



Dulwich Community Council

Tuesday 17 March 2015

7.00 pm

St Barnabas Church (Community Suite) Calton Avenue,
London SE21 7DG

Supplemental Agenda No. 1

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DULWICH COMMUNITY COUNCIL

MINUTES of the Dulwich Community Council held on Wednesday 28 January 2015 at 7.00 pm at Herne Hill Baptist Church, Half Moon Lane, London SE24 9HU

PRESENT: Councillor Andy Simmons (Chair)
 Councillor James Barber
 Councillor Jon Hartley
 Councillor Helen Hayes
 Councillor Anne Kirby
 Councillor Michael Mitchell
 Councillor Jane Lyons
 Councillor Charlie Smith

OFFICER SUPPORT: Matt Hill, Public Realm Manager
 Rebecca Scott, Programme Director, NHS Southwark
 Malcolm Hinds, Property Services, NHS Southwark
 Andrew Strange, Property Services, NHS Southwark
 Julian Allen, Youth Development Worker, Dulwich
 Richard Kalu, Licensing Enforcement Officer
 Grace Semakula, Community Council Development Officer
 Beverley Olamijulo, Constitutional officer

1. INTRODUCTION AND WELCOME

The chair introduced himself, and welcomed councillors, members of the public and officers to the meeting.

2. APOLOGIES

Apologies for absence were submitted on behalf of Councillor Rosie Shimell.

3. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

The following member made a declaration regarding the agenda item below:

Councillor Jane Lyons, declared a non pecuniary interest in respect of item 19, the local parking amendment for 60 Dulwich Village because she lives within close proximity of the

site address.

4. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

The chair agreed to accept the main agenda as late and urgent because it was not circulated within five clear working days due to IT issues nor was it available for public inspection during this time.

The chair also accepted the supplemental agenda as urgent business which contained a late deputation report from the East Dulwich safer neighbourhood team (SNT) ward panel team.

5. MINUTES

RESOLVED:

That subject to amendments, the minutes of the meeting held on 3 December 2015 subject to amendments be agreed as an accurate record of the meeting, and signed by the chair.

Matters arising from the minutes

Item 7 - Police base for Dulwich

Chair announced that as an action from the last meeting, he had asked the Borough Commander whether he had changed his mind about a police base for Dulwich. The chair confirmed he had not changed his decision in regard to this matter.

Item 15 – One hour free parking at the shopping parades

Councillor Michael Mitchell said he requested at the last community council, further information on the location maps, and details of the consultation for the one hour free parking at shopping parades to be circulated. It was agreed that this would be brought back to the next meeting.

Item 16 - Highways schemes in East Dulwich ward:

Councillor Barber provided an update on the highways schemes which were not accurately described in the minutes. The information was noted as follows:

£38,095 on:

- £24,843 on renewing the pavement along Lordship Lane eastern side going northwards from North Cross Road to Puffin Crossing.
- £13,252 remaining on repairing the pavement on Landells Road not repairs this financial year. The total cost would be £37,257 Goodrich Road to Lordship Lane along

Landells Road.

6. DEPUTATIONS

Dulwich and Herne Hill Safe Routes to Schools group

Laurie Johnston, spokesperson for the deputation, introduced herself as a member of the Dulwich and Herne Hill Safe Routes to Schools group.

The representative was at the meeting to talk about the Townley Road junction and accepted the council's withdrawal of the proposed scheme which was to ban the no-right turn into Townley Road due to the strong opposition from the local community and the impact of rat running in these roads. Laurie addressed the issue of safety for the children that use the junction and the high number of child pedestrian movements that take place each school day. The Dulwich and Herne Hill Safe Routes to Schools was an inclusive volunteer community group that works in partnership with all the local schools, parents, residents associations, local councillors, the Dulwich Society and the council.

Laurie explained that their goal was to create safer environment on school journeys, whether it was walking, cycling or using scooters. She said accident statistics did not highlight the danger of the junction. She talked about the experiences of people who use the junction every day and more people would walk if the junction were made safe. The Safe Route to Schools group had gone before the community council four years ago to express concern about the dangers of the junction. The group were grateful that the council had acknowledged this and were able to help secure funding to improve road and traffic safety in this area.

Laurie said it was important that all groups and interested parties to work together to resolve road safety issues in a constructive way. She said the Safe Routes to Schools was committed positively and collaboratively to that process. Laurie asked that the council help groups pull together to accomplish that goal.

Dovercourt Road residents

Barbara Richardson, spokesperson for the deputation and as a resident of Dovercourt Road outlined that she represented a large number of local residents which included those that were present for the deputation who have objected to the council's proposal for the junction at Townley Road.

Many residents were in favour of improving the safety for pedestrians and cyclists but had concerns there had been no study to examine the impact of a 'no right turn' ban on the wider area which would mean diverting traffic onto residential roads. She said it went against the council's policies making streets in and around Dulwich less safe for cyclists and pedestrians. Barbara outlined that residents were delighted that the cabinet member for regeneration, planning and transport, Councillor Mark Williams, had listened to the concerns of the local community and had instructed officers to explore alternative proposals that did not include a ban on turning right.

Barbara said that the cabinet member took note that there should be transparency and engagement for any future proposals for the junction. She said she would like the council to provide a clear engagement plan in order to gather the views of the local community and ensure there were set timescales during the consultation process. Barbara said background documents and research should be provided as standard. It was noted the deputation organised paper petitions which contained signatures from residents in the neighbouring roads before the original consultation deadline and an online petition which contained signatures from both residents and local businesses.

The community council noted the deputation would like the council to take action on the following:

- Put forward a revised proposal for the Townley Road junction that would be properly modelled, and for it not to divert traffic to other local junctions or onto residential roads that did not include a right turn ban.
- Consult widely and transparently on the revised proposal in accordance with a public engagement plan that has a clear timescale to ensure all users of the junction have an opportunity to express their views.
- Commit to working with the wider community and to establish a consultation procedure for the future that has a clear process and that seeks broad and representative input from residents.

East Dulwich Safer Neighbourhood Team (SNT) ward panel

Martin Cambridge, spokesperson for the deputation introduced himself as the chair of the East Dulwich SNT ward panel. He was joined by members of his committee including the East Dulwich SNT ward panel, Village SNT ward panel and the chair of the Dulwich Society. Martin said the deputation was supporting a cleaner greener safer bid of £40,000 that the Dulwich Society submitted to the council. The funding would be used to convert an unused annexe that was adjoined to Dulwich Library, so it could be used a touchdown community safety hub which could be used by the police so they could meet with local residents in the area.

Martin explained that they might not have a dedicated police team in their ward but did accept the necessary changes that took place within the Metropolitan Police service and changes to the way those local services were delivered. However their primary concern was to ensure that a police presence remained in the area and the local community had access and contact with neighbourhood policing. In addition the community had access to meeting facilities with the local police.

Martin further explained that East Dulwich and Village wards had not been offered an acceptable replacement police hub since the closure of the police station in East Dulwich. He said the current police contact was the lobby in Dulwich Library. This did not offer any privacy and meetings were often interrupted by other users of the library. People who had arranged to meet with police were at times intimidated being in an open space environment. The other issue was the travel time for residents in Village and East Dulwich wards going travelling to and from Camberwell police station.

In response to a query relating to the borough commander's views on a local community

safety hub in East Dulwich, Martin explained that one of their members from the East Dulwich SNT ward panel confirmed that the borough commander welcomed this proposal.

The Friends of Dulwich Park

Trevor Moore, a local resident presented a deputation on behalf of Dulwich Park friends and as vice chair of the group. He explained that as a cyclist and dog walker, he wanted to speak about the current cycling strategy paper which was available for consultation. The required responses for the consultation which were required by the 1 February 2015 provided a distinction between the quietways and a proposed cycle spine. The strategy document described this as a completely new 'high capacity strategic cycling corridor' which would provide a clear space for cycling. Trevor explained that neither Dulwich Park Friends nor the manager of the park itself were aware that Dulwich Park would be part of this new cycling corridor. He requested people that were not aware of the proposal should check the council's website to put in their responses. He also asked the council to extend the deadline for responses to the strategy as many people only became aware of this recently. Trevor said many of the group's members would normally communicate by letter through the post and also included the Dulwich Society. He asked how would people, influence the principle if they were not aware of it in the first place.

The chair thanked representatives for their deputations.

7. COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS

The following announcements were noted at the meeting:

Neighbourhood Funding 2015

The chair announced the launch of the neighbourhood funding at the meeting. The neighbourhood fund was for projects that would help the local community. There would be £542,000 to spend on a wide range of projects that support local action by communities to bring people together and make neighbourhoods come to life. Information leaflets were available at the meeting. The deadline for submitted applications was on the 16 February 2015.

Southwark quietway routes

It was announced that the council wanted to hear people's views on the Southwark Quietway routes, and what the council could do to improve safety conditions for all road users along this route.

The views and comments from the local community would determine the design of the proposals along the route. The council would like to work with residents, cyclists, pedestrians and motorists who use this route to develop proposals that would benefit all road users.

Southwark Carers

William Hervey from Southwark carers spoke about the role of the charity that is based in the Camberwell area but offers a service to the whole borough. It provides support and

advice services for carers that looked after disabled relatives. William explained that the Dulwich area introduced a project that offers support to carers, so they could be seen by a G.P. particularly those who have not had access to these services. He said in terms of support Southwark carers refer people to a range of support groups and agencies like Age UK.

Draft Southwark statement of licensing policy

Richard Kalu, licensing enforcement officer spoke about the public consultation on the latest revision of the draft Southwark statement of licensing policy 2015 – 2020. The council were seeking views from the local community on the policy statement that was responsible for dealing with entertainment licensing on late night alcohol, regulated entertainment and late night refreshments.

Richard outlined that the council wanted to obtain the views of local residents and businesses:

- To find out if the policy was clear and easy to understand
- Was it fair and balanced
- Does the policy adequately deal with the licensing objectives of crime and disorder, public safety, public nuisance and the protection of children from harm.
- The council's approach on the borough's saturation areas.

Consultation forms were available at the meeting, and on the council's website.

Welfare Reform update

Sally Causer from the citizens' advice bureau (CAB) spoke about the two main offices the organisation have in Bermondsey and Peckham. In the Dulwich area, the advice centre provided an outreach session on the Kingswood Estate on a weekly basis. The CAB is also part of a network of advice agencies in the borough. They work with agencies like the Blackfriars advice centre and Southwark law centre.

In response to the changes to the benefits system, the centre worked with the most disadvantaged residents in the borough and also worked along side the local job centre and Southwark works to help unemployed young people.

Sally also informed people about a five year project called "money savvy" which helps social housing tenants and young people to manage their money. Sally said if anyone was interested in becoming a money champion, they should speak to her during the break.

Charity Trustees

The council were looking for volunteers to become charity trustees on various charities that operate in the borough to assist Southwark residents that might be in financial need. Forms and further information was available at the meeting.

Fair trade fortnight

The chair announced fair trade fortnight which was held on 23 February to 8 March 2015. Southwark was a fair trade borough and was committed to bringing people together to

promote the use and sale of fair trade products. There were a number of activities and events that took place in the borough.

Jonathan Mitchell spoke briefly about the event as a representative and circulated information at the meeting which was a list of twelve well known shops in the Dulwich area that sold fair trade products. An event called the “big breakfast” was organised by Christ Church (Bread of Life) which helped to promote fair trade fortnight.

Further information could be found on the council’s website: www.southwark.gov.uk/fairtrade

Police update

Inspector Richard Barton reported that he had taken over as the local cluster inspector for Dulwich and Camberwell since the 5 January 2015.

He said the three sergeants that covered the Dulwich area were,; Sgt Tau Benbow (East Dulwich), Sgt Ian Bartley (Village) and Sgt Warren Gregory (College).

Policing issues

Inspector Barton reported that there was a huge problem with burglaries in the area, especially along main bus routes going through Dulwich. One of those routes was Lordship Lane.

Most of the burglaries took place during the day. He urged residents to invest in light timers and an alarm for their homes. The senior management team at Southwark police station discussed the issue of burglaries matter at a recent task meeting.

Inspector Barton announced he was the first point of contact for the local neighbourhood watch in the area which he said meet once a month. He urged people to get involved and take part in the scheme to help neighbourhood stay safe.

The other issues that were highlighted were:

- Motor vehicle crime – incident occurred in Croxted Road where petrol was siphoning at a local petrol station.
- Community action day – took place across local policing teams from various boroughs which were involved in community engagement with local schools and libraries etc.

In response to questions, concerning a mugging that occurred in College ward, where it took police three weeks to respond to the elderly resident. Inspector Barton acknowledged that there was a delay, with this particular call because it did not go through the local policing team. The issue has now been addressed. He said further updates would be given at the next meeting.

8. YOUTH COMMUNITY SLOT

Julian Allen, youth development officer for Dulwich spoke about the young people who were undertaking a youth consultation which was funded by the cleaner greener safer funding programme. Julian mentioned some of the work the young people had done successfully which was to request Transport for London (TfL) to increase the bus frequencies to and from school.

The youth community council also contributed to the community council meetings by presenting items and relaying their issues to the meetings. The Dulwich youth community council are going through a transition at the moment as the older tier group were now at university. There are six members whose ages range from 11 to 19. Julian said they would like to recruit more members to the youth community council and were open to suggestions on how they could do this.

The YCC meetings take place every two weeks at the Belair recreational room in Dulwich.

It was noted that the YCC would present the youth consultation at the next meeting.

9. UPDATE ON DULWICH HEALTH CENTRE AND HOSPITAL SITE

Rebecca Scott, programme director NHS clinical commissioning group (CCG), Malcolm Hind and Andrew Strange from NHS property services provided an update and summary on the Dulwich health centre and hospital site which had now been approved by NHS England.

- In 2013 they had consulted with local people on the two options about the kind of health services that were needed.
- The feedback that was received was to have a health centre.
- A firm of architects were compiling a business case. The business case would determine whether the centre should be refurbished or if it should be a new build.
- An analysis of where the health centre should be would looked – an option was the south east corner of the site.
- Produce a financial appraisal that would include – timescales to build the health centre and the cost to build or refurbish. The plan was that it should be completed by 2017.
- The council would need to look at proposals for the rest of the site.
- NHS capital funding – a small amount of capital funding would be used for the development of the centre.
- Some services like Seldoc would remain on the site.
- Time frame for planning permission would be approximately 3 months, subject to a survey, community impact statements and the business case.

It was noted that a further update would be at a future community council possibly in the

summer.

10. TOWNLEY ROAD / EAST DULWICH GROVE / GREEN DALE JUNCTION IMPROVEMENTS

The chair explained that some unfair comments had been about representatives from the safe routes to schools group. It seems there was some misunderstanding that the group were involved with the council's proposals to ban the no right turn at Townley Road.

In light of this, there should be better consultation and engagement with the council and the local community so that local businesses and residents could express their views at an earlier stage.

The chair confirmed the council had no funding responsibility for this sort of road safety proposals; it was the responsibility of the mayor of London. The point was they might have misunderstood where the funding came from. The point was also made about the traffic lights at the junction of Townley Road. The meeting heard that they were managed by Transport for London (TfL).

Matt Hill, public realm programmer manager spoke about the strong opposition from residents regarding the council's proposals which was to improve safety for people using the junction and for motorists turning right out of Tinley Road.

Officers understood the concerns and made a decision to review this, so an alternative scheme was implemented and would be line with the council's road strategy and the quietway cycling proposals.

The timetable for consultation would take place in February and March 2015 with a report being to the community council meeting on the 17 March 2015.

11. OVERHILL ROAD - PROPOSAL CONTRA FLOW AND HIGHWAY IMPROVEMENTS

The community council noted the concerns of local ward members about the loss of parking, and the general parking pressure on Underhill Road. Matt Hill explained that the introduction of double yellow lines would be provided as a safety element for pedestrians that cross that section of the road. He added that not all respondents to the proposal were in favour of this.

The other issue was when motorists turn left down Underhill Road towards the one way stretch of the road could be considered quite treacherous during the winter months.

RESOLVED:

That the community council deferred the contra flow and highway improvements in Overhill Road pending a site visit with local ward councillors.

12. CLEANER GREENER SAFER CAPITAL FUNDING - CHANGE CONTROL REPORT

Note: This is an executive function.

Members considered the recommendations contained within the report.

RESOLVED:

That Dulwich Community Council allocated funding to the following schemes:

- £1,287 of available funding to existing project 106059 Long Meadow play area.
- £2,986 of available funding to existing project 106296 East Dulwich street trees.
- £750 of available funding to trial project – Dulwich Village verge greening.
- £1,500 of available funding to Lordship Lane Baptist Church – accessibility works.
- £34,237 of available funding to 2015 -16 cleaner, greener safer funding for Dulwich Community Council.

13. CLEANER GREENER SAFER CAPITAL FUNDING PROGRAMME 2015 - 2016

Note: This is an executive function.

RESOLVED:

That the following cleaner greener safer schemes were approved:

Name of Project	Amount awarded
Village ward	
Dulwich Library Police CGS bid	£13,000
Dulwich Library the annex	£10,000
Dulwich property marking kits	£4,400
Crossing on Lordship Lane (near Sainsbury's/ post office at Barry Rd)	£800
Deventer Crescent improvements	£3,500
Glengarry Trossachs	£2,400
Juidth Kerr Primary School play area	£8,000
Dulwich park vegetable garden	£9,000
Herne Hill area – tree planting programme	£5,000
Village notice boards	£800
Greening Dulwich Village	£4,100

New bench in Half Moon Lane	£1,500
Pedestrian, particularly disabled movement (Half Moon Lane and Ardbeg Road)	£7,500
The bulbs – dig the park	£3,000
The playground in Dulwich Park	£9,100
Lighting in Sunray Gardens	£6,500
Delawyk paving project	£7,000
Tree planting in the ward	£2,000
Elmwood Road lighting project	£8,000

College ward

Dulwich property marking kits	£4,400
Access to Nature 365	£2,000
Brighter Kingswood	£540
Kingswood Estate TRA project	£4,000
Kingswood community shop eco-hub	£3,000
Croxted Road community garden	£8,300
Lordship Lane Estate	£18,000
Restrictor post in Hunt Slip Road	£1,900
Crystal Court lighting enhancement project	£10,800
Lighting in Little Bornes SE21	£7,500
College Community notice boards	£3,000
Mount Adon Park parking feasibility study	£1,000
Kingswood Drive / Fountain Drive safety for cyclists	£3,000
Mount Adon Park mirror	£500
Rouse Gardens safety lighting	£540
St Peter's /Deeper Life Bible church	£6,000 (inc. match funding)
Kingswood Estate play area	£5,000

Project

Amount awarded

East Dulwich ward

New Fence between Dulwich Library and St Thomas Moore RC Church	£6,500 (with Village ward)
Dulwich Library annexe	£10,000
Goose Green School entrance	£3,035
Heber Primary School – upcycled garden	£2,485
The Physic Garden	£2,700
Norcroft gardens fencing	£6,850
East Dulwich Community centre floor	£7,000
East Dulwich crime prevention fund	£7,604
East Dulwich street trees	£7,500

Traffic calming for Whateley Road – feasibility study	£2,000
Lordship Lane crossing at junction of Crystal Palace Rd	£1,200
Friern Road play area	£7,500
Norcroft Road garden lighting improvement	£8,500
North Cross Road /Lordship Lane junction	£25,000

14. GALLERY ROAD ZEBRA CROSSING

Note: This is an executive function.

Members considered the recommendations in the report.

RESOLVED:

That the community council approved the scheme for implementation as set out in the report subject to the outcome of any necessary statutory procedures.

15. CRYSTAL PALACE PARADE JUNCTION IMPROVEMENTS

RESOLVED:

That Dulwich Community Council agreed to the following recommendations that were to be made by the cabinet member for Regeneration, Planning and Transport:

- Due to a significant majority of respondents supporting the scheme (80%) and the council's on-going commitment to improve and promote cycling and pedestrian safety in the borough, it is recommended that the scheme proceeds to implementation subject to necessary statutory procedures.

16. NORTH CROSS ROAD / LORDSHIP LANE JUNCTION IMPROVEMENTS

RESOLVED:

1. That the Dulwich Community Council notes the results and comments set out in appendix of the report and approved the implementation of the scheme, subject to the necessary statutory procedures.
2. That the community council notes the requirement for additional cleaner greener safer (CGS) funding of £25,000 to implement the scheme.

17. PUBLIC QUESTION TIME

Public question which raised at the previous meeting in relation to the green space near Judith Kerr School.

The chair reported on the feedback from officers which was that local residents should submit their views to the consultation on the Southwark plan. This was the process the council had for making policy designations.

It was noted that a report would be considered at a future community council meeting.

18. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

The following was put forward as a community council question to the council assembly meeting:

“To ask the cabinet member for Regeneration, Planning and Transport – How will the council improve consultation on traffic and transport schemes in the Dulwich area?”

A response to the question would be provided at the community council meeting.

19. LOCAL PARKING AMENDMENTS

Councillor Jane Lyons left the room when the local parking amendment for 60 Dulwich Village was considered.

Note: This is an executive function.

Members considered the recommendations in the report.

RESOLVED:

1. That the local parking amendments be agreed in principle, if officers were able to determine whether a more minimal arrangement for the installation of the double yellow lines was feasible and safe to implement. If not, officers should discuss this at the next meeting:
 - Dulwich Village – access to No. 60
 - Friern Road – access to No. 143
 - Overhill Road – access to No. 83.
 - Upland Road – access to No. 377.

2. That the following parking amendments be approved for implementation subject to the outcome of any necessary statutory procedures:
 - Shawbury Road – to convert existing single yellow line to loading only bay and to install two destination blue badge disabled parking bays outside and opposite the Gurdwara Temple.
 - North Dulwich Triangle – to install double yellow lines to improve inter-visibility and safety at junctions on Elmwood Road, Danecroft Road, Frankfurt Road, Elfindale Road, Wyneham Road, Beckwith Road and Ardborg Road.

The meeting ended at 10.40 pm.

CHAIR:

DATED:

Item No.	Classification: Open	Date: 17 March 2015	Meeting Name: Dulwich Community Council
Report title:		Townley Road / East Dulwich Grove / Green Dale Junction Improvements	
Ward(s) or groups affected:		Village	
From:		Head of Public Realm	

RECOMMENDATIONS

That the Dulwich Community Council:

1. Notes the response to public re-consultation on the proposed Townley Road / East Dulwich Grove / Green Dale junction Improvements, noting a majority of support taking into account all consultation responses received during the consultation period, the support of all stakeholders who responded, and the improved level of support from the previous consultation.
2. Comments on officers' proposed recommendation to the cabinet member for Regeneration, Planning, and Transport to agree implementation of the revised proposals, subject to the outcome of necessary statutory procedures.

BACKGROUND INFORMATION

3. In accordance with Part 3H paragraph 19 and 21 of the Southwark Constitution, community councils are to be consulted on the detail of strategic parking/traffic/safety schemes. In practice this is carried out following public consultation.
4. The council previously consulted upon a design option for the junction that included banning the existing right turn movement out of Townley Road into East Dulwich Grove. There was considerable opposition to the proposal from local residents, mainly due to the proposed right turn ban. Given this lack of local support, this option will not proceed. A revised option has been developed that retains all existing turning movements at the junction, whilst still providing significant benefits for cyclists and pedestrians.
5. Full details of all results associated with the both consultation exercises can be found in Appendix A the 'Option 7 Consultation Report' and Appendix B 'Option 8a Consultation Report'.

KEY ISSUES FOR CONSIDERATION

6. Informal public consultation took place for Option 8a with all residents and businesses within the defined consultation area from 20 February 2015, with a return deadline of 13 March 2015, allowing 3 weeks for the consultation period. A total of 406 responses were received – 222 from within the consultation area and 184 from elsewhere.

7. The following summarises responses to the questions contained within the consultation document:

a) Total Response

54.93% of respondents are in support;
43.35% of respondents are opposed; and
1.72% of respondents have no opinion.

b) Response from consultees within the defined consultation area

45.50% of respondents are in support;
51.35% of respondents are opposed; and
3.15% of respondents have no opinion.

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

66.30% of respondents are in support;
33.70% of respondents are opposed; and
0% of respondents have no opinion.

Recommendations to the cabinet member for Regeneration, Planning and Transport

8. The community council is asked to comment on the draft recommendation to be made to the cabinet member for Transport, Environment, and Recycling, as follows:
9. Noting the positive response to the consultation, the significant improvements in levels of support from the previous proposals, and the overwhelming support of relevant stakeholders, the Cabinet Member is recommended to approve the implementation of the proposed improvements associated with Option 8a at the Townley road / East Dulwich Grove / Green Dale junction subject to completion of statutory procedures.

Policy implications

10. The proposed measures are also closely aligned with council policy including the borough's Transport Plan, Road User Hierarchy and Cycling Strategy.
11. The officer recommendations contained within this report are consistent with the policies of the Transport Plan 2011 (TP/11) and principles emerging Cycle Strategy (SCS), in particular:-

TP/11

- Policy 1.1 - pursue overall traffic reduction
Policy 2.3 - promote and encourage sustainable travel choices in the borough
Policy 4.2 - create places that people can enjoy
Policy 5.1 - improve safety on our roads and to help make all modes of transport safer.

SCS

- Principle 1 (Stress free cycling) – Objectives 1.1, 1.2, 1.3
Principle 2 (Cycling as a priority) – Objectives 2.2, 2.3, 2.4 and 2.7

- Principle 3 (Cycling for everyone) - Objectives 3.6 and 3.7
 Principle 4 (Cycling for health and wellbeing) – Objective 4.3
 Principle 5 (Cycling as an investment) – Objective 5.2

Community impact statement

12. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it. Cycling infrastructure proposals also have the added advantage of improving the environment through reduction in carbon emissions and social health and fitness benefits. No group has been identified as being disproportionately adversely affected as a result of these proposals. Cyclists and pedestrians will benefit.
13. The proposals are not solely for current cyclists, but also for pedestrians and people are put off cycling by the thought of sharing the road with high volumes of cars, vans, buses and lorries.

Resource implications

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

Consultation

16. Informal public consultation was carried out in February 2015 / March 2015, as detailed above.
17. This report provides an opportunity for final comment to be made by the community council prior to a non-key decision scheduled to be taken by the cabinet member for Environment, Transport and Recycling following this community council meeting.
18. If approved for implementation this will be subject to statutory consultation required in the making of any permanent Traffic Management Orders. If any objections are received to that statutory consultation, that cannot be informally resolved, a further decision by the cabinet member will be required to consider and determine those objections.

REASON FOR LATENESS

19. A further public consultation was undertaken on a revised option due to lack of popular support for previous consulted scheme. The closing date for this consultation was Friday 13 March. Full results of the consultation were not therefore available in time.

REASON FOR URGENCY

20. Constitutionally, the community council must be consulted prior to the cabinet member deciding on implementation of the scheme. If it is to proceed, the scheme must be on site in July 2015 to comply with TfL funding restrictions and

the need to construct the works during school summer holidays because of the sensitive location. There is no community council meeting scheduled for April, and any later meeting will be too late to take the required decisions and arrange lead in times for streetworks permits, and works orders.

BACKGROUND DOCUMENTS

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

APPENDICES

No.	Title
Appendix A	Option 7 Consultation Report
Appendix B	Option 8a Consultation Report

AUDIT TRAIL

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

London Borough of Southwark



East Dulwich Grove / Townley Road / Green Dale Junction Improvement Scheme

Consultation Summary

January 2015

London Borough of Southwark

East Dulwich Grove / Townley Road / Green Dale Junction Improvement Scheme

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1.0 Introduction

1.1 Background

1.1.1 This document report has been produced by the London Borough of Southwark Public Realm Projects Group to provide a summary of the consultation exercise for the proposed improvement scheme at the East Dulwich Grove / Townley Road / Green Dale junction. The measures are being drafted by the Public Realm Projects Team, with the project manager for this scheme being Chris Mascord, London Borough of Southwark, Council Offices, 160 Tooley Street, SE1P 5LX.

1.1.2 The area under consideration is located within the SE22 district of Southwark (Village Ward), in the south of the borough. See figure 1 below.



Figure 1: Location of proposed junction scheme

1.2 Project and Background

1.2.1 The measures proposed in this consultation are part of the Council's on-going commitment to make Southwark's streets safer and more accessible for all. The proposed measures will enhance safety for vulnerable road users, especially cyclists and improve pedestrian accessibility.

1.2.2 Local stakeholders have raised concerns regarding the safety of pedestrians and cyclists at this junction, particularly during morning and evening peak hours. Pedestrians have been observed to cross the junction diagonally (not using the staggered crossing facilities due to excessive waiting times) and conflict has

been experienced between cyclists using the junction and traffic turning right out of Townley Road. The key aim of the proposals is to significantly improve safety for cyclists and pedestrians at the junction, whilst ensuring that there is no adverse delay to traffic on East Dulwich Grove.

1.2.3 The following measures were consulted upon to improve safety and accessibility for pedestrians and cyclists at the junction of East Dulwich Grove / Townley Road and Green Dale:

- Removal of existing staggered pedestrian crossings with the implementation of shorter, single movement facilities.
- Introduction of a diagonal pedestrian crossing to link footways adjacent to both schools and cater for an existing pedestrian desire line.
- All pedestrian facilities to operate at the same time to reduce waiting time for pedestrians and improve the efficiency of the junction.
- Cycle pre-signal on Townley Road and Green Dale to allow cycles to enter the junction and undertake turning movements before general traffic.
- Recessed bays for less confident cyclists to wait for pre-signal operation (Townley Road and Green Dale).
- Banned right turn out of Townley Road into East Dulwich Grove to remove potential conflict with cycle movements and improve efficiency of junction operation.
- Proposed cycle lane and advanced cycle waiting area on East Dulwich Grove (westbound) to allow cyclists to bypass waiting vehicles and gain priority at the junction.
- Footway buildouts to reduce crossing distances for pedestrians allow room for possible tree planting and to visually improve the streetscape.

(See Appendix A for Preliminary Scheme Measures)

1.3 Consultation Procedure

1.3.1 The views of the local community and those of statutory and stakeholder consultees have been sought as part of this consultation exercise. Active community participation was encouraged through the use of a consultation document that was delivered to addresses within the consultation area.

1.3.2 The consultation document included a covering letter with an A3 size consultation plan illustrating the proposals and an A4 size comment form that could be sent to the Public Realm Projects Group with a pre-paid address reply envelope. (See Appendix A – Consultation Documents).

1.3.3 The consultation document was delivered to a geographical area centred on the junction of East Dulwich Grove / Townley Road and Green Dale, using strategic roads and pedestrian desire lines as defined cut off points. (See Appendix B – Location Plan and Extents of Consultation).

- 1.3.4 The consultation area was agreed with ward councillors prior to finalising the consultation mailing list.
- 1.3.5 The distribution area was large enough to gain views from the wider community that may be considered to be affected by the proposed measures. A mailing list was established for the area by way of the Council's GIS database. In addition, the consultation documents and plans were supplied to the Council's established list of statutory and stakeholder consultees including London Buses, cycle groups and the Metropolitan Police. Please see Appendix C of list of addresses within the distribution area.
- 1.3.6 The scheme proposals were also loaded onto the Southwark Council consultation webpage where respondents could view information regarding the scheme and formally reply using an e-form. There is no geographical restriction on submitting responses on-line.
- 1.3.7 The consultation documents were delivered by Royal Mail to 1311 addresses detailed within the distribution list on the 12th November 2014, with a return deadline of the 12th December 2014, allowing 4 weeks for the consultation period. However the consultation deadline was extended for an additional week to the 19th December 2014 following requests by local residents and ward councillors.

2.0 Consultation Responses

2.1 Response Rate and Distribution

- 2.1.1 A total of 722 responses were received during the consultation period. 293 responses were paper questionnaires, 392 responses were via the online form and 37 formal responses were received via email. 58 responses were classed as anonymous.

2.2 Questionnaire and Online Response Analysis

- 2.2.1 The questionnaire element and online form of the consultation contained the following key questions and associated tick box options:
- Q1.** Are you a resident or business?
- Q2.** What do you think of the proposals?
- 2.2.2 Both consultation formats also had a section for respondents to leave comments relating to the scheme. All comments were reviewed and where appropriate discussed further in section 2.6 below.
- 2.2.3 For clarity the following analysis has been presented in three separate sections. The first section relates to the overall response and percentages for and against, with the second section focusing on responses from roads within the defined consultation area. The third section analyses the level of support for the scheme from respondents that were located outside the defined consultation area.

2.2.4 It must be noted that where emails were received directly, only emails that categorically stated that they were a formal response to the consultation, highlighting either support or objection to the scheme, were included as part of this analysis.

2.3 Total Response Analysis

2.3.1 As detailed above, a total of 722 responses were received.

2.3.2 Responses were received from 230 different roads, 27 of which were located within the consultation area. Please refer to Appendix E for a tabulated summary of responses received by location. Please note that for simplicity the responses for the walkways and access roads within the East Dulwich Estate have been grouped together titled 'East Dulwich Estate SE22'. This incorporates responses from Arnhem Way, Delft Way, Deventer Crescent, Isel Way, Kempis Way, Nimegen Way, Steen Way, Terboch Way and Velde Way.

2.3.3 The following is a summary of replies received in relation to the two key questions detailed on the questionnaire and feedback form on the website:

Question 1 - Are you a resident or business?

	Resident	Business
Replies	691	31
Total	95.7%	4.3%

Table 1: Returned questionnaire and online feedback results for question 1

2.3.4 The majority of returned consultation responses were from residential households, with only 4% of respondents being a business.

Question 2 – What do you think of the proposals?

	Support	Opposed	No Opinion
Replies	313	403	6
Total	43.35%	55.82%	0.83%

Table 2: Returned questionnaire and online feedback results for question 2

Results for Question 2 - Total Consultation Response

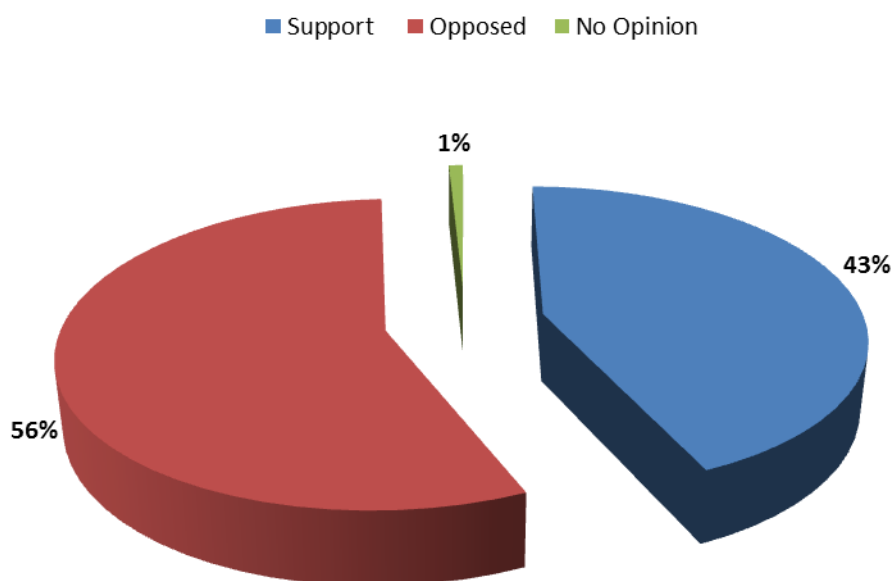


Figure 2: Consultation questionnaire results for question 2

2.3.5 The above graph and table 2 illustrate that overall, 56% of respondents to the consultation exercise do not support the proposed improvement scheme at the junction, with 43% welcoming the measures.

2.4 Analysis of Responses solely within the Defined Consultation Area

2.4.1 This section provides a comprehensive summary of responses received from local residents and businesses located within the defined consultation area.

2.4.2 A total of 377 responses were received - 297 hard copy, 64 via the online form and 16 formal replies were received via email.

2.4.3 The response rate for the area, taking into account the delivery of 1311 consultation documents is 28.76%.

2.4.4 Figure 3 below provides a summary of the roads within the defined consultation area and the number of responses received. The most responses received during the consultation period were from Woodward Road and Dovercourt Road. A high number of responses were also received from Calton Avenue and Beauval Road.

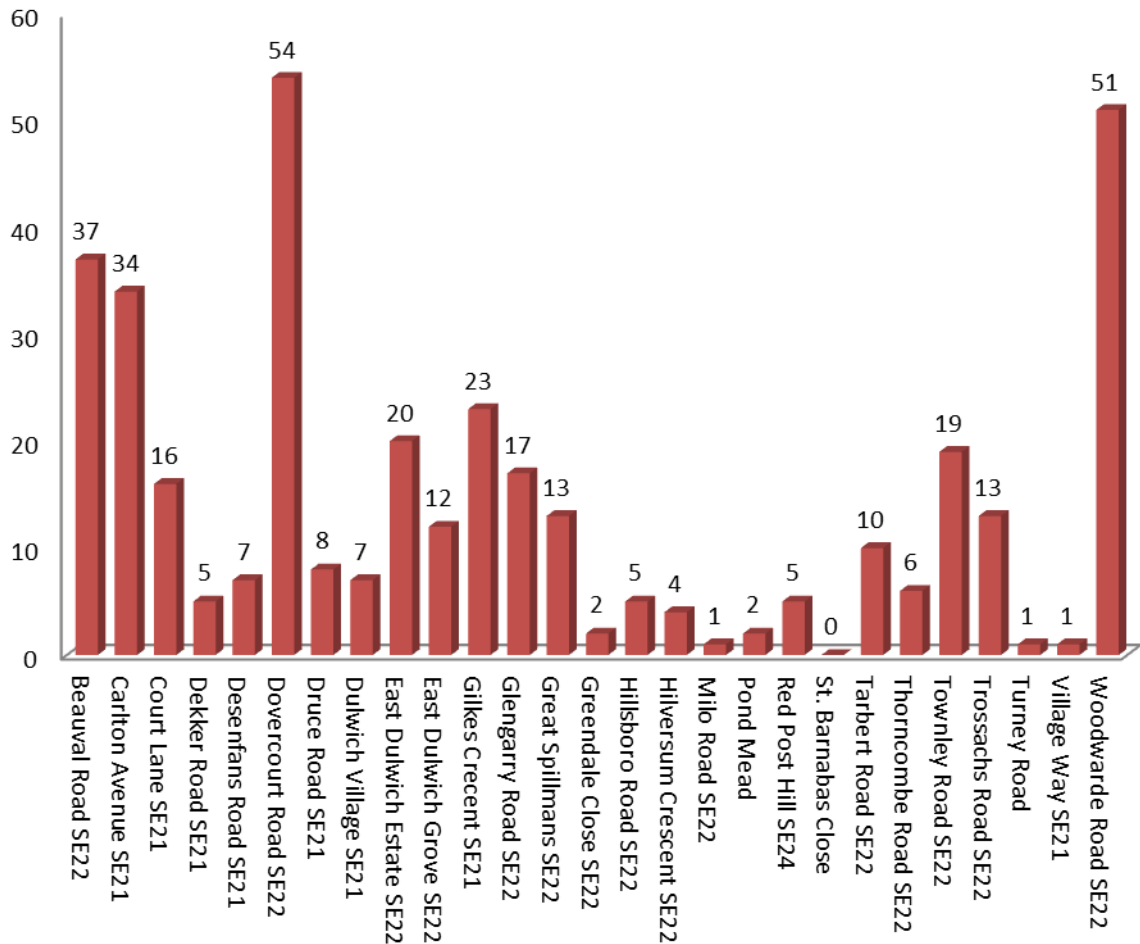


Figure 3: Distribution of consultation responses from roads within the defined consultation area

2.4.5 Figure 4 illustrates the consultation response rate for each road within the defined consultation area. The chart indicates that both Pond Mead and Turney Road had a 100% response rate. However it must be noted that both roads had a low number of addresses included in the mail-out due to only a small section of the road being included in the consultation area. Therefore it can be assumed that the views expressed by the low number responses from these roads may not necessarily be representative of the entire road.

2.4.6 Roads that had a high response rate include Great Spillmans, Gilkes Crescent, Dovercourt Road and Red Post Hill, each recording a 50% or greater response rate. Woodwardde Road, Townley Road and Calton Avenue also had high response rates, with over 40% of residents and businesses from these roads formally replying to the consultation exercise.

2.4.7 The lowest response rate was from St. Barnabas Close, with no replies received and Dekker Road with only 9% of residents formally responding.

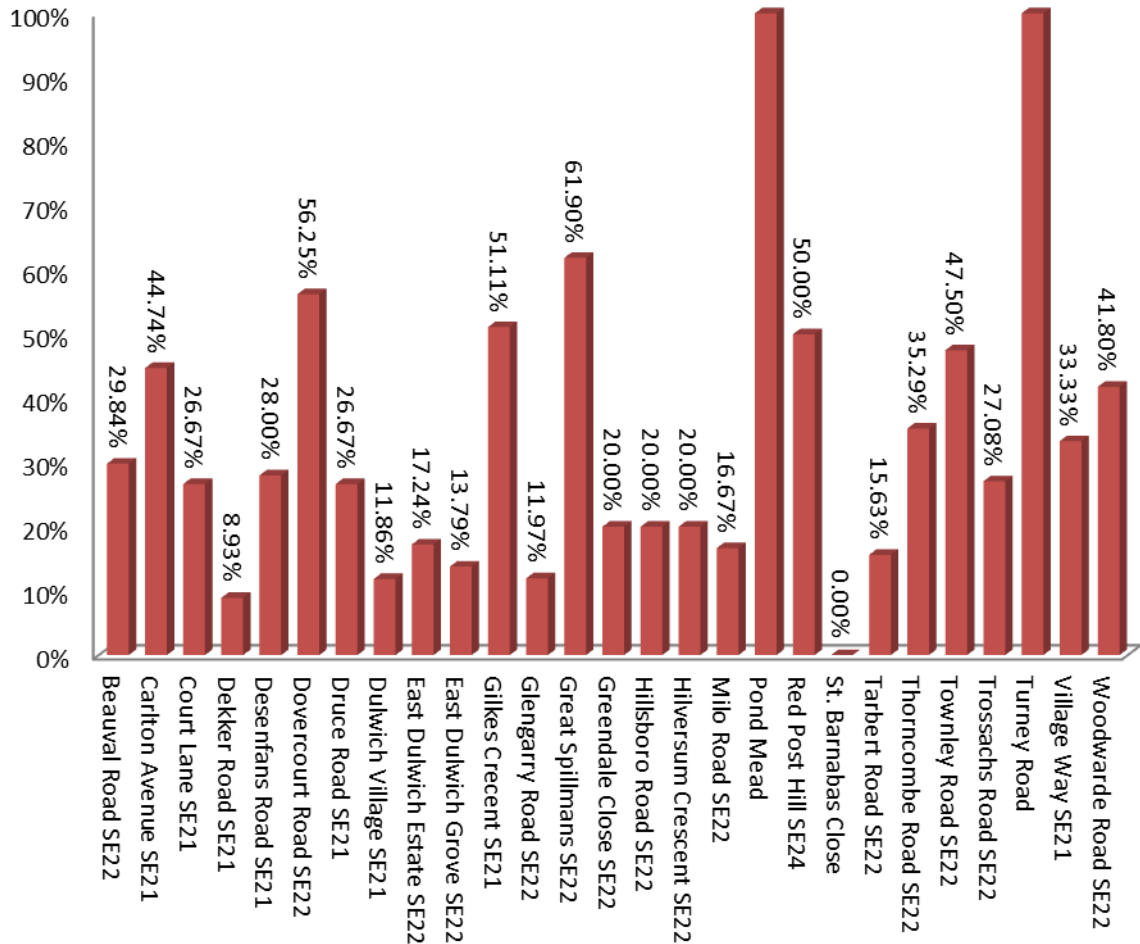


Figure 4: Consultation response rate for roads within the consultation area

2.4.8 Table 3 below and figure 5 illustrates that 76% of responses from the defined consultation area opposed the scheme, with 23% in support of the proposed measures at the junction.

	Support	Opposed	No Opinion
Replies	87	286	4
Total	23.08%	75.86%	1.06%

Table 3: Returned questionnaire results for question 2 for roads within the defined consultation area

Results for Question 2 - Defined Consultation Area

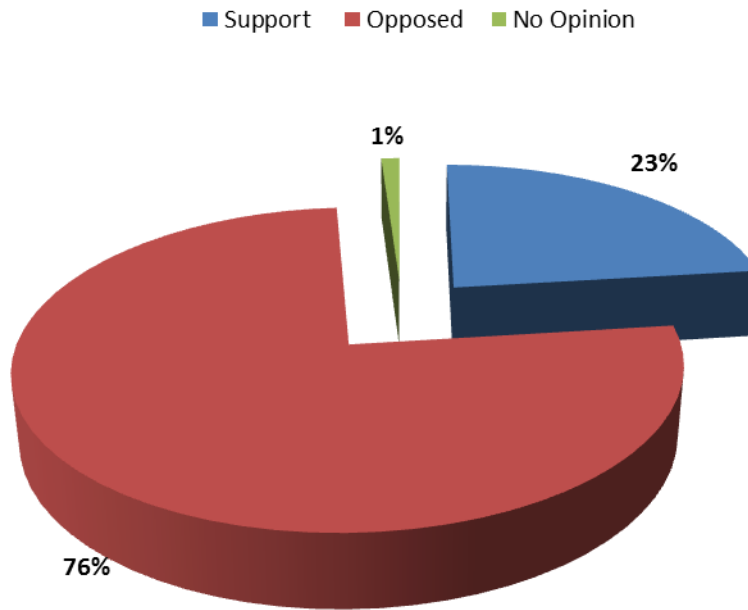


Figure 5: Consultation responses for question 2 for roads within the defined consultation area

2.4.9 Figure 6 breaks down the consultation results for each road within the defined consultation area. The results indicate that the majority of roads in the consultation area had more respondents opposed to the scheme than in favour, particularly Calton Avenue, Beauval Road, Woodward Road and Gilkes Crescent. Stronger support for the scheme was evident in Dekker Road, Glengarry Road, Thorncombe Road, Hilversum Crescent and Dulwich Village.

2.5 Analysis of Responses from outside the Defined Consultation Area

2.4.1 A total of 345 responses were received from addresses outside the defined consultation area, potentially representing users of the junction that live or work outside the immediate area. The total responses from this category make up 47.78% of the total responses received during the consultation period.

2.4.2 Table 4 illustrates that 226 replies were in favour of the proposed measures, equating to 65.51% support, with 34% of respondents opposed to the scheme.

	Support	Opposed	No Opinion
Replies	226	117	2
Total	65.51%	33.91%	0.58%

Table 4: Returned questionnaire results for question 2 for responses received from outside the defined consultation area

Consultation Result for each road within the Consultation Area

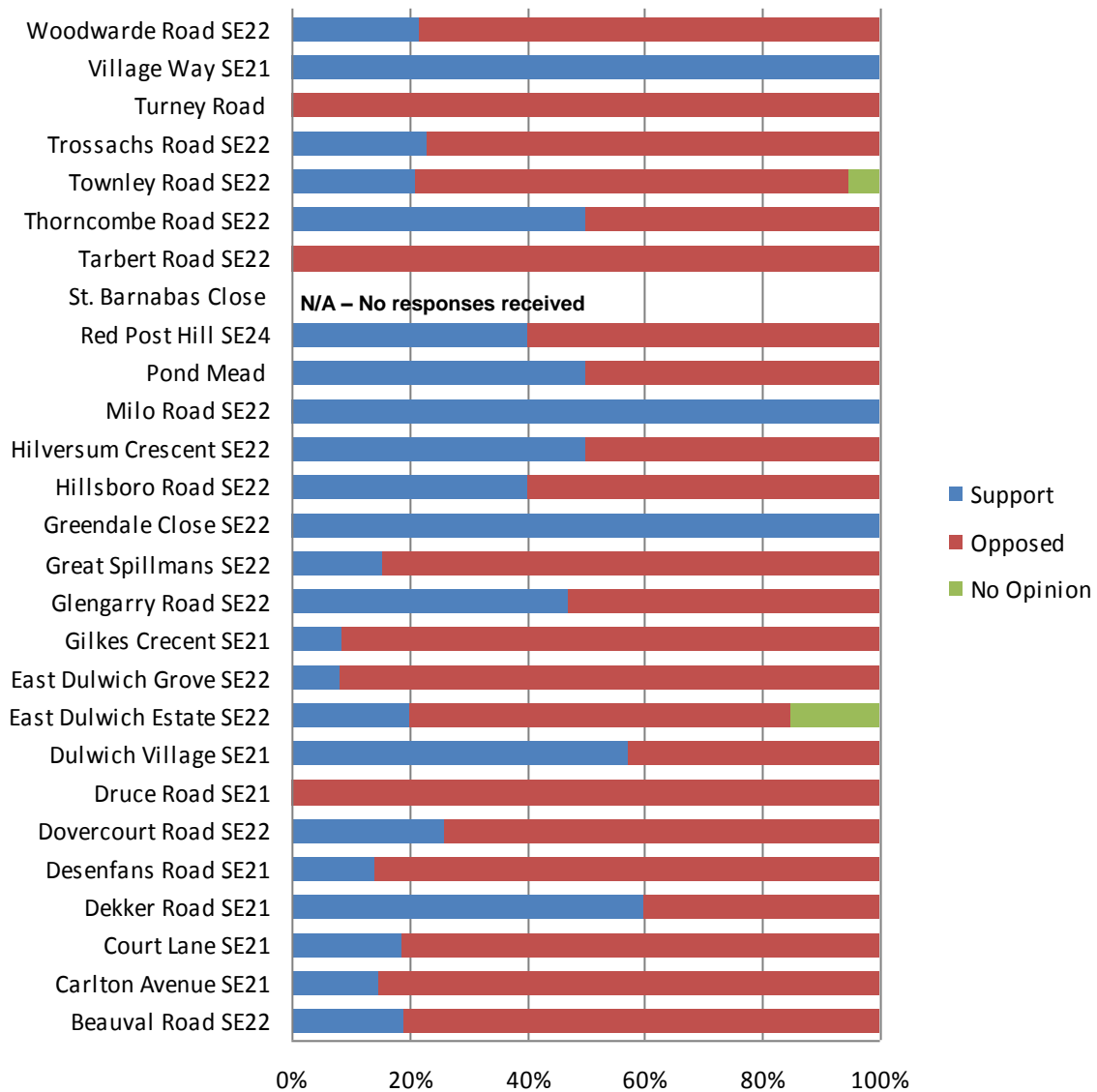


Figure 6: Consultation result for each road within the defined consultation area

2.6 Additional Comments

- 2.6.1 The questionnaire element of the consultation document invited consultees to attach any additional comments they may have on the proposals when returning the reply-paid questionnaire or completing the online form on the consultation website.
- 2.6.2 Analysis of the additional comments from respondents that objected to the scheme highlighted the following concerns which are summarised below:

The majority of objections received during the consultation exercise were in relation to the proposed right turn ban at Townley Road and potential displacement of traffic into other residential streets in the area, including Dovercourt Road, Dulwich Village and Gilkes Crescent and that there has been no research done on where the traffic will be forced to go.*

* In response, whilst it is difficult to precisely predict driver behaviour, it is not anticipated that all right turning traffic from Townley Road in peak periods will be displaced on to one particular route or street, due to drivers having different destinations in the northern and eastern parts of the borough.

A Traffic Displacement Study was undertaken. The full detail of the report can be viewed in Appendix F. The report details the potential use of three main routes that could be used as an alternative in order to access destinations to the north and east of the Townley Road / East Dulwich Grove junction. These include:

- i) Dulwich Village / East Dulwich Grove
- ii) Dulwich Village / Gilkes Place / Gilkes Crescent / East Dulwich Grove
- iii) Court Lane / Dovercourt Road / Townley Road / Lordship Lane / Melbourne Grove **Or** Calton Avenue / Woodward Road / Dovercourt Road / Townley Road / Lordship Lane / Melbourne Grove

In all cases, whilst it is recognised that traffic will be potentially displaced onto these roads, the volume of total vehicles displaced (117 in peak hour) and the anticipated percentage displaced onto these alternative routes will not result in any noticeable adverse effects on congestion or road safety. It must be noted that outside of peak traffic flow periods, the main traffic distributor routes in the area operate without delay. Therefore outside peak times there will not be noticeable change to existing traffic volumes on residential streets in the area.

Numerous objections were received stating that the proposals will force more traffic into Gilkes Crescent, which will result in an unacceptable increase in traffic in what is essentially a quiet residential road.*

* In response, Gilkes Crescent would potentially receive increased traffic volumes in peak periods as a result of the right turn ban. However, in line with the displacement analysis in Appendix F, it is anticipated that not all traffic will be displaced on this route and that only approximately 35 additional vehicles would use this route to by-pass Dulwich Village in the morning peak hour. This equates to a vehicle every 100 seconds which would not result in noticeable adverse effects on either the character of the road, environment for local residents or safety of road users. It must also be noted that Gilkes Crescent is already traffic calmed which assists with curtailing traffic speeds. As a result, it is evident that the traffic levels in Gilkes Crescent will be an acceptable level for a residential street.

A number of objections indicated that the conflict between cyclists and vehicles at the Townley Road junction is overstated as there are no accidents, the majority of cyclists in the morning peak are travelling northbound with the right turn flow and in the afternoon peak there are fewer vehicles turning right and therefore there is less risk from right turning vehicles. *

* In response, whilst thankfully there have been no serious accidents involving vulnerable road users, including cyclists traversing the junction from Green Dale into Townley Road, the council has received many reports of near misses with right turning vehicles out of Townley Road. Many cyclists have reported that they feel intimidated using this junction and that many younger cyclists avoid the junction all together.

The funding from Transport for London has provided the council with the opportunity to significantly improve safety and reduce the potential severity of collisions before they happen rather than being reactionary after they happened. This is particularly pertinent, as the majority of road users at peak times are children.

The junction is proposed form part of a major cycle route in accordance with the council's Quietway programme that will provide one of the main north/south cycle routes through the borough. It is anticipated that once the Quietway programme is implemented, a significant increase in cycling volumes will traverse this junction and therefore the proposals to improve safety and priority at the junction for cyclists is particularly important. It must also be noted that the measures are designed to encourage more children to cycle to nearby schools, which is a key objective of school travel plans and helps reduce reliance on the private car. Current layout and operation of the junction is prohibitive to this objective being realised.

Traffic counts at the junction indicate that the there is still a heavy demand for the right turn out of Townley Road in the afternoon peak. Therefore the risk presented by right tuning traffic to cyclists at the junction is still a major concern during this time period.

Numerous objections stated that the proposals will make the congestion in Dulwich Village worse at the expense of the three state schools and the area is already gridlocked in peak periods. *

* In response, it must be noted that Dulwich Village is the main north/south distributor road through Dulwich and is not classified as a residential street such as Calton Avenue. Therefore Dulwich Village should cater for through traffic as opposed to local residential roads.

In accordance with the Traffic Displacement Study, it is anticipated that up to 60% of displaced vehicles will traverse Dulwich Village and turn right into East Dulwich Grove. Whilst there is congestion experienced in peak periods, the junction is being upgraded by Transport for London in March 2015 that will improve operational efficiency. Road layout changes on Dulwich Village approach to the Red Post Hill junction are also being considered, including the provision of a dedicated right turn lane to double the stacking area for waiting vehicles, which will reduce queue lengths on approach to the junction. The council has also requested TfL to investigate if it is feasible to install a right turn

filter on the Dulwich Village arm or early cut off on Red Post Hill to allow more right turning vehicles from Dulwich Village to clear the junction per cycle. A combination of the above measures would significantly increase capacity and reduce congestion in Dulwich Village in peak periods, allowing the junction to cater for displaced traffic, as well as reducing the potential for vehicles to bypass the junction using Gilkes Place and Gilkes Crescent.

A number of respondents commented that the real problem of turning right into Townley Road from East Dulwich Grove has not been addressed. This poses a greater risk to cyclists than riding across from Green Dale. *

* In response, one of the options explored by the council was removing the dedicated right turn lane and installing a dedicated cycle lane that lead directly to an enlarged advanced cycle stop line to give cyclists priority at the junction, thereby assisting the right turn movement into Townley Road. However upon modelling this option, it was evident that due to the reduced junction stacking capacity, the eastbound arm of East Dulwich Grove would become significantly over capacity, leading to queuing back to Red Post Hill in peak periods.

However as part of the scheme detailed design process, the council will investigate the feasibility of installing a two stage right turn for cyclists from East Dulwich Grove into Townley Road and from East Dulwich Grove into Green Dale. This would allow less confident cyclists to undertake the right turn manoeuvre in two stages by accessing a marked section of sheltered carriageway at either the Green Dale or Townley Road junction headway and then wait for the protection of proposed cycle pre-signal to cross East Dulwich Grove. It must be noted that such a proposal would be subject to approval by Transport for London, as this would be one of the first junctions in London to utilise this concept. However, the two stage right turn would significantly address the right turn conflict risk for cyclists from East Dulwich Grove.

Objections were received stating that the existing staggered pedestrian crossings are relatively recent and should remain and there is no proof provided that the proposed layout is safer. The diagonal crossing will create more danger to pedestrians who will collide with cyclists who jump the lights. *

* In response, a pedestrian survey was undertaken at the junction to quantify the number and classification of pedestrians crossing the junction, as well as identification of key desire lines that illustrate typical pedestrian behaviour. This can be viewed in Appendix G.

The survey identified some concerning crossing behaviour, with many unaccompanied children crossing the junction diagonally or either side of the existing pedestrian refuge islands on East Dulwich Grove and Townley Road. These were not isolated cases, but a continual movement of children during peak periods. It was clear from the survey that the existing staggered crossing facilities are inadequate, as the children were not prepared to wait to cross the carriageway in two phases.

In addition, the volume of pedestrians crossing the arms of the junction is extremely high with over 700 pedestrians recorded traversing the junction in the morning peak.

It is paramount that an all green pedestrian phase is introduced, with single movement facilities that operate simultaneously. This allows for the introduction of a diagonal crossing facility that caters for the significant desire line from the north-western corner of the junction to the south-eastern corner of the junction. In addition, the introduction of pedestrian countdown timers will also provide pedestrians with exactly the length of time left to cross the carriageway, which will also improve safety and the operation of the junction.

Many respondents highlighted that Dovercourt Road and Beauval Road would be gridlocked with additional traffic and the roads are simply not wide enough, which will lead to bottlenecks, road rage and standoffs. *

* In response, taking into account that a percentage drivers currently turning right out of Townley Road will be accessing destinations to the east, it is assumed that Dovercourt Road will experience a small increase in additional traffic. As detailed in the Traffic Displacement Study, this equates to approximately 35 additional vehicles traversing northbound along Dovercourt Road in the morning peak, which is not a significant number over the duration of a 1 hour period.

As Dovercourt Road is the most direct route to access the eastern section of Townley Road and Lordship Lane from Calton Avenue, Court Lane and Woodwarde Road, it is unlikely that Beauval Road will experience any noticeable increase in traffic volumes over and above the current situation.

An objection detailed that there has been no regard for emergency services vehicles and ambulances that currently turn right at Townley Road to access the Dulwich Hospital. *

* In response, emergency vehicles will still be able to undertake this manoeuvre in emergency situations. In fact it can be argued that the significant reduction of traffic in Townley Road and Calton Avenue as a result of the right turn ban will actually assist emergency vehicles traversing this route, potentially improving response times.

A number of objections received stated that there will be a lot of disruption to the no. 37 bus route. *

* In response, the modelling results for option 7 that can be reviewed in Appendix H indicate that the junction will operate within capacity and acceptable saturation levels, which will not result in delays to the no. 37 bus route or excessive queuing for general traffic. The most congested arm is the westbound approach of East Dulwich Grove and the proposals will result in an 91.8% level of saturation in the morning peak, which means that all waiting traffic at the junction on a red signal is cleared every green phase of the cycle. Likewise the eastbound approach of East Dulwich Grove is also well within junction capacity constraints.

Numerous comments were received stating the real problem at the junction is traffic caused by the two schools. *

* In response, the Calton Avenue and Townley Road route is traversed by a significant amount of non-local traffic accessing the area from the South Circular and Turney Road. This traffic makes up a significant percentage of vehicles turning right at the junction. Removing this element of traffic flow will not only reduce congestion on Townley Road, but also potentially improve safety and the operation of the junction.

It is also anticipated that by making the junction safer for vulnerable road users, congestion will be potentially reduced in peak periods, as more children that are currently dropped at school by car may walk and cycle to school instead.

It is recognised that whilst there is also a significant amount of traffic accessing the schools, including coaches, there is not a short term solution to this problem. The council will continue working closely with the schools to address these issues which includes improving alternative modes such as walking and cycling.

Numerous objections detailed that residents were not given adequate time to study the proposals or to discuss the information with fellow residents, local businesses and community groups. *

* In response, the scheme had an initial four week consultation period. This is longer than the standard consultation duration for highway schemes in the borough and provides ample time for consultees to adequately study the proposals and to formally respond. It must be noted that the consultation duration was extended by one week at the request of residents and councillors.

In addition to using the questionnaire and pre-paid envelope in the consultation packs that were delivered within the defined consultation area, consultees could also respond online using the e-form on the consultation webpage or by email (if stating that the email was a formal response). It must also be noted that the majority of responses were received in the first two weeks of the consultation period indicating that consultees had sufficient time to reply to the consultation.

A number of objections were received highlighting that vehicles will cross from Townley Road into Green Dale to perform a U-turn if the right turn is banned, endangering pedestrians and causing further congestion. *

* In response, there would be little advantage for divers to undertake this manoeuvre as it will not provide any journey time saving. If the scheme is implemented then there will be a fully segregated cycle lane will extend for up to 70m from the junction stop line, followed by marked resident and disabled parking bays. This narrows the carriageway width down to 6m, which is too tight to turn a motor vehicle. Taking into account that there will also be a queue of vehicles waiting to exit Green Dale in peak periods, vehicle accessing Green Dale from Townley Road will be forced to traverse to the end of Green Dale in order to perform a three point turn.

The time this manoeuvre would take in addition to having to wait for an additional 90 seconds on a red signal on Green Dale in order to turn left into East Dulwich Grove, makes this option for 'by-passing' the banned right turn prohibition extremely unlikely.

A number of objections were received stating that Great Spilmans will experience more rat running traffic and be used by drivers to perform u-turns in order to by-pass the right turn ban, accessing the street from turning left in Townley Road. *

* In response, it is extremely unlikely that a vehicle will turn left at Townley Road into East Dulwich Grove, traverse up to Great Spilmans, turn around, wait to exit into East Dulwich Grove and then wait at the signals for up to 90 seconds in order to traverse across the junction. It must be noted that in peak times, the queuing on the eastbound approach to the junction will result in further delay to vehicles turning right out of Great Spilmans, as there will be no regular gaps in the traffic to allow vehicles to access the eastbound offside lane on approach to the signals.

A respondent objected stating that the modelling for the scheme is flawed, as additional displaced traffic on the eastern approach of East Dulwich Grove has not been taken into consideration. *

* In response, when reviewing the existing saturation levels of the junction, the arms of most concern are the westbound approach on East Dulwich Grove and Townley Road. Townley Road is of particular concern due to the amount of pedestrian crossing movements in the peak periods to the adjacent school. The eastbound approach of East Dulwich Grove and Green Dale are under-saturated, with spare capacity to take on additional vehicles without resulting in additional journey time delay.

Therefore the primary focus of the LINSIG model was to ascertain the effect of installing early start signals for cyclists and omission / retention of the right turn from Townley Road on the most congested arms of the junction, as the saturation levels of these arms will be the determining factor in the overall viability and acceptability of the scheme options with regards to traffic flow. East Dulwich Grove is of particular importance due to it being the main east / west arterial traffic route, as well as being a bus route. Proposing an option that significantly over-saturates East Dulwich Grove would result in excessive queuing, delays to buses, leading to objections from Transport for London and may potentially result in vehicles using local residential streets to avoid East Dulwich Grove. Therefore as no displaced traffic from the right turn ban results in additional westbound vehicles in peak periods and the spare capacity on the eastbound approach on East Dulwich Grove, there was no reason to include this as part of the LINSIG option assessment models.

Taking into account the proposed displacement of traffic from both Dulwich Village and Gilkes crescent as illustrated in Appendix F, this arm is likely to experience at worst a 20% increase in traffic volume. However the level of saturation for this arm for option 7 indicates a low level of saturation of only 66% in the morning peak. A 20% increase in traffic levels would only take this level of saturation up to 80% and therefore is well within the acceptable levels.

An objection was received stating that the Aecom report supplied does not model or consider the impact of diverted traffic on the surrounding network. *

* In response, as stated above, this has little or no relevance to the effect on the operation of the junction under the proposed layout, as there is spare capacity to

accommodate the potential number of additional vehicles accessing the eastbound arm of East Dulwich Grove, whether they access East Dulwich Grove from Dulwich Village or Gilkes Crescent. The Aecom report simply assesses the impact of different options on the most saturated arms of the junction in peak periods, based on the baseline data collated.

An objection was received discussing that there has been no justification provided for the right turn ban. *

* In response, the consultation document and information on the website stated that the banned right turn out of Townley Road into East Dulwich Grove is being proposed to remove potential conflict with southbound cycle movements and improve efficiency of the junction operation.

An objection was received stating that the Aecom report did not evaluate the JMP recommended option 4 and therefore it is an incomplete evaluation. *

* In response, the Aecom report was specifically commissioned to evaluate the design options drafted by the council and not previous options already evaluated and considered by the council which the council does not consider to be acceptable options for implementation.

There have been a number of key developments since the JMP options were drafted that were not taken into account at the time and have now been considered as part of the latest design options developed by the council. These include;

- The Mayor of London's Vision for Cycling, which outlines the drive and focus on both improving cycling safety and creation of new cycling routes and priority to significantly increase the modal share in London.
- Significant capital investment from the Mayor of London and Transport for London for London boroughs over a ten year period to improve cycling safety and priority.
- The drafting of the council's new Cycling Strategy that sets out the borough's objectives to become the number one cycling borough in London and the expectations and principles that are to be applied to the development of highway schemes.
- Development and approval of new highway cycling infrastructure features, such as pre-signals, parallel priority crossings and independent cycle phases to improve cycling safety

In accordance with the above, the previous design options provided by consultants from 2007 and 2012 fall short of current design expectations and as a result, whilst using previous studies to assist with scheme development, the council has designed a more comprehensive package of measures to address the current issues faced by vulnerable road users at the junction.

A number of respondents objected stating that there was no recommendation for option seven in the Aecom report. *

* In response, the report clearly indicates that Option 7 is the preferred option in terms of traffic flow and operation. As discussed previously, the technical note

produced by Aecom was to identify the best option in terms of junction capacity and signal operation and was not commissioned to provide commentary or analysis of each option in terms of traffic engineering, road safety or highway layout design. The note primarily focused on the two main options 7 and 7a which have cycle pre-signals and either allowed right turning traffic out of Townley Road or banned this movement. The report clearly shows that banning the right turn, which is the best option for preventing potential cycle collisions at the junction, is also the best option for ensuring that the junction operates within acceptable levels of saturation during peak periods. Conversely, allowing right turning traffic out of Townley Road in combination with the cycle pre-signal results in oversaturation to both arms of East Dulwich Grove and Townley Road.

An objection was received stating that the ASL boxes should be moved forward as far as possible to minimise the distance to be crossed on the junction that would reduce the signal timing and be used for right turning traffic. *

* In response, the forward stop line of the ASLs have been positioned as close to the junction headways as possible without resulting in vehicle overrun from turning traffic. There are many large coaches that turn right from East Dulwich Grove into Townley Road and left from Townley Road into East Dulwich Grove. The turning movements of these coaches have been modelled and the ASL boxes positioned accordingly to ensure a turning vehicle does not overrun the ASL area. If the ASLs were positioned closer to the junction headway, then there would be significant risk that larger vehicles would collide with cyclists waiting in these areas. Please refer to Appendix I for the autotrack paths of coaches at the junction in relation to the proposed position of the ASLs.

A number of concerns were received highlighting that removing the right turn lane on the East Dulwich Grove westbound approach could lead to conflict with cyclists going in the same direction, as cars will swerve around vehicles turning right into Green Dale. *

* In response, as Green Dale is a no-through road and on average, only 7 vehicles an hour turn right from East Dulwich Grove, there is no requirement to retain a dedicated right turn lane. The removal of the right turn lane has allowed for a reallocation of road space to footway buildouts and the introduction of a westbound cycle lane that provides access to the advanced cycle stop line at the junction, thereby assisting cyclists to position themselves ahead of traffic on a red signal.

It must be noted that a vehicle turning right into Green Dale can safely wait in the middle of the junction and there is ample room for vehicles and cyclists heading westbound to traverse past without conflict.

In addition, removing the right turn lane does not negatively impact on junction capacity or the operation of the signals.

A number of objections were received stating that a separate cycle phase should be introduced at the junction to allow cyclists to cross the junction without any traffic. This would allow the right turn to remain. *

* In response, whilst this is a sensible suggestion, this option was already investigated during the scheme development stage and discounted due to the

excessive junction cycle time required to accommodate this phase in addition to the pedestrian phase. This ultimately resulted in excessive waiting times for pedestrians as the cycle time of the junction was significantly increased and considerable congestion in East Dulwich Grove and Townley Road, with all three arms oversaturated in peak periods.

There is also not enough carriageway space, particularly in Green Dale, to install an appropriately sized cycle waiting reservoir that is segregated and operates independently from the general traffic lanes.

Objections were received highlighting that with the advanced cycle start for cyclists the right turn prohibition is not needed. *

* In response, statistically the majority of collisions involving cyclists take place at signalised junctions, with left hook conflicts being most common type of collision. The introduction of an early start cycle pre-signal allows cyclists to traverse across the junction or undertake turning manoeuvres before general traffic, which significantly reduces the risk of left hook collisions.

The aim of this scheme (which is being funded by TfL's Cycle to Schools Partnership) is to remove potential conflicts to cyclists crossing the junction into Green Dale and Townley Road. The option to create separate stage for cyclists or having Green Dale and Townley Road arms operating independently is discounted due to the negative effects on the junction cycle time, which results in both East Dulwich Grove and Townley Road becoming significantly oversaturated in peak periods. Therefore the remaining option to remove conflict with cyclists traversing across from Green Dale is to ban the right turn out of Townley Road.

Numerous objections were received stating that the right turn will prevent access to Sainsbury's Supermarket for residents. *

* In response, access to a local supermarket cannot be prioritised over and above the safety of pedestrians and cyclists at a busy road junction.

A number of respondents objected stating that they don't want cyclists to dominate the road and that the scheme was not needed as there are very few cyclists that use the junction. *

* In response, there are a significant number of cyclists already using this junction, particularly in peak periods. When analysing the volume of traffic movement from Townley into Green Dale and from Green Dale into Townley Road (along the proposed Quietway route), a total of 46 vehicles on average access Green Dale from Townley Road, but 113 cyclists also traverse across the junction to Green Dale in the morning peak (from 7am – 10am). Therefore there are almost three times as many cyclists accessing Green Dale than motor vehicles over this period. There is also an equal number vehicles and cyclists accessing Townley Road from Green Dale during this period. In the afternoon peak there is also higher numbers of cyclists accessing Townley Road from Green Dale than motor vehicles making this movement.

It must be noted that potential cyclists are liable to be put off from using this junction under the current layout, which is unlikely to persuade anyone who doesn't currently cycle to do so. This is of particular concern, as the adjacent schools would like more pupils to walk and cycle to school (which not only has health benefits for the children but will also potentially reduce congestion levels at school drop off and pick up times).

In addition, with the recent upgrades to Green Dale path for cyclists and the borough's intention to make this junction part of a north / south cycle quietway route through the borough, these cycling numbers are expected to increase significantly which makes the proposed measures to improve safety and remove the potential for conflict even more significant.

Numerous objections to the scheme highlighting that the footway buildouts will make turning movements more difficult and do not take into account the school coaches. *

* In response, as stated previously and as illustrated in Appendix I, the movement of large vehicles, particularly school coaches, has been modelled to ensure that they can still undertake key turning movements without conflict.

Numerous objections stated that the scheme was a total waste of money and that there are higher priorities elsewhere. *

* In response, the existing junction layout is a key barrier to cycling and walking and it totally dominated by vehicle traffic. The large number of pedestrians and cyclists using this junction on a daily basis and its location directed adjacent to two large schools, clearly justifies the capital expenditure to create a step change in safety, cycle priority and visual amenity.

The proposed measures align with the council's Cycling Strategy, Mayor's Vision for Cycling and prescribed road user hierarchy. The Mayor has commitment to invest total of £913m over the next 10 years in cycling safety and infrastructure development to significantly increase the modal share in cycling as a safe, healthy and sustainable form of transport in London.

The council welcomes significant investment from Transport for London to improve the junction and it must be noted that the funding can only be spent on improvements at this location.

A number of respondents highlighted that the scheme will result in more traffic in Lordship Lane which is already congested and will adversely affect bus routes. Melbourne Grove will also experience unacceptable increases in traffic volumes *

* In response, taking into account the traffic model in Appendix F, it is anticipated that a maximum of 65 additional vehicles will access Lordship Lane via Townley Road in the morning peak. The amount of additional vehicles using Lordship Lane is a small percentage of the overall existing northbound traffic volume on Lordship Lane and therefore it is expected that there will be no noticeable increase in congestion or queue lengths .

It is noted that there is a morning peak time northbound bus lane on Lordship Lane through the retail area up to Goose Green, which allows buses to bypass

any congestion in the general traffic lane. Therefore the proposal will have no impact on northbound bus journey times in peak periods.

It is recognised that Melbourne Grove may potentially have up to an additional 60 vehicles traversing northbound during the morning peak period. However this equates to only an additional vehicle per minutes and is therefore within acceptable parameters for traffic volume on a residential road.

A number of respondents objected that the council is simply improving one junction whilst making another junction, namely the Red Post Hill / Dulwich Village / East Dulwich Grove junction more dangerous. *

* In response, as previously mentioned, the East Dulwich Grove / Red Post Hill / Dulwich Village junction is shortly to be upgraded by Transport for London to improve operational efficiency, with potential modifications to the Dulwich Village approach to improve stacking capacity and measures to assist right turning vehicles into East Dulwich Grove. This will potentially reduce congestion in Dulwich Village and create additional capacity to accommodate displaced traffic from Townley Road.

A number of objections stated that the side roads should operate independently so the right turn out of Townley can be kept. *

* In response, this option was considered previously and discounted due to the resulting saturation levels in East Dulwich Grove during peak traffic flow periods. Whilst it is recognised that this option would remove potential conflicts between right turning vehicles and cyclists and retain the right turn movement out of Townley Road, the oversaturated arms of East Dulwich Grove are unacceptable in terms of capacity which would lead to excessive queuing, potential rat running and delays to local bus services.

2.6.3 28% of respondents did not submit a further comment.

2.6.4 A petition was received from local residents with signatories objecting to the junction changes.

2.6.5 The petition contained the following text:

'We the undersigned cannot support the current Public Consultation proposal Option 7 for changes to the junction of Townley Road/East Dulwich Grove/Green Dale, which includes a banned right turn from Townley Road. The documentation and impact analysis supporting this proposal on the Southwark Website are confused and incomplete.'

'However, as a local community, we all want better safety for pedestrians and cyclists at this junction. To achieve this within Southwark's deadline of December 19, we offer support for the recommended 'Quick Win' Option 5 on the 2012 Junction Safety Review(4/12/2014), JMP Consultants), also on your website, which removes guardrails, renews road markings and adds cycle safety mirrors'.

2.6.6 The petition had 330 signatures from addresses within the defined consultation area and was forwarded to the clerk to the Dulwich Community Council (as per the council's petition receipt protocol), so that the petition originator could be

contacted and given the opportunity to present at the forthcoming Dulwich Community Council meeting.

- 2.6.7 It is noted whilst the petition has been considered as part of the consultation review, each signature has not been included as an individual response or official reply to the consultation.

2.7 Levels of Consensus

- 2.7.1 The following majority level of agreement has been given in relation to the questions contained within the consultation document:

a) Total Response

- 43% of consultees support the junction improvement measures;
- 56% of consultees were opposed to the implementation of the proposed measures ; and
- 1% of consultees have no opinion.

b) Response from consultees within the defined consultation area

- 23% of consultees support the junction improvement measures;
- 76% of consultees were opposed to the implementation of the proposed measures ; and
- 1% of consultees have no opinion.

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

- 65.5% of consultees support the junction improvement measures;
- 34% of consultees were opposed to the implementation of the proposed measures ; and
- 0.5% of consultees have no opinion.

2.8 Statutory Consultee and Key Stakeholder Replies

- 2.8.1 A number of statutory consultees and key stakeholders replied to the consultation exercise. These responses are summarised below;

- a) **JAPS Pre-Prep School** located on Dulwich Village replied registering their support for the scheme. The response highlighted that the current configuration of the junction favours motor vehicles and that there is potential for conflict. The school welcomes plans to prioritise the safety of all road users at the junction, including pedestrians and cyclists.
- b) **JAPS Preparatory School** located on East Dulwich Grove replied in strong support for the junction improvements, stating that they were long overdue. They stated that whilst the scheme might not please some motorists, they believe that the safety of pedestrians and cyclists at this junction is vital. The school encourages parents and children to walk, cycle or scoot to school, but many parents currently feel it is too dangerous to do so.

- c) **JAGS** on East Dulwich Grove replied in support of the scheme stating that the proposed changes will make the junction safer for their pupils who cross there in large numbers each day.
- d) **Allyen's School** in Townley Road replied stating that the school supports the scheme in principal and that the changes are a step in the right direction.
- e) **Dulwich Village C of E Infants School** replied stating that they are in full support of the change to the junction. They also highlighted that they had received some concerns about the proposed no right turn at the junction.
- f) **The Charter School** located on Red Post Hill replied noting the concerns of both the Safer Routes to School Group as well as the parental body of the school and confirmed that the safety and well being of students and the wider community is paramount. The reply detailed support for the diagonal pedestrian crossing and extension of the pavement corners which will increase pedestrian and cycle safety. It was highlighted that local residents / parents had raised concerns about the no right turn into Townley Road and that the council should consider those objections when making a final decision on this matter.
- g) **Southwark Cyclists** replied stating that following a meeting on the 10th December, members unanimously agreed to respond formally in support of the council's proposals for the junction.
- h) **Dulwich and Herne Hill Safer Routes to School** replied stating their full support for the scheme. The new design is a step forward for safe, active, independent journeys to school, making the roads more friendly and giving space and time to cross without feeling threatened.
- i) **The Dulwich Society** replied confirming full support for the scheme and the proposed improvements for pedestrians and cyclists at the junction.
- j) **Dulwich Young Cyclists** replied stating they wholeheartedly support Southwark on improving the junction and are keen to work with the council on the detail.
- k) **Southwark Living Streets** replied in strong support of the scheme which will make the junction safer and easier to use for pedestrians and cyclists. They were particularly supportive of the removal of the staggered pedestrian crossings, tightening up the junction to reduce the crossing distances for pedestrians and removal of the right turn movement out of Townley Road to facilitate the removal of potential conflicts with cyclists. It was also detailed that these changes fit closely with the Mayor of London's Vision for Cycling and the Southwark Council Cycling Strategy.
- l) **Bessemer Grange TRA** replied highlighting their support for the alterations to the junction. They highlighted the importance of the Green Dale path as a key route for local residents to schools and the improvements to the junction will not only improve safety but also compliment the recent work the council has done on the Green Dale path. Removal of the staggered crossings will remove the existing frustration pedestrians have relating to crossing the road in two movements. The reply also highlighted that Carlton Avenue and

Townley Road are both residential roads that serve as short cuts for traffic and that alternative routes were available.

- m) **Wells for Wellbeing** replied stating that the final scheme design needs to pay attention to the following points to improve this junction for inclusive cycling:
- Ensure generous width of cycle lane for the whole length of the segregated pathways to accommodate all types of cycles.
 - Remove waiting bays - these introduce a confusing additional decision-making stage for young cyclists, and suggest to drivers that cycles should be waiting in the gutter rather than treated as moving traffic. We need space for cycling, not space for waiting!
 - Avoiding left hooks from Townley Road, most cycle traffic will be going straight on, most cars turning left. Combined with the waiting bay / feeder lane arrangement, this gives huge potential for left hooks.
 - The angle of left turns look really awkward particularly for non-standard bikes.
- n) **Gilkes Crescent Residents Association** replied in objection to the scheme based on the amount of displaced traffic that would traverse Gilkes Place and Gilkes Crescent as a result of the right turn ban at Townley Road.

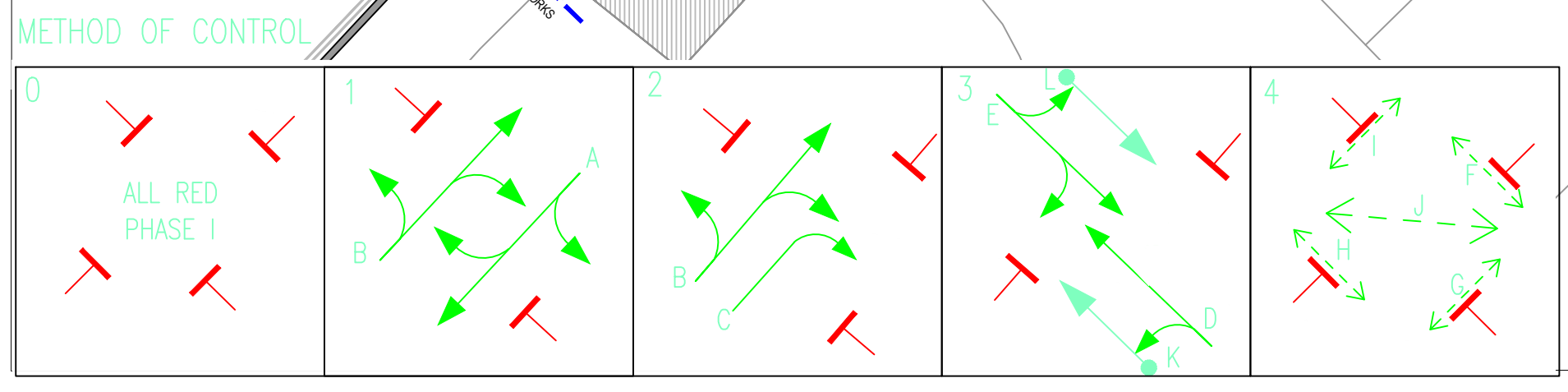
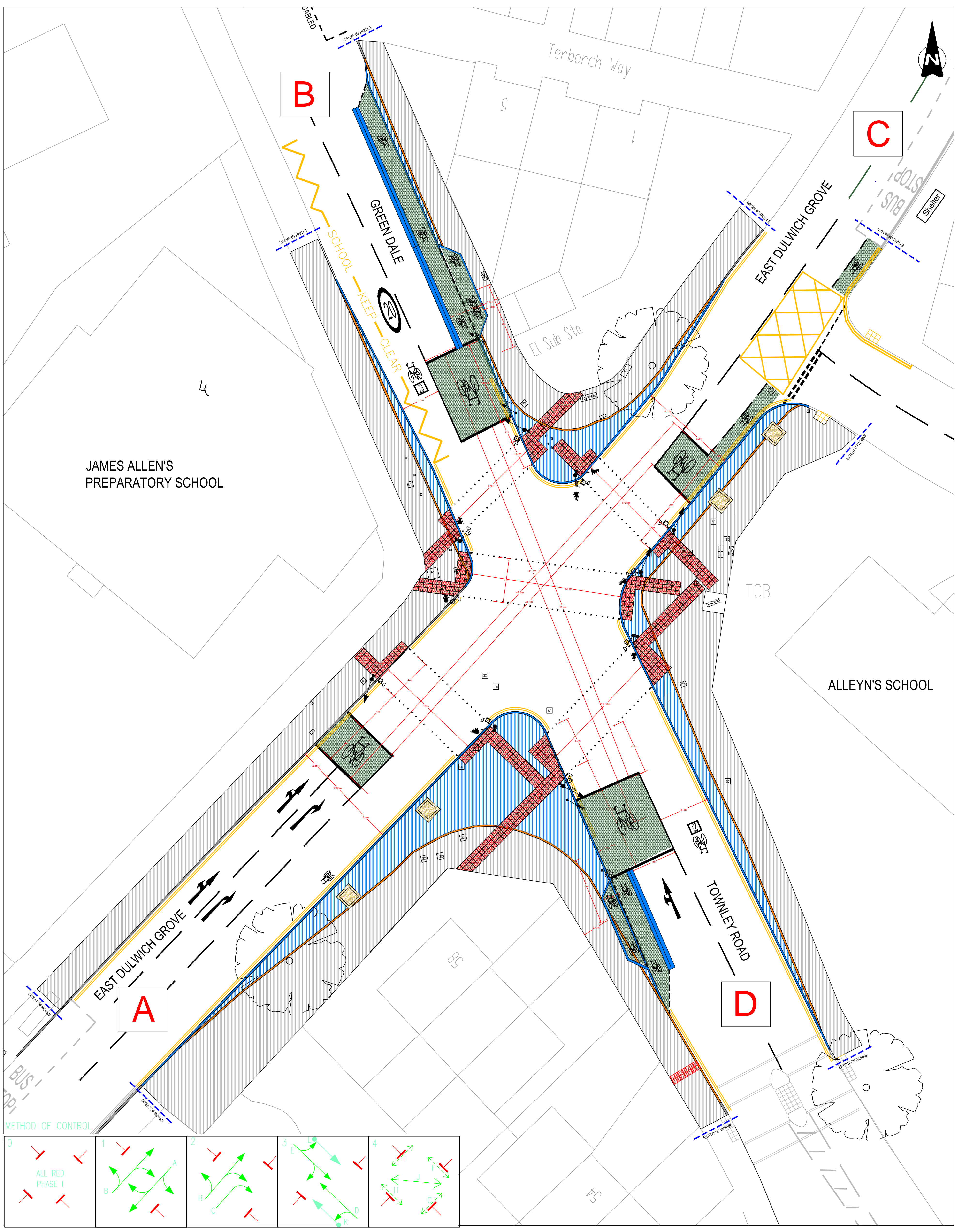
3.0 Recommendations

- 3.1 Although a majority of respondents to the consultation exercise were opposed to the scheme, with the major point of objection relating to displacement of traffic onto other junctions and residential streets in the area during peak traffic flow periods, officers feel that this has been overstated and that the actual volume of potential traffic displacement onto other routes will not adversely impact these roads or junctions.
- 3.2 Whilst it is recognised that there is potentially some inconvenience to local residents who regularly turn right out of Townley Road to access destinations in the east and north of the borough, the benefits of safety to vulnerable road users and priority to sustainable modes of travel outweigh this inconvenience.
- 3.3 The proposed measures are also closely aligned with council policy including the borough's Transport Plan, Road User Hierarchy and Cycling Strategy.
- 3.4 Nonetheless, it is recognised that for proposals to be successful, they require support and consensus locally. In this instance, the proposal to ban the right turn has clearly prevented this and therefore further investigation should be undertaken to find an alternative solution that delivers pedestrian and cycle benefits without removing that right turn.

Appendices

Appendix A:	Initial Scheme Design
Appendix B:	Consultation Documents
Appendix C:	Location Plan and Extents of Consultation
Appendix D:	List of Addresses within the Distribution Area
Appendix E:	Summary of Total Consultation Response
Appendix F:	Traffic Displacement Study
Appendix G:	Junction Pedestrian Movement Survey
Appendix H:	Scheme Option Traffic Modelling Technical Note
Appendix I:	Junction Vehicle Autotrack Analysis

Appendix A: Initial Scheme Design



Existing kerbline to be removed	3 Aspect Signal with Cycle Filter	Proposed ladder paving
Proposed kerb	Existing kerbline to remain	Existing ladder paving to be removed
Tactile Paving (red)	Proposed lining	Proposed cycle facility
Tactile Paving (buff)	Existing lining	Proposed Pedestrian Countdown Unit
3 Aspect Signal on Pole	Proposed footway extension	Proposed pedestrian countdown unit
3 Aspect Signal with Secondary Hoods	Existing footway	
2 Aspect Pedestrian Signal	Proposed tree pit	
Pedestrian Pushbutton	Proposed dropped kerb	
Low Level Cycle Aspect		

Southwark Council

REGENERATION & ENVIRONMENT
COUNCIL OFFICES, CHILTERN
HOUSE, PORTLAND STREET,
LONDON SE17 2ES

Project
East Dulwich Grove / Townley Road

Title
Proposed Junction Layout -
OPTION 7 Cycle Advanced Start,
Waiting Area,
No Right Turn from Townley

Contract No.	Drawn	CM
Scale	Designed	CM
Drawing No. D/EDG/CM/13/001/O7	Checked	
	Approved	
Date Drawn	Date Issued	

02/14

No.	Date	Revision

Appendix B: Consultation Documents

We want your views

It is important for all consultees to respond to the consultation. We would be grateful if you could take the time to review the proposals outlined in this document and provide a response using the pre-paid envelope and questionnaire provided by 12th December 2014.

Your views are essential for us to understand your requirements for the proposal and form a fundamental part of the scheme development process, whether you use public transport, cycle, walk or drive a private vehicle.



East Dulwich Grove / Townley Road / Green Dale Junction Improvement Scheme

What happens next?

As you will appreciate Southwark Council receives many comments from consultations and therefore is unable to respond personally to specific issues raised. However all comments and suggestions will be taken into consideration before a decision is made.

The responses to the questionnaire will be analysed and taken into account in the final design of the proposed works.

Should you require any further information regarding the proposed scheme please do not hesitate to contact Chris Mascord at chris.mascord@southwark.gov.uk

Further information on other schemes along the route in Southwark can also be found at: www.southwark.gov.uk/consultations

To arrange a translation of this leaflet and the other consultation documents, or for other assistance, please take it to:

**One Stop Shop – 122 Peckham Hill Street, London SE15, or
One Stop Shop – 151 Walworth Road, London SE17, or
One Stop Shop – 17 Spa Road, London SE16, or
Southwark Town Hall – Peckham Road, London SE5.**

للترتيب لترجمة هذه الكراسة خذها رجاء إلى أحد العنوانين التاليين:

Para obtener una traducción de este folleto, llévelo a:

Bu broşürün tercüme edilmesini düzenlemek için lütfen onu aşağıdaki yerlerden birine götürün:

Để có bản dịch tiếng Việt, hãy mang tờ rơi này đến cửa hàng:

Pour une traduction de ce dépliant, présentez-le à l'un des guichets uniques suivants :

এই প্রচারপুস্তিকাটির (সিফলেটের) একটি অনুবাদের আয়োজন করতে হলে দয়া করে এটি এখানে নিয়ে যান:

為獲取此單張的翻譯版本，請將單張帶到以下一站式辦事處：

Have your say

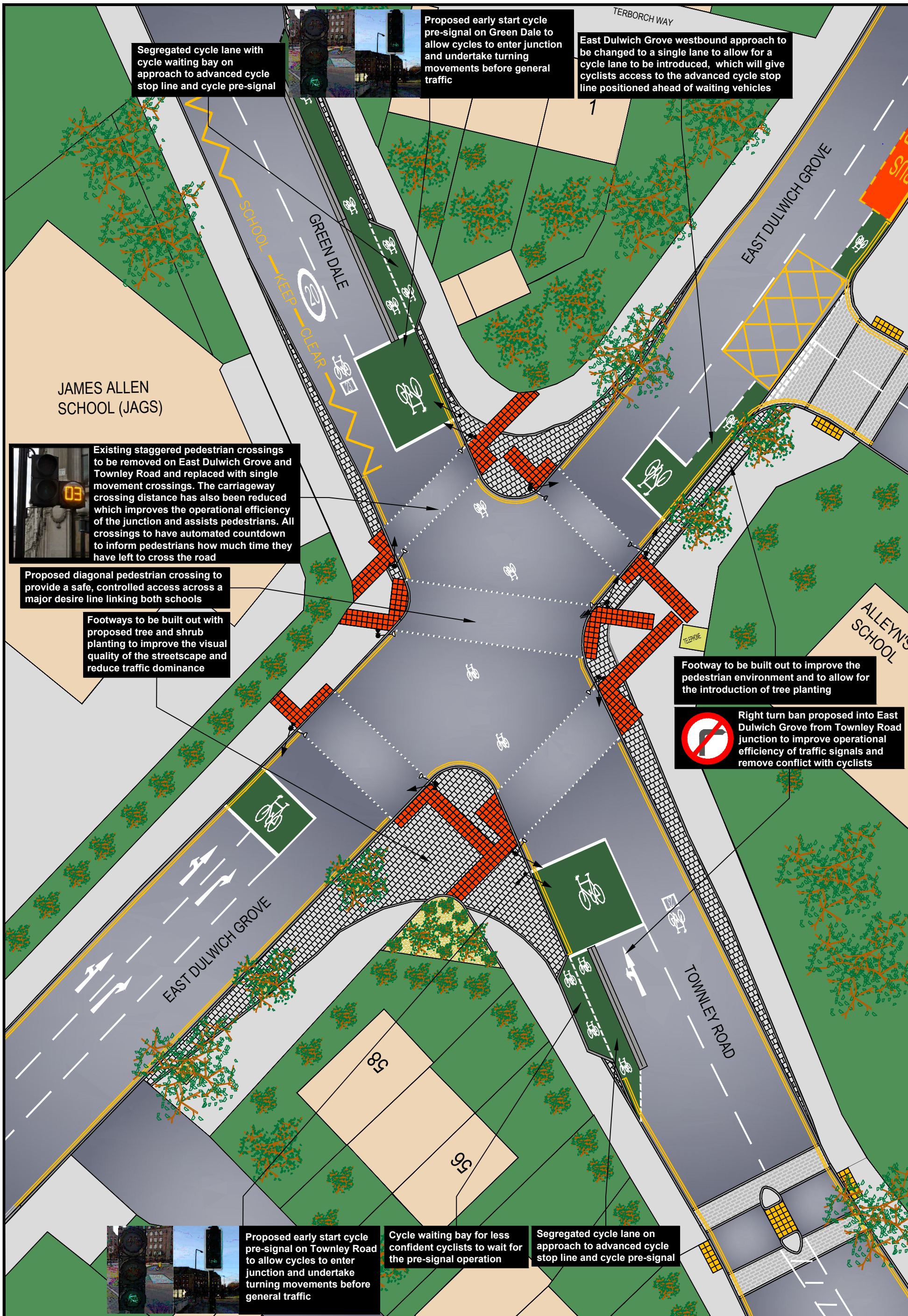
Southwark Council is holding a consultation to receive residents' and key stakeholders' comments regarding proposals to improve the East Dulwich Grove / Townley Road / Green Dale junction.

Background

Local stakeholders have raised concerns regarding the safety of pedestrians and cyclists at this junction, particularly during morning and evening peak hours. Pedestrians have been observed to cross the junction diagonally (not using the staggered crossing facilities due to excessive waiting times) and conflict has been experienced between cyclists using the junction and traffic turning right out of Townley Road. The key aim of the proposals is to significantly improve safety for cyclists and pedestrians at the junction, whilst ensuring that there is no adverse delay to traffic on East Dulwich Grove.

What are the proposed changes?

- Removal of existing staggered pedestrian crossings with the implementation of shorter, single movement facilities.
- Introduction of a diagonal pedestrian crossing to link footways adjacent to both schools and cater for an existing pedestrian desire line.
- All pedestrian facilities to operate at the same time to reduce waiting time for pedestrians and improve the efficiency of the junction.
- Cycle pre-signal on Townley Road and Green Dale to allow cycles to enter the junction and undertake turning movements before general traffic.
- Recessed bays for less confident cyclists to wait for pre-signal operation (Townley Road and Green Dale).
- Banned right turn out of Townley Road into East Dulwich Grove to remove potential conflict with southbound cycle movements and improve efficiency of junction operation.
- Proposed cycle lane and advanced cycle waiting area on East Dulwich Grove (westbound) to allow cyclists to bypass waiting vehicles and gain priority at the junction.
- Footway buildouts to reduce crossing distances for pedestrians and allow room for tree planting and to visually improve the streetscape.
- In accordance with the measures proposed above, the existing shared use cycle / pedestrian footway leading from Carlton Avenue into Townley Road will be removed.



EAST DULWICH GROVE / TOWNLEY ROAD JUNCTION IMPROVEMENTS

East Dulwich Grove / Townley Road / Green Dale Junction Improvement Scheme

Consultation questionnaire

The council would like to receive your views on the proposed junction improvement scheme at East Dulwich Grove / Townley Road / Green Dale

We would be grateful if you could answer some general questions so that we can find out what your views are towards the proposals. Please return completed questionnaires by the **12th December 2014**

Residents and Businesses:

1. Are you a resident or business? Resident Business

2. What do you think of the proposals? Support Opposed No opinion

Please use the space below for comments:

Continue overleaf if necessary.....

Please don't forget to fill in your personal details

Name

Address (essential)

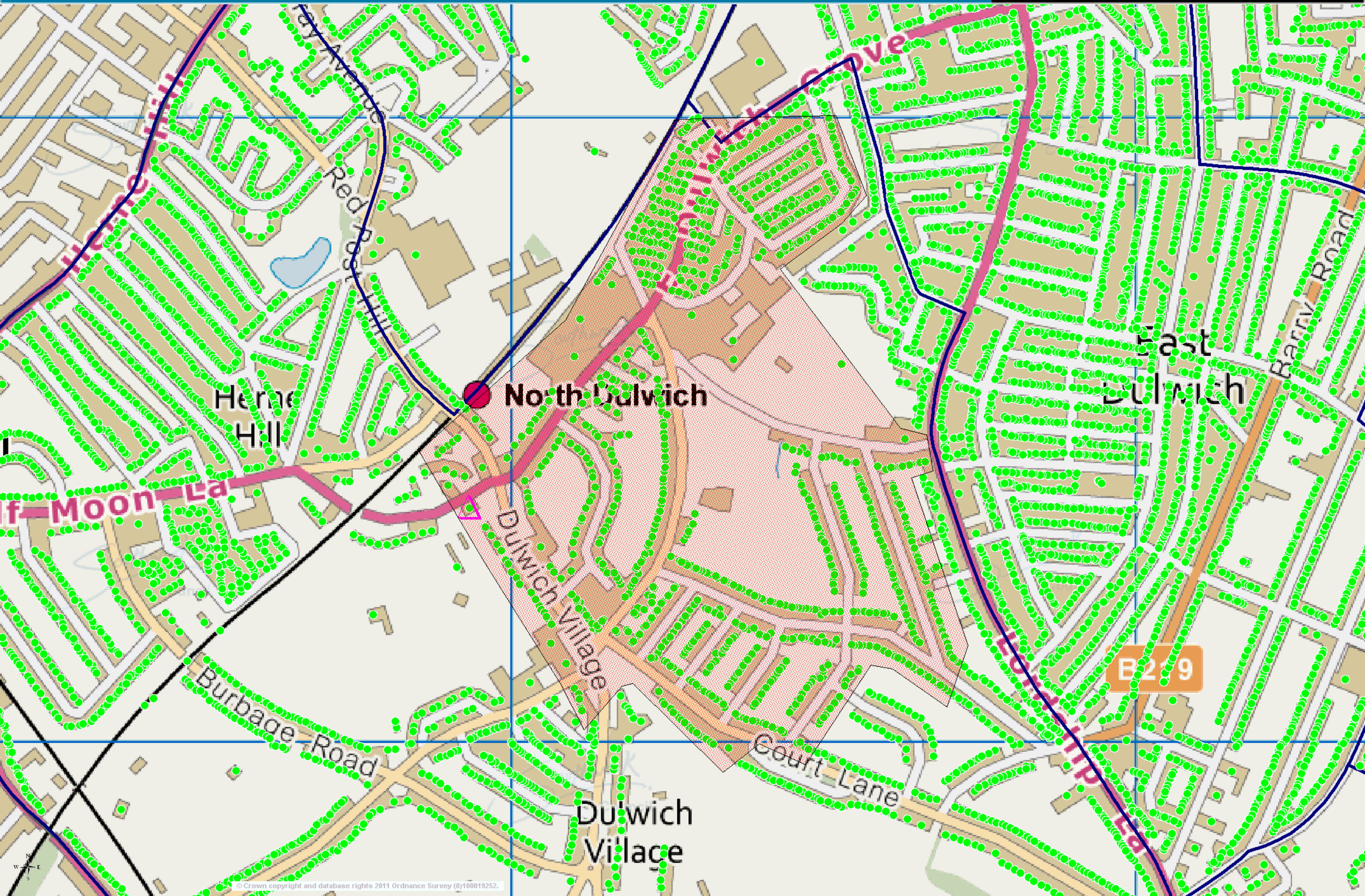
Postcode Date



Appendix C: Location Plan and Extents of Consultation

Revised consultation area - Townley Road junction

Date 4/11/2014



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Appendix D: List of Addresses within Distribution Area (Available on Request)

Appendix E: Summary of Total Consultation Response

EAST DULWICH GROVE / TOWNLEY ROAD CONSULTATION TOTAL RESPONSE DISTRIBUTION

Road Name	Support	Opposed	No Opinion	Road Name	Support	Opposed	No Opinion	Road Name	Support	Opposed	No Opinion	Road Name	Support	Opposed	No Opinion
Adys Road		1		Coopers Cope Road BR3	1			Grove Park SE5	1	1		Maxted Road SE15	2	1	
Albemarle Road BR3		1		Copelstone Road		1		Grove Vale SE22		1		Maythaw Court //	1		
Aldebert Terrace SW8	1			Court Lane SE21	3	13		Half Moon Lane SE24	1			Meakin Estate SE1	1		
Allison Grove SE21	1			Crebor Road SE22	1	1		Harlscott Road SE15	1			Medlar Street SE5	1		
Allyen Road SE21	1			Crouchmans Close SE26	1			Hayes Grove SE22	1			Meeting House Lane SE15	1		
Aiscott Way SE1	1			Croxted Road SE24	2	1		Henslow Road		1		Melbourne Grove SE22	2	3	
Anonymous	30	28		Crystal Palace Road SE22	1	1		Herbert Road		1		Melford Road SE22	3		1
Aquinas Street SE1	1			Danby Road SE15	1	1		Herne Hill SE24	1			Mertins Road SE15	1		
Ashbourne Grove SE22	2	1		Dancroft Road		2		Hichisson Road SE15	1			Mills Street SE1	1		
Auckland Road SE19	2			Darrell Road		1		Hillsboro Road SE22	2	3		Milo Road SE22	1		
Aylesbury Road SE17	2			Dekker Road SE21	3	2		Hilversum Crescent SE22	2	2		Milton Road	1		
Aysgarth Road SE21		2		Denman Road SE15	2			Hinckley Road		1	1	Moffat Road CR7	1		
Bamber Road SE15	2			Denmark Hill SE5	1			Holmdene Avenue SE24	1			Monclar Road SE5	1		
Barry Road SE22		1		Derwent Grove		1		Homestall Road SE22	1			Morna Road SE5	1		
Beauval Road SE22	7	30		Desenfans Road SE21	1	6		Hopewell Street SE5	1			Neckinger Estate SE16	1		
Beckwith Road SE24	3			Deverell Street SE1	2			Hull Close SE16	1			Oakfield Gardens SE19	2		
Bellenden Road SE15	1			Dome Hill Park SE26	1			Idmiston Road		1		Odessa Street SE16	1		
Benhill Road SE5	1			Dorchester Court SE24	1			Ivanhoe Road		1		Oglander Road SE15		1	
Bermondsey Square SE1	1			Dorsel Road SW19	1			Ivydale Road SE15	2	1		Old Ford Road E3	1		
Bermondsey Street SE1	1			Dovercourt Road SE22	14	40		Jennings Road		1		Old Kent Road SE1	1		
Bermondsey Wall East SE1	1			Druce Road SE21		8		John Maurice Close SE17	1			Orchard Road CR2	1		
Bomar Road		1		Druid Street SE1	1			John Ruskin Street SE17	1			Orsterley Gardens CR7		1	
Brixton Road SW19	1			Dudrich Mews SE22	1			Jowlett Street SE15	1			Overhill Road SE22	1	1	
Buchan Road SE15	1			Dulwich Common SE21		1		Kemerton Road SE5	1			Peckhams Wood SE26	1		
Burbage Road SE21/SE24	2	7		Dulwich Village SE21	4	3		Kempis Way		1		Peckham Rye SE15	2		
Burgoyne Road SE25	1			East Dulwich Estate SE22	4	13	3	Kendall Avenue BR3	1			Pellat Road SE22	1		
Buxted Road		1		East Dulwich Grove SE22	1	11		Kennington Lane SE11	2			Penton Place SE17	1		
Canal Walk		1		Eastern Avenue		1		Keston Road SE15	1			Pickwick Road SE21	1	1	
Carden Road SE15	1			Eastlands Crescent SE21	2			Kimberley Avenue SE15	1			Plough Lane SE22		1	
Carlton Avenue SE21	5	29		Elfindale Road SE22	1			Knatchbull Road SE5	1	2		Priory Court ///	1		
Casella Road SE14	1			Eynella Road SE21	1	3		Lakeside BR3		1		Red Post Hill SE24	2	3	
Casino Avenue SE24	1			Fitzwilliam Road SW4	1	1		Landcroft Road SE22	1	2		Ringmore Rise	1		
Chadwick Road SE15	1			Forest Hill Road SE22	1			Landells Road SE22	1	1		Rodwell Road		1	
Champion Grove SE5	1			Frank Dixon Way		1		Larcom Street SE17	2			Rosendale Road		1	
Champion Hill SE5	1	1		Frankfurt Road		2		Lausanne Road SE15	1			Rotherhithe Street SE16	3		
Chartham Road SE25		1		Friern Road SE22	2	1		Lilford Road		1		Ruskin Walk SE24	1		
Chatsworth Way SE27	1			Gilkes Crecent SE21	2	21		Linden Grove SE15	3			Rutland Court SE5	1		
Chesterfield Grove SE22	1			Glengarry Road SE22	8	9		Lomond Grove SE5	1			Sansom Street SE5	1		
Chourmert Road	1			Goodrich Road		1		London Road SE		1		Sayla Road SE15	1		
Coburg Crescent SW2		1		Goodrich Road		1		Lordship Lane SE22	2	3		Shad Thames SE1	1		
Coldharbour Lane SE5	1			Gowlett Road SE15	1			Lorimore Square SE17	1			Shipwright Road SE16	1		
Colemain Road SE5	1			Great Brownings		4		Lovelace Road		3		Shurberry Road SW16	1		
Coleridge Close SW8	1			Great Dover Street SE1	1			Luna Road	1			Silvester Road SE22	1		
College Road SE19	1			Great Spillmans SE22	2	11		Lyham Close SW2	1			South Croxted Road SE21	1	1	
Colwell Road SE22	3			Green Dale Close SE22	1			Lyndhurst Way SE15		1		Southwark Park Road SE16	1		
Colyton Road SE22	2			Greendale Close SE22	2			Maidstone Mews SE1	1			Sradella Road		1	
Commercial Way SE15	1			Grove Hill Road SE5	1			Mariner House SE16	1			Stanbury Road SE15	1		
Conyers Road SW16	1			Grove Hill Road SE5	1			Marsden Road		1		Sternhall Lane		1	
Cooper Close SE1	1			Grove Lane SE5	1			Matham Grove SE22	1			Stratton Avenue SE6	1		
Sub total	89	106	0	Sub total	74	162	3	Sub total	43	31	1	Sub total	51	17	1

Road Name	Support	Opposed	No Opinion
Stuart Road SE24	1		
Sumner Road SE15	1		
Sumner Street SE1	1		
Sutherland Square SE17	2		
Sylvan Road SE19	2		
Talfourd Road SE15	1	1	
Tarbert Road SE22		10	
Tewkesbury Avenue SE23	1		
Thorncombe Road SE22	3	3	
Townley Road SE22	4	14	1
Tresco Road SE15	2		
Trossachs Road SE22	3	10	
Tudor Road SE19	1		
Turkey Oak Close SE19	2		
Turney Road SE21		2	
Tyne Avenue SE19	1		
Ulverscroft Road SE22	1	1	
Underhill Road SE22	1		
Upland Road SE22		1	
Urtwin Street SE5	1		
Versalles Road SE20	1		
Village Way SE21	2	1	
Walworth Road SE17	2		
Wanley Road SE5	1		
Webber Row SE1	1		
Welsford Street SE5	1		
West Barnes Lane KT3	1		
Whateley Road SE19	1	1	
Winterbrook Road SE24	4	1	
Woodquest Avenue SE24	1		
Woodwarde Road SE22	11	40	
Wooler Street SE17	1		
Worlingham Road SE22	1	1	
Wroxton Road SE15	1		
Sub total	56	87	1
Total	313	403	6
Overall Response no.	722		
Percentage	43.35%	55.82%	0.83%

EAST DULWICH GROVE / TOWNLEY ROAD CONSULTATION AREA RESPONSE DISTRIBUTION

Road Name	Support	Opposed	No Opinion	Total rec.	Total Del.	Response Rate	Support	Opposed	No Opinion
Beauval Road SE22	7	30		37	124	29.84%	18.92%	81.08%	0.00%
Carlton Avenue SE21	5	29		34	76	44.74%	14.71%	85.29%	0.00%
Court Lane SE21	3	13		16	60	26.67%	18.75%	81.25%	0.00%
Dekker Road SE21	3	2		5	56	8.93%	60.00%	40.00%	0.00%
Desenfans Road SE21	1	6		7	25	28.00%	14.29%	85.71%	0.00%
Dovercourt Road SE22	14	40		54	96	56.25%	25.93%	74.07%	0.00%
Druce Road SE21		8		8	30	26.67%	0.00%	100.00%	0.00%
Dulwich Village SE21	4	3		7	59	11.86%	57.14%	42.86%	0.00%
East Dulwich Estate SE22	4	13	3	20	116	17.24%	20.00%	65.00%	15.00%
East Dulwich Grove SE22	1	11		12	87	13.79%	8.33%	91.67%	0.00%
Gilkes Crecent SE21	2	21		23	45	51.11%	8.70%	91.30%	0.00%
Glengarry Road SE22	8	9		17	142	11.97%	47.06%	52.94%	0.00%
Great Spillmans SE22	2	11		13	21	61.90%	15.38%	84.62%	0.00%
Greendale Close SE22	2			2	10	20.00%	100.00%	0.00%	0.00%
Hillsboro Road SE22	2	3		5	25	20.00%	40.00%	60.00%	0.00%
Hilversum Crescent SE22	2	2		4	20	20.00%	50.00%	50.00%	0.00%
Milo Road SE22	1			1	6	16.67%	100.00%	0.00%	0.00%
Pond Mead	1	1		2	2	100.00%	50.00%	50.00%	0.00%
Red Post Hill SE24	2	3		5	10	50.00%	40.00%	60.00%	0.00%
St. Barnabas Close	0	0	0	0	6	0.00%	0.00%	0.00%	0.00%
Tarbert Road SE22		10		10	64	15.63%	0.00%	100.00%	0.00%
Thorncombe Road SE22	3	3		6	17	35.29%	50.00%	50.00%	0.00%
Townley Road SE22	4	14	1	19	40	47.50%	21.05%	73.68%	5.26%
Trossachs Road SE22	3	10		13	48	27.08%	23.08%	76.92%	0.00%
Turney Road		1		1	1	100.00%	0.00%	100.00%	0.00%
Village Way SE21	1			1	3	33.33%	100.00%	0.00%	0.00%
Woodwarde Road SE22	11	40		51	122	41.80%	21.57%	78.43%	0.00%
Total	86	283	4	373	1311				
Overall Response No.	373								
Response Rate	28.76%								
Percentage	23.08%	75.86%	1.06%						

EAST DULWICH GROVE / TOWNLEY ROAD RESULTS EXTERNAL TO CONSULTATION AREA

Total	CA	External
227	120	2
Overall Response No.	349	
Percentage	65.04%	34.38%
Distribution percentage	51.66%	48.34%

Appendix F: Traffic Displacement Study



Townley Road / East Dulwich Grove Junction Improvement Scheme

Many options were designed, tested, and modelled, including provision of a separate cycle phase, independent operation of the Townley Road and Green Dale arms, cycle early start facilities, shared use footways for pedestrians and cyclists and options that included both safely retaining and removing the right turn from Townley Road. Eleven design options were considered, including five based on an earlier safety review by JMP Consultants and six developed in house with support from Conway Aecom since the completion of the feasibility report.

The option chosen for consultation provides the greatest potential safety benefits for pedestrians and cyclists, as well as ensuring that both arms of East Dulwich Grove are not oversaturated with traffic in peak periods and the pedestrian waiting time to cross the junction is not disproportionate to the time allocated to traffic movements.

Banning Traffic Turning Right from Townley Road

The most controversial element of the scheme is the proposed right turn ban out of Townley Road into East Dulwich Grove. However, whilst this proposal may initially be seen as a disadvantage to car drivers and create anxiety of displacement of vehicles into other roads in the area, careful consideration and analysis has been undertaken to ascertain the potential benefits and disbenefits to the local area. Below are some key issues for consideration in relation to the right turn ban:

- On average a total of 147 vehicles turn right at the junction from Townley Road in the morning peak (8am – 9am). This compares with a total number of 220 vehicles entering Carlton Avenue from Dulwich Village (northbound right turn lane) and



Turney Road. Therefore around 80% of vehicles turning right out from Townley Road into East Dulwich Grove can be classed as 'non-local' traffic, traversing the most 'direct' route to key routes in the east such as Dog Kennel Hill and East Dulwich Road. It is therefore assumed that the majority of traffic uses this route as it is perceived to be more direct or quicker than using the Dulwich Village/East Dulwich Grove junction

- During interpeak periods, all junctions in the area are understaturated and there are no major delays at the Red Post Hill / Dulwich Village signalised junction. Right turning volumes from Townley Road during these times are minimal and therefore the effects on surrounding roads and junctions from banning the right turn during this time is negligible.
- Banning the right turn will not adversely impact existing traffic movements and vehicular accessibility to the adjacent schools. All turning movements are retained on East Dulwich Grove and Green Dale and parents will still be able to traverse up Carton Avenue to drop their children off at school and then turn left out of Townley into East Dulwich Grove if that is what they wish to do
- Transport for London is currently upgrading the method of control at the Red Post Hill / Dulwich Village / East Dulwich Grove junction that will improve operational efficiency. As part of this upgrade, TfL are investigating the feasibility of installing a right turn filter and changing the road layout on the Dulwich Village approach to create a dedicated right turn lane to reduce queue lengths and waiting times. As part of this upgrade the junction will be linked with the Townley Road junction to ensure the operation of both junctions are coordinated to improve traffic flow and reduce congestion and delay.
- Carlton Avenue, Townley Road and Green Dale are already part of the London Cycle Network and are proposed to become a cycling 'Quietway' from Elephant and Castle to Crystal Palace from 2016. As a result, the number of cyclists using this junction is expected to increase and therefore reducing or removing potential



conflicts is paramount. Currently the junction is traffic dominated and feedback from cyclists using the junction is that they do not feel safe, especially when traversing across from Green Dale into Townley Road due to 'near misses' with right turning motor vehicles from Townley Road. An explicit objective of the scheme is to make cycling as safe and attractive as possible to encourage cycling to schools in the area

- Banning the right turn allows the junction to operate more efficiently and makes provision for the cycle early start phase to be implemented without adversely impacting on traffic saturation levels on East Dulwich Grove. Retaining the right turn, with the addition of pre-signals for cyclists, increases the amount of time required to be allocated to the side road arms of the junction, which will increase delays on East Dulwich Grove and result in excessive waiting times for pedestrians.

Proposed Traffic Displacement

Whilst it is difficult to precisely predict driver behaviour, it is not anticipated that all right turning traffic from Townley Road in peak periods will be displaced on to one particular route or street, due to drivers having different destinations in the northern and eastern parts of the borough.

Definition of Peak AM Period

Analysis of traffic data for the area highlights the period of highest volume, particularly in residential streets, is between 8am and 9am. Therefore this period has been used to predict the worst case scenario for proposed traffic displacement as result of the right turn ban at Townley Road. Please refer to attached area plans illustrating the peak hour base traffic flow model and proposed peak hour traffic flow model.



Traffic Volume and Movement Out of Townley Road

An average 147 vehicles turn right out of Townley Road during the morning peak hour and access the junction either by turning left out to Calton Avenue or traversing north-westbound along Townley Road.

Calton Avenue

Site studies concluded that approximately 90% of vehicles exiting Calton Ave turn left into Townley Road to access the East Dulwich Grove junction during the morning peak. This equates to 138 vehicles, with 15 vehicles turning right (153 total). A further 15% of vehicles (21) accessing the Townley Road junction from Calton Avenue either turn left into East Dulwich Grove or traverse straight across into Green Dale. It is assumed that these vehicles are associated with parents dropping off their children to school. The remainder of vehicles (117) turn right out of Townley Road into East Dulwich Grove.

Therefore approximately 75% of vehicles traversing northbound along Calton Avenue in the morning peak is non-local traffic accessing Carlton Avenue from either Turney Road or Dulwich Village

Townley Road Link Between Dovercourt Road and Carlton Avenue

An average of 176 vehicles traverse north-westbound along Townley Road between Dovercourt Road and Calton Avenue in the morning peak period, having accessed the area from Lordship Lane.

An estimated 5% of vehicles turn left into Calton Avenue, with the remaining vehicles (167) accessing the East Dulwich Grove junction.

The majority of the vehicles (127) traversing north-westbound along Townley Road turn left at the East Dulwich Grove in order to access areas to the west including Herne Hill, Lambeth and Tulse Hill, with a small number (approximately 6%) traversing straight across into Green Dale. The remaining vehicles (30) turn right at the junction. It is presumed that these right turning vehicles are associated



with parents dropping their children off to the adjacent schools having accessed Townley Road via Lordship Lane and then turn right out of Townley Road into East Dulwich Grove to undertake the return journey home.

Displacement of Traffic from Carlton Avenue

In accordance with the above traffic movements and volume, the potential average number of vehicles that will be potentially displaced that currently traverse northbound along Carlton Avenue and turn right out of Townley Road in the morning peak is 127. It is presumed that the majority of these vehicles are on route to key destinations in the north and east of the borough, either by traversing East Dulwich Road towards Nunhead and Peckham or traversing Grove Vale and Dog Kennel Hill towards Camberwell (using the northern section of Melbourne Grove). In both instances, the vehicles will traverse through the East Dulwich Grove / Melbourne Grove junction.

Currently the shortest, most direct route for vehicles traversing westbound along Dulwich Village (accessing the area from the South Circular), or northbound along Turney Road is to use Carlton Avenue, turning left into Townley Road and then right into East Dulwich Grove. The distance of this route measured from the Dulwich Village / Turney Road / Carlton Avenue junction to the junction of East Dulwich Grove / Melbourne Grove is 1138m.

There are three potential alternative routes that displaced traffic could potentially traverse to access the Melbourne Grove / East Dulwich Grove junction. These include:

- i) Dulwich Village / East Dulwich Grove
- ii) Dulwich Village / Gilkes Place / Gilkes Crescent / East Dulwich Grove
- iii) Court Lane / Dovercourt Road / Townley Road / Lordship Lane / Melbourne Grove
Or Carlton Avenue / Woodward Road / Dovercourt Road / Townley Road / Lordship Lane / Melbourne Grove



Dulwich Village / East Dulwich Grove

This route is the shortest alternative route measuring a distance of 1219m. It is noted that during the morning peak period, traffic congestion is experienced northbound on approach to the Red Post Hill / Dulwich Village signalised junction. However, the signalised junction method of control is being upgraded by TfL before March 2015 that will improve operational efficiency. Provision of road layout changes in Dulwich Village are also being considered, including the provision of a dedicated right turn lane to double the stacking area for waiting vehicles, which will reduce queue lengths on approach to the junction.

The council has also requested TfL to investigate if it is feasible to install a right turn filter on the Dulwich Village arm or early cut off on Red Post Hill to allow more right turning vehicles to clear the junction per cycle.

It is estimated that a combination of using upgraded UTC with vehicle activation and potential right turn lane with filter of early cut off, will reduce queue lengths on the Dulwich Village approach to the junction by 30%.

As a result, the potential total number of vehicles that can clear the Dulwich Village arm in peak periods would increase from 260 to 338, which would offset up to 60% of the 117 displaced vehicles from Carlton Avenue.

However, taking into account driver behaviour and the availability of other alternative routes, this figure has been reduced to a more realistic 40% of displaced traffic from Carlton Avenue (estimated as 47 vehicles out of the 117).

Dulwich Village / Gilkes Place / Gilkes Crescent / East Dulwich Grove

This alternative route allows vehicles wishing to access East Dulwich Grove from either Dulwich Village or Turney Road to bypass the signalled junction at Red Post Hill. Gilkes Crescent currently experiences its highest northbound traffic flow in the morning peak equating to 63 vehicles in the hour. Whilst this route is longer than the Dulwich Village route, measuring 1298m and is convoluted with traffic calming, it is reasonable to assume that some traffic will be displaced onto this route.



It is probable that up to 30% of the displaced traffic could potentially use Gilkes Place and Gilkes Crescent. This equates to 35 additional northbound vehicles in the morning peak. Whilst this may seem a large increase in comparison to existing traffic volumes, this equates to an additional vehicle every 103 seconds, which would not result in any noticeable congestion or have any major road safety implications.

Whilst Gilkes Crescent potentially provides an alternative route and opportunity for vehicles to by-pass the Red Post Hill / East Dulwich Grove junction, the road is convoluted with traffic calming measures and vehicles are still potentially delayed when turning right into East Dulwich Grove. This junction is uncontrolled and heavy vehicle volumes on East Dulwich Grove during peak periods significantly reduces the advantage of using this route over Dulwich Village, as vehicles have to wait for gaps in traffic in order to turn right safely. Therefore the potential journey time savings by issuing this route are negligible.

Court Lane / Dovercourt Road / Townley Road / Lordship Lane / Melbourne Grove

This route may prove a more viable alternative for vehicles that currently access Carlton Avenue from Turney Road. Whilst this route is convoluted and almost 50% longer than the Dulwich Village / East Dulwich Grove route, measuring 1664m traversing Woodward Road and 1772m traversing Court Lane and the southern section of Dovercourt Road, it is probable that some of the displaced traffic will traverse this route to bypass the Red Post Hill signalised junction.

There are two potential routes that could be traversed in order for vehicles to access Townley Road and Lordship Lane from the Turney Road / Dulwich Village junction. It is likely that vehicles will either traverse the southern section of Carlton Avenue and turn right into Woodward Road to access the northern part of Dovercourt Road (to access Townley Road and Lordship Lane) or traverse eastbound along Court Lane and then left into the southern section of Dovercourt Road.



It must be noted that these routes are already established routes for through traffic accessing Dulwich Village from Lordship Lane, which is particularly evident by the traffic volumes recorded in the morning peak.

It would be reasonable to assume that the remaining 30% of displaced traffic would utilise these routes with a 40/60 split between Carlton Avenue / Woodward Road and Court Lane / Dovercourt Road. This equates to an additional 14 vehicles in Woodward Road eastbound and an additional 21 vehicles eastbound in Court Lane and northbound along the southern section of Dovercourt Road. This equates to an additional vehicle every four minutes in Woodward Road and an additional vehicle every three minutes in the southern section of Dovercourt Road.

The northern section of Dovercourt would have an additional 35 northbound vehicles in the morning peak, which equates to an additional vehicle every 103 seconds. This minimal increase in traffic volume would not result in any noticeable congestion or have any major road safety implications.

It is estimated that 30 right turning vehicles at the Townley Road junction in the morning peak access this junction by traversing north-westbound along Townley Road (accessing the area from Lordship Lane). This movement is likely to be primarily associated with parents dropping children off at the adjacent schools. It is likely that the majority of these vehicles will now enter Townley Road from the northern end by turning left into Townley road from East Dulwich Grove. These vehicles will then leave Townley Road from the southern end by turning left into Lordship Lane.

It must be noted that when surveying the turning movements and traffic volumes at the Townley Road junction in the morning peak, there was no delay to traffic exiting Townley Road onto Lordship Lane. The volume of displaced traffic accessing this junction in addition to the existing volumes equates to an additional 30 vehicles on Townley Road (that now access this road from East Dulwich Grove) and 35 vehicle from Dovercourt Road (65 in total). Whilst it equates to a 37% increase in potential left turn traffic at the junction, overall this only equates to an additional car per minute. As there is no congestion on Lordship Lane at this location, it is



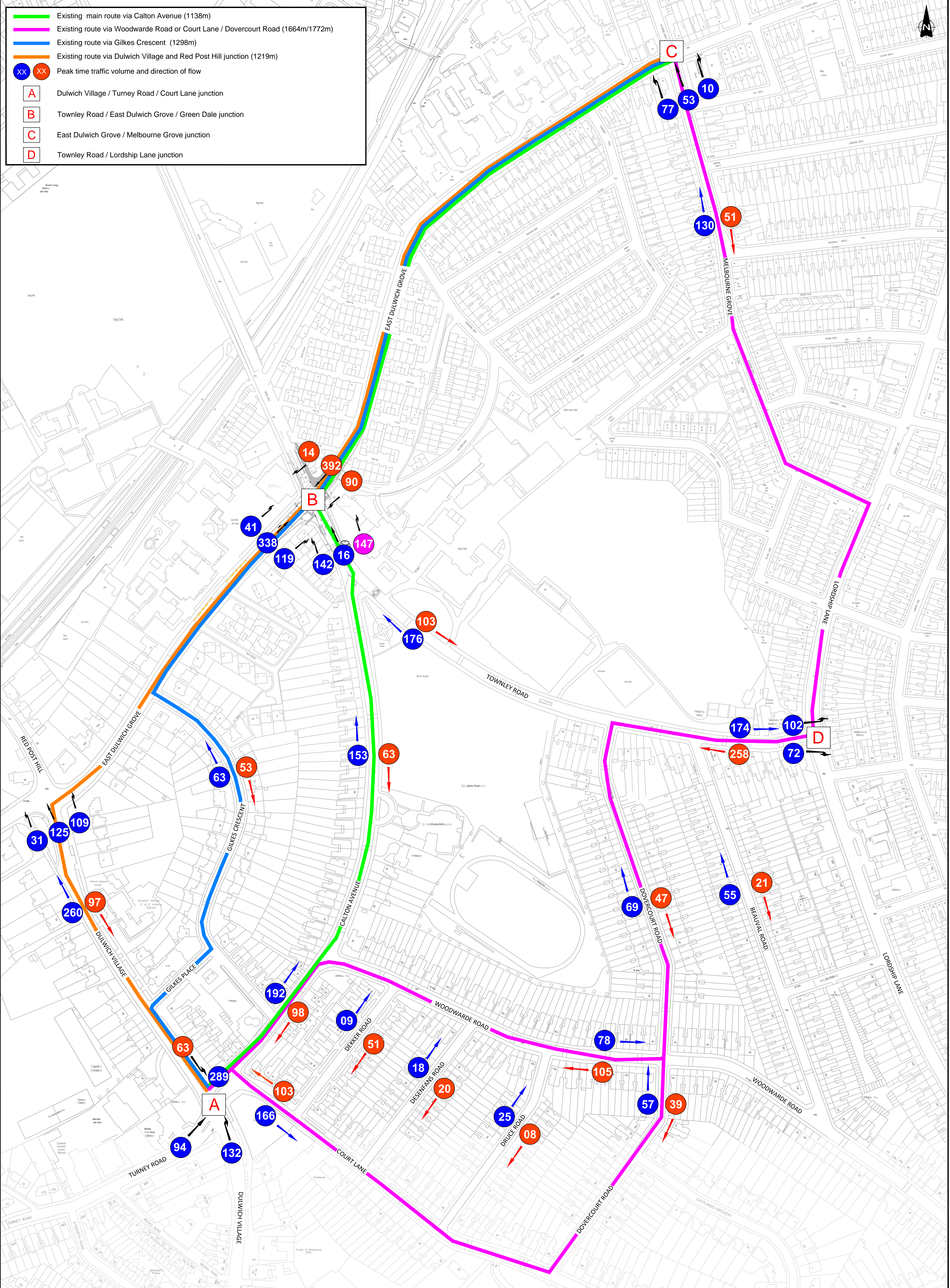
anticipated that the increased demand on the junction will not result in any adverse impacts on traffic congestion, as vehicles are able to discharge from the junction without delay.

It is assumed as a worst case scenario, that all additional left turning traffic at the Townley Road / Lordship Lane junction will then access Melbourne Grove (even though it is likely that a proportion of these vehicles will either say on Lordship Lane or have destinations to the east of Lordship Lane). Therefore potentially Melbourne Grove could have an additional 65 northbound vehicles in the morning peak, accessing the Melbourne Grove / East Dulwich Grove junction. This equates to approximately one additional vehicle every minute.

Post implementation Scheme Monitoring

Traffic volume data has been collated for all roads in the area and if the scheme is implemented, further traffic volume data will be collated as part of the scheme monitoring phase to ascertain if there have been any noticeable changes in traffic volumes on roads in the area.

- Existing main route via Calton Avenue (1138m)
- Existing route via Woodward Road or Court Lane (1664m/1772m)
- Existing route via Gilkes Crescent (1298m)
- Existing route via Dulwich Village and Red Post Hill junction (1219m)
- XX XX Peak time traffic volume and direction of flow
- A Dulwich Village / Turney Road / Court Lane junction
- B Townley Road / East Dulwich Grove / Green Dale junction
- C East Dulwich Grove / Melbourne Grove junction
- D Townley Road / Lordship Lane junction

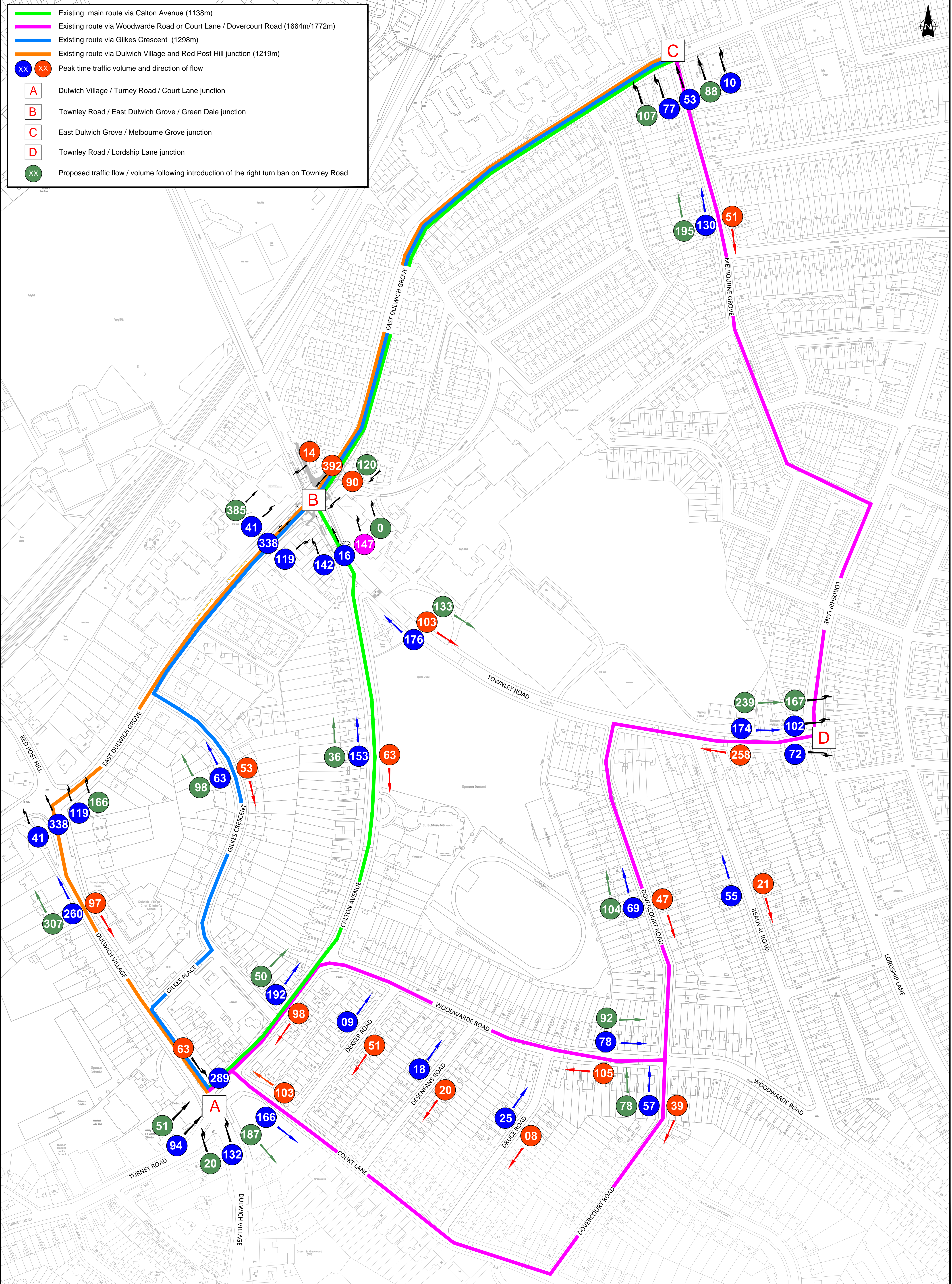


TOWNLEY ROAD / EAST DULWICH GROVE JUNCTION IMPROVEMENTS



BASE TRAFFIC FLOW MODEL FOR AN AVERAGE WEEKDAY MORNING PEAK PERIOD 8am - 9am

- Existing main route via Calton Avenue (1138m)
- Existing route via Woodwarde Road or Court Lane / Dovercourt Road (1664m/1772m)
- Existing route via Gilkes Crescent (1298m)
- Existing route via Dulwich Village and Red Post Hill junction (1219m)
- XX XX Peak time traffic volume and direction of flow
- A Dulwich Village / Turney Road / Court Lane junction
- B Townley Road / East Dulwich Grove / Green Dale junction
- C East Dulwich Grove / Melbourne Grove junction
- D Townley Road / Lordship Lane junction
- XX Proposed traffic flow / volume following introduction of the right turn ban on Townley Road

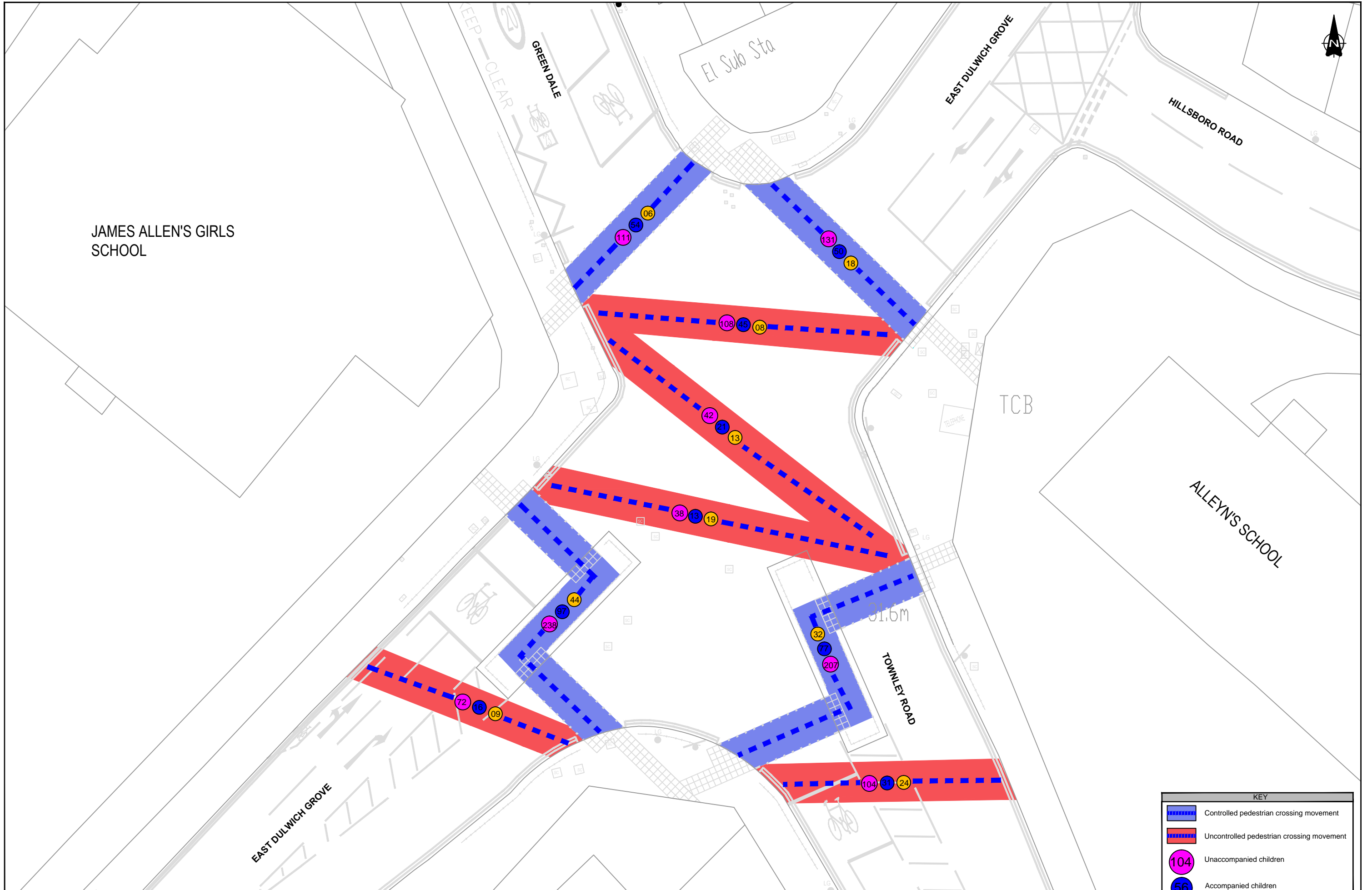


TOWNLEY ROAD / EAST DULWICH GROVE JUNCTION IMPROVEMENTS

PROPOSED TRAFFIC DISPLACEMENT ON AN AVERAGE WEEKDAY ASSOCIATED WITH THE RIGHT TURN BAN AT TOWNLEY ROAD DURING THE MORNING PEAK 8am - 9am



Appendix G: Pedestrian Movement Study



JAMES ALLEN'S GIRLS SCHOOL

El Sub Sta

EAST DULWICH GROVE

HILLSBORO ROAD

TCB

ALLEY'S SCHOOL

TOWNLEY ROAD

EAST DULWICH GROVE



Pedestrian crossing movement at East Dulwich Grove / Townley Road / Green Dale junction: Weekday 8:00am - 9:00am

KEY	
	Controlled pedestrian crossing movement
	Uncontrolled pedestrian crossing movement
	Unaccompanied children
	Accompanied children
	Adults

Appendix H: Junction Modelling Technical Note

Technical Note

Project:	East Dulwich Grove / Townley Road / Green Dale		
Subject:	Feasibility LinSig Modelling		
	Revision 2: Options 7 and 7A examined at the Client's request		
Prepared by:	Leire Balzategui Urrutia	Date:	25/02/2014
Checked by:	Hector Lee	Date:	26/02/2014
Approved by:	David Chiu	Date:	03/03/2014

1. Introduction

Southwark Council has requested Conway AECOM to undertake the feasibility study of a number of junction safety improvement proposals at the East Dulwich Grove / Townley Road / Green Dale junction (08/334).

This Technical Note outlines the scheme proposals and the AM, PM and Inter peak LinSig model results and recommends the most favourable option to be implemented.

Prior to the option testing, the LinSig base and proposed models prepared by JMP have been reviewed. The main findings are summarised in this Technical Note.

Two additional options (7 and 7A) were requested by Southwark Council, these have been included in the revised Technical note.

2. Existing LinSig Base Model Review

The existing LinSig base model prepared by JMP has been reviewed as requested and the following discrepancies have been highlighted:

- a) AM and PM models have been created, Base Inter peak model has not been provided, despite JMP's production of the Option 1 Inter peak model.
- b) Saturation flows of entry links, particularly of Townley Road, are slightly higher than the standard saturation flows defined by the lane width and turning radius.
- c) Intergreens were defined based on TfL Timing sheet (Issue 8. Site No. 08/000334/M), the values for some of the movements were found to be higher than the guidance in SQA-645 when measured with against TfL's Site Layout Drawing No. SLD/08/334/03 (Figure 1), we have assumed the intergreens have been increased to allow turning vehicles to clear on the intergreen.
- d) The cycle time for the AM and PM peak is 90secs. The maximum phase lengths in Vehicle Actuation (VA) and the interstage times defined in TfL Timing Sheet (Issue 8. Site No. 08/000334/M) have been used to determine the maximum cycle time for each time period, these have been calculated and exceed the 90 seconds of the existing base model. It is assumed that JMP used a cycle time of 90s because this is the maximum cycle time allowed when there is an 'all ped' stage.

These differences lead to slightly different outputs in terms of Degrees of Saturation (DoS) and Mean Maximum Queue (MMQ) between the base model prepared by JMP and the base model prepared by Conway AECOM.

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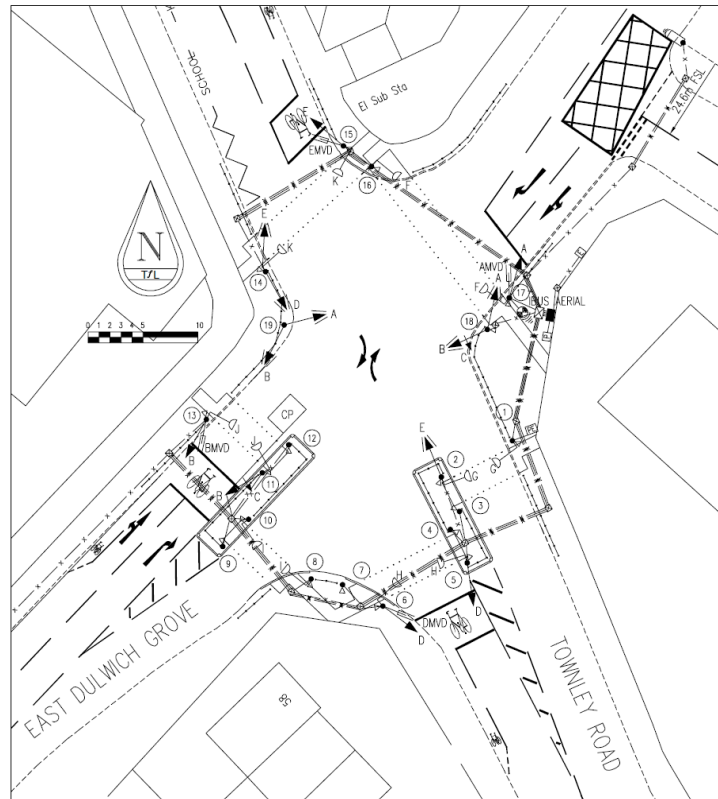
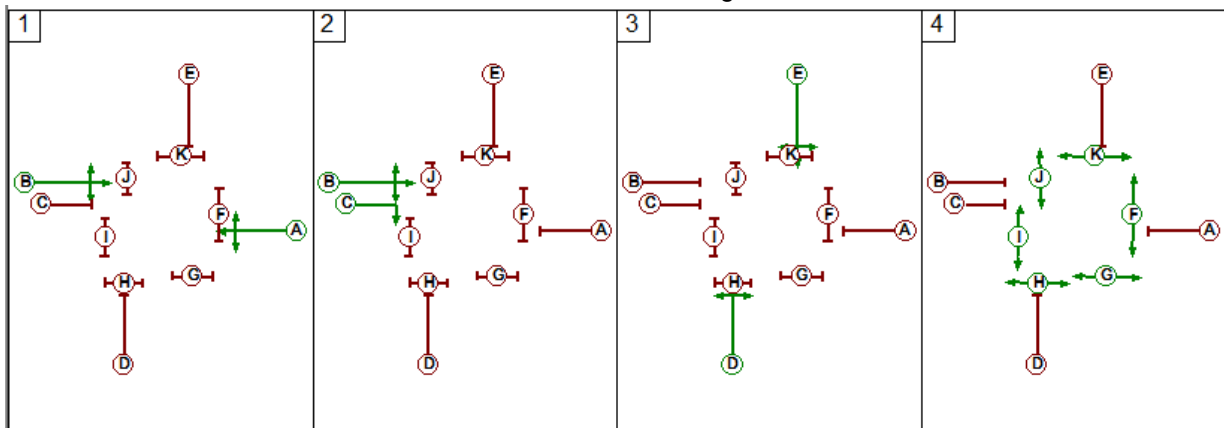


Figure 1 - TfL's Site Layout Drawing No. SLD/08/334/03

The method of control of the Base Model is defined in the diagram below.



The intergreen table defined based on the drawing No. SLD/08/334/03 is included in Appendix A.

3. JMP Option 1 Model Review

The proposed model prepared by JMP has been reviewed and a number of findings have been highlighted:

- The models for the three time periods to be analysed (AM Peak, PM Peak and Inter peak) have been created.
- The cycle times of the three time periods modelled are lower than those calculated with the maximum vehicle actuated phase lengths plus preceding interstage times as shown TfL Timing

Sheet (Issue 8. Site No. 08/000334/M). In order to undertake a consistent comparison between the proposals, it is advisable to use the same cycle times.

- c) The saturation flows have been checked with JMP's drawing No. ST13201-PO-04A supplied by Southwark Council. The left and right turning radii introduced in the model are higher than those measured in the drawing; therefore, the saturation flows should be lower. Furthermore, the nearside lane of East Dulwich Grove E/bound is 1.8m wide instead of the 2.7m of the model. The saturation flow of this lane should be reduced accordingly.
- d) The stop line of the Green Dale approach is not shown in the design drawing No. ST13201-PO-04A. In order to undertake the option testing, the location of the stop line has to be defined. This is assumed to be 3m + 4m of Advanced Stop Line (ASL) from the nearest side of the pedestrian crossing.
- e) The intergreen values have been calculated using the JMP drawing. The following A/F, A/I, C/H, D//F and E/I could have their Intergreens increased by 1 second.

4. Base Modelling

The AM, PM and Inter peak LinSig base models of the existing layout have been created. The following flow groups have been defined based on the traffic counts provided:

- Weekday AM 08:00-09:00
- Weekday PM 17:00-18:00
- Weekday Inter peak 12:00-13:00

The cycle time for each of the flow groups are defined by the maximum phase lengths as shown on the TfL Timing Sheet plus the preceding interstage:

- Weekday AM: 98 seconds
- Weekday PM: 96 seconds
- Weekday Inter peak: 86 seconds

4.1. Model Validation

The base model validation has been undertaken by comparing observed and modelled queue lengths in the AM, PM and Inter peak periods, as shown in Table 1. The start of green time queues, provided by Southwark Council, have been used for validation.

Table 1 – AM, PM and Inter peak observed and modelled queue length comparison (PCUs)

Arm	Lane	AM peak			PM peak			Inter peak		
		Site	Modelled	Diff	Site	Modelled	Diff	Site	Modelled	Diff
A - East Dulwich Grove southbound	1	6.9	3.1	-3.8	3.6	3.1	-0.5	4.1	3.2	-0.9
	2	1.7	0.2	-1.5	3.8	0.2	-3.6	0.2	0.0	-0.2
B – Townley Road	1	6.4	10.2	3.8	4.5	5.6	1.1	2.0	3.0	1.0
C – East Dulwich Grove northbound	1	3.0	6.0	3.0	2.3	5.2	2.9	1.8	5.2	3.4
	2	4.0	2.0	-2.0	3.4	3.2	-0.2	2.2	0.7	-1.5
D – Green Dale	1	3.0	1.8	-1.2	0.7	0.5	-0.2	0.4	0.3	-0.1

Table 1 shows that there is good correlation between observed and modelled start of green queue values, indicating that a reasonable level of validation has been achieved. The base models represent the current operation as best as possible.

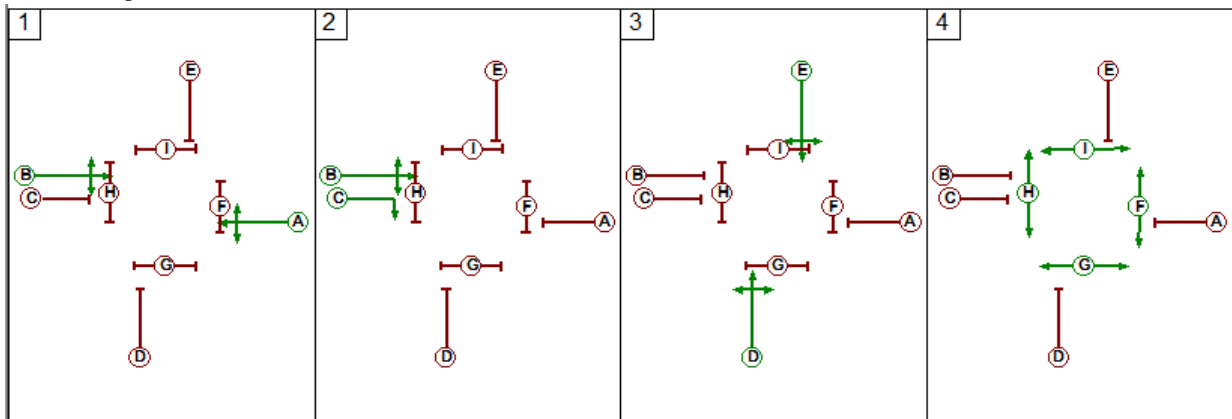
5. Option Modelling

In addition to the Option 1 prepared by JMP, five LinSig models have been created to examine junction performance in which the suggested proposals are implemented. These aim to increase safety by implementing improved pedestrian and cyclist facilities.

5.1. JMP Option 1

The kerb lines of this option remain as the existing layout, with the exception of Townley Road approach which has a right turning flare. The staggered crossings over Townley Road and East Dulwich Grove are converted to straight across crossings. The proposed detailed design drawing, No. ST13201-PO-04A is included in Appendix C for reference. The method of control includes an early cut off for East Dulwich Grove westbound.

Option 1 would operate with four stages as defined in the method of control diagram below, similar to the existing method of control.

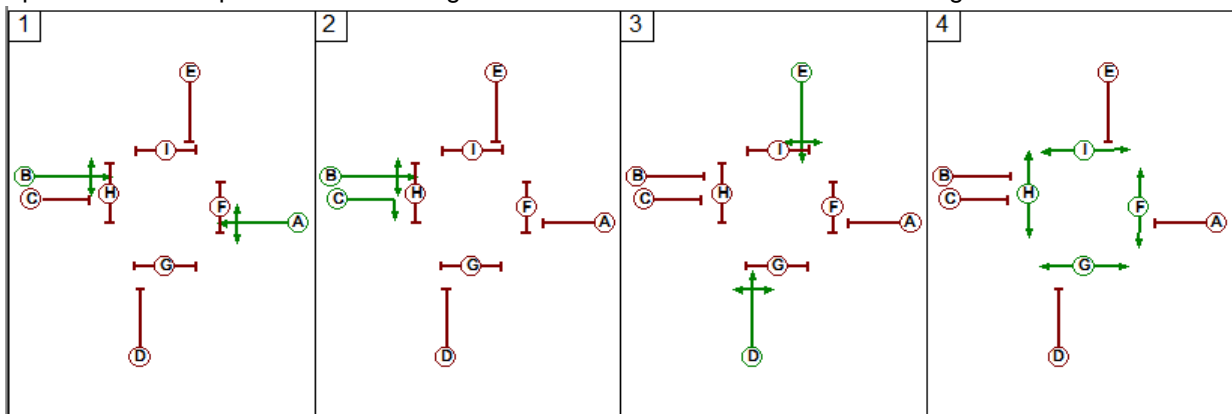


5.2. Option 2A

This option has had major kerb build outs on all approaches to allow for the removal of the dual pedestrian crossings on Townley Road and East Dulwich Grove north east side. Proposed pedestrian crossings will be straight across, all four approaches to have one lane entry. The proposed detailed design drawing, No. D/EDG/CM/13/001/O2a is included in Appendix C for reference.

- Stage 1 Runs East Dulwich Grove north east and south west bound together.
- Stage 2 Runs East Dulwich Grove north east bound and an early cut off Phase C.
- Stage 3 Runs Green Dale and Townley Road.
- Stage 4 Runs the All round pedestrian Stage.

Option 2A would operate with four stages as defined in the method of control diagram.

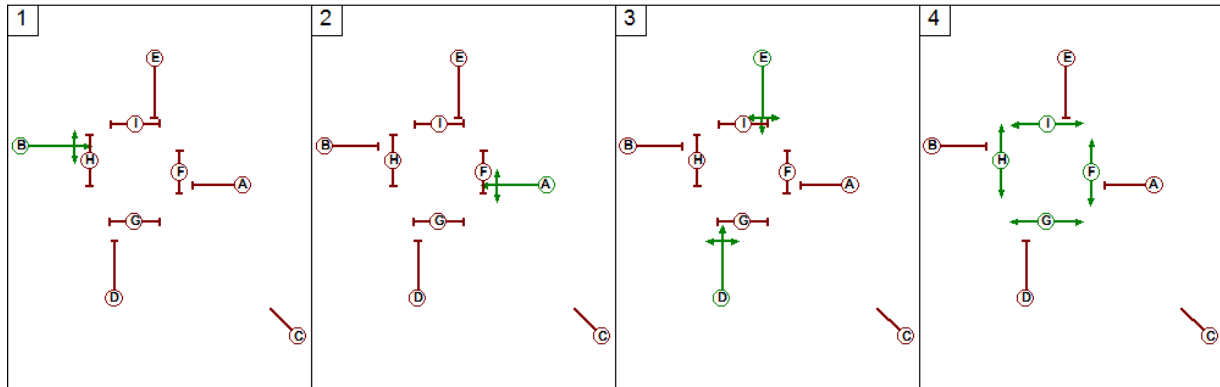


5.3. Option 2B

This option, which is as per Option 2A in terms of junction layout, splits the East Dulwich Grove Eastbound and Westbound movements to two separate stages. The proposed detailed design drawing, No. D/EDG/CM/13/001/O2b is included in Appendix C for reference.

- Stage 1 Runs East Dulwich Road Eastbound
- Stage 2 Runs East Dulwich Road Westbound
- Stage 3 Runs Townley Road and Green Dale
- Stage 4 Runs all red pedestrian Stage

Option 2B would operate with four stages as defined in the method of control diagram below.



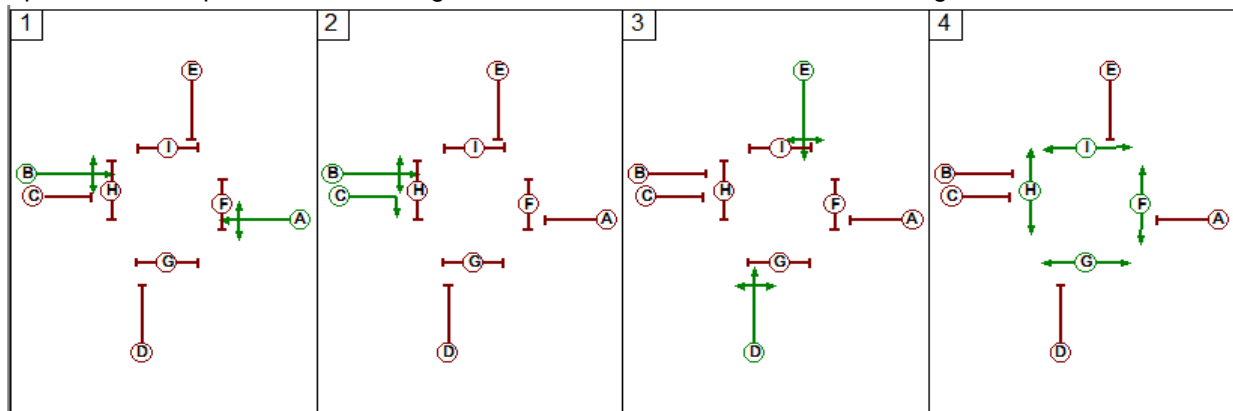
Phase C – Not in Use

5.4. Option 3

Option 3 is similar to Option 2A with the Kerb build out on East Dulwich Grove outside James Allen's Preparatory School removed, this allows for a 5.5m lane width which also includes a 2.0m cycle lane. The proposed detailed design drawing, No. D/EDG/CM/13/001/O3 is included in Appendix C for reference.

- Stage 1 Runs East Dulwich Grove north east and south west bound together.
- Stage 2 Runs East Dulwich Grove north east bound and an early cut off Phase C.
- Stage 3 Runs Green Dale and Townley Road.
- Stage 4 Runs the All round pedestrian Stage.

Option 3 would operate with four stages as defined in the method of control diagram.



5.5. Option 7 & 7A

Two additional options are tested which may significantly improve the conditions for cyclists. These proposals include the following changes from the previous options 2A, 2B and 3:

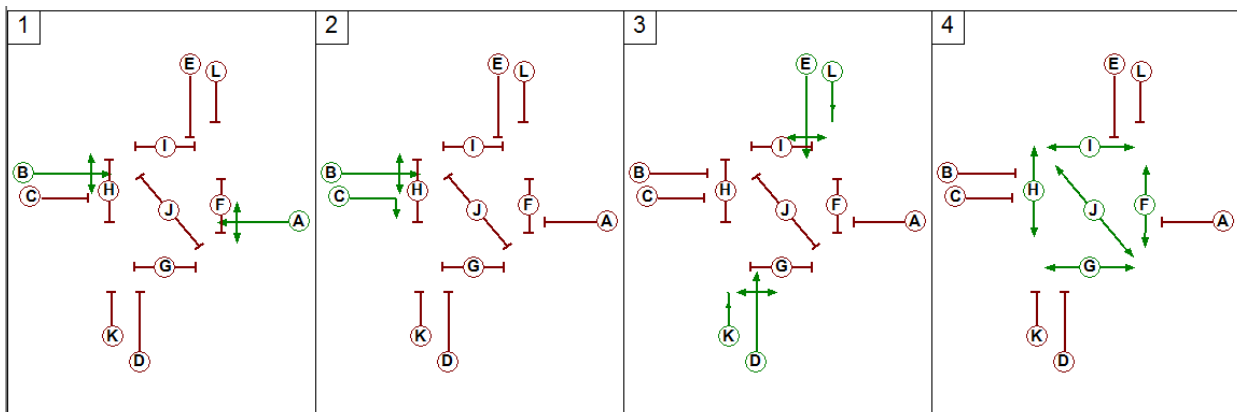
- Removal of the cycle feeder lane on the eastbound approach of East Dulwich Grove and reinstatement of the dedicated right turn lane;
- Removal of all footway segregated cycle lanes and share use areas, as well as accompanying tramline / ladder paving;

- Installation of a diagonal pedestrian crossing between the north-western corner (James Allen's Preparatory School) and the south-eastern corner (Alleyn's School);
- Advanced Stop Line on the Townley Road and Green Dale approaches are extended to 7.5 m;
- Low level traffic signal cycle heads to be installed on Green Dale and Townley Road approaches, these signals will allow cyclist an early start to clear the junction prior to the green for general traffic;
- Early start of 8 seconds for cyclists on both Townley Road and Green Dale; the length of the early start period will be discussed with stakeholders at the detailed design stage;
- Revised stop line in East Dulwich Grove eastbound set back an additional 1 meter from crossing studs i.e. 4.0 m from studs);
- Waiting bays – for less confident cyclists (particularly children) that miss the green signal and do not want to cross the junction with general traffic on 'green'. The bays will ensure that the segregated cycle lane will not be obstructed for more confident cyclists who wish to traverse the junction during the general green phase for all traffic. This has resulted in a slightly revised buildout / footway extension on the northeastern corner of the junction of approximately 0.5m and shorter distance for pedestrians;
- Cycle logos on the east / west crossing (Green Dale / Townley Road) as a further measure to highlight the LCN route and possible presence of cyclists at the junction;
- Extended segregation of cycle lane in Green Dale (up to existing disabled parking bays)
- Option 7 only: Right turn ban for traffic turning out of Townley Road into East Dulwich Grove.

It is important to mention that Option 7 has been modelled assuming that the existing right turn flow will stay off Townley Road and will find alternative routes (e.g. Lordship Lane) to access East Dulwich Grove. Therefore, the total flow along Townley Road will be significantly lower in Option 7 than other options, including Option 7A. The impact of the diverted traffic in the surrounding network is not examined in the LinSig modelling.

The proposed detailed design drawings, No. D/EDG/CM/13/001/O7 and No. D/EDG/CM/13/001/O7a, are included in Appendix C for reference.

Option 7 and 7A would operate with four stages including an early start of 8 seconds for cyclists in Stage 3 as defined in the method of control diagram below.



6. Pedestrian timings

It is proposed to use far sided pedestrian signal heads. This will allow pedestrian countdown facility to be added to the junction upgrade. There is no increase in any intergreen values if countdown is installed; therefore, the modelling results do not differ for both cases. The only difference between far sided and countdown pedestrian facilities is the blackout and all-red times, shown in Tables 2, 3 and 4.

Table 2 – Comparison of pedestrian timings to apply in Option 2A and 2B

Peds crossing	Width (m)	Intergreen		Far – sided			Countdown		
		Far-sided	Countdown	Blackout	All red	Amber	Blackout	All red	Amber
F – Over East Dulwich Grove W/bnd	8.9	10		4	4	2	5	3	2
G – Over Townley Rd	9.75	11		5	4	2	6	3	2
H – Over East Dulwich Grove E/bnd	9	10		4	4	2	5	3	2
I – Over Green Dale	9.52	10		4	4	2	5	3	2

Table 3 – Comparison of pedestrian timings to apply in Option 3

Peds crossing	Width (m)	Intergreen		Far – sided			Countdown		
		Far-sided	Countdown	Blackout	All red	Amber	Blackout	All red	Amber
F – Over East Dulwich Grove W/bnd	8.91	10		4	4	2	5	3	2
G – Over Townley Rd	9.8	11		5	4	2	6	3	2
H – Over East Dulwich Grove E/bnd	10	11		5	4	2	6	3	2
I – Over Green Dale	9.47	10		4	4	2	5	3	2

Table 4 – Comparison of pedestrian timings to apply in Option 7 and 7A

Peds crossing	Width (m)	Intergreen		Far – sided			Countdown		
		Far-sided	Countdown	Blackout	All red	Amber	Blackout	All red	Amber
F – Over East Dulwich Grove W/bnd	9.1	10		4	4	2	5	3	2
G – Over Townley Rd	11.2	12		5	5	2	7	3	2
H – Over East Dulwich Grove E/bnd	10	11		5	4	2	6	3	2
I – Over Green Dale	9	10		4	4	2	5	3	2
J – Diagonal crossing	14.9	15		7	6	2	10	3	2

The benefit of introducing pedestrian countdowns is the removal of the blackout period and a visual indication of the crossing time.

7. Modelling Results

The outputs include the predicted Degree of Saturation (DoS in %) and Mean Maximum Queue (MMQ in PCUs) for each scenario and for each modelled flow group. The results of each option have been compared to the base case in order to identify whether the junction performance is improved when implementing the suggested proposals.

The cycle times of Option 1 prepared by JMP are different from those applied in the base case and Options 2A, 2B, 3, 7 and 7A; therefore, in order to undertake the comparison between the proposed options, the AM, PM and inter peak cycle times of Option 1 are modified to ensure that the base case and the six options are compared in the same basis. Likewise, saturation flows of entry links have been adjusted in Option 1 according to the turning radius measured in the model review.

Appendix B includes the outputs of Option 1 with the cycle times implemented by JMP.

Table 5, 6 and 7 include the summary of the results for the AM, PM and Inter Peak, respectively.

In the AM Peak, the output table suggests that either Option 1 or Option 7 provide the most favourable results in terms of DoS and MMQ, with the DoS of all the approaches below 95%. Therefore, the existing situation will improve if any of these two options is implemented. On the contrary, the junction operates over capacity in Option 2A, 2B, 3 and 7A.

In the PM, Option 1 and Option 7 provide the most favourable results with the DoS of all approaches below 85%. The junction operates over capacity in case Option 2A, 2B and 7A are implemented. Option 3 provides an acceptable junction performance as the DoS of all approaches is below 100%.

With respect to the Inter peak, it is interesting to note that all the proposals improve the junction performance as the network DoS decreases with respect the base case. For this time period, Option 2A and Option 3 provide the best results with the lowest DoS.

A general comparison between the three time periods modelled indicate that the AM Peak is the busiest period with the highest traffic flows and therefore the highest DoS on all approaches while the Inter peak is the period with the lowest DoS.

Table 5 – AM Peak Base and Proposed Modelling Results (CT = 98secs)

Link	BASE		OPTION 1		OPTION 2A		OPTION 2B		OPTION 3		OPTION 7		OPTION 7A	
	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)
East Dulwich Grove E/bnd	9.0	58.9	10.7	66.0	43.7	109.2	82.1	129.6	23.3	97.5	9.0	54.7	10.2	64.7
Green Dale	2.3	42.0	2.1	34.4	2.1	32.8	2.2	35.9	2.0	31.8	3.2	71.2	2.2	36.0
East Dulwich Grove W/bnd	14.1	76.6	15.7	85.6	14.2	76.7	73.4	125.6	15.7	83.7	18.5	91.8	53.8	114.8
Townley Road	40.3	112.2	10.5	84.3	41.8	113.1	68.6	131.0	27.0	103.7	9.3	87.8	46.4	116.1
Network DoS (%)	112.2 %		85.6%		113.1%		131.0%		103.7%		91.8%		116.1%	
PRC (%)	-24.7 %		5.1%		-25.7%		-45.6%		-15.2%		-2.0%		-29.0%	
Delay (pcuHr)	44.53		20.01		75.86		205.07		40.73		22.93		94.10	

Table 6 – PM Peak Base and Proposed Modelling Results with (CT = 96secs)

Link	BASE		OPTION 1		OPTION 2A		OPTION 2B		OPTION 3		OPTION 7		OPTION 7A	
	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)
East Dulwich Grove E/bnd	7.1	68.6	7.5	60.3	36.1	104.6	77.8	124.4	21.0	94.2	6.8	41.5	7.5	46.7
Green Dale	0.5	8.2	0.5	8.6	0.5	7.7	0.5	8.2	0.5	7.1	0.6	13.8	0.5	9.2
East Dulwich Grove W/bnd	15.2	78.1	14.5	77.1	14.2	73.2	75.7	123.0	14.5	75.0	16.2	84.6	25.2	98.2
Townley Road	9.4	86.6	5.7	76.2	16.6	102.5	31.5	119.5	12.3	95.6	3.7	72.2	29.0	116.7
Network DoS (%)	86.6%		77.1%		102.5%		124.4%		95.6%		84.6%		116.7%	
PRC (%)	3.9%		16.7%		-16.2%		-38.3%		-6.2%		6.4%		-29.7%	
Delay (pcuHr)	16.43		14.49		43.75		165.77		24.53		15.96		60.93	

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Table 7 – Inter Peak Base and Proposed Modelling Results (CT = 86secs)

Link	BASE		OPTION 1		OPTION 2A		OPTION 2B		OPTION 3		OPTION 7		OPTION 7A	
	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)
East Dulwich Grove E/bnd	6.5	54.2	7.8	56.2	5.7	41.3	9.9	81.6	5.6	37.4	5.4	39.2	5.8	44.3
Green Dale	0.2	2.4	1.3	20.0	0.3	4.0	0.3	5.5	0.3	4.0	0.3	7.9	0.3	5.7
East Dulwich Grove W/bnd	20.5	101.1	10.6	73.8	8.2	58.6	11.1	82.5	8.2	58.6	9.3	69.4	10.9	82.0
Townley Road	3.3	30.0	4.9	70.3	4.4	56.8	6.5	85.2	4.4	56.8	1.2	28.4	5.3	75.3
Network DoS (%)	101.1%		73.8%		58.6%		85.2%		58.6%		69.4%		82.0%	
PRC (%)	-12.3%		21.9%		53.7%		5.7%		53.7%		29.7%		9.7%	
Delay (pcuHr)	19.35		11.90		7.35		15.07		7.28		6.97		11.33	

8. Summary and Recommendations

The LinSig modelling results for the AM, PM and Inter Peak periods suggest that the JMP Option 1 operates well within capacity, although the lane markings on the East Dulwich Grove eastbound approach are sub-standard lane widths. Furthermore, there is no ASL on Green Dale, which may cause disbenefits to cyclists.

Option 2A has major kerb build outs on all the four approaches, thus reducing the entry lane widths. The East Dulwich Grove eastbound approach reduces to one entry lane, which increases the DoS for this approach to over 100% for both the AM and PM peaks.

The Option 2B staging arrangement, with the East Dulwich Grove phases split, is the worst performing option, with only the Inter Peak results showing the junction operating within capacity.

The Option 3 LinSig results suggest that the junction will operate at capacity in the AM peak, with Townley Road over capacity at 103.7% DoS. The base model shows this arm is over capacity with DoS at 112.2%, this implies that junction performance is improved compared to the existing situation. Furthermore, although East Dulwich Grove is a single lane approach in Option 3, the lane width is 5.5m and so remains the same width as in JMP Option 1. Therefore, it is envisaged that vehicles will be able to pass any right turning vehicles.

Of the five options tested, Option 7 provides the best overall results; with the DoS of all approaches below 90% and the junction operating well within capacity. This can be explained by the right turning ban from Townley Road into East Dulwich Grove and the 8 seconds early start for cyclists on both Townley Road and Green Dale.

Option 7A is as per Option 7, with the exception of the right turning ban for vehicles coming from Townley Road. Consequently, both Townley Road and East Dulwich Grove westbound are over capacity in the AM and PM peak with DoS over 100%.

Whilst Option 7 gives the best results at the junction itself, the wider impact of the right turn ban has not yet been examined in the current study. Where the banned vehicles would go, whether the ban affects other junctions in the surrounding network, if there is a need to make additional changes to the network; has not been assessed within the scope of the current study. In case it is not possible to ban the right turning traffic, Option 7A should be chosen, assuming most of the benefits are intended to be provided to cyclists.

Additionally, the use of the low level cycle heads is a relatively new concept and currently there is no written guidance on the early start length for cyclists. Hence, in order to recommend Option 7, a further study should be undertaken to examine the impact of the right turn ban to the wider area and the early start timings should be discussed further with stakeholders.

Appendix A – Intergreen Table measured from the SLD No. SLD/08/334/03 following guidance given in SQA-0645

	A	B	C	D	E	F	G	H	I	J	K
A			5	6	5	5	8	-	9	-	8
B				5	6	8	9	-	-	6	9
C	5			5	5	-	9	-	-	6	-
D	8	6	5			11	-	6	8	-	9
E	6	5	5			7	9	-	11	-	6
F	16	16	-	16	16						
G	8	8	8	-	8						
H	-	-	-	10	-						
I	8	-	-	8	8						
J	-	8	8	-	-						
K	13	13	-	13	13						

Appendix B – JMP Option 1 Modelling Results before Review

JMP Option 1							
Link	STORAGE to upstream junction (PCUs)	AM Peak (CT = 88secs)		PM peak (CT = 88secs)		Inter peak (CT = 80secs)	
		MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)
East Dulwich Grove E/bnd	59	9.2	63.7	7.0	58.9	7.4	57.1
Green Dale	No upstream junction	2.2	45.7	0.5	9.3	1.2	20.5
East Dulwich Grove W/bnd	91	14.5	86.2	14.4	80.9	10.5	77.5
Townley Road	90	10.7	88.7	5.6	80.3	5.0	75.4
Network DoS (%)		88.7 %		80.9%		77.5%	
PRC (%)		1.5 %		11.2%		16.1%	
Delay (pcuHr)		20.23		14.94		12.34	

Appendix C – Proposed Designs (Not to scale)

1. JMP Option 1

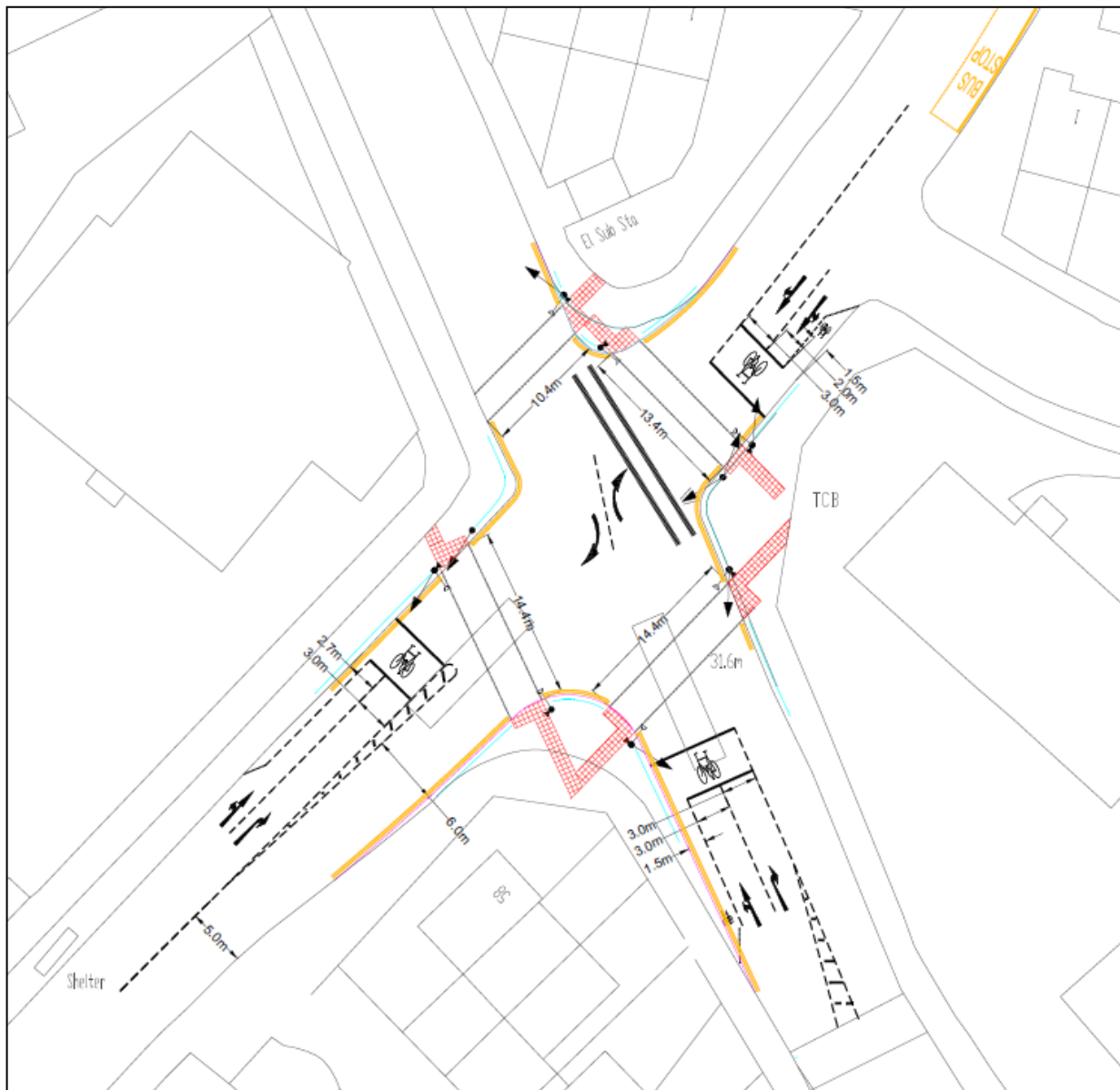


Figure A – Detailed Design Drawing of JMP Option 1 No. ST13201-PO-04A

2. Option 2A

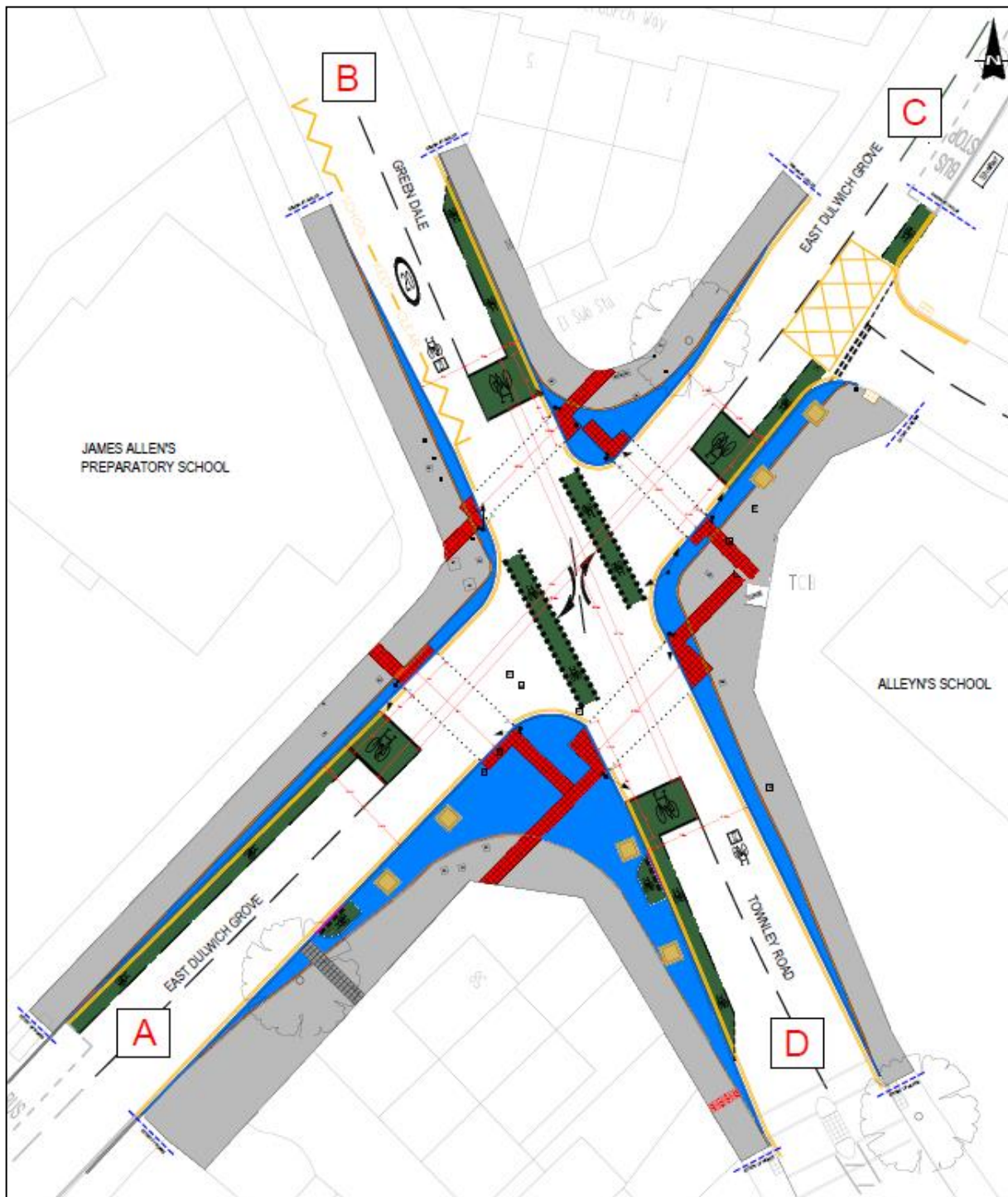


Figure B – Detailed Design Drawing of Option 2A No. D/EDG/CM/13/001/O2a

3. Option 2B

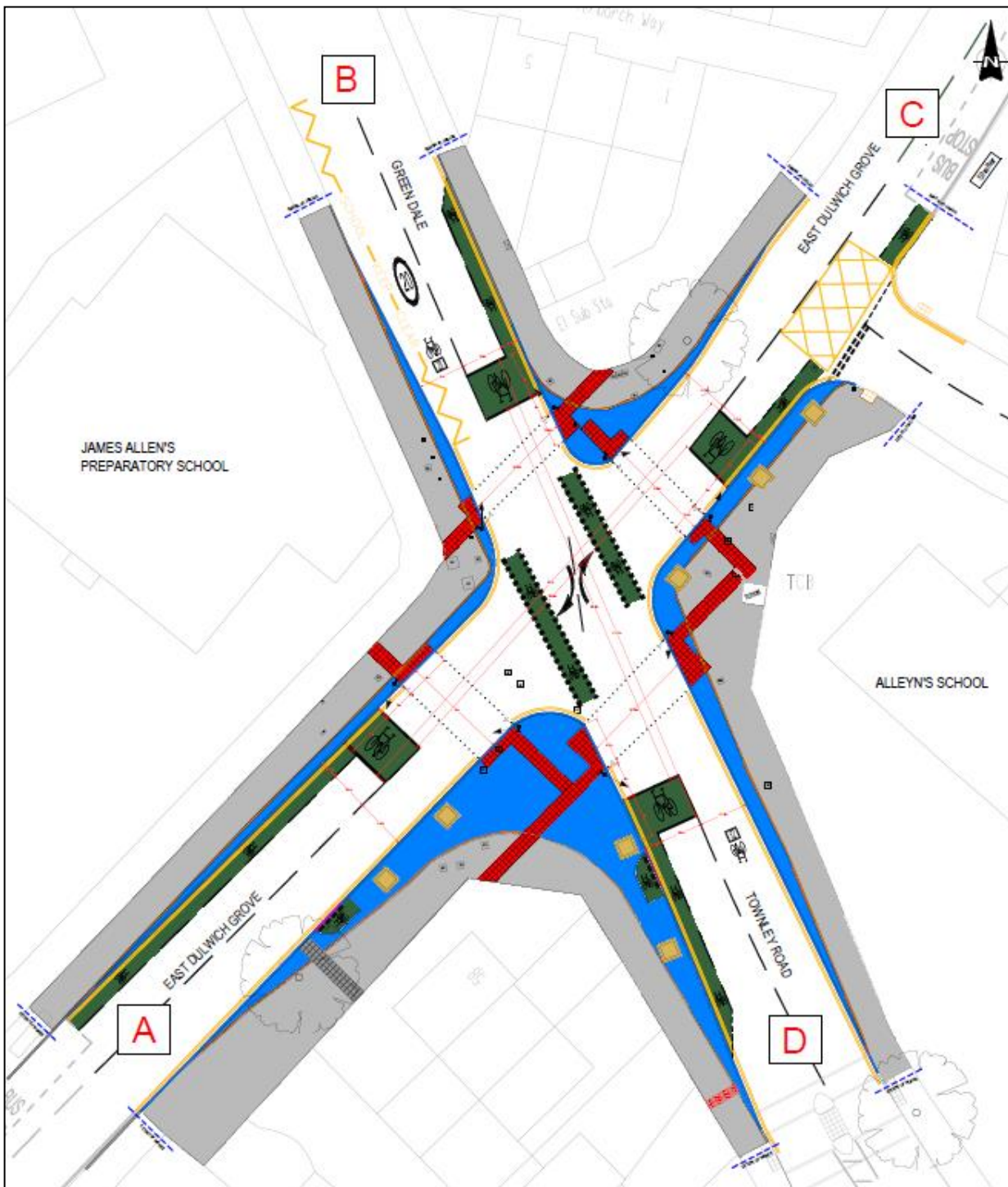


Figure C – Detailed Design Drawing of Option 2B No. D/EDG/CM/13/001/O2b

4. Option 3

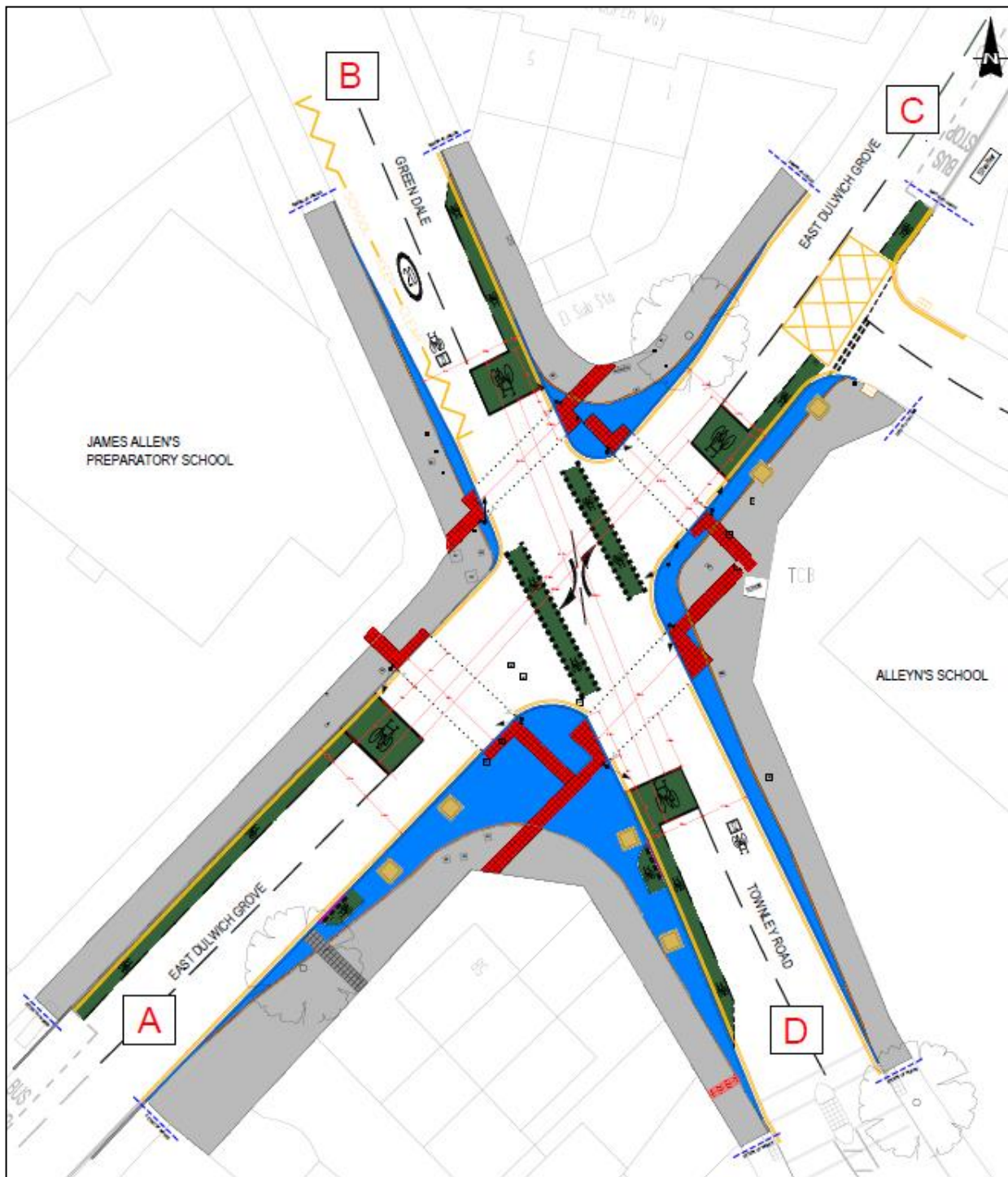


Figure D – Detailed Design Drawing of Option 2B No. D/EDG/CM/13/001/O3

5. Option 7

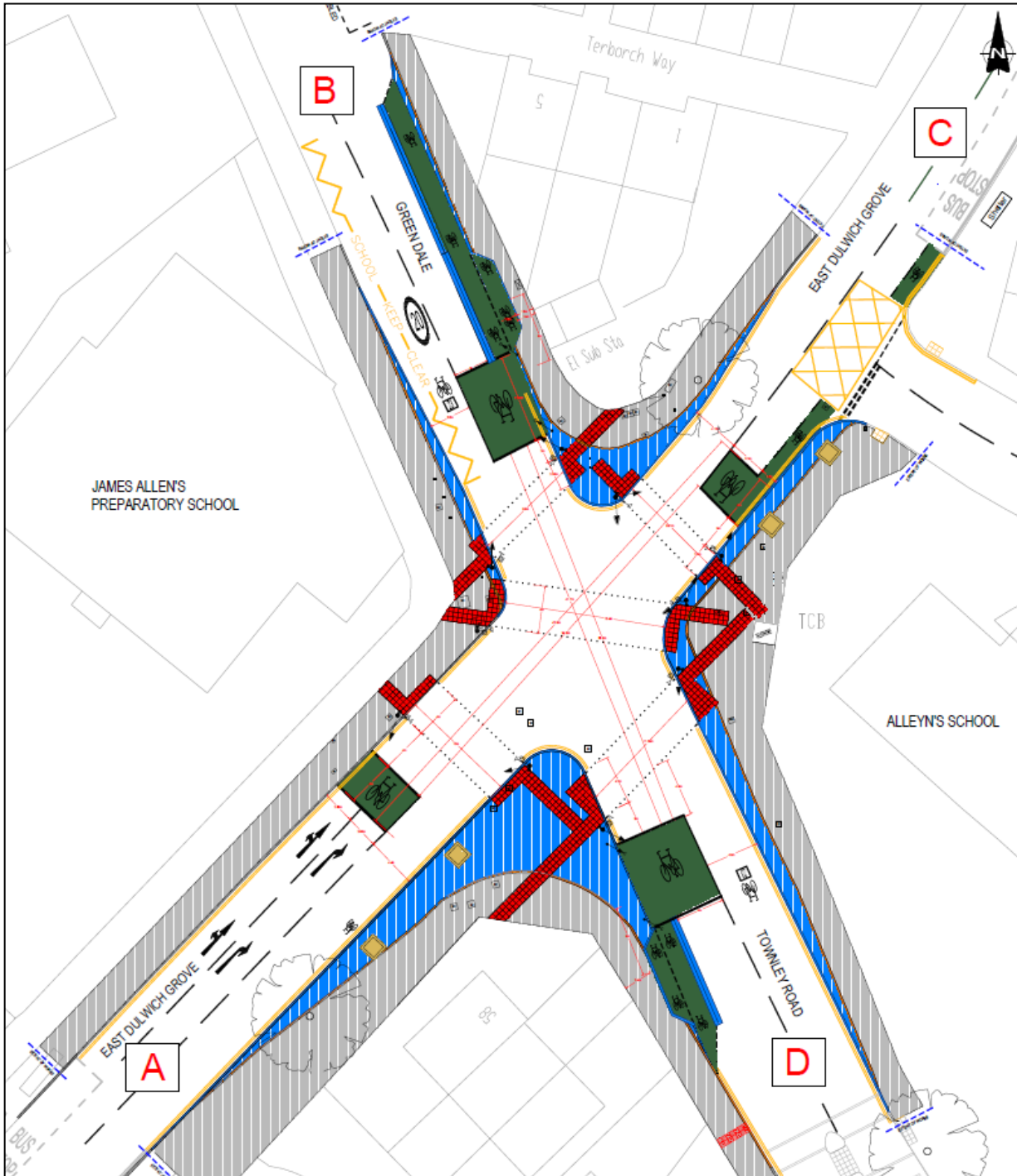


Figure E – Detailed Design Drawing of Option 7 No. D/EDG/CM/13/001/O7

6. Option 7A

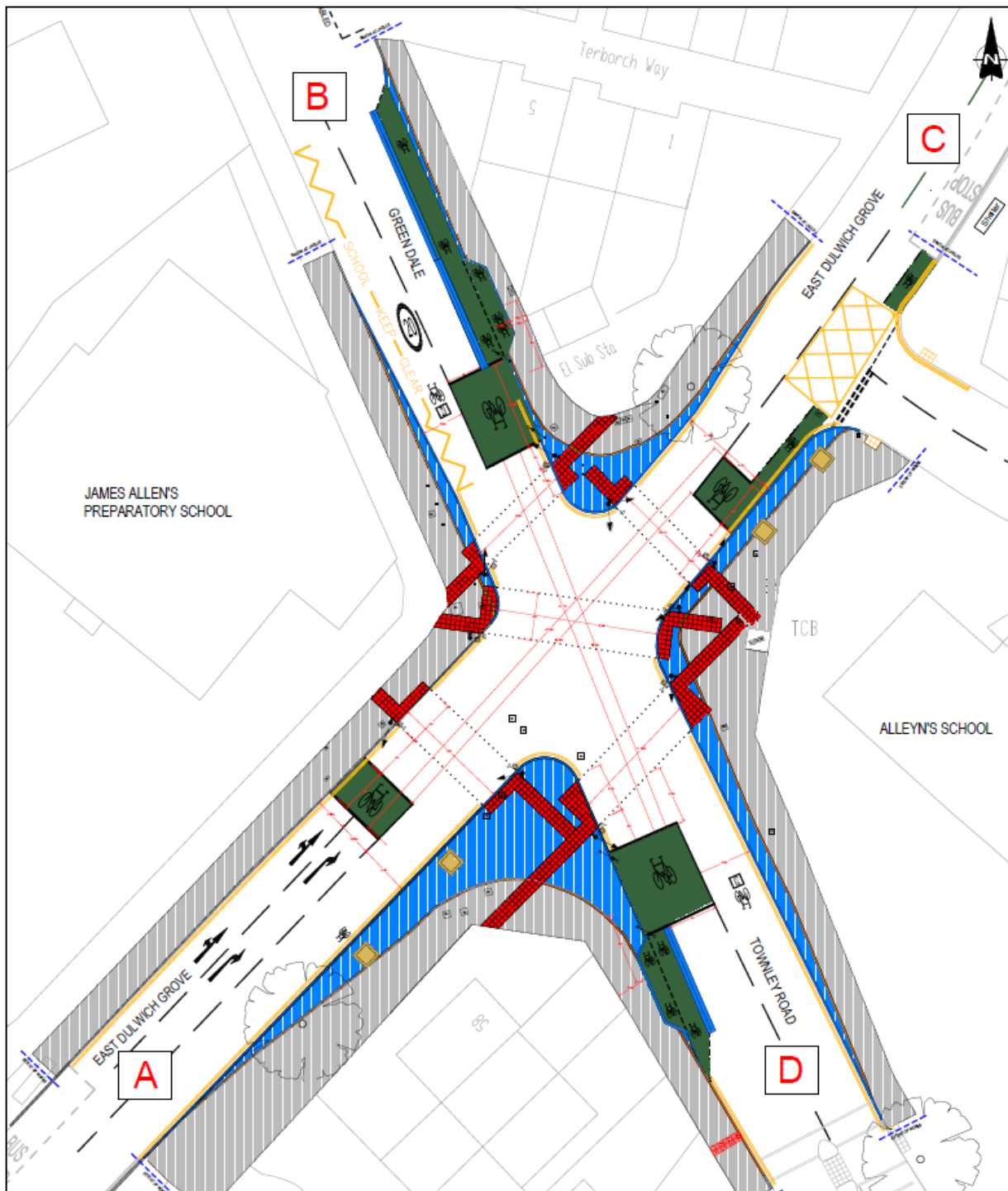
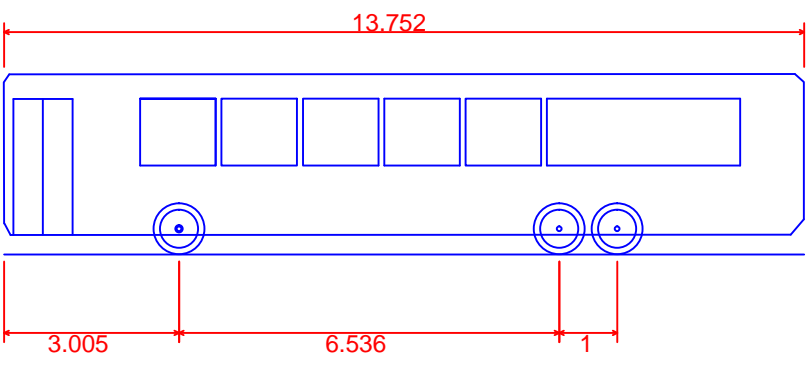
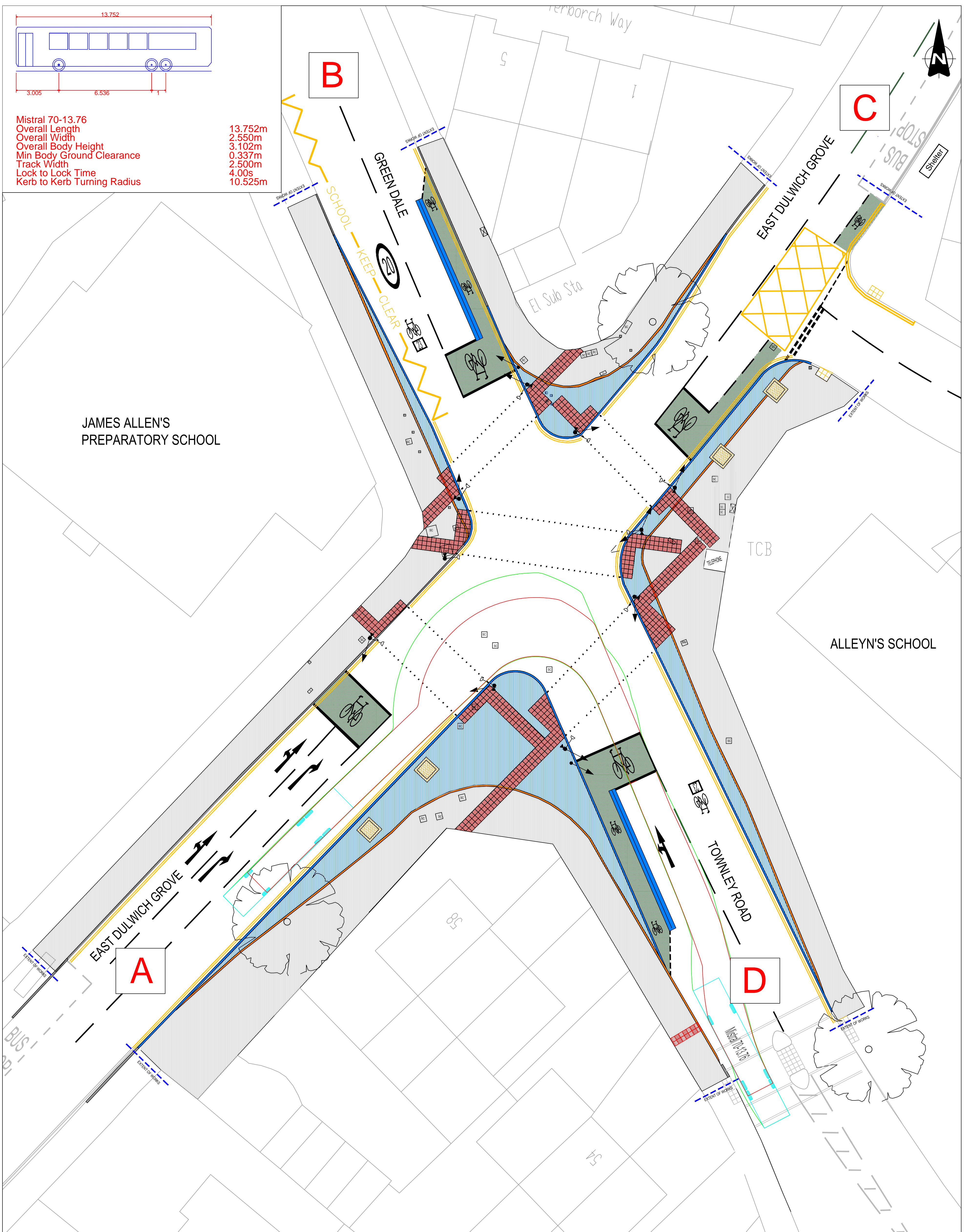


Figure F – Detailed Design Drawing of Option 7A No. D/EDG/CM/13/001/O7a

Appendix I: Junction Autotrack Analysis



Mistral 70-13.76
 Overall Length 13.752m
 Overall Width 2.550m
 Overall Body Height 3.102m
 Min Body Ground Clearance 0.337m
 Track Width 2.500m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 10.525m

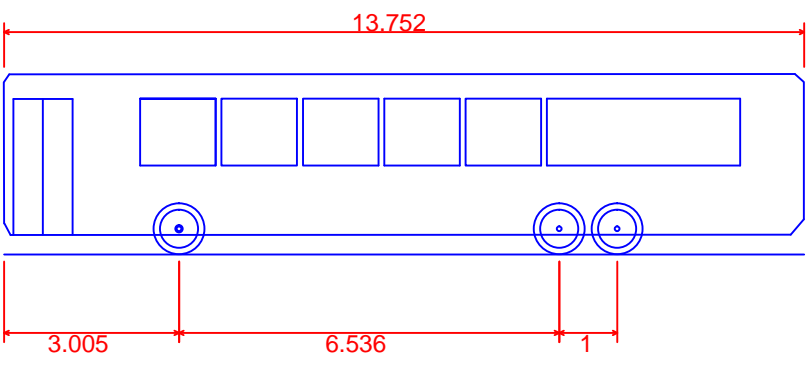


- | | | |
|---|-----------------------------|--------------------------------------|
| Existing kerbline to be removed | Existing kerbline to remain | Proposed ladder paving |
| Proposed kerb | Proposed lining | Existing ladder paving to be removed |
| Tactile Paving (red) | Existing lining | Proposed cycle facility |
| Tactile Paving (buff) | Proposed footway extension | Proposed tree pit |
| 3 Aspect Signal on Pole | Existing footway | Proposed dropped kerb |
| 3 Aspect Signal with Secondary Hoods | Proposed tree pit | |
| 3 Aspect Signal with Green Arrow Unit - Filter Signal | | |
| Pedestrian Pushbutton | | |

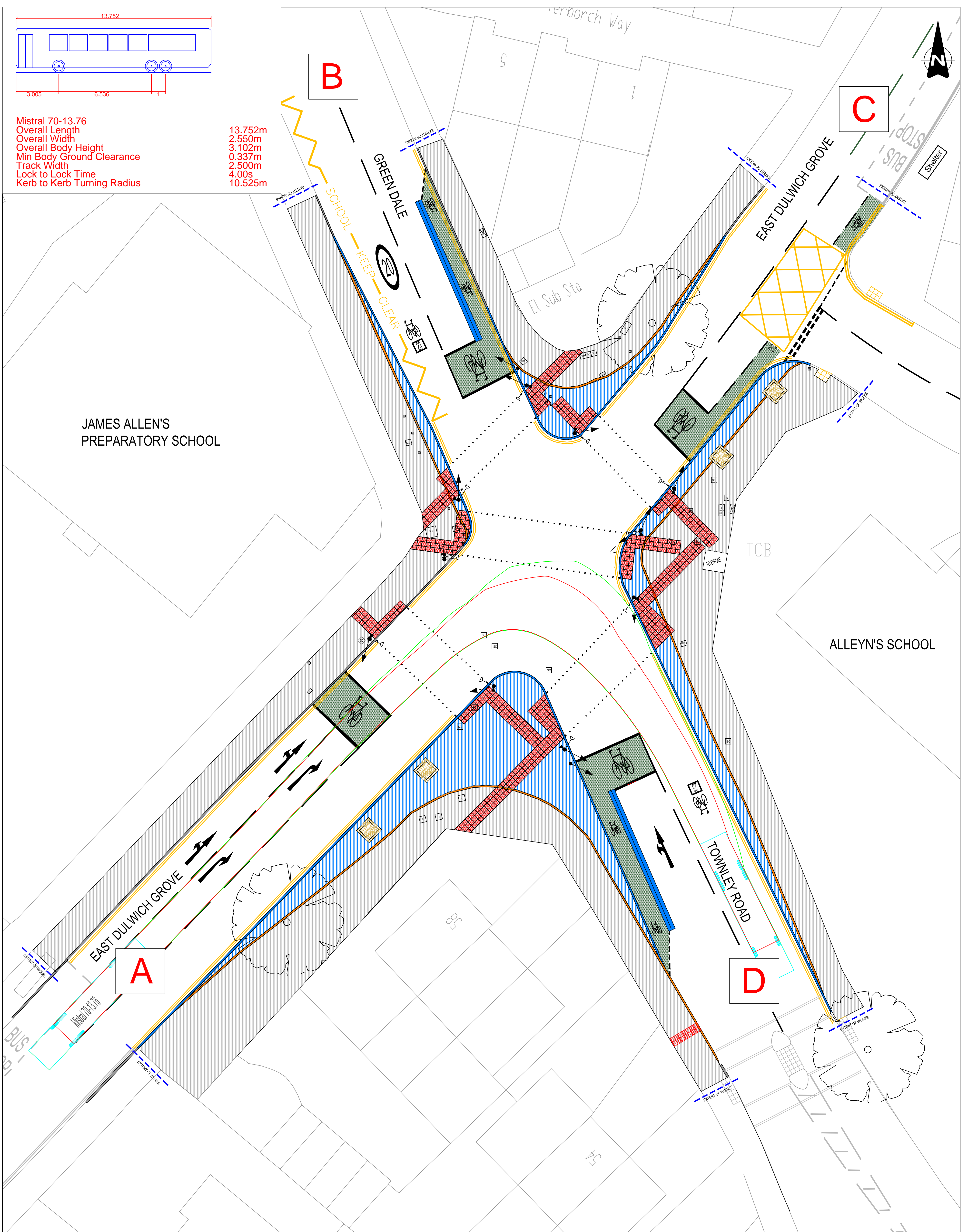
Southwark Council
 REGENERATION & ENVIRONMENT
 COUNCIL OFFICES, CHILTERN
 HOUSE, PORTLAND STREET,
 LONDON SE17 2ES

No.	Date	Revision

Project East Dulwich Grove / Townley Road	
Title AutoTrack - Mistral 70-13.76 LEFT TURN INTO EDG	
Contract No.	Drawn CM
Scale NTS	Designed CM
Drawn No. D/EDG/CM/13/001/AT01	Checked
Date Drawn 02/14	Approved
	Rev. A
	Date Issued



Mistral 70-13.76
 Overall Length 13.752m
 Overall Width 2.550m
 Overall Body Height 3.102m
 Min Body Ground Clearance 0.337m
 Track Width 2.500m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 10.525m



- | | | |
|---|-----------------------------|--------------------------------------|
| Existing kerbline to be removed | Existing kerbline to remain | Proposed ladder paving |
| Proposed kerb | Proposed lining | Existing ladder paving to be removed |
| Tactile Paving (red) | Existing lining | Proposed cycle facility |
| Tactile Paving (buff) | Proposed footway extension | Existing footway |
| 3 Aspect Signal on Pole | Existing footway | Proposed tree pit |
| 3 Aspect Signal with Secondary Hoods | Proposed dropped kerb | |
| 3 Aspect Signal with Green Arrow Unit - Filter Signal | | |
| Pedestrian Pushbutton | | |

Southwark Council

REGENERATION & ENVIRONMENT
 COUNCIL OFFICES, CHILTERN
 HOUSE, PORTLAND STREET,
 LONDON SE17 2ES

No.	Date	Revision

Project		East Dulwich Grove / Townley Road	
Title		AutoTrack - Mistral 70-13.76 RIGHT TURN INTO TOWNLEY	
Contract No.	Drawn	CM	
	Designed	CM	
Scale	Checked		
	Approved		
Drawing No.	Rev.		
D/EDG/CM/13/001/AT02	A		
Date Drawn	02/14	Date Issued	



	Proposed Pedestrian Countdown Unit		Tactile Paving (charcoal grey)
	Proposed pedestrian countdown unit		Cycle lane or waiting reservoir
	3 Aspect Signal on Pole		Proposed white lining
	3 Aspect Signal with Secondary Hoops		Proposed 600 x 600 PCC paving
	2 Aspect Pedestrian Signal		Proposed area of cartage way resurfacing
	Pedestrian Pushbutton		Proposed yellow lining
	Low Level Cycle Aspect		
	3 Aspect Signal with Cycle Filter		

Southwark Council

PUBLIC REALM PROJECTS
3RD FLOOR
180 TOOLEY STREET
LONDON SE14 5LS

No.	Date	Revision

East Dulwich Grove / Tooley Road

Proposed Junction Layout - OPTION BA
Cycle Advanced Start, Cycle Gate & Two Stage Right Turn

Checked by:	Drawn:	QA:
NTS	Checked:	QA:
Drawn by:	Approved:	QA:
D/EDG/CM/13001/05A		
Date Drawn:	01/15	Date Issued:

- New two stage right turn facilities for cyclists to assist right turning movements into either Townley Road or Green Dale from East Dulwich Grove.
- A new semi-segregated cycle lane is proposed on Townley Road to allow cyclists to safely pass queuing traffic and access the cycle facilities at the junction.
- A new segregated cycle lane is proposed linking Calton Avenue with Townley Road to allow cyclists to bypass the Calton Avenue / Townley Road junction.
- All existing turning movements at the junction are retained, including for coaches.
- There will be a slight loss of capacity over the existing layout but the junction will continue to operate within acceptable levels of saturation.

We want your views

It is important for all consultees to respond to the consultation. We would be grateful if you could take the time to review the proposals outlined in this document and provide a response using the pre-paid envelope and questionnaire provided by **Friday 13th March 2015**. Alternatively your response can be submitted online at www.southwark.gov.uk/consultations

East Dulwich Grove / Townley Road / Green Dale Junction Improvement Scheme Re-consultation Exercise

What happens next?

As you will appreciate Southwark Council receives many comments from consultations and therefore is unable to respond personally to specific issues raised. However all comments and suggestions will be taken into consideration before a decision is made.

The responses to the questionnaire will be analysed and taken into account in the final design of the proposed works. The consultation results will be reported at the Dulwich Community Council meeting on the 17th March 2015.

Should you require any further information regarding the proposed scheme please do not hesitate to contact Chris Mascord at chris.mascord@southwark.gov.uk

Further background information relating to the proposals can be viewed at <http://www.southwark.gov.uk/consultations>

Drop in 'Q&A' Session

A drop in session will be held on Saturday 28th February 2015 from 11am – 2pm. This will provide opportunity for local residents and stakeholders to view the plans, and to directly engage with council officers and discuss the proposed changes in detail or get answers to particular points of detail that are not covered here.

The venue for the drop in session is still to be confirmed. The venue will be posted on the scheme consultation webpage (<http://www.southwark.gov.uk/consultations>) no later than one week prior to the 28th February 2015.

To arrange a translation of this leaflet and the other consultation documents, or for other assistance, please take it to:

**One Stop Shop – 122 Peckham Hill Street, London SE15, or
One Stop Shop – 151 Walworth Road, London SE17, or
One Stop Shop – 17 Spa Road, London SE16, or
Southwark Town Hall – Peckham Road, London SE5.**

Have your say

Southwark Council is holding a re-consultation exercise to receive residents' and key stakeholders' comments regarding proposals to improve the East Dulwich Grove / Townley Road / Green Dale junction.

Background

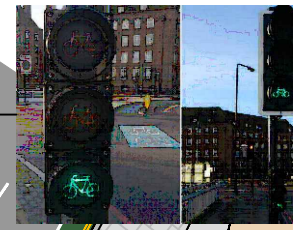
The council previously consulted upon a design option for the junction that included banning the existing right turn movement out of Townley Road into East Dulwich Grove. There was considerable opposition to the proposal from local residents, mainly due to the proposed right turn ban. Given this lack of local support, this option will not proceed. A revised option has been developed that retains all existing turning movements at the junction, whilst still providing significant benefits for cyclists and pedestrians. We therefore want to hear your views on this new proposal.

What are the proposed changes?

- Removal of existing staggered pedestrian crossings with the implementation of shorter, single movement facilities.
- Introduction of a diagonal pedestrian crossing to link footways adjacent to both schools and cater for an existing pedestrian desire line.
- All pedestrian facilities to operate at the same time to reduce waiting time for pedestrians and improve the efficiency of the junction.
- Cycle pre-signal on Townley Road and Green Dale to allow cycles to enter the junction and undertake turning movements before general traffic.
- New signalised cycle gates on both Townley Road and Green Dale where cyclists are held on a red signal whilst general traffic movements operate. This removes the risk of both left hook and right hook collisions. (Please note that more confident cyclists will still be allowed to use the general traffic lane to traverse the junction from either Townley Road or Green Dale).
- Semi-segregated cycle lane and advanced cycle waiting area on East Dulwich Grove (westbound) to allow cyclists to bypass waiting vehicles and gain priority at the junction.
- Footway buildouts to reduce crossing distances for pedestrians and to visually improve the streetscape.



Proposed signalled cycle gate where cyclists are held on a red signal whilst the general traffic lane is operational to remove the risk of turning conflicts. Cyclists will then get a green signal to enter the advanced waiting area when general traffic is held on a red signal



Proposed early start cycle pre-signal on Green Dale and Townley Road to allow cycles to enter junction and undertake turning movements before general traffic

Proposed two stage right turn for cyclists from East Dulwich Grove into either Townley Road or Green Dale. Cyclists will enter the designated waiting area and then wait for the cycle pre-signal to safely traverse across the junction

East Dulwich Grove westbound approach to be changed to a single lane to allow for a semi-segregated cycle lane to be introduced, which will give cyclists access to the advanced cycle stop line positioned ahead of waiting vehicles



Existing staggered pedestrian crossings to be removed on East Dulwich Grove and Townley Road and replaced with single movement crossings. The carriageway crossing distance has also been reduced which improves the operational efficiency of the junction and assists pedestrians. All crossings to have automated countdown to inform pedestrians how much time they have left to cross the road

Semi-segregated cycle lane proposed to provide unobstructed access to the cycle facilities at the junction

Cycle signal gate waiting area to be fully segregated to protect cyclists from other vehicles

Proposed diagonal pedestrian crossing to provide a safe, controlled access across the junction for pedestrians, catering for an existing desire line between the northern and southern footways and local public transport facilities

Footways to be built out to improve the visual quality of the streetscape, reduce crossing distances for pedestrians and reduce traffic dominance, whilst still allowing for all turning movements of coaches

ALLEYN'S SCHOOL

Proposed signalled cycle gate where cyclists are held on a red signal whilst the general traffic lane is operational to remove the risk of turning conflicts. Cyclists will then get a green signal to enter the advanced waiting area when general traffic is held on a red signal

Right turn movement out of Townley Road into East Dulwich Grove retained

Cycle signal gate waiting area to be fully segregated to protect cyclists from other vehicles



Proposed early start cycle pre-signal on Green Dale and Townley Road to allow cycles to enter junction and undertake turning movements before general traffic

Existing raised carriageway table and pedestrian refuge island to be retained, but position of the refuge island altered to allow for the introduction of the cycle lane

New semi-segregated cycle lane on Townley Road to allow cyclists to safely pass queuing traffic and access the cycle facilities at the East Dulwich Grove junction

Existing pedestrian and cycle shared use area to be removed and segregated cycle lane installed linking Calton Avenue with Townley Road

Existing section of grass verge and pedestrian footway linking to the raised table at Calton Avenue retained

EAST DULWICH GROVE / TOWNLEY ROAD JUNCTION IMPROVEMENTS

East Dulwich Grove / Townley Road / Green Dale Junction Improvement Scheme

Re-consultation questionnaire

The council would like to receive your views on the revised junction improvement scheme at East Dulwich Grove / Townley Road / Green Dale

We would be grateful if you could answer some general questions so that we can find out what your views are towards the proposals. Please return completed questionnaires by the **13th March 2015**

Residents and Businesses:

1. Are you a resident or business? Resident Business

2. What do you think of the proposals? Support Opposed No opinion

Please use the space below for comments:

Continue overleaf if necessary.....

Please don't forget to fill in your personal details

Name

Address (essential)

Postcode Date



London Borough of Southwark



East Dulwich Grove / Townley Road / Green Dale Junction Improvement Scheme

Re-consultation Summary

March 2015

London Borough of Southwark

East Dulwich Grove / Townley Road / Green Dale Junction Improvement Scheme

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1.0 Introduction

1.1 Background

1.1.1 This report has been produced by the London Borough of Southwark Public Realm Projects Group to provide a summary of the re-consultation exercise for the proposed improvement scheme at the East Dulwich Grove / Townley Road / Green Dale junction. The measures are being drafted by the Public Realm Projects Team, with the project manager for this scheme being Chris Mascord, London Borough of Southwark, Council Offices, 160 Tooley Street, SE1P 5LX.

1.1.2 The area under consideration is located within the SE22 district of Southwark (Village Ward), in the south of the borough. See figure 1 below.



Figure 1: Location of proposed junction scheme

1.2 Project and Background

1.2.1 The measures proposed in this consultation are part of the Council's on-going commitment to make Southwark's streets safer and more accessible for all. The proposed measures will enhance safety for vulnerable road users, especially cyclists and improve pedestrian accessibility.

1.2.2 The council previously consulted upon a design option for the junction that included banning the existing right turn movement out of Townley Road into East Dulwich Grove. There was considerable opposition to the proposal from local residents, mainly due to the proposed right turn ban. Given this lack of local support, this option will not proceed. A revised option has been developed that

retains all existing turning movements at the junction, whilst still providing significant benefits for cyclists and pedestrians.

1.2.3 The following measures were consulted upon to improve safety and accessibility for pedestrians and cyclists at the junction of East Dulwich Grove / Townley Road and Green Dale:

- Removal of existing staggered pedestrian crossings with the implementation of shorter, single movement facilities.
- Introduction of a diagonal pedestrian crossing to link footways adjacent to both schools and cater for an existing pedestrian desire line.
- All pedestrian facilities to operate at the same time to reduce waiting time for pedestrians and improve the efficiency of the junction.
- Cycle pre-signal on Townley Road and Green Dale to allow cycles to enter the junction and undertake turning movements before general traffic.
- New signalised cycle gates on both Townley Road and Green Dale where cyclists are held on a red signal whilst general traffic movements operate. This removes the risk of both left hook and right hook collisions. (Please note that more confident cyclists will still be allowed to use the general traffic lane to traverse the junction from either Townley Road or Green Dale).
- Semi-segregated cycle lane and advanced cycle waiting area on East Dulwich Grove (westbound) to allow cyclists to bypass waiting vehicles and gain priority at the junction.
- Footway buildouts to reduce crossing distances for pedestrians and to visually improve the streetscape.
- New two stage right turn facilities for cyclists to assist right turning movements into either Townley Road or Green Dale from East Dulwich Grove.
- A new semi-segregated cycle lane is proposed on Townley Road to allow cyclists to safely pass queuing traffic and access the cycle facilities at the junction.
- A new segregated cycle lane is proposed linking Calton Avenue with Townley Road to allow cyclists to bypass the Calton Avenue / Townley Road junction.
- All existing turning movements at the junction are retained, including for coaches.
- There will be a slight loss of capacity over the existing layout but the junction will continue to operate within acceptable levels of saturation.

(See Appendix A for Preliminary Scheme Measures)

1.3 Consultation Procedure

- 1.3.1 The views of the local community and those of statutory and stakeholder consultees have been sought as part of this consultation exercise. Active community participation was encouraged through the use of a consultation document that was delivered to addresses within the consultation area.
- 1.3.2 The consultation document included a covering letter with an A3 size consultation plan illustrating the proposals and an A4 size comment form that could be sent to the Public Realm Projects Group with a pre-paid address reply envelope. (See Appendix A – Consultation Documents).
- 1.3.3 The consultation document was delivered to a geographical area centred on the junction of East Dulwich Grove / Townley Road and Green Dale, using strategic roads and pedestrian desire lines as defined cut off points and is the same consultation area that was used for the previous consultation exercise. (See Appendix B – Location Plan and Extents of Consultation).
- 1.3.4 The consultation area was agreed with ward councillors prior to finalising the consultation mailing list.
- 1.3.5 The distribution area was large enough to gain views from the wider community that may be considered to be affected by the proposed measures. A mailing list was established for the area by way of the Council's GIS database. In addition, the consultation documents and plans were supplied to the Council's established list of statutory and stakeholder consultees including London Buses, cycle groups and the Metropolitan Police. Please see Appendix C of list of addresses within the distribution area.
- 1.3.6 The scheme proposals were also loaded onto the Southwark Council consultation webpage where respondents could view information regarding the scheme and formally reply using an e-form. There is no geographical restriction on submitting responses on-line.
- 1.3.7 The consultation documents were delivered by Royal Mail to 1311 addresses detailed within the distribution list on the 20th February 2015, with a return deadline of the 13th March 2015, allowing 3 weeks for the consultation period.
- 1.3.8 The council also held a 'drop-in Q&A session' at St Barnabas Church Hall on Saturday 28 February 2015 where officers were available to answer questions on the proposals. The session ran from 11am to 2pm and was well attended.

2.0 Consultation Responses

2.1 Response Rate and Distribution

- 2.1.1 A total of 406 responses were received during the consultation period, with 39 responses classed as anonymous.

2.2 Questionnaire and Online Response Analysis

2.2.1 The questionnaire element and online form of the consultation contained the following key questions and associated tick box options:

Q1. Are you a resident or business?

Q2. What do you think of the proposals?

2.2.2 Both consultation formats also had a section for respondents to leave comments relating to the scheme. All comments were reviewed and where appropriate discussed further in section 2.6 below.

2.2.3 For clarity the following analysis has been presented in three separate sections. The first section relates to the overall response and percentages for and against, with the second section focusing on responses from roads within the defined consultation area. The third section analyses the level of support for the scheme from respondents that were located outside the defined consultation area.

2.2.4 It must be noted that where emails were received directly, only emails that categorically stated that they were a formal response to the consultation, highlighting either support or objection to the scheme, were included as part of this analysis.

2.3 Total Response Analysis

2.3.1 As detailed above, a total of 406 responses were received including 141 returned questionnaires, 260 completed online forms and five formal emails.

2.3.2 A total of 39 anonymous paper responses were received during the consultation period including 24 in support and 15 in opposition. As no address or details were submitted on the forms, they have been included as part of the overall response rate but not included in the section 2.4 of this report which analyses the responses from roads within the defined consultation area.

2.3.3 Responses were received from 102 different roads, 24 of which were located within the consultation area. Please refer to Appendix E for a tabulated summary of responses received by location. Please note that for simplicity the responses for the walkways and access roads within the East Dulwich Estate have been grouped together titled 'East Dulwich Estate SE22'. This incorporates responses from Arnhem Way, Delft Way, Deventer Crescent, Isel Way, Kempis Way, Nimegen Way, Steen Way, Terboch Way and Velde Way.

2.3.4 The following is a summary of replies received in relation to the two key questions detailed on the questionnaire and feedback form on the website:

Question 1 - Are you a resident or business?

	Resident	Business
Replies	374	32
Total	92.1%	7.9%

Table 1: Returned questionnaire and online feedback results for question 1

2.3.5 The majority of returned consultation responses were from residential households, with only 8% of respondents being a business.

Question 2 – What do you think of the proposals?

	Support	Opposed	No Opinion
Replies	223	176	7
Total	54.93%	43.35%	1.72%

Table 2: Returned questionnaire and online feedback results for question 2

Response for Question 2 - Total Responses

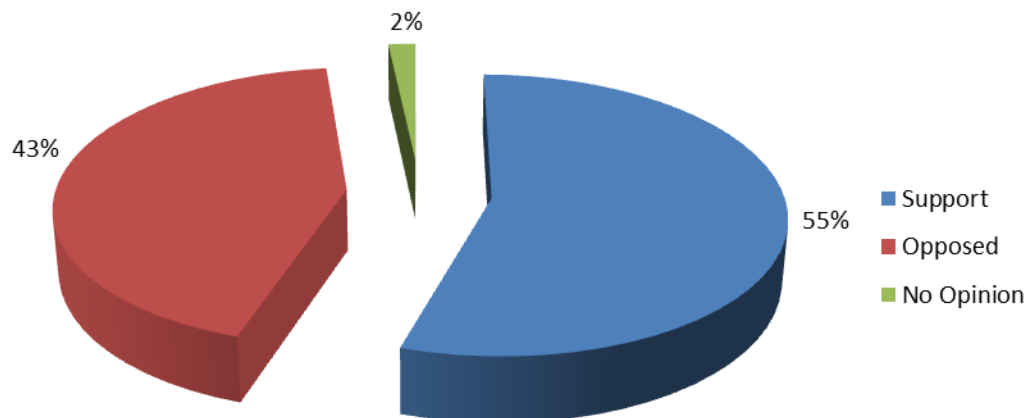


Figure 2: Consultation questionnaire results for question 2 (total response)

2.3.5 The above graph and table 2 illustrate that overall, 55% of respondents to the consultation exercise support the proposed improvement scheme at the junction, with 43% opposed to the scheme.

2.4 Analysis of Responses solely within the Defined Consultation Area

2.4.1 This section provides a comprehensive summary of responses received from local residents and businesses located within the defined consultation area.

2.4.2 A total of 222 responses were received - 141 hard copy, 77 via the online form and four formal replies were received via email.

2.4.3 The response rate for the area, taking into account the delivery of 1311 consultation documents is 16.93%.

2.4.4 Figure 3 below provides a summary of the roads within the defined consultation area and the number of responses received. The most responses received during the consultation period were from Woodwarde Road and Dovercourt A high numbers of responses were also received from the East Dulwich Estate and Gilkes Crescent, East Dulwich Grove Estate, Court Lane, Beavual Road, Glengarry Road and Calton Avenue.

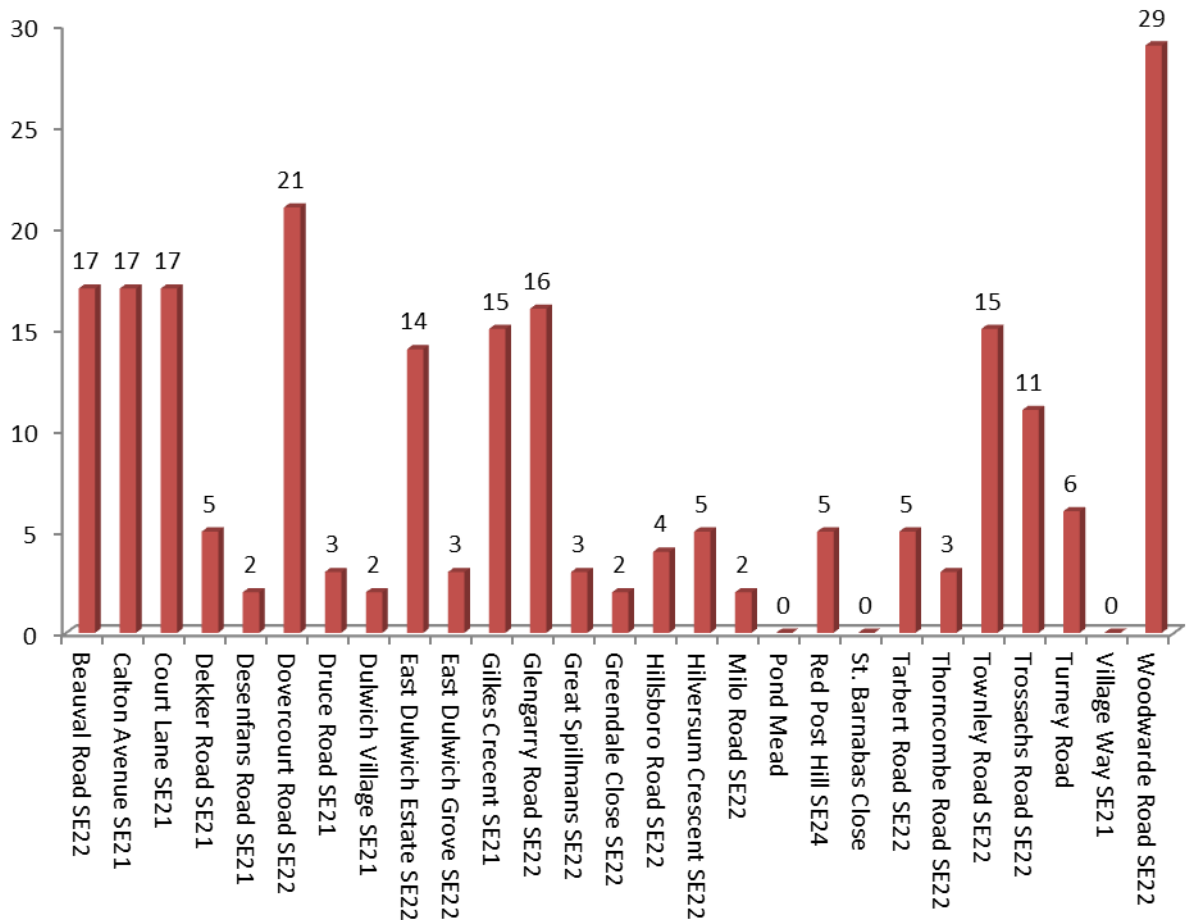


Figure 3: Distribution of consultation responses from roads within the defined consultation area

2.4.5 Figure 4 illustrates the consultation response rate for each road within the defined consultation area. The chart indicates that Turney Road had a 100% response rate. However it must be noted that the consultation documents were only sent to one address in Turney Road (in line with the defined consultation area boundary). A number of additional responses were received from Turney Road, but were located outside the defined consultation area and therefore have been included as part of the overall response rate and not the defined consultation area analysis.

2.4.6 With the exception of Turney Road, most roads within the defined consultation area had variable response rates with an average of 17.8% across the area. Roads that had the highest response rate (25% or greater) include Court Lane, Gilkes Crescent, Townley Road, Hilversum Crescent, Red Post Hill and Milo Road. Other notable responses rates were received from, Trossachs Road, Woodwarde Road, Dovercourt Road and Calton Avenue with over 20% of residents and businesses from these roads formally replying to the consultation exercise.

2.4.7 The lowest response rate was from St. Barnabas Close, Pond Mead and Village Way, with no replies received during the consultation period.

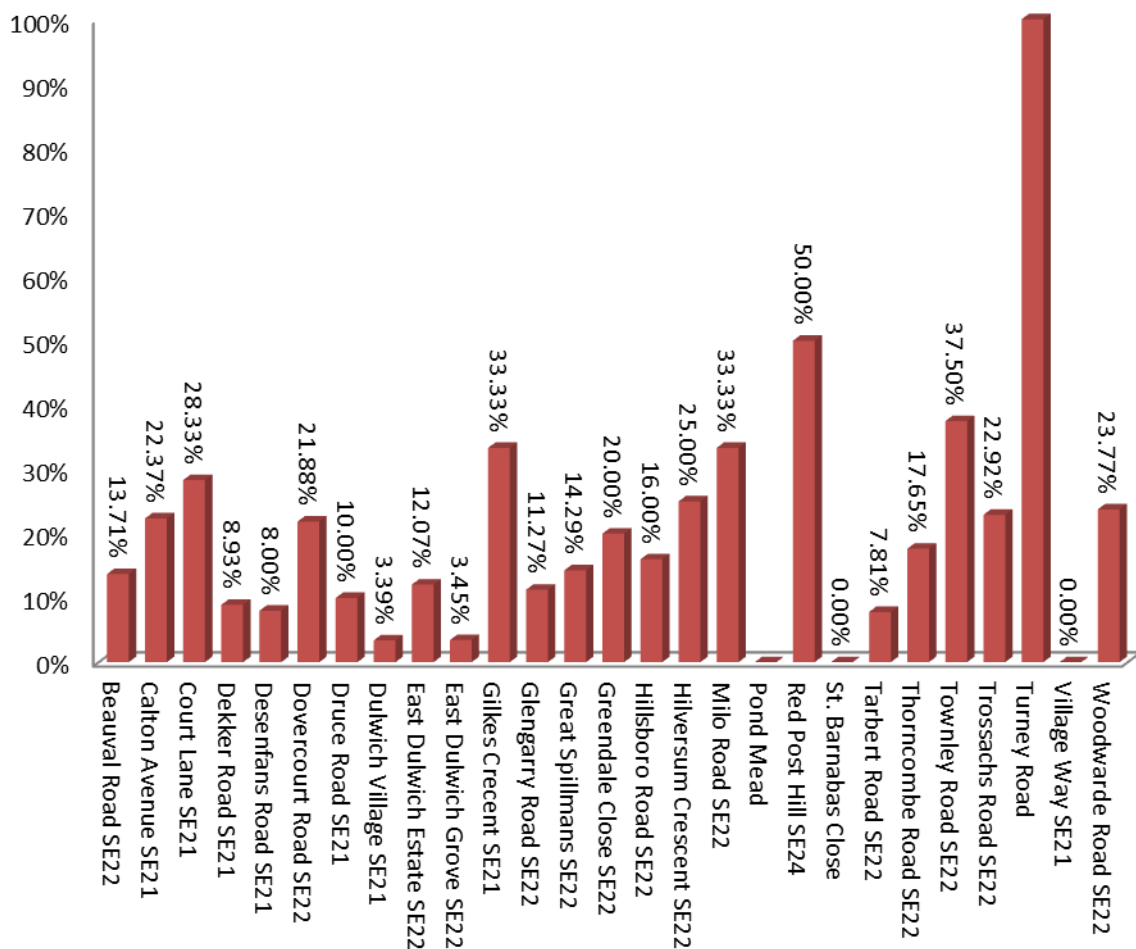


Figure 4: Consultation response rate for roads within the consultation area

2.4.8 Table 3 below and figure 5 illustrates that 51.35% of responses from the defined consultation area opposed the scheme, with 45.50% in support of the proposed measures at the junction.

	Support	Opposed	No Opinion
Replies	101	114	7
Total	45.50%	51.35%	3.15%

Table 3: Returned questionnaire results for question 2 for roads within the defined consultation area

Response for Question 2 - Responses within the Distribution Area

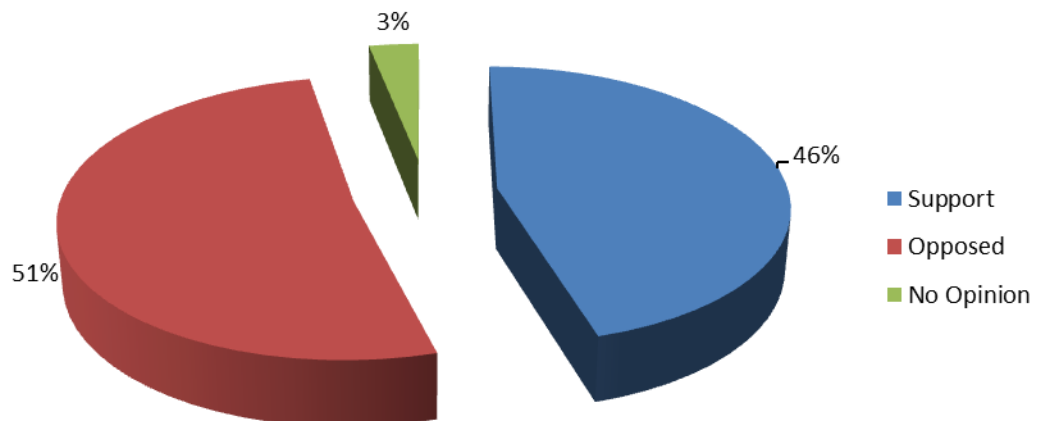


Figure 5: Consultation responses for question 2 for roads within the defined consultation area

2.4.9 Figure 6 breaks down the consultation results for each road within the defined consultation area. The results indicate that the strongest support received was from Thorncombe Road and Red Post Hill with 100% of respondents supporting the junction improvements. Strong support was also received from respondents living in Glengarry Road, Dekker Road, Trossachs Road and Townley Road. Strong opposition was also evident from Druce Road, Hilversum Crescent, Calton Avenue and Turney Road.

2.5 Analysis of Responses from outside the Defined Consultation Area

- 2.5.1 A total of 184 responses were received from addresses outside the defined consultation area, potentially representing users of the junction that live or work outside the immediate area. The total responses from this category make up 49% of the total responses received during the consultation period.
- 2.5.2 Table 4 illustrates that 122 replies were in favour of the proposed measures, equating to 66% support, with 34% of respondents opposed to the scheme.

	Support	Opposed	No Opinion
Replies	122	62	0
Total	66.3%	33.7%	0.00%

Table 4: Returned questionnaire results for question 2 for responses received from outside the defined consultation area

Consultation Result for each road within the Consultation Area

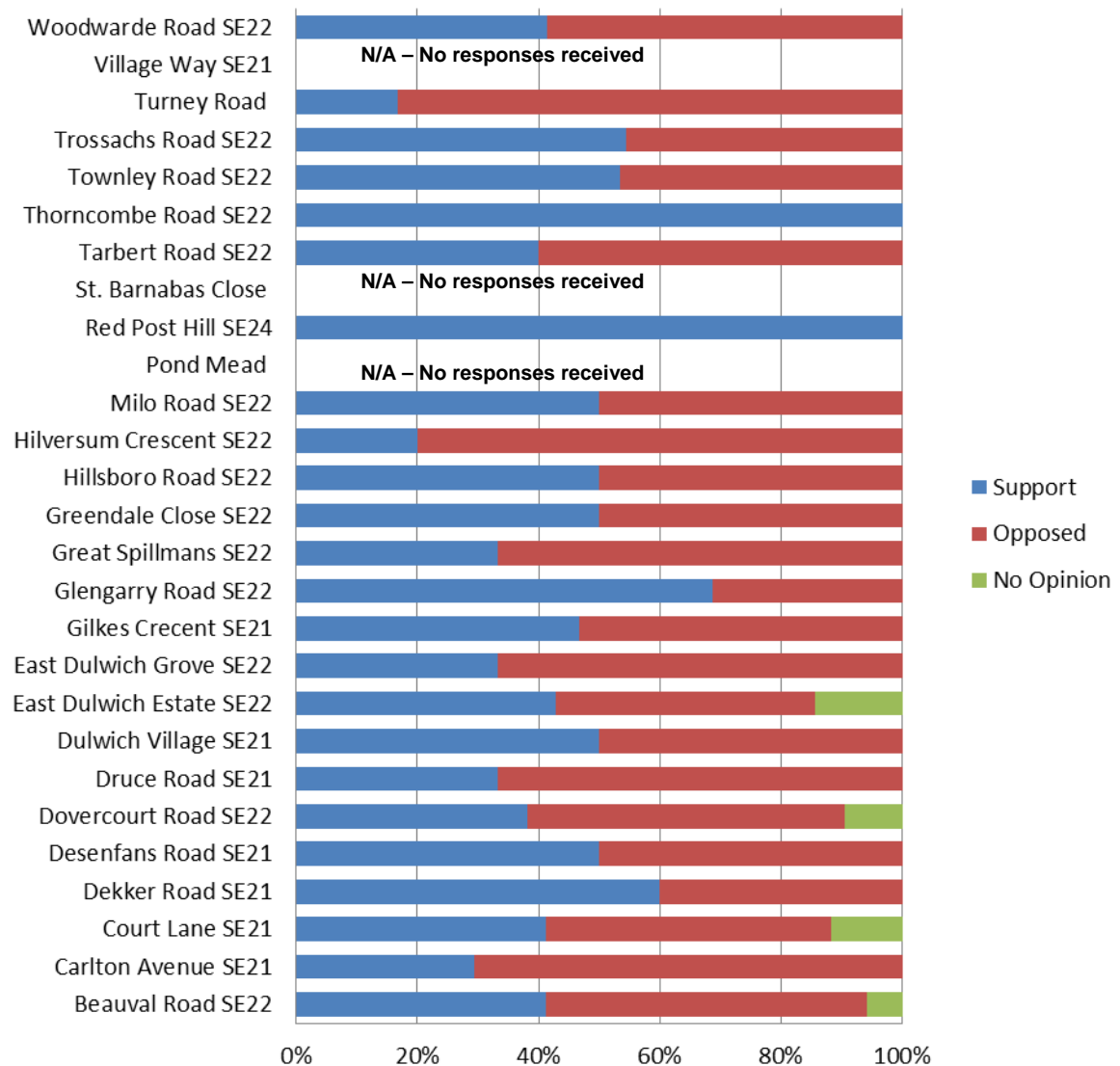


Figure 6: Consultation result for each road within the defined consultation area

2.6 Additional Comments

- 2.6.1 The questionnaire element of the consultation document invited consultees to attach any additional comments they may have on the proposals when returning the reply-paid questionnaire or completing the online form on the consultation website.
- 2.6.2 The majority of respondents (55%) highlighted full support for the junction improvements to enhance safety and accessibility for pedestrians and cyclists.
- 2.6.3 Many of the respondents that replied in support of the measures stated that the scheme is good for bikes, people and safety. Improved facilities for cyclists and pedestrians are needed and welcome at this junction.

- 2.6.4 A number of respondents in favour of the scheme stated that children will be better catered for on their walk to school each day.
- 2.6.5 Many respondents in support of the scheme highlighted that the proposals were a vast improvement on the previous design consulted upon and that retention of the right turn from Townley Road was essential to ensure traffic is not displaced onto their local roads in the area.
- 2.6.6 A respondent commented that whilst the narrowing of Townley Road will no longer allow two queues of traffic to form, the need to create a safer zone for cyclists is of greater importance.
- 2.6.7 Many respondents were happy that the council had responded to the concerns of the previous scheme and listened to local opinion, stating that the scheme was much better without the right turn ban.
- 2.6.8 A number of respondents that cycle commented that they were pleased with the provision of an early start and introduction of cycle lanes to get past queuing traffic which is acute in peak periods.
- 2.6.9 A number of comments highlighted that the diagonal crossing was a good idea and the removal of the existing staggered crossing will make crossing the road easier. Further comments were received stating that the pedestrian countdown system and a separate period for pedestrians to cross the road will improve safety.
- 2.6.10 A respondent commented that making the junction safer for less experienced cyclists is essential due to the number of children that use the junction on a daily basis.
- 2.6.11 A respondent commented that the cycle lane in Green Dale will help prevent parking and improve access to the junction because at night cars park right up the junction along this side of the road.
- 2.6.12 A number of respondents in support commented that cyclists exiting Green Dale and crossing the junction into Townley Road need protection from vehicle turning right out of Townley Road, many of whom drive as if they have right of way and the scheme goes a long way to address this.
- 2.6.13 A respondent in support of the scheme commented that removing the right turn lane on East Dulwich Grove westbound will not be a problem, as few drivers make this turn and many cars race off at the lights using this lane which endangers pedestrians
- 2.6.14 A respondent in support of the scheme requested for pedestrian signage on the approach to the raised pedestrian crossing in Townley Road because of concerns that cyclists won't stop like cars do. *

** In response, it must be noted that this facility is uncontrolled (unlike a zebra crossing or pelican crossing) and vehicles traversing the carriageway including cyclists do not have to give way to pedestrians. However as part of the detailed design process, further signage in Townley Road will be investigated to alert motorists of pedestrians potentially crossing the carriageway.*

2.6.15 A comment was made requesting for the cycle infrastructure signals to be at eye level.*

** In response, although these measures are still not formally approved by the Department for Transport (which is anticipated to take place in May 2015), it is likely that the posts for both the early release and cycle gate will be low level (approximately half the height of a normal signal pole).*

2.6.16 A number of respondents in favour of the scheme enquired how much is the scheme going to cost Southwark Council and the tax payer? *

** In response, the funding for the scheme, which has an estimated cost of £200K, has been procured from Transport for London and is not being funded through council revenue or capital. The Mayor of London has ring-fenced almost £1 billion for cycling improvements in London and the money has to be specifically spent on measures that improve safety and accessibility of cyclists as well as benefiting other vulnerable road users.*

2.6.17 A concern was raised regarding the existing raised table and pedestrian crossing in Townley Road highlighting that it has no obvious function and is not a formal pedestrian crossing. *

** In response, this facility has a number of benefits. The raised table assists with reducing traffic speeds and compliance with the 20mph speed limit, as well as providing a level crossing platform to improve accessibility for mobility impaired pedestrians. The facility is also located on an existing pedestrian desire line to Alleyn's School from the western footway of Townley Road. Whilst this facility is uncontrolled, pedestrians have the benefit of the central refuge island to cross the carriageway in two stages.*

2.6.18 A request was made for the council to install some barriers down Green Dale path, as cyclists travel too fast down the hill.*

** In response, the layout of Green Dale will be reviewed as part of the forthcoming Quietway cycling proposals to provide potential improvements to improve this section of the route for both cyclists and pedestrians. Any changes will be subject to further consultation with local residents and stakeholders which will provide opportunity to explore local issues in more detail.*

2.6.19 A number of respondents raised concerns over how the two stage right turn for cyclists will work. *

** In response, this measure is simple to use and involves cyclists entering the protected waiting area from the nearside traffic lane and then waiting for the cycle pre-signal to cross the junction. The two stage right turn does not add any time to the cycle time of the junction or adversely affect capacity and would not be compulsory for cyclists to use. The measure is targeted as less confident cyclists that feel intimidated waiting in the middle of a busy junction waiting to turn right using gaps in opposing movements of traffic.*

2.6.20 A comment was received stating that if a cycle early start is proposed, I am not sure if you need the cycle gate and waiting area. *

** In response, whilst the early start facility provides significant benefit to the safety of cyclists traversing the junction that have arrived during the general traffic 'red phase' of Green Dale and Townley Road, the early start system does not provide protection for cyclists arriving at the junction when general traffic has a green light and is permitted to turn left or right. The cycle gate will prevent cyclists who do not wish to traverse the junction with general traffic to wait the designated waiting area which will have a red signal. Once general traffic is held on a red signal the cycle gate will receive a green signal and cyclists will be able to traverse into the ASL in order to receive the early start pre-signal to traverse the junction. This system will ensure that cyclists are totally separated from the potential conflict associated with left and right hook collisions at the junction.*

- 2.6.21 A request was made for better lighting provision on Green Dale path to improve safety and security at night. *

** In response, as detailed above, this section of Green Dale will be reviewed as part of the forthcoming Quietway proposals which could potentially result in upgrades to existing lighting provision to improve security at night.*

- 2.6.22 A concern was raised that people will be left in the middle of the road when crossing diagonally and will risk being hit by cars.*

** In response, the amount of time allocated to the 'all green' pedestrian phase will be adequate to allow enough time for pedestrians to cross the carriageway on all arms of the junction and diagonally between the north-western footway and south-eastern footway of the junction, with the allocated time for this phase directly correlated with the layout of the junction. An important feature being introduced to assist pedestrians crossing the junction are countdown timers that will tell pedestrians exactly how much time they have left to cross the road. This will remove the ambiguity associated with many signalled junctions where pedestrian step out to cross the carriageway and the green man stops flashing without any indication of how much time is left before general traffic will receive a green signal.*

- 2.6.23 A number of comments were received about problematic coach parking in Townley Road that reduces carriageway width and endangers cyclists and other road users. Coaches should be parked on school land and not public roads. *

** In response, it is evident that there is strong local feeling about the number of coaches accessing and parking in Townley Road and school not utilising land to create coach parking or drop off areas. Whilst this issue cannot be addressed as part of the scheme at the Townley Road junction, the council is aware of the issue and will continue to work closely with both schools with the aim of addressing local resident's concerns.*

- 2.6.24 A number of comments were made requesting solutions to stop coaches using Calton Avenue as a rat run. *

** In response, Calton Avenue is proposed to become part of a Quietway cycle route in 2015/16 and such issues can be reviewed as part of that process which will be subject to local consultation.*

- 2.6.25 Analysis of the additional comments from respondents that objected to the scheme highlighted the following concerns which are summarised below:

A number of respondents objected highlighting that the money should be spent on the more dangerous Dulwich Village / Court Lane / Turney Road junction.

In response, the funding for this scheme can only be spent on improvements at the Townley Road / East Dulwich Grove / Green Dale junction, as the council specifically bid for funding to upgrade this junction to target improvements in cycling and pedestrian safety via the Cycling to School Partnership. Whilst it is noted that there have been only a few recorded accidents at the Townley Road junction, the large volume of pedestrians, existing and future increase in cycling numbers and inefficient pedestrian crossing facilities, clearly justifies upgrading the junction.

The Dulwich Village junction will be reviewed as part of the forthcoming Quietway proposals. Any proposed changes and upgrades to this junction will be consulted upon separately providing opportunity for local residents and stakeholders to be engaged in the design process.

An objection was received stating that the changes are confusing and dangerous to people that aren't used to these new proposals.

In response, the proposed changes to the junction will actually simplify the staging and operation of the signals. Currently the operation of the pedestrian facilities is inefficient, with two-stage / staggered pedestrian crossings on the western and southern arms of the junction which forces pedestrians to cross the carriageway in two separately signalled stages. Under the current proposals, these measures will be removed and replaced with shorter, single stage facilities. In addition, there will be an 'all green' pedestrian phase where all pedestrian crossing facilities will operate at the same time that will not only improve pedestrian accessibility, but also make the junction less confusing. The addition of pedestrian countdown timers will also tell pedestrians exactly how much time they have left to cross the carriageway before the phase ends. These upgrades in conjunction with the footway buildouts will also make the junction more compact and result in significant decluttering of street furniture, which will improve visibility splays and reduce the amount of signal posts required. This will improve driver legibility of the signal operation.

Providing segregation for cyclists in Green Dale and Townley Road will not only improve safety, but also reinforce carriageway lane delineation and layout of the junction. The ASL boxes will be clearly marked and cycle signal facilities will be separate from the primary and secondary signal heads for general traffic so there will not be any ambiguity regarding operation or priority at the junction headway.

A number of objections detailed that the scheme had been designed without consideration for the turning of coaches and that the junction should be wider, not smaller to cater for heavy traffic movement.

In response, the movement of large vehicles, particularly school coaches has been modelled to ensure that they can still undertake key turning movements without conflict in accordance with the proposed design (see Appendix F). The turning movement of the largest coach used by the schools (Mistral 70-13.76) has been modelled including the left turn from Townley Road into East Dulwich Grove and right turn from East Dulwich Grove into Townley Road. The footway extensions proposed have therefore been designed to enable these manoeuvres.

There is no justification to make the junction headways wider to cater to heavy vehicle movement as the layout has been tracked to ascertain the required amount of available carriageway width required to cater for the turning movements of large vehicles. The proposed footway buildouts therefore take away redundant carriageway width that is not essential to make the junction operate efficiently and give that space to pedestrians.

Increasing the carriageway width at the junction would result in adverse effects on junction capacity and pedestrian crossing movements. More time would be required to be allocated from the junction cycle to the pedestrian phase due to the additional crossing width. As a result, less time would be available to be allocated to the most congested arms of the junction.

A respondent objected detailing that the real issue not being addressed is the traffic generated by both schools in peak hours.

In response, the Calton Avenue and Townley Road route is traversed by a significant amount of non-local traffic accessing the area from the South Circular and Turney Road. This traffic makes up a significant percentage of vehicles turning right at the junction. However, it is recognised that whilst there is also a significant amount of traffic accessing the schools, including coaches, there is not a short term solution to this problem. The council will continue working closely with the schools to potentially address these issues in the future.

It is also anticipated that by making the junction safer for vulnerable road users, congestion will be potentially reduced in peak periods, as more children that are currently dropped at school by car may walk and cycle to school instead.

An objection was received stating that the modelling and scheme design has not taken into consideration the additional parking in Green Dale planned by JAGS.

In response, the proposed development of the Community Music Centre was taken into consideration when designing the proposals. When reviewing the planning application, it is documented that only 20 additional vehicle spaces will be created. Therefore it is evident that the small number of additional parking spaces will have a negligible effect on the operation and capacity of the junction. In addition, it is likely that any event taking place at the new music centre will take place outside school hours and peak traffic flow times at the junction. Any additional traffic accessing the junction over and above the current average will be catered for within the available reserve capacity in inter-peak periods.

A respondent objected detailing that any de facto no left turn by way of an extended pavement at Townley/EDG will render ambulances unable to reach Kings College Hospital A&E during peak times when the other end of Calton Avenue is impassable. This breaches residents' statutory rights to emergency access.

In response, there is no evidence to suggest that the scheme will have any adverse effect on emergency service response times in peak periods over and above the existing situation. It must also be noted that fire appliances will easily be able to negotiate the left turn into East Dulwich Grove from Townley Road.

A respondent objected on the grounds that scheme 8A will cause delays on East Dulwich Grove and affect the running of the number 37 bus.

In response, the modelling results for Option 8A (see Appendix G – Option Modelling Report) indicate that the junction will operate at acceptable saturation levels, which will not result in delays to the no. 37 bus route or excessive queuing for general traffic. Whilst the junction will not operate as efficiently as the option for banning the right turn out of Townley Road, the levels of saturation are still reasonable.

When reviewing the modelling results for Option 8A in relation to East Dulwich Grove (the route that the no. 37 bus traverses), the inter-peak period is actually an improvement on comparison to the base model / existing situation. The pm peak for East Dulwich Grove westbound (the most congested arm of the junction) is the same for this period when compared to the base model and still operates within capacity for the eastbound approach. The AM peak operates well within capacity for the eastbound approach of East Dulwich Grove and is slightly over capacity for the westbound approach. However it must be noted that the model incorporates a full 8 second early start for the pre-signal, when recent guidance indicates 5 seconds would be optimal. This additional time saving on the early start would be enough to bring the levels of saturation down to within capacity for this approach in the am peak. If the scheme goes ahead, the junction will also operate under UTC which will have SCOOT technology to prioritise bus movements through the junction.

It must be noted that the other options modelled as part of the re-consultation exercise were less favourable, particularly in inter-peak periods compared with option 8A. Options 9, 10 and 11 all result in the westbound approach of East Dulwich Grove being over capacity in the am and pm peak periods, as well as the inter-peak period (see Appendix G). This would result in considerable delays to the no. 37 bus and general traffic

A number of respondents objected to the amount of pavement that is lost for the cycle signal gates.

In response, the footway extension on the south-western corner of the junction allows the cycle waiting bay to be installed without compromising existing footway width (as the proposed bay will be accommodated within the extents of the proposed footway buildout).

Whilst the proposed cycle bay on the north-eastern side of the junction narrows the adjacent footway width, the remaining footway width will still meet the council's minimum standards. However, as part of the detailed design process, it may be possible to extend the eastern footway of Green Dale from the disabled bay through to the junction. This would create up to an additional 0.5m-1m of width and also assist with entry into the cycle lane past the disabled bay.

A respondent objected stating that children will still cross away from the designated crossing points when they believe it can be done safely.

In response, the existing crossing facilities are inadequate to cater for the high volume of school children traversing the junction in peak periods. The two-stage, staggered crossing on the western arm of East Dulwich Grove and in Townley Road result in children crossing the carriageway unprotected either to the rear of the front of the islands and the existing desire line diagonally across the junction is not catered for. This has been quantified by pedestrian volume and movement surveys undertaken in the morning peak period (see Appendix H).

Building out the footways to reduce crossing distances, introducing single movement crossing facilities and a diagonal crossing linking the north-western footway to the south-eastern footway will make the junction more simple and attractive to use for pedestrians. This will result in enhanced crossing compliance at the junction.

A respondent objected to the scheme as it prioritises able bodied cyclists over a vast number of mothers with buggies and children on scooters, as the pavements are being reduced in width by the creating of cycle lanes.

In response, there are considerable improvements for pedestrians as well as for cyclists. As detailed earlier, the pedestrian crossing provision is being significantly upgraded to improve accessibility at the junction, with existing staggered crossings removed and shorter, single movement crossings implemented. The footways are being built out to reduce carriageway crossing distances and pedestrian countdown timers are being introduced to inform pedestrians of exactly how much time they have to cross the carriageway. In addition, a diagonal pedestrian crossing is being implemented to address a strong desire line across the junction. These measures will operate simultaneously, giving pedestrians their defined, separate phase from traffic and cyclists.

The cycle lanes on East Dulwich Grove, Townley Road and Green Dale will be separated from the adjacent footways by 100mm-120mm high kerbs and have not resulted in any footway loss. The cycle lane on East Dulwich Grove in conjunction with the right turn lane removal allows the adjacent footway to be extended by 1.5m, thereby providing benefit to pedestrians and visual amenity of the junction. Likewise in Townley Road, the cycle lane has been introduced adjacent to an existing footway buildout and has not resulted in any loss of footway width. The cycle lane in Green Dale has been introduced on the existing carriageway area and therefore has not altered footway widths.

Removal of the shared use area and introduction of a segregated cycle track linking Calton Avenue with Townley Road will reduce the risk of collisions between cyclists and pedestrians, thereby improving safety.

As detailed earlier, the cycle waiting bay in Townley Road maintains the existing footway width, as it is being introduced on an existing area of carriageway. Whilst the cycle waiting bay reduces the width of a short section of footway in Green Dale, the width is still acceptable for use by wheelchairs and pushchairs users and as part of the detailed design process, investigation will be undertaken with the aim of maximising this width further by potentially building out the footway, whilst maintaining acceptable traffic lane widths.

An objection was received stating that the removal of the guard rails, safety islands and reduction of vehicle traffic to single lanes will actually bring all pedestrians, cyclists and vehicular traffic during rush hours into closer proximity and will actually increase the probabilities of pedestrian/cyclist and pedestrian/vehicular collisions.

In response, the proposed measures will make the junction safer for vulnerable road users by reducing the traffic dominance, rationalising pedestrian crossing facilities and creating priority for cyclists to cross the junction ahead of general traffic.

Footway buildouts are proposed at the corners of the junction which significantly increase the size of the pedestrian waiting reservoirs at the signalised crossing locations. This will provide more room for pedestrians to safely stand to wait for the pedestrian phase to become operational. As the footways are wider, guardrail is no longer required to segregate pedestrians from traffic. It was also observed on site that the guardrail is largely ineffective, with many pedestrians crossing the road diagonally or before the guardrail sections in order to bypass the existing staggered crossing facilities. Pedestrians will have their own separate phase which will effectively segregate all pedestrian crossing movements from other road users at the junction, including motorised traffic and cyclists.

The introduction of sections of segregated and semi-segregated cycle lanes will ensure that cyclists are separated from pedestrians. The cycle lanes will ensure that cyclists can easily pass queuing traffic in order to get to the advanced cycle waiting areas, thereby reducing the likelihood of cyclists using the footways to achieve this aim. It must be noted that cyclists have been observed using the footways, especially the western footway of Townley Road in peak periods in order to by-pass traffic congestion. Therefore the measures proposed are an improvement to the existing situation and will reduce potential conflict. In addition, cycle pre-signals will allow cyclists to traverse the junction and undertake turning manoeuvres ahead of general traffic being released, which will significantly reduce the risk of conflicts with motor traffic and pedestrians.

A number of objections indicated that there have been no serious accidents at the junction. The existing guard rails, safety islands and 'lollypop staff' have provided proven protection during heavy rush hour intersection use.

In response, whilst there have been no recent serious accidents involving vulnerable road users, the council has received many reports of near misses, especially with vehicles turning right out of Townley Road. An additional issue identified is that there is also potential conflict between pedestrians and vehicles on the eastern arm of East Dulwich Grove, with the green man being called up on the staggered crossing between the island and the southern footway of East Dulwich Grove and vehicles turning right from Green Dale in peak periods. It is evident that during some phases in peak periods, vehicles are still approaching and traversing past this crossing when the green man is operational.

The measures proposed as part of this scheme will significantly address these existing risks by simplifying the pedestrian crossing facilities and provision of an all green pedestrian phase. The introduction of cycle gates and pre-signal facilities will ensure cyclists can traverse the junction and undertake turning movements ahead of general traffic, thereby reducing the potential risk from left and right turning traffic. This is particularly pertinent as numerous cyclists have reported that they feel intimidated using this junction and that many younger cyclists avoid the junction all together.

The council has made a commitment to making this junction safer for vulnerable road users. The funding from Transport for London has provided the council with the opportunity to significantly improve safety and reduce the potential severity of collisions before they happen rather than being reactionary after an event. This is particularly pertinent, as the majority of road users at peak times are children.

In addition, the junction is to form part of a major cycle route in accordance with the council's Quietway programme. It is anticipated that once the Quietway

programme is implemented, a significant increase in cycling volumes will traverse this junction and therefore the proposals to improve safety and priority at the junction for cyclists is particularly important. It must also be noted that the measures are designed to encourage more children to cycle to the adjacent schools, which is a key objective of the school travel plans to increase the modal share of children coming to school by sustainable means rather than being dropped off by car. Current layout and operation of the junction is prohibitive to this objective being realised.

The two school lollipop guards will remain at the junction if the scheme is implemented and the removal of the two staggered pedestrian crossing facilities, reducing the crossing distances for pedestrians and having an 'all green' pedestrian phase will assist the lollipop guards in controlling pedestrian movements at the junction in peak periods.

A respondent objected highlighting that safe and adequate access to this intersection for cyclists can be provided by larger head start cycle bays and longer bike only signal lights, not by restricting vehicular lanes and the removal of guard rails and safety islands.

In response, the proposed layout and type of measures proposed will greatly improve access for cyclists to the advanced waiting areas and the size of the waiting reservoirs are adequate to cater for a significant number of cyclists. Increasing the size of the waiting bay areas will force the signal stop line for general traffic to be set further back which will increase the inter-green time required between traffic signal phases, thereby reducing the amount of time that can be allocated to other arms of the junction, adversely affecting saturation levels and potentially resulting in delays.

Likewise, increasing the amount of time allocated to the cycle pre-signal phase will also reduce junction capacity for general traffic, resulting in congestion and delays. A pre-signal facility of between 5 to 8 seconds is adequate for a junction of this size in order for cyclists to negotiate turning manoeuvres or traverse a significant proportion of the junction before general traffic receives a green signal.

As discussed earlier, the removal of the staggered pedestrian crossings, introducing footway buildouts and reducing carriageway space has significant benefits for pedestrians and junction capacity. All proposed carriageway lanes have been designed to an adequate width to cater for the type of vehicles that traverse the junction.

A number of respondents that objected discussed that the cycle gates will not work and cyclists will not wait at a red signal.

In response, this measure is to specifically target cyclists arriving late at the junction during a green signal for general traffic. During this stage, cyclists using the cycle lane would receive a red signal at the terminus of the waiting bay to prevent them traversing into the junction when traffic is undertaking left and right turn movements. The cycle gate will receive a green signal for the majority of time during the operation of the junction cycle, as it will only be red when the traffic receives a green signal in Green Dale of Townley Road. This equates to only 10 to 15 seconds depending on the time of day and therefore will not present a significant delay to cyclists, but ensure they are removed from the highest potential conflict risk at the junction.

It must be noted cyclists will still be able to use the general traffic lane and bypass the cycle gate if they wish to traverse the junction on a green signal with general traffic.

A number of respondents objected to the scheme highlighting that they don't support the dedicated cycle lane from Calton Avenue to Townley Road as the current shared surface is adequate and more attractive.

In response, cyclists wishing to access Townley Road from Calton Avenue in peak periods use the existing shared footway along the western side of Townley Road. This is primary due to both the level of traffic congestion at the Calton Avenue and Townley Road junction and the footway providing the most direct route (following previous highway layout changes to the geometry of the junction).

Whilst his arrangement is convenient for cyclists, the width of the footway and high pedestrian volumes, particularly school children, increases the risk of conflict. Shared use footways also do not comply with adopted standards prescribed in the Southwark Streetscape Design Manual nor the London Cycle Design Standards where it states shared use areas should be avoided and where appropriate, existing ones removed as part of new scheme development.

Installing a segregated cycle lane linking Calton Avenue with Townley Road will remove the existing potential conflict risks with pedestrians, including at the pedestrian crossing location on the raised table and will allow cyclists to by-pass traffic congestion in peak periods and enable them to access a semi-segregated cycle lane on Townley Road. This will simplify and improve access for cyclists to the proposed cycle priority infrastructure at the junction.

A number of respondents stated that the scheme is another waste of council money. Leave it alone funds for this project would be better spent on the overall road surface condition.

In response, the existing junction layout is a key barrier to cycling and walking and is dominated by vehicle traffic. The large number of pedestrians and cyclists using this junction on a daily basis and located directly adjacent to two large schools justifies the capital expenditure to create a step change in safety, cycle priority and visual amenity.

The proposed measures align with the council's Cycling Strategy, Mayor's Vision for Cycling and prescribed road user hierarchy. The Mayor has commitment to invest total of £913m over the next 10 years in cycling safety and infrastructure development to significantly increase the modal share in cycling as a safe, healthy and sustainable form of transport in London.

The council welcomes significant investment from Transport for London to improve the junction and it must be noted that the funding for this scheme can only be spent on improvements at this location.

Part of the scheme will involve resurfacing the existing carriageway surface of the junction. The extents of the resurfacing will tie in with the recent carriageway resurfacing works on East Dulwich Grove that was implemented last year. Townley Road will be resurfaced to Calton Avenue.

An objection was received stating that the works will be disruptive to residents during construction.

In response, the works are currently programmed to be constructed during the summer holidays when traffic volumes are lighter. ***A number of respondents objected stating that the scheme will cause large delays to traffic in Dulwich if you were unable to turn right towards Dulwich Hospital from Calton Avenue and Townley Road.***

In response, no banned turns are proposed as part of the current design option being consulted upon. All existing turning movements at the junction have been retained following objections to the first option consulted upon for the junction that proposed a right turn ban from Townley Road into East Dulwich Grove.

A number of respondents objected to the right turn lane removal on the westbound East Dulwich Grove.

In response, as Green Dale is a no-through road with minimal volume of traffic turn right from East Dulwich Grove, there is no requirement to retain a dedicated right turn lane. The removal of the right turn lane has allowed for a reallocation road space to footway buildouts and the introduction of a westbound semi-segregated cycle lane that provides access to the advanced cycle stop line at the junction, thereby assisting cyclists to position themselves ahead of traffic on a red signal.

It must be noted that a vehicle turning right into Green Dale can safely wait in the middle of the junction and there is ample room for vehicles and cyclists heading westbound to pass without conflict.

In addition, removing the right turn lane does not negatively impact on junction capacity as it allows the adjacent footway to be built out in order to reduce crossing distances for pedestrians which in turn improves the operational efficiency of the junction.

A number of objections stated that the pedestrian refuge islands should be retained.

In response, the pedestrian refuge islands do not adequately cater for the pedestrian demand at the junction. A pedestrian survey was undertaken at the junction to quantify pedestrian volumes crossing the junction, as well as identification of key desire lines that illustrate typical pedestrian behaviour (see Appendix H).

The survey identified some concerning crossing behaviour, with many unaccompanied children crossing the junction diagonally or either side of the existing pedestrian refuge islands on East Dulwich Grove and Townley Road. These were not isolated cases, but a continual movement of children during peak periods. It was clear from the survey that the existing staggered crossing facilities are inadequate, as the children were not prepared to wait to cross the carriageway in two phases.

In addition, the volume of pedestrians crossing the arms of the junction is extremely high with over 700 pedestrians recorded traversing the junction in the morning peak.

It is paramount that an all green pedestrian phase is introduced, with single movement facilities that operate simultaneously. This allows for the introduction of a diagonal crossing facility that caters for the significant desire line from the north-western corner of the junction to the south-eastern corner of the junction. In addition, the introduction of pedestrian countdown timers will also provide pedestrians with exactly the length of time left to cross the carriageway, which will also improve safety and the operation of the junction.

A number of respondents objected to the reduction of traffic lanes in Townley Road from two to one, stating that it will cause traffic chaos.

In response, the existing layout of Townley Road has only a single lane exit into East Dulwich Grove. However, in peak periods vehicles stand in the cycle feeder lane to the ASL, thereby forming two queues. This practice is unacceptable as it impedes cyclists who are either forced to weave between queuing vehicles or continue along the western footway of Townley Road (after the terminus of the shared use area) in order to access the ASL ahead of queuing traffic.

It must be noted that the modelling results have been based on the vehicle discharge rate per cycle from Townley Road and therefore takes into account the number of vehicles turning left and right (regardless of lane). The level of saturation of Townley Road in the am peak period (which has the heaviest traffic flows), is 112%. The modelling results for Option 8A, which has a defined single lane exit and semi-segregated cycle lane also has a level of saturation of 112% for this period. Therefore Option 8A has no adverse impact on the existing level of saturation in the am peak period indicating that the same volume of vehicles will be able to exit Townley Road as the existing situation. In addition, Option 8A has the added benefit of ensuring cyclists can have unobstructed access to both the cycle gate and ASL area, which will improve safety and reduce potential conflicts with pedestrians, as cyclists will no longer be forced to use the footway to reach the junction headway in peak traffic flow periods.

The results for Option 8A also indicate that Townley Road still has an acceptable level of saturation in the PM peak period and is well under capacity in inter-peak periods using the proposed single lane exit. Therefore the scheme will not result in traffic chaos or displacement of vehicles into other residential streets.

A number of respondents objected to the loss of parking in Townley Road as a result of the scheme for both local residents and parents picking up their children from the schools after hours.

In response, it is noted that there are short sections of existing single yellow line on both sides of Townley Road between the terminus of the zig zag control markings on the northern side of the Calton Avenue junction and raised table / uncontrolled pedestrian crossing 15m to the north, that can be parked on after 5pm in the evening on weekdays and on weekends.

As a semi-segregated cycle lane is being introduced on the western side of Townley Road from the northern side of the Calton Avenue junction, no parking will be permitted to ensure that no obstruction of the semi-segregated cycle lane occurs. It must be noted that although the single yellow line extends up to the raised table and pedestrian crossing facility, vehicles should only park up to within 5m – 10m of this facility. Due to the existing refuge island, large vehicles would be obstructed and be forced to traverse this facility on the opposite side of the road, which presents a serious road safety issue. Therefore in reality a

maximum of two vehicles could park on this single yellow line after the hours of operation. It is noted that the adjacent residential frontages have garages with off street parking provided .

There is no requirement to retain the section of single yellow line on the eastern side of Townley Road, as vehicles parking at this location, coupled with footway buildouts and lane width reductions, would potentially force southbound vehicles on Townley Road to overtake a parked vehicle on the opposing side of the carriageway on approach to the Calton Avenue junction and would create road safety implications. It is noted that further to the south, after the zebra crossing on Townley Road, there is ample opportunity to park in order to pick up children from Alley'n's School after hours. Parents can either park on the existing sections of single yellow line or utilise the large coach bays which are not operational after 5pm.

Therefore upgrading the short stretches of single yellow line into 'at any time' waiting controls will have minimal impact on parking availability, as residents have access to off-street facilities and there is ample opportunity after 5pm on weekdays and weekends to utilise the existing coach bays and further sections of single yellow line to the south of the zebra crossing at Calton Avenue. The double yellow lines will also ensure that the road is free from obstruction on approach to Calton Avenue and the raised pedestrian crossing facility on Townley Road.

A number of objectors discussed that the scheme was a massive waste of taxpayers' money and that the junction is hardly used by anyone, leave it alone.

In response, there are a significant number of cyclists already using this junction, particularly in peak periods. When analysing the volume of traffic movement from Townley into Green Dale and from Green Dale into Townley Road (along the proposed Quietway route), a total of 46 vehicles on average access Green Dale from Townley Road, but 113 cyclists also traverse across the junction to Green Dale in the morning peak (from 7am – 10am). Therefore there are almost three times as many cyclists accessing Green Dale than motor vehicles over this period. There is also an equal number vehicles and cyclists accessing Townley Road from Green Dale during this period. In the afternoon peak there is also higher numbers of cyclists accessing Townley Road from Green Dale than motor vehicles making this movement.

It must be noted that potential cyclists are liable to be put off from using this junction under the current layout, which is unlikely to persuade anyone who doesn't currently cycle to do so. This is of particular concern, as the adjacent schools would like more pupils to walk and cycle to school (which not only has health benefits for the children by will also potentially reduce congestion levels at school drop off and pick up times).

In addition, with the recent upgrades to Green Dale path for cyclists and the junction potentially forming part of a Quietway Route, cycling numbers are expected to increase which makes the proposed measures to improve safety and remove the potential for conflict even more significant and will sufficiently cater for future demand at the junction.

A number of objections highlighted that the changes to the junction will have traffic tearing up Beauval Road and Dovercourt Road to avoid the new junction.

In response, there is no evidence to suggest that the changes to the junction will result in any traffic displacement over and above existing volumes experienced in Beauval Road and Dovercourt Road. As discussed earlier, the proposed levels of saturation in Townley Road for Option 8A during the busiest period (AM peak) is the same as the existing situation. Therefore the same volume of vehicles will exit the junction per cycle as currently, which will now result in any displacement. The PM peak and inter-peak periods will also not result in drivers seeking alternative routes, as the Townley Road arm of the junction will operate within acceptable levels of saturation.

A number of respondents stated they do not support the segregated cycle lanes in Green Dale, Townley Road or East Dulwich Grove. They will be dangerous for pedestrians, as cyclists will not give way and it will be dangerous to use the car park entrance. Creating dedicated cycle space and eliminating shared use will result in cyclists driving at excessive speeds and causing danger to pedestrians.

In response, the segregated and semi-segregated cycle lanes will ensure that cyclists are separated from pedestrians, thereby removing potential conflict and dangers that currently exist with cyclists sharing sections of footways with pedestrians in peak periods in order to avoid traffic congestion. In addition, the advanced cycle waiting areas and early release systems will effectively separate all cyclist movements at the junction from pedestrians and general traffic movements, reducing the risk of conflict further.

It must be noted, as mentioned previously, the introduction of the segregated cycle track on Townley Road will actually improve pedestrian safety, as cyclists will no longer be forced to use the existing shared use area (that is proposed to be removed) on a narrow footway.

Likewise on Townley Road where the proposed semi-segregated cycle lane traverses over the existing raised table and uncontrolled crossing facility, pedestrians will have to give way to cyclists and motor vehicles that have right of way. Unlike a zebra crossing or pelican crossing, this raised crossing point is uncontrolled and therefore general traffic and cyclists traversing the carriageway have priority over pedestrians.

An objection highlighted that turning left from Townley and Green Dale will be more difficult.

In response, large vehicles including buses, coaches, refuse vehicles and fire appliances have all been modelled to ensure they can negotiate the left turn into East Dulwich Grove from Townley Road without conflict (see Appendix F).

It is noted that the junction layout revisions will potentially result in more cautious turning speeds, which is appropriate for a junction with high volumes of pedestrians and cyclists. However, as the modelling results conclude, this will not have a detrimental impact on the saturation level and capacity of the Townley Road arm, particularly in peak periods.

A number of respondents objected to narrowing the westbound approach of east Dulwich Grove to one lane as it will cause congestion, indicating that there is no need to build out the footway.

In response, as detailed previously, the removal of the right turn lane for vehicles accessing Green Dale from the westbound approach of East Dulwich Grove will not result in increased congestion at the junction. There are currently minimal volumes of traffic that undertake this manoeuvre and allocating a dedicated carriageway lane for right turning movements is not required.

It is also observed on site that in peak periods, the right turn lane is illegally used by vehicles going straight ahead which results in vehicles racing to position themselves ahead of traffic in the nearside lane before they reach the single lane exit on the opposite side of the junction. Having a single lane approach will remove this potentially dangerous practice, reducing the chance of future collisions at the junction.

Removal of the right turn lane has allowed for the introduction of a semi-segregated cycle lane leading up to a new advanced cycle waiting area ahead of the traffic, which will improve cyclist safety and accessibility on this busy junction approach. In addition, the adjacent footway can be extended to improve the environment for pedestrians and reduce carriageway crossing distances, allowing less time to be allocated to the 'all green' pedestrian phase and more time allocated to moving traffic through the junction, thereby improving junction capacity. Conversely, it is evident through the modelling results that the retention of the right turn lane has a negative effect on capacity, with the additional time required to be allocated to the pedestrian phase due to increased carriageway width to be traversed by pedestrians.

A number of respondents that objected to the scheme questioned why the council is spending so much money to accommodate the cyclists, they do not follow the highway code or stop at pedestrian crossings and go through red lights.

In response, the majority of collisions involving cycles take place at signalled junctions. Therefore it is essential that safety improvements and new technology is introduced to not only reduce the number and severity of accidents, but encourage more people to cycle as a primary mode of transport.

Simplifying the operation of the junction and providing separate phases for pedestrians and cyclists will substantially remove the risk of collisions between pedestrians and cyclists.

An objection detailed that widening pavements will put cyclists in danger and cause traffic congestion.

In response, there is no evidence to suggest the widening the pavements will put the safety of cyclists at risk. The current design has semi segregated cycles installed on Townley Road, Green Dale and the westbound approach of East Dulwich Grove. This is a significant improvement on the current layout, especially in Townley Road and East Dulwich Grove where cyclists currently struggle to access the existing ASL facilities in peak traffic flow periods. Therefore although the footways are being built out, the new cycle lane facilities will provide direct, unobstructed access past waiting traffic.

In addition, the introduction of cycle pre-signal facilities will allow cyclists to undertake turning manoeuvres before general traffic traverses the junction, which will significantly reduce the risk of left and right hook collisions. It must also be noted that the eastbound approach of East Dulwich Grove and adjacent kerblines is remaining unchanged with two 3m traffic lanes and 4m ASL facility.

The majority of footway buildouts occupy redundant carriageway space. Even though the footways are being extended, adequate single lane approaches are maintained on both Green Dale and Townley Road and as mentioned earlier, the double lane approach has been retained on the eastbound approach of East Dulwich Grove. The footway buildout that reduces the westbound approach of East Dulwich Grove to one lane, by removing the right turn lane into Green Dale, does not result in any adverse impact, as it allows crossing distances for pedestrians on the eastern arm of the junction and the proposed diagonal crossing to be reduced. Hence less time is required to be allocated to the all green pedestrian phase. This was quantified through the modelling results for the alternative design options that retained the existing layout of the westbound approach East Dulwich Grove.

A respondent objected stating that you don't need five pedestrian crossings, four is more than enough.

In response, a comprehensive pedestrian volume and desire analysis was undertaken at the junction that highlighted over 700 crossing movements take place at the junction in the morning peak period between 8am and 9am. In addition, the analysis concluded that there was a significant desire line diagonally across the junction from the north western corner, to the south eastern corner. Children were also observed crossing to the front and rear of the existing staggered pedestrian crossings and refuge islands and were not willing to cross these arms of the junction in two moments.

As part of the junction upgrade, an all green pedestrian phase will be implemented, with all proposed crossings operating simultaneously. This is in contrast to the existing configuration where pedestrians have to cross the western arm of East Dulwich Grove and Townley Road in two movements. Simplifying the existing arrangement to provide single movement crossings not only make the crossing facilities more attractive to use, thereby increasing pedestrian compliance, but also improves the operational efficiency of the junction. In addition the footway buildouts will reduce the crossing distance for pedestrians and the introduction of countdown timer units will also reduce the amount of green time and inter-green time required for this stage of the junction cycle.

As all crossings operate simultaneously under a single phase, the number of crossings within the extents of the junction is irrelevant. The timing for this phase is fixed and therefore the allocation of time to this phase would be the same regardless of the number of delineated pedestrian crossing facilities at the junction.

A number of objections highlighted that narrowing Townley to one lane will force right turning vehicles to block vehicles turning left into East Dulwich Grove.

In response, on average eight vehicles discharge from Townley Road per cycle in the AM peak (the busiest period), with an even split of left and right turning

movements. The proposed layout allows room for up to five right turning standard size cars (the maximum number observed turning right in a single phase), to wait and still allow for vehicles turning left to traverse past. This is illustrated in Appendix I. Therefore the proposed layout will allow vehicles to undertake left and right turning movements simultaneously without delay.

A number of objections stated that this scheme is just for Conway Aecom to milk money out of the council.

In response, Conway Aecom is the Council's term highways and professional services contractor and was appointed following a rigorous procurement process.

A number of objections detailed that the footway buildouts will mean coaches will be unable to turn left out of Townley Road.

In response, as stated previously and as illustrated in Appendix I, the movement of large vehicles, particularly school coaches have been modelled to ensure that they can still undertake key turning movements without conflict.

A number of objections highlighted that Option 10B has a much better balance of features compared with Option 8.

In response, the modelling results are comparable to option 8A in the morning peak, with 10A being slightly better in capacity and levels of saturation. However, Option 10A is worse in the pm peak period and significantly worse in inter-peak periods. Therefore, overall, this option is not as good as option 8A with regards to junction capacity and operational efficiency. The primary reason for this oversaturation in the pm peak and inter-peak periods is the wider carriageway width in Townley Road associated with installing an additional traffic lane directly increasing the crossing distances for pedestrians on this arm of the junction and diagonally across the junction. Therefore more cycle time at the junction is required to be allocated to the all green pedestrian phase, taking away green time from the general traffic phase on East Dulwich Grove. Levels of safety and convenience for pedestrians in Option 10 are less than Option 8 due to increased crossing distances. Levels of cycling safety and convenience are also less, as option 10A retains some risk of right turn conflicts for cyclists going straight across from Green Dale. The additional space taken by a second lane on Townley Road reduces the streetscape benefits and the opportunity to reduce traffic dominance. Levels of convenience for motor traffic are comparable.

All option B variants involved retaining the existing carriageway lane layout of the westbound approach of East Dulwich Grove, which includes a dedicated right turn lane into Green Dale and an ahead/left lane. This was to ascertain if this layout would provide any capacity benefits to this arm over and above a single lane approach with a semi-segregated cycle lane. The modelling results concluded that for all four variant options, the capacity and operational efficiency of the junction is actually worse compared with a single lane approach. Whilst this may appear counter-intuitive, when interrogating the results, there is a primary factor that causes this. Retaining the existing approach layout significantly reduces the width of the footway buildouts at the junction, as more carriageway space is required to accommodate both lanes. This results in increased carriageway crossing distances for pedestrians on the Townley Road arm, the westbound approach of East Dulwich Grove and the diagonal crossing. This ultimately results in additional junction cycle time being allocated to the

pedestrian phase which is taken away from other phases of the junction cycle, including the main East Dulwich Grove arms.

An objection was received stating that all the money is being spent on this junction at the expense of other junctions at Red Post Hill and Dulwich Village

In response, the East Dulwich Grove / Red Post Hill / Dulwich Village junction is shortly to be upgraded by Transport for London to improve operational efficiency, with potential modifications to the Dulwich Village approach to improve stacking capacity and measures to assist right turning vehicles into East Dulwich Grove. As mentioned previously, the Dulwich Village junction will be revised as part of the forthcoming Quietway proposals which will be consulted upon separately.

2.6.26 21% of respondents did not submit a further comment.

2.7 Levels of Consensus

2.7.1 The following summarises responses to the questions contained within the consultation document:

a) Total Response

- 54.93% of respondents are in support;
- 43.35% of respondents are opposed; and
- 1.72% of respondents have no opinion.

b) Response from consultees within the defined consultation area

- 45.50% of respondents are in support;
- 51.35% of respondents are opposed; and
- 3.15% of respondents have no opinion.

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

- 66.30% of respondents are in support;
- 33.70% of respondents are opposed; and
- 0% of respondents have no opinion.

2.8 Statutory Consultee and Key Stakeholder Replies

2.8.1 A number of statutory consultees and key stakeholders replied to the consultation exercise. These responses are summarised below;

- a) **JAGS** (including the Preparatory School and Pre-Pre School) on East Dulwich Grove replied in full support stating that the proposals are excellent and will enhance the safety of pedestrians, cyclists and other road users. The simplification and shortening of the pedestrian crossings and diagonal pedestrian crossing will be of great benefit and the school very much appreciates the safety improvements made for cyclists, as JAGS are trying to encourage more staff and pupils to cycle to school.

- b) **Alleyn's School (and Junior School)** in Townley Road replied indicating support for the scheme but questioned the need for the two stage right turn for cyclists and upgrading sections of single yellow lines in Townley Road to double.
- c) **Dulwich Village C of E Infants School** replied in strong support of the scheme stating that the proposals allow for easier and safer crossing and use by pedestrians and cyclists alike. School children will be better catered for on their walk to school each day.
- d) **The Charter School** located on Red Post Hill replied stating full support for the scheme and noted that the right hand turn had been reinstated and that the scheme still included considerable improvements for pupils walking and cycling to school and trust the Southwark will be able to carry out those changes raised in the re-consultation swiftly.
- e) **Bessemer Grange Primary School** replied in full support of the changes to the Townley Road/ Greendale junction.
- f) **Southwark Cyclists** replied stating support for the scheme and that the measures were badly needed to assist cyclists crossing the junction.
- g) **Dulwich and Herne Hill Safer Routes to School** replied stating strong support the proposed scheme for Townley Road junction. The Council has evidence that the junction is dangerous for pedestrians and cyclists and this evidence has been available to the Council and community for years. It takes two lollipops to mitigate the dangers. The Council's data shows that there are 1,450 child pedestrian movements at this junction between 8:00 and 9:00 am every school day. During each movement, a child's safety is potentially at risk. This statistic demonstrates that the overwhelming majority of vulnerable users of this junction are children. It is the duty of responsible adults to keep children safe. Inconvenience to vehicles should never outweigh the safety of vulnerable road users, particularly pedestrians and child cyclists. The junction currently is designed solely for the convenience of vehicles, at the expense of the safety of other road users. This point is epitomised by the green man showing on the west arm of East Dulwich Grove at the same time that traffic is turning right from Greendale across that arm. It is both sensible and fair to redress this imbalance and so to ensure the safety of all road users. We particularly support the scheme's provisions for direct, shorter crossings for pedestrians; the all green phase for pedestrians which protects them from turning vehicles; protection for cyclists on entering the junction; protection for cyclists from turning vehicles. If the junction is made safe, more children may be encouraged to walk and cycle to school. This will benefit the entire community, particularly through a reduction of traffic congestion and noise and air pollution. We note the Council has consulted widely and at length and has listened carefully to local objections. This is demonstrated by the retention of the right turn from Townley Road.
- h) **The Dulwich Society** replied confirming full support for the revised scheme.
- i) **Dulwich Young Cyclists** replied stating that Dulwich is hopelessly congested and cycling for many - particularly the young is not an option as it is currently too dangerous. Our mission is to improve safety for cycling through infrastructure improvements and get more children cycling. We

therefore support the new Townley Road Junction Scheme as this is in line with our mission. We hope the changes to this junction may be the start of future improvements in Dulwich to support children, teenagers and young people to get on their bikes and be able to cycle safely in the area.

- j) **Southwark Living Streets** replied in strong support of the scheme stating that the proposals being re-consulted on will provide important benefits, not only for child and adult cyclists and also for child and adult pedestrians. We welcome the retention of the footway buildouts, carriageway reduction and infrastructure for the safety of pedestrians, as well as cyclists.
- k) **The Foundation Schools Coach Service** replied stating that it has been suggested that coaches will not be able to navigate the turns resulting from the redesign of the junction. “As Managing Director of the Foundation Schools Coach Service, after consultation with the coach operators, I can confirm that the turns involved can be achieved by the coaches. This should therefore not be a reason for rejecting the scheme.”
- l) **Transport for London** replied supporting the borough’s proposals for improvements to the Junction of Townley Road, East Dulwich Grove and Green Dale, awarded TfL funding as part of the Cycle to School Partnership.

3.0 Recommendations

- 3.1 It is noted that the proposals received a majority of support taking into account all consultation responses received during the consultation period.
- 3.2 When reviewing the consultation data, the result from inside the consultation area was more supportive compared to the previous option consulted upon.
- 3.3 Whilst a number of objections were received during the consultation period, there was no major single point of objection (unlike the previous consultation exercise relating to the proposed right turn ban). Officers believe that all points of objection on technical grounds have either been overstated or are not valid. A range of other objections remain which relate to policy issues such as whether it is a good use of funding or whether cyclists should be prioritised.
- 3.4 It is noted that **all** the schools in close proximity to the junction are in support of the proposed junction improvement, highlighting the key benefits to pedestrian and cycle safety and accessibility which is paramount due to the amount of school children using the junction. Also that TfL are in support of the scheme and have not raised objection regarding the impact on bus services.
- 3.5 In accordance with the overall consultation result, it is therefore recommended that the scheme proceeds to implementation.

Appendices

Appendix A:	Initial Scheme Design
Appendix B:	Consultation Documents
Appendix C:	Location Plan and Extents of Consultation
Appendix D:	List of Addresses within the Distribution Area
Appendix E:	Summary of Total Consultation Response Distribution
Appendix F:	Autotrack Vehicle Turning Analysis
Appendix G:	Scheme Options Traffic Modelling Technical Note
Appendix H:	Junction Pedestrian Movement Survey
Appendix I:	Right Turn Stacking Capacity from Townley Road

Appendix A: Initial Scheme Design

Appendix B: Consultation Documents

Appendix C: Location Plan and Extents of Consultation

Appendix D: List of Addresses within Distribution Area (Available on Request)

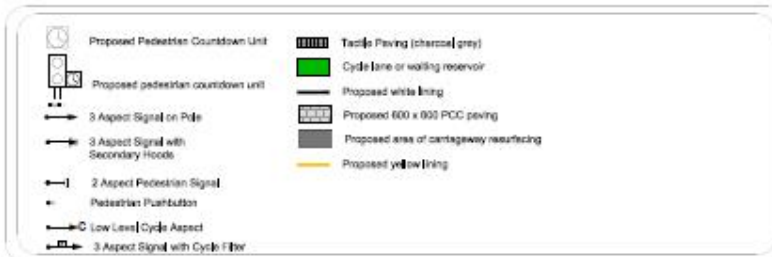
Appendix E: Summary of Total Consultation Response

Appendix F: Autotrack Vehicle Turning Analysis

Appendix G: Junction Modelling Technical Note

Appendix H: Pedestrian Movement Study

Appendix I: Right Turn Stacking Capacity from Townley Road



Southwark Council

PUBLIC REALM PROJECTS
3RD FLOOR
180 TOULRY STREET
LONDON SE14 5LS

No.	Date	Revision

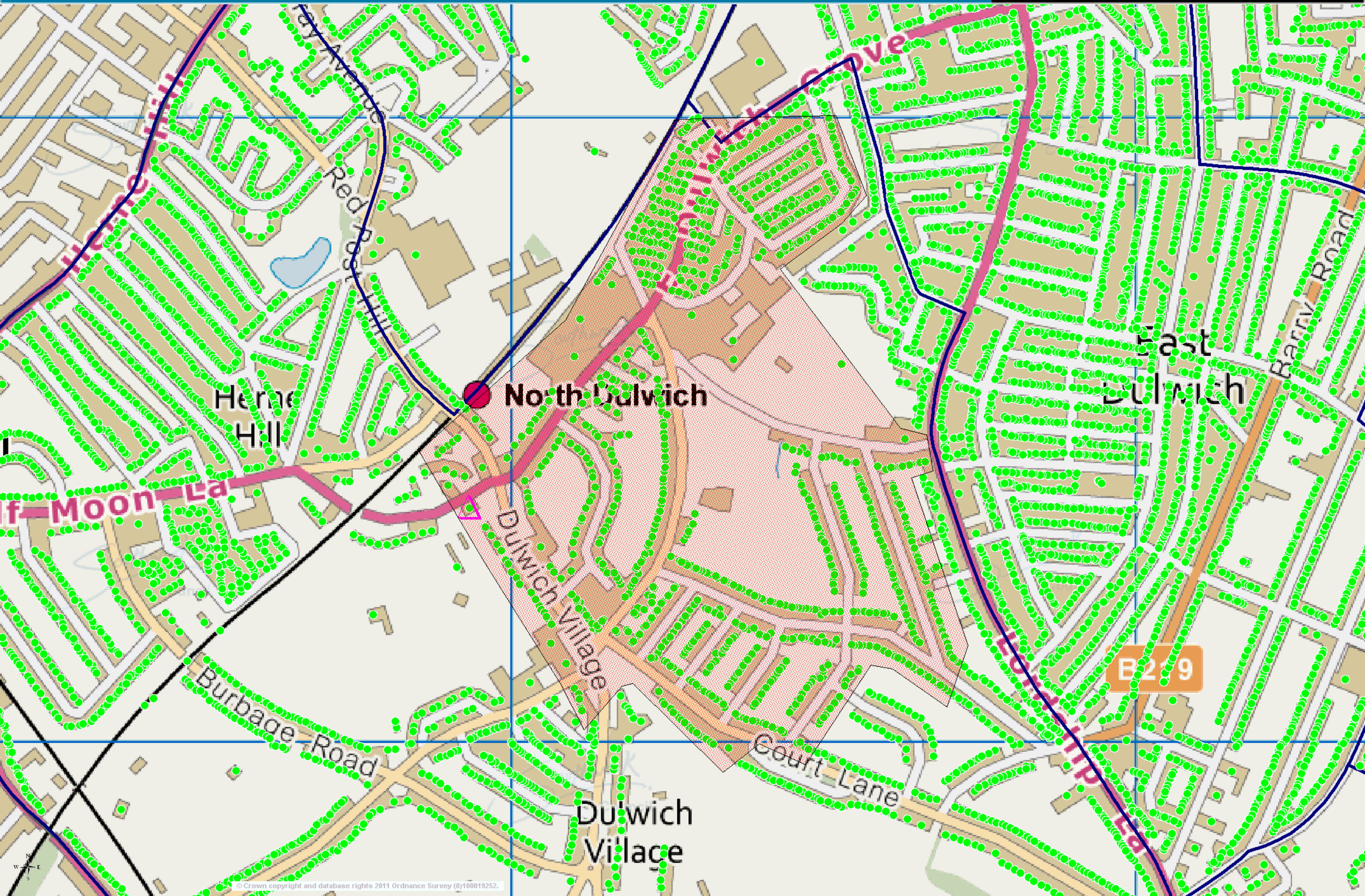
East Dulwich Grove / Towerley Road

Proposed Junction Layout - OPTION BA
Cycle Advanced Start, Cycle Gate & Two Stage Right Turn

Checked by:	Drawn:	QA:
Drawn:	Checked:	QA:
Scale:	NTS	Checked:
Approved:		Approved:
Drawing No:	D:\EDG\CM13001\05A	
Date Drawn:	01/15	Date Issued:

Revised consultation area - Townley Road junction

Date 4/11/2014



EAST DULWICH GROVE / TOWNLEY ROAD CONSULTATION TOTAL RESPONSE DISTRIBUTION

Road Name	Support	Opposed	No Opinion	Road Name	Support	Opposed	No Opinion	Road Name	Support	Opposed	No Opinion
Abberville Road	1			Kestrel Avenue	1			Ardberg Road	1		
Athenburg Gardens	1			Kirkstall Road	1			Cardigan Palce	1		
Allven Road SE21	2			Lycott Cres		1		Huiron Road	1		
Anonymous	24	15		Lordship Lane SE22	1	3		Linden Grove	3		
Beauval Road SE22	7	9	1	Liphook Crecent	1			College Road	1		
Beckwith Road SE24		1		Liskeard Gardens	1			Delawyk Crescent	1		
Blackwater Street SE22	0	2		Manville Road	1			Grove Lane	1		
Burbage Road SE21/SE24	8	1		Matham Grove SE22		1		Strehbourne Road	1		
Carson Road	2			Melbourne Grove SE22	2	5		Sunset Road	1		
Carver Road	1			Milo Road SE22	1	1		Woodsyre Road	1		
Carlton Avenue SE21	5	12		Mycenae Road	1						
Chestnut Road	1			Nevinson Close	2						
Clive Road	1			Orchard Road CR2		1					
Clifford Avenue	1			Oxonian Street SE22		2					
Coleman Road SE5	1			Pellat Road SE22		2					
Colwell Road SE22	1	4		Palham Close	1						
Court Lane SE21	7	8	2	Plough Lane SE22	1						
Crystal Palace Road SE22	1	2		Playfield Crescent		2					
Danecroft Road		1		Red Post Hill SE24	5						
Dekker Road SE21	3	2		Rosendale Road	1	1					
Denmark Hill SE5	1			Ruskin Walk SE24	1						
Desenfans Road SE21	1	1		Rye Hill Park		1					
Dovercourt Road SE22	8	11	2	Stockweel Park Road	1						
Druce Road SE21	1	2		Sudbrooke Road	1						
Dulwich Common SE21	1			South Croxted Road SE21	4						
Dulwich Village SE21	1	1		Sradella Road	4						
East Dulwich Estate SE22	6	6	2	Southerly Road	1						
East Dulwich Grove SE22	1	2		Sutherland Square SE17	1						
Elsie Road		1		Tarbert Road SE22	2	3					
Eastlands Crescent SE21	1	4		Thorncombe Road SE22	3						
Efindale Road SE22	1			Townley Road SE22	8	7					
Fentiman Road	1			Trossachs Road SE22	6	5					
Elmwood Road	1			Tudor Road SE19	2						
Gilkes Crecent SE21	7	8		Thurlow Hill		2					
Glenarry Road SE22	11	5		Turney Road SE21	1	5					
Great Spillmans SE22	1	2		Tall Grove		1					
Greendale Close SE22	1	1		Underhill Road SE22		1					
Half Moon Lane SE24	2	1		Village Way SE21	0	0	0				
Hariscott Road SE15	1	1		Walworth Road SE17		1					
Henstow Road		1		Whateley Road SE19		1					
Herne Hill SE24	3			Winterbrook Road SE24	19						
Hillsboro Road SE22	2	2		Woodwarde Road SE22	12	17					
Hilversum Crescent SE22	1	4		Wood Vale	1						
Holmdene Avenue SE24	1	1									
Hillcourt Road		1									
Hollingbourne Road	1										
Iisle Close		1									
Kingsland Road	1										
Kingswood Drive	1										
Sub total	124	113	7	Sub total	87	63	0	Sub total	12	0	0

	Support	Opposed	No Opinion
Sub total	223	176	7
Overall Response no.	406		
Percentage	54.93%	43.35%	1.72%

No of Roads: 102

EAST DULWICH GROVE / TOWNLEY ROAD RECONSULTATION AREA RESPONSE DISTRIBUTION

Road Name	Support	Opposed	No Opinion	Total rec.	Total Del.	Response Rate	Support	Opposed	No Opinion
Beauval Road SE22	7	9	1	17	124	13.71%	41.18%	52.94%	5.88%
Carlton Avenue SE21	5	12		17	76	22.37%	29.41%	70.59%	0.00%
Court Lane SE21	7	8	2	17	60	28.33%	41.18%	47.06%	11.76%
Dekker Road SE21	3	2		5	56	8.93%	60.00%	40.00%	0.00%
Desenfans Road SE21	1	1		2	25	8.00%	50.00%	50.00%	0.00%
Dovercourt Road SE22	8	11	2	21	96	21.88%	38.10%	52.38%	9.52%
Druce Road SE21	1	2		3	30	10.00%	33.33%	66.67%	0.00%
Dulwich Village SE21	1	1		2	59	3.39%	50.00%	50.00%	0.00%
East Dulwich Estate SE22	6	6	2	14	116	12.07%	42.86%	42.86%	14.29%
East Dulwich Grove SE22	1	2		3	87	3.45%	33.33%	66.67%	0.00%
Gilkes Crecent SE21	7	8		15	45	33.33%	46.67%	53.33%	0.00%
Glenarry Road SE22	11	5		16	142	11.27%	68.75%	31.25%	0.00%
Great Spillmans SE22	1	2		3	21	14.29%	33.33%	66.67%	0.00%
Greendale Close SE22	1	1		2	10	20.00%	50.00%	50.00%	0.00%
Hillsboro Road SE22	2	2		4	25	16.00%	50.00%	50.00%	0.00%
Hilversum Crescent SE22	1	4		5	20	25.00%	20.00%	80.00%	0.00%
Milo Road SE22	1	1		2	6	33.33%	50.00%	50.00%	0.00%
Pond Mead	0	0		0	2	0.00%	0.00%	0.00%	0.00%
Red Post Hill SE24	5			5	10	50.00%	100.00%	0.00%	0.00%
St. Barnabas Close	0	0	0	0	6	0.00%	0.00%	0.00%	0.00%
Tarbert Road SE22	2	3		5	64	7.81%	40.00%	60.00%	0.00%
Thorncombe Road SE22	3			3	17	17.65%	100.00%	0.00%	0.00%
Townley Road SE22	8	7		15	40	37.50%	53.33%	46.67%	0.00%
Trossachs Road SE22	6	5		11	48	22.92%	54.55%	45.45%	0.00%
Turney Road	1	5		6	1	600.00%	16.67%	83.33%	0.00%
Village Way SE21	0	0	0	0	3	0.00%	0.00%	0.00%	0.00%
Woodwarde Road SE22	12	17		29	122	23.77%	41.38%	58.62%	0.00%
Total	101	114	7	222	1311				
Overall Response No.	222								
Response Rate	16.93%			(Addressed returns only)					
Percentage	45.50%	51.35%	3.15%						

EAST DULWICH GROVE / TOWNLEY ROAD RESULTS EXTERNAL TO CONSULTATION AREA

Total	122	62	0
Overall Response No.	184		
Percentage	66.30%	33.70%	0.00%
Distribution percentage	CA	External	
	54.68%	45.32%	

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Councillor James Barber	1		1
Councillor Jon Hartley	1		
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