

Summary Consultation responses

London Borough of Southwark
Paxton Roundabout Improvements

www.southwark.gov.uk

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

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

SUMMARY OF CONSULTATION COMMENTS:

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

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

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

Incomplete form received back

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

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

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

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

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

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

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

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

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

Need green man crossing on Dulwich Wood Park

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

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

It's a better design

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

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

Q8 what about adding zebra crossing?

Q6 what about adding light control/timed crossing?

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

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

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

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

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

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

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

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

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

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

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

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

The aim to improve safety for pedestrians and all users of the roundabout is welcomed but there are a few elements that require extra consideration as their introduction could impede or not improve safety. Q5. Concerns were raised about the lack of segregation between pedestrians and cyclists on the pavement plus the extra hazards that a two way cycle track at the side of this busy stretch of road introduces to the roundabout. Suggestion - retain and extend existing cycle lanes. Q6. Residents support the raised table but not the narrowing of the entrance to DWP. The proposed width is too tight for larger vehicles using that stretch of road that will reduce that entrance to single lane. There is no cycle lane at that pinch point which is worrying, especially with the number of large vehicles using that route. Suggest that widening to the refuge island is reduced in order to introduce cycle lane on this curved entrance to DWP. During peak times tailbacks from cars queuing to turn right on to DWA will further compromise the pinch point caused by the narrowing of the road. Suggestion - Reduce the proposed widening of the refuge island to create space for a cycle lane and to prevent vehicles turning right into DWA from blocking the inside lane at the pinch point. Q7. Extending the foot path out from the bus stop into the existing left filter lane creates a new waiting area but: Suggestion - Reduce the proposed widening of the refuge island to create space for a cycle lane and to prevent vehicles turning right into DWA from blocking the inside lane at the pinch point. 1. proposed extension juts out into the line of traffic coming off the roundabout and is to be built over the entrance to the left filter lane, effectively removing it at the PGR exit. 2. the pavement layout will reduce traffic flow and encourage those queuing for buses to congregate on the edge of roundabout which in turn has the potential to compromise the line of vision for drivers exiting on to Gypsy Road from Gypsy Hill. 3. this widening of the pavement before the left turn to Gypsy Hill links in with the widening of the traffic island at junction of GH and PGR, this creates an informal crossing point at the mouth of a very busy roundabout, people should be discouraged to cross at this point. Q.8 Residents support the raised entry table at GH junction with GR. Q9. Resident do not support the narrowing of the carriage way on Alleyn Road but support the raising of the table. The proposed development at the top of DWP is expected to attract an extra 2 million visitors a year and will generate increased volume of traffic for PGR

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Son a pupil at Dulwich Prep, London.

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

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

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

Please see 2 page email together with photographic report.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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