

Appendix D&A-3

(Consideration of D&A Statement - IMA October 2008)

Job Name: **Brockwell Park, Herne Hill** Job N^o: **IMA-08-088**

Date: **October 2008** From: **Paul Greatwood**

Consideration of the Design & Access Statement and Associated Documents

Introduction

1. On behalf of the Friends of Brockwell Park, IMA Transport Planning have put forward an alternative proposal for improvements proposed by the London Borough of Lambeth at the Herne Hill junction, in a bid to minimise land take from the park.
2. In a meeting with representatives from the Friends of Brockwell Park, officers confirmed that the council would not wish to take any more of the park than is necessary to achieve the principles and objectives set out in the Design & Access Statement that supported the planning application.
3. This technical note has therefore been produced to consider the alternative scheme in the context of the Design and Access Statement, which incorporated a 'Transport Commentary' and a 'Transport Design Statement'.
4. The technical note also considers drawing 1063-HA-HT-FI-19 v1 from Lambeth Transport, which shows the proposed arrangement at the entrance to the park.

Overview of the Design & Access Statement

5. The Design & Access Statement starts by setting out Policy 59 from the Lambeth Replacement UDP (October 2006):

Policy 59 Herne Hill District Centre

"Improvement of traffic and environmental conditions in central Herne Hill, in addition to junction and other improvements in partnership with the London Borough of Southwark. The use of a very small part of Brockwell Park for this will exceptionally be permitted where this is essential to these improvements and the character of the Conservation Area/Historic Park is not harmed.

The district Centre is shared with the London Borough of Southwark and is split by the rail bridge and the busy roads, which intersect on it. Proposals will require close cooperation with Southwark both in terms of junction improvements and proposals for development. This could entail use of a very small part of Brockwell Park for junction improvement, both to improve bus flow and the safety of park users."

6. Using the underlined sections, Policy 59 can be condensed to say that use of a very small part of the park will be permitted, where essential, to improve bus flow and the safety of park users.
7. The 'Transport Commentary' section of the Design & Access Statement sets out background, objectives, a scheme history and consultation.

8. The 'Transport Design Statement' sets out a series of key considerations for the design of the scheme, and these are examined individually below.

Transport Design Statement

9. The Transport Design Statement considers the proposals against the following criteria:
- Location of Slip Lane Ingress to Norwood Road
 - Location of Slip Lane Egress into Dulwich Road
 - Alignment of Slip Lane
 - Pedestrian Crossing Facilities
 - Road Camber
 - Island Size
10. The alternative scheme proposed by IMA Transport Planning on behalf of the Friends of Brockwell Park is now considered against each of the above criteria.

Location of Slip Lane Ingress to Norwood Road

11. The separation between the slip road and the Norwood Road stop line is no less than the 40m provided by the preferred Lambeth scheme (Option A in the Design & Access Statement), so that the alternative would be no more likely to experience blocking of the slip road by traffic queuing at the signals.
12. In discussing Option B, comment is made that Option A is preferable as 'best design practice' advises that vehicles turning left should undergo sufficient deflection to slow them down, and concludes that the more deflection provided the better.
13. The IMA alternative scheme uses less deflection on initial entry to the slip lane than the Lambeth Option A scheme although by the time vehicles reach the central island, there is no material difference in the angle of deflection.
14. Standards for traffic signal design are set out in Design Manual for Roads and Bridges (Volume 6, Section 2, Part 3 TD50/04). This document does not specify any requirement for deflection into left turn slip roads, and indeed features several illustrations where left turn slip roads peel off from lanes parallel to the main movement through the junction, exactly as proposed in the IMA alternative scheme.

Location of Slip Lane Egress into Dulwich Road

15. The IMA alternative scheme enters Dulwich Road approximately 15m closer to the junction than Lambeth's Option A, but at an identical angle.
16. The effect of moving the slip road egress closer to the junction is that the extent to which drivers have to turn their heads to view traffic approaching from the right would be reduced, as illustrated in Plan 1, hence the alternative scheme represents an improvement in this respect.

Alignment of Slip Lane

17. The key criteria in this section are visibility between pedestrians and drivers (and vice versa) and the effect of the alignment on vehicle speeds.
18. The 'Transport Design Statement' states that Option A is the safest design option as the near straight alignment provides maximum sightlines for drivers and crossing pedestrians. What is not acknowledged is the fact that the straight alignment will lead to the highest vehicle speeds on the approach to the crossing between the park and the island.
19. None of the previous Lambeth plans have shown any crossing facilities over the slip road, but the detailed plan of the park entrance recently issued by Lambeth Transport does show a zebra crossing.
20. However, at 10m, the maximum permissible width, the proposed zebra crossing appears excessively wide for the likely level of pedestrian demand, and the capacity of the zebra would plainly be vastly in excess of the relatively small refuge islands on the staggered crossings over Norwood Road and Dulwich Road.
21. The IMA alternative introduces curvature into the slip road, which will minimise vehicles speeds. However, that curvature does also impact on visibility, as illustrated in Plan 2, which shows a 10m wide crossing as per the Lambeth scheme, notwithstanding the fact that a 5m crossing is likely to be adequate and more in keeping with the capacity of the connecting pedestrian facilities.
22. It is evident from Plan 2 that a pedestrian stood at a zebra crossing would have to look slightly further around to their right, but only by some 10 degrees, which is not considered significant.
23. A matter of greater significance is the shaded zone in Plan 2, which shows the line of visibility between a pedestrian at the crossing and an approaching car. Any pedestrians in the footway in the shaded zone would impact on visibility.
24. One solution to this would be to alter the alignment of the slip road to that shown in Plan 3. The inter-visibility on the approach to a zebra crossing would then remain unobstructed.
25. If pedestrian flows are of such a magnitude to justify a 10m zebra crossing, the widest permissible, the pedestrian flow is likely to be dominant and could bring traffic on the slip road to a standstill, which would add delays to bus services rather than decrease them as is one of the stated objectives of the scheme. An alternative solution would therefore be to provide a signal controlled crossing over the slip road.
26. If pedestrian demand is sufficient to justify a signalised crossing on the slip road, the original IMA alternative scheme would be satisfactory as the alignment would not impact on visibility onto signals at a controlled crossing.

Pedestrian Crossing Facilities

27. The crossing facilities in the IMA alternative scheme are identical to the Lambeth Option A (subject to how Lambeth intend to deal with pedestrians crossing the slip road, see above).

28. The size of the island opposite the park is slightly reduced, but not to any extent that will impact on pedestrian amenity, even during the occasional events held at the park.

Road Camber

29. The 'Transport Design Statement' suggests that camber will be needed on a curved slip road which would require steps or a steep crossfall to the footway.
30. The vertical alignment of the improvement designs have not been considered in any detail, but the IMA alternative falls somewhere between Option B and the existing layout. There is no obvious issue with gradients in the area.
31. Camber on the slip road would amount to a level difference of about 100mm between one side and the other. To suggest that such a small change in levels would result in steps or problematic crossfalls is plainly unrealistic.

Island Size

32. As explained above, the IMA alternative scheme does reduce the island size, but it remains as a large area of highway land that could accommodate large groups of pedestrians - many more than any of the other islands proposed around the junction.

Conclusion

33. Having compared the IMA alternative scheme against the details criteria set out in the 'Transport Design Statement' of the Design and Access Statement, it has been demonstrated that there are several material differences relative to Lambeth's Option A, but the balance of those differences is in favour of the IMA alternative scheme.
34. Firstly, the IMA alternative provides better visibility for drivers emerging from the slip road onto Dulwich Road, as they will not have to look over their shoulders to the same extent to see vehicles approaching from the signal junction.
35. Secondly, vehicle speeds on the slip road will be reduced by the curvature in the alternative scheme, whereas the Lambeth scheme is virtually straight.
36. Thirdly, and the only negative point against the alternative scheme, the inter visibility between drivers and pedestrians could be obstructed by other pedestrians on the footway in the alternative IMA scheme. However, two solutions have been proposed, one involving a slight realignment of the alternative scheme, the other the use of signal control on the crossing to the park.
37. Finally, the alternative scheme complies more completely with Policy 59 of the Lambeth UDP, which sets out that in order to improve bus flow and the safety of park users, use of a very small part of Brockwell Park will be permitted where absolutely essential. This report has demonstrated that it is possible to meet those objectives while saving at least 470m² of valuable public open space.