

<b>Item No.</b> 10.	<b>Classification:</b> Open	<b>Date:</b> 28 January 2015	<b>Meeting Name:</b> Dulwich Community Council
<b>Report title:</b>		Townley Road / East Dulwich Grove / Green Dale Junction Improvements	
<b>Ward(s) or groups affected:</b>		Village	
<b>From:</b>		Head of Public Realm	

## RECOMMENDATIONS

That the Dulwich Community Council notes:-

1. The response to public consultation on the proposed Townley Road / East Dulwich Grove / Green Dale Junction Improvements
2. That in light of the consultation responses and strong local opposition to the proposed right turn ban from Townley Road officers will investigate alternative options to deliver benefits for pedestrians, school children and cyclists, but with retention of the right hand turn.
3. That a further report will be presented to the next meeting of the Dulwich Community Council in March 2015 on this matter for the Dulwich Community Council to provide views back to the cabinet member for decision.

## BACKGROUND INFORMATION

4. In accordance with Part 3H paragraph 19 and 21 of the Southwark Constitution, community councils are to be consulted on the detail of strategic parking /traffic/safety schemes. In practice this is carried out following public consultation.
5. Full details of all results associated with the study can be found in Appendix A the 'consultation report'.

## KEY ISSUES FOR CONSIDERATION

6. Informal public consultation took place with all residents and businesses within the consultation area from the 12 November 2014, with a return deadline of the 12 December 2014, allowing 4 weeks for the consultation period. However the consultation deadline was extended for an additional week to the 19 December 2014 following requests by local residents and ward councillors. A total of 722 responses were received – 377 from within the consultation area and 345 from elsewhere.
7. The following section summarises the consultation outcome given in relation to the questions contained within the consultation document:

*a) Total Response*

- 43% (313) of respondents support the junction improvement measures;
- 56% (403) of respondents were opposed to the implementation of the proposed measures ; and
- 1% (6) of respondents have no opinion.

*b) Response from within the defined consultation area*

- 23% (87) of respondents support the junction improvement measures;
- 76% (286) of respondents were opposed to the implementation of the proposed measures and in particular were opposed to the banning of the right hand turn from Townley Road into East Dulwich Grove ; and
- 1% (4) of respondents have no opinion.

*c) Response from outside the defined the defined consultation area*

- 65.5% (226) of respondents support the junction improvement measures;
- 34% of (117) respondents were opposed to the implementation of the proposed measures ; and
- 0.5% (2) of respondents have no opinion.

**Response to issues raised at Consultation**

8. Although a majority of respondents to the consultation exercise were opposed to the scheme, with the major point of objection relating to displacement of traffic onto other junctions and residential streets in the area during peak traffic flow periods, traffic analysis indicates that the likely volume of traffic displacement onto other routes will not adversely impact these roads or junctions.
9. The benefits of the scheme, as designed, in improved safety to vulnerable road users and in giving priority to sustainable modes of travel are significant. These need to be considered as well as the inconvenience to local car drivers who regularly turn right out of Townley Road to access destinations in the east and north of the borough.
10. Notwithstanding the above the level of community concern is recognised and any traffic scheme requires the general acceptance of the community to be successful. It is clear that banning the right turn does not have the required level of community support and officers will investigate alternative options to deliver benefits for pedestrians, school children and cyclists, but with retention of the right hand turn.

**Policy implications**

11. The proposed measures are also closely aligned with council policy including the borough's Transport Plan, Road User Hierarchy and Cycling Strategy.

**Community impact statement**

12. 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. Cycling infrastructure proposals also have the added advantage of improving the environment through reduction in carbon emissions and social health and fitness benefits. No group has been identified as being disproportionately adversely affected as a result of these proposals. Cyclists and pedestrians will benefit.

13. The proposals are not solely for current cyclists, but also for pedestrians and people are put off cycling by the thought of sharing the road with high volumes of cars, vans, buses and lorries.

#### **Resource implications**

14. This report is for the purposes of consultation only and there are no resource implications associated with it.
15. It is however noted that this project is funded by the 2014/2015 and 2015/2016 TfL programme which has an allocated budget of £8K for the current financial year and a further £200K in the following financial year.

#### **Consultation**

16. Informal public consultation was carried out in November 2014 / December 2014, as detailed above.
17. If a viable alternative scheme (as per paragraph 10) can be designed it will be subject to community consultation and a further report made to the DCC in March 2015.

#### **BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Transport Plan 2011	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH  Online: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>	Matthew Hill 020 7525 3541

#### **APPENDICES**

<b>No.</b>	<b>Title</b>
	None

## AUDIT TRAIL

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Matthew Hill, Public Realm Programme Manager	
<b>Version</b>	Final	
<b>Dated</b>	16 January 2015	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	Yes	Yes
<b>Date final report sent to Constitutional Team</b>	16 January 2015	