

Streetworks

WORKSHOP

Good, safe public SPACES

Better and more pleasant Streets WILL BENEFIT LOCAL BUSINESSES

Getting the most from the CHANGE!

We need to be part of this JOURNEY

How to rationalise BUS STOPS?

East closer would improve links from TRAINS and BUSES

Are there good places for PLANTING?

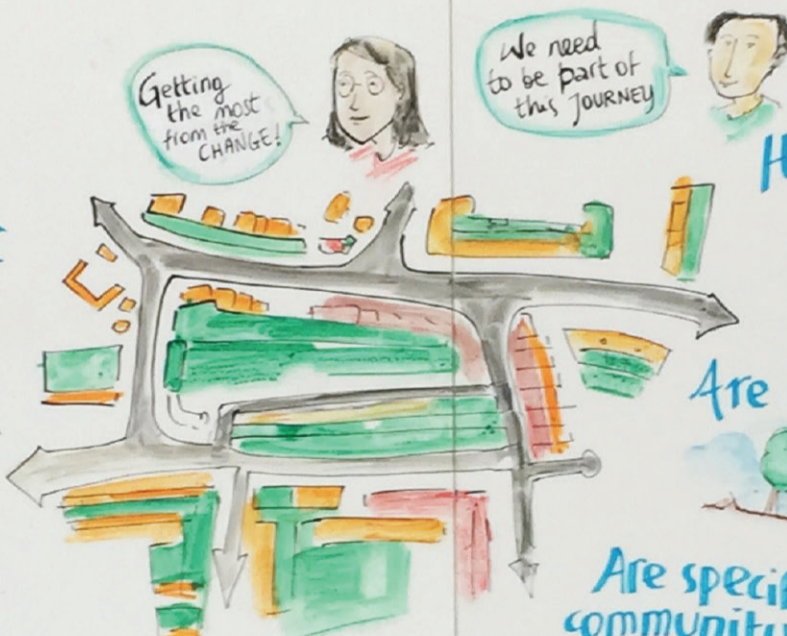
Are specific community connections improved?

What's the Impact on ADJACENT ROADS?

We need to REDUCE CONGESTION

The HEART of the community would be created around existing STOPS

Does 'CLOSED' arm improve station/bus stop access?



This is one of these parts which are very difficult to cross



Our Vision: An Introduction

This vision document has been prepared by the Tulse Hill and West Norwood StreetWorks team; a pioneering group of councillors, local forum members, resident leaders, Lambeth and Transport for London officers and a small technical consulting team. The StreetWorks group was formed in 2015 with two intentions. The first was to inform and manage a wide range of public realm improvements, funded by Transport for London, along Norwood Road and building on the success of the Outer London Fund high street improvements which have been highly successful in West Norwood, about a mile south of Tulse Hill along Norwood Road. The second was to work closely with the local community, from the heart of that community, to establish a long-term vision for Tulse Hill within the context of major change to the one way road system that dominates it today.

The first Norwood Road project, which has just reached to conclusion of its preliminary design stage and is due to be constructed between autumn 2016 and March 2017, has demonstrated that the Streetworks Group has the combinations of skills and decision-making capabilities to lead and manage a complex highways-related design project and deliver a wide range of social, educational and employment-related benefits stemming directly from that project. Perhaps most importantly, it has shown that a project which has a direct impact on all of the people who live, learn and work in the local community can be led directly by this community, not in consultation with it. This is unique and represents a ground-breaking way of governing and delivering a public sector project.

This document sets out the StreetWorks conclusions to its second task, namely to identify a clear and creative vision for change in Tulse Hill and in particular how the existing gyratory road system, which has an unquestionably negative impact on the environment, housing and economy that surrounds it, could be modified to repair, re-connect and revitalise the town centre. This vision has been defined and refined by the local community, many of whom now have an informed, detailed understanding of the impact of change. The primary forum for discussion and vision development has been through two topic-specific, well publicised and well attended co-design workshops which took place on a venue directly on the gyratory road in early 2016. Beyond this primary forum the StreetWorks team has engaged with the local community in all manner of ways, some of which are described in this report.

This vision document starts with an explanation of the engagement process itself and how the community has been drawn into the very core of the project from the start. It also provides a summary of feedback from the main workshops which highlight the views of the local community and which identify the issues that they feel need to be addressed as part of any major change to the Tulse Hill road system. It concludes with a vision for what Tulse Hill could and should be like in the future, once the stranglehold of the south circular gyratory is loosened to allow it to flourish as a well-connected, integrated, vibrant, diverse and proud neighbourhood.

June 2016



Our Vision: Where It Started

Prior to the formation of the StreetWorks team, Lambeth has worked with the local community since 2011 to develop a vision for the two town centres at West Norwood and Tulse Hill. From the outset, the severance and environmental dis-benefits of the existing gyratory system at Tulse Hill have been raised as primary local concerns but a wide range of resident groups, local businesses, community groups and visitors to the area.

This latest phase of option review and visioning for the Gyratory is the culmination of several initiatives intended to establish how the local community feel about the existing gyratory layout, what they think can be done to improve it and their understanding of the likely consequences of gyratory removal.

Earlier work that has formed the background the our Vision included:

West Norwood Stage C Public Realm Enhancements Study December 2011

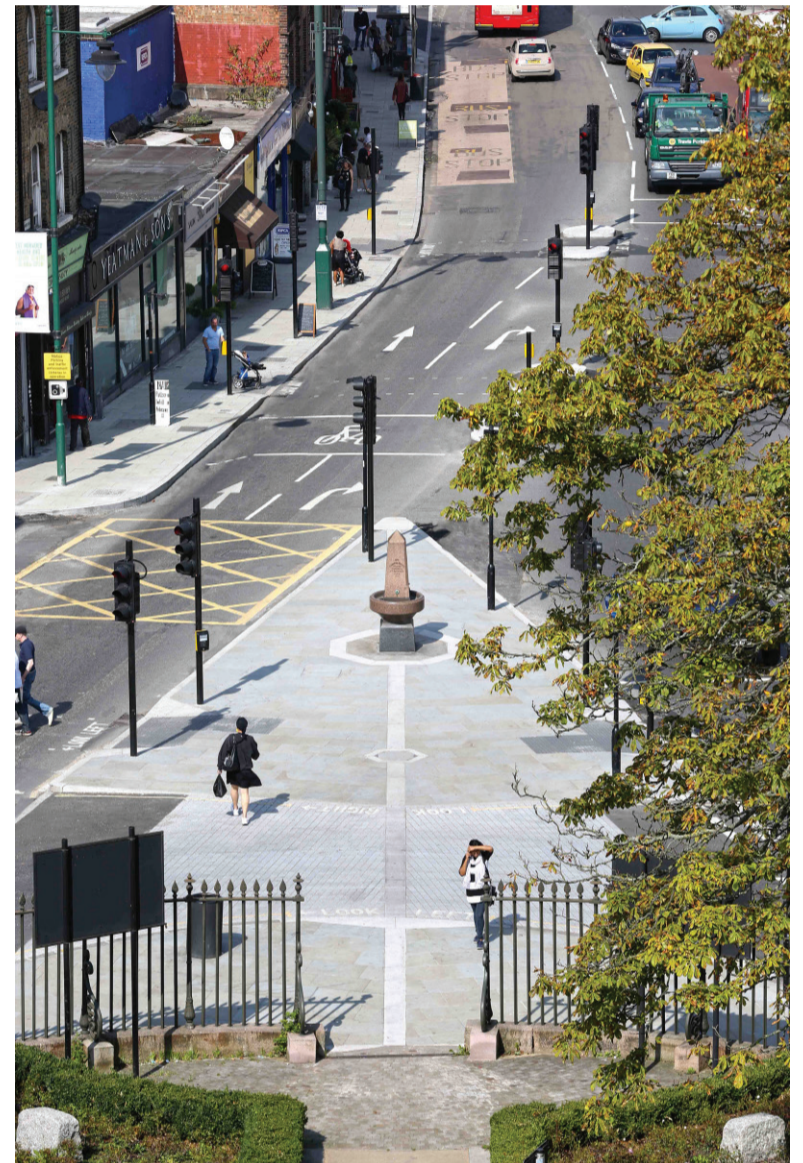
This document, which began the process of public realm enhancement in the area, primarily focussed on Norwood Road. It did however note severance of the station and station rise as a major local concern that inhibited use of the station and made wayfinding and orientation particularly challenging in the area around Tulse Hill Station.

West Norwood Public Realm Improvements Complete 2013

Following the basis of design set out in the Stage C document noted above, Lambeth working with many of the consultants and advisors currently involved in this visioning document, completed a range of place-changing public realm enhancements in West Norwood with funding from the Mayor's High Street Fund.

Though less technically complex than the gyratory removal project, this demonstrated the clear community benefits that stem from investment in highway modifications and public realm enhancement, which has helped stimulate local business as well as instilling a sense of pride in the local community. It formed a valuable local 'test-case' that the project team and local people could consider during the visioning workshops.

Importantly this project demonstrated that the inevitable local disruption caused by highway modification works has, in the period since completion, been seen to be 'well worth it' by the local community. As well as the obvious visual improvements, it is clear that local business is now thriving with older businesses seeing an uplift in customer numbers and a wide range of new, independent local shopkeepers and cafe owners opening their doors. West Norwood is now a place to go to when it was always thought of a place to drive through.



The public realm enhancements in West Norwood, half a mile south of the gyratory, acted as an informative 'test-case' that informed the gyratory vision.

Our Vision: Where It Started

Tulse Hill Gyratory and Norwood Road Regeneration Workshop, June 2015

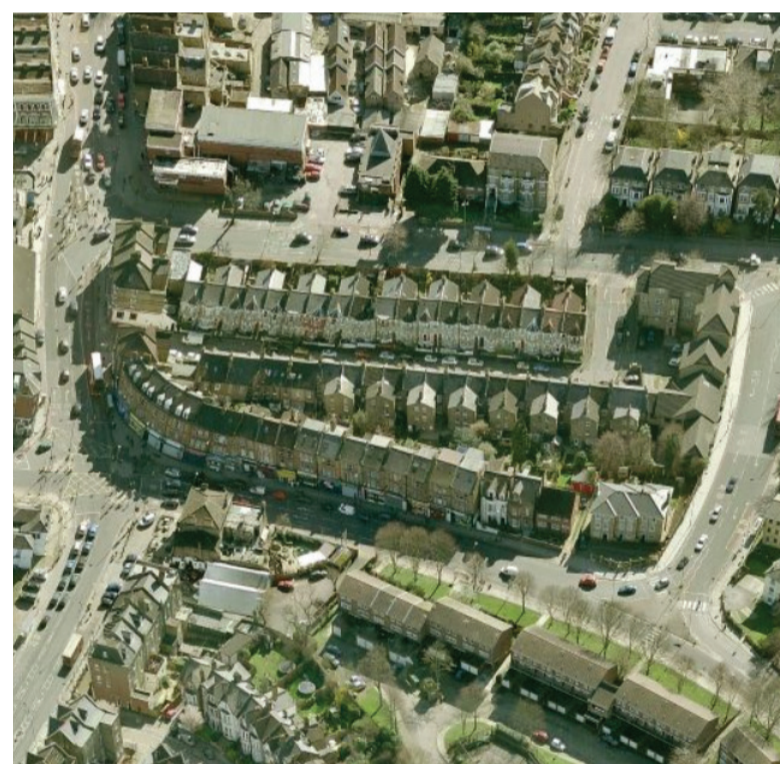
Over a weekend in early June 2015 the Streetworks project engaged Professor Mark Reeson to facilitate a two day workshop to discuss issues and opportunities associated with the highway network and associated public realm in the area. A key component of this was a detailed discussion about the impact of the gyratory and the development of initial options for how this might revert to two way working, to ascertain initial views on a potential project to re-model the road system around Tulse Hill. The following extract summarises the outcome of this workshop:

'The junction is unpopular with almost everyone that attended the workshop and having also spoken with TfL, this is part of an ongoing programme to remove gyratory junctions throughout London and so the simple facts are that it has to be changed and the right solution has to be found. Within the workshop there was a discussion that raised the subject that over the previous years there had been four separate building incursions and so this clearly demonstrated that the junction was not safe for road users, pedestrians and shop owners and residents alike. The major concerns around this junction are not only the volume of the traffic but also the speed of approach and also the shape of the road and the potential for hazards when changing lanes at the junction. Although there were a number of ideas and specifications into how the gyratory could be resolved, there were fundamentally three options that were discussed.

- *Option one entailed modification and retention of the one way system but with traffic calming and cycle priority measures particular on the approach to the gyratory to the west.*
- *The second option proposed conversion to two-way working with southern arm of the gyratory, Christchurch Road, restricted to pedestrian, cycle and bus movement.*
- *The third option also proposed conversion to two-way working but restricted vehicular movement on the east arm (Norwood Road) to pedestrians, cyclists and buses.*

The report was non-conclusive in terms of the preference between options, though it did highlight the significant benefits that the second and third options could bring, over and above a more modest traffic calming scheme which retained the one-way system.

This workshop, though specifically non-conclusive, began the wide-ranging local debate about the future of the gyratory road system and it indicated that there was an appetite for change. It also enabled key members of the StreetWorks steering group that come from a less technical background, to appreciate the complexity of modifying one of South London's major road arteries which has significant benefit during the subsequent months of codesign.



Aerial photographs of the gyratory today.

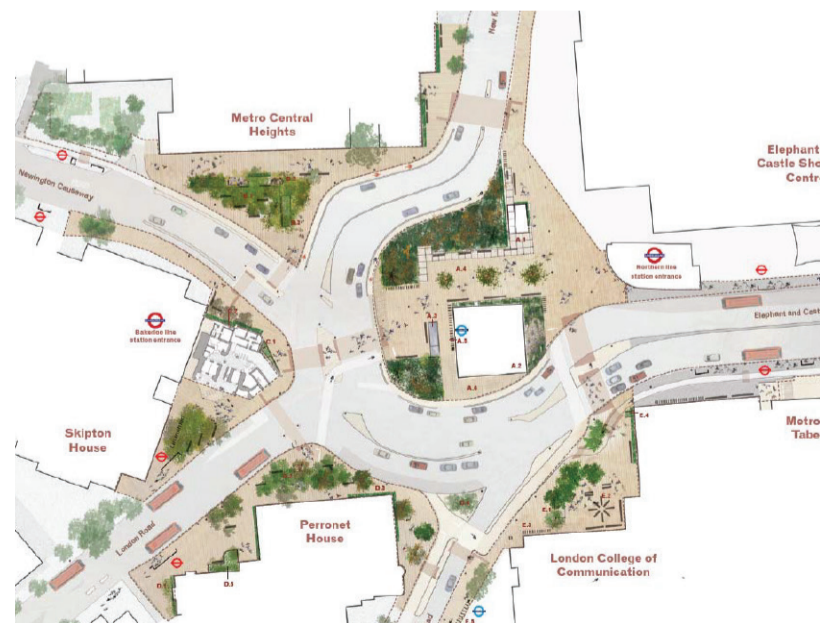
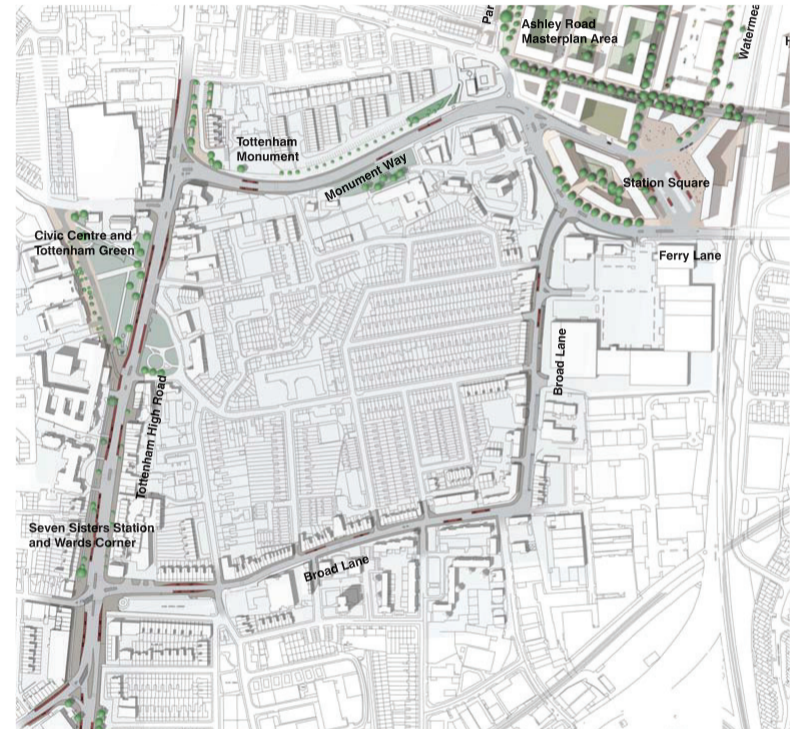
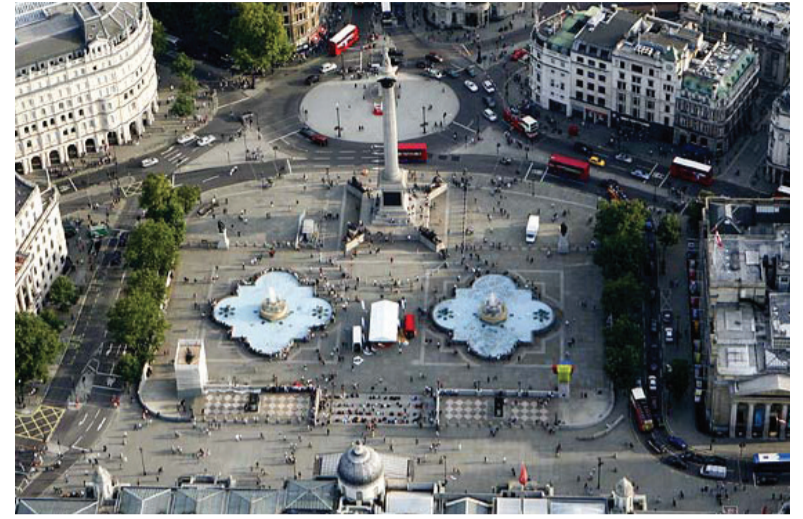
Our Vision: Where It Started

StreetWorks Steering Group workshop July 2015

During the early part of the current phase of design development with the Streetworks Steering Group, architects Landolt + Brown facilitated a workshop for the Steering Group members to look at the likely scope and viability of options to remodel the gyratory. The intention of this workshop was to allow the Steering Group members to understand in technical and financial terms, what may or may not be a viable solution to the gyratory problem, using recent examples undertaken by Transport for London in recent years. This workshop used the following gyratory removal projects as examples:

- Trafalgar Square – essentially a gyratory reduction rather than removal scheme, undertaken to close the north arm entirely to vehicular traffic. This was used to demonstrate high levels of early criticism but the long-term acceptance of the ‘on-balance’ benefits.
- Tottenham Hale Gyratory Removal (where Landolt + Brown had acted as urban designers) – a larger gyratory removal project used to demonstrate the likely complexity of traffic modelling, technical design and the associated timescales.
- Highbury corner – a project of similar scale, which though un-built had very similar implications in terms of maintaining key bus and cycle routes on a partially closed gyratory arm, improving interchange to the rail station which is similar in terms of its proximity to the closed arm, and a similar size and layout of gyratory system.
- Elephant and Castle – a project nearing completion and which closed the southern arm of the gyratory and diverted all vehicles onto a widened road running around the north side of the newly created central square, used to show the possible need to widen some carriageway areas to accommodate two-way flows.

These case studies were primarily reviewed in order that the StreetWorks Steering Group could attend future co-design gyratory workshops with some insight into the possible solutions and implications of change. In particular this was a forum to explain that modification of such a major road will inevitably create traffic displacement and may lead to greater levels of congestion, particularly during construction and the early months of permanent operation on local roads and that decisions on preferred option would need to be made ‘on balance’ as there will inevitably be consequences that have a negative impact on some local residents and business owners. This workshop also highlighted the importance of drawing out local views, opinions and likely consequences of major highway change, in order that the options selection process could be as rounded and inclusive as possible, and to begin the process of raising awareness of the positive and negative impacts of change, in order to mitigate objection later in the design process.



A number of similar projects including Trafalgar Square, Tottenham Hale, Highbury Corner and Elephant and Castle were used to brief the Steering Group on the likely scope and complexities of a gyratory removal project.

Our Vision: Where It Started

Codesign Community Workshops

The gyratory workshops were preceded by 5 codesign workshops during the autumn of 2015 to develop proposals for Norwood Road, south of the gyratory. The final workshop in this series was also used to set the tone for two gyratory specific workshops to be held in early 2016. This introductory session was also used to raise awareness of the gyratory project and the potential for local people to become gyratory codesigners.

The two well-attended workshops, attracting 30+ local people were held on site in February and March 2016. The outcome of these workshops, which culminated in a detailed review of four options for change, was highly conclusive and explained in more detail overleaf.

In terms of how local people were engaged, this took place as follows:

- Pre-briefings with the codesign group towards the end of 2015, as an addendum to a series of 4 workshops held to discuss proposals for Norwood Road. Awareness of the gyratory workshops was raised at these workshops from the outset.
- Postal flyers which were sent out to all local residents.
- Social media updates
- A regular newsletter issued by the Streetworks team on a bi-monthly basis
- A community leaders' lunch held with key resident representatives, asking them to raise local awareness
- Workshops held at High Trees and Tulse Hill estates.

In parallel with the main Codesign workshops, members of the Steering Group also made presentations to local elderly groups, toddler and mother events and workshops with local school students to raise awareness and explain the likely scope and impact of a gyratory remodelling scheme.

The codesign process and its outcomes are described more fully overleaf.



The final Norwood Road codesign workshop was also used to introduce the gyratory project and encourage local people to participate.

Codesigning The Vision

The codesign process took the form of two two-hour workshops held on weekday evenings in a café/community space located on the gyratory itself, on Norwood Road. The outcomes of these workshops is summarised below:

Gyratory Codesign Workshop 1 February 2016

The first of the two gyratory-focussed workshops was arranged in three parts which are summarised below:

Part 1: The Steering Group team prepared a presentation which provided a detailed appraisal of the existing gyratory system, how traffic movement works, why it was first implemented and how the urban grain of the area changed during its construction.

Part 2: This second part used four recent gyratory removal projects (as discussed previously with the Steering Group) to explain the significant benefits that gyratory removal can bring, but to also make it clear that some consequences are inevitable, particularly local traffic displacement and the potential for additional queues during and shortly after construction. This part of the presentation highlighted the need to reach a solution 'on balance' so that the codesign group had an understanding of the likely negative as well as significant positive consequences of change.

Part 3: This final part of the initial workshop involved the codesigners working in groups, aided with packages of recent photographs and plans to identify specific shortcomings and issues they experience on a day-to-day basis with the current road layout, as well as identifying potential opportunities and aspirations. Specific issues raised by the codesign group included:

- Disorientating, indirect and constrained road crossings which deterred some people from walking or using buses entirely and was clearly a problem for everyone who moves on foot through the area.
- High road speeds leading to excessive vehicle noise and poor environmental conditions.
- Awkward access routes to the station, particularly on foot, for those approaching from the north or west.
- Difficult trading conditions for local shopkeepers whose businesses are negatively impacted by the 'island' conditions created by the gyratory.
- A clear observation that communities on either side of the gyratory are inward-looking, turning their backs on the gyratory, which in turn limits cohesion and integration between those living north and south of the gyratory.
- Highly challenging conditions for cyclists which are thought likely to deter cycle travel for all but the most confident of bike riders. Even the confident cyclists in the Codesign group noted they would normally take less direct routes, particularly when travelling north-south, to avoid having to navigate the one-way system.
- Dispersed and disorientating bus routes – there was a request that this was analysed in more detail by the designers before the second workshop to gain a fuller understanding of routing and potential bus stop locations.

At the end of this workshop, each group (of 4) was asked to summarise their findings and these items were cited by the significant majority of attendees. A vote was also taken to ask if those attending were likely to support a gyratory removal project, in the knowledge of the likely negative as well as positive impacts. All but two of those attending were in favour of progressing with the gyratory removal project and support for the initiative was clearly overwhelming.



Gyratory Removal Workshop 01 - Setting the Scene



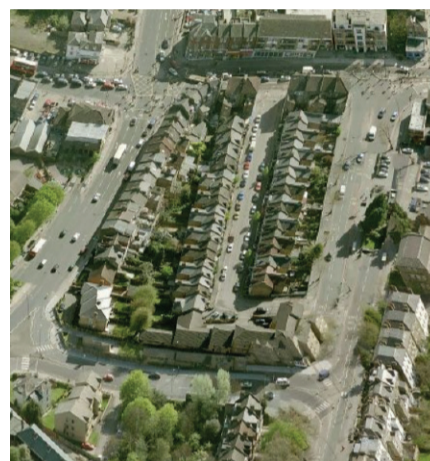
Why were Gyratory systems introduced?

- Greater vehicular capacity
- Increased vehicular road speed
- Fewer head-on vehicle collisions

What are common shortcomings?

- Poor environment (noise, air quality)
- Confusing, multi-stage, indirect crossings
- Disorientating townscape (railings, islands)
- Lane changes and fast traffic = less regard for pedestrians and cyclist
- Building frontages often low quality
- Severance between communities

Gyratory Removal - Setting the Scene



What are likely limitations on change?

- 'Acceptable' level of road capacity reduction
- Understanding that some queues will increase
- The need to maintain / improve bus services

What are potential benefits?

- More emphasis on bus, walk, cycle
- More direct crossings and better wayfinding
- Improved interchange and bus stop locations
- Improved environment
- Improved townscape with better frontages = more vibrant businesses and better homes
- Improved connections between communities

Recent Examples: Trafalgar Square



The first gyratory codesign workshop explained the background to the current road system, used gyratory removal examples to explain what might be possible and asked people to work in groups to make initial observations.

Codesigning The Vision

Codesign Workshop 02 March 2016

The focus of the second workshop was specifically to explain and take community views on four options for gyratory removal. In response to the discussion about bus movements in the previous workshop, a summary of bus routes and stops was presented and explained to the codesign group at the start of the workshop. This was of particular significance in assessing partial closure options and the likely weight of bus traffic through the 'closed' arm of the gyratory. This demonstrated that the largest volume of bus movements is diagonal across the gyratory, between Norwood Road and Tulse Hill.

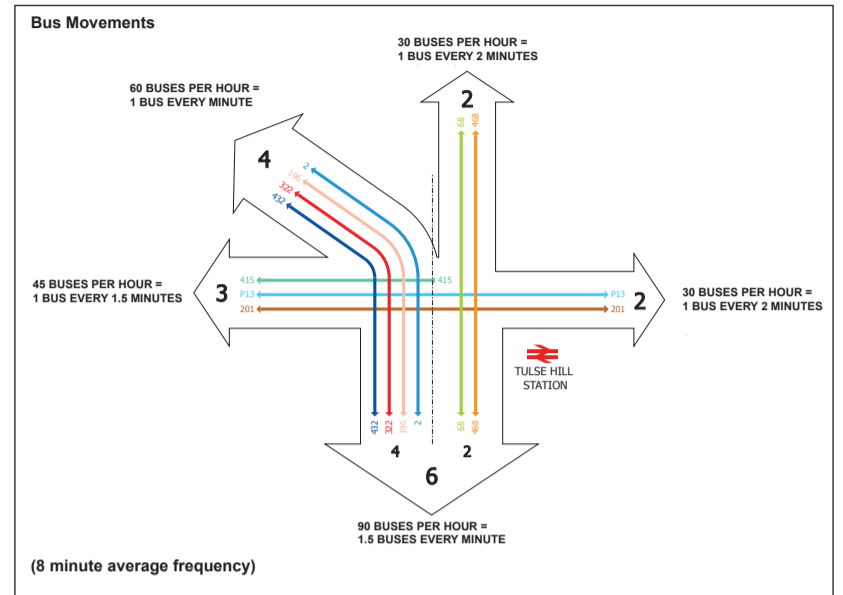
The four options presented were as follows:

Option 1: Partial closure of the north arm of the gyratory

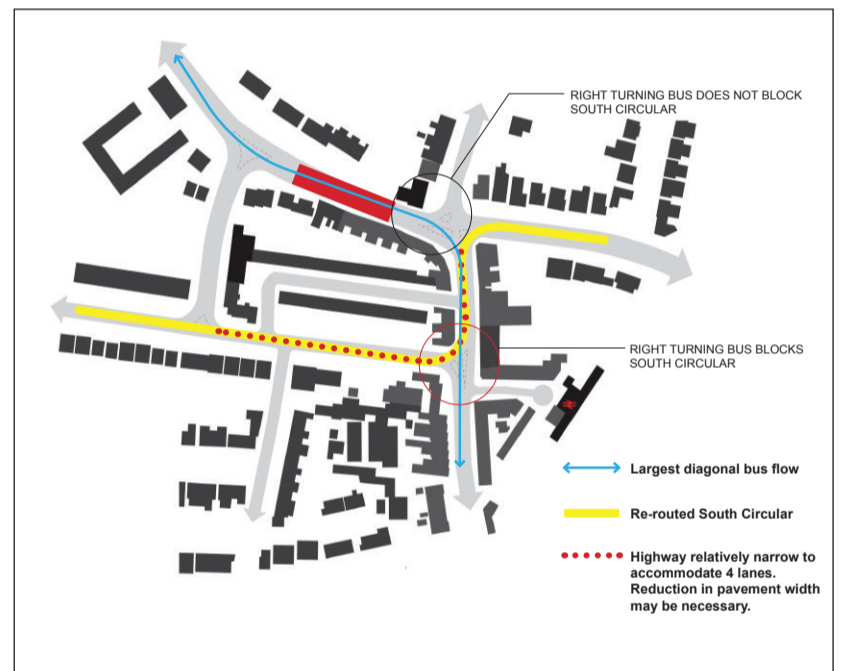
Bus, cycle, pedestrian, timed servicing only on the northern arm, with two way south circular traffic diverted north-south down Norwood Road, east-west along Christchurch Road. Observations made by the codesign group included:

- A high proportion of bus movements would need to run through the partially closed arm of the gyratory
- The relatively narrow width of Norwood Road in respect of two-way traffic
- The likelihood of right turning buses blocking the south circular at the junction of Norwood Road and Christchurch Road (with potential capacity impacts on south circular traffic flows).
- The non-commercial and largely blank frontages on either side of the partially closed arm which would not provide an animated commercial environment and the environmental and severance improvements associated with partial closure would not benefit existing businesses.
- Limited benefit in terms of interchange with the rail station as the two-way south circular flows would form a pedestrian barrier between local homes and business immediately to the west and north of the station.
- Limited benefit in re-establishing the neighbourhood connections between Herne Hill and Tulse Hill along the historic (pre gyratory) road alignment of Norwood Road.

Tulse Hill Gyratory - North Arm Partial Closure



Diagrams used in the first workshop to explain the weighting of bus movements, the location of stops and how this might impact options assessment.

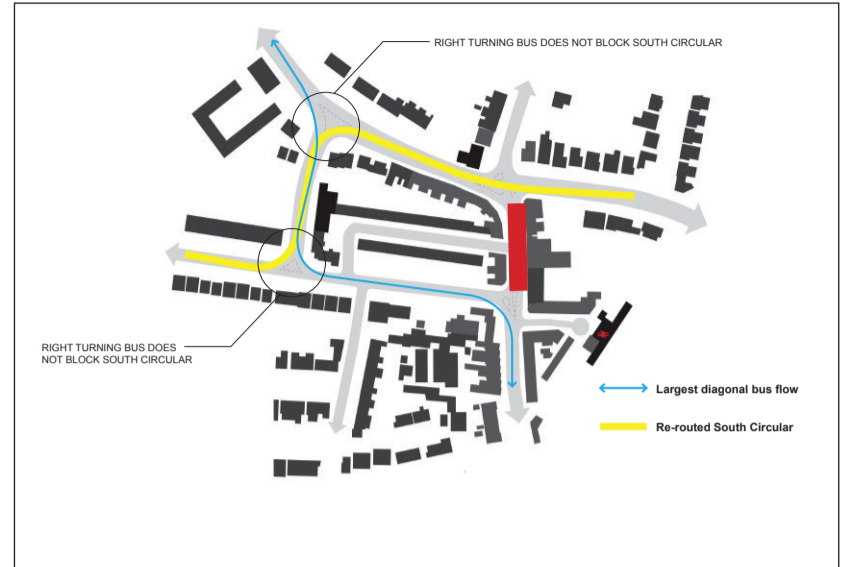


Codesigning The Vision

Option 2 – partial closure of the east arm of the gyratory

East arm confined to bus, cycle, pedestrian, timed servicing only, with two way traffic diverted onto Tulse Hill and Christchurch Road. Observations made by the codesign group included:

- A low proportion of bus movements needing to run through the partially closed arm of the gyratory
- Greater available road width on the north and west of the Gyratory to cope with two-way south circular flows.
- Reduced likelihood of right turning buses causing blockages on the south circular
- High quality, commercial frontages including a range of existing café's and local businesses located on either side of the partially closed arm, with significant potential to create an animated, welcoming and safe environment which could mark a step-change in the perceived quality of the town centre.
- Significant benefit in terms of interchange with the station with the partially closed arm making pedestrian access from the west and south substantially easier and less constrained by the two-way south circular traffic flows. Access from the north would still be restricted by the south circular movements, but this is an existing condition that would not be made worse.
- Significant benefit in terms of reinstating the historic connection between communities in Tulse Hill and Herne Hill along Norwood Road.
- This option would require closure of the eastern end of Perran Road, the residential road located in the centre of the gyratory.



Tulse Hill Gyratory - East Arm Partial Closure



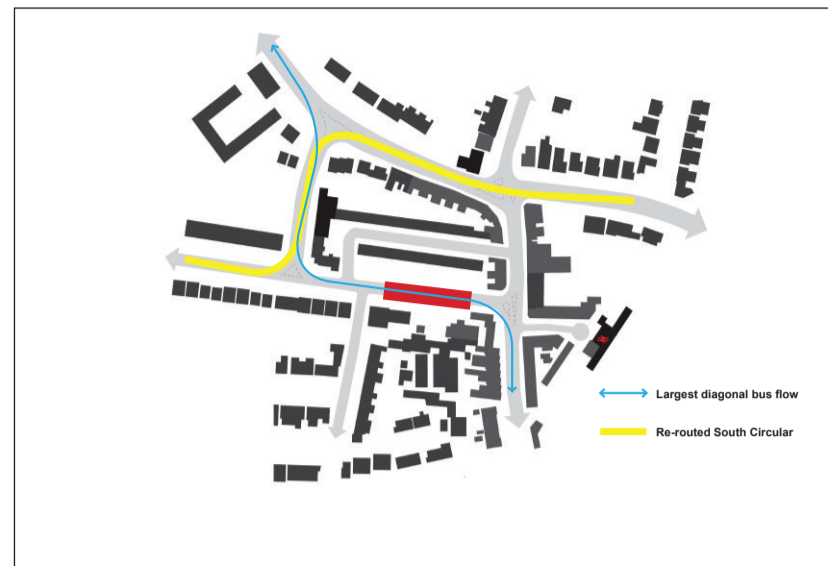
Codesigning The Vision

Option 3 – Partial closure of the southern arm of the gyratory

South arm confined to bus, cycle, pedestrian, timed servicing access, with two way traffic diverted north and west along Herne Hill and Christchurch Road.

Observations made by the codesign group included:

- A high proportion of bus movements would need to run through the partially closed arm of the gyratory.
- Greater available road width on the north and west of the Gyratory to cope with two-way south circular flows.
- Reduced likelihood of right turning buses causing blockages on the south circular.
- A mix of frontages comprising car parks and residential garden walls on the south side and private garden walls on the north side of the partially closed arm which have little potential to create animated, active frontages, with little benefit to local businesses gained from the environmental improvements along the partially closed arm.
- No significant benefit in terms of station interchange, though for those living immediately south of the gyratory, road crossings may be slightly improved.
- No benefit in terms of the neighbourhood connections between Herne Hill and Tulse Hill.
- This option would require closure of the southern end of Perran Road, the residential road located in the centre of the gyratory.



Tulse Hill Gyratory - South Arm Partial Closure

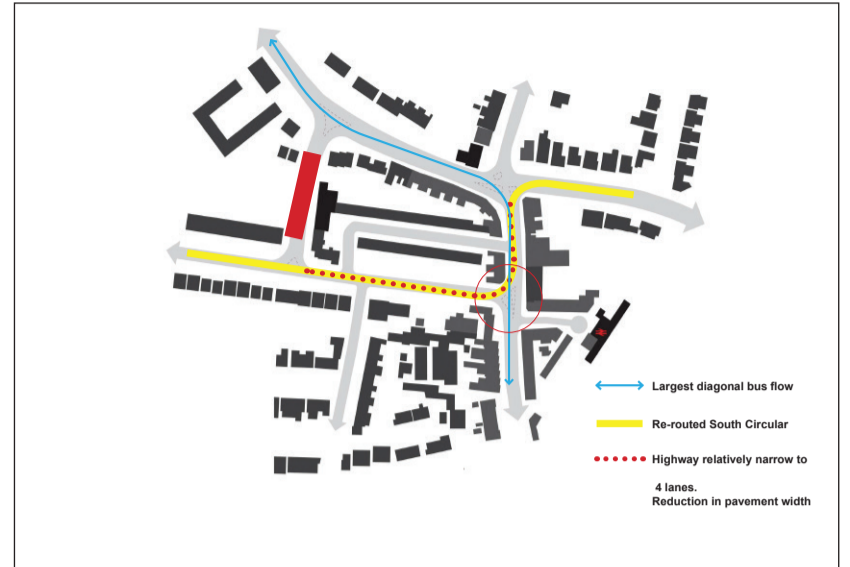


Codesigning The Vision

Option 4 – Partial closure of the western arm

West arm confined to bus, cycle, pedestrian and timed servicing only, with two-way south circular traffic diverted north and east of the gyratory along Herne Hill and Norwood Road. Observations made by the codesign group included:

- A low proportion of bus movements would need to run through the partially closed arm of the gyratory
- The relatively narrow width of Norwood Road in respect of two-way traffic
- The likelihood of right turning buses blocking the south circular at the junction of Herne Hill and Norwood Road (with potential capacity impacts on south circular traffic flows).
- The non-commercial frontages on either side of the partially closed arm which would not provide an animated commercial environment and the environmental and severance improvements associated with partial closure would not benefit existing businesses.
- No significant benefit in terms of interchange with the rail station as the two-way south circular flows would form a pedestrian barrier between local homes and business immediately to the west and north of the station.
- No benefit in re-establishing the neighbourhood connections between Herne Hill and Tulse Hill along the historic (pre gyratory) road alignment of Norwood Road.



Tulse Hill Gyratory - West Arm Partial Closure



Codesigning The Vision

Workshop Conclusion

Following the presentation, the codesigners worked in 3 groups to review the options presented, provide feedback and raise issues associated with each.

Details of this feedback are provided on the tables overleaf, but all 3 groups clearly identified closure of the eastern arm (Norwood Road) as the preferred alternative. In terms of establishing a vision for the town centre, the following points, extracted from written comments from the Codesign group, make a compelling case for partial closure of the eastern arm from the local community:

- Creates a transport hub for the buses and train station.
- Easier access between bus and station.
- Improves pedestrian experience
- Less impact on neighbouring roads

- Many shops on the east arm
- Easy access from trains to buses, traffic free link from trains to buses
- “Heart of community” would be created around existing shops.
- Maintains vehicular access to Tulse hill hotel and carpark.
- Greatest potential to improve the nature of the shops and retail premises
- East arm is narrowest road therefore best one to partially close
- Creates interconnectivity between shops, station, buses
- Potential for a market in partially closed arm
- Buses continuing through the partially closed arm may improve footfall

- Enhances the village
- Opens access to the station
- The maintained roads are the widest, so this would be the best option for HGVs
- Assists pedestrians
- An opportunity to revive the heart of Tulse hill, improve community cohesion.

While each of the groups clearly identified this as the preferred option on which to base the vision, it is informative to note that the local community, with their first-hand knowledge of the area, also identified issues that will need to be resolved or mitigated to minimise the negative implications of change. These observations included:

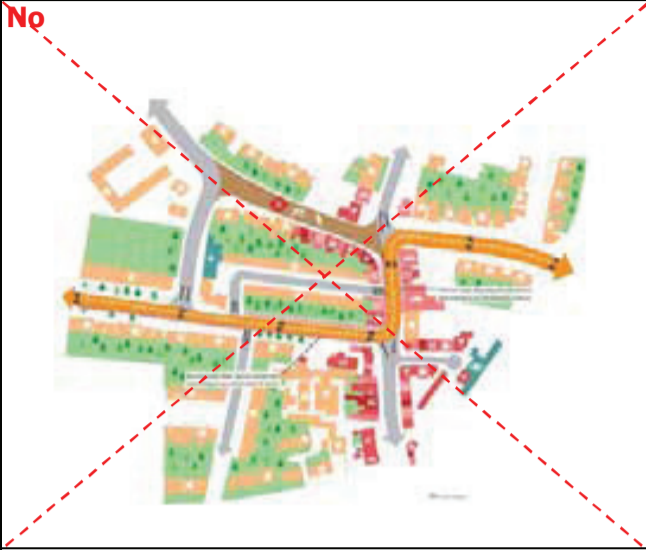


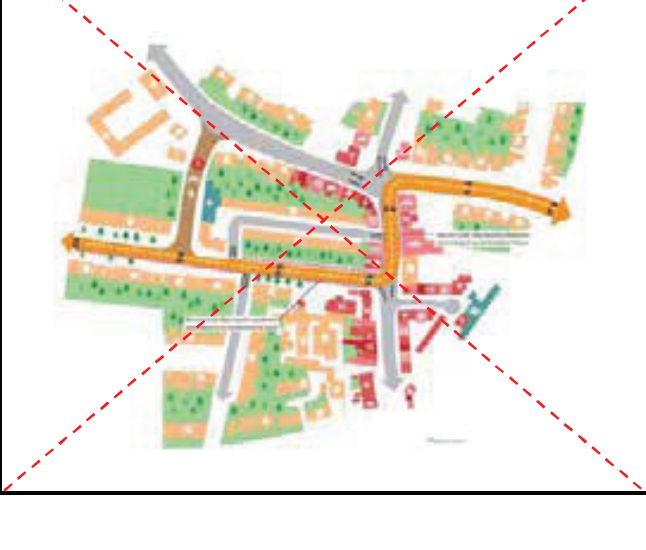
- Reroute 2 or 432 up Christchurch road?
- Creates a complicated junction in the North east corner
- Creates issues for cyclists at the North east corner
- Reduced access to Perran road – needs at least a turning circle
- Traffic for the East bound south circular at the south west corner may increase
- May create “cut throughs” and “rat runs”, will need to be identified and managed
- Longer crossing times for pedestrians crossing wider roads.

When asked to raise arms at the end of the second workshop, of those present at the meeting (c30 local community members) only 2 were seen to be of the view that the gyratory removal project was not desirable. There was therefore an overwhelming level of support of partial closure of the eastern arm as the basis of a place-changing vision for the future of Tulse Hill.




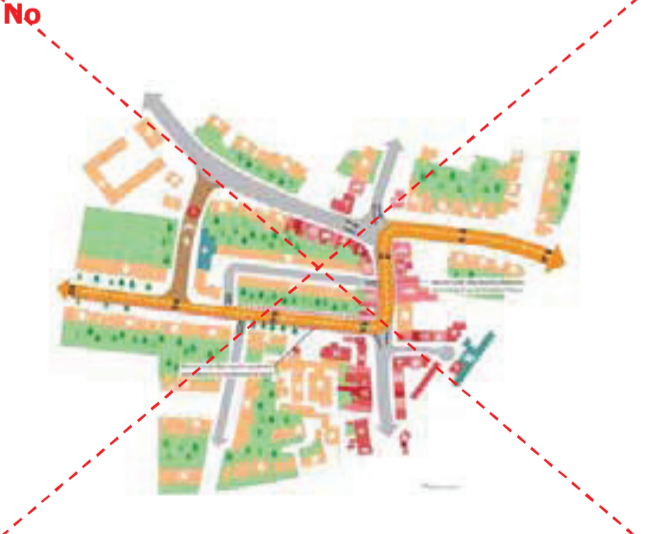
A full synopsis of the codesign group comments is included on the tables overleaf.







Codesigning The Vision

Group 1			
Option.	Comments / Concerns / Observations.	Option preferred.	Project team observations.
1. North arm closure	<ul style="list-style-type: none"> Doesn't create a "Town centre" feel. No improvement of access to station. 	No 	
2. East arm closure.	<ul style="list-style-type: none"> Creates a transport hub for the buses and train station. Easier access between bus and station. Improves pedestrian experience. Reroute 2 or 432 up Christchurch road? Or new route up Christchurch road, would take one bus out of the cross route. Less impact on neighbouring roads. Creates a complicated junction in the North east corner. Creates issues for cyclists at the North east corner. Reduced access to Perran road - needs at least a turning circle. Traffic queue for the East bound south circular at the south west corner could increase. 	Yes 	Circulation along Perran road is a key concern as confining access to residents only is not practicable. Closure of the eastern end of the road would solve the interface with the partially closed eastern arm of the gyratory, however this would require a turning head (only possible with the removal of some residential parking bays) and close consultation with Perran Road residents will be essential, though the environmental benefits for these residents will be significant.
3. South arm closure.	<ul style="list-style-type: none"> Creates more traffic on Perran road and Probyn road. Not create town centre. Prevents access to co-op car park. 	No 	
4. West arm closure.	<ul style="list-style-type: none"> Better pedestrian access to the GP practice. Opportunity to create bus stop off in Probyn road. Traffic speed on Christchurch road. Does not create consolidated bus stops. 	No 	

Codesigning The Vision

Group 2			
Option.	Comments / Concerns / Observations.	Option preferred.	Project team observations.
1. North arm closure	<ul style="list-style-type: none"> Improved environment for Tulse hill hotel and shops on the north arm, could be quieter, cleaner Loss of vehicular access to Tulse hill hotel car park impacting on trade Potential to make access to tulse hill station worse East arm will become busier, certainly when compared with east arm closure 	<p>No</p> 	
2. East arm closure.	<ul style="list-style-type: none"> Many shops on the east arm Easy access from trains to buses, traffic free link from trains to buses "Heart of community" would be created around existing shops Maintains vehicular access to Tulse hill hotel and carpark Greatest potential to improve the nature of the shops and retail premises for the better East arm is narrowest road therefore best one to partially close Creates interconnectivity between shops, station, buses Potential for a market in partially closed arm Buses continuing through the partially closed arm may improve footfall Concerns about increased congestion on the arms remaining open, however this applies to all other options May create "cut throughs" and "rat runs", will need to be identified and managed appropriately but applies to all four options Longer crossing times for pedestrians crossing wider roads 	<p>Yes</p> 	<p>The risk of rat running was discussed at all of the workshop tables and in the group discussion. There was concern that TfL need to test and mitigate this as part of the Gyratory Removal project and share findings so local people are made fully aware of the consequential impact of traffic displacement.</p>
3. South arm closure.	<ul style="list-style-type: none"> Potentially a good location for rationalising of bus stands Need access to Co-op car park to be maintained Creates "Pedestrianisation" of a "dead zone" (most shops are on East arm) Limited benefit for businesses 	<p>No</p> 	
4. West arm closure.	<ul style="list-style-type: none"> Better pedestrian access to health centre Flow of traffic at the west arm is currently dangerous and complicated; this would improve The pedestrian zone and bus stops would be a long way from station and shops No active frontage Increased congestion in the east arm No benefits for shops and retailers 	<p>No</p> 	

Codesigning The Vision

Group 3			
Option.	Comments / Concerns / Observations.	Option preferred.	Project team observations.
1. North arm closure	<ul style="list-style-type: none"> • Advantages for the shops and post office at the north side of the gyratory. • Could link up with Public realm to the north. • Splits community. • Road relatively narrow. • Could increase congestion, pollution and danger to those accessing Tulse hill station, and the nearby shops and cafes. • No bus stops at the south side. 	<p>No</p> 	
2. East arm closure.	<ul style="list-style-type: none"> • Enhances the village. • Opens access to the station. • The maintained roads are the widest, so this would be the best option for HGVs and lorries. • Assists pedestrians. • A bus stand could be provided in Christchurch road by Co-op car park. • Creates a route for Lorries avoiding Rail Bridge. • An opportunity to revive the heart of Tulse hill, improve community cohesion. • Creating "rat runs" in Elmcourt road / Lancaster Avenue. • Lack of parking for local shops. • Requires many traffic lights to the south west corner. 	<p>Yes</p> 	
3. South arm closure.	<ul style="list-style-type: none"> • Road becomes more attractive. • Too many additional traffic lights. • An increase in traffic on Probyn road and Perran road. 	<p>No</p> 	<p>The risk of rat running was discussed at all of the workshop tables and in the group discussion. In particular the potential for diverted flows onto Lancaster Avenue and Elmcourt Road (the location of the secondary school) were sited as potential negative impacts of gyratory modification.</p>
4. West arm closure.	<ul style="list-style-type: none"> • Could create an outdoor activity at Hardel rise (west arm). • Some would like Bus stops in Hardel rise. • No reason for such a wide road. • More traffic in Christchurch road two ways. • Would take away from what was the village centre. • Narrow roads remain, hard to turn for HGVs and Lorries. 	<p>No</p> 	

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Post-Workshop Outreach and Community Engagement

Following the conclusive outcome of the codesign workshops, the Streetworks team arranged and attended a wide range of workshops, surveys and events to raise awareness and take the views of a large and fully representative group of community people. This included:

- A resident leader's briefing lunch providing hand-outs for them to distribute and raise awareness within their neighbourhoods
- An event with local elderly people
- Door to door surveys with the residents on Perran Road who are most directly influenced by the gyratory project
- Work with High Trees School and Elm Green School – both secondary schools in close proximity to the Gyratory
- Interviews with local businesses on the gyratory section of Norwood Road and Station Rise

The overwhelming feedback from these events was in support of the proposed partial closure of Norwood Road. These events also highlighted that:

- The difficulty in crossing the gyratory is a major deterrent for local people wanting to use buses or trains. In particular several local people said they drive to with their young children when they would prefer to travel by bus, because the gyratory environment is so difficult to navigate with buggies and toddlers.
- Very few people venture across the gyratory on foot – those who live on the north side prefer to travel to Tulse Hill than make the much shorter journey to the shops and attractions in Tulse Hill and West Norwood.
- There was a strong sense that businesses around the gyratory struggle as their premises are so difficult and unpleasant to get to.
- There is obvious concern, particularly from car drivers, that displacement and rat-running could become a major issue and has to be carefully managed
- Even the most confident of cyclist seek longer, less threatening routes to travel from West Norwood and Tulse Hill into central London.
- Visitors to the area find orientation and wayfinding particularly difficult and disorientating because of the indirect crossings and non-intuitive bus stop locations.
- Businesses on either side of Norwood Road feel their customer numbers are depressed as people are unwilling to cross the street between them.
- There would be new opportunities for providing greening and places to rest and relax in an area where existing pavements are too narrow for greening or seating and too noisy to rest in.

These observations, many of which overlap with those made in the Codesign workshop, demonstrate the overwhelming benefits in environmental, business viability, permeability and community cohesion and reduced reliance on car travel that could be achieved as part of a well-considered and imaginatively designed gyratory removal project. This vision for Tulse Hill is described and illustrated overleaf.



Our Vision

Our vision is to transform Tulse Hill from a place to drive through at lane-switching pace or endure on foot or by bike, to a thriving, vibrant, unique town centre. A place to go to, rather than rush through. A place that people are proud to live in, not embarrassed that most Londoner's think of their 'home patch' as a traffic clogged, barrier-lined roundabout.

Our vision is for Tulse Hill to be a place where the existing local businesses can thrive on either side of a vibrant and diverse high street which is pleasurable to stroll along, rest in and cross easily. A place where people choose to shop locally and use the train or catch buses whenever they wish, without thinking first of taking the car to avoid the gruelling walk to the bus stops or the station.

Our vision is to create a properly integrated town centre where roads are easy to cross directly and where bus stops face the direction of travel. A town centre where moving between buses and trains is seamless and quick and one which people can cycle through because they want to visit, as well as to ride through safely on their most direct route to or from work.

Our vision for Tulse Hill is for a place where the dislocated residents of Perran Road, hemmed in by a wall of traffic, take pride in where they live and feel connected to the people who live on the neighbouring streets. A place where shopkeepers and cafe owners no longer look forlornly through their windows, wishing the people walking on the other side of the street would cross and shop.

Our vision is for a town centre where Norwood Road forms social and economic connections between Tulse Hill and Herne Hill, just as it did 50 years ago; a street which West Norwood residents would be happy to walk along to enjoy Brockwell Park and down which Tulse Hill residents would stroll to visit the extraordinary cemetery in West Norwood or to visit the Library. Our vision is for a place where these people would stop, shop and socialise where their destinations pass each other at Tulse Hill.



Our Vision

There are wonderful places around the gyratory which, while good today, could be great in the future and attract people from a much wider area than just those who live or work in immediate proximity. The Tulse Hill Hotel with its bright new paintwork, characterful interior and excellent new food and drink is thriving because the local community is in desperate need of good places to eat, drink and meet nearby. The gyratory has made it challenging for more of them to thrive in the same way.

Station Rise with its intimate Victorian terraces and elegant station building is a hidden gem. Work is already underway to increase the size of the square at the top and rid it of so many parked taxis and vans. If it were re-connected to a vibrant local high street, the cafes and independent shops along it would have many more customers. The two pubs on Station Rise, the White Horse on the Norwood Road corner and the Railway Tavern at the top of the hill are both fine old buildings that define the start end of this charming street which could easily become one of those buzzing, sociable side streets that appear in the best of London's town centres. It could also form a much more accessible and easy found way to catch the train.

The StreetWorks project has already shown, in many ways, how bringing local communities together has enormous benefit. It has allowed people to learn new skills and take active roles in how projects are designed, communicated and managed. It has already involved both of the local secondary schools and engaged apprentices as part of the project. Most importantly of all, it has allowed our vision for the gyratory to come from the heart of the local community, not to be imposed upon it.

Local people understand there will be consequences to our vision, the vast majority of which will be place-changing in the long-term, but in the shorter term there will be some pain. Increasingly the community is appreciating that highway building works will cause disruption and that some traffic displacement is inevitable, particularly in the early months of change. They are supporting the vision with their eyes open to what it means in the round. Of course not everyone will be in favour of this change and not every resident or local employee has expressed a view, but a significant number have. And those people, many of whom are helping to spread the news and build awareness, know it is **their** vision that is being taken forward. Not Lambeth's. Not Transport for London's. It has come from the community, for the community.

This is a unique opportunity to show that devolved local decision making, if undertaken respectfully, collaboratively and with good management and above all a strong vision, can lead to all manner of positive outcomes, only one of which will transform the town centre at where Norwood Road meets the South Circular.



Client:

StreetWorks Steering Group

Principal Funder:

Transport for London

Advisors and designers:

Lambeth Transport

Landolt + Brown Architects (Lead designer)

Arup Transportation

MR Project Solutions Ltd

Creative Connections