



DULWICH COMMUNITY COUNCIL SUMMARY OF CONSULTATION ON 20MPH ZONE AND TRAFFIC CALMING PROPOSALS

1. Purpose

To inform the Dulwich Community Council (DCC) about the results of the consultation carried out in late 2008 on a series of proposals collectively referred to as the '20mph zone' proposals.

2. Recommendation

2.1 That the Community Council take note of the consultation results and next steps for the project.

2.2 That the Community Council take note of additional consultation that may be required in Pickwick, Aysgarth and Boxall Roads.

2.3 That the Community Council take note of additional consultation that will be required for Gallery Road on the resurfacing design.

3. Background

3.1 Road Safety Plan & 20mph Zones

3.1.1 Southwark Council's Road Safety Plan (2006) seeks to make Southwark safer, and 'to remove, as far as possible, the concerns that people have about using more sustainable ways of getting about such as walking and cycling and, ultimately, to save lives'. The plan sets out both engineering and promotional measures that will help to improve overall road safety; these include physical speed reduction measures, environmental improvements, training to improve road user behaviour and initiatives to improve children's safety on the road. Among the engineering tools used are 20mph Zones and speed limits, and the Road Safety Plan includes a commitment to making 20mph the default speed limit across the whole of Southwark. The draft new Road Safety Plan, consulted upon in 2008, proposes to retain this policy. Most

funding for new 20mph zones comes from Transport for London through the 'Local Implementation Plan' annual bidding process.

3.1.2 Most of the area bounded by Half Moon Lane and East Dulwich Grove to the north, Townley Road and Lordship Lane to the east, Dulwich Common (A205) to the south and Croxted Road to the west have been covered by two 20mph zones for appx. 10 years or more. Dulwich Village, Gallery Road and College Road form a spine separating two existing zones, and currently fall outside any 20mph Zone.

3.2 *'20mph Zone Review'*

3.2.2 Southwark has now been implementing 20mph zones for a number of years. In 2007 the Council allocated £900,000 to a review of these existing zones – with a view to improving their effectiveness and/or appearance. Following an initial consultant's study, 12 locations across the borough were chosen for more detailed examination. Four of these are in the Dulwich Village area: Court Lane jct. with Lordship Lane, Court Lane jct. with Eynella Road, Court Lane jct. with Calton Avenue, and Calton Avenue jct. with Townley Road. This last scheme had also been allocated funding from the Cleaner Greener Safer (CGS) programme in 2007-8.

3.3 *London Cycle Network*

3.3.1 Funds have also been allocated from Transport for London's London Cycle Network (LCN+) 2008-09 programme for projects along the College Road – Dulwich Village – Calton Avenue corridor. The goal of these projects is to enhance the environment for cycling by addressing particular safety concerns – such as the roundabout at Burbage Road and the right turn from Dulwich Village into Calton Avenue. Following an early round of stakeholder consultation it became apparent that dedicated cycle lanes in this part of the Village would not be supported, mainly due to the likely loss of substantial amounts of parking. A different approach was then pursued – that of calming traffic for the benefit of all road users, so that cyclists would benefit indirectly.

3.4 *Non-Principal Roads Programme (NPR)*

3.4.1 Gallery Road is included within the 2008-09 major resurfacing programme, referred to as the Non-Principal Roads programme and approved by the Executive Member for the Environment on 22 August 2008.

3.5 *Development of the Dulwich Village area proposals*

3.5.1 Four proposals for Court Lane and Calton Avenue (see para. 3.2.2 above) had been originally developed by consultants Mouchel as part of the '20mph Zone Review' process in 2007. These had already been

subject to stakeholder consultation and were presented to Dulwich Community Council on 28 January 2008.

- 3.5.2 With the existence of the four different funding sources referred to in sections 3.2 to 3.4 above, in mid-2008 it became apparent to both officers and local Members that there were opportunities to combine the funding and develop co-ordinated proposals which could be consulted upon more widely.
- 3.5.3 Officers then worked with consultants Mouchel to develop further proposals to slow down traffic in Dulwich Village, College and Gallery Roads to address the concerns raised by analysis done by the London Cycle Network team, and also to address concerns from local residents about speeding – especially in College Road.
- 3.5.4 With all of the area surrounding Dulwich Village already falling within one of two 20mph Zones, the potential arose to merge these existing zones into a single 20mph Zone – if calming features could be found which would not be too obtrusive to the local environment, and which would be supported through public consultation. One advantage to re-drawing the 20mph Zone to include Dulwich Village is that, while new boundary signs would be needed at College Road and Gallery Road (to the south) and Dulwich Village (to the north, just below the Village Way junction) existing boundary signs could be removed at Burbage, Pickwick, Aysgarth, Boxall and Turney Roads, Gilkes Place and Calton Avenue.

4. Dulwich Village area proposals

NB: Letters below refer to the key on the consultation plan

4.1 Court Lane / Calton Avenue area

- 4.1.1 As discussed above these proposals were initially developed in late 2007 as part of the '20mph zone Review' programme. These are:
- A) Calton Ave / Townley Road: changing the priority to involve a give way at the northern end of Calton instead of on Townley; removing the large existing buildout on the eastern side of the junction with a buildout of a similar size on the western side, but with substantially more planting and better materials.
 - B) Calton Ave / Court Lane: creating a new landscaped space on the northern side of the junction adjacent to where it meets Dulwich Village; reducing the pedestrian crossing distance and time to get across the junction; a new raised entry to Calton; an additional uncontrolled crossing point at Court Lane
 - C) Court Lane / Eynella Road: a new raised table; narrowing of the entrance to Eynella with buildouts at the corners; new trees; all using very high quality materials such as granite setts, appropriate for its location adjacent to the gate to Dulwich Park

- D) Court Lane / Lordship Lane: narrowing of the junction and raised table on Court Lane to slow traffic entering / exiting and reduce pedestrian crossing time; new landscaped area with trees.

4.2 *Dulwich Village centre*

4.2.1 This consists of several different types of traffic calming:

- E) Raising two existing zebra crossings in Dulwich Village; a new raised (but uncontrolled) crossing adjacent to the roundabout at the southern end of the Village, plus minor changes to the alignment of the roundabout; additional speed cushions in between the zebras and new raised crossing.
- F) Raising of two further existing zebra crossings (one each in College Road and Gallery Road)

4.3 *Other traffic calming measures*

4.3.1 This consists of two parts:

- G) New full-width speed humps in Pickwick, Aysgarth and Boxall Roads, and also Dekker, Druce, Desenfans and Dovercourt Roads and Eastlands Crescent.
- H) New full-width speed humps in Gallery Road and new speed cushions in College Road (between the roundabout and the A205).

4.4 *20mph Zone regulations*

4.4.1 Regulations covering the design and implementation of 20mph Zones (Department for Transport circular 05/99) specify that within 20mph Zones speed must be controlled on all streets by self-enforcing traffic calming features – in other words bumps, cushions, speed tables, pedestrian islands, narrowings, or sharp bends. This explains why speed bumps are proposed for eight small side streets (para 4.3.1 (G)). Currently these streets are signposted as falling within the existing zones either side of the Village, but this is essentially an administrative error.

5. Consultation

- 5.1 The overall proposals were initially presented at a meeting of the Dulwich Community Council on 11 November 2008.
- 5.2 A detailed leaflet was produced showing all of the proposals A-H (detailed in 4.1 to 4.3 above) and distributed in mid-November 2008 to approximately 5,000 households in the area bounded by Half Moon Lane, East Dulwich Grove, Townley Road, Lordship Lane, Dulwich Common (A205) and Croxted Road. The leaflet included a questionnaire and a Freepost return facility. The leaflet also advertised an exhibition of the proposals and public meeting which was held in St

Barnabas Parish Hall on 9 December 2008. The response deadline was 15 December.

5.3 Over 500 responses were received – a 10% response rate, slightly higher than the Council often receives for consultation of this type.

5.4 Results of the questionnaire were as follows:

Scheme	Location	# opposed	# no opinion	# support	% Support (of those expressing an opinion)
A	Calton / Townley	116	74	352	75.2
B	Calton / Court	160	38	344	68.3
C	Court / Eynella	86	83	374	81.3
D	Court / Lordship	102	89	348	77.3
E	Dulwich Village – overall view	147	46	334	69.4
E	Dulwich Village – raised zebras	110	58	355	76.3
E	Dulwich Village – new raised crossing	135	72	320	70.3
E	Dulwich Village – extra cushions	218	67	239	52.3
F	College & Gallery raised zebras	114	57	369	76.4
G	Cushions in Pickwick, Aysgarth, Boxall, Dekker, Druce, Desenfans, Dovercourt, Eastlands	230	74	240	51.0
H	College & Gallery – other cushions and bumps	208	50	282	57.6

5.5 Robust views both opposed and in favour were expressed at the public meeting, in the comments sections of the returned questionnaires and in further correspondence received. Several people commented in the questionnaires on the high quality of the consultation process and the clarity of the proposals set out in the leaflet.

5.6 The analysis of the questionnaire returns shows that there is very strong public support for the Court / Calton proposals (A to D), for raising the four existing zebras and for the new raised crossing by the roundabout. There is also strong support for the overall approach to Dulwich Village itself (E).

- 5.7 There is weaker support for the other cushions and bumps: in Dulwich Village (part E), the side streets (G) and College and Gallery (H). On questions E and G opinion is divided almost equally between those supporting and those against, although there is a very slight majority in favour.
- 5.8 A more detailed analysis of the results for the side streets (G) considered the views of people actually living in those streets. This revealed a split between Pickwick / Aysgarth / Boxall (15 in favour; 16 opposed) and Dekker / Desenfans / Druce / Dovercourt / Eastlands (35 in favour; 17 opposed).
- 5.9 Members asked officers to consider whether, in Pickwick, Aysgarth and Boxall Roads, build outs might be a viable alternative to speed cushions, and if build outs could be constructed without significant loss of parking space. Officers are to carry out a letter consultation of the residents in these three roads to discover preferences as between speed humps or build outs. This has not yet been done.
- 5.10 Many resident responses made detailed comments about particular proposals and these (together with useful responses from various local amenity groups and the Safer Routes to Schools committee) have been considered by officers and will be taken into account in drawing up detailed designs.

6. Traffic Orders

- 6.1 On 19 February 2008 the Council published an official Notice of a Traffic Order (attached as Appendix 1), detailing all of the specific measures proposed for implementation. The notice requests that any objections or representations be made by 12 March 2009.
- 6.2 Due to an oversight the Notice was published earlier than intended, although the necessity of spending 2008-09 London Cycle Network funding as soon as possible required an order to be made no later than March 2009.
- 6.3 The Notice also includes an error regarding what is proposed for Pickwick, Aysgarth and Boxall Roads. The Council is not proposing new waiting restrictions in these roads and Schedule 2 of the Notice should be disregarded. This schedule will be omitted from the order when it is made.

7. Authority to Proceed

- 7.1 Authority to proceed with the measures funded by the London Cycle Network (E, F and H) is delegated to officers, following the successful bid for TfL's Local Implementation Plan funding, which was consulted

upon at Community Councils in 2007 and approved by the Executive on 15 May 2007.

7.2 Authority to proceed with the measures funded by the Council's '20 mph Zone Review' fund (A to D, and G) is delegated to officers following approval of the capital programme by the Executive in 2007.

7.3 Authority to approve waiting restrictions is delegated to Community Councils.

8. Next steps

8.1 Subject to consideration of any representations received in response to the Notice of Traffic Order, officers intend to proceed with the following proposals, in light of the consultation results:

Scheme	Location	Next Steps / Notes
A	Calton / Townley	Proceed with detailed design and implementation
B	Calton / Court	Further investigation required on traffic flows and signal design; subject to satisfactory resolution - proceed with detailed design and implementation
C	Court / Eynella	Proceed with detailed design and implementation
D	Court / Lordship	Proceed with detailed design and implementation
E	Dulwich Village – overall view	Proceed with detailed design, with the minimum number of cushions required by the regulations
E	Dulwich Village – raised zebras	Proceed with detailed design and implementation
E	Dulwich Village – new raised crossing	Proceed with detailed design and implementation
E	Dulwich Village – extra cushions	Proceed with detailed design and implementation (see above, with cushions kept to a minimum). Support for proposal E is strong overall; while support for the cushion element is much weaker, it is not possible to implement the Zone without physical measures.
F	College & Gallery raised zebras	Proceed with detailed design and implementation
G	Cushions in Pickwick, Aysgarth, Boxall	Further consultation with residents in these three streets will be undertaken in order to test opinion on alternatives to speed cushions.
G	Cushions in Dekker, Druce, Desenfans,	Proceed with detailed design and implementation

	Dovercourt, Eastlands	
H	College – other cushions and bumps	Alternative measures have been considered to reduce the number of cushions; these are reflected in the Notice of the Traffic Order; subject to satisfactory resolution - proceed with detailed design and implementation.
	Gallery – other cushions and bumps	These have been dropped from the proposals. It is proposed to start the 20mph Zone just south of the newly raised zebra which is adjacent to the Old College. However the Council is still developing designs for the complete resurfacing of the road, but which will not now include speed humps. Members have asked that consideration be given to the provision of a flashing speed sign. A separate proposal has seen a new raised zebra crossing installed at the southern end of Gallery Road, adjacent to Dulwich College Prep School Nursery.

8.2 Works in Dulwich Village will start by April 2009; other works will start later in the summer but all works should be complete by November. Members have asked that, wherever possible, works be programmed for school holidays as there will inevitably be disruption during the works.

9. Further information

9.1 For more information please contact:

Anil Apte
Senior Project Engineer
Public Realm Programmes
Southwark Council
151 Walworth Road
London SE17 1RY

Tel 020 7525 5000
Email anil.apte@southwark.gov.uk

Appendix 1

LONDON BOROUGH OF SOUTHWARK

Dulwich - PROPOSED 20 MPH ZONE AND TRAFFIC CALMING MEASURES

The London Borough of Southwark (20 m.p.h. Speed Limit) (Dulwich) Traffic Order 200*

The London Borough of Southwark (Waiting and Loading Restrictions) (Amendment No. **) Order 2009

The London Borough of Southwark (Loading Bays) (Amendment No. 2) Order 2009

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Southwark (hereinafter referred to as 'the Council') propose to make the above-mentioned Orders under sections 6, 84(1) and (2) and 124 of the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Speed Limit Order would be to impose a maximum speed limit of 20 miles per hour for motor vehicles in the streets and lengths of streets specified in Schedule 1 to this Notice.
3. The general effect of the Waiting and Loading and Loading Bay Orders would be:-
 - (a) to introduce new double yellow line waiting restrictions applying to all vehicles at any time in the lengths of streets specified in Schedule 2 to this Notice;
 - (b) to provide a loading bay in Calton Avenue operating between 7am and 7pm on Mondays to Saturdays without limit of time.
4. FURTHER NOTICE IS HEREBY GIVEN that the Council propose to construct road humps and speed tables to control the speed of vehicles, under sections 90A to 90I of the Highways Act 1980 and in accordance with the provisions of the Highways (Road Humps) Regulations 1999 and Highways (Traffic Calming) Regulations 1999 as follows:-
 - (a) Speed tables at the locations specified in Schedule 3 to this Notice would be constructed with a height of 75 millimetres;
 - (b) S section road humps at the locations specified in Schedule 4 to this Notice would be constructed with a height of 75 millimetres and longitudinal width of 3.70 metres;
 - (c) Speed cushions at the locations specified in Schedule 5 to this Notice would be constructed in a line of three across the width of the carriageway, be of flat top design, 3 metres in length and 75 millimetres high;
 - (d) Speed cushions at the locations specified in Schedule 6 to this Notice would be constructed in a line of four across the width of the carriageway, be of flat top design, 3 metres in length and 75 millimetres high;
 - (e) Speed cushions to be constructed as a single cushion either side of a refuge to be constructed across the carriageway of **College Road** outside No. 31, and would be of flat top design, 3 metres in length, 1.7 metres in width and 75 millimetres high
5. FURTHER NOTICE IS HEREBY GIVEN THAT the Council propose under section 23 of the Road Traffic Regulation Act 1984 to
 - (a) alter the zebra pedestrian crossing facility in Townley Road (south-east of Calton Avenue) in connection with the re-alignment of the Calton Road/Townley Road junction;
 - (b) alter the zebra crossing in Dulwich Village south-west of Gilkes Place so that the crossing area is on a flat top hump with an extension of 3 metres on either side of the crossing to the controlled area;
 - (c) alter the zebra crossing in Dulwich Village south of Boxall Road so that the crossing area is on a flat top hump with an extension of 3 metres to the controlled area on the north side of the crossing and 2 metres on the south side;
 - (d) alter the zebra crossing in Gallery Road adjacent to the War Memorial so that the crossing area is on a flat top hump with an extension of 3 metres on either side of the crossing to the controlled area;

- (e) alter the zebra crossing in College Road south of Old College Road so that the crossing area is on a flat top hump with an extension of 3 metres to the controlled area on the either side of the crossing;
6. Copies of the proposed Order and other documents giving more detailed particulars of the Order can be inspected at the Reception Desk, Walworth Old Town Hall, 151 Walworth Road, London SE17 1RY during normal office hours on Mondays to Fridays inclusive.
 7. Persons desiring to object to the proposals, or make any other representations in respect of them, should send a statement in writing to that effect, and in the case of an objection, stating the grounds thereof to the Traffic Orders Officer, Public Realm Parking and Network Management, Southwark Council, Walworth Old Town Hall, 151 Walworth Road, London SE17 1RY, quoting reference EH/PRPNM/RDH/TMO2009 by 12 March 2009.
 8. Under the Local Government (Access to Information) Act 1985, any letter you write in response to this Notice may be made available to the press and to the public, who would be entitled to take copies of it if they so wished.

Dated 19th February 2009

ANDREW DOWNES

Network Manager Public Realm Parking and Network Management

SCHEDULE 1

(New 20 m.p.h. speed limit zone to include the following streets)

Aysgarth Road, Beauval Road, Boxall Road, Burbage Road, Calton Avenue, College Road (between Dulwich Village and Thurlow Park Road/Dulwich Common), Court Lane, Dekker Road, Desenfans Road, Dovercourt Road, Druce Road, Dulwich Village, Eastlands Crescent, Eynella Road, Gilkes Crescent, Gilkes Place, Milo Road, Pickwick Road, Roseway, Stradella Road, Townley Road, Turney Road (between Croxted Road and Dulwich Village/College Road), Winterbrook Road and Woodwarde Road.

SCHEDULE 2

(At any time waiting restrictions)

Aysgarth Road, both sides, between the common boundary of Nos. 25 and 27 Aysgarth Road and a point 8 metres north-west of that common boundary.

Boxall Road, the south-west side, between a point 3 metres north-west of a point opposite the party wall of Nos. 13 and 15 Boxall Road and a point 5 metres south-east of that party wall.

Pickwick Road

(a) both sides, between the common boundary of Nos. 45 and 47 Pickwick Road and a point 8 metres north-east of that common boundary;

(b) both sides, between the common boundary of Nos. 9 and 11 Pickwick Road and a point 8 metres north-east of that common boundary.

SCHEDULE 3

(Speed tables with Flat top,)

Calton Avenue at its junction with Townley Road (with a maximum length of 19 metres);

College Road on altered zebra by Old College Gate (10 metres in length)

Court Lane outside Nos. 1a and 1b (8 metres in length);

Court Lane/Eynella Road junctions (extends for a length of 30 metres in Court Lane and 10 metres north into Eynella Road and 9 metres south);

Court Lane: at its junction with Lordship Lane with an approximate length of 28 metres)

Dulwich Village on altered zebra south-west of Gilkes Place (10 metres in length)

Dulwich Village on altered zebra south of Boxall Road (9.6 metres in length)
Dulwich Village at its junction with Gallery Road and College Road (11 metres in length)
Gallery Road on altered zebra by War Memorial (9.6 metres in length)
Townley Road on proposed zebra immediately south-east of Calton Avenue (9 metres in length);
Townley Road outside Nos. 53 and 54 (9 metres in length) replacing existing speed hump;

SCHEDULE 4

(Speed humps, S-shaped, 3.7 metres wide)

Court Lane: outside no. 97;
Dekker Road: outside No. 14;
Desenfans Road: outside Nos.16 and 18;
Druce Road: outside No. 12;
Dovercourt Road: outside No 66a and 2 metres south-west of No. 96;
Eastlands Crescent: outside No. 1 and adjacent to the eastern boundary of No. 22;

SCHEDULE 5

(Speed cushions, 3 in line and 1.7 metres wide)

Dulwich Village: outside No.10 and outside No. 59
College Road: adjacent to No.23, at the common boundary of No. 35 and 37, at the northern boundary of No. 48

SCHEDULE 6

(Speed cushions, 4 in line and 1.7 metres wide)

Dulwich Village: approximately 29 metres south of Aysgarth Road