildouts at Melbourne Grove junction to reduce traffic speeds and improve visibility.
- Raised side road carriageway tables to improve pedestrian safety and accessibility at Derwent Grove, Tell Grove, Elise Road and Matham Grove
- Existing zebra crossing adjacent to no. 40/42 East Dulwich Grove to be raised to improve pedestrian accessibility and reduce traffic speeds
- Footway on southern side of pedestrian crossing to be built out to reduce crossing distance for pedestrians and improve driver visibility of pedestrians waiting to cross the road

*See Appendix A for drawing of proposed scheme*

## **1.3 Consultation Procedure**

- 1.3.1 The views of the local community and those of statutory consultees have been sought, prior to the development of measures to a detailed design stage. Active community participation was encouraged through the use of a consultation document and questionnaire (see Appendix B – Consultation Documents).
- 1.3.2 The consultation document included a covering letter describing the proposals and a request for comments (including information to assist in translation and large print versions of the consultation document), preliminary design drawings (A3 size) and a questionnaire/comment form that could be sent to the Public Realm Projects Group with a pre-paid address reply.

- 1.3.3 The consultation document was delivered to a geographical area centred on East Dulwich Grove between Matham Grove and Hillsboro Road, using strategic roads and pedestrian desire lines as defined cut off points (See Appendix C – Location Plan and Extents of Consultation).
- 1.3.4 The distribution area was large enough to gain views from the wider community that may be considered to be affected by the proposed measures. A mailing list was established for the area by way of the Council's GIS database. In addition, the consultation documents and plans were supplied to the Council's established list of statutory consultees including London Buses, cycle groups and the Metropolitan Police. Please see Appendix D of list of addresses within the distribution area.
- 1.3.5 The consultation documents were delivered by Royal Mail to 1513 addresses detailed within the distribution list. The documents were delivered on the 22<sup>nd</sup> July 2013, with a return deadline of the 06<sup>th</sup> September 2013, allowing 6 weeks for the consultation period.

## 2.0 Consultation Responses

### 2.1 Response Rate and Distribution

- 2.1.1 A total of 226 responses were received (returned questionnaires and e-lodgement replies on the website) during the consultation period, equating to a 15% response rate.
- 2.1.2 Two questionnaires were received from Statutory Consultees (Southwark Living Streets and Southwark Cyclists). Correspondence was also received from the stakeholders at Dulwich Hospital.

### 2.2 Questionnaire Analysis

- 2.2.1 The questionnaire element of the consultation document contained the following key questions and associated tick box options:

**Q1.** Are you a resident or business?

**Q2.** Do you support the proposals?

- 2.2.2 The following is a summary of replies received:

#### Question 1 - Are you a resident or business?

	Resident	Business
Replies	221	5
Total	98%	2%

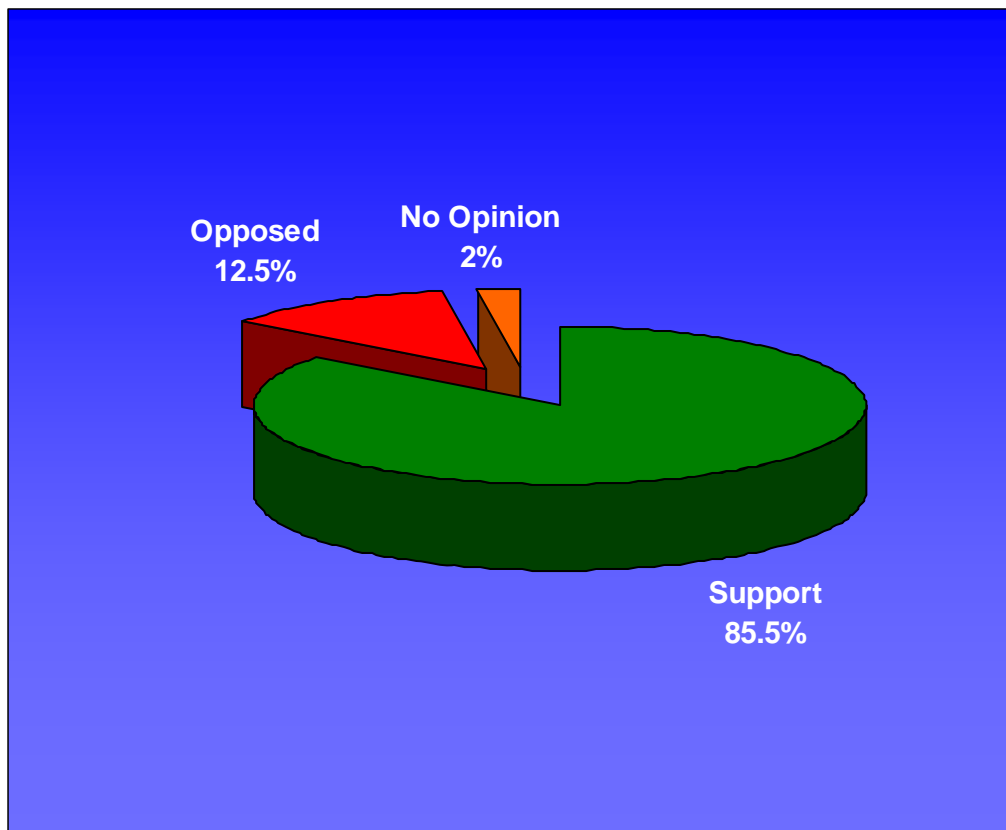
**Table 1: Returned questionnaire results for question 1**

2.2.3 Table 1 indicates that the majority of responses received throughout the consultation period were from local residents, with only five businesses formally replying.

**Question 2 – Do you support the proposals?**

	Support	Opposed	No Opinion
Replies	193	28	5
Total	85.5%	12.5%	2%

**Table 2: Returned questionnaire results for question 2**



**Figure 2: Graphical representation of consultation data for question 2**

2.2.4 Table 2 and figure 2 indicate a majority of support for question 2, with 85.5% welcoming the proposed measures.

**2.3 Additional Comments**

2.3.1 The questionnaire element of the consultation document invited consultees to attach any additional comments they may have on the proposals when returning the reply-paid questionnaire.



2.3.2 The majority of respondents (85.5%) indicated full support for the proposed scheme, indicating that the measures were very welcome to enhance road safety and pedestrian safety, as well as effectively reducing traffic speeds in the area.

2.3.3 Respondents in support of the scheme highlighted that traffic speeds were a problem and that additional pedestrian crossing facilities were necessary. Schools in the area mean that there a lot of school children that use East Dulwich Grove and therefore any measures to calm traffic and improve safety are welcome.

2.3.4 *A number of respondents requested for speed cameras on East Dulwich Grove to enforce the 20mph speed limit.\**

\* In response, the council is proposing to trial (subject to TfL approval and funding) SPEC cameras to enforce a 20mph limit in Southwark Bridge Road. If this trial is successful, then camera enforcement of 20mph zones may potentially be used throughout the borough. However at the moment, 20mph zones have to be self enforcing using vertical or horizontal deflection.

2.3.6 *A request was made for traffic lights at Melbourne Grove/East Dulwich Grove junction with an on-demand pedestrian phase.\**

\* In response, traffic signals would not be suitable for this junction. The traffic volumes simply do not justify the expenditure that would be required. As prescribed in the Streetscape Design Manual, the council is actually looking to reduce signal installations (due to the significant annual maintenance costs that the borough has to pay TfL). It must also be noted that signals would require a significant amount of parking to be removed in Melbourne Grove, particularly on the northern section.

2.3.7 *A number of respondents mentioned that the pedestrian crossings should have signals.\**

\* In response, zebra crossing facilities are proposed for the following reasons:

- Zebra crossing facilities statistically have a lower number of collisions involving pedestrians when compared to signalled facilities. This is due to the pedestrian / driver interaction when pedestrians are waiting to cross the carriageway.
- There is a significant implementation and maintenance cost saving by installing zebra crossings over signal crossings. The scheme has a finite budget and three zebra crossing facilities can be installed for the price of one signalled crossing.
- Where possible, the borough (and TfL) is discouraging the implementation of new signal installations (for reasons outlined above).

2.3.8 *A number of requests were made for the existing zebra crossing to be relocated closer to the Melbourne Grove junction.\**

\* In response, the zebra crossing is to be relocated approximately 5m towards the Melbourne Grove junction to place the facility on the pedestrian desire line across East Dulwich Grove. Building out the footways at the junction will allow

this move to take place, by improving visibility and without compromising road safety.

2.3.9 *A number of requests were made for a zebra crossing on East Dulwich Grove near Lordship Lane, as this junction with Lordship Lane is very dangerous to cross.\**

\* In response, this section of carriageway is outside the remit of the proposed works. The council recently installed a raised table at the junction of East Dulwich Grove and Lordship Lane to assist pedestrian safety and accessibility. Unfortunately the site does not meet the regulations for a zebra crossing, and placing it further along East Dulwich Grove would place the facility away from the desire line (and therefore would not be well used) and result in large amounts of residential parking loss.

2.3.10 *A number of requests were made for Melbourne Grove to be made 20mph.\**

\* In response, the northern section of Melbourne Grove is already part of a 20mph zone. The southern section, whilst currently 30mph, is to be included as part of a further scheme in the area, which is focusing upon making all other residential streets in this part of East Dulwich 20mph.

2.3.11 *A request was received for the bus stop near Matham Grove to be moved further down East Dulwich Grove towards the hospital, as it dangerously blocks the view of pedestrians when the bus stops there. There have been numerous near misses when people have crossed Matham Grove which is a busy right turn.\**

\* In response, the current location of the bus stop is the responsibility of London Buses and was placed at this location in agreement with the council and Metropolitan Police (traffic safety division). There are no major concerns in road safety terms with its current position. The bus stop is placed to serve a particular catchment area and moving the bus stop further towards the hospital would place it too close to the bus stop located on approach to Glengarry Road. Relocating the bus stop is also not feasible, as directly to the west is a loading bay and zebra crossing facility. Both would have to be relocated at considerable cost. The Matham Grove junction is to have a raised table installed as part of the current proposals, which will assist pedestrian safety and accessibility as well as curtailing vehicle speeds.

2.3.12 *A request was received from Southwark Cyclists to narrow the entrance to Derwent Grove to calm traffic speeds in and out of that road.\**

\* In response, if there is enough budget available to make this modification, Derwent Grove junction will be narrowed to reduce traffic speeds and reduce crossing distance for pedestrians.

2.3.13 *A request was made for the reduction of parking on East Dulwich Grove to make cycling safer and more attractive to non-motorised traffic and pedestrians, as this is the only cycle route from East Dulwich to Dulwich Village and Herne Hill.\**

\* In response, residential frontages adjacent to East Dulwich Grove do not have off street parking. Therefore removal of kerbside parking, under consultation with residents, would be met with vociferous objections. In

addition, even with parking removal, in many locations, there would still be insufficient width to install dedicated cycle lanes along both sides of the carriageway.

2.3.14 *A request was made Request for one more zebra crossing between Townley Rd and Hospital.\**

\* In response, there is an additional pedestrian crossing point proposed adjacent to the Thorncombe Road junction that will assist pedestrian accessibility between the hospital and Townley Road. This is in addition to the existing pedestrian island facility 70m to south of Thorncombe Road. Due to budget, there is not enough funding to make the proposed pedestrian crossing point a zebra facility. However, if funding becomes available at a later date, the proposed facility could easily be converted into a zebra crossing if required.

2.3.15 *A comment was made, asking to ensure changes do not adversely impact on parking in Melbourne Grove given that the weekends are very busy due to the church.\**

\* In response, there are no proposed changes to the parking provision in Melbourne Grove as apart of the current proposals.

2.3.16 *A respondent asked why does the speed limit become 30mph as traffic approaches the signals at the Townley Road junction? This is perhaps the busiest area with schools on two corners. Prompting drivers to increase their speed at this point is perhaps foolhardy and dangerous.\**

\* In response, the current proposals start to the north of Hillsboro Road junction, as Hillsboro Road is currently 30mph. If the 20mph zone stated the other side of Hillsboro Road, then the council would have to erect 30mph signs on the entrance to Hillsboro Road (which may promote excessive speeds past the school entrance). It is noted that 30mph side roads in the East Dulwich Area are currently under review to make them 20mph in line with the council's current 20mph borough-wide objective.

It must be noted that the council is proposing to install a raised carriageway entry treatment with kerb buildouts at this junction to curtail vehicle entry speeds (thereby improving visibility and pedestrian safety and accessibility).

2.3.17 *A request was made to monitor the effectiveness of the measures when installed and provision for ongoing adjustments if necessary.\**

\* In response, as part of the post-implementation process, the scheme will be monitored accordingly, including reviewing vehicle speeds, collisions and volumes to ensure that the measures implemented are effective in addressing the original objectives of the scheme.

2.3.18 *A request was made for both parking restrictions on Melbourne Grove to the station to stop train commuters from parking on the road and the installation of CCTV/Cameras.\**

\* In response, whilst there may be some commuter parking in Melbourne Grove, the majority of kerbside areas available parking is utilised by local residents. Therefore removing this parking would adversely impact on local

residents and be met with strong objections. CCTV is not feasible in Melbourne Grove and there is no justification for implementing these measures.

- 2.3.19 *A request was made for the introduction of controlled parking zone, as the volume of traffic during school rush hours is the main cause of traffic and accidents and it is now very difficult for resident's to use their own facilities. Weekends are an increasing problem due to the schools.\**

\* In response, a number of consultations for controlled parking zones have been undertaken by the council in the East Dulwich area. On all occasions, the majority of local residents have opposed the measures.

- 2.3.20 *A request was made to use textured paving slabs outside of East Dulwich Grove Church, as the current ones are too smooth and are death traps in icy weather.\**

\* In response, the type of paving used is concrete ASP which is used as a standard material plate for the majority of footways in the borough. All existing paving materials are to be replaced outside the East Dulwich Grove Church as part of these proposals. The surface is slightly textures to provide grip in wet weather conditions.

- 2.3.21 *A number of respondents commented the proposed build outs will cause congestion as a result of reduced carriageway widths, which may not provide enough room for two- way traffic along the road, particularly when passing buses at bus stops. They will push cyclists into the centre of the road.\**

\* In response, even with the proposed footway buildouts, standard lane widths prescribed by the Department of Transport will be maintained. The widths (narrowest being 3.2m) are suitable for buses and heavy goods vehicles to traverse without conflicting with opposing traffic movements. The proposed buildouts have long tapers which mean cyclists do not have to traverse out into the path of oncoming traffic. Road width constraints mean that bus stops (3m in width) take up the majority of the general traffic lane width. Therefore motorists need to either pass a stationary bus when safe to do so or wait until there is no opposing traffic. This is the case for majority of bus stops located in residential streets throughout London.

- 2.3.22 *Numerous requests were made to resurface East Dulwich Grove\**

\* In response, East Dulwich Grove is due to be resurfaced in 2014, following the implementation of the proposed highway scheme.

- 2.3.23 *A request was made to relocate the northbound bus stop outside JAGs school in tandem with the relocation of the other stop near the hospital, in order to help reduce the distance between the bus stops (otherwise the distance will too much for disable people).\**

\* In response, the preceding bus stop on East Dulwich Grove outside JAGs school is situated to provide direct access to the school facility. Relocating the bus stop closer to the hospital (other side of Townley Road / Green Dale junction) would result in school children having to cross this junction, thereby complicating their route to school. There is also no other place to relocate the bus stop on the northern side of the junction, due narrow carriageway width

and a bend in the road, which would make overtaking stationary buses hazardous (as there would not be adequate sightlines past the bus).

2.3.24 Numerous requests were made for segregated cycle paths along the route given the proposed footway widening within the scheme.\*

In response, the implementation of cycles lanes (segregated and advisory) were explored as part of the feasibility design, with a view to incorporate 'Go Dutch' principals. Discussions also took place with stakeholders including Southwark Cyclists and Living Streets. However it was discovered that due to narrow carriageway width, particularly at the eastern end of the scheme, it was not possible to install continuous cycle lanes. As a result, cycle lanes could only be provided for short distances and as such were not deemed 'helpful' for cyclists.

2.3.25 A request was made to reconsider the relocation of the bus stop near to the hospital entrance as this will present a hazard to those exiting the gates due to impeded sightlines and may lead to accidents with vehicles overtaking a stationary bus.\*

\* In response, a full safety audit was undertaken of the scheme and there were no road safety issues identified from relocating the eastbound bus stop nearer the hospital entrance.

2.3.26 A request was made by the NHS trust to suspend the relocation of the bus stop and the pedestrian crossing near the hospital until after construction of the proposed works on the hospital is complete.\*

\* In response, the planned works at the hospital are a number of years away (taking into account development of the business case, project design, planning permission etc.). When designing the scheme and zebra crossing location, council officers noted the access into the hospital and potential vehicular access into the neighbouring development site, placing the crossing between the two so that there would be no direct impact on either access. Relocating the bus stop and zebra crossing is an integral part of the scheme which has many benefits for pedestrians and forms a key measure to assist with the enforcement of the 20mph zone.

In addition, the money for the proposed measures has to be spent in the current financial year. Any delay in accordance with the above would result in the funding being handed back to TfL and this element of the scheme dropped.

2.3.27 A numerous comments were received requesting for the junction of East Dulwich Grove/Lordship Lane to be repaired as it's currently in a bad state of disrepair. Also the whole junction requires a redesign as it currently feels like ones life is in their hands when they cross the road at that location.\*

\* In response, this junction falls outside the remit of the scheme. This junction was recently upgraded with the installation of a raised table (East Dulwich Road headway) and the installation of a pedestrian puffin crossing on the southern side Lordship Lane, which not only creates a safe, controlled facility for pedestrians to cross the carriageway, but also regulate traffic flow in and out of East Dulwich Grove. As a result the council has no current plans to undertake further works at this junction.

2.3.28 A request was made for the westbound bus stop close to Glengarry Rd junction to be moved back to allow visibility for drivers exiting the side road.\*

\* In response, the junction of Glengarry Road is being built out by 2m to improve visibility for drivers exiting Glengarry Road into East Dulwich Grove. The scheme has also been safety audited, and no issues were raised regarding visibility of vehicles exiting Glengarry Road.

2.3.29 A request was made for Troassachs Road to become a "play street" i.e. closed off to through traffic.\*

\* In response, this proposal lies outside the extents of the scheme. It must be noted that Troassachs Road is proposed to become a 20mph street under a 20mph zone proposal that will be consulted upon next year.

2.3.30 Numerous requests were received asking for cycle lanes on the footway.\*

\* In response, this proposal was investigated with the Southwark Cyclists stakeholder group. However after reviewing the widths of the footways and existing kerbside activity, it was evident that on-footway cycle lanes could only be incorporated on small sections of footway and were therefore not continuous or beneficial to cyclists.

2.3.31 A request was made for crossing lights to be introduced at the pedestrian island at Nimegen Way.\*

\* In response, introducing a signalled pedestrian crossing at this location would not be feasible due to cost and loss of kerbside parking both sides of the carriageway associated with the zig zag controlling lines. The existing crossing is adequate for the volume of pedestrians that use this facility, with the island providing protection to pedestrians, particularly less agile road users, allowing them to cross the carriageway in two movements.

It must be noted that as part of the scheme, an additional pedestrian crossing facility is proposed 70m away at Thorncombe Road, which will improve pedestrian accessibility and safety adjacent to the East Dulwich Grove Estate.

2.3.32 A request was made to make Hillsboro Rd a one-way system due to the school traffic. Request for safety measures to be introduced in Hillsboro Rd to stop dangerous parking and congestion during drop offs and collection of Alleyns Jr School pupils.\*

\* In response, this proposal does not comply with the boroughs directive of discouraging one-way streets, which are conducive to higher vehicle speeds, which is particularly pertinent at this location due to the road running adjacent to a school. If indiscriminately parked vehicles are causing a road safety issue during morning and afternoon school periods, then this matter should be investigated by both the safer routes to school team and parking enforcement.

2.3.33 Requests were made to make Melbourne Grove leading to Dog Kennel Hill a one-way system due to congestion issues.\*

\* In response, whilst his request would partially address the current head on conflict issues experienced in Melbourne Grove, it is likely that vehicle would simply use Derwent Grove as a 'cut through' instead, therefore simply transferring the problem onto the neighbouring residential street. Therefore Melbourne Grove can not be treated in isolation to Derwent Grove and Elsie Road. The borough's current transport policy also discourages the introduction of one way streets as they are conducive to higher vehicle speeds.

2.3.34 Numerous requests were made to make all surrounding side roads 20mph.\*

\* In response, all roads that are currently 30mph in the East Dulwich area are proposed to be made 20mph as part of upcoming proposals that will be consulted upon in 2014.

2.3.35 A request was made to omit side road raised entry treatments as they are not necessary.\*

\* In response, side road entry treatments have the following benefits:

- They reduce vehicle entry speeds into side roads.
- Provide delineation between key / arterial routes and residential side roads.
- Provide a level crossing surface which aids pedestrian accessibility.
- In line with the above, they improve safety for pedestrians, which are the most vulnerable road user group.

It must be noted that the majority of side road entry treatments proposed as part of this scheme include footway buildouts to narrow carriageway width and reduce crossing distance for pedestrians, which will enhance safety further.

2.3.36 Analysis of the additional comments from respondents that objected to the scheme highlighted the following concerns:

***A number of respondents highlighted that East Dulwich Grove carriageway needs to be repaired before any further schemes are carried out and that pot holes cause accidents, not speed.\****

\* In response, the council always implements key road layout changes before a road is resurfaced. There is no point resurfacing a road for it to be dug up again a few months later to install carriageway tables or footway buildouts. This would result in a waste of resources and funding.

East Dulwich Grove is currently on the council's NPR programme to be resurfaced in 2014/2015 financial year following the implementation of the proposed highway measures. It must be noted that a number of large raised carriageway tables are proposed, which will remove existing potholes and deformities in the carriageway at side road junctions.

When analysing the accident statistics over the last three year period, it is evident that one of the main causation factors is speed. The measures proposed will assist with curtailing traffic speeds and thereby reducing the occurrence and severity of future collisions.

**A number of objectors opposed 'speed bumps' as they don't work, cause damage to vehicles and slow response time for emergency services.\***

\* In response, speed tables are to be installed (not road humps). The speed tables will be constructed in accordance with the design standards set out in TfL's 'Traffic Calming for Bus Routes' (Lt/95). This involves installing longer, lower gradient ramps and larger sections of table surface so that buses and other large vehicles are able to negotiate the structures without damage. In light of this, normal cars will not experience any damage when negotiating these measures.

As the tables are designed to cater for buses and larger vehicles, there is no negative impact on emergency vehicle response times.

Tables also have the dual benefit of not only slowing vehicle speeds (being an integral element of enforcing the 20mph zone), but also providing a level crossing conditions for pedestrians.

Following post implementation monitoring of previous road safety schemes that have involved a series of footway buildouts integrated with speeds tables, the benefits have been quantifiable, with reductions in recorded collisions and lower 85th percentile speeds. Therefore the use of such measures is clearly effective in curtailing vehicle speeds and improving road safety.

***A number of respondents expressed concern that the scheme is a lot of expense and disruption for very little gain, with money better spent on resurfacing. The scheme is waste of time as there are no problems for pedestrians or traffic in the area.\****

\* In response, the measures are part of the council's policy objective to create a 20mph borough and are thus in keeping with priority expenditure parameters.

East Dulwich Grove has a high number of recorded accidents and average vehicle speeds in excess of 30mph. As part of the council's ongoing commitment to make all roads in the borough 20mph, measures are required to be implemented to address vehicle speeds, reduce the severity and occurrence of road collisions (improving safety for all road users) and assist with enforcing the proposed 20mph limit.

The average cost of a road collision including actual and human cost is valued at approximately £70K. Therefore due to the reduction in speeds and self enforcing measures proposed as part of this scheme, which will in tern potentially reduces both the severity and occurrence of accidents, the estimated savings over a five year period greatly outweigh the expenditure required to implement the road safety measures and highway layout changes. This is one of the main criteria used by TfL in committing money to London Boroughs for road safety specific schemes. If the funding allocated to the scheme is not spent by the prescribed deadline, then the money will be handed back to TfL and the borough would lose the opportunity to address the current road safety issues in East Dulwich Grove.



As discussed above, following the implementation of the scheme, this section of East Dulwich Grove is on the council's resurfacing and maintenance programme for 2014.

Currently due to high vehicle speeds and existing crossing facilities that are located away from the main desire lines, pedestrians currently either have to walk additional distances to use the facilities or cross the carriageway between the existing facilities. As pedestrians are top of the council's road user hierarchy, it is essential that the current issues faced by pedestrians on East Dulwich Grove are addressed. By reducing traffic speeds, introducing new pedestrian crossing locations, improving existing pedestrian crossing facilities and relocating crossings onto existing pedestrian desire lines, pedestrians will greatly benefit through improved accessibility and safety.

***A respondent discussed that there would be an increase in pollution and traffic noise associated with slower vehicle speeds.\****

\* In response, there is no evidence to suggest that there will be an adverse effect on the level of noise and air pollution from introducing a 20mph zone. It is anticipated that vehicles traversing East Dulwich Grove at a consistent, lower speed will make the environment more enjoyable for all road users, which is appropriate for a residential area with key community facilities.

***A number of objectors highlighted that 20mph is too low for main arterial route and 20mph will add to congestion at Townley Road junction. 30mph is sufficient and should be enforced with speed cameras.\****

\*In response, the council has a directive to make all roads in the borough 20mph. This includes main roads and arterial routes. Therefore, East Dulwich Grove forms part of this borough-wide approach.

There is no evidence that 20mph will add to congestion at the East Dulwich Grove / Townley Road junction. The current issues at Townley Road junction are related to signal timing and phasing. The council is currently working with Transport for London (who operate the signals) with an objective to both simplify the operation and revise signal timings to give more priority to the main arms of the junction.

Static speed cameras are only installed where there has been a fatality as a direct result of speed. Thankfully there have been no collision fatalities in this section of East Dulwich Grove. However, the council is currently investigating the potential to use SPECS cameras to enforce 20mph limits/ zones. A pilot programme could potentially take place in 2015/16. If successful, the use of SPECS cameras (subject to funding) would be likely to be installed along main routes such as East Dulwich Gove and Lordship Lane.

***A respondent objected on the rounds that the money should be spent on more housing.\****

\* In response, the funding provided by TfL is scheme specific and cannot be utilised for other projects or expenditure on housing.

***A number of respondents objected stating that Melbourne Grove junction needs a roundabout and the footway buildouts and crossing relocation will lead to significant congestion. \****

\* In response, due to restrictive sightlines and the constraints of the junction geometry, the installation of a roundabout or mini roundabout is not feasible. There would be no angle of deflection created (therefore no effect on traffic approach speeds) and sightlines for traffic approaching the junction, especially out of Melbourne Grove, would still be poor. It would also not address the current width issues experienced in Melbourne Grove, which is the main causation factor that leads to congestion in peak traffic flow periods.

As stated above, carriageway width constraints on the northern arm of Melbourne Grove are the main causation factor for traffic congestion at this junction. The proposed measures will therefore have minimal adverse impact on congestion or traffic flow; however the safety and visibility at the junction will improve, which in turn may actually result in more efficient traffic movements. It can also be argued that extending the junction headway at Melbourne Grove as part of the current proposals will actually improve congestion by increasing the stacking space for vehicles turning into Melbourne Grove from East Dulwich Grove.

***A number of respondents that objected stated that Melbourne Grove (northern section) needed to be sorted out. Suggestions included making it one-way, closure at East Dulwich Grove and extend double yellow lines down one side of the road. \****

\* In response, whilst the junction of Melbourne Grove with East Dulwich Grove falls within the limits of the proposed scheme, the majority of the northern section of Melbourne Grove and other adjacent side roads are not within that defined extents of the scheme. This is due to the measures primarily focusing on East Dulwich Grove which has heavy vehicle volume, accident cluster sites and higher vehicle speeds.

Due to the nature of the residential street layout between Melbourne Grove and Lordship Lane, any changes to Melbourne Grove (as suggested by local residents) would potentially have an adverse effect in neighbouring roads running parallel between East Dulwich Grove and Grove Vale. Whilst in principle making Melbourne Grove one way or even installing a point closure would address the current traffic conflicts, vehicles looking to access East Dulwich Grove or Grove Vale would simply use an alternative route up Derwent Grove or Elise Road, resulting in the same issues currently experienced in Melbourne Grove. As a result, all three roads would need modified in unison (i.e. all made one-way or closed to through traffic). If there is enough local support in the future, then the council could investigate options to take forward to consultation. However, it is simply not possible under the current scheme, defined budget and prescribed objectives to consider this as part of the proposals.

Installing kerbside waiting prohibitions, whilst potentially addressing carriageway width constraints in Melbourne Grove, would lead to vociferous objections from local residents. It may also be argued that a wider carriageway width will result in higher vehicle speeds. Any future changes to parking

changes in Melbourne Grove would have to be taken forward as a separate consultation with local residents.

***A respondent objected on the grounds that moving the existing zebra crossings is waste of money.\****

\* In response, the scheme proposes to move two existing zebra crossing facilities.

The first crossing situated outside no. 97 East Dulwich Grove is currently not well utilised by pedestrians (being located away from side road junctions and the adjacent hospital entrance). It has been observed that the majority of pedestrians cross East Dulwich Grove nearer Glengarry Road to access bus stops and the hospital. In order to address this issue, the crossing will be relocated to the Glengarry Road junction on a speed table, providing direct access to the hospital and bus stops, as well as being situated on a level crossing surface, thus aiding pedestrian accessibility. The relocation also has the added benefit of allowing more kerbside parking provision for local residents.

In order to provide better pedestrian accessibility to the west of the hospital site and to complement the relocation of the zebra crossing, an additional table with pedestrian crossing point is proposed adjacent to Thorncombe Road. This will ensure that pedestrian accessibility and safety is not compromised by the relocation of the zebra crossing.

The second zebra crossing near Melbourne Grove is also located off the main pedestrian desire line due to current sightline issues and junction geometry. The proposed layout changes at the junction, including extended footways and raised table, allows the relocation of the zebra crossing closer to the junction where pedestrians wish to cross the road. The cost for this relocation is minimal, as all the existing infrastructure is in place.

***A number of respondents indicated that the proposals will cause traffic congestion and force vehicles down side roads.\****

\* In response, the majority of existing side roads are already 20mph and have self enforcing measures such as humps or cushions. Therefore drivers wishing to traverse along these roads in order to 'bypass' the changes to East Dulwich Grove will be unable to significantly reduce their journey times.

All remain roads in the area that are currently prescribed as 30mph are proposed to become 20mph in 2014, as part of the borough-wide 20mph initiative. These proposals will be consulted upon the first quarter of 2014.

***A small petition was received (six signatories) from residents in St. Barnabas Close, objecting to the proposed footway buildouts, as they would make the ingress and egress of vehicles more dangerous. They also requested that the proposed speed table adjacent to nos. 84/86 East Dulwich Grove be extended to include the entrance into St. Barnabas Close. \****

\* In response, council officers met with petitioners and councillors on site to discuss the issues detailed in the petition with a view to modifying the design. Following discussions it was agreed that the following modifications take place to the proposals adjacent to St. Barnabas Close:

- The proposed raised carriageway table is to be extended westward to incorporate the entrance into St. Barnabas Close.
- The existing width of the entrance will be widened to assist the ingress and egress of vehicles.
- Footway to be widened on western side as proposed to improve sightlines and reduce carriageway width.

Following the site meeting, email confirmation was received from the petition originator stating that they (and the other signatories) were happy with the proposed design alterations which have addressed their concerns.

***A resident objected to the loss of parking outside 97 East Dulwich Grove and that they do not want the bus stop opposite their house\****

\* In response, the existing zebra crossing outside no. 97 East Dulwich Grove that currently prevents kerbside parking is being relocated to the junction of Glengarry Road. This proposal will result in residents living in properties between nos. 85 to 97 East Dulwich Grove being able to park in front of their house.

It is also noted that the bus stop waiting area on the other side of the road will be situated adjacent to the recessed fenced area outside the hospital. This is not located directly opposite no. 97 East Dulwich Grove. It is envisaged that there will be no adverse impact to local residents from relocating the bus stop which will provide better public transport access to the hospital site.

***A number of respondents discussed that the proposals will make the road more dangerous for cyclists by forcing them into the path of fast moving traffic. There is no reason to widen pavements. The centreline should be removed and wide cycle lanes installed to give the impression of a narrower carriageway or dedicated cycle lanes installed.\****

\* In response, a number of discussions at the scheme preliminary design stage took place with Southwark Cyclists stakeholder group with a view to incorporate the 'Go Dutch' principles that included dedicated cycle facilities in both directions.

Where carriageway width permitted, both advisory and permanent cycle lanes were proposed. However due to the existing carriageway widths and kerbside

parking, the lengths of these lanes were intermittent and there was no continuity in these facilities. Following further discussions with Southwark Cyclists and ward councillors, it was accepted that without removing all the resident parking along this section of highway, it was simply not possible to install continuous cycle lanes.

Since these discussions, Southwark Cyclists have formally replied to the consultation in support of the measures (that were consulted upon; without sections of cycle lanes), noting that the proposed 20mph zone will be of benefit to cyclists.

Similar measures involving buildouts and raised tables have been introduced on many roads in the borough that have been effective in improvement safety for both cyclists and pedestrians. Recent examples include Southwark Park Road, Grange Road and Great Suffolk Street. The measures have significantly reduced traffic speed and the occurrence and severity of collisions which ultimately benefits cyclists by making the road safer.

The footway buildouts are designed to assist cyclists past parking bays or form a continuation of the current line they take past parking bays or street features. Therefore cyclists will not have to suddenly swerve out into the path of traffic. The buildouts will allow cyclists to maintain their position in the carriageway and take priority over traffic in areas of narrow carriageway width.

In addition, the safety audit completed for the scheme did not raise any road safety issues relating to cyclists as a result of the proposed changes to the road layout.

2.3.14 32% respondents did not submit a further comment.

## **2.4 Levels of Consensus**

2.4.1 The following majority levels of agreement have been given in relation to the questions contained within the consultation document:

- 85.5% of consultees support the scheme;
- 12.5% of consultees are opposed to the scheme; and
- 2% of consultees had no opinion on the proposed measures.

## **2.5 Statutory Consultee Replies**

2.5.1 Three statutory consultees provided a reply to the consultation.

- i) Southwark Living Street Replied indicating full support for the proposed measures.
- ii) Southwark Cyclists responded highlighting support for the scheme noting that the 20mph proposals will be beneficial to cyclists (and noted that following a design review of the scheme, East Dulwich Grove was not suitable for continuous cycle lanes).

- iii) The Metropolitan Police (Traffic Safety Division) responded indicating that they have no comments or objections on the scheme (following a review of the traffic data that was sent to them by the borough).

2.5.2 No objections were received from Ward Members throughout the consultation period.

### **3.0 Recommendations**

- 3.1 Due to the majority of respondents supporting the scheme and Southwark's ongoing commitment to make streets in the borough safer for all, it is recommended that the scheme is progressed to implementation (noting the minor design change next to St. Barnabas Close that has been agreed by local residents and council officers outlined in section 2.3.26 above).

## Appendices

Appendix A:	Initial Scheme Proposals
Appendix B:	Consultation Documents
Appendix C:	Location Plan and Extents of Consultation
Appendix D:	List of Addresses within the Distribution Area

## Appendix A: Initial Scheme Proposals



## **Appendix B: Consultation Documents**

## **Appendix C: Location Plan and Extents of Consultation**

## **Appendix D: List of Addresses within Distribution Area**