

Item No. 10.	Classification: Open	Date: 04 December 2013	Meeting Name: Dulwich Community Council
Report title:		Paxton Green Roundabout Improvements	
Ward(s) or groups affected:		College Ward	
From:		Head of Public Realm	

RECOMMENDATION

1. That the community council support the recommendation to be made to the Cabinet member for transport, environment and recycling, as per paragraph 19, to implement the Paxton Roundabout Improvement project as detailed in appendix A.

BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 19 of the Southwark Constitution community councils are to be consulted on the detail of strategic parking, traffic and safety schemes. In practice this is carried out following public consultation.
3. The community council is now being given opportunity to make final representation to the cabinet member for environment, transport and recycling as part of the consultation process.
4. The objectives of the scheme are to:
 - Improve safety conditions for pedestrians at all crossing arms of the roundabout
 - Discourage speeding on approach and through the roundabout
 - Provide off carriageway cycling facility to link Alleyn Park with Dulwich Wood Avenue (current cycling route)
 - Improve lane discipline for motorists using the roundabout
 - Improve the streetscene by reducing clutter
5. The Paxton Green roundabout improvements scheme was originally identified as part of measures outlined in the South Dulwich school travel plan (STP), which highlighted safety concerns for pupils using Paxton roundabout and its environs.
6. As part of the South Dulwich STP improvements a number of measures were implemented in 2011/12 financial year, mainly pedestrian refuge islands to improve access and safety for pupils crossing roads in the south Dulwich area. The refuge islands were introduced on the following roads:
 - Kingswood Drive
 - Dulwich Wood Park
 - College Road
 - Sydenham Hill
7. The scheme for Paxton Green itself was intended to be consulted and implemented within 2012/13 financial year. However due to lack of support at the original public consultation, works were not implemented in 2012/13. In February 2013 the

community council approved the recommendation for project officers to work in partnership with residents and stakeholders during the 2013/14 financial year to develop a revised scheme which has the clear support of the local community.

KEY ISSUES FOR CONSIDERATION

8. Having carefully analysed feedback received from the consultation in November 2012, officers have identified key of concerns raised by residents, mainly (see Fig 1):
- Relocation of existing bus stop on the roundabout to Dulwich Wood Park and South Croxted Road. Most respondents would like to see bus stop retained.(5)
 - Removal of existing pedestrian refuge island on Gipsy Hill. (2)
 - Removal of left turn filter lane on the roundabout exit onto Gipsy Road
 - Proposed raised informal crossing on the Alleyn Park approach to the roundabout (No 8)
 - Removal of existing mandatory cycle lane on Dulwich Wood Park (9)

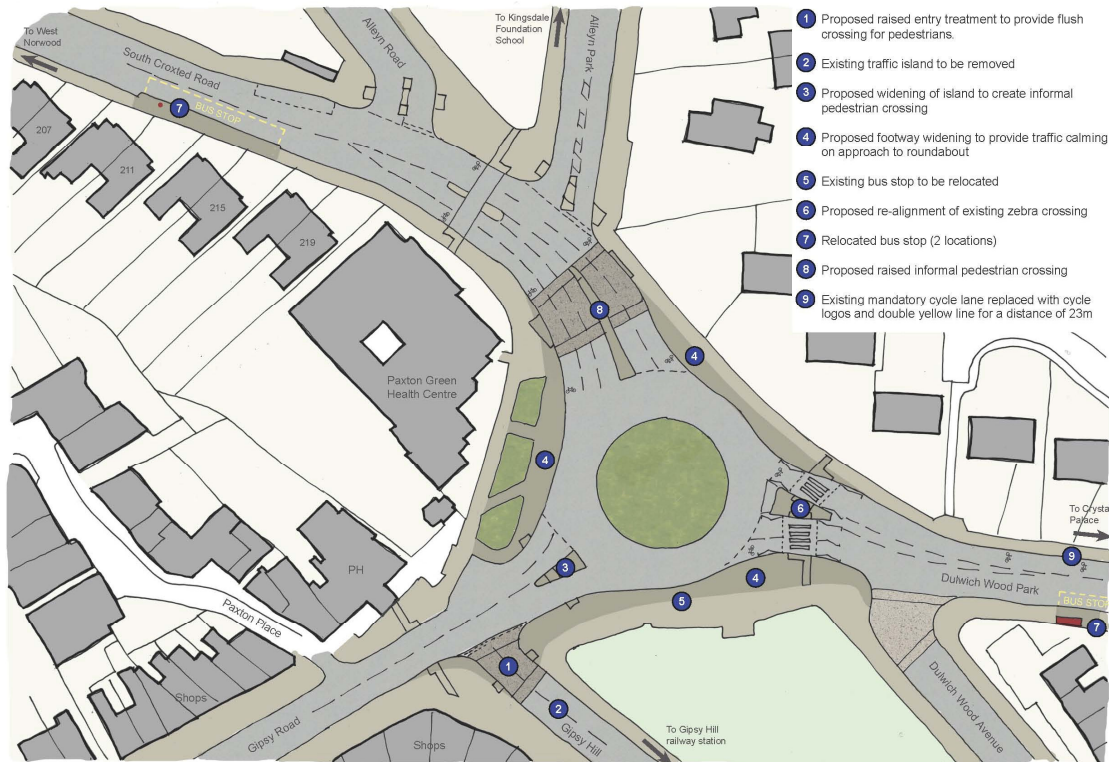


Fig 1 (2012 proposal)

9. Project officers met in May 2013 with stakeholders to discuss two revised options to the proposal shown in Fig 1 above, which takes into consideration concerns raised during the 2012 public consultation. Representatives of Gipsy Hill residents association, Crystal Place Community Association, Southwark cyclists and Living Street, Kingsdale foundation, a local resident and ward councillors attended this meeting. The main difference between the two options had to do with the carriageway width on approach to the roundabout from Dulwich Wood Park, as shown in figs 2 & 3 & 4 below:

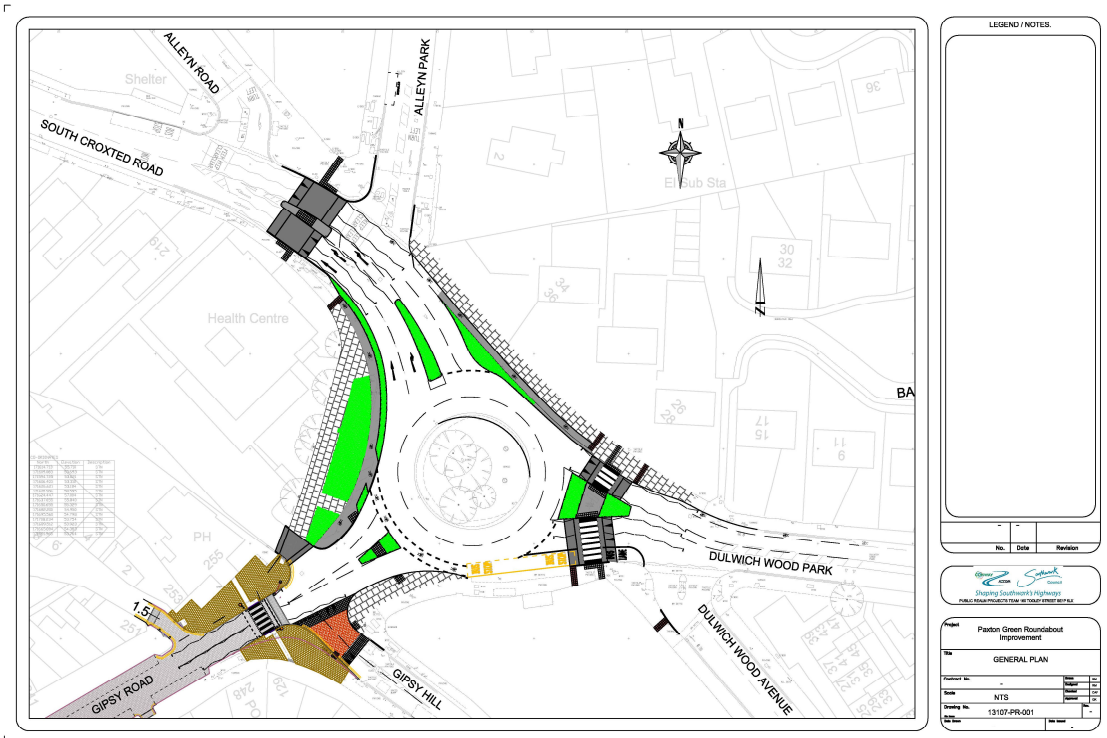


Fig 2- Proposal discussed with stakeholders in May 2013

Option 1

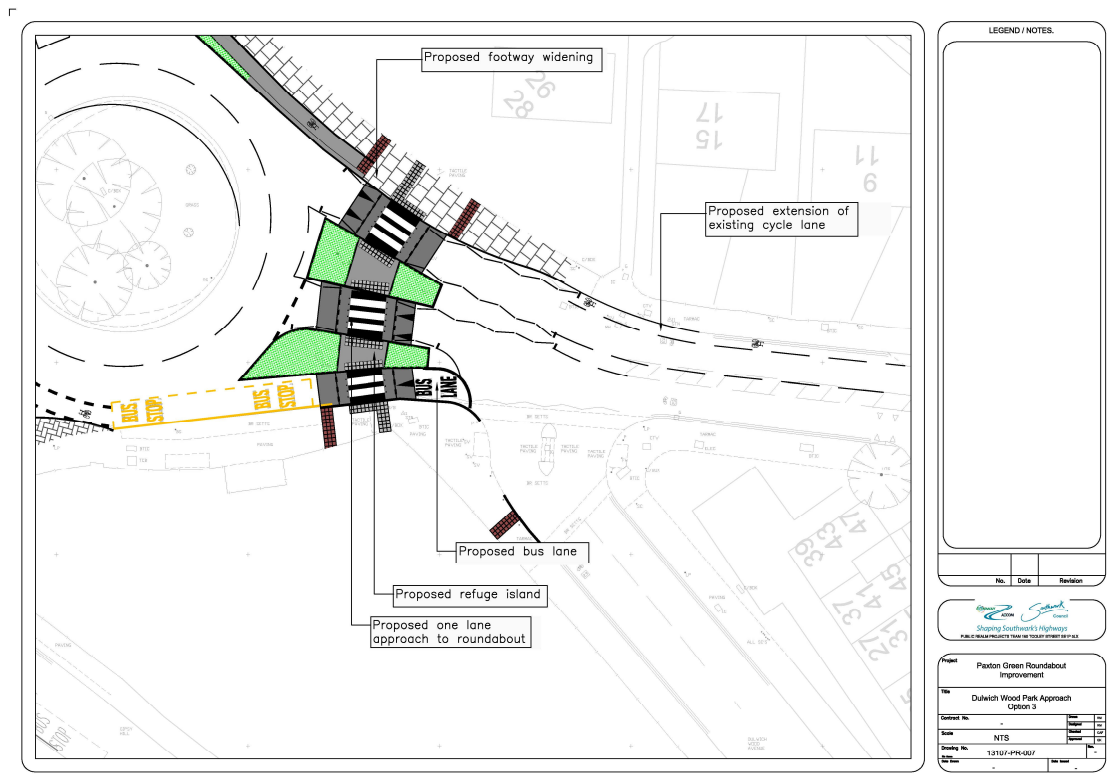


Fig 2 One lane exit for general traffic at Dulwich Wood Park roundabout approach and another lane for buses

Option 2

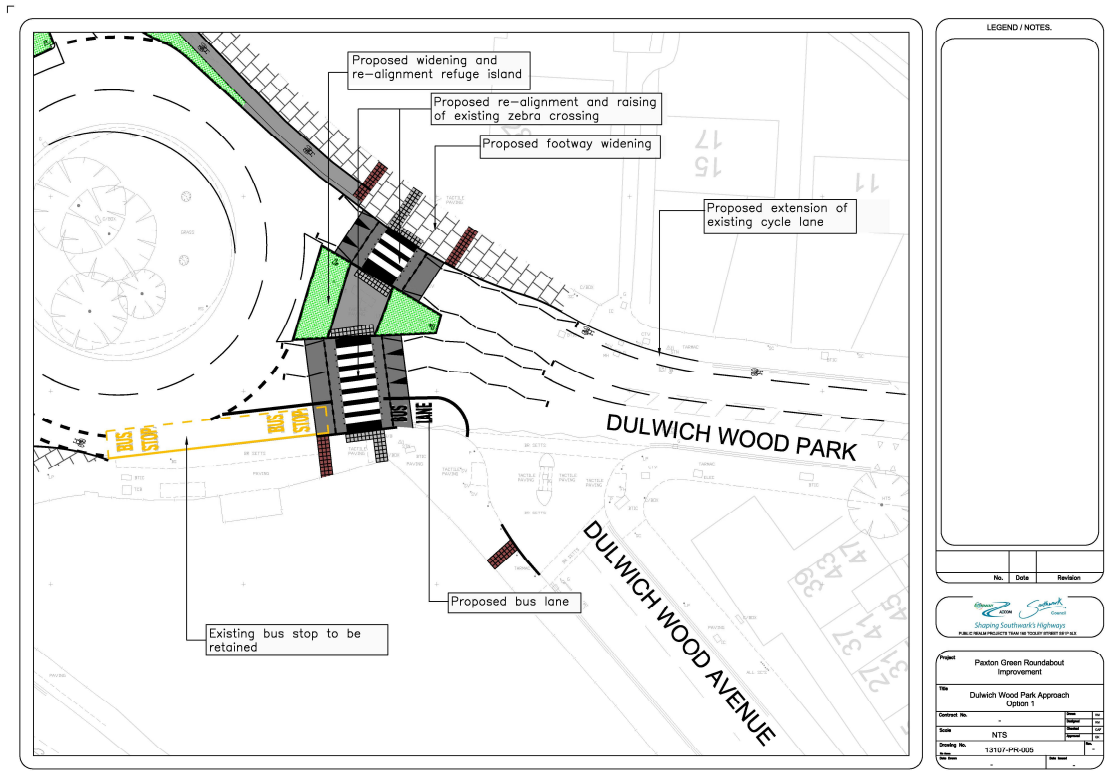


Fig 4- Two lane exit for general traffic at Dulwich Wood Park roundabout approach and another lane for buses

10. It was agreed by ward members following the stakeholder meeting in May to trial Option 1 for at least a week with temporary materials in order to monitor and assess impact on traffic movements in the area. The trial consisted of :

- Narrowing Dulwich Wood Park approach of roundabout to one lane.
- Narrowing approach to Gypsy Road from the roundabout to one lane exit.

Traffic data relating to journey time delays, extent of queuing, impact of trial on pedestrian and cycle movements were collected during the trial period. The data was compared with existing free flow conditions. The following observations were made from the trial results and analysis

- Traffic queues extended up to Crystal Palace Parade during the morning rush hour
- The trial also caused queuing from Kingswood Drive up to Fountain Drive during the morning rush hour
- Traffic was moving at steady pace within the roundabout at all times
- There was significant traffic displacement onto Gypsy Hill, particularly northbound traffic avoiding Dulwich Wood Park in the morning rush hour
- Although there was no significant queuing on Gypsy Road due to removal of left turn filter lane into Gypsy Hill, it was observed that large lorries struggled to turn into Gypsy Hill from the roundabout
- The trial had minimal impact on southbound traffic at all times, from South Croxted toward Crystal Palace.

11. Having carefully reviewed the impact of the trial compared to existing road conditions, it was unanimously agreed with stakeholders that the trialled option be abandoned. Option 2 was felt to be more favoured by stakeholders. Additional comments by stakeholders after the trial were carefully considered and Option 2 further revised accordingly to reflect the views and aspirations of stakeholders.
12. Additional meetings were held with stakeholders and ward Members to discuss the revised Option 2 prior to consultation. Additional changes were made to reflect comments made by stakeholders.
13. The substantive agreed changes to the previous proposal were:
 - Bus Stop now **retained** at its current location.
 - Two new disabled bays on Alleyn Park.
 - Raised informal pedestrian crossing on South Croxted approach to the roundabout now **removed**
 - Existing mandatory cycle lane on Dulwich Wood Park **retained**
 - Two lane exit onto Gipsy Road with left turn filter lane **retained**
 - Existing pedestrian refuge island **retained** on Gipsy Hill
 - **New** widen footway with segregated cycle facility. The aim is to link the cycling route between Alleyn Road and Dulwich Wood Avenue
 - **New** raised zebra crossing on Dulwich Wood Park approach to the roundabout. This will encourage motorists to reduce their speed and provide level access for pedestrians .The exit lane widens to allow left turn into Dulwich Wood Avenue.
 - Carriageway narrowing at existing pelican crossing on Alleyn Road and the crossing on a raised table. This will encourage motorists to reduce their speed and provide level access for pedestrians
14. As part of the public consultation period in October 2013, a drop in session was held at Kingsdale Foundation School. Officers were available to answer any queries and take on board local issues and suggestions made by residents.
15. Out of the 1917 consultation leaflets delivered in the October consultation, a total of 147 responses were received during the consultation period, equating to **7.6%** response rate.

	YES	NO
Q4 Broadly do you support the proposal?	101	32
Q5:Do you support the widened footway with segregated between cycles and pedestrians?	98	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?	111	27
Q7 Do you support footway widening at the roundabout exit into Gipsy Road	95	40
Q8 Do you support raided entry table at Gipsy Hill junction with Gipsy Road	101	37
Q9 Do you support carriageway narrowing at existing pelican crossing on Alleyn Road and the crossing on raised table	96	42

16. 76% of respondents are in favour of the proposals in general. Broadly most respondents felt that proposals are improvements on previous proposals. The

proposed raised zebra crossing at Dulwich Wood Park arm of the roundabout had the most support

17. Broadly all key stakeholders support the aims of the proposal, however there are concerns raised by some stakeholders in regards to details of the proposal. The figures below shown views of stakeholders on the working group in relation to the consultation questions.
18. The scheme is yet to be safety audited. Concerns raised by stakeholders will be considered during the audit process and any necessary amendments made to improve safety for all road users.

	YES	NO	Partly with amendments
Q4 Broadly do you support the proposal?			
Southwark Cyclists	✓		
Southwark Living Streets	✓		
Crystal Place Community Association			✓
Gipsy Hill Residents Association			✓
Francis Bernstein		✓	
Kingsdale Foundation School	✓		

	YES	NO	Partly with amendments
Q5 Do you support the widened footway with segregated between cycles and pedestrians?			
Southwark Cyclists?	✓		
Southwark Living Street	✓		
Crystal Place Community Association			✓
Gipsy Hill Residents Association		✓	
Francis Bernstein	✓		
Kingsdale Foundation School	✓		

	YES	NO	Partly with amendments
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?			
Southwark Cyclists?	✓		
Southwark Living Street	✓		
Crystal Place Community Association			✓
Gipsy Hill Residents Association			✓
Francis Bernstein	✓		
Kingsdale Foundation School	✓		

	YES	NO	Partly with amendments
Q7 Do you support footway widening at the roundabout exit into Gipsy Road			
Southwark Cyclists?	✓		
Southwark Living Street	✓		
Crystal Place Community Association		✓	
Gipsy Hill Residents Association		✓	
Francis Bernstein		✓	
Kingsdale Foundation School	✓		

	YES	NO	Partly with amendments
Q8 Do you support raised entry table at Gipsy Hill junction with Gipsy Road			
Southwark Cyclists?	✓		
Southwark Living Street	✓		
Crystal Place Community Association		✓	
Gipsy Hill Residents Association	✓		
Francis Bernstein		✓	
Kingsdale Foundation School	✓		

	YES	NO	Partly with amendments
Q9 Do you support carriageway narrowing at existing pelican crossing on Alleyn Road and the crossing on raised table			
Southwark Cyclists?	✓		
Southwark Living Street	✓		
Crystal Place Community Association			✓
Gipsy Hill Residents Association			✓
Francis Bernstein	✓		
Kingsdale Foundation School	✓		

Recommendations to the Cabinet member for environment, transport and recycling

19. On the basis of the results of the public consultation the Cabinet Member is recommended to:

Approve the implementation of the non statutory elements of Paxton Green roundabout proposal as shown in consultation document in appendix A, subject to outcome of safety audit.

- a) Footway widening
- b) kerb realignment
- c) Pedestrian refuge islands

d) Carriageway resurfacing.

Approve the implementation of the statutory features of the proposal subject to the outcome of statutory consultation which is programmed to commence December 2013, and outcome of safety audit.

- a. raised tables
- b. cycle track
- c. Proposed disabled parking bays on Alleyn Park

20. If any objections are received during the statutory period an IDM report will be presented to the cabinet member for a decision.

Policy Implications

21. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:

Policy 1.1 – pursue overall traffic reduction

Policy 2.3 – promote and encourage sustainable travel choices in the borough

Policy 4.2 – create places that people can enjoy

Policy 5.1 – improve safety on our roads and to help make all modes of Transport safer

Community impact statement

22. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it.

23. This scheme was identified as one which would help to deliver Southwark's aim of increasing walking and cycling levels in the borough by improving safe access to local amenities/ shops without any noticeable adverse impact on the vulnerable road users

24. This scheme is intended to encourage the use of sustainable modes of transport.

Resource implications

25. The project is wholly funded by Transport for London Local Implementation Programme for 2013/14. The project is within the scope of permitted uses of the funding. The total allocated budget is £181,420 for 2013/14. All funding sources have been confirmed and approved by cabinet.

26. Works will be implemented by the council's highways term contractor, Conway Aecom, and are expected to be carried out in early 2014.

Consultation

27. Prior to developing proposal for consultation several meetings were held with local stakeholders.

- Meeting in May 2013 at Kingsdale foundation school
- Meeting at the residence of chair of Crystal Palace Community Association in August

- Meeting at the Council offices with Mr Bernstein in September
- Meeting with local councillors in August prior to consultation

28. Ward members were consulted prior to commencement of the public consultation.
29. The scheme has been developed in partnership with residents and stakeholders to ensure proposals have the clear support of the local community.
30. The report provides an opportunity for the final comment to be made by the community council prior to a non-key decisions scheduled to be made by the Cabinet member for Environment, Transport and Recycling in December 2013.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Council website also Southwark Council 160 Tooley Street London SE1 2QH http://www.southwark.gov.uk/info/200431/street_improvements/2584/paxton_green_roundabout_improvements	Clement Agyei –Frempong Tel: 0207 525 2305

APPENDICES

No.	Title
Appendix A	Paxton Green roundabout improvements-consultation document
Appendix B	Summary of consultation responses

AUDIT TRAIL

Lead Officer	Matthew Hill, Public Realm Programme Manager	
Report Author	Clement Agyei-Frempong, Senior Engineer	
Version	Final	
Dated	22 November 2013	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	Yes	No
Date final report sent to the Constitutional Team	25 November 2013	