

Item No.	Classification: Open	Date: 14 January 2019	Meeting Name: Cabinet Member for Environment, Transport Management & Air Quality
Report title:		20mph – Dulwich Wood Park Speed Reduction	
Ward(s) or groups affected:		Dulwich Wood	
From:		Head of Highways	

RECOMMENDATION

1. That the cabinet member for environment and the public realm approve the scheme for implementation of the Dulwich Wood Park 20mph scheme, as shown in the draft outline design (Appendix A), subject to the necessary statutory procedures.

BACKGROUND INFORMATION

2. A 20mph borough-wide scheme was introduced in March 2015. Post-monitoring was carried out, which as a result identified 10 priority roads where speeds remained a significant issue. A report was commissioned to identify suitable physical traffic calming measures that can be used to reduce inappropriate speeds on the 10 roads, where speeds remained high after the implementation of the 20mph borough wide scheme, and to prioritise those roads according to the budget available.
3. Dulwich Wood Park (DWP) scheme was identified as the No.1 priority in order to coordinate the scheme with planned resurfacing works on DWP.
4. The interventions considered to reduce the speeds along the roads included various physical traffic calming measures. These measures comprised of horizontal (chicanes, traffic islands) and/or vertical measures (raised junction treatments, raised light controlled and zebra crossings). The use of average speed cameras was also considered at an early stage although this option has not been taken further as provision of speed cameras is outside the council's direct control, and having taken advice from TfL, it is unlikely that this solution could be implemented on Southwark's roads within the timescales of this project.
5. A revised list of priority schemes has been developed to ensure a more holistic approach is developed in order to effectively reduce vehicle speeds within the borough.
6. Below is a summary of the proposed improvements for DWP as part of the approval (West to East):
 - Additional west bound mandatory cycle lane and widening of the existing east bound mandatory cycle lane.
 - Raised pedestrian crossing west of the mini roundabout at DWP and

- Kingswood Drive.
 - Widening of the existing east bound mandatory cycle lane, east of the mini roundabout at DWP and Kingswood Drive.
 - Raised zebra crossing opposite St Margaret Clitherow Church Hall.
 - Eastbound stepped cycle track through the Farquhar Road junction with DWP to Lymer Avenue.
 - Westbound mandatory cycle lane through the Farquhar Road junction with DWP.
 - Widened central median islands and build outs through the Farquhar Road junction with DWP.
 - Raised pedestrian crossing east of the Farquhar Road junction with DWP.
 - Farquhar Road junction narrowing with pedestrian and cycling improvements.
 - Removal of an existing traffic island and installation of a raised table between Farquhar Road and Wickers Oake.
 - Raised zebra crossing between Wickers Oake and Lymer Avenue.
 - East bound mandatory cycle lane from Wickers Oake to College Road.
 - Raised table on College Road.
7. The proposals to reduce vehicles speeds, as part of this scheme, will be coordinated to coincide with the proposed carriageway resurfacing works.
 8. In accordance with paragraph 22 of section 3D of the council's constitution, the Cabinet Member is responsible for the decision to implement any traffic and highway improvement project, subject to statutory consultation.
 9. The consultation for the proposal opened on 19 February 2018 to 12 March 2018. The consulted proposal is listed below, with the consultation plans found in Appendix B.
 10. The consultation summary report can be found in Appendix C.

KEY ISSUES FOR CONSIDERATION

Summary of consultation process and findings

11. 1200 letters were sent to local residents to participate in the public consultation between 19 February 2018 to 12 March 2018. In total, there were 53 respondents, resulting in a response rate of approximately 4.4%, but it should be recognised that there are relatively few homes on Dulwich Wood Park itself. Many recipients of the letter, on neighbouring streets, may not have considered the consultation to be relevant to them.
12. Ward members were consulted during public consultation.
13. The proposals and consultation results were presented at the Dulwich Community Council on Wednesday 17 July 2018.
14. A Key Stakeholder meeting with Southwark Cyclists, and the London Cycling Campaign, was held on 21 August 2018 to discuss the proposal in greater detail and make further recommendations to better accommodate cyclists and pedestrians within the scheme. Any changes that have been made, based on the recommendations, have been included within Appendix A.
15. If approved for implementation the project will be subject to the statutory

consultation procedure required to make any permanent Traffic Management Order. Any objections received as part of that statutory procedure and which cannot be resolved will be the subject of a further report for approval by the cabinet member.

16. Full details of the draft consultation results, conclusions and recommendations can be found in Appendix C.

Design changes based on consultation responses

17. Of those who responded to the question 'Have you observed any incidents or dangerous situations on Dulwich Wood Park?', 77% of respondents answered yes - regularly/occasionally.
18. Speed cameras were raised as a suggested traffic calming measure (18 comments). Due to cost considerations, and Dulwich Wood Park not meeting the current criteria for average and fixed speed camera installation, as set out by the Metropolitan Police, speed cameras will not be considered as part of this scheme. Post monitoring will be undertaken after 6 months from scheme implementation to assess the impact of the proposed measure on the effectiveness in reducing speeds.
19. 14 comments regarding the use/location of crossing points were received. Where possible, changes have been made to the proposal to support safer crossing locations where residents have identified a need.
20. A summary of the changes made to the proposal are as follows:
 - a. Introduction of additional mandatory cycling facilities on the southern side of Dulwich Wood Park (DWP) between Dulwich Wood Ave and Kingswood Drive.
 - b. Relocating the proposed raised crossing nearer to the roundabout, on the existing crossing facility and pedestrian desire line.
 - c. Removal of the proposed raised junction with Farquhar Road. Replacement with a shorter raised table at the existing crossing point on the eastern side of Farquhar Road.
 - d. Reduction in the width of the proposed footway build out east of Farquhar on the southern side on DWP. This is to allow for the inclusion of a wider mandatory, protected, cycle lane to reduce the risk of conflicts with motor vehicles, as highlighted in feedback received during consultation.
 - e. Widening of the proposed stepped cycle lane to provide safer crossing facilities for cyclists accessing Farquhar, with the inclusion of the protected refuge area.
 - f. Providing a protected cycle lane on Farquhar at the junction of DWP to provide safe access for cycles entering DWP.
 - g. Providing additional trees and low level shrub planting on the existing and proposed kerb build outs, and at the location where the existing cycle facility on footway is to be removed (south western side of DWP).

- h. Retention of the proposed raised table east of the junction but removing the facility to cross.
- i. Removing the existing refuge island and replace with a zebra crossing (between Wickers Oake and Lymer Ave) to provide increased safety for pedestrians and cyclist, and reduce speeds further on DWP.
- j. Additional raised table on College Road to reduce vehicle speeds on the downhill approach to DWP.
- k. Continuation of the mandatory cycle lane from the stepped cycle lane to College Road, aligning with the proposed junction improvements with Crystal Palace Parade.

Policy implications

21. The recommendations contained within this report are consistent with the council's Transport Plan 2011, particularly:-

Policy 2.3 – Promoting and encouraging sustainable travel choices in the borough

Policy 4.4 - Make our streets greener

Policy 5.1 – Improving safety on our roads and to help make all modes of transport safer.

Policy 5.5 - We will make Southwark a 20mph borough.

Policy 5.6 - We will seek to create conditions where our roads are safe.

Policy 6.1 – Making our streets more accessible for pedestrians

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. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
- Improving road safety, in particular for vulnerable road users including pedestrians and cyclists, on the public highway.
 - Improving existing shared use facilities by improving road surface, tactile paving, road marking, and signage.
 - Improving existing pedestrian and cycle facilities by improving delineation, tactile paving, road marking, and signage.

Resource implications

24. The total budget for the 20mph programme is £855,996.69, project management fees inclusive.
25. The estimated construction cost of the Dulwich Wood Park scheme, is £230,000.
26. The estimate for the scheme is within the allocated funding and allows for some contingencies.

27. The commencement of the construction stage will be subject to coordination with nearby projects, including junction improvements on College Road.
28. The total expenditure incurred, including project management fees, against the capital allocation for the scheme will be monitored and reported as part of the overall capital programme.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

29. The cabinet member for environment, transport management & air quality is being asked to approve the scheme referred to in this report and as shown in the outline design (Appendix A) which incorporates the changes specified in paragraph 20 of this report.
30. Part of the scheme requires a traffic management order. The procedure for implementing a traffic management order involves a statutory consultation. The report acknowledges that if any objections to the consultation cannot be informally resolved, then consideration of those objections and a decision on whether to proceed with that part of the scheme will be subject to a further report to the cabinet member for environment, transport management & air quality.
31. The report refers at paragraphs 12 and 13 to the consultation with ward members and the relevant community council. Certain objections were raised as a result of the wider consultation and responses to these points are included.
32. The Equality Act 2010 introduced the public sector equality duty, which merged existing race, sex and disability equality duties and extended them to include other protected characteristics; namely age, gender reassignment, pregnancy and maternity, religion and belief and sex and sexual orientation, including marriage and civil partnership. In summary those subject to the equality duty, which includes the council, must in the exercise of their functions: (i) have due regard to the need to eliminate unlawful discrimination, harassment and victimisation; and (ii) foster good relations between people who share a protected characteristic and those who do not. Paragraph 6 of the report refers to the various improvements which will be delivered by the project and it considers that these proposals will actually improve the road safety and in particular for vulnerable road users and the scheme will therefore provide an overall benefit.
33. The implementation of this transport scheme is not anticipated to have any detrimental impacts on a particular protected group or to breach the provisions of the Human Rights Act 1998.
34. The council's constitution gives the cabinet member the responsibility for, amongst other things, street scene, traffic management and parking enforcement. In accordance with Part 3D paragraph 22 of the Southwark Constitution, individual cabinet members can in respect of a transport issues, implement a traffic and highway improvement project, subject to statutory consultation.
35. This decision therefore falls within the cabinet member's area of responsibility.

Strategic Director of Finance and Governance

36. This report is requesting approval from the cabinet member for environment and public environment, transport management & air quality to implement the scheme, as shown in the draft outline design (Appendix A) and include changes summarised in paragraph 20, subject to the necessary statutory procedures.
37. The strategic director of finance and governance notes that there are sufficient funds to complete the detailed design and construction phase of the scheme.
38. Staffing and any other costs connected with this recommendation to be contained with existing departmental revenue budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Social Regeneration Network Development 160 Tooley Street London SE1 2QH	Dale Foden 0207 525 2045

APPENDICES

No.	Title
Appendix A	Draft outline design
Appendix B	Draft consultation plan
Appendix C	Draft consultation report

AUDIT TRAIL

Lead Officer	Dale Foden, Head of Highways (Acting)	
Report Author	Alexander Rozema, Highways	
Version	Final	
Dated	January 2019	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
	Officer Title	Comments Sought
		Comments Included
	Director of Law and Democracy	Yes
	Strategic Director of Finance and Governance	Yes
	Cabinet Member	Yes
	Date final report sent to Constitutional Team	14 January 2019