

Dulwich Community Council

THEME: Safer Transport

Wednesday 22 June 2016

7.00 pm

Christ Church, 263 Barry Road, London SE22 0JT

Membership

Councillor Jon Hartley (Chair)
Councillor Anne Kirby (Vice-Chair)
Councillor James Barber
Councillor Jane Lyons
Councillor Michael Mitchell
Councillor Catherine Rose
Councillor Rosie Shimell
Councillor Andy Simmons
Councillor Charlie Smith

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: Tuesday 14 June 2016



Order of Business

Item No.	Title	Time
1.	PRELIMINARY BUSINESS	
1.1.	INTRODUCTION AND WELCOME	
1.2.	APOLOGIES	

Item No.	Title	Time
1.3.	DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS	
	Members to declare any interests and dispensation in respect of any item of business to be considered at this meeting.	
1.4.	ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT	
	The chair to advise whether they have agreed to any items of urgent business being admitted to the agenda.	
1.5.	MINUTES (Pages 1 - 10)	
	The minutes of the meeting held on 15 March 2016 to be agreed as a correct record of the meeting, and signed by the chair.	
1.6.	COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS	
	<ul style="list-style-type: none"> • Traffic calming measures on Melbourne Grove South - Alex Kent Jones from Melbourne Grove Traffic Action to address the meeting. • Police update - PS Iain Bartley 	
2.	THEME - SAFER TRANSPORT	7.20pm
	Ian Wingfield, Cabinet Member for Environment and Public Realm and Matt Hill, Head of Highways, to introduce this item.	
2.1.	DISCUSSION AND OPPORTUNITY FOR DETAILED QUESTIONS TO COUNCILLORS AND OFFICERS ON THE THEME	
2.2.	TRANSPORT PRESENTATIONS	
	Speakers to be confirmed at the meeting.	
2.3.	ELEPHANT & CASTLE TO CRYSTAL PALACE QUIETWAY (QW7) REPORT ON CONSULTATION - CALTON AVENUE, DULWICH VILLAGE JUNCTION, TURNEY ROAD, DULWICH WOOD AVENUE & FARQUHAR ROAD (Pages 11 - 194)	
	Members are invited to support the proposed recommendations to the cabinet member for environment and the public realm to implement proposals for the Elephant & Castle to Crystal Palace Quietway.	
	BREAK - An opportunity for residents to talk to councillors and officers.	

Item No.	Title	Time
3.	OFFICIAL COUNCIL BUSINESS	8.20pm
3.1.	LOCAL TRAFFIC AND PARKING AMENDMENTS (Pages 195 - 246)	
	Note: This is an executive function for decision.	
	Members to consider the recommendations in the report.	
3.2.	CLEANER GREENER SAFER 2016/17: CAPITAL FUNDING ALLOCATION (Pages 247 - 254)	
	Note: This is an executive function for decision.	
	Members to consider the recommendations in the report.	
4.	COMMUNITY ENGAGEMENT ITEMS	8.30pm
4.1.	PUBLIC QUESTION TIME	
	This is an opportunity for public questions to be addressed to the chair.	
	Residents or persons working in the borough may ask questions on any matter in relation to which the council has powers or duties. Responses may be supplied in writing following the meeting.	
4.2.	DEPUTATIONS/PETITIONS (IF ANY)	
	The chair to advise on any deputations or petitions received.	
4.3.	COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY	
	Each community council may submit one question to a council assembly meeting that has previously been considered and noted by the community council.	

Item No.

Title

Time

Any question to be submitted from a community council to council assembly should first be the subject of discussion at a community council meeting. The subject matter and question should be clearly noted in the community council's minutes and thereafter the agreed question can be referred to the constitutional team.

The community council is invited to consider if it wishes to submit a question to the ordinary meeting of council assembly on 13 July 2016.

EXCLUSION OF PRESS AND PUBLIC

The following motion should be moved, seconded and approved if the sub-committee wishes to exclude the press and public to deal with reports revealing exempt information:

“That the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraphs 1-7, Access to Information Procedure rules of the Constitution.”

Date: Tuesday 14 June 2016

INFORMATION FOR MEMBERS OF THE PUBLIC

CONTACT: Gerald Gohler, Constitutional Officer Tel: 020 7525 7420 or email: gerald.gohler@southwark.gov.uk
Website: www.southwark.gov.uk

ACCESS TO INFORMATION

On request, agendas and reports will be supplied to members of the public, except if they contain confidential or exempted information.

ACCESSIBLE MEETINGS

The council is committed to making its meetings accessible. For further details on building access, translation and interpreting services, the provision of signers and other access requirements, please contact the Constitutional Officer.

Disabled members of the public, who wish to attend community council meetings and require transport assistance in order to attend, are requested to contact the Constitutional Officer. The Constitutional Officer will try to arrange transport to and from the meeting. There will be no charge to the person requiring transport. Please note that it is necessary to contact us as far in advance as possible, and at least three working days before the meeting.

BABYSITTING/CARERS' ALLOWANCES

If you are a resident of the borough and have paid someone to look after your children or an elderly or disabled dependant, so that you can attend this meeting, you may claim an allowance from the council. Please collect a claim form from the Constitutional Officer at the meeting.

DEPUTATIONS

Deputations provide the opportunity for a group of people who are resident or working in the borough to make a formal representation of their views at the meeting. Deputations have to be regarding an issue within the direct responsibility of the Council. For further information on deputations, please contact the Constitutional Officer.

**For a large print copy of this pack,
please telephone 020 7525 7420.**



Dulwich Community Council

MINUTES of the Dulwich Community Council held on Tuesday 15 March 2016 at 7.00 pm at Kingswood House, Kingswood Estate, Seeley Drive, London SE21 8QR

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

OFFICER SUPPORT: Julian Allen, Youth Worker
 Matthew Hill, Head of Highways
 Frankie Canby, Apprentice, Southwark
 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.

The chair also thanked Kingswood House for hosting the community council meeting.

2. APOLOGIES

Councillor James Barber submitted his apologies for absence and Councillor Helen Hayes submitted her apologies for lateness.

3. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

The following members each declared an interest in the agenda items listed below:

Councillor Andy Simmons, non-pecuniary, in relation to item 17 - local traffic and parking amendments - concerning a road in College ward.

Councillor Charlie Smith, non-pecuniary, in relation item 14 - neighbourhood fund projects – as he is the chair of the trustees board for the Southwark Pensioners' Centre and also he knew one of the representatives from the Silverdance project.

Councillor Jane Lyons, non-pecuniary, in relation to item 6 - deputation on Quietway 7 consultation as she knew the representatives.

4. NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT

The chair agreed to accept as urgent business supplemental agenda no.1 containing a deputation report which was a request from local resident associations concerning the Quietway 7 consultation around the junction in Dulwich Village.

5. MINUTES FROM THE PREVIOUS MEETING

RESOLVED:

That the minutes of the meeting held on 27 January 2016 be agreed as an accurate record, and signed by the chair, subject to the following corrections:

The following decisions should have been included in the minutes:

1. Item 12: Cleaner greener safer funding in Village ward - to award funding to Half Moon Lane and Burbage for the amount of £40,000.
2. Item 15: Local traffic and parking amendments - to approve the proposal for double yellow lines at Woodward Road/Eynella Road.

6. DEPUTATIONS /PETITIONS

The community council received a deputation request from local residents from:

- Turney Road and Burbage Road residents association
- Woodward Road residents association,
- Calton Avenue residents association
- Court Lane and Court Lane Gardens residents association.

Ian Rankine, the spokesperson explained the reasons for presenting the deputation which was in relation to the council's proposal on the Quietway 7 consultation about the junction in Dulwich Village.

The main points that were addressed at the meeting concerned the following:

- The council's timeframe for comments on the Quietway proposals had been extended until 21 March 2016. Residents said they wanted the matter put on hold until the period of purdah for the by-election and the London mayoral election was over.
- The residents requested that the Quietway proposals should not be considered in their present form because of the following:

- Concerns about a main cycle route through a dense residential area that contains a number of local schools.
- The proposals would result in the reduced safety of pedestrians and school children.
- The proposals would cause a significant increase in traffic congestion.
- The deputation had conducted a recent survey which showed an overwhelming rejection of the scheme by residents. Reasons for this were, that the consultation had been rushed with information being delivered late. Concerns were also expressed about the removal of the guard railings outside the Village School.
- In the view of the deputation, the reduction of three lanes to two at the Dulwich Village junction and giving priority to the less busy Calton Avenue would not improve traffic flow in the area.
- The deputation said they were not against cycling but would prefer to see safety improvements for all road users and pedestrians.
- The deputation requested that the council consider their views and concerns and develop a better and more considered alternative with the necessary consultation.

The chair thanked the deputation representatives for their presentation.

7. YOUTH COMMUNITY SLOT

National Apprenticeship week

Frankie Canby, a Southwark apprentice from the learning and development team spoke about national apprenticeship week and Southwark's apprenticeship scheme. Frankie explained that there was no age limit for the scheme and people of any ages could be accepted. Since being an apprentice, Frankie had completed a business administration level 3 course and was now studying for level 4. Her aim was to be a project manager.

Frankie said the apprenticeship scheme helped her a lot whilst she attended college. She encouraged people to visit the Southwark website and look at the apprenticeship web page. People were informed that applications for the scheme were available until May 2016 and if anyone knew a person that might be interested they should refer them to the website.

Kingswood Youth People's project

Young people from Kingswood youth people's project were in attendance to present a short film about legal highs that have the same affect as illegal substances and how it affects young people. The film was designed to educate people about the dangers.

Julian Allen, youth worker said that the young people had worked really hard to bring the film together. They had edited it over the course of a year bringing together their different skills in order to make the film.

8. COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS

Connect – the communication disability network

Sally McVicker from Connect spoke about the charity she worked for which was a communication and disability network based in Southwark Bridge Road.

The charity offered support to people that had aphasia as result of them suffering from a stroke and therefore might have difficulty communicating or understanding things. Sally was present with Justine who had suffered a stroke at the age of 29.

Justine talked about her experience as a person with aphasia and how it affected her on a daily basis.

Justine explained that she struggled with speech and memory. She also mentioned that she was a trainer at Connect and organised drop-ins at the project. It was noted that there were 189 people with aphasia in Southwark.

For more information contact Connect, the communication and disability network
 Website: www.ukconnect.org telephone number: 020 7367 0840 email:
info@ukconnect.org

Southwark - Age Friendly Borough

Councillor Charlie Smith spoke about the council's plan to make it an age friendly and a health aspiring borough and provided leaflets to the meeting. He said he would welcome people's comments on this issue.

Southwark Civic Awards

The chair announced that the nomination forms for the Southwark Civic Awards 2016 were available on the council's website. The closing date for receipt of nominations was on the 29 March 2016. People were encouraged to visit the website www.southwark.gov.uk/civicawards.

For more information contact the awards enquiry line 020 7525 7303 or email mayors.office@southwark.gov.uk

Police updates

Inspector Bartley gave an update on policing matters in each of the wards.

The inspector announced the appointment of a new police constable in College ward and provided useful contact points and drop-in sessions that were held at Kingswood community shop, Dulwich library, Christ Church, St Barnabas Parish hall and North Cross Road market.

The inspector also outlined that burglary was still a priority in the area. In addition, he also explained that the local community were taking part in a 20 mph road enforcement taskforce. He announced the public events taking place in the area one of which was the Dulwich Park Fayre. The police agreed to be available during the break to speak to people.

9. DULWICH CYCLE WORKSHOPS - OUTCOME

Matt Hill, public realm programme manager gave an interim report on the Elephant and Castle to Crystal Palace Quietway (QW7) public consultation in the Dulwich and Crystal Palace areas.

It was noted that the consultation process was split into four sections:

- Calton Avenue
- Dulwich Village junction
- Turney Road
- Dulwich Wood Avenue and Farquhar Road

The consultation took place from 15 February 2016 to 13 March 2016 and was extended until 20 March 2016.

Matt explained that approximately 1,670 leaflets were delivered to residents and local businesses. The ward members were consulted on the scheme and the associated design, during meetings that were held between 11 and 12 January 2016.

The meeting noted the number of people who attended the events:

- 23 February 2016 at Dulwich Library – 71 attendees.
- 27 February 2016 at the Kingsdale Foundation School - 15 attendees.
- 5 March 2016 at Nelly's Nursery Dulwich Community Sports Trust – 89 attendees. This event was held jointly with Lambeth council, who exhibited proposals along sections of Quietway 7 within Lambeth.

Further analysis of the consultation feedback was due to be carried out and the final outcome of the consultation would be reported to the community council meeting in June 2016. A formal decision would be made by the cabinet member shortly after that date.

Following Matt's presentation, the community council heard the deputation.

10. SECURE CYCLE PARKING (BIKE HANGAR)

Note: This is an executive function for decision by the community council.

RESOLVED:

That the recommendations that are due to be made to the cabinet member for environment and the public realm on the following be agreed:

1. The community council supports the introduction of cycle hangars on the following roads, subject to the necessary statutory procedures:
 - Croxted Road
 - Landells Road and
 - Lordship Lane.
2. That the community council does not support the introduction of the cycle

hangars on the following roads:

- Bowen Drive and
- Seeley Drive.

11. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

At the community council meeting in January 2016, the members of the community council submitted a question relating to the theme of the meeting which was on crime and community safety.

Question:

The community council would like to ask how the council were working with the police and other statutory/community agencies to address crime and community safety issues in the Dulwich area.

Response

The Crime and Disorder Act 1998 compels the council, the police and its statutory partners to work together to tackle crime and disorder. Resources are allocated using an intelligence based approach through monthly partnership tasking meetings, focusing on priorities rather than specific geographical locations.

The current focus in Dulwich is tackling residential burglary. The police and the council are working on a target hardening programme in the area, which has involved distributing SmartWater, (forensic marking system). By April 2016, approximately 5,000 properties will have received these kits. The local police and the council have been working in unison to communicate this initiative to residents through street signage, along with crime prevention advice provided by the joint enforcement teams (police and community wardens).

Note:

At this meeting, members agreed to defer sending a community council question to council assembly until the next meeting in June 2016. This would coincide with the council assembly meeting on the 13 July 2016.

12. PUBLIC QUESTION TIME

The following question was submitted:

There were rumours that a major review of how community councils were run is currently underway and that yet more powers previously devolved to local areas (traffic management decisions) are to be taken back centrally. Is this the case and, if so, why have residents not been consulted?

Response from the cabinet member for communities and safety:

The council conducts an annual evaluation of community councils which involves asking those who attend to complete a short survey of what they think about community councils – this consultation exercise informed the current proposals. The key findings of this

exercise included that:

- Respondents tended to say that they wanted more focused agenda items with more meaningful discussion.
- Respondents tended to want more interactive and dynamic meetings, rather than the current formal format.
- People were more likely to say that they preferred a local ward focus to make meetings more relevant.
- People were more likely to comment on wanting greater transparency about how decisions are taken.
- People tended to want more feedback for all the decisions, consultations and questions raised.

Members are currently being consulted on ways to increase community council's efficiency, broaden their reach and better the way in which the council engages with its residents. Whilst the starting point for this work – and its key driver – has remained to improve the functioning of community councils, the exercise also reflects the imperative to make budget savings in the current climate. Because the frequency of meetings (i.e. five meetings a year) and the existing boundaries will remain unchanged there are no plans to undertake a wider public consultation.

Currently the engagement role is constrained by all community councils operating as formally constituted “area committees” and having to comply with a range of constitutional requirements such as statutory notice periods, agendas and a formal meeting style. Increasingly the most exciting and innovative work of community councils relates to the engagement activity and a whole host of ideas and initiatives have been used in different areas to make them as engaging as possible. The proposals would direct decision making to two shorter formal meetings held directly prior to the main meeting and in the same venue.

Under the new proposals, local traffic management decisions could still be considered by a community council. Local ward councillors supported by relevant community council chair could place specific decisions on the agenda where there is a significant public interest. In this way traffic management issues of local concern could still be subject to local discussion.

For constitutional reasons because traffic management is an executive function, the responsibility would be formally held by the leader of the council (who may delegate to an individual cabinet member), but the referral mechanism would allow a specific decision to be referred to a community council for consideration.

13. ADDRESS BY HELEN HAYES MP

Helen Hayes MP for Dulwich and West Norwood spoke about her role and outlined the work she had been doing since she was elected.

Helen explained that she ran her surgeries every week and that these were rotated around her constituency. She pointed out that the single biggest cross party issue was housing and making homeownership more accessible.

Helen said she was a member of the communities and local government select committee.

She also gave an outline about issues she was dealing with such as, health, the council's budget, the closure of Lambeth Crown Court which had been relocated to Wandsworth, the EU referendum, climate change and issues surrounding young people.

The chair thanked Helen Hayes MP for her presentation.

14. NEIGHBOURHOOD FUND - AWARDS 2016 - 17

Note: This is an executive function for decision by the community council.

RESOLVED:

That allocation of funding to the following projects below be agreed:

VILLAGE WARD

Project name	Amount
Faces in Focus	£500
Health Wealth	£250
Millwall Community Trust	£1,000
Peckham Pride basketball Club	£200
Southwark Explorers Club	£215
Southwark Neighbourhood Watch Assoc	£105
Southwark Playhouse	£130
Dovercourt Road North Residents Assoc	£1,319
Dulwich Festival	£2,500
Dulwich Hamlet Junior School PTA	£1,200
Dulwich Hamlet Junior School PTA	£2,350
Dulwich Neighbourhood Forum	£2,000
Dulwich Picture Gallery	£2,500
Dulwich Society	£2,000
East Village Residents Association	£99
Link Age Southwark	£2,000
Lively Minds	£1,612.48
Southwark Hindu Centre	£1,000
St Faith's Community & Youth Association	£2,325
Stepping Stones	£900
Streatham & Marlborough Cricket Club	£268.50
The Trustees of Dulwich Almhouse Charity	£1,500
Wheels for Wellbeing	£2,000
Additional street cleaning	£10,000
Total amount allocated	£37,973.98

EAST DULWICH WARD

Project name	Amount
Faces in Focus	£5,000

Peckham Pride Basketball Club	£1,000
Southwark Explorers Club	£900
Bangladeshi Welfare Association	£1,110
Dulwich Festival	£2,500
Dulwich Milan Association	£1,000
East Dulwich Community Centre	£1,070
East Dulwich Safer Neighbourhood Panel	£5,000
Link Age Southwark	£5,000
SNUB	£2,000
Silver London	£1,975
Southwark Hindu Centre	£1,000
Streatham & Marlborough Cricket Club	£537
Dulwich Almshouse Charity	£3,155
Youth Learning Network	£3,312
Extra Street Cleaning	£10,000
Total amount allocated	£44,559

COLLEGE WARD

Project name	Amount
Faces in Focus	£1,334
Croxted Road Tenants & Residents Assoc.	£1,200
Dulwich Park Friends	£1,000
KETRA	£3,000
Kingswood Community Shop	£4,000
Link Age Southwark	£2,000
Love West Dulwich	£4,000
Mylife Productions	£3,000
Southwark Woodcraft	£2,000
St Stephen's Out and About Club	£3,000
Streatham & Marlborough Cricket Club	£537
Trustees of Dulwich Almshouse Charity	£500
Dulwich Clean Streets	£10,000
Total amount allocated	£35,571

Note:

KETRA allocation: £3,000 for 2016 with the remaining sum for 2017, conditional on the Kingswood Festival becoming part of the Dulwich Festival in 2017.

15. CLEANER GREENER SAFER 2015/16: CAPITAL FUNDING ALLOCATION

Note: This is an executive function for decision by the community council.

RESOLVED:

That the allocation of funds for the 2016-17 Cleaner Greener Safer capital programme for East Dulwich ward be deferred until the next meeting.

16. CLEANER GREENER SAFER: FUNDING REALLOCATION

Note: This is an executive function for decision by the community council.

RESOLVED:

That £33,027 of available funding be rolled over to the 2016-17 cleaner, greener safer funding programme for Dulwich Community Council.

17. LOCAL TRAFFIC AND PARKING AMENDMENTS

Note: This is an executive function for decision by the community council.

RESOLVED:

1. That the following local traffic and parking amendment be approved for implementation subject to the outcome of any necessary statutory consultation and procedures:
 - Dulwich Village – install double yellow lines at the junction with Aysgarth Road and single yellow lines outside Nos. 96 to 94.
2. That the local traffic and parking amendments for: East Dulwich ward, Village ward and College ward be deferred to the following meeting:
 - To install new double yellow lines on unrestricted junctions and upgrade junctions with existing single yellow lines to double yellow lines to improve inter-visibility and road safety for all road users.

The meeting ended at 10.00 pm

CHAIR:

DATED:

Item No. 2.3	Classification: Open	Date: 14 June 2016	Meeting Name: Dulwich Community Council
Report title:		Elephant & Castle to Crystal Palace Quietway (QW7) Report on Consultation - Calton Avenue, Dulwich Village junction, Turney Road, Dulwich Wood Avenue & Farquhar Road	
Ward(s) or groups affected:		Village and College wards	
From:		Head of Highways	

RECOMMENDATION

1. That the community council supports the proposed recommendations to the cabinet member for environment and the public realm to implement proposals as detailed in paragraph 37, subject to statutory procedures.

BACKGROUND INFORMATION

2. In accordance to Part 3H, paragraph 20 of the Southwark constitution, community councils are to be consulted on traffic management decisions of a strategic nature. In practice this is carried out following public consultation.
3. Quietways are a network of improved streets across London designed to make it easier for less confident people to cycle by calming traffic and ensuring streets are safer and improved for all road users. The measures include safer junctions, improved crossings for pedestrians, more efficient signal junctions, and a more pleasant street environment.
4. In Southwark there are six Quietways, one already constructed and commissioned and five currently under design and to yet to be consulted. The entire budget allocated to Southwark by Transport for London to deliver the Quietways network is £12m. The Quietway route through Dulwich is part of Quietway 7, starting from Elephant & Castle to Crystal Palace. In Southwark the route will run along Calton Avenue, across Dulwich Village junction, Turney Road, across Croxted Road into Lambeth and back to Southwark via Dulwich Wood Avenue, ending at Farquhar Road / Crystal Place Parade junction
5. Southwark's Quietway route network was adopted by the council's cabinet as part of its Cycling Strategy in June 2015.

The first phase of Quietway routes across London were chosen for the following reasons:

- Met the Quietways criteria,
- buildable by March 2017
- Included a good geographical spread linking key destinations across 17 London boroughs
- Demonstrated different Quietways characteristics, e.g. routes through parks, existing cycle routes, different levels of interventions needed, or

complementing existing and planned infrastructure

6. In Southwark Quietway 7 traverse three community councils: Borough & Bankside & Walworth, Camberwell, and Dulwich. Formal consultation is completed for two community councils.
7. With an emphasis on safety, the key benefits of the Dulwich Quietway are outlined below:

Pedestrians and school children:

- Safer walking environment by measures that enforce the borough wide 20mph speed limit, i.e. improved traffic calming
- Providing safer pedestrian crossings - two new zebra crossings, staggered signal crossings with more green time given to pedestrians and less waiting time
- Safer crossings at junctions e.g. double yellow lines to improve visibility at blind spots
- Measures to reinforce priority for pupils at informal crossings eg improved signage and visibility, and change in paving material at crossing locations.
- Pedestrian count down feature at Dulwich Village junction
- Wider footways around school entrances
- Reduced crossing distance at junctions
- Improve footway surfacing where needed
- Take advantage to declutter and rationalise street furniture making the environment more pleasant

Cyclists:

- Provide segregated cycle lane for cyclists (Dulwich Village junction).
- Cyclists having their own signal phase (13 seconds to clear the junction) , not mixing with traffic at Dulwich Village junction
- Segregated mandatory cycle contra flow (Dulwich Wood Avenue)
- Segregated with-flow cycle lane – Farquhar Road
- Cycle friendly traffic calming measures
- Resurface carriageway where needed
- Safer junctions with double yellow lines
- Removing pinch points

Drivers:

- Remove pinch points which impede traffic flow
- Encourage safer driving behaviours with introduction of additional traffic calming measures where necessary
- Improve safety at junctions and safer parking practice
- Reduced delays at Dulwich Village junction, with a more efficient operation of the junction

8. A summary of all responses to the consultation undertaken can be found in the following Appendices;
 - Appendix A - Calton Avenue
 - Appendix B - Dulwich Village junction
 - Appendix C - Turney Road
 - Appendix D - Dulwich Wood Avenue & Farquhar Road

KEY ISSUES FOR CONSIDERATION

Community engagement and consultation (see also Appendix E)

9. There has been significant community and stakeholder engagement in the Dulwich area over the last 18 months on the issue of cycling in general, and the allocation of space for this use, as well as the Quietway 7 route in particular. Refer to Appendix E for details.
10. Pre-consultation workshops and stakeholder meetings lead by Sustrans were carried out from June until mid-October 2015 to gather information from people living, working and travelling in Dulwich, about the Quietway route and potential interventions to address traffic issues locally. Approximately 600 people were engaged, including the following community groups: The Dulwich Society, Turney Road Tenants & Residents Association, Calton Avenue Residents Association, Woodwarde Road/ Dovercourt Residents Association, Dulwich & Herne Hill Safe Routes to School, Dulwich Young Cyclists, Southwark Cyclists, Friends of Dulwich Park and Local schools.
11. Activities included an online interactive map, pop-up events, a survey of over 600 households, meetings with key stakeholders, walkabouts and co-design workshops. The initial engagement activities focused on the Dulwich Village junction, Calton Avenue, and Turney Road and highlighted a number of concerns in these places.
12. Using findings from the public and stakeholder engagement, officers developed pre consultation proposals for Dulwich Village junction, Calton Avenue, and Turney Road for further discussion with local stakeholders and members of the public living in the local area who are likely to be affected.
13. The community engagement report can be accessed online by following the link: <https://consultations.southwark.gov.uk/environment-leisure/quietway-in-dulwich>

Community response

14. The majority of people at the early engagement workshops were happy to support cycling as long as there were minimal impacts on other user groups, including pedestrians, and current levels of car parking provision. The issue of safety, and the perception that Dulwich is not a safe area for people who cycle was also raised as a key issue. The behaviour by some people who cycle, specifically not obeying the Highway Code and respecting other users, particularly in parks, was also raised as an issue
15. The key issues identified through the workshops included :
 - School coaches –the impact of school coach traffic on the local area (congestion and safety concerns)
 - Traffic volume – how to reduce commuter and school travel by car in the peak hours
 - Safety – how to ensure areas around schools is safe in terms of reducing speed, and safer pedestrian crossings
 - Dulwich Village junction – concerns about long waiting time for traffic and pedestrians and inadequate green time for motorists
 - Concerns about the choice of Quietway 7 route ; suggestion to use other roads since the current alignment is deemed unsafe

Formal consultation – Appendices A to D

16. Public consultation took place between the 15 February and end of March 2016, with approximately 1,670 leaflets delivered to residents and businesses within the areas detailed in in the following Appendices;
 - Appendix A - Calton Avenue
 - Appendix B - Dulwich Village junction
 - Appendix C - Turney Road
 - Appendix D - Dulwich Wood Avenue & Farquhar Road

17. Two open day events took place within the Village ward extents (which were well attended) and one within College ward:
 - on Tuesday 23 February 2016 at the Dulwich Library (368 Lordship Lane, London SE22 8NA, Village Ward) – 71 people attended
 - on Saturday 27 February 2016 at the Kingsdale Foundation School (Alleyn Park, London SE21 8SQ, College Ward) – 15 people attended
 - on Saturday 5 March 2016 at Nelly's Nursery, Dulwich Community Sports Trust (Turney Road, Dulwich, London SE21 7JH, Village Ward) – 89 people attended. This event was held jointly with the London Borough of Lambeth, who exhibited proposals along sections of Quietway 7 within Lambeth.

18. Stakeholder consultation was carried out throughout the consultation period with responses received from the following community groups: Dulwich Society, Safe Routes to School, Southwark Cyclists, Southwark Living Streets, Wheels for Wellbeing, and numerous Residents Associations from streets on the proposed Quietway alignment or close by.

19. The response rate to the recent consultation for Quietway Route 7 is as below. Please note that the documents were available for completion online and were not limited to those that had received a hard copy leaflet.
 - Calton Avenue – 292 responses from approximately 960 leaflets distributed (completed questionnaires received equates to 30.4% of total distributed)
 - Dulwich Village junction – 473 responses from approximately 1440 leaflets distributed (32.8% response rate) (included in leaflets advertising proposals for Calton Avenue and Turney Road)
 - Turney Road – 212 responses from approximately 480 leaflets distributed (44.2% response rate)
 - Dulwich Wood Avenue and Farquhar Road – 87 responses from approximately 240 leaflets distributed (36.3% response rate).

Key Findings - Calton Avenue (see Appendix A)

20. Consultation leaflets were delivered to 960 properties and businesses. 292 responses were received for this section by post and through completion of an online questionnaire. This is a response rate of 30.4%.

21. Overall, 28% of respondents to the public consultation for Calton Avenue responded positively to the question '*Generally, do you support the proposals?*' (A total of 83 responses).

The table below summarises the key concerns and objections that were raised regarding the proposals:

Calton Avenue	
Proposal	Concern/objection with high level of opposition
Overall	Traffic volumes on Calton Avenue have not been addressed, especially during peak times. The study regarding coaches and HGVs using Calton Avenue should have been part of this scheme and not an independent exercise. Weight/width restrictions on Calton Avenue are a priority issue regarding school children and cyclist safety.
	Congestion and pollution will increase on Calton Avenue as the volumes of traffic will increase. Traffic chaos at peak times.
	Objection to alignment of Quietway through Calton Avenue.
Swapping traffic islands in Calton Avenue with footway buildouts	Traffic islands are safer than buildouts as they provide a two-phase crossing opportunity.
Double yellow lines at junctions	Loss of parking will have a negative impact on the local businesses which will lose customers. Speeds will increase along the route.
	Double yellow lines all the way to Gilkes Crescent are excessive as it is a no-through road.
New zebra crossing south west of Woodward Road	Objection to the proposed location of zebra crossing.
Removal of centre line markings	The removal of the centre line road markings will lead to confusion especially with coaches and HGVs that will cover all available road space. The lack of centre lines could be particularly dangerous at night

Officer responses to the above comments received can be found in appendix A.

Key Findings - Dulwich Village junction (see Appendix B)

22. Consultation leaflets were delivered to 1,440 properties and businesses (a combined number of leaflets sent regarding Calton Avenue and Turney Road proposals). 473 responses were received for this section by post and through completion of an online questionnaire. This is a response rate of 32.8%.
23. Overall, 29% of respondents to the public consultation for Dulwich Village junction responded positively to the question '*Generally, do you support the proposals?*' (A total of 138 responses).

The table below summarises the key concerns and objections that we raised regarding the proposals:

Dulwich Village junction	
Proposal	Concern/Objection with High Level of opposition
Overall	Congestion at the junction will increase due to reduction in available road space.
	Objection to alignment of Quietway through Dulwich Village junction.
	Residents are not convinced that the proposed changes will result in an improvement of the Dulwich Village junction.
	Requests for more radical rearrangement of the junction based on a shared space approach, such as the mini-roundabout solution similar to Poynton in Cheshire or the Controlled School Zone concept.
Introduction of staggered pedestrian crossings	Staggered crossings compromise pedestrian accessibility and safety at the junction.
Segregated cycle facility with separate cycle signals	The proposals introduce conflicts between cyclists and pedestrians at the internal stop lines. No cyclists will stop (at the internal stop lines) by choice to allow for pedestrians to cross - enforcement issues.
Removal of pedestrian guardrail at the junction	Removal of pedestrian guardrail will have a significant impact on road safety at the junction. If removed, alternative provisions should be considered.

Change in priority at the Calton Avenue / Court Lane junction	Court Lane is the main through route. Changing the priority will result in traffic having difficulty accessing the junction and cause increased queuing on Court Lane. Drivers will opt to use narrow residential streets (Dekker Road, Desenfans Road, Druce Road) and Woodward Road to access Calton Avenue. Speeds and rat-running traffic will increase on these streets and Calton Avenue.
Banned left turn from Dulwich Village northbound into Turney Road	Banning the left turn from Dulwich Village northbound into Turney Road will reassign traffic to Burbage Road, Boxall Road, Pickwick Road, and Aysgarth Road.

Officer responses to the above comments received can be found in Appendix B.

Key Findings - Turney Road (see Appendix C)

24. Consultation leaflets were delivered to 480 properties and businesses. 212 responses were received for this section by post and through completion of an online questionnaire. This is a response rate of 44.2%.
25. Overall, 38% of respondents to the public consultation for Turney Road responded positively to the question '*Generally, do you support the proposals?*' (A total of 81 responses).

The table below summarises the key concerns and objections that we raised regarding the proposals:

Turney Road	
Proposal	Concern/Objection with High Level of opposition
Overall	Objection to alignment of Quietway through Turney Road – Use College Road & Fountain Drive as an alternative.
Swapping of traffic islands with footway buildouts	Traffic islands are safer than buildouts as they provide a two-phase crossing opportunity.
Double yellow lines at junctions	Parking loss - Double yellow lines are excessive as currently the roads are not congested and visibility around the junctions is good.
	Parking displacement on Burbage Road, Boxall Road, Aysgarth Road and Pickwick Road

Provision of marked advisory parking bays	Perceived reduced opportunities for on-street parking for residents.
Additional road humps	Already adequate traffic calming.

Officer responses to the above comments can be found in Appendix C.

Key Findings - Dulwich Wood Avenue and Farquhar Road (see Appendix D)

26. Consultation leaflets were delivered to 240 properties and businesses. 87 responses were received for this section by post and through completion of an online questionnaire. This is a response rate of 36.3%.
27. Overall, 55% of respondents to the public consultation for Dulwich Wood Avenue and Farquhar Road responded positively to the question '*Generally, do you support the proposals?*' (A total of 48 responses).

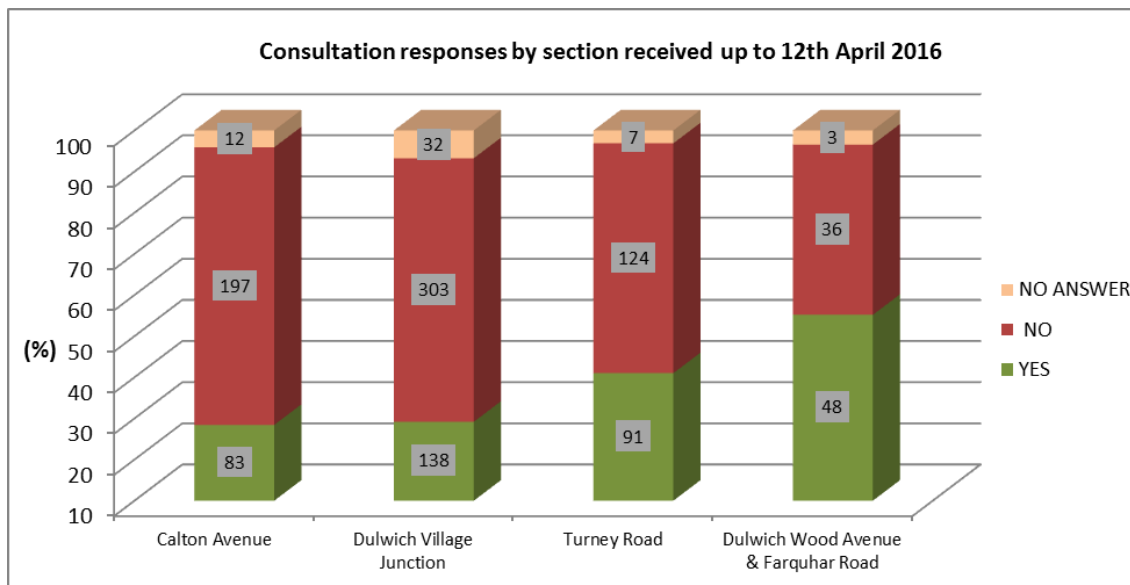
The table below summarises the key concerns and objections that we raised regarding the proposals:

Dulwich Wood Avenue and Farquhar Road	
Proposal	Concern/Objection with High Level of opposition
Overall	Alignment – concerns around use of Gipsy Hill for cyclists.
	Safety concerns regarding the Gipsy Hill / Dulwich Wood Avenue junction.
	Request for parking restrictions on the inside of the bend between Colby Road and Farquhar Road.
Swapping of traffic islands with footway buildouts	Traffic islands are safer than buildouts as they provide a two-phase crossing opportunity.
	Buildouts are dangerous as they introduce conflicts among road users.
Double yellow lines at the junctions	Parking loss - DYL lines opposite the junctions are excessive as currently the roads are not congested and visibility around the junctions is good.
Additional road humps	Existing traffic calming is effective

Removal of centre line road markings	As Farquhar Road is a hill, and everyone (drivers, cyclists) speed downhill, the existing centre line hazard marking should remain for safety.
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Officer responses to the above comments can be found in Appendix D.

28. The figure below summarises the responses to the question '*Generally, do you support the proposals?*' received online and via post between the 16th February and the 12 April 2016.



Response to key issues raised at formal consultation

Can the route be changed?

29. The current Quietway 7 alignment is part of a network of routes identified in the Council's adopted cycling strategy for safety improvements which will benefit all road users. The longer term plan is for an additional north-south route to complement this route via Dulwich Village, College Road, and Fountain Drive. During a number of consultation events to discuss cycling and walking issues in Dulwich, a number of possible additional/alternative alignments have been identified by community members for future consideration. However none of these are considered to be deliverable in the short term and many of them require the use of private land or open space. Although the suggested alternative route via College Road is also in the cycling strategy, this will not be improved until funding is secured. Whilst the limitations of the proposed route are recognised, improving the current alignment will bring local safety benefits and is deliverable in the short term, and offers an opportunity to deliver the first phase to help unlock the potential for more walking and cycling local journeys in Dulwich. The route alignment also has been chosen due to its proximity to greater areas of population in both Southwark and Lambeth.

What is being done to reduce volume of traffic in Dulwich? (see Appendix G)

30. It is acknowledged that the proposal may not reduce traffic volume immediately. Some local residents groups have suggested a more radical approach to limiting the amount of through traffic in Dulwich village. There are merits in such a scheme however it would also need considerable further development and would be controversial given the amount of 'winners and losers' it would create. Such a scheme is unfunded and outside the scope of a cycling quietway and could not be delivered in the short term. None of the measures proposed in this report prevent the implementation of more radical proposals in the future if funding were to become available. Implementing measures outlined in the Quietway proposal are in line with the council's cycling strategy and transport plan which aims at promoting sustainable modes of transport which eventually reduces traffic volumes

Can the scheme be put on hold while study on the impact of coaches is going on?

31. Any findings and recommendations from the study will not directly affect the Quietway proposals. The initial coaches study will report by end of July 2016 however the issues are complex and any changes to routeings, drop offs etc would required considerable further development and consultation before any possible implementation. The highways changes proposed by the Quietway would allow for any future works required from the coaches' study or route amendments, without any abortive works. The proposed changes need to happen because:
- Feedback received from the engagement and consultation exercise strongly indicates safety concerns for vulnerable road users, particularly for school children and older people.
 - The proposed changes are part of a wider and long term strategy to encourage more walking and cycling, which promotes livable streets, good well-being and health for local area

Changes now proposed (see appendix F for details)

32. The council has listened to feedback received and is now proposing changes to the designs to respond to a range of concerns raised by the local community and ward councillors. In particular, amends to the design are proposed to make it safer for everyone to use the road, particularly for school children, as well as reduce the delays at Dulwich Village junction to benefit all road users. The council wants to ensure the changes not only benefit local people, but also make a difference in journeys to local amenities and services through safer walking and cycling.
33. The table below details the changes now proposed for Calton Avenue / Court Lane:

Calton Avenue / Court Lane			
Original proposals	Consultation Response	Amend / Trial / remove /	Retain due to safety benefits
Parking restrictions at junctions	Majority support	Amend	

Parking restrictions on Court Lane	Majority support	Amend	
Parking restrictions on Calton Ave SW of Gilkes Crescent	Lack of majority support	Amend	
New zebra crossing	Lack of majority support	Amend location	
Provision of marked parking bays	Lack of majority support	Remove	
Removal of centre line	Lack of majority support	Remove	
Traffic island removal	Lack of majority support	Remove new proposal and remove existing	
Summary	7 proposals	2 with majority support	7 proposals recommended for modifications / trial / removal
			No proposals retained as per original consultation

34. The table below details the changes now proposed for Dulwich Village junction:

Dulwich Village junction			
Proposals	Consultation Response	Amend / Trial / remove / review	Retain due to safety benefits
Banned left turn from Dulwich Village northbound	Lack of majority support	Amend - proposal dropped subject to detailed design and monitoring post-implementation	
Court Lane junction layout	Lack majority support	Trial change in priority in temporary materials If made permanent, improve pedestrian safety at crossing point	
Calton Ave / Court Lane change of priority	Lack of majority support	as above	
Footway widening	Lack of majority support		Safety and capacity benefits for pedestrians. No amendment. No traffic lanes critical to capacity are lost due to footway widening
Guardrail removal	Lack of majority	Undertake a	

	support	safety review and amend. Some guardrail can be retained based on independent assessment	
Provision of segregated cycle facility	Lack of majority support	Monitor compliance of internal stop lines and enforcement carried out with road signs Educate pupils on internal stop lines	Safety benefit for all road users. Segregation will encourage provide protection for pupils cycling to school.
Staggered Crossings	Lack of majority support	Undertake pedestrian comfort level assessment of the proposed islands. Review scope for widening island on Turney Road	Staggered crossing necessary to ensure the safe and efficient operation of the junction and to respond to resident complaints about long 'all-red' phase
Summary	7 proposals	None with majority support	6 proposals recommended for modifications / trial /review
			1 proposal retained for safety reasons

35. The table below details the changes now proposed for Turney Road:

Turney Road			
Proposals	Consultation Response	Amend / Trial / remove /	Retain due to safety benefits
Parking restrictions at junctions	Majority support	Retain but amend to reduce impact and bring in line with wider standard	
Parking restrictions at Croxted Road	Majority support		Retain to improve safety for all road users
New zebra crossing	Majority support		Supported
Provision of marked parking bays	Lack of majority support	Remove	
Removal of centre line	Lack of majority support	Remove	
Burbage Road pedestrian improvements	Majority support		Safety benefit for all road users.

Additional traffic calming	Lack of majority support		3 new humps necessary to enforce 20mph. Will benefit all road users
Replacing traffic islands with footway buildout	Lack of majority support	Detailed design to consider whether these can be raised which will give pedestrian benefits and may remove need for extra road humps	Retain to provide better and safer crossing for all pedestrians
Summary	8 proposals	4 with majority support	3 proposals recommended for modifications / trial / removal
			5 proposals retained for safety reasons

36. The table below details the changes now proposed for Dulwich Wood Avenue & Farquhar Road:

Dulwich Wood Avenue & Farquhar Road			
Proposals	Consultation Response	Amend / Trial / remove /	Retain due to safety benefits
Removal of centre line	Majority support	Trial at locations where road is resurfaced otherwise no change to existing lines	
New footway buildout at Jasper Road	Majority support		Retain to improve safety for all road users
Additional traffic calming	Lack of majority support		2 new humps necessary to enforce 20mph. Will benefit all road users
New mandatory cycle lane	Majority support		Retain to provide protection and safety for uphill cyclists
Raised table at Dulwich Wood Avenue / Farquhar Road junction	Majority support		Retain to improve safety for all road users
Dulwich Wood Avenue (south) layout	Majority support	Review and amend layout to improve safety for all road users. Liaise with Lambeth	Retain to improve safety for all road users.
Replace traffic island with footway buildout	Majority support		Retain to provide better and safer crossing for all pedestrians

Parking restrictions at junctions	Majority support	Amend		
Provision of marked parking bays	Lack of majority support	Remove		
Summary	9 proposals	7 proposals with majority support	4 proposals recommended for modifications / trial / removal / review	5 proposals retained for safety reasons

Recommendations to the Cabinet Member for Environment and the Public Realm

37. On the basis of the results of the public consultation and the amendments now proposed, in paragraphs 32-36 and detailed in Appendix F, it is recommended that the cabinet member approve the implementation of the proposals, subject to the necessary statutory process.

Policy implications

38. The recommendations contained within this report are consistent with the London Borough of Southwark's policies within the Transport Plan 2011, particularly:

- Policy 1.1 Pursue overall traffic reduction
- Policy 1.7 Reduce the need to travel by public transport by encouraging more people to walk and cycle
- Policy 1.12 Ensure that cycle parking is provided in areas of high demand and in areas where convenient
- Policy 2.3 Promote and encourage sustainable travel choices in the borough
- Policy 4.1 Promote active lifestyles
- Policy 5.8 Improve perceptions of safety in the Public Realm
- Policy 6.3 Support independent travel for the whole community

39. The proposal supports the council's policies (see Appendix G) on investing in cycling and is embedded in the following documents:

- New Southwark Plan
- Cycling Strategy
- Health and Wellbeing Strategy
- Transport Plan
- Healthy Weight Strategy (in progress)

Community impact statement

40. 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.

41. Cycling infrastructure proposals also have the added advantage of improving the environment through reduction in carbon emissions as well as social health and fitness benefits. No group has been identified as being disproportionately adversely affected as a result of these proposals but it is considered that cyclists will benefit.

Resource implications

42. This report is for the purposes of consultation only and there is no resource implications associated with it.

Consultation

43. Ward members were made aware of the scheme and the associated design in January 2016 prior to commencement of the public consultation.
44. This report provides an opportunity for final comment to be made by the community council prior to a formal decision scheduled to be taken by the Cabinet Member for Environment and the Public Realm following this community council meeting (22 June 2016).
45. If approved for implementation, certain elements of the proposals will be subject to statutory consultation required for the making of the relevant traffic management orders. This gives further opportunity to comment and object. The designs will be subject to further minor modifications and road safety audits.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
The mayor's vision for cycling in London	Southwark Council Environment and the Public Realm Network Development 160 Tooley Street London SE1 2QH Online: http://content.tfl.gov.uk/gla-mayors-cycle-vision-2013.pdf	Clement Agyei-Frempong 020 7525 3541

APPENDICES

No.	Title
Appendix A	Calton Avenue
Appendix A1	Calton Avenue - responses to consultation questions
Appendix A2	Calton Avenue - main consultation issues and responses
Appendix A3	Calton Avenue - consultation plans
Appendix A4	Calton Avenue - consultation area
Appendix B	Dulwich Village junction
Appendix B1	Dulwich Village junction – responses to consultation questions
Appendix B2	Dulwich Village junction - main consultation issues and responses
Appendix B3	Dulwich Village junction - consultation plans
Appendix B4	Dulwich Village junction - consultation area
Appendix C	Turney Road
Appendix C1	Turney Road - responses to consultation questions
Appendix C2	Turney Road - main consultation issues and responses
Appendix C3	Turney Road - consultation plans
Appendix C4	Turney Road - consultation area
Appendix D	Dulwich Wood Avenue & Farquhar Road
Appendix D1	Dulwich Wood Avenue & Farquhar Road - responses to consultation questions
Appendix D2	Dulwich Wood Avenue & Farquhar Road - main consultation issues and responses
Appendix D3	Dulwich Wood Avenue & Farquhar Road - consultation plans
Appendix D4	Dulwich Wood Avenue & Farquhar Road - consultation area
Appendix E	Community Engagement activities
Appendix F	Changes now proposed detailed
Appendix G	Southwark council's policies
Appendix H	Dulwich village junction review
Appendix I	Supplementary information
Appendix J	Further supplementary information (to follow)

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Clement Agyei-Frempong, Senior Engineer	
Version	Final	
Dated	13 June 2016	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
Date final report sent to Constitutional Team		13 June 2016

APPENDIX A

Elephant & Castle to Crystal Palace Quietway (QW7)

Calton Avenue

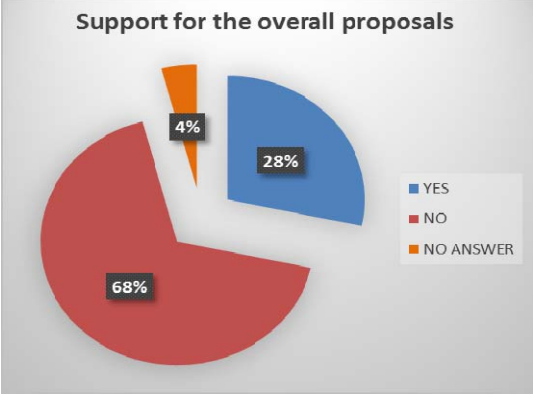
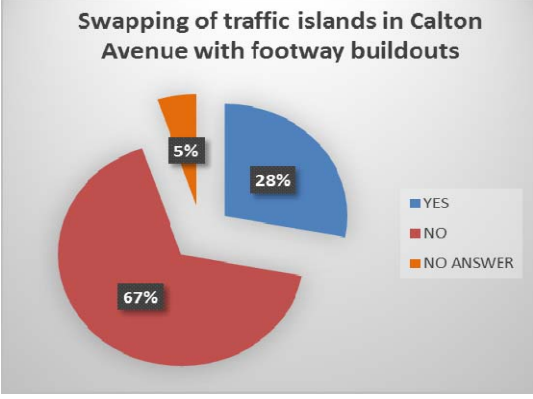
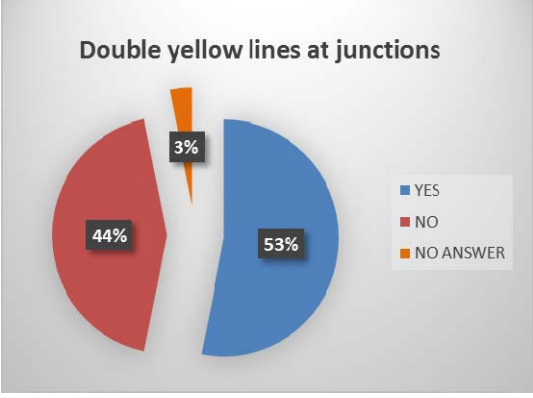
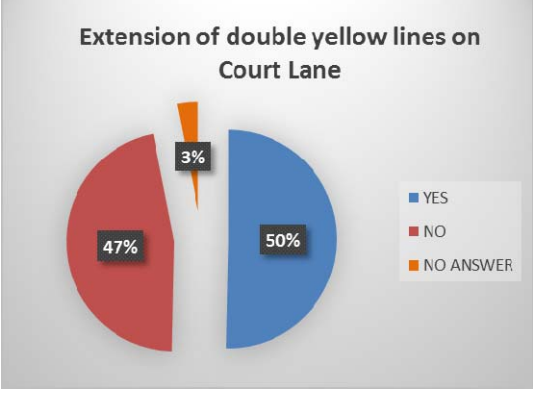
APPENDIX A1

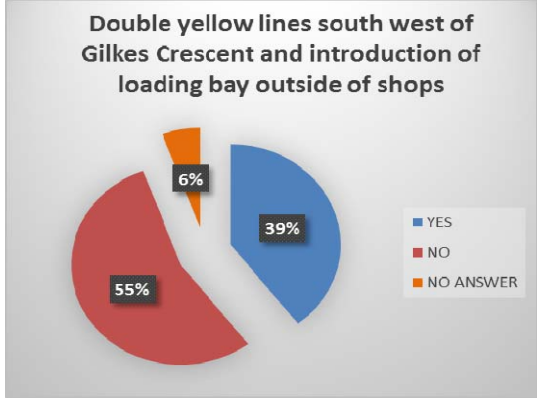
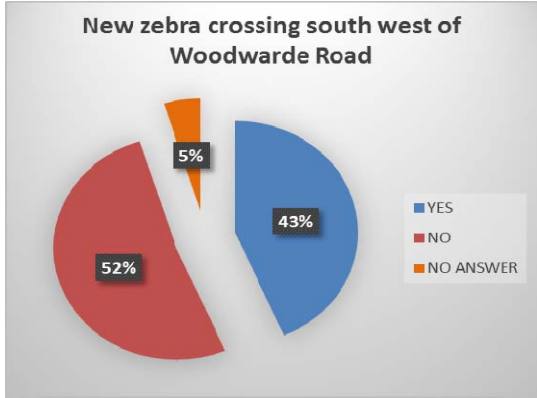
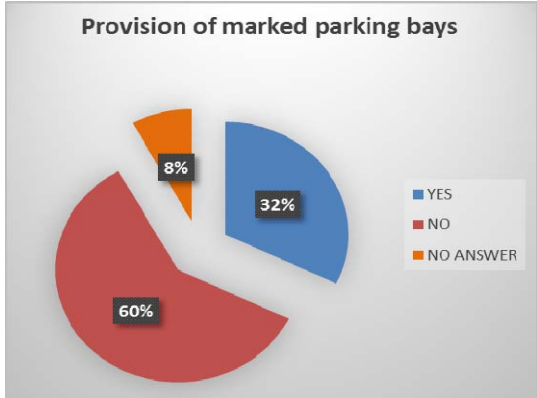
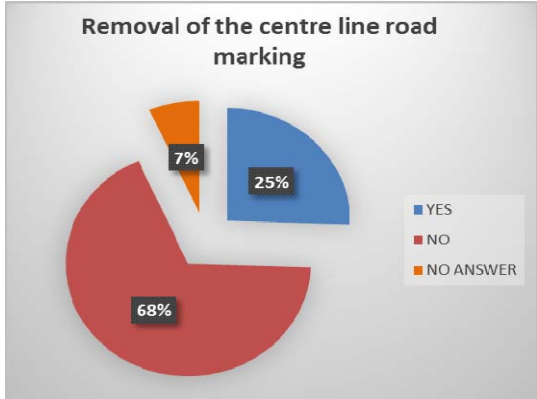
Elephant & Castle to Crystal Palace Quietway (QW7)

Calton Avenue

Responses to Consultation Questions

Calton Avenue

<p>Generally do you support the proposal?</p>	<p>Support for the overall proposals</p>  <p>■ YES ■ NO ■ NO ANSWER</p>
<p>Yes: 83 No: 197 No Answer: 12</p>	
<p>Q1. Do you support swapping of traffic islands in Calton Avenue with footway buildouts?</p>	<p>Swapping of traffic islands in Calton Avenue with footway buildouts</p>  <p>■ YES ■ NO ■ NO ANSWER</p>
<p>Yes: 82 No: 195 No Answer: 15</p>	
<p>Q2. Do you support the double yellow lines at junctions?</p>	<p>Double yellow lines at junctions</p>  <p>■ YES ■ NO ■ NO ANSWER</p>
<p>Yes: 155 No: 128 No Answer: 9</p>	
<p>Q3. Do you support the extension of double yellow lines on Court Lane?</p>	<p>Extension of double yellow lines on Court Lane</p>  <p>■ YES ■ NO ■ NO ANSWER</p>
<p>Yes: 147 No: 136 No Answer: 9</p>	

<p>Q4. Do you support the double yellow lines south west of Gilkes Crescent and the introduction of loading bay outside of shops?</p>	<p>Double yellow lines south west of Gilkes Crescent and introduction of loading bay outside of shops</p>  <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>39%</td> </tr> <tr> <td>NO</td> <td>55%</td> </tr> <tr> <td>NO ANSWER</td> <td>6%</td> </tr> </tbody> </table>	Response	Percentage	YES	39%	NO	55%	NO ANSWER	6%
Response	Percentage								
YES	39%								
NO	55%								
NO ANSWER	6%								
<p>Yes: 115 No: 161 No Answer: 16</p>									
<p>Q5. Do you support the new zebra crossing south west of Woodwarde Road?</p>	<p>New zebra crossing south west of Woodwarde Road</p>  <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>43%</td> </tr> <tr> <td>NO</td> <td>52%</td> </tr> <tr> <td>NO ANSWER</td> <td>5%</td> </tr> </tbody> </table>	Response	Percentage	YES	43%	NO	52%	NO ANSWER	5%
Response	Percentage								
YES	43%								
NO	52%								
NO ANSWER	5%								
<p>Yes: 127 No: 151 No Answer: 14</p>									
<p>Q6. Do you support the provision of marked parking bays?</p>	<p>Provision of marked parking bays</p>  <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>32%</td> </tr> <tr> <td>NO</td> <td>60%</td> </tr> <tr> <td>NO ANSWER</td> <td>8%</td> </tr> </tbody> </table>	Response	Percentage	YES	32%	NO	60%	NO ANSWER	8%
Response	Percentage								
YES	32%								
NO	60%								
NO ANSWER	8%								
<p>Yes: 93 No: 175 No Answer: 24</p>									
<p>Q7. Do you support the removal of the centre line road marking?</p>	<p>Removal of the centre line road marking</p>  <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>25%</td> </tr> <tr> <td>NO</td> <td>68%</td> </tr> <tr> <td>NO ANSWER</td> <td>7%</td> </tr> </tbody> </table>	Response	Percentage	YES	25%	NO	68%	NO ANSWER	7%
Response	Percentage								
YES	25%								
NO	68%								
NO ANSWER	7%								
<p>Yes: 75 No: 198 No Answer: 19</p>									

APPENDIX A2

Elephant & Castle to Crystal Palace Quietway (QW7)

Calton Avenue
Main Consultation Issues and Responses

	Issue repeatedly raised within feedback
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Calton Avenue		
Proposal	Concern/Objection	Response
Overall	Traffic volumes on Calton Avenue have not been addressed, especially during peak times. The study regarding coaches and HGVs using Calton Avenue should have been part of this scheme and not an independent exercise. Weight/width restrictions on Calton Avenue are a priority issue regarding school children and cyclist safety.	<p>Traffic reassignment modelling carried out revealed point closures or measures to reduce traffic volumes had a significantly disproportionate impact on other sections of the Quietway and surrounding road network. See more details in the <i>Dulwich Village Initial Traffic Reassignment Modelling Technical Note</i>, in the appendices .</p> <p>Larger area-wide network study is outside of the scope of Quietway project.</p> <p>The Foundation Schools Coach service plays an important role in home to school transport provision in Dulwich Village. Any changes to this service to deal with concerns raised by local residents are outside the scope of the Quietways project. However, Southwark Council and the Dulwich Foundation schools have agreed to work together to investigate ways to manage the impact of the coach service. A study has been commissioned and the results will be shared with the local community in summer 2016.</p>
	Congestion and pollution will increase on Calton Avenue as the volumes of traffic will increase. Traffic chaos at peak times.	No increase in traffic volumes is anticipated as a result of the Quietway measures proposed on Calton Avenue.
	Alignment of Quietway through Calton Avenue.	The alignment of the Quietway route has been previously consulted and agreed as part of the Southwark Cycling Strategy in 2015 and aims to deliver part of a London-wide cycle network. Quietway 7 goes through residential areas connecting these neighbourhoods with destinations along the route. It also links with proposals within the London Borough of Lambeth.

	Perceived as a scheme prioritising cycling over other road users.	While improving conditions for cyclists, the objectives of the Quietway scheme are to improve road safety and accessibility for all road users and enhance the streetscape quality.
	AM and PM peak traffic – no measures to address this.	Through investment in cycling infrastructure and by making cycling more attractive, it is hoped that there will be a change in current travel habits to more sustainable modes of travel such as cycling resulting in a reduction in peak period traffic volumes.
	Loss of parking due to introduction of the new zebra crossing and buildouts.	There would be no overall loss of parking in the vicinity of the junction as a result of the removal of the traffic island north east of Woodward Road and the introduction of the proposed zebra crossing. For additional information on the zebra crossing proposals refer to related section below.
Swapping of traffic islands in Calton Avenue with footway buildouts	Traffic islands are safer than buildouts as they provide a two-phase crossing opportunity.	Footway buildouts reduce the time pedestrians must spend in the road or in the middle of the road. The existing traffic islands do not provide adequate waiting widths to accommodate large numbers of pedestrians, disabled users or parents with prams. Additionally, inappropriately parked vehicles can obstruct the visibility of pedestrians when crossing at the existing traffic islands. Traffic islands create pinch points and bring vehicles and cyclists into conflict, while build outs remove this conflict. Footway buildouts also encourage cyclists to maintain the primary riding position. Cont./

	<p>Buildouts are dangerous as they introduce conflicts between vehicles and cyclists.</p>	<p>The proposed footway buildouts approximately 20metres south of the Calton Avenue / Townley Road junction will not be constructed. However, the existing traffic islands at this location will be removed.</p> <p>This will remove the pinch point for cyclists while encouraging pedestrians to cross closer to the junction where a central refuge island with adequate width is to be maintained and will allow parking at a location where not previously possible due to the proximity to the traffic islands.</p> <p>For more details regarding the use of buildouts as a traffic calming technique, refer to <i>Traffic Calming</i>, LTN 1/07, DfT (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/329454/ltn-1-07_Traffic-calming.pdf), and the <i>London Cycling Design Standards</i>, TfL (https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit)</p>
	<p>The traffic islands at the Calton Avenue / Townley Road junction should not be removed as they provide a safe crossing for school children.</p>	<p>The proposals do not include the removal of the traffic islands at the Calton Avenue / Townley Road junction.</p>

Double yellow lines at junctions	Loss of parking will have a negative impact on the local businesses which will lose customers. Speeds will increase along the route.	<p>The extension of double yellow lines aims to improve visibility at or near junctions and reduce the likelihood of collisions occurring by removing obstructive and dangerous parking. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in advance of the distance in which they will be able to brake and come to a stop. The Highway Code (Rule 243) specifies that motorists must not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space.</p> <p>It is part of a LBS Borough-wide initiative to implement no waiting restrictions at any time (Double Yellow Lines) within 7.5 metres of a junction to ensure adequate visibility and increase safety for all road users. This addresses the conflicts between vehicles as well as vehicles and pedal cycles, and vehicles and pedestrians. It should be highlighted that obstructive parking practices and poor visibility at junctions are more dangerous for vulnerable road users, such as young children and people with disabilities.</p> <p>Proposals regarding parking restrictions have been reviewed and the proposed double yellow lines will be reduced to eliminate all parking loss, subject to any future road safety audits undertaken on the Quietway 7 proposals. The proposed parking restrictions on Court Lane in particular will be reduced to the minimum required (one parking space lost instead of three).</p> <p>Please refer to the Highway Code for more information on safe parking practises https://www.gov.uk/guidance/the-highway-code/waiting-and-parking-238-to-252</p>
	Controlled parking zone restrictions tailored to discourage commuter parking and prioritise residents. Abuse of parking restrictions - enforcement issues.	
	Parking displacement on Dekker Road, Desenfans Road and Druce Road	

	<p>Double yellow lines all the way to Gilkes Crescent are excessive as it is a no-through road.</p>	<p>Parking restrictions south west of Gilkes Crescent are proposed to improve road safety for users and facilitate access to the signalised junction. A loading bay is proposed to cater for the needs of nearby businesses and short term parking has been provided where considered safe.</p> <p>However, due to lack of support for this proposal, the extent of parking restrictions has been reviewed. In order to minimise parking loss, no restrictions will be added opposite the junction. The Double Yellow Lines will begin 7.5m south west of the junction to ensure elimination of pinch points in this particularly narrow section of Calton Avenue.</p> <p>Although 4 parking spaces are removed due to this proposals the net loss is 0 since additional parking provisions are made available</p>
<p>New zebra crossing south west of Woodward Road</p>	<p>Location of zebra crossing</p>	<p>Due to a large number of comments regarding the suitability of this site for the introduction of a zebra crossing, further investigation was undertaken. The zebra crossing will now be introduced at the location of the existing traffic islands (north east of Woodward Road), as this is the location the majority of pupils cross.</p>
	<p>No requirement for zebra crossing and impact on nearby residents</p>	
	<p>Proposed geometry of road layout will restrict vehicle manoeuvres and create a pinch-point for two way vehicles.</p>	<p>Vehicle swept path analysis has been undertaken for manoeuvres to / from Woodward Road with no additional constraints proposed.</p>

	The proximity of the proposed zebra crossing to uncontrolled crossing at traffic island.	The traffic island north east of Woodwarde Road would be removed as part of the initial proposals.
Provision of marked parking bays	The marked bays will lead to fines for vehicles going outside the dashed line.	The provision of marked bays was initially proposed as a visual aid demonstrating where it is safe to park without causing an obstruction. They would not have been enforceable, so no fines would have been issued. However, due to high levels of opposition, and re-examination of the proposals, this aspect is to be removed from the design.
Removal of centre line markings	The removal of the centre line road markings will lead to confusion especially with coaches and HGVs that will cover all available road space. The lack of centre lines could be particularly dangerous during the dark hours of the day.	<p>Due to the regularity of parked vehicles in Calton Avenue the effective road width is often reduced to <5.5m, as such, drivers might expect a road marked with a centre line to be wide enough for opposing lanes of traffic to pass. Removal of this centre line will promote safer driving behaviours, such as reduction in speeds along the route, and will support the existing 20mph speed limit.</p> <p>However, due to lack of support for this aspect of the proposals, the removal of the centre line marking will only be trialled where carriageway resurfacing is proposed. Existing centre lines will be maintained elsewhere along the route.</p> <p>TfL has recently published related research highlighting the above, which can be accessed online at the following link http://content.tfl.gov.uk/centre-line-removal-trial.pdf</p>

APPENDIX A3

Elephant & Castle to Crystal Palace Quietway (QW7)

Calton Avenue

Consultation Plans

QW7 – CALTON AVENUE

What are the proposed improvements to Calton Avenue

1 Swapping traffic islands with buildouts

The existing traffic islands are not safe for pedestrians to wait and create a pinch point where there is not enough space for a car to pass a cyclist. To help pedestrians wanting to cross the road at these locations, footway buildouts are proposed to narrow the overall crossing distance.

2 Parking restrictions at junctions Double yellow lines (no parking at any time) will be introduced at junctions with Calton Avenue (Woodwarde Road, Gilkes Crescent and Court Lane). This will help road users to see each other at all times.

3 Parking restriction extension on Court Lane Double yellow lines (no parking at any time) will be extended to the Court Lane / Dekker Road junction to stop cars parking at this location and keep this space clear for cars trying to access the Court Lane / Calton Avenue junction.

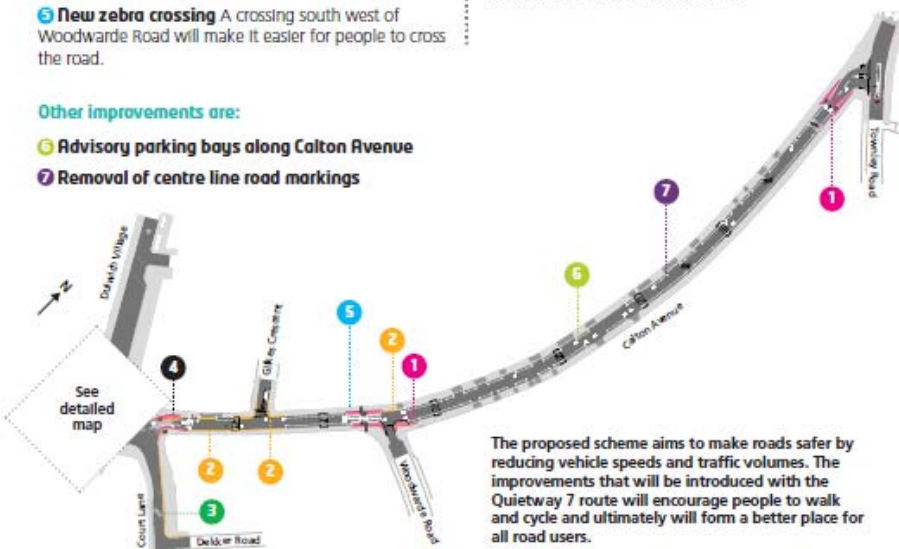
4 Parking restrictions south west of Gilkes Crescent and introduction of loading bay outside of shops on the west side of Court Lane Double yellow lines ('No Parking at Any Time') will be introduced from Gilkes Crescent to the Calton Avenue / Court Lane junction to stop cars parking at this location and avoid vehicle queues building up at the Calton Avenue / Court Lane junction.

5 New zebra crossing A crossing south west of Woodwarde Road will make it easier for people to cross the road.

Other improvements are:

6 Advisory parking bays along Calton Avenue

7 Removal of centre line road markings



What are the proposed improvements to Dulwich Village junction

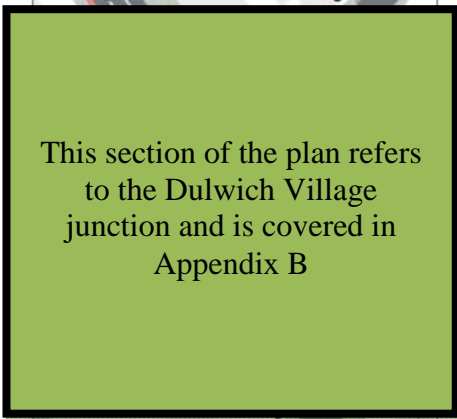
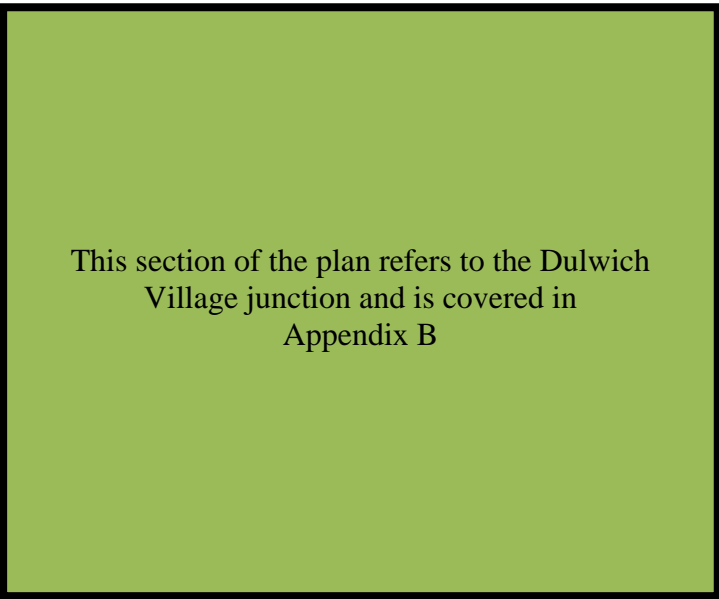
To improve traffic flow and reduce congestion, the following improvements are proposed:

1 Staggered queues are introduced at the Calton Avenue junction in two directions.

2 Segregated cycle signals provide an opportunity for cyclists to cross the road on their own signal, separating them from general traffic. This will improve safety between cyclists and cars crossing the road. Cyclists will have to stop at the junction provided at the junction.

3 Removal of the western kerb at the Dulwich Village junction to create space for pedestrians.

4 Widening the footway where possible to improve pedestrian safety. A new eastern kerbline and at Court Lane.



What happens next?

We need to hear your views by **13 March 2016**. The Dulwich Community Council will be updated on an interim outcome of consultation at its meeting on 15 March. A complete report on the consultation will be discussed at the Community Council meeting in June 2016. Following this a formal decision on the scheme will be taken by the Cabinet Member for Environment and the Public Realm by end of August 2016.

Further information on meeting agendas can be found on our website at www.southwark.gov.uk

Summary of parking spaces lost - Calton Avenue		
Location	Reason for removing parking	Number of parking spaces removed
Calton Avenue	Improving safety at junctions	10
Calton Avenue	Eliminating 'pinch points' along the route	3
Calton Avenue	Providing safer pedestrian crossings	1
Court Lane	Eliminating 'pinch points' along the route	3
Overall loss:		17
Parking spaces gain:		4

Key	
	Existing footway or traffic island
	Existing grass verge
	Existing road markings
	Existing kerb line removed
	Existing tree
	New signalled pedestrian / cycle crossing
	New footway or traffic island
	New road markings
	Existing driveway / vehicle crossover (not to be obstructed)
	Existing road hump (to remain)
	New road hump
	New raised table

For more details about these and other proposals along the route, including detailed plans, frequently asked questions and supporting documents, please visit <https://consultations.southwark.gov.uk/>

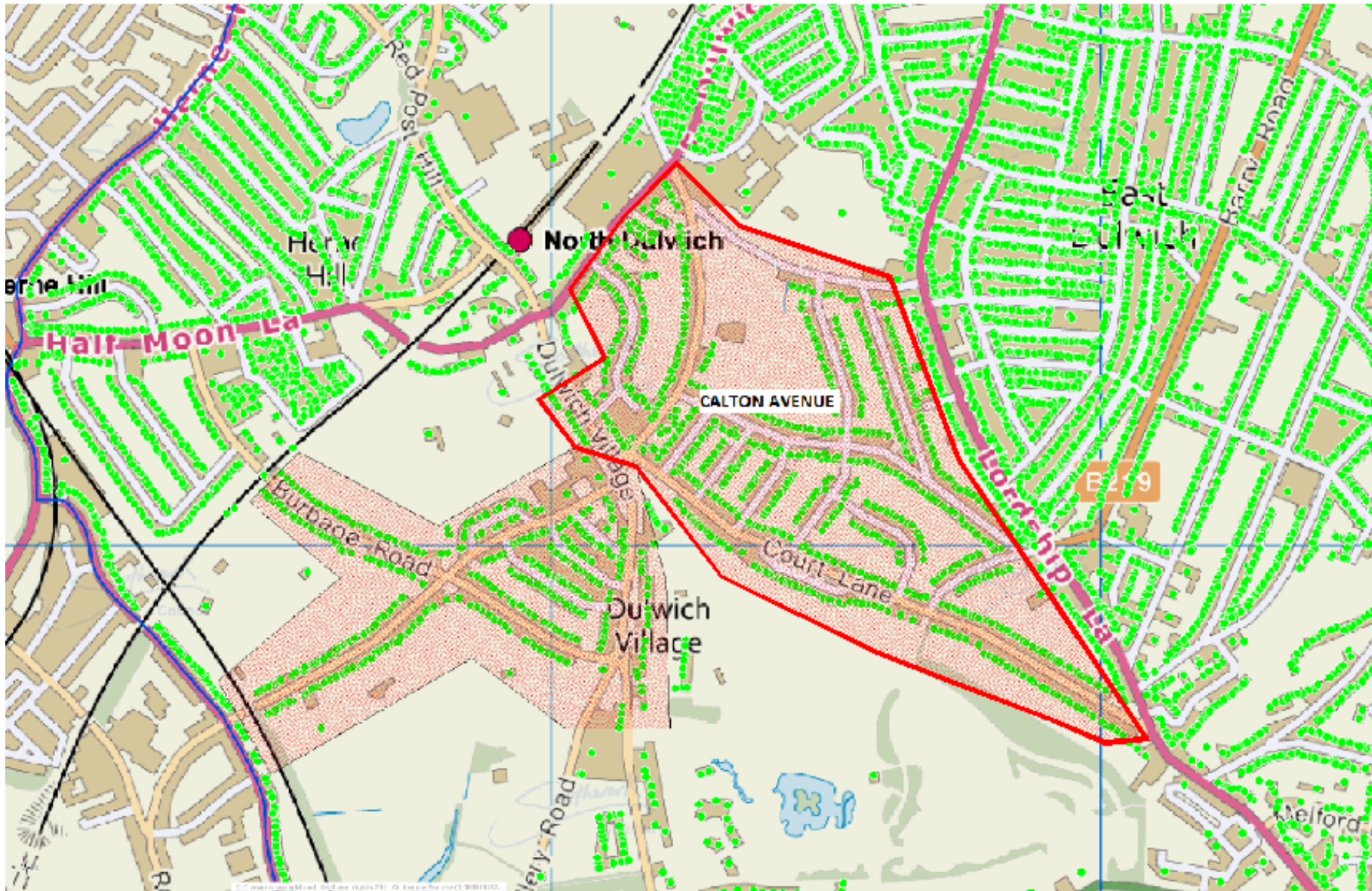
APPENDIX A4

Elephant & Castle to Crystal Palace Quietway (QW7)

Calton Avenue

Consultation Area

Calton Avenue



APPENDIX B

Elephant & Castle to Crystal Palace Quietway (QW7)

Dulwich Village Junction

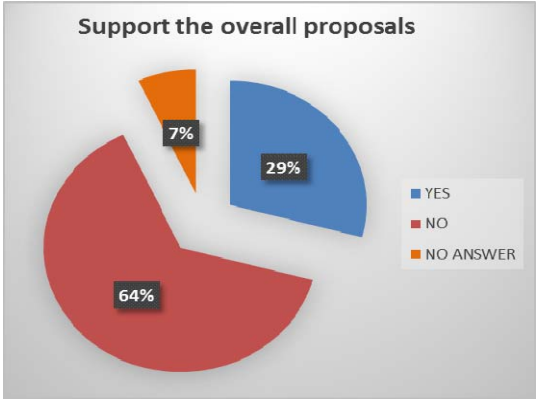
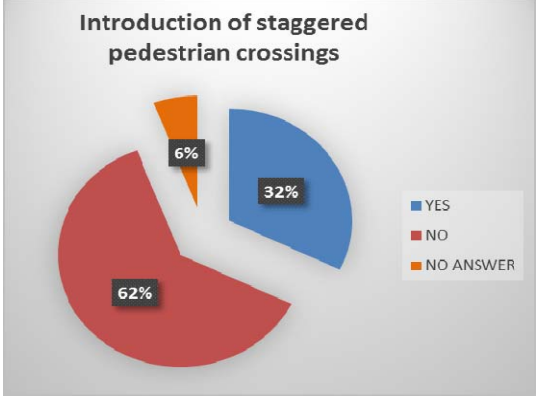
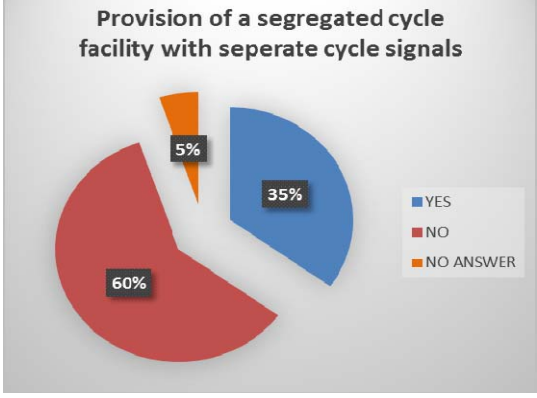
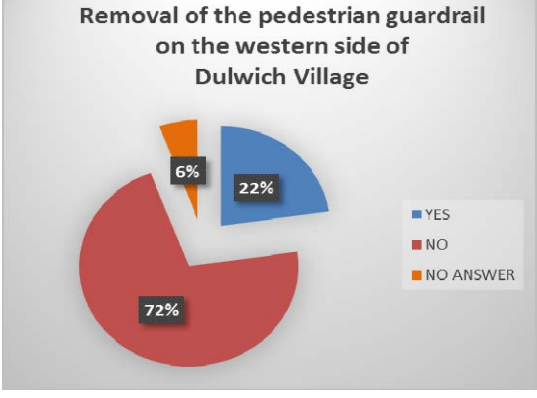
APPENDIX B1

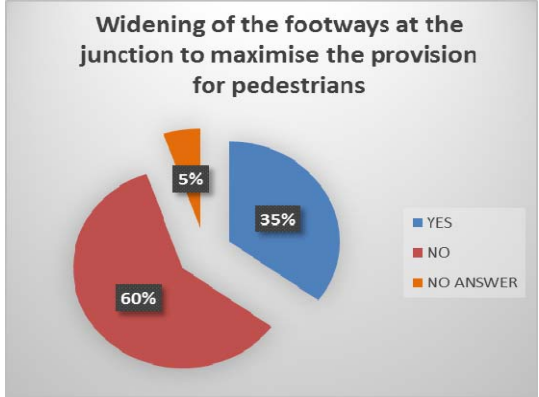
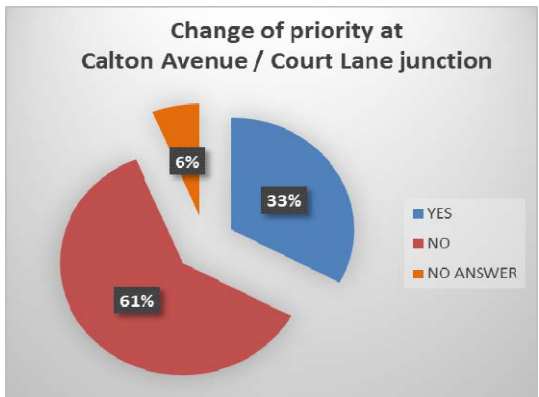
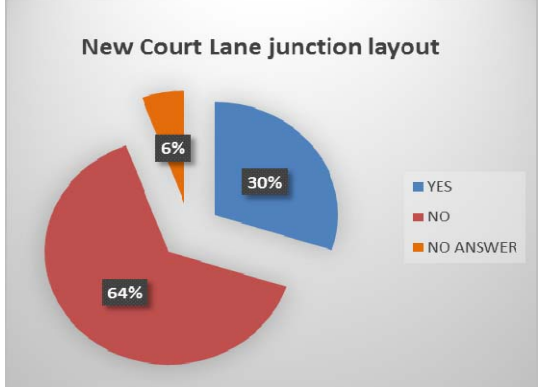
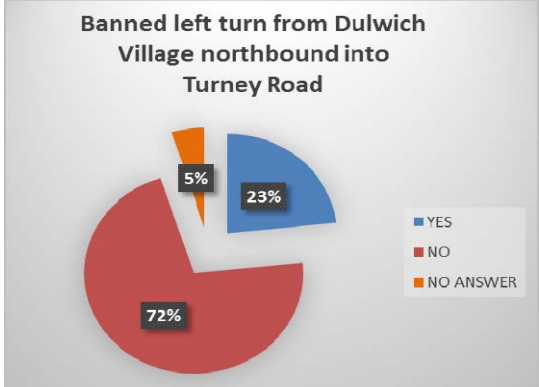
Elephant & Castle to Crystal Palace Quietway (QW7)

Dulwich Village Junction

Responses to Consultation Questions

Dulwich Village Junction

<p>Generally do you support the proposal?</p>	 <p>Support the overall proposals</p> <table border="1"> <tr><td>YES</td><td>29%</td></tr> <tr><td>NO</td><td>64%</td></tr> <tr><td>NO ANSWER</td><td>7%</td></tr> </table>	YES	29%	NO	64%	NO ANSWER	7%
YES	29%						
NO	64%						
NO ANSWER	7%						
<p>Yes: 138 No: 303 No Answer: 32</p>							
<p>Q1. Do you support the introduction of staggered pedestrian crossings?</p>	 <p>Introduction of staggered pedestrian crossings</p> <table border="1"> <tr><td>YES</td><td>32%</td></tr> <tr><td>NO</td><td>62%</td></tr> <tr><td>NO ANSWER</td><td>6%</td></tr> </table>	YES	32%	NO	62%	NO ANSWER	6%
YES	32%						
NO	62%						
NO ANSWER	6%						
<p>Yes: 150 No: 296 No Answer: 27</p>							
<p>Q2. Do you support the provision of a segregated cycle facility with separate cycle signals?</p>	 <p>Provision of a segregated cycle facility with separate cycle signals</p> <table border="1"> <tr><td>YES</td><td>35%</td></tr> <tr><td>NO</td><td>60%</td></tr> <tr><td>NO ANSWER</td><td>5%</td></tr> </table>	YES	35%	NO	60%	NO ANSWER	5%
YES	35%						
NO	60%						
NO ANSWER	5%						
<p>Yes: 164 No: 284 No Answer: 25</p>							
<p>Q3. Do you support the removal of the pedestrian guardrail on the western side of Dulwich Village?</p>	 <p>Removal of the pedestrian guardrail on the western side of Dulwich Village</p> <table border="1"> <tr><td>YES</td><td>22%</td></tr> <tr><td>NO</td><td>72%</td></tr> <tr><td>NO ANSWER</td><td>6%</td></tr> </table>	YES	22%	NO	72%	NO ANSWER	6%
YES	22%						
NO	72%						
NO ANSWER	6%						
<p>Yes: 107 No: 339 No Answer: 27</p>							

<p>Q4. Do you support the widening of the footways at the junction to maximise the provision for pedestrians?</p>	 <p>Widening of the footways at the junction to maximise the provision for pedestrians</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>35%</td> </tr> <tr> <td>NO</td> <td>60%</td> </tr> <tr> <td>NO ANSWER</td> <td>5%</td> </tr> </tbody> </table>	Response	Percentage	YES	35%	NO	60%	NO ANSWER	5%
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YES	35%								
NO	60%								
NO ANSWER	5%								
<p>Yes: 164 No: 284 No Answer: 25</p>									
<p>Q5. Do you support the change of priority at Calton Avenue / Court Lane junction?</p>	 <p>Change of priority at Calton Avenue / Court Lane junction</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>33%</td> </tr> <tr> <td>NO</td> <td>61%</td> </tr> <tr> <td>NO ANSWER</td> <td>6%</td> </tr> </tbody> </table>	Response	Percentage	YES	33%	NO	61%	NO ANSWER	6%
Response	Percentage								
YES	33%								
NO	61%								
NO ANSWER	6%								
<p>Yes: 155 No: 289 No Answer: 29</p>									
<p>Q6. Do you support the new Court Lane junction layout?</p>	 <p>New Court Lane junction layout</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>30%</td> </tr> <tr> <td>NO</td> <td>64%</td> </tr> <tr> <td>NO ANSWER</td> <td>6%</td> </tr> </tbody> </table>	Response	Percentage	YES	30%	NO	64%	NO ANSWER	6%
Response	Percentage								
YES	30%								
NO	64%								
NO ANSWER	6%								
<p>Yes: 142 No: 305 No Answer: 29</p>									
<p>Q7. Do you support the banned left turn from Dulwich Village northbound into Turney Road?</p>	 <p>Banned left turn from Dulwich Village northbound into Turney Road</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>23%</td> </tr> <tr> <td>NO</td> <td>72%</td> </tr> <tr> <td>NO ANSWER</td> <td>5%</td> </tr> </tbody> </table>	Response	Percentage	YES	23%	NO	72%	NO ANSWER	5%
Response	Percentage								
YES	23%								
NO	72%								
NO ANSWER	5%								
<p>Yes: 110 No: 340 No Answer: 23</p>									

APPENDIX B2

Elephant & Castle to Crystal Palace Quietway (QW7)

Dulwich Village Junction

Main Consultation Issues and Responses

	Issue repeatedly raised within feedback
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Dulwich Village Junction

Proposal	Concern/Objection	Response
Overall	Congestion at the junction will increase due to reduction in available road space.	<p>There is only one location where the number of traffic lanes is being reduced – on Calton Avenue approach. The removal of one traffic lane will allow there to be a safe, segregated area for cyclists. Lane utilisation is currently poor at this location with the vehicles turning from Court Lane blocking the use of all lanes.</p> <p>The proposals will reduce the overall cycle time at the junction resulting in the junction operating more efficiently. Pedestrian wait times will also be reduced.</p>
	Alignment of Quietway through Dulwich Village junction.	The alignment of the Quietway route has been previously consulted and agreed as part of the Southwark Cycling Strategy in 2015 and aims to deliver part of a London-wide cycle network. Quietway 7 goes through residential areas connecting these neighbourhoods with destinations along the route. It also links with proposals within the London Borough of Lambeth.
	AM and PM peak traffic – no measures to address this.	Through investment in cycling infrastructure and by making cycling more attractive, it is hoped that there will be a change in current travel habits to more sustainable modes of travel such as cycling resulting in a reduction in peak period traffic volumes.
	Consultation was inadequate and rushed - further engagement is required with the residents associations.	Pre-consultation workshops, meetings with residents associations and other stakeholders were all held prior to the formal consultation. In addition to this the consultation response period was held open for an additional week to ensure all feedback was incorporated into the consultation process.
	Available data is insufficient as it was not collected during term peak times - no evidence of modelling that corresponds to the	Data used to model Dulwich Village junction was collected on 4 th February and 7 th July 2015 (during Spring & Summer Term times respectively) and as such, any concerns regarding the accuracy of the data are unsubstantiated.

	situation.	
	Extension of segregated cycle facility in to Calton Avenue.	Due to limited available space, extension of this segregation beyond the junction with Court Lane is not feasible.
	Residents are not convinced that the proposed changes will result in an improvement in the use of the Dulwich Village junction.	<p>Traffic modelling results indicate that the junction will operate more efficiently under the proposed layout.</p> <p>Please refer below for more information regarding trialling the proposals.</p>
	The proposals should be trialled before they go in and the changes should be easy to reverse if proven ineffective. Modelling that the residents will understand should be undertaken, such as microsimulation of the junction.	
	Request for more radical measures to further encourage cycling.	More radical measures were considered, such as road closures, but were shown to result in significantly disproportionate negative impacts on other sections of the Quietway and surrounding road network. See more details in the <i>Dulwich Village Initial Traffic Reassignment Modelling Technical Note</i> - see appendices
	Request for a shared space approach.	Given the heavy traffic volumes during peak times, providing a shared space and removing all controlled crossing facilities for pedestrians in an area with significant

	<p>Requests for more radical re-arrangement of the junction, such as the mini-roundabout solution similar to Poynton in Cheshire:</p> <p><i>'This proposal treats Dulwich Village Junction as a series of T-junctions. 3 mini-roundabouts would operate at each T, causing the traffic to self-regulate as no one stream can dominate the other. It would remove the need for traffic lights and cost less to operate.</i></p> <p><i>Other shared space arrangements would be possible. These could deal with all the objections noted above, handling the traffic better and safer, by reducing speeds and increasing mutual interaction and respect between all classes of road users. They would also reduce or remove the present dividing effect of the traffic lights on Dulwich Village.</i></p> <p><i>Also, such schemes would regulate themselves without the need for traffic light setting and maintenance; They also have the potential to cost less.'</i></p>	<p>pedestrian demand raises safety concerns. At this location, these concerns are particularly prominent as young school children will be expected to share a space with high volumes of motorised traffic.</p> <p>The Southwark Streetscape Design Manual highlights that '<i>...Shared surfaces (...) will generally only be acceptable in quiet low trafficked street environments where pedestrians will dominate.</i>' which reflects the available national guidance by the Department for Transport.</p> <p>The suggested Poynton solution presents similar concerns to a shared space approach, with a significant disadvantage to pedestrians and cyclists due to the removal of signal control.</p> <p>Additionally, given the significant amounts of traffic on this route and the lack of segregation mini roundabouts introduce, negotiating a multiple mini-roundabout arrangement would be a barrier to a novice or child cyclist. This would go against the Quietway objectives.</p> <p>For more details on shared space solutions, refer to <i>Shared Space</i>, LTN 1/11, DfT (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3873/lt-1-11.pdf) and <i>Total Shared Surface and Non-Standard Level Surface streets and spaces</i> (DS.224), Southwark Streetscape Design Manual (http://www.southwark.gov.uk/downloads/download/3339/design_standards_-_accessibility).</p>
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	<p>Request for a more radical approach to the problem of traffic volumes at the peak times, such as a Controlled Zone concept operating during school drop-off and pick-up times.</p>	<p>Daily journeys to schools are perceived to form a large proportion of the traffic observed at the Dulwich Village junction at peak hours. However, more comprehensive traffic investigation studies would be required to quantify the above.</p> <p>Several road closures were considered along the proposed Quietway route and the undertaken traffic reassignment modelling showed these had a significantly disproportionate impact on other sections of the Quietway and surrounding road network. See more details in the <i>Dulwich Village Initial Traffic Reassignment Modelling Technical Note</i>.- see appendices</p> <p>Introducing a controlled School Zone would require a number of peak period road closures (Dulwich Village and neighbouring roads) and extensive planning of traffic reassignment for the wider area. While a larger area-wide network study would be required before such a controlled zone is implemented, this is outside the scope of Quietway project, and it is not clear that such a scheme could be successfully implemented without significant enforcement.</p>
<p>Introduction of staggered pedestrian crossings</p>	<p>Staggered crossings compromise pedestrian accessibility and safety at the junction.</p>	<p>To improve pedestrian facilities, pedestrian count down aspects advising on crossing times will be considered to provide pedestrians with more information at this junction.</p> <p>To achieve a reduction in the total signals cycle at Dulwich Village junction and to improve the operation of the junction, the pedestrian phase needs to be divided into two movements and to accommodate this, staggered crossing islands are required. With straight crossings, a reduction in the overall cycle time would not be possible. This also facilitates provision of safe cycle facilities at the junction. Pedestrian wait times will be reduced as a result of the proposals - 82sec(AM Peak) / 72sec(PM Peak) instead of 77sec / 69sec respectively. More green time is given to crossing pedestrians (Turney</p>

		<p>Road -13sec and Calton Avenue - 6sec).</p> <p>The width of the islands has been dictated by the geometry available at the junction and consideration of the numbers of crossing pedestrians using existing crossings. The proposed staggered crossings locations do not currently experience high levels of pedestrian usage – the crossing outside the school is the busiest. A pedestrian comfort assessment for the proposed crossing layout is currently been undertaken to ensure that the staggered islands will be able to accommodate the flow of pedestrians.</p> <p>The construction of the traffic islands with high kerbs will act as a constraint for pedestrians and minimise the likelihood of pupils ‘spilling’ into the road.</p>
<p>Segregated cycle facility with separate cycle signals</p>	<p>The proposals introduce conflicts between cyclists and pedestrians at the internal stop lines. No cyclists will stop (at the internal stop lines) by choice to allow for pedestrians to cross - enforcement issues.</p>	<p>With the new junction layout cyclists are offered a separate phase to clear the junction before general traffic. However, this phase is shared with pedestrians crossing the exits arms of Turney Road and Calton Road. This means that if there is pedestrian demand at the above crossings, cyclists will be held at a red light and will have to stop at the stop lines before these crossings. Adequate space is provided for cyclists to stop and wait at these locations. Careful monitoring of the compliance to the internal stop lines will be undertaken and enforcement carried out if deemed appropriate.</p>
<p>Removal of pedestrian guardrail at the junction</p>	<p>Removal of pedestrian guardrail will have a significant impact on road safety at the junction. If replaced, alternative provisions should be considered.</p>	<p>An independent safety review will be undertaken to identify the extent of the guardrail removal. Some sections of the guardrail on the western side of Dulwich Village can be maintained, but relocated to the new kerbline, to prevent pupils from ‘spilling’ into the road.</p> <p>A pedestrian comfort assessment is currently been undertaken to identify locations where unnecessary pedestrian guardrailing sections are reducing available footway widths.</p>

<p>Widening of footways</p>	<p>Widening footways will reduce junction capacity.</p>	<p>Reducing available road space at this location is predicted not to negatively affect the operation of the junction. Widening of footways will improve school children safety and help alleviate pedestrian congestion at peak hours.</p>
<p>Change in priority at the Calton Avenue / Court Lane junction and new Court Lane layout</p>	<p>Court Lane is the main through route. Changing the priority will result in traffic having difficulty to access the junction and building up on Court Lane. Drivers will opt to use narrow residential streets (Dekker Road, Desenfans Road, Druce Road) and Woodwarde Road to access Calton Avenue. Speeds and rat-running traffic will increase on these streets and Calton Avenue.</p>	<p>The proposed layout on Court Lane and the change in priority allows for the introduction of the segregated cycling facility at the approach to the signalised junction. They also discourage rat running on Court Lane.</p> <p>The change in priority from Court Lane to Calton Avenue will be trialled, with a view to reverse the layout if the trial is unsuccessful. Proposals taken forward will allow for the simple reversal of this change of priority if considered necessary at a later date.</p> <p>With views of improving pedestrian safety and comfort, the crossing facilities at the bottom of Court Lane will be improved with the introduction of courtesy crossing features, such as contrasting paving materials.</p>
<p>Banned left turn from Dulwich Village northbound into Turney Road</p>	<p>Banning the left turn from Dulwich Village northbound into Turney Road will reassign traffic to Burbage Road, Boxall Road, Pickwick Road, and Aysgarth Road.</p>	<p>This banned turn facilitates wider pedestrian refuge islands. As such, it is an important improvement for pedestrian accessibility.</p> <p>Traffic data suggests that the volumes of traffic turning left is very light (peak times: 9veh/hr AM and 18veh/hr PM) and any reassignment would be negligible.</p> <p>It is proposed to drop this feature, subject to detailed design and monitoring post-implementation.</p>

APPENDIX B3

Elephant & Castle to Crystal Palace Quietway (QW7)

Dulwich Village Junction

Consultation Plans

QW7 – CALTON AVENUE TO DULWICH VILLAGE

What are the proposed improvements to Calton Avenue

This section of the plan refers to the proposals away from the Dulwich Village junction

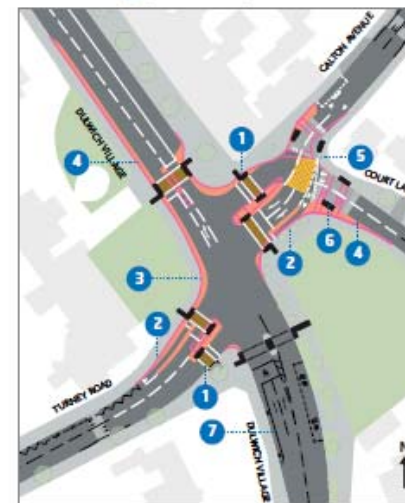
What are the proposed improvements to Dulwich Village junction

To improve the operation of the junction and reduce queue lengths, these features are proposed:

- 1 **Staggered pedestrian crossings** The reduced queues are achieved only when pedestrians cross the Calton Avenue and Turney Road arms of the junction in two phases.
- 2 **Segregated cycle facility with separate cycle signals** Providing cyclists with the opportunity to get through the junction during their own signals phase and separating them from general traffic significantly reduces the conflicts between cyclists and vehicles. If the pedestrian crossing is being used during this phase, cyclists will have to stop for pedestrians at the stoplines provided at the junction exits.
- 3 **Removal of existing pedestrian guardrail on the western side of Dulwich Village** outside Dulwich Village CoE Infants' School to provide more space for pedestrians.
- 4 **Widening of footways around the junction** where possible to allow for additional space for pedestrians. Areas of widening include outside of Dulwich Village CoE Infants' School, on the north eastern kerbline and at Court Lane.

- 5 **Change of priority at Calton Avenue / Court Lane junction** Changing the priority will make it easier for vehicles to get to the junction and help it operate more smoothly. It will also discourage rat running traffic from Lordship Lane via Court Lane. A yellow box marking is proposed to prevent queuing traffic on Calton Avenue blocking right turning vehicles into Court Lane.
- 6 **New layout at the Court Lane junction** The traffic island will be replaced with wider footways to reduce crossing distance and improve the approach to Calton Avenue.
- 7 **Banned left turn from Dulwich Village northbound** To accommodate the above improvements to the junction, it won't be possible for vehicles to turn left into Turney Road when moving northbound on Dulwich Village due to limited space. Cyclists will still be able to turn left here as they will be able to physically make this manoeuvre.

Dulwich Village Junction map



What happens next?

We need to hear your views by 13 March 2016. The Dulwich Community Council will be updated on an interim outcome of consultation at its meeting on 15 March. A complete report on the consultation will be discussed at the Community Council meeting in June 2016. Following this a formal decision on the scheme will be taken by the Cabinet Member for Environment and the Public Realm by end of August 2016.

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Summary of parking spaces lost - Calton Avenue		
Location	Reason for removing parking	Number of parking spaces removed
Calton Avenue	Improving safety at junctions	10
Calton Avenue	Eliminating 'pinch points' along the route	3
Calton Avenue	Providing safer pedestrian crossings	1
Court Lane	Eliminating 'pinch points' along the route	3
Overall loss:		17
Parking spaces gain:		4

Key	
	Existing footway or traffic island
	Existing grass verge
	Existing road markings
	Existing kerb line removed
	Existing tree
	New signalled pedestrian / cycle crossing
	New footway or traffic island
	New road markings
	Existing driveway / vehicle crossover (not to be obstructed)
	Existing road hump (to remain)
	New road hump
	New raised table

For more details about these and other proposals along the route, including detailed plans, frequently asked questions and supporting documents, please visit <https://consultations.southwark.gov.uk/>

QW7 – TURNEY ROAD TO DULWICH VILLAGE

This section of the plan refers to the proposals away from the Dulwich Village junction

to cross the road.

What are the proposed improvements to Dulwich Village junction

To improve the operation of the junction and reduce queue lengths, these features are proposed:

- 1 Staggered pedestrian crossings** The reduced queues are achieved only when pedestrians cross the Calton Avenue and Turney Road arms of the junction in two phases.
- 2 Segregated cycle facility with separate cycle signals** Providing cyclists with the opportunity to get through the junction during their own signals phase and separating them from general traffic significantly reduces the conflicts between cyclists and vehicles. If the pedestrian crossing is being used during this phase, cyclists will have to stop for pedestrians at the stoplines provided at the junction exits.
- 3 Removal of existing pedestrian guardrail on the western side of Dulwich Village** outside Dulwich Village CoE Infants' School to provide more space for pedestrians.

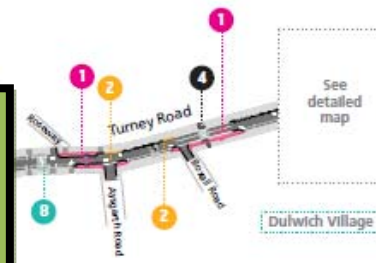
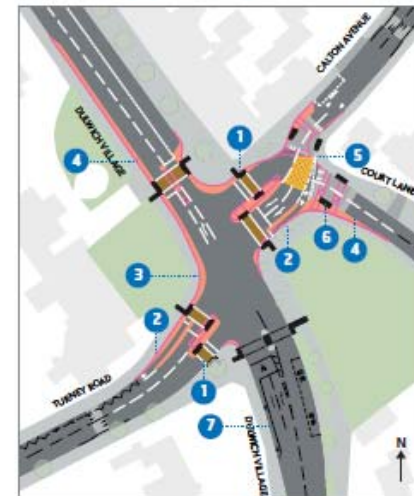
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Dulwich Village junction map



Key

- Existing footway or traffic island
- Existing grass verge
- Existing road markings
- Existing kerb line removed
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- New footway or traffic island
- New road markings
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- New raised table

This section of the plan refers to the proposals away from the Dulwich Village junction

vehicle speeds and traffic volumes. The improvements that will be introduced with the Quietway 7 route will encourage people to walk and cycle and ultimately will form a better place for all road users.

Improving safety at junctions	19
Providing safer road access	1
Overall loss	20

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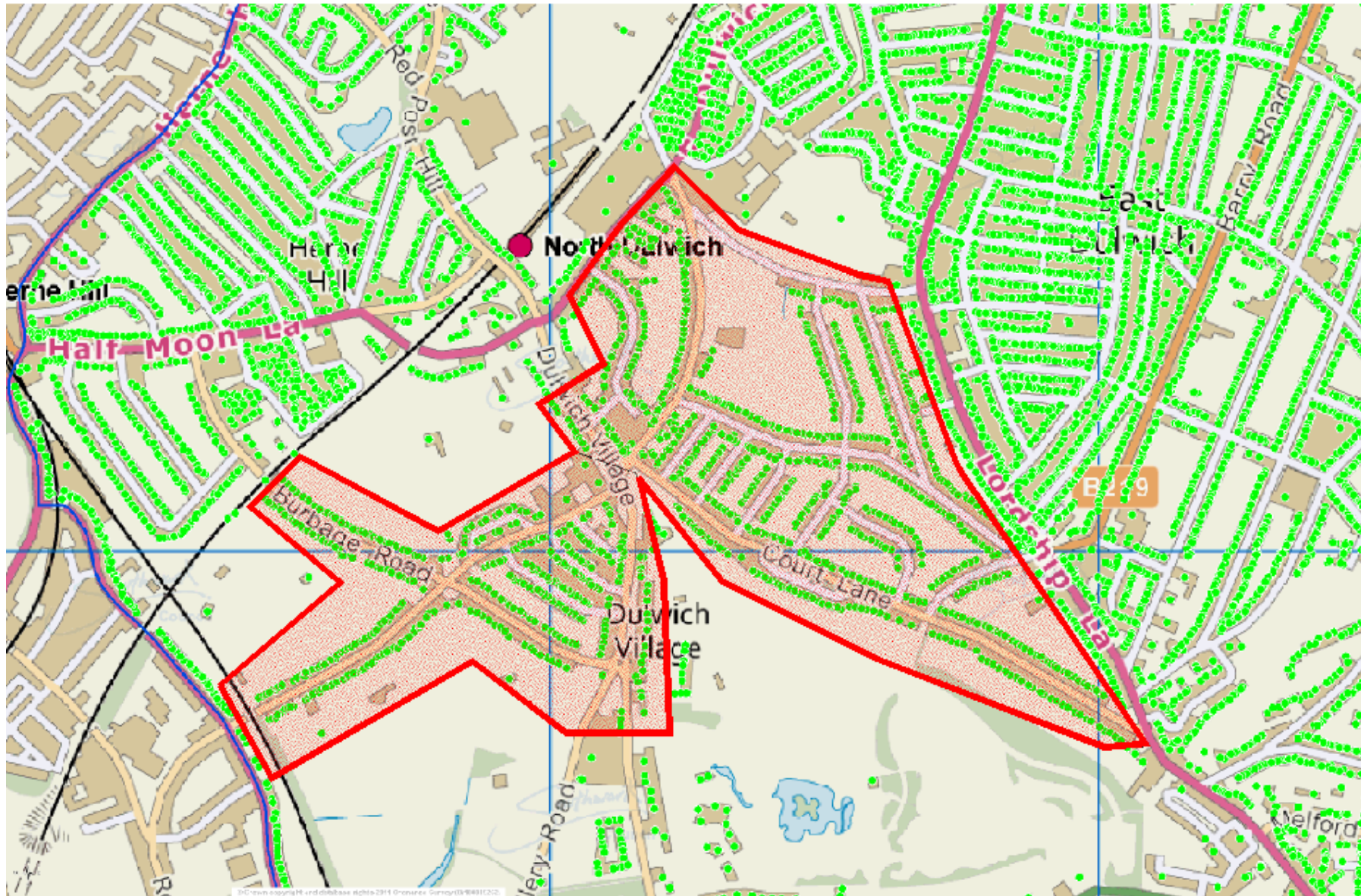
APPENDIX B4

Elephant & Castle to Crystal Palace Quietway (QW7)

Dulwich Village Junction

Consultation Area

Calton Avenue and Turney Road



APPENDIX C

Elephant & Castle to Crystal Palace Quietway (QW7)

Turney Road

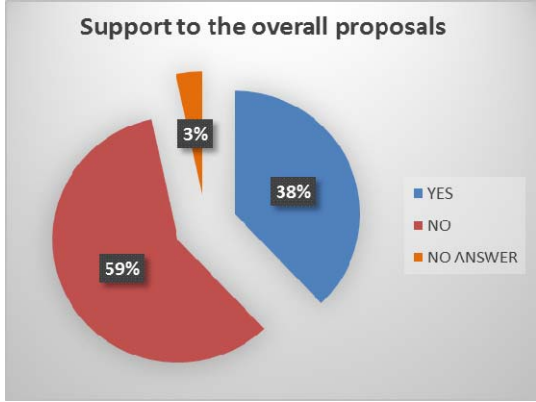
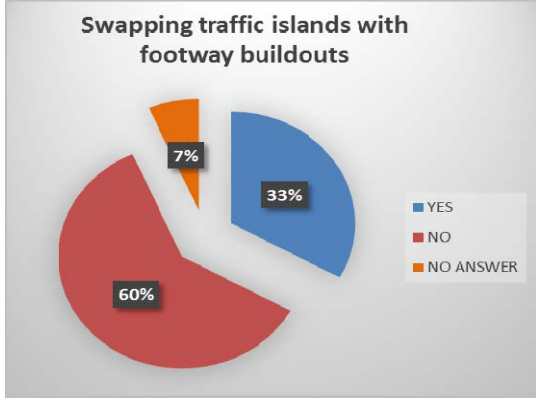
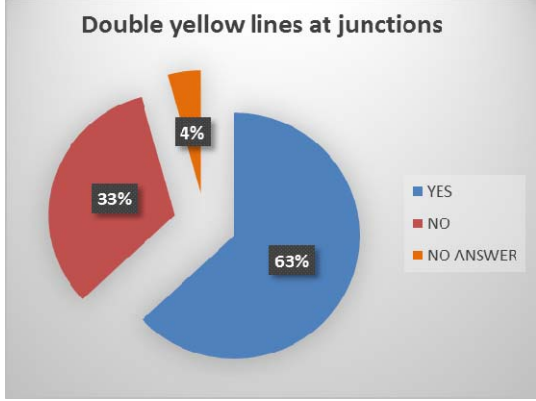
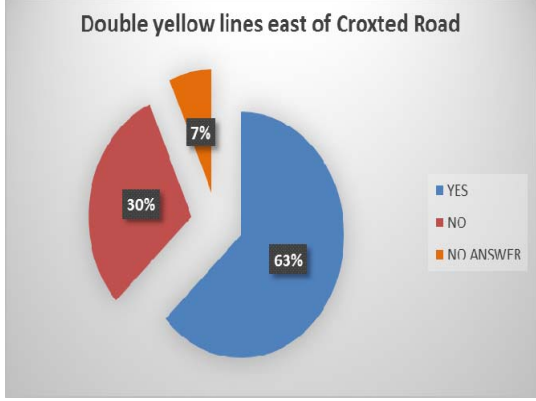
APPENDIX C1

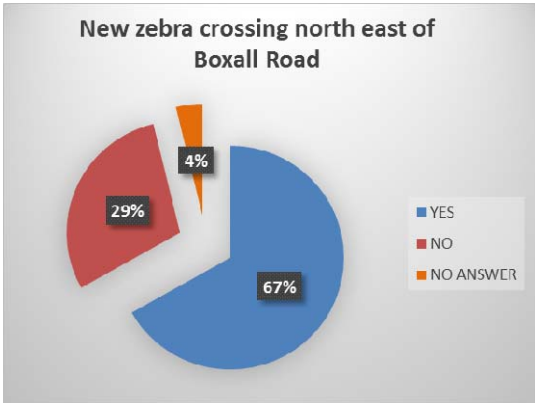
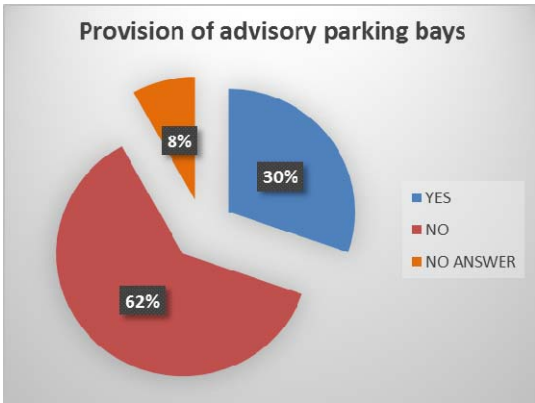
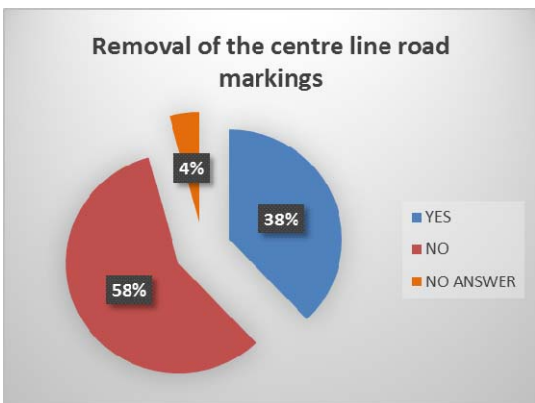
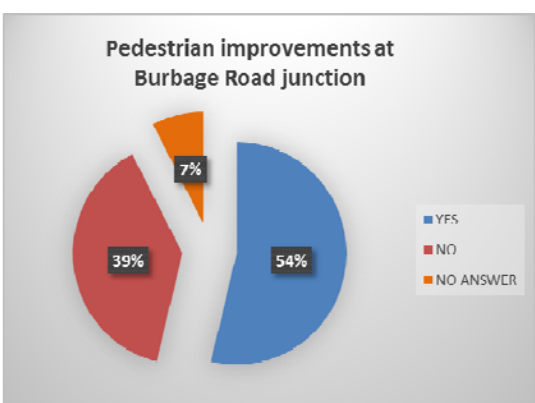
Elephant & Castle to Crystal Palace Quietway (QW7)

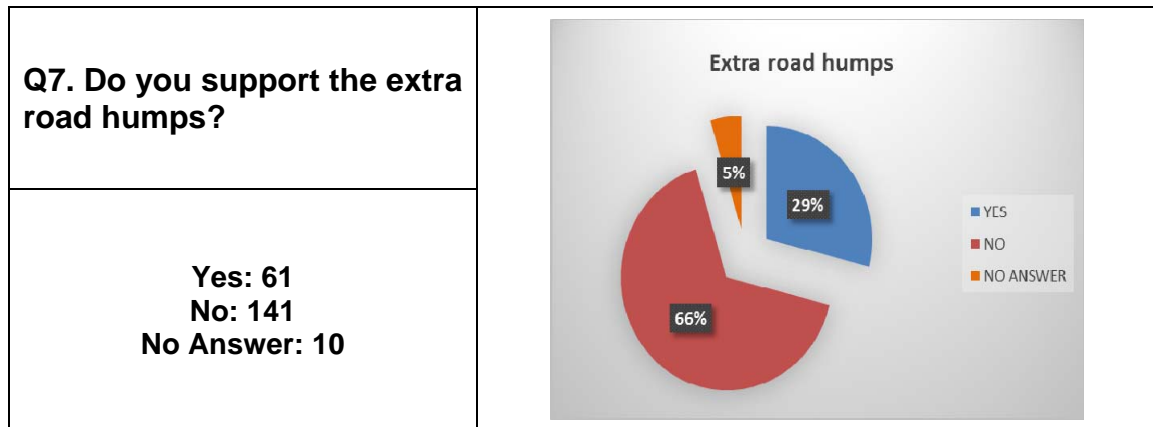
Turney Road

Responses to Consultation Questions

Turney Road

<p>Generally do you support the proposal?</p>	 <p>Support to the overall proposals</p> <p>■ YES ■ NO ■ NO ANSWER</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>38%</td> </tr> <tr> <td>NO</td> <td>59%</td> </tr> <tr> <td>NO ANSWER</td> <td>3%</td> </tr> </tbody> </table>	Response	Percentage	YES	38%	NO	59%	NO ANSWER	3%
Response	Percentage								
YES	38%								
NO	59%								
NO ANSWER	3%								
<p>Yes: 81 No: 124 No Answer: 7</p>									
<p>Q1. Do you support swapping of traffic islands in Calton Avenue with footway buildouts?</p>	 <p>Swapping traffic islands with footway buildouts</p> <p>■ YES ■ NO ■ NO ANSWER</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>33%</td> </tr> <tr> <td>NO</td> <td>60%</td> </tr> <tr> <td>NO ANSWER</td> <td>7%</td> </tr> </tbody> </table>	Response	Percentage	YES	33%	NO	60%	NO ANSWER	7%
Response	Percentage								
YES	33%								
NO	60%								
NO ANSWER	7%								
<p>Yes: 70 No: 128 No Answer: 14</p>									
<p>Q2. Do you support the double yellow lines at junctions?</p>	 <p>Double yellow lines at junctions</p> <p>■ YES ■ NO ■ NO ANSWER</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>63%</td> </tr> <tr> <td>NO</td> <td>33%</td> </tr> <tr> <td>NO ANSWER</td> <td>4%</td> </tr> </tbody> </table>	Response	Percentage	YES	63%	NO	33%	NO ANSWER	4%
Response	Percentage								
YES	63%								
NO	33%								
NO ANSWER	4%								
<p>Yes: 134 No: 69 No Answer: 9</p>									
<p>Q3. Do you support the double yellow lines east of Croxted Road?</p>	 <p>Double yellow lines east of Croxted Road</p> <p>■ YES ■ NO ■ NO ANSWER</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>63%</td> </tr> <tr> <td>NO</td> <td>30%</td> </tr> <tr> <td>NO ANSWER</td> <td>7%</td> </tr> </tbody> </table>	Response	Percentage	YES	63%	NO	30%	NO ANSWER	7%
Response	Percentage								
YES	63%								
NO	30%								
NO ANSWER	7%								
<p>Yes: 134 No: 64 No Answer: 14</p>									

<p>Q4. Do you support the new zebra crossing north east of Boxall Road?</p>	 <p>New zebra crossing north east of Boxall Road</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>67%</td> </tr> <tr> <td>NO</td> <td>29%</td> </tr> <tr> <td>NO ANSWER</td> <td>4%</td> </tr> </tbody> </table>	Response	Percentage	YES	67%	NO	29%	NO ANSWER	4%
Response	Percentage								
YES	67%								
NO	29%								
NO ANSWER	4%								
<p>Yes: 142 No: 62 No Answer: 8</p>									
<p>Q5. Do you support the provision of marked advisory parking bays?</p>	 <p>Provision of advisory parking bays</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>30%</td> </tr> <tr> <td>NO</td> <td>62%</td> </tr> <tr> <td>NO ANSWER</td> <td>8%</td> </tr> </tbody> </table>	Response	Percentage	YES	30%	NO	62%	NO ANSWER	8%
Response	Percentage								
YES	30%								
NO	62%								
NO ANSWER	8%								
<p>Yes: 64 No: 131 No Answer: 17</p>									
<p>Q6. Do you support the removal of the centre line road marking?</p>	 <p>Removal of the centre line road markings</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>38%</td> </tr> <tr> <td>NO</td> <td>58%</td> </tr> <tr> <td>NO ANSWER</td> <td>4%</td> </tr> </tbody> </table>	Response	Percentage	YES	38%	NO	58%	NO ANSWER	4%
Response	Percentage								
YES	38%								
NO	58%								
NO ANSWER	4%								
<p>Yes: 80 No: 123 No Answer: 9</p>									
<p>Q7. Do you support pedestrian improvements at Burbage Road junction?</p>	 <p>Pedestrian improvements at Burbage Road junction</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>54%</td> </tr> <tr> <td>NO</td> <td>39%</td> </tr> <tr> <td>NO ANSWER</td> <td>7%</td> </tr> </tbody> </table>	Response	Percentage	YES	54%	NO	39%	NO ANSWER	7%
Response	Percentage								
YES	54%								
NO	39%								
NO ANSWER	7%								
<p>Yes: 114 No: 82 No Answer: 16</p>									



APPENDIX C2

Elephant & Castle to Crystal Palace Quietway (QW7)

Turney Road

Main Consultation Issues and Responses

	Issue repeatedly raised within feedback
--	---

Turney Road		
Proposal	Concern/Objection	Response
Overall	Alignment of Quietway through Calton Avenue – Use of College Road & Fountain Drive.	The alignment of the Quietway route has been previously consulted and agreed as part of the Southwark Cycling Strategy in 2015 and aims to deliver part of a London-wide cycle network. Quietway 7 goes through residential areas connecting these neighbourhoods with destinations along the route. It also links with proposals within the London Borough of Lambeth.
	Traffic volumes on Turney Road – area wide strategy required.	Traffic reassignment modelling carried out revealed point closures or measures to reduce traffic volumes had a significantly disproportionate impact on other sections of the Quietway and surrounding road network. See more details in the <i>Dulwich Village Initial Traffic Reassignment Modelling Technical Note</i> , see appendices Larger area-wide network study is outside of the scope of Quietway project.
Swapping of traffic islands with footway buildouts	Traffic islands are safer than buildouts as they provide a two-phase crossing opportunity.	Footway buildouts reduce the time pedestrians must spend in the road or in the middle of the road. Most of the existing traffic islands are not designed for pedestrians as they are less than 1.5m wide and do not include tactile paving. Hence, they do not provide adequate waiting widths and the provisions to accommodate large numbers of pedestrians, disabled users or parents with prams. Additionally, inappropriately parked vehicles can obstruct the visibility of pedestrians when crossing at the existing traffic islands. Traffic islands create pinch points and bring vehicles and cyclists into conflict, while build outs remove this conflict. Footway buildouts also encourage cyclists to maintain the primary riding position.

		<p>For more details the use of buildouts as a traffic calming technique, refer to <i>Traffic Calming</i>, LTN 1/07, DfT (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/329454/lt-1-07_Traffic-calming.pdf), and the <i>London Cycling Design Standards</i>, TfL (https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit)</p>
	<p>Loss of parking from the introduction of buildouts.</p>	<p>The proposed buildouts will replace existing traffic islands. Parking at the island locations would currently cause an obstruction, so there is no overall loss in parking as a result of replacing the islands with footway buildouts.</p>
<p>Double yellow lines at junctions</p>	<p>Parking loss - DYL lines are excessive as currently the roads are not congested and visibility around the junctions is good.</p>	<p>The extension of double yellow lines aims to improve visibility at or near junctions and reduce the likelihood of collisions occurring by removing obstructive and dangerous parking. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in advance of the distance in which they will be able to brake and come to a stop. The Highway Code (Rule 243) specifies that motorists must not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space.</p>

	Parking displacement on Burbage Road, Boxall Road, Aysgarth Road and Pickwick Road	<p>It is part of a LBS Borough-wide initiative to implement no waiting restrictions at any time (Double Yellow Lines) within 7.5 metres of a junction to ensure adequate visibility and increase safety for all road users. This addresses the conflicts between vehicles as well as vehicles and pedal cycles, and vehicles and pedestrians. It should be highlighted that obstructive parking practices and poor visibility at junctions are more dangerous for vulnerable road users, such as young children and people with disabilities.</p> <p>Proposals regarding parking restrictions have been reviewed and the proposed double yellow lines will be reduced to minimise parking loss, subject to any future road safety audits undertaken on the Quietway 7 proposals.</p> <p>Please refer to the Highway Code for more information on safe parking practises https://www.gov.uk/guidance/the-highway-code/waiting-and-parking-238-to-252</p>
Double yellow lines east of Croxted Road	Impact on nursery pick-up and drop-off times.	The extension of double yellow lines at Croxted Road is required to remove obstructions underneath the bridge that create pinch points and reduce the effective capacity on the approach to the junction.
Provision of marked advisory parking bays	Request for H-Bar Markings	The provision of H-Bar markings is against Southwark Council policy and as such, it is not recommended this is included in the proposals.
	Residents without off-street parking will have difficulty finding a parking space with the introduction of the parking bays.	The provision of marked bays was initially proposed as a visual aid demonstrating where it is safe to park without causing an obstruction. They would not have been enforceable, so no fines would have been issued. However, due to high levels of opposition, and re-examination of the proposals, this aspect will be removed from the design.

<p>Additional road humps</p>	<p>Already adequate traffic calming.</p>	<p>In order to discourage vehicle speeds in excess of 20 miles per hour along the Quietway 7 route, the spacing between existing road humps was reviewed. Three new sinusoidal road humps are necessary to ensure steady speed along Turney Road.</p> <p>Refer to <i>Traffic Calming</i>, LT N 1/07, DfT (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/329454/ltn-1-07_Traffic-calming.pdf) for more details on traffic calming techniques.</p>
<p>Removal of centre line road markings</p>	<p>Centre line is a good reference point and should be maintained for separation.</p>	<p>Due to the regularity of parked vehicles in Calton Avenue the effective road width is often reduced to <5.5m, as such, drivers might expect a road marked with a centre line to be wide enough for opposing lanes of traffic to pass. Removal of this centre line will promote safer driving behaviours, such as reduction in speeds along the route, and will support the existing 20mph speed limit.</p> <p>However, due to lack of support for this aspect of the proposals, the removal of the centre line marking will only be trialled where carriageway resurfacing will take place. Existing lines will be maintained elsewhere along the route.</p> <p>TfL has recently published related research highlighting the above, which can be accessed online at the following link http://content.tfl.gov.uk/centre-line-removal-trial.pdf</p>

APPENDIX C3

Elephant & Castle to Crystal Palace Quietway (QW7)

Turney Road

Consultation Plans

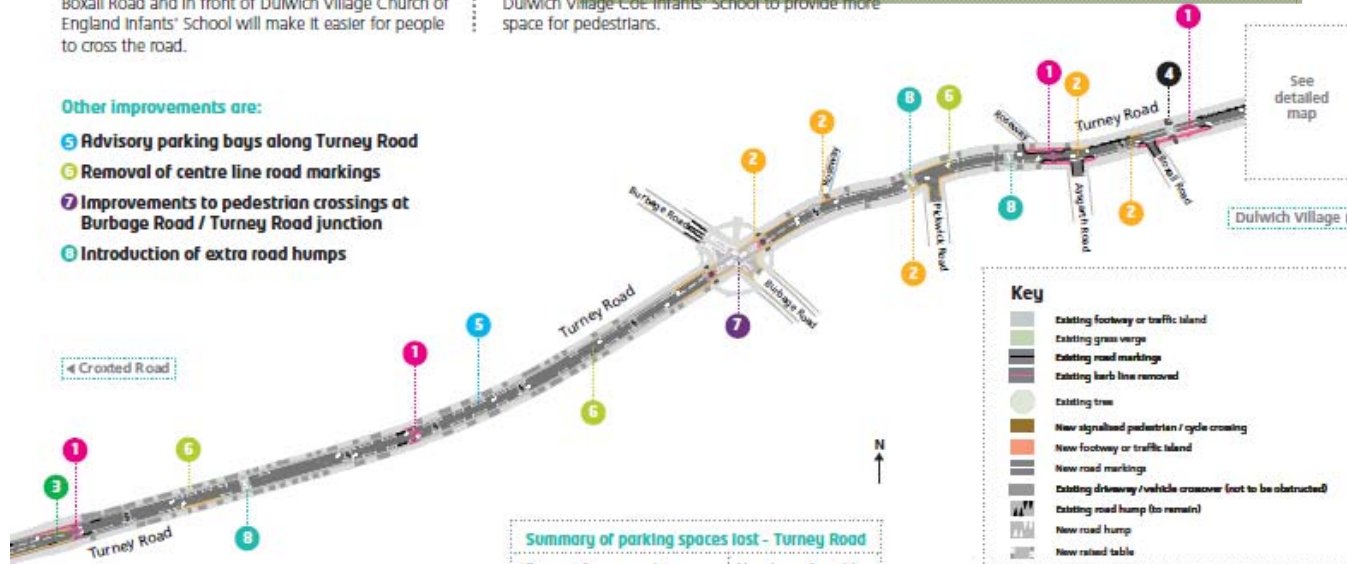
QW7 – TURNEY ROAD

What are the proposed improvements to Turney Road

- 1 Swapping traffic islands with buildouts**
The existing traffic islands are not safe for pedestrians to wait and create a pinch point where there is not enough space for a car to pass a cyclist. To help pedestrians wanting to cross the road at these locations, footway buildouts are proposed to narrow the overall crossing distance.
- 2 Parking restrictions at junctions** Double yellow lines (no parking at any time) will be introduced at junctions with Turney Road (Burbage Road, Pickwick Road, Aysgarth Road and Boxall Road). This will help road users to see each other at all times.
- 3 Parking restrictions on Turney Road, east of junction with Croxsted Road** Double yellow lines (no parking at any time) will be introduced to stop cars parking at this location and improve the operation of the Turney Road / Croxsted Road junction.
- 4 New zebra crossing** A crossing north east of Boxall Road and in front of Dulwich Village Church of England Infants' School will make it easier for people to cross the road.

Other improvements are:

- 5 Advisory parking bays along Turney Road**
- 6 Removal of centre line road markings**
- 7 Improvements to pedestrian crossings at Burbage Road / Turney Road junction**
- 8 Introduction of extra road humps**



What are the proposed improvements to Dulwich Village junction

- To improve and reduce queues are proposed**
- 1 Staggered queues** at the Calton junction in
- 2 Segregated cycle signs** opportunity own signal general traffic between crossing have to stop provided
- 3 Remove the west** Dulwich Village COE Infants' School to provide more space for pedestrians.

This section of the plan refers to the Dulwich Village junction and is covered in Appendix B

- 7 Banned left turn from Dulwich Village northbound** To accommodate the above

This section of the plan refers to the Dulwich Village junction and is covered in Appendix B

Reason for removing parking	Number of parking spaces removed
Improving safety at junctions	19
Providing safer road access	1
Overall loss	20

The proposed scheme aims to make roads safer by reducing vehicle speeds and traffic volumes. The improvements that will be introduced with the Quietway 7 route will encourage people to walk and cycle and ultimately will form a better place for all road users.

Key

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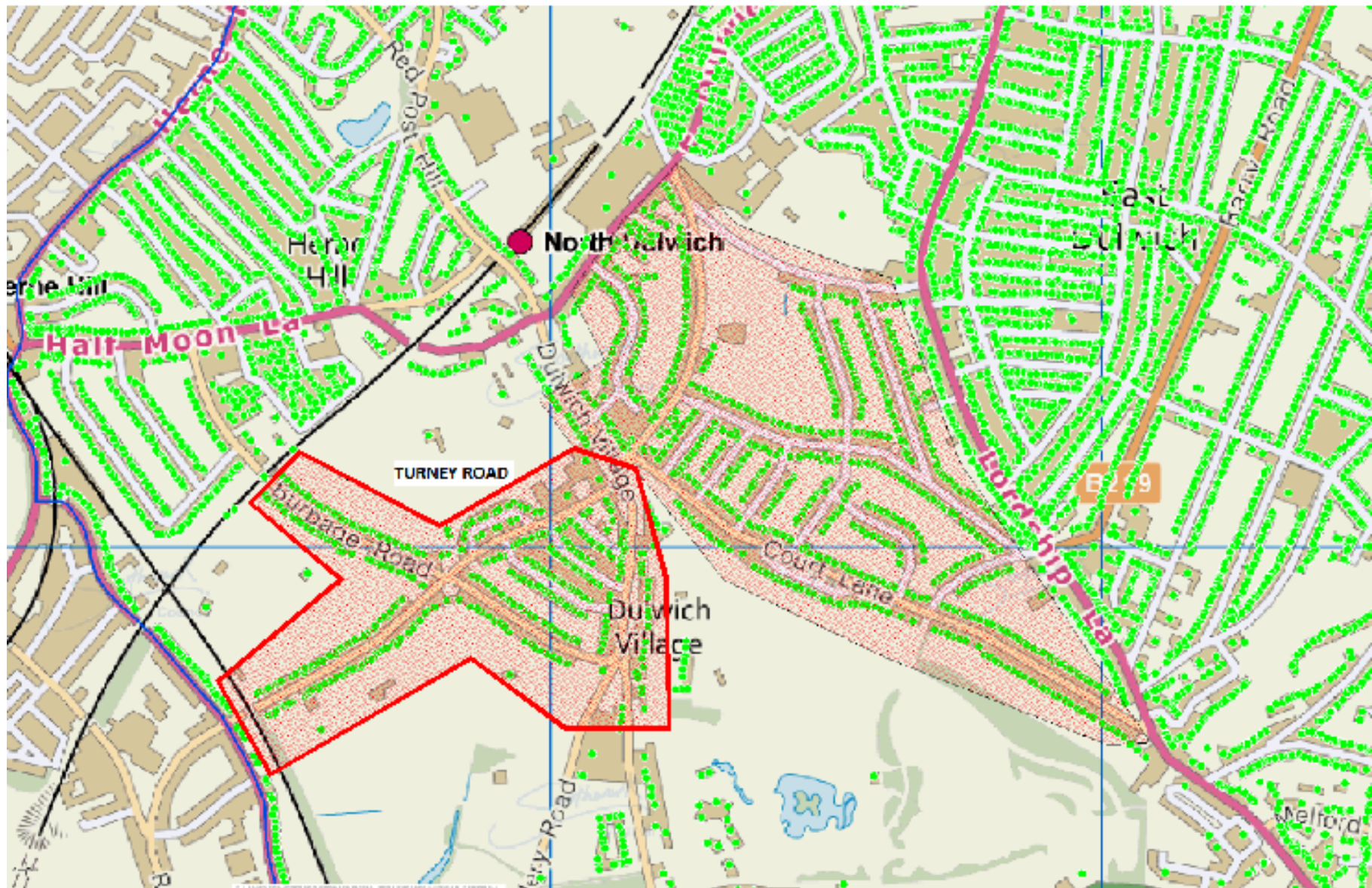
APPENDIX C4

Elephant & Castle to Crystal Palace Quietway (QW7)

Turney Road

Consultation Area

Turney Road



APPENDIX D

Elephant & Castle to Crystal Palace Quietway (QW7)

Dulwich Wood Avenue / Farquhar Road

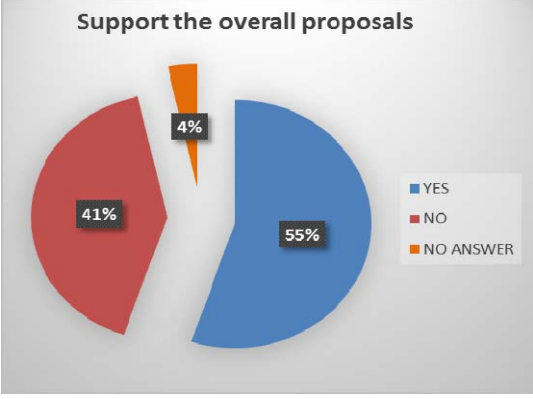
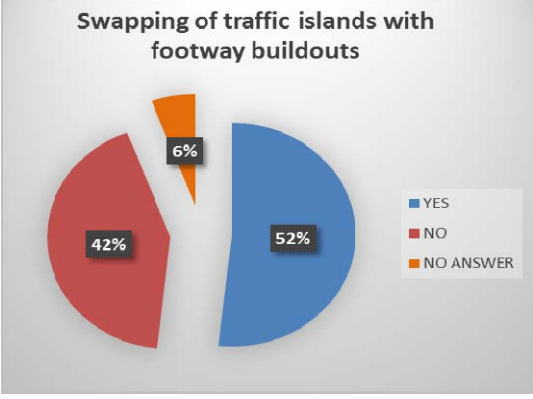
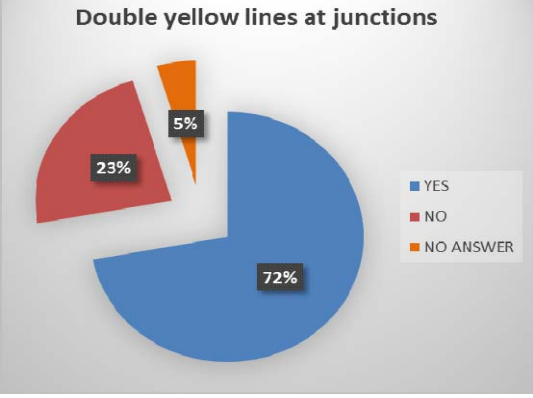
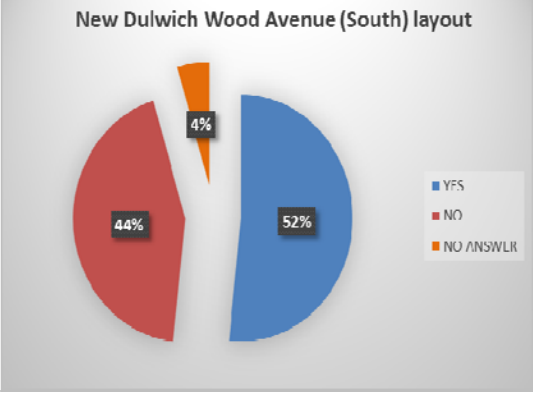
APPENDIX D1

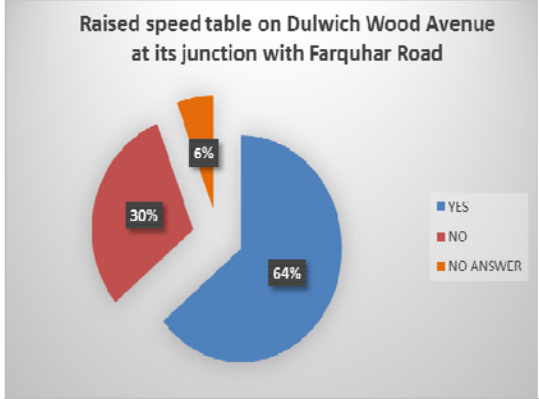
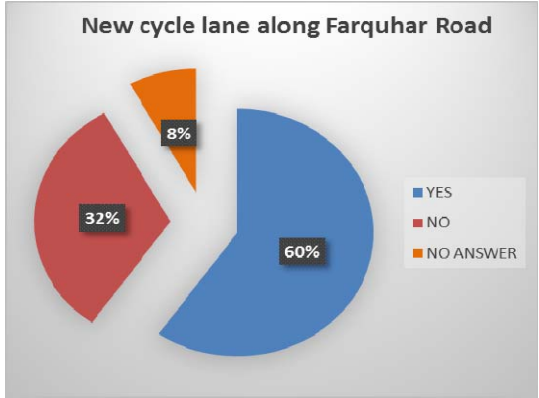
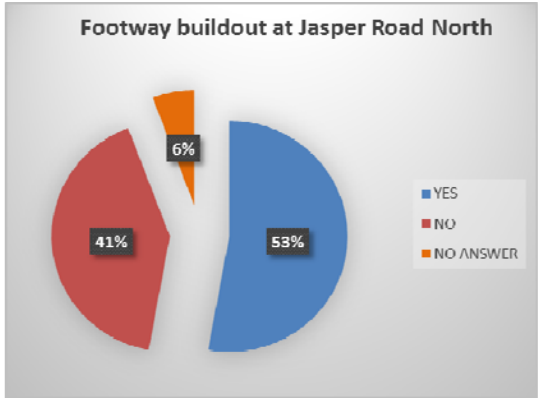
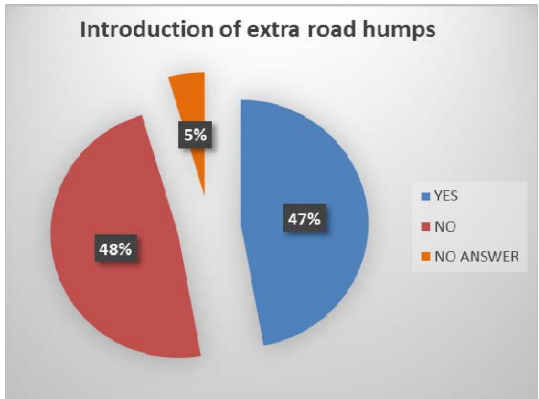
Elephant & Castle to Crystal Palace Quietway (QW7)

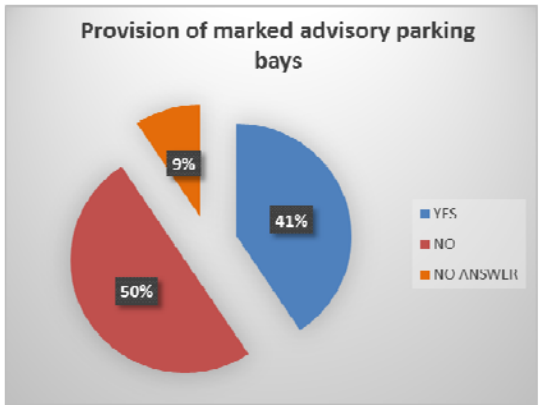
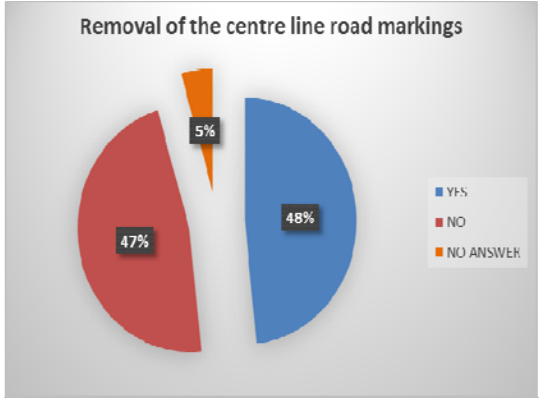
Dulwich Wood Avenue / Farquhar Road

Responses to Consultation Questions

Dulwich Wood Avenue / Farquhar Road

<p>Generally do you support the proposal?</p>	<p>Support the overall proposals</p>  <p>■ YES ■ NO ■ NO ANSWER</p>
<p>Yes: 48 No: 36 No Answer: 3</p>	
<p>Q1. Do you support swapping of traffic islands with footway buildouts?</p>	<p>Swapping of traffic islands with footway buildouts</p>  <p>■ YES ■ NO ■ NO ANSWER</p>
<p>Yes: 45 No: 37 No Answer: 5</p>	
<p>Q2. Do you support the double yellow lines at junctions?</p>	<p>Double yellow lines at junctions</p>  <p>■ YES ■ NO ■ NO ANSWER</p>
<p>Yes: 63 No: 20 No Answer: 4</p>	
<p>Q3. Do you support the new Dulwich Wood Avenue (South) layout?</p>	<p>New Dulwich Wood Avenue (South) layout</p>  <p>■ YES ■ NO ■ NO ANSWER</p>
<p>Yes: 45 No: 38 No Answer: 4</p>	

<p>Q4. Do you support the raised speed table on Dulwich Wood Avenue at its junction with Farquhar Road?</p>	 <p>Raised speed table on Dulwich Wood Avenue at its junction with Farquhar Road</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>64%</td> </tr> <tr> <td>NO</td> <td>30%</td> </tr> <tr> <td>NO ANSWER</td> <td>6%</td> </tr> </tbody> </table>	Response	Percentage	YES	64%	NO	30%	NO ANSWER	6%
Response	Percentage								
YES	64%								
NO	30%								
NO ANSWER	6%								
<p>Yes: 56 No: 26 No Answer: 5</p>									
<p>Q5. Do you support the new cycle lane along Farquhar Road?</p>	 <p>New cycle lane along Farquhar Road</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>60%</td> </tr> <tr> <td>NO</td> <td>32%</td> </tr> <tr> <td>NO ANSWER</td> <td>8%</td> </tr> </tbody> </table>	Response	Percentage	YES	60%	NO	32%	NO ANSWER	8%
Response	Percentage								
YES	60%								
NO	32%								
NO ANSWER	8%								
<p>Yes: 52 No: 28 No Answer: 7</p>									
<p>Q6. Do you support the footway buildout at Jasper Road North?</p>	 <p>Footway buildout at Jasper Road North</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>53%</td> </tr> <tr> <td>NO</td> <td>41%</td> </tr> <tr> <td>NO ANSWER</td> <td>6%</td> </tr> </tbody> </table>	Response	Percentage	YES	53%	NO	41%	NO ANSWER	6%
Response	Percentage								
YES	53%								
NO	41%								
NO ANSWER	6%								
<p>Yes: 46 No: 36 No Answer: 5</p>									
<p>Q7. Do you support the introduction of extra road humps?</p>	 <p>Introduction of extra road humps</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>YES</td> <td>47%</td> </tr> <tr> <td>NO</td> <td>48%</td> </tr> <tr> <td>NO ANSWER</td> <td>5%</td> </tr> </tbody> </table>	Response	Percentage	YES	47%	NO	48%	NO ANSWER	5%
Response	Percentage								
YES	47%								
NO	48%								
NO ANSWER	5%								
<p>Yes: 41 No: 42 No Answer: 4</p>									

Q8. Do you support the provision of marked advisory parking bays?	 <p>Provision of marked advisory parking bays</p> <table border="1"><thead><tr><th>Response</th><th>Percentage</th></tr></thead><tbody><tr><td>YES</td><td>41%</td></tr><tr><td>NO</td><td>50%</td></tr><tr><td>NO ANSWER</td><td>9%</td></tr></tbody></table>	Response	Percentage	YES	41%	NO	50%	NO ANSWER	9%
Response	Percentage								
YES	41%								
NO	50%								
NO ANSWER	9%								
Yes: 36 No: 43 No Answer: 8									
Q9. Do you support the removal of the centre line road marking?	 <p>Removal of the centre line road markings</p> <table border="1"><thead><tr><th>Response</th><th>Percentage</th></tr></thead><tbody><tr><td>YES</td><td>48%</td></tr><tr><td>NO</td><td>47%</td></tr><tr><td>NO ANSWER</td><td>5%</td></tr></tbody></table>	Response	Percentage	YES	48%	NO	47%	NO ANSWER	5%
Response	Percentage								
YES	48%								
NO	47%								
NO ANSWER	5%								
Yes: 42 No: 41 No Answer: 4									

APPENDIX D2

Elephant & Castle to Crystal Palace Quietway (QW7)

Dulwich Wood Avenue / Farquhar Road

Main Consultation Issues and Responses

	Issue repeatedly raised within feedback
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Dulwich Wood Avenue / Farquhar Road

Proposal	Concern/Objection	Response
Overall	Alignment – concerns around use of Gipsy Hill for cyclists.	The alignment of the Quietway route has been previously consulted and agreed as part of the Southwark Cycling Strategy in 2015 and aims to deliver part of a London-wide cycle network. Quietway 7 goes through residential areas connecting these neighbourhoods with destinations along the route. It also links with proposals within the London Borough of Lambeth.
	The Gipsy Hill / Dulwich Wood Avenue junction.	This junction layout will be reviewed within the completion of the design to improve safety for all road users. Co-ordination with Lambeth Council will be undertaken to improve traffic calming on Gipsy Hill.
	Request for parking restrictions on the inside of the bend between Colby Road and Farquhar Road.	These safety concerns will be investigated within the completion of the design, and subject to any safety audits that will be undertaken.
Swapping of traffic islands with footway buildouts	Traffic islands are safer than buildouts as they provide a two-phase crossing opportunity.	Footway buildouts reduce the time pedestrians must spend in the road or in the middle of the road. The existing traffic islands are not designed for pedestrians as they are less than 1.5m wide and do not include tactile paving. Hence, they do not provide adequate waiting widths and the provisions to accommodate large numbers of pedestrians, disabled users or parents with prams. Additionally, inappropriately parked vehicles can obstruct the visibility of pedestrians when crossing at the existing traffic islands.
	Buildouts are dangerous as they introduce conflicts among road users.	Traffic islands create pinch points and bring vehicles and cyclists into conflict, while buildouts remove this conflict. Footway buildouts also encourage cyclists to maintain the primary riding position.

		<p>For more details the use of buildouts as a traffic calming technique, refer to <i>Traffic Calming</i>, LT N 1/07, DfT (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/329454/ltn-1-07_Traffic-calming.pdf), and the <i>London Cycling Design Standards</i>, TfL (https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit)</p>
<p>Double yellow lines at the junctions</p>	<p>Parking loss – Double yellow lines opposite the junctions are excessive as currently the roads are not congested and visibility around the junctions is good.</p>	<p>The extension of double yellow lines aims to improve visibility at or near junctions and reduce the likelihood of collisions occurring by removing obstructive and dangerous parking. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in advance of the distance in which they will be able to brake and come to a stop. The Highway Code (Rule 243) specifies that motorists must not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space.</p> <p>It is part of a LBS Borough-wide initiative to implement no waiting restrictions at any time (Double Yellow Lines) within 7.5 metres of a junction to ensure adequate visibility and increase safety for all road users. This addresses the conflicts between vehicles as well as vehicles and pedal cycles, and vehicles and pedestrians. It should be highlighted that obstructive parking practices and poor visibility at junctions are more dangerous for vulnerable road users, such as young children and people with disabilities.</p> <p>Proposals regarding parking restrictions have been reviewed and the proposed double yellow lines will be reduced to minimise parking loss, subject to any future road safety audits undertaken on the Quietway 7 proposals. On Dulwich Wood Avenue, the double yellow lines opposite the junctions with Rusholme Grove and Colby Road will not be introduced.</p>

		<p>Please refer to the Highway Code for more information on safe parking practises https://www.gov.uk/guidance/the-highway-code/waiting-and-parking-238-to-252</p>
New segregated cycle lanes on Dulwich Wood Avenue and Farquhar Road	Light segregation (such as armadillos) should be introduced to ensure cyclist safety.	The introduction of a mandatory cycle lane will improve safety for uphill cyclists. The provision of light segregation will be considered during the completion of the design.
Additional road humps	Existing traffic calming is ineffective	<p>Existing speed cushions will be replaced with sinusoidal road humps which are more effective in speed reduction and encourage safer driving behaviours for all road users, including motorcyclists and drivers of large vehicles. An additional sinusoidal road hump will be introduced to ensure vehicle speeds are appropriate for the 20mph speed limit along the route.</p> <p>Please refer to <i>Traffic Calming</i>, LT N 1/07, DfT (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/329454/ltn-1-07_Traffic-calming.pdf) for more details on traffic calming techniques.</p>
Removal of centre line road markings	As Farquhar Road is a hill, and everyone (drivers, cyclists) speed downhill, the existing centre line marking should remain for safety.	<p>Removal of this centre line will promote safer driving behaviours, such as reduction in speeds along the route, and will support the existing 20mph speed limit.</p> <p>TfL has recently published related research highlighting the above, which can be accessed online at the following link http://content.tfl.gov.uk/centre-line-removal-trial.pdf</p> <p>However, due to lack of support for this aspect of the proposals, the removal of the centre line marking will only be trialled where carriageway resurfacing will take place. Existing centre lines will be maintained elsewhere along the route.</p>

APPENDIX D3

Elephant & Castle to Crystal Palace Quietway (QW7)

Dulwich Wood Avenue / Farquhar Road

Consultation Plans

QW7 – DULWICH WOOD AVENUE AND FARQUHAR ROAD

What are the proposed improvements to Dulwich Wood Avenue and Farquhar Road

1 Swapping traffic islands with buildouts

The existing traffic islands are not safe for pedestrians to wait and create a pinch point where there is not enough space for a car to pass a cyclist. To help pedestrians wanting to cross the road at these locations, footway buildouts are proposed to narrow the overall crossing distance.

2 Parking restrictions at junctions Double yellow lines (no parking at any time) will be introduced at junctions with Dulwich Wood Avenue (Rusholme Grove, Colby Road and Farquhar Road) and Farquhar Road (Jasper Road North and South). This will help road users to see each other at all times.

3 New road layout and change in priority at Dulwich Wood Avenue (South) General traffic will operate one-way westbound and a contra-flow (eastbound) cycle lane will be introduced. The change in priority is proposed to accommodate the new layout along the south spur of Dulwich Wood Avenue and give priority to cyclists.

4 Raised speed table on Dulwich Wood Avenue at its junction with Farquhar Road.

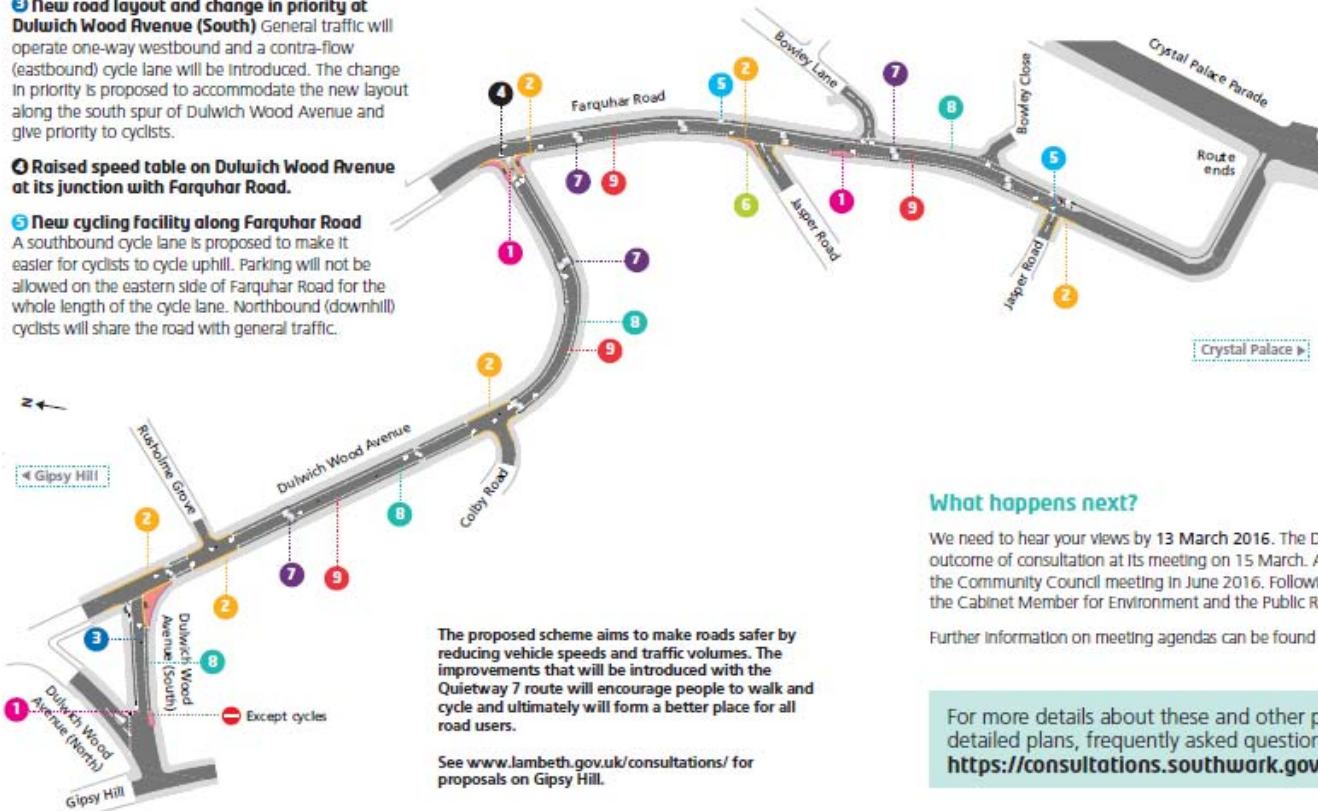
5 New cycling facility along Farquhar Road A southbound cycle lane is proposed to make it easier for cyclists to cycle uphill. Parking will not be allowed on the eastern side of Farquhar Road for the whole length of the cycle lane. Northbound (downhill) cyclists will share the road with general traffic.

6 Footway build out at Jasper Road North A tighter junction will discourage cars speeding while turning into Farquhar Road and will improve road safety for all users.

7 Adding some extra road humps To make sure vehicles are going at 20 mph along the Quietway 7 route, the spacing between existing road humps was reviewed. There are a few locations where additional humps are proposed to prevent speeding.

8 Marked parking bays The parking bay road markings are advisory and are intended to highlight to drivers the locations where it is safe to park without causing obstructions. This does not mean parking within vehicle cross-overs / driveways is allowed. The proposed road markings parking bays will also help cyclists in adopting the primary riding position.

9 Removal of centre line road markings This will encourage lower vehicle speed as motorists are more aware of traffic in the opposite direction.



Location	Reason for removing parking	Number of parking spaces removed
Dulwich Wood Avenue	Improving safety at junctions	7
Dulwich Wood Avenue	Provision of cycling facilities	7
Farquhar Road	Provision of cycling facilities	33
Overall loss:		47

	Existing footway or traffic island
	Existing road markings
	Existing kerb line removed
	Existing driveway/vehicle crossover (not to be obstructed)
	New road hump
	New footway or traffic island
	New road markings
	New raised table

The proposed scheme aims to make roads safer by reducing vehicle speeds and traffic volumes. The improvements that will be introduced with the Quietway 7 route will encourage people to walk and cycle and ultimately will form a better place for all road users.

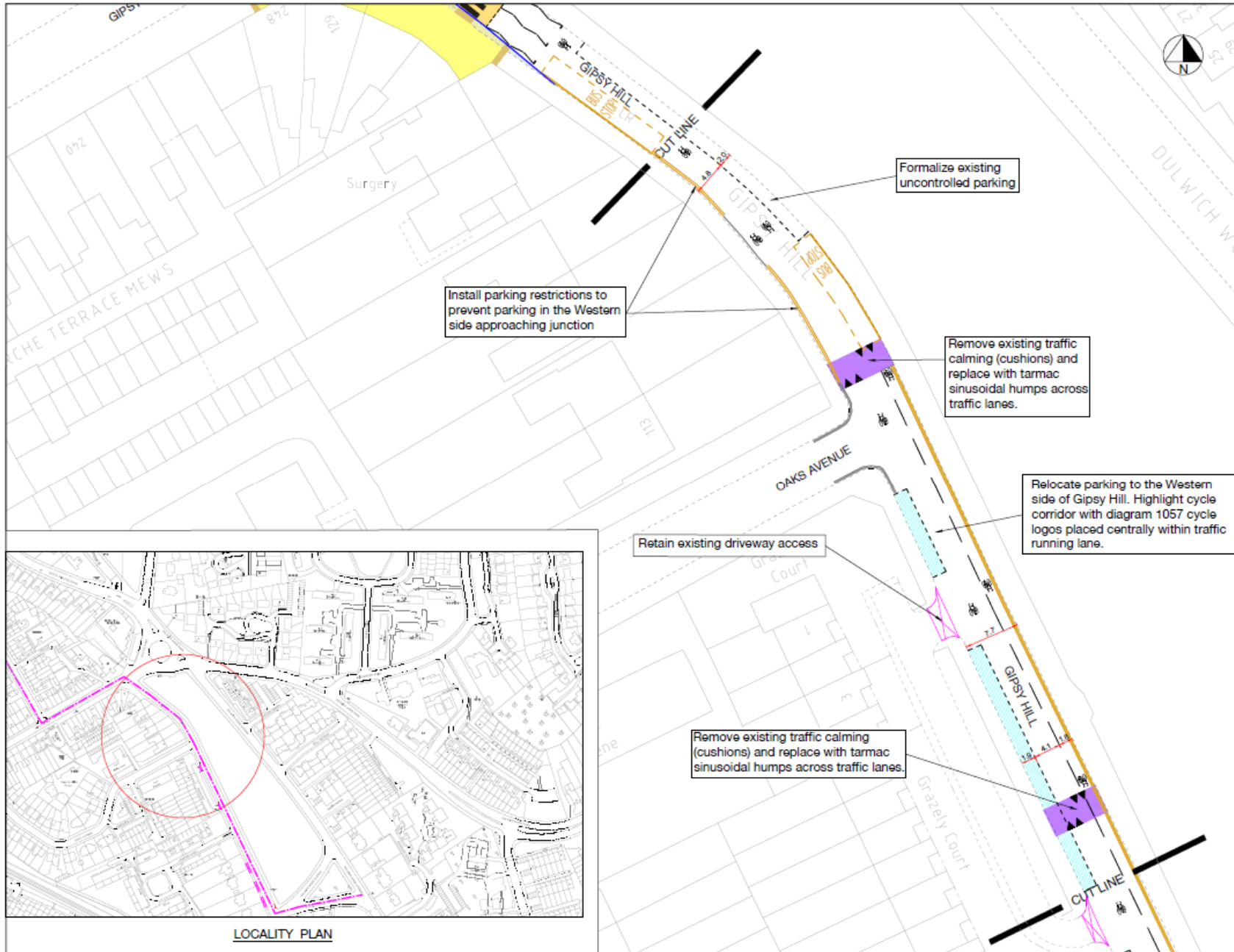
See www.lambeth.gov.uk/consultations/ for proposals on Gipsy Hill.

What happens next?

We need to hear your views by **13 March 2016**. The Dulwich Community Council will be updated on an Interim outcome of consultation at its meeting on 15 March. A complete report on the consultation will be discussed at the Community Council meeting in June 2016. Following this a formal decision on the scheme will be taken by the Cabinet Member for Environment and the Public Realm by end of August 2016.

Further information on meeting agendas can be found on our website at www.southwark.gov.uk

For more details about these and other proposals along the route, including detailed plans, frequently asked questions and supporting documents, please visit <https://consultations.southwark.gov.uk/>



Notes:

1. Parking removal subject to parking survey. Further discussion required with London Borough of Lambeth to determine exact nature of parking layout.
2. Uphill cycle lane proposed to provide suitable level of service for cyclists on Gipsy Hill.

Key:

[Light Blue Box]	Parking bay modification
[Purple Box]	Sinusoidal road hump
[Pink Box]	Quietway route alignment
[Blue Box]	Kerb
[Dashed Blue Box]	Dropped kerb
[Yellow Box]	Proposed yellow line marking
[Black Box]	Proposed line marking
[Grey Box]	Existing line marking
[Pink Box]	Driveway access

E			
D			
C	Parking modification	IM	14/01/2016
B	Crossings amended	HG	18/08/2014
A	First Draft	MP	27/07/2014
Rev	Description	Drawn/Check	Date



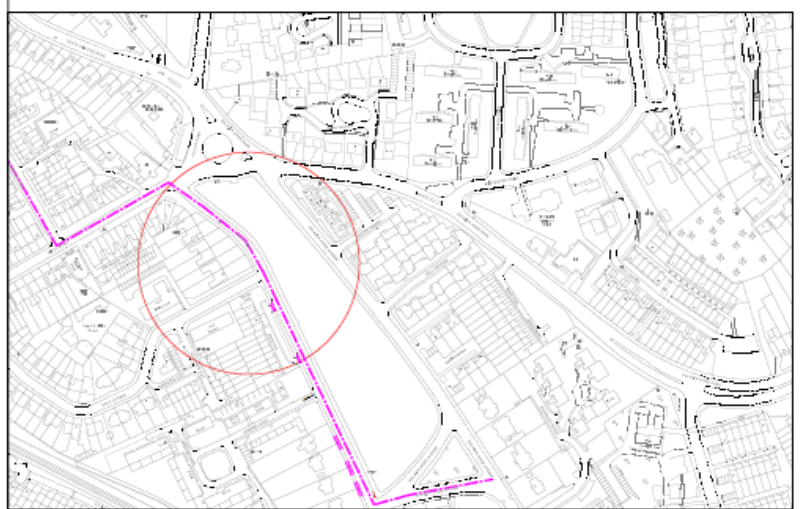
Project:
Quietway E&C - Crystal Palace

Title:
Gipsy Hill & Gipsy Road

Drawn: MP Checked: RU Date: 21/07/14 Scale at A3: 1:500

Status: **DRAFT**

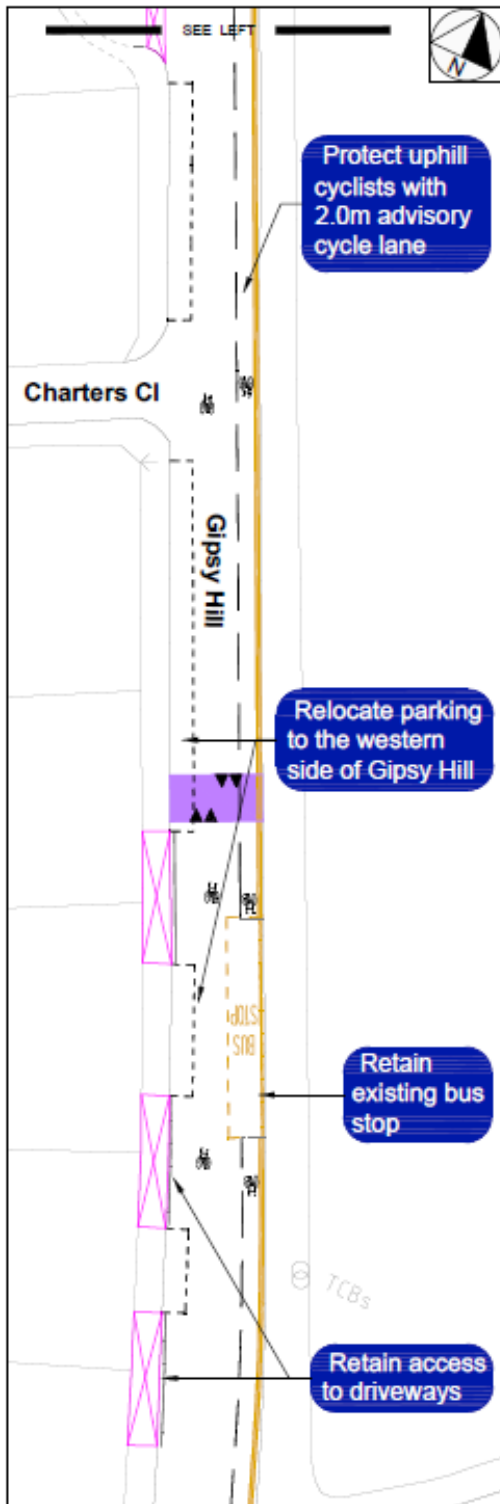
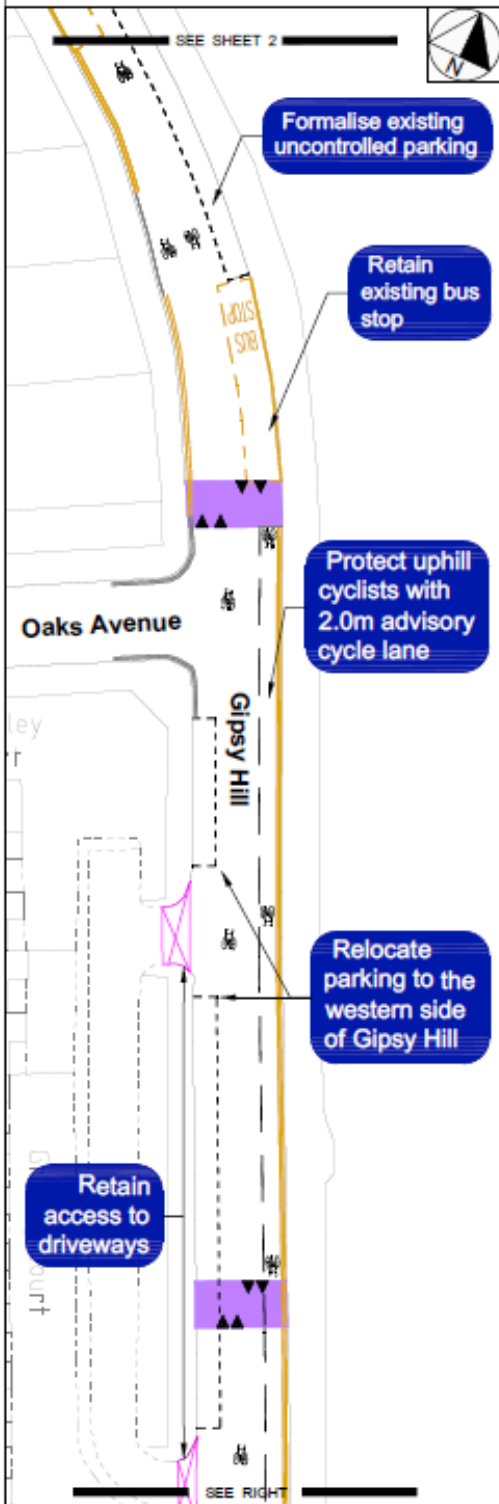
Drawing No: Q7-GH-C-01-03 Revision: C



LOCALITY PLAN

Quietway 7: Elephant & Castle to Crystal Palace

GIPSY HILL
3 - Gipsy Hill



Key:

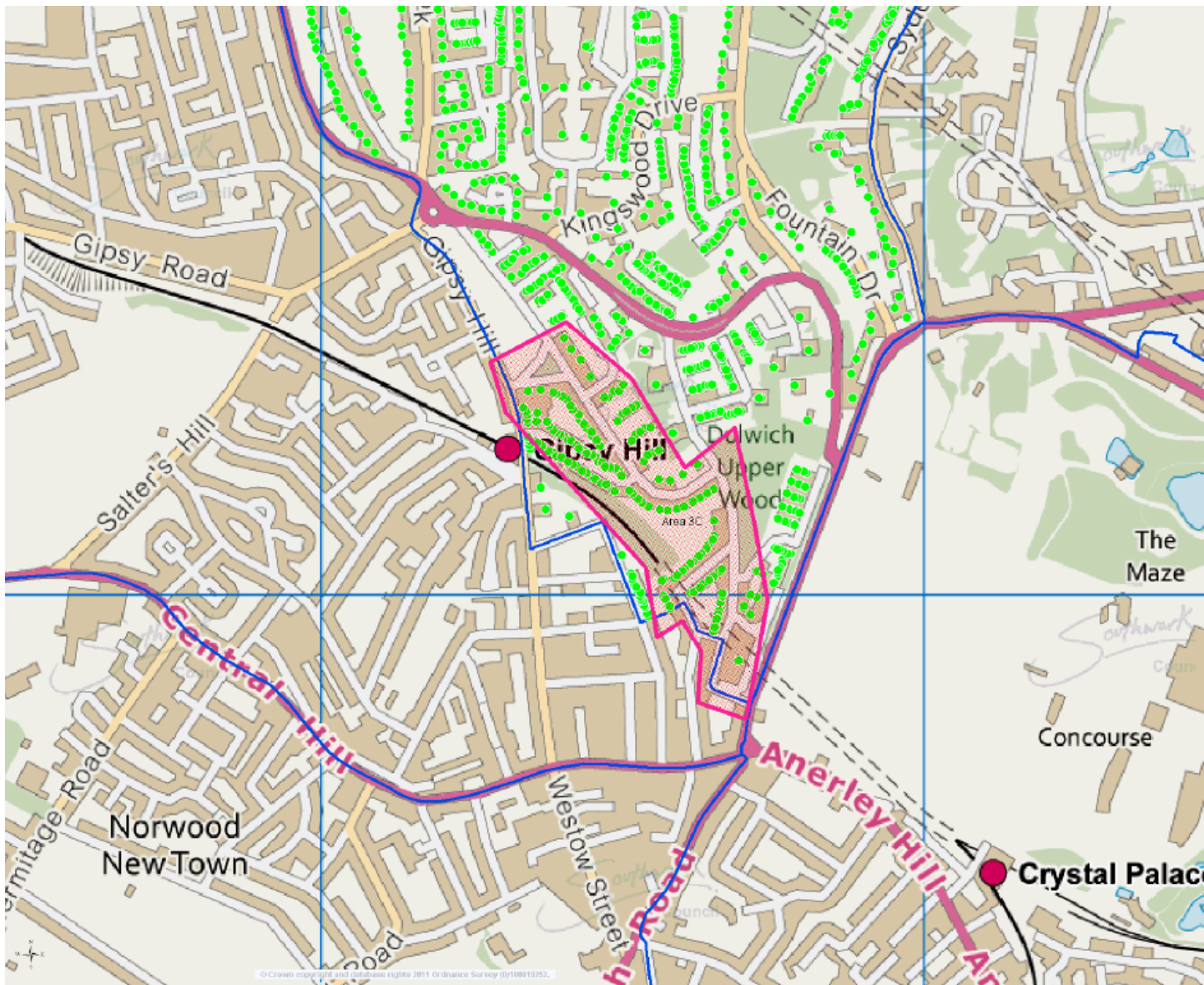
	New speed hump
	Existing kerb
	New line markings
	Existing line markings
	Yellow line marking
	Driveway access

FEBRUARY 2016

APPENDIX D4

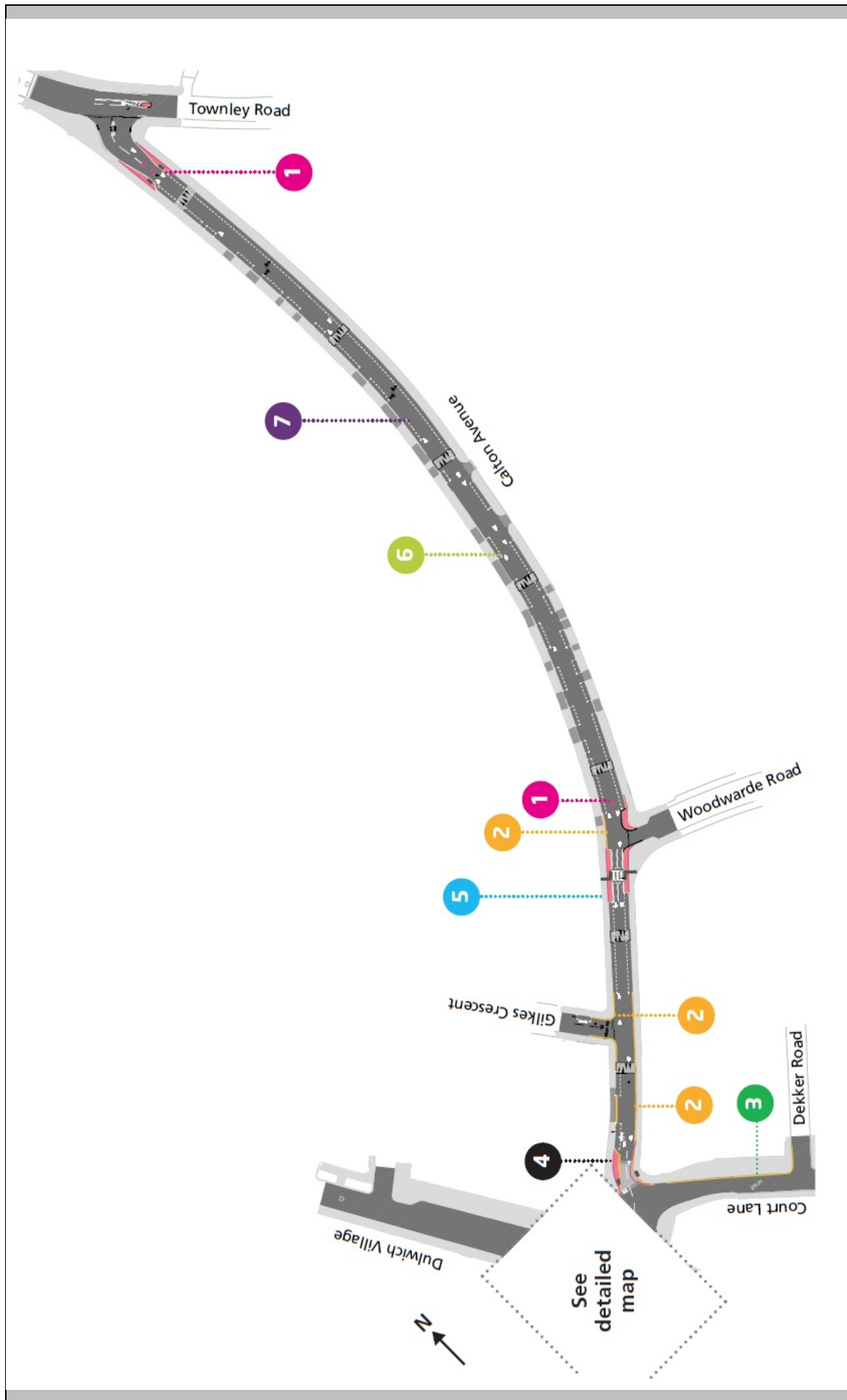
Elephant & Castle to Crystal Palace Quietway (QW7)
Turney Road to Dulwich Village Junction
Consultation Area

Dulwich Wood Avenue and Farquhar Road



Phase	Date	Activity	Aim
Phase 1: Early Engagement	Dec 2014 – Mar 2015	Online interactive map launched	To allow community to pin point comments and suggestions along the route prior to scheme development
	Jan 2015	Southwark cyclists nominate members to work with the council design team	Establishing co-design process and identifying the best routes and design measures
	Jul 2015t	Pop up surveying / information gathering	Information gathering on local concerns and ideas
	Aug 2015	Email with questionnaire and event invitation	Information gathering on local concerns and ideas
	Sept 2015	Local residents walked the Quietway route at peak times, accompanied by facilitators and an engineer, and their comments were recorded	Information gathering on local concerns and ideas
Phase 2: Feasibility and concept design	Sept 2015	Co-design workshops(2 events)	Explore design options
	Oct 2015	Concept co-design workshops	Explore design options
	13 Oct and 4 Nov 2015	Community workshops (4 November meeting attended by Andrew Gilligan)	Workshops to identify current traffic issues, perceived and real impacts on possible improvements
	2 Dec 2015	Dulwich Community Council workshop	Workshop to identify current traffic issues, perceived and real impacts on possible improvements
Phase 3: Pre-consultation	Jan 2016	Pre-consultation meeting with Residents association and local stakeholders	Stakeholders input prior to consultation
	Jan 2016	Pre-consultation meeting with Southwark cyclists	Stakeholders input prior to consultation
Phase 4: Consultation	15 Feb – 13 Mar 2016	Questionnaire distributed to households along the route. Information and questionnaire available online through the Southwark Council consultation hub.	Formal comments on proposals
		Public meetings and events	
Phase 5: Post-consultation	Apr 2016	Post-consultation meeting with Safer Routes to School team	Comments inform proposed mitigation measures and changes to the proposal
	May 2016	Post-consultation meeting with Residents Association	Comments inform proposed mitigation measures and changes to the proposal

Quietway 7-Dulwich Community Council -proposed design changes



Quietway 7-Dulwich Community Council -proposed design changes

Calton Avenue / Court Lane					
Reference No on consultation Map	Feature proposed during consultation	What you said	Proposed Changes / Action / Amendments	Reasons	
2	Parking restrictions at junctions	Concerned about loss of parking, although this had majority support	Review and reduce extent of yellow lines to the minimum required for safety and ease of access to signal junction	<ul style="list-style-type: none"> Yellow lines at junctions will improve safety for all road users Standard borough wide practice 	
3	Parking restrictions on Court Lane	Concerned about loss of parking, although this had majority support	Review and reduce extent of yellow lines to the minimum required for safety and ease of access to signal junction	<ul style="list-style-type: none"> Yellow lines on Court Lane will remove pinch point by parked cars and improve ease of access to the signal junction 	
4	Parking restrictions on Calton Ave SW of Gilkes Crescent	Concerned about loss of parking. This lack majority support	Review and reduce extent of yellow lines to the minimum required for safety and ease of access to the signal junction	<ul style="list-style-type: none"> Yellow lines will improve safety for pupils crossing Calton Avenue, with the aid of school crossing patrol Yellow lines will improve access to the signal junction A new loading bay provided adjacent to shops on Calton Avenue Car club bay relocated to Gilkes Crescent 	
5	New zebra crossing	You feel this at the wrong location. This lack majority support.	Relocate zebra on Calton Avenue to the east of Woodward Road	<ul style="list-style-type: none"> Relocated zebra will be at the best location where most pupils cross the road Safer location. 	
6	Provision of marked parking bays	Concerned about the loss of parking. This lack majority support.	Feature dropped	Not well supported	
7	Removal of centre line	Concerned that this will reduce safety. This lack majority	Feature dropped on Calton Avenue	<ul style="list-style-type: none"> The road is not intended to be resurfaced , thus 	

Quietway 7-Dulwich Community Council -proposed design changes

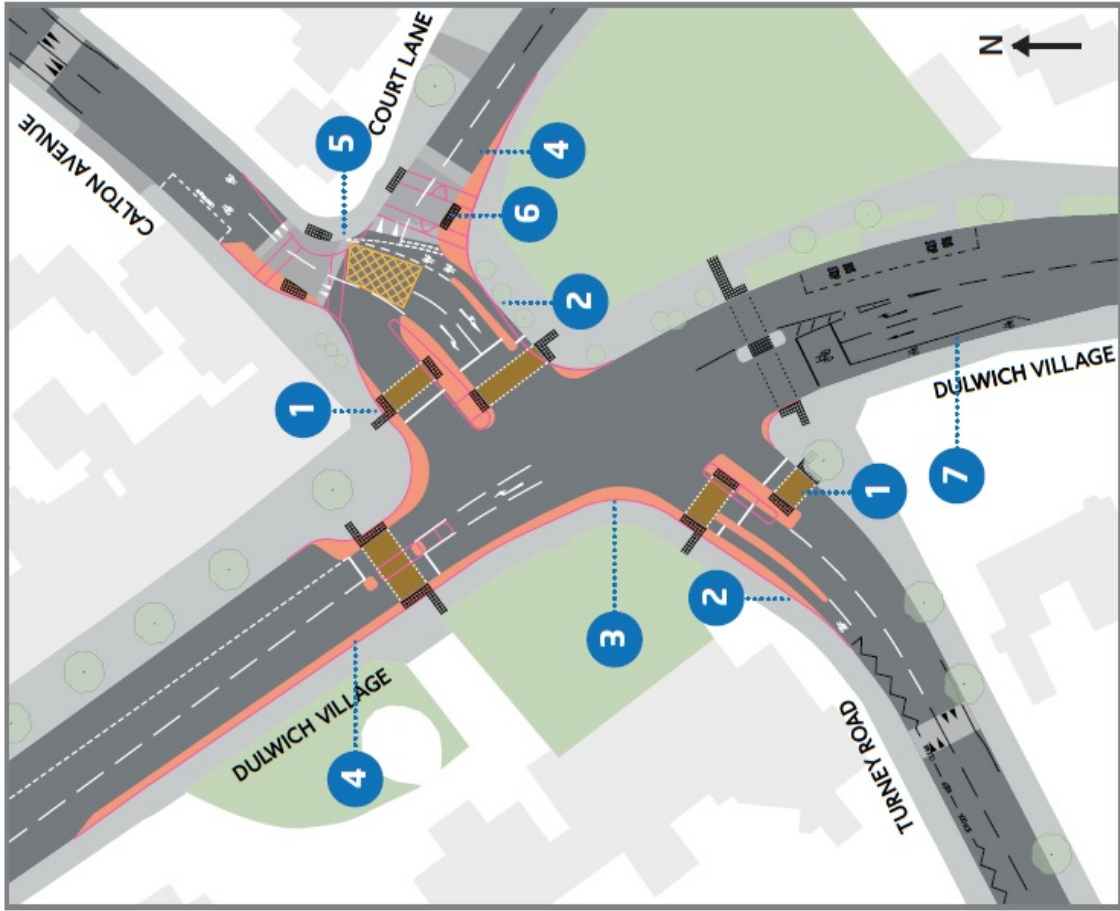
		support.		retain centre line as existing <ul style="list-style-type: none"> Statistical Research shows that removing centre line marking significantly reduces vehicle speeds- http://content.tfl.gov.uk/centre-line-removal-trial.pdf
1	Traffic island removal	Concerned about increased risk for pedestrians and reduced road width. This lack majority support	<ul style="list-style-type: none"> Abandon proposed footway buildout nearer to Townley Road and remove existing refuge island. Refuge Island east of Woodward Road replaced with zebra crossing. 	<ul style="list-style-type: none"> Crossing location not required due to relocated zebra crossing on Calton Avenue. Pedestrians will use refuge island closer to Townley Road end of Calton Avenue
Calton Avenue / Court Lane				

Amendments to Parking (figures excludes parking discouraged at junctions by introduction of double yellow lines)

Calton Avenue / Court Lane Parking Amendments (subject to safety audit)-Number of spaces	
	Net gain - Net loss
Previously Proposed	13
Now amended	No Net change.

Quietway 7-Dulwich Community Council -proposed design changes

Dulwich Village Junction map



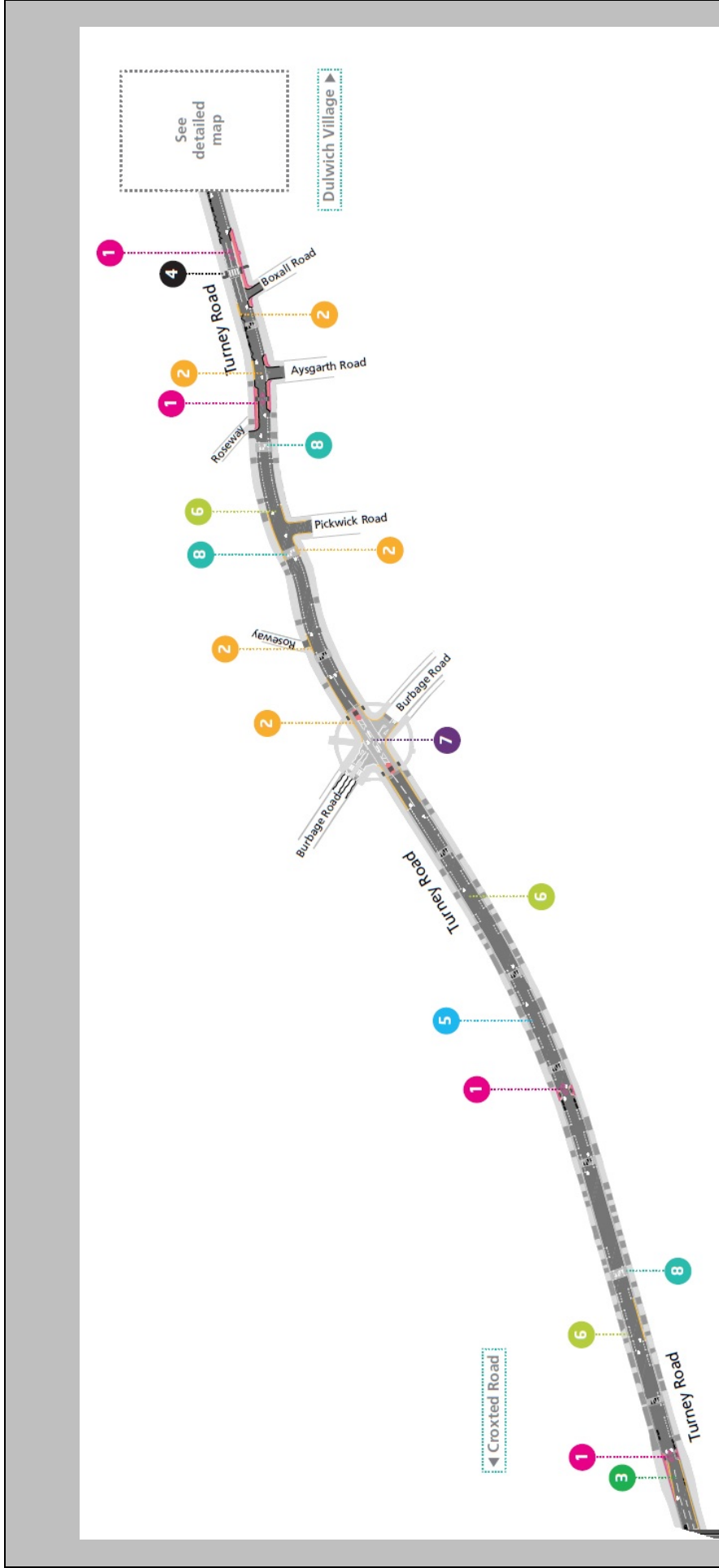
Quietway 7-Dulwich Community Council -proposed design changes

Dulwich Village junction				
Reference No on consultation Map	Feature proposed during consultation	What you said	Proposed Changes / Action / Amendments	Reasons
7	Banned left turn from Dulwich Village northbound	This will cause rat-running in the local area. This lack majority support	Drop proposal subject to detailed design and monitoring post-implementation	<ul style="list-style-type: none"> Ban preferred to accommodate wider pedestrian refuge island on Turney Road. Currently very low flows making this turn in the peak hours (9 veh/hr am, 18veh/hr pm)
6	Court Lane junction layout	Concerned about traffic delays, possible increase in congestion and traffic displacement to adjacent roads. This lack majority support	<ul style="list-style-type: none"> Trial change in priority in temporary materials and reverse change in priority if delays are unacceptable on Court Lane 	<ul style="list-style-type: none"> Proposed layout on Court lane allows segregated cycle lane at the signal junction. Discourage rat running on Court lane
5	Calton Ave / Court Lane change of priority	Concerned about traffic delays, possible increase in congestion and traffic displacement to adjacent roads. Concerned about impact on pupils crossing Calton Avenue with the aid of school crossing patrol This lack majority support	<ul style="list-style-type: none"> Trial change in priority Introduce additional measures to reinforce informal pedestrian crossing on Court lane and Calton Avenue. 	<ul style="list-style-type: none"> The proposed layout will improve safety all road users
4	Footway widening	Concerned this will increase congestion due to reduction in roads space. This lack majority support	<ul style="list-style-type: none"> Proceed as proposed due to safety benefits for pupils 	<ul style="list-style-type: none"> Footway widening on Dulwich Village will not affect traffic lane Will improve safety for pupils .Pedestrian comfort level assessment indicate congestion at areas where footway widening is proposed-refer to <i>Dulwich Village report</i>

Quietway 7-Dulwich Community Council -proposed design changes

3	Guardrail removal	Concerned about safety for pupils . This lack majority support	Undertake independent safety review to access extent of removal. Some railings can be retained	<ul style="list-style-type: none"> Some level of guardrail required to prevent pupils from 'spilling' onto the street Unnecessary guardrail may affect footway width at congested areas
2	Provision of segregated cycle facility	Concerned about conflicts between cyclist and pedestrian at internal stop lines. This lack majority support	<ul style="list-style-type: none"> Careful monitoring of the compliance of internal stop lines will be undertaken and enforcement carried out if needed eg road signs 	<ul style="list-style-type: none"> Segregating cyclists in space and time will improve safety for all road users Internal stop lines necessary to ensure delays are reduced at the junction
1	Staggered Crossings	<p>Concerned about:</p> <ul style="list-style-type: none"> The capacity of island to accommodate volume of pedestrian waiting. Safety of pupils not waiting <p>This lack majority support</p>	<ul style="list-style-type: none"> Undertake pedestrian comfort level assessment of the proposed island. Review scope for widening island to provide more capacity for waiting pedestrians. Introduce pedestrian count down to improve safety 	<ul style="list-style-type: none"> Island will have high kerbs to act as guardrails to restrain pedestrians. Similar to that at Herne Hill Waiting time reduced for pedestrians (82sec / 72sec vs. 77sec / 69sec) More green time given to pedestrians : (Turney Road-13sec increased to 65sec /66sec, Calton Avenue-6sec increased to 52sec / 53sec Improved crossing points further down Turney Road will reduce pressure on this arm of the junction

Quietway 7-Dulwich Community Council -proposed design changes



Turney Road

Reference No on

Feature proposed

What you said

Proposed Changes / Action /

Reasons

Quietway 7-Dulwich Community Council -proposed design changes

consultation Map	during consultation		Amendments	
2	Parking restrictions at junctions	Concerned about loss of parking, although this had majority support	Review and reduce extent of yellow lines to the minimum required for safety.	<ul style="list-style-type: none"> Yellow lines at junctions will improve safety for all road users
3	Parking restrictions at Croxeted Road	Concerned about loss of parking, although this had majority support	<ul style="list-style-type: none"> Retain as proposed 	<ul style="list-style-type: none"> Yellow lines discourage parking under the bridge which creates pinch point
4	New zebra crossing	Well supported	<ul style="list-style-type: none"> Retain as proposed 	<ul style="list-style-type: none"> Will improve safety for pupils
5	Provision of marked parking bays	Concerned about the loss of parking. This lack majority support.	Feature dropped	Not well supported
6	Removal of centre line	Concerned that this will reduce safety. This lack majority support.	Feature dropped	<ul style="list-style-type: none"> Statistical Research shows that removing centre line marking significantly reduces vehicle speeds- http://content.tfl.gov.uk/centre-line-removal-trial.pdf
2	Burbage Road pedestrian improvements	Supported	<ul style="list-style-type: none"> Retain as proposed 	<ul style="list-style-type: none"> Will improve safety for pupils
8	Additional traffic calming	You felt this was unnecessary and will make it uncomfortable for road users. This lack majority support.	<ul style="list-style-type: none"> Retain as proposed 	<ul style="list-style-type: none"> Spacing of existing humps are inconsistent, some over 100m apart 3 new humps will ensure consistent steady speed , necessary to enforce 20mph
1	Replacing traffic island with footway buildout	Concerned buildout will reduce road width and motorists unable to overtake cyclists. You feel traffic islands are safer This lack majority support	<ul style="list-style-type: none"> Retain as proposed Detailed design to consider if can be raised to improve pedestrian convenience/safety 	<ul style="list-style-type: none"> Most of the existing island are not designed for pedestrians and unsafe as a refuge : <ul style="list-style-type: none"> width < 1.5m, No kerb protection. Some islands adjacent driveways

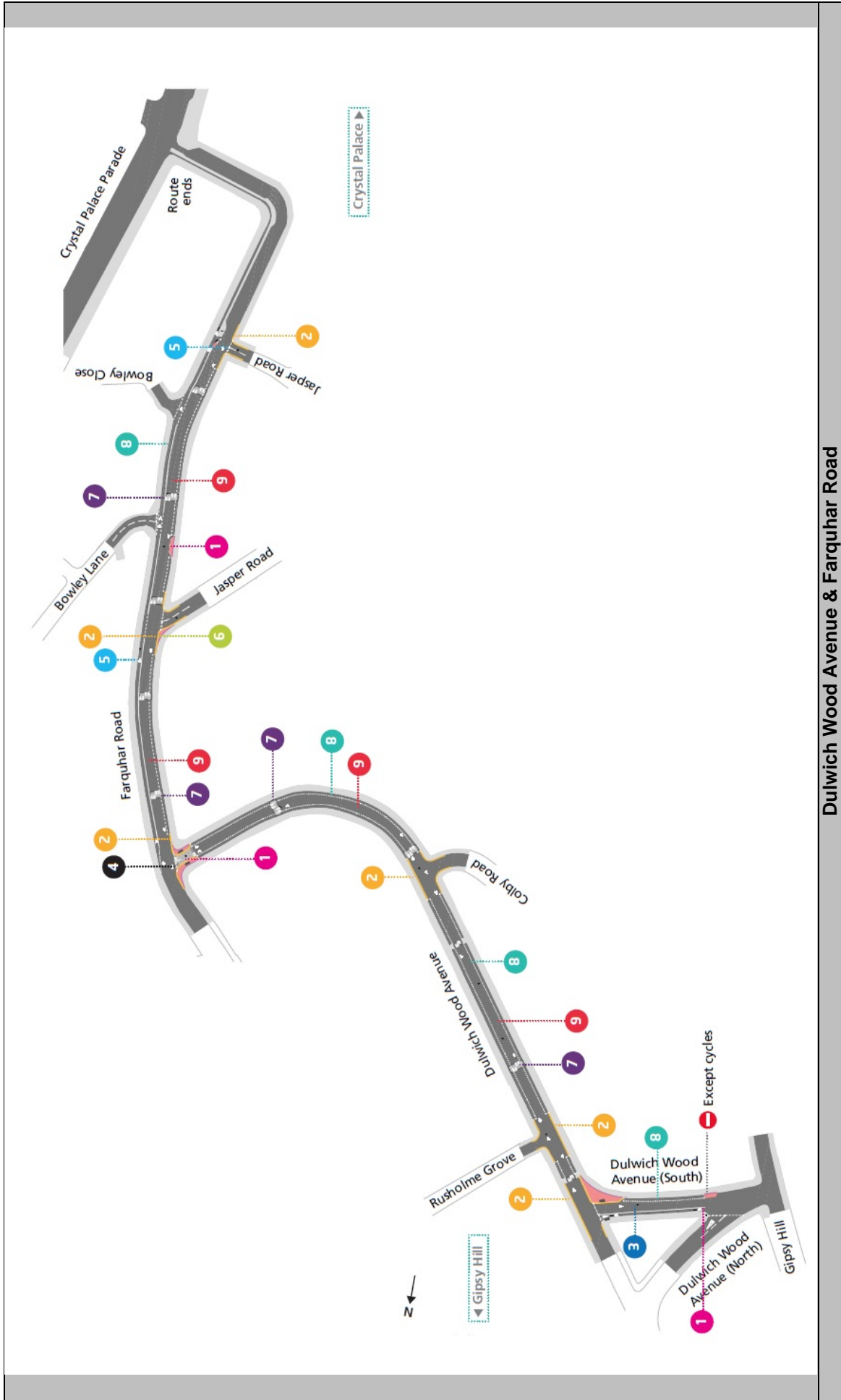
Quietway 7-Dulwich Community Council -proposed design changes

				<ul style="list-style-type: none"> No tactile paving Unsafe for disabled / visually impaired users Adjacent parked cars obscures visibility <p>Islands can't be made wider due to adverse impact on traffic lane (<3.0m).</p> <p>Footway buildout :</p> <ul style="list-style-type: none"> Buildout will not extend beyond parked cars improves visibility for pedestrians buildouts at junction encourage speed reduction and help to move the give-way lines forward to improve visibility
Turney Road				

Amendments to Parking (figures excludes parking discouraged at junctions by introduction of double yellow lines and subject to safety audit)

Turney Road Parking Amendments (subject to safety audit)-Number of spaces	Net gain -	
		Net loss
Previously Proposed		20
Now amended	.	14

Quietway 7-Dulwich Community Council -proposed design changes



Dulwich Wood Avenue & Farquhar Road

Quietway 7-Dulwich Community Council -proposed design changes

Reference No on consultation Map	Feature proposed during consultation	What you said	Proposed Changes / Action / Amendments	Reasons
9	Removal of centre line	Concerned that this will reduce safety. This lack majority support.	Trial at locations where road is resurfaced otherwise no change to existing lines	<ul style="list-style-type: none"> Statistical Research shows that removing centre line marking significantly reduces vehicle speeds- http://content.tfi.gov.uk/centre-line-removal-trial.pdf
6	New footway buildout at Jasper Road	Concerned that buildout will impeded access /egress to Jasper Road. Majority support.	<ul style="list-style-type: none"> Review swept path during detail design 	<ul style="list-style-type: none"> Buildout will narrow the wide bell-mouth of the junction , improve safety for all road users
4	Additional traffic calming	Concerns about damage to cars increase in traffic noise and vibration to property This lack majority support.	<ul style="list-style-type: none"> Retain as proposed 	<ul style="list-style-type: none"> Spacing of existing humps are inconsistent, some over 100m apart New humps will ensure consistent steady speed , necessary to enforce 20mph
5	New mandatory cycle lane	Well supported. You like to see full segregation for the mandatory cycle lane	<ul style="list-style-type: none"> Retain as proposed Incorporate light segregation Liaise with Lambeth re capacity for possible increase in parking due to expansion of Paxton school 	Will improve safety for uphill cyclists
4	Raised table at Dulwich Wood Avenue / Farquhar Road junction	Well supported.	Retain as proposed	Will improve safety for all road users
3	Dulwich Wood Avenue (south) layout	Concerned about cycle safety at junction with Gipsy Hill, right turn hook. Had majority support	<ul style="list-style-type: none"> Review junction to improve safety eg tighten junction to reduce turning speeds and additional humps on Gipsy Hill Liaise with Lambeth to improve traffic calming on Gipsy Hill 	<ul style="list-style-type: none"> New layout will improve safety for all road users

Quietway 7-Dulwich Community Council -proposed design changes

1	Replace traffic island with footway buildout	Concerned buildout will be unsafe for cyclists. Had majority support.	<ul style="list-style-type: none"> Retain as proposed 	<ul style="list-style-type: none"> In line with Councils design standards and good practice Islands are substandard in width < 1.5m. can't be widened due proposed mandatory lane
2	Parking restrictions at junctions	Overwhelming support , but concerned about loss of parking	<ul style="list-style-type: none"> Amend extent of yellow lines Remove proposed yellow lines on Dulwich wood Avenue: <ul style="list-style-type: none"> opposite Colby Road opposite Rusholme Grove 	<ul style="list-style-type: none"> Will improve safety for all road users
8	Provision of marked parking bays	Not supported	Feature dropped	Not well supported
Dulwich Wood Avenue & Farquhar Road				

Amendments to Parking (figures excludes parking discouraged at junctions by introduction of double yellow lines and subject to safety audit)

Dulwich Wood Avenue		Parking Amendments		Number of spaces	
		Net gain -		Net loss	
Previously Proposed				14	
Now amended		.		12	

Farquhar Road		Parking Amendments-Number of spaces	
		Net gain -	Net loss
Previously Proposed			47
Now amended		.	47

Southwark Council policies	Action required	Design measure
<p>New Southwark Plan</p> <p>DM15: Walking and cycling Southwark will become more accessible for pedestrians and cyclists through effective design of exemplary routes and facilities to encourage people to walk and cycle.</p> <p>Transport Plan</p> <p>Policy 1.7 Reduce the need to travel by public transport by encouraging more people to walk and cycle</p> <p>Policy 1.10 Improve the cycling environment and ensure that people have the information and confidence to use it</p> <p>Policy 2.1 - Work with the school community to encourage more children to travel to school sustainably.</p> <p>Policy 2.3 Promote and encourage sustainable travel choices in the borough</p> <p>Policy 2.4 Continue to support improving skills and knowledge to travel sustainably</p> <p>Policy 4.1 Promote active lifestyles</p> <p>Policy 6.1 Make our streets more accessible for pedestrians</p> <p>Policy 7.1 Maintain and improve the existing road network making the best use of it through careful management and considered</p>	<p>Encourage cycling by providing a safer and pleasant street environment, especially for children</p>	<p>Cyclists separated in time and space at Dulwich Village junction</p> <p>New segregated cycle facility on Farquhar Road.</p> <p>Double yellow lines will improve safety by providing better sight lines for all road uses</p>

improvements.

Cycling Strategy

Objective 1.1 Reduce conflicts between motor vehicles, particularly HGVs, people who cycle and walk, as well as perceptions of conflict

Objective 1.9 Ensure connected networks and support programmes by working in partnership with our neighbouring boroughs and TfL

Objective 2.1 Address health inequalities by supporting more active communities, particularly in areas of high health need or deprivation

Objective 3.3 Continue to work with children, parents and teachers to ensure cycling becomes ingrained at an early age

Policy 5.4 Seek to reduce vehicle speeds and educate and enforce against those who break speed limits

Policy 5.5 We will make Southwark a 20mph borough

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

Policy 5.8 Improve perceptions of safety in the public realm

Provide safer and pleasant walking environments

Wider footway-pavement buildout

Buildout around schools, discourage footway parking and help reinforce 20mph speed limit

Formal /informal crossings eg new zebra crossing, measures to enforce informal crossings.

Traffic calming –humps and removal of centre line marking

Improving safety at junctions – yellow lines at junction

More green time given to pedestrians to cross signal junction and pedestrian waiting time reduced

Provide pedestrian count down.

Policy 4.2 Create places that people can enjoy

Policy 4.3 Help communities shape their streets

Policy 4.5 Enhance quality of life through the built and natural environment

Policy 5.2 Lobby/work with TfL to improve safety on our busy roads

Reduce traffic congestion

Reduced traffic signal cycle time (from 129 to 112 sec AM, 119 sec to 104sec-PM) to address congestion at Dulwich Village junction

Dulwich Village Junction Review

November 2015

Issue	Date	Prepared by	Reviewed by	Approved by
1	27/11/2015	T Gardner	M Artis	J Worley

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Appendix A – Traffic Signal Timing Sheets

Appendix B – Pedestrian Comfort Assessment

Appendix C – Junction Assessment Tool

1. Introduction

In December 2014 TfL Outcomes Design Engineering (ODE) were commissioned by London Borough of Southwark to undertake an assessment of Dulwich Village / Calton Avenue / Turney Road junction to determine existing junction operation and potential scope for improvement.

Although the junction has an excellent safety record in terms of recorded personal injury accidents (PIAs), it is located on the proposed Elephant & Castle to Crystal Palace cycle Quietway (QW7). This, together with the close proximity of nearby schools, means the junction is subject to high levels of use by vulnerable users which is likely to increase over time as the Quietway usage develops. Anecdotal information provided by LB Southwark suggests that there is a perception amongst pedestrians and cyclists that the junction is unsafe. LB Southwark also recognises that the present geometric layout of junction is difficult to navigate by road traffic, and there are further concerns towards the operation of the junction in the context of the proposed cycle Quietway.

Therefore, **the brief required ODE to:**

- Undertake a review of existing conditions at the junction including collision analysis, cycle collision risk using the London Cycle Design Standards (LCDS) junction assessment tool, a Pedestrian Comfort Assessment, and a more general appraisal of the level of service provision for cyclists using the LCDS cycle Quietway level of service assessment matrix. Vehicle flows and turning counts will also be collected, and cycle flow surveys undertaken on the proposed Quietway alignment.
- Produce a validated base conditions traffic model using LINSIG that conforms to Transport for London's Model Audit Process (MAP) Stages 2&3 to show how the junction performs in terms of traffic flow and queue lengths at various times of the day.
- Put forward suggestions for improving the junction with particular focus on providing better facilities for walking and cycling to form the basis of the follow-up design work.

2. Site Location & Context

The junction under review is located in the London Borough of Southwark at Ordnance Grid Reference 533129 / 174141. Its contextual location, in terms of the surrounding highway network, is shown in **Figure 2.1**.

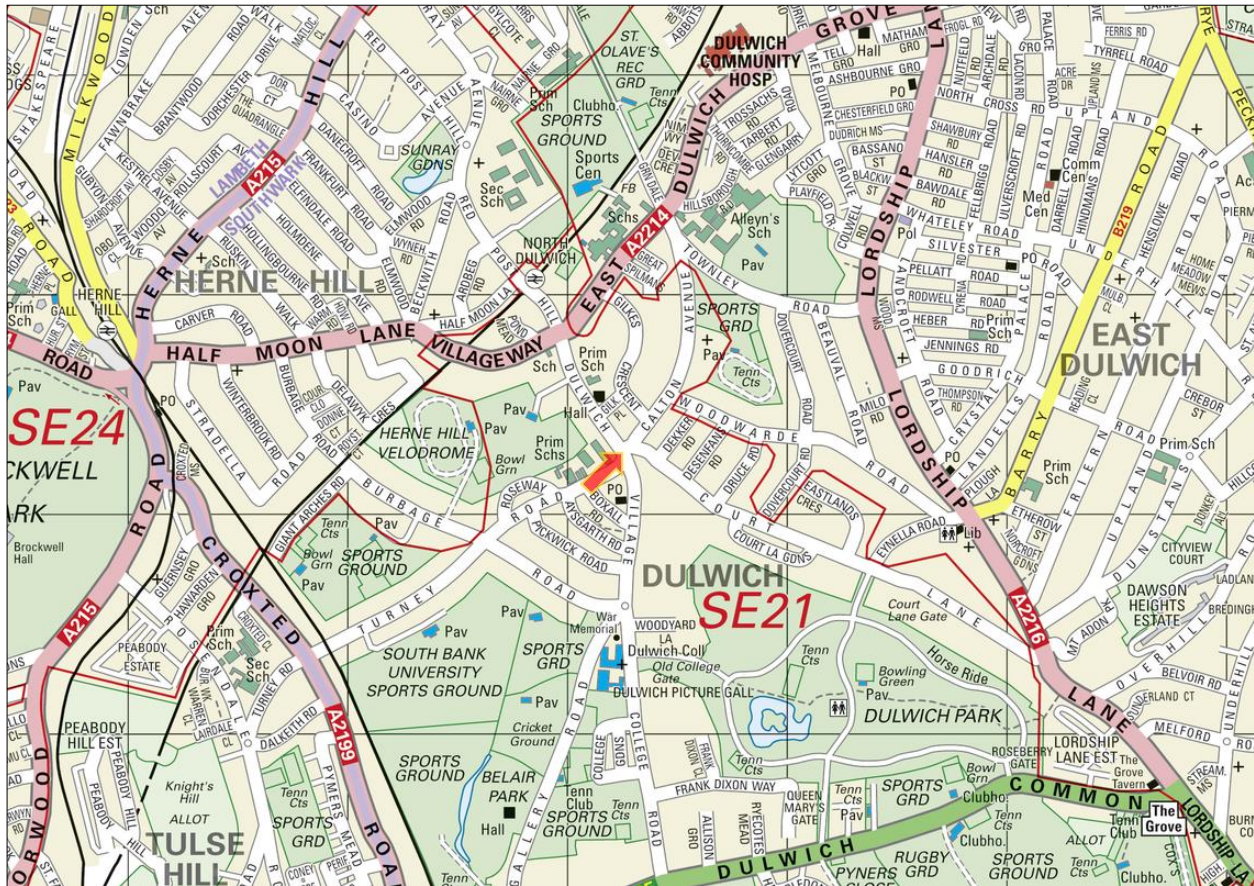


Figure 2.1: Site Location

Dulwich Village provides a strategic connection between the A2214 East Dulwich Grove and A205 Dulwich Common. The road provides an alternative north / south route for vehicles wishing to avoid the more heavily trafficked adjacent distributor roads; Lordship Lane and Herne Hill / Croxted Road. Calton Avenue and Turney Road are both residential in nature and provide local connections to the surrounding network.

2.1 Adjacent Land Use

Calton Avenue and Turney Road, to the east and west of the junction respectively, are predominantly flanked by residential property. A graveyard fronts the south east of the junction where Calton Avenue and Dulwich Village intersect.

Dulwich Village, to the north of the junction, is a village high street with retail premises making up much of the eastern frontage (see **Figure 2.2**, below). The western frontage is flanked by residential property and Dulwich Village Church of England Infants School, which is located on the corner of Dulwich Village and Turney Road.



Figure 2.2: Intersection of Dulwich Village & Calton Avenue, looking north

3. Existing Conditions Review

3.1 Junction Layout

A topographical survey has been undertaken at the junction to record the existing layout. This is shown in **Drawing No.SWN-TOPO-401** (see **Figure 3.1**, below). The main junction is configured as a four arm crossroads controlled by traffic signals, however an uncontrolled intersection between Calton Avenue and Court Lane exists 20m east of the junction. For the purposes of this report the extent of the junction under review will include the Court Lane / Calton Avenue intersection, particularly given its location on the proposed cycle Quietway.

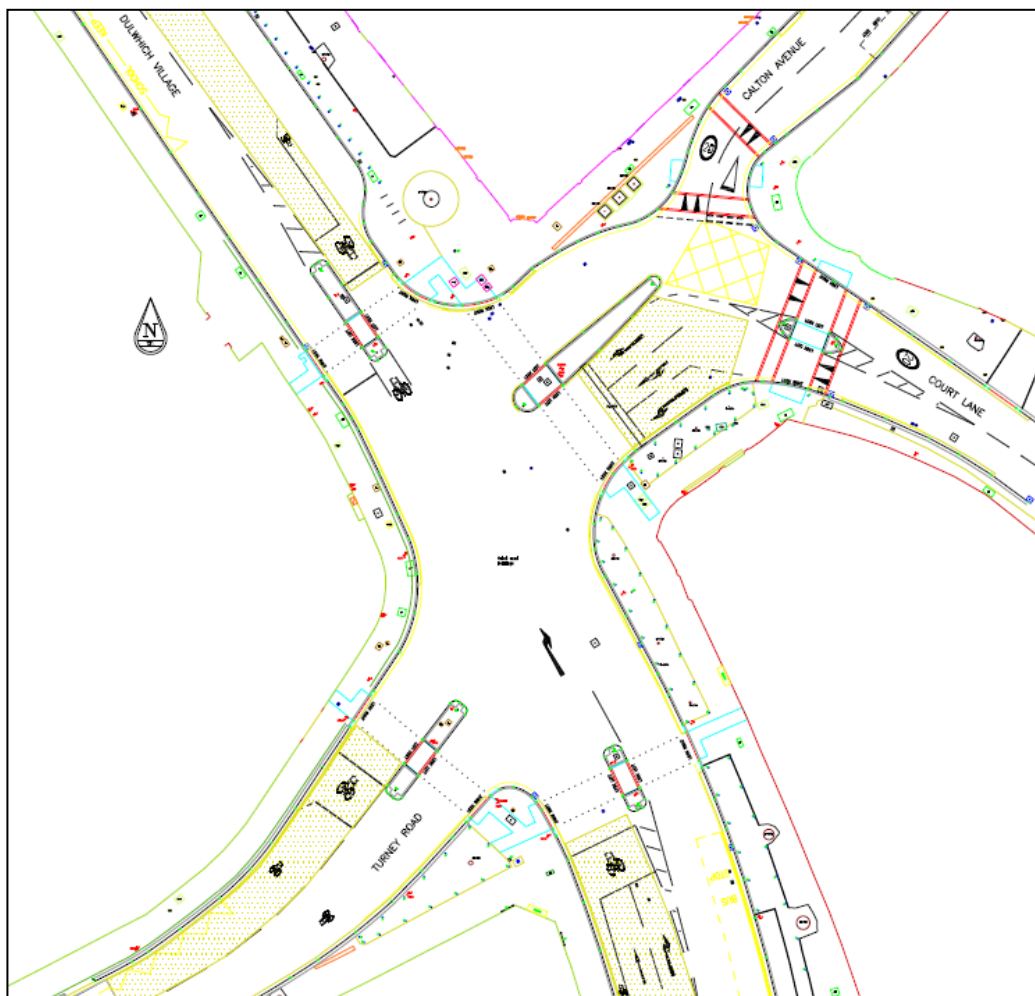


Figure 3.1: Topographical Survey of Junction

The northern arm (Dulwich Village) is marked as one lane in each direction. The southbound lane comprises of a 4.75m wide traffic lane which narrows to just over 3m at a point 11m in advance of the vehicular stop line. This is to accommodate a mandatory cycle feeder lane to an advance cycle stop line. An area of echelon parking approximately 15 bays in length also exists adjacent to the retail premises. All vehicle movements are currently permitted from the southbound lane. Right

turning traffic is opposed and waits in the centre of the junction away from traffic proceeding south and / or turning left.

The southern arm of the junction (Dulwich Village) contains a single southbound lane of 6m, which narrows to 3.2m as it passes a bus stop 15m south of the junction. A single northbound traffic lane exists, with an offside flare lane beginning 20m in advance of the vehicular stop line. Ahead and left-turning vehicles occupy the 3.1m wide nearside lane. The offside flare lane is 2.75m wide and is used by right-turning vehicles into Calton Avenue. All vehicle movements are permitted from the southern arm and there is sufficient space in the centre of the junction to accommodate right-turning vehicles without obstructing other movements.

The western arm, Turney Road, is marked with a single 6m wide lane in each direction. However given the wide inbound lane, it was noted that right turning vehicles occasionally use the offside space as an unofficial flare depending on how preceding vehicles are positioned at the stop line. All movements are permitted from the side road and, as with the northern and southern arms, there is sufficient space in the centre of the junction for right turning vehicles to wait for gaps without obstructing other movements.

The spatial layout of the eastern arm, Calton Avenue, is more complex. A snapshot of the topographical survey showing the arm configuration is shown in **Figure 3.2**. The junction can be approached from either Court Lane or Calton Avenue, with vehicles from the latter required to give way approximately 20m in advance of the stop line. The single lane approach from Court Lane flares out 10m in advance of the junction to provide a three lane arrangement at the stop line. All three lanes are approximately 3m wide, with left-turning vehicles generally occupying the nearside lane, westbound vehicles positioned in the middle lane, and right-turning vehicles in the offside lane.

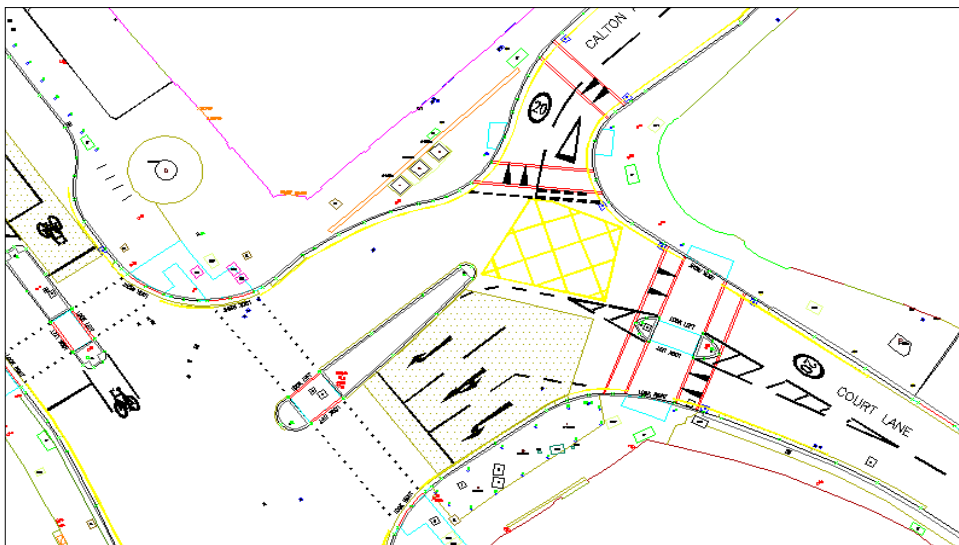


Figure 3.2: Calton Avenue and Court Lane Configuration

It was noted that vehicles occupying the right-turn lane frequently queue back in to Court Lane and Calton Avenue, obstructing movement of vehicles in to the central and nearside lanes. Similarly, access to the right-turn lane is often obstructed by vehicles waiting in the central and nearside lanes. Vehicles approaching from Calton Avenue are able to exit from the give way controlled junction unhindered, although they rely heavily on vehicles on Court Lane conceding priority. Occasionally, if the flare lanes are occupied, vehicles will enter the central lane to turn either left or right which can sometimes causes confusion for other users. The outbound traffic lane is about 7.5m wide with a sharp 90° bend in to Court Lane, approximately 20m after the junction.

3.2 Pedestrian Crossing Facilities

Controlled pedestrian crossing facilities exist on all arms of the junction. The layouts of the crossings are similar in that each crossing is between 2.6 and 3.0m wide and has a central refuge island that houses signal equipment and other street furniture. The crossing movements on all arms are undertaken in one phase during an 'all red' stage for vehicles, provided at least one of the four crossings is called. Pedestrian green time varies according to the combination of crossings activated. All four controlled crossings appear DA compliant and benefit from dropped kerbs, shallow footway gradients, and include the standard tactile paving configuration. **Figure 3.3** shows photographs of the crossing layouts.



Figure 3.3: Controlled Pedestrian Crossing Arms (Clockwise from top left: Dulwich Village North, Calton Avenue, Dulwich Village South, Turney Road)

In addition to the controlled crossings, two further uncontrolled crossings exist on the eastern approach to the junction (see **Fig. 3.2**). The first is sited within the bellmouth of Calton Avenue (at its junction with Court Lane) on a raised entry table. The crossing is 2m wide and features tactile paving on both sides. The second is 3.2m wide and is located across Court Lane approximately 25m in advance of the stop line. This features a 2.0m wide refuge island, raised table, and tactile paving.

3.3 Cycle Facilities

Several designated cycle routes are provided in the locality, a summary of which is shown in **Figure 3.4**, below. In terms of the provision of cycle infrastructure, both the northern and southern arms (Dulwich Village) feature 5.0m advance stop lines and 1.5m wide mandatory cycle feeder lanes, although it was noted that entry into the advance stop line to the north of the junction was often obstructed by parked vehicles overhanging the echelon bays. Turney Road also features an advance stop line but without a feeder lane. There are no cycle facilities on the eastern arm (Calton Avenue). Facilities to enable cyclists to transverse the cycle Quietway are therefore limited, as are facilities to enable cyclists to access the Quietway from the northern and southern arms.



Figure 3.4: Existing Cycle Routes

3.4 Street Lighting

Street lighting is provided on all approaches and, as such, a 30mph speed limit applies across the junction.

3.5 Bus Services

One bus service, the P4, operates in a north-south direction on Dulwich Village. Operational details are shown in **Table 3.5**, below.

Route Number	Journey Details	Peak Hour Frequency
P4	Lewisham Station – Ladywell – Honor Oak Park – Dulwich Village – Loughborough Junction Station – Brixton Station	10-12 mins

Table 3.5: Bus Service Operational Details

On Dulwich Village in the northbound direction, the nearest bus stop on approach to the junction is located approximately 300m to the south. On exit from the junction, the closest stop is 200m to the north.

In the southbound direction the closest stop on approach to the junction is outside Dulwich Village CoE Infant School, about 200m north. On exit from the junction the nearest stop is 20m south, adjacent to the graveyard.

3.6 Traffic Surveys

A variety of surveys were undertaken at the junction in early 2015. These are summarised in **Table 3.6**, below:

Survey Type	Date & Time
Origin & Destination Survey – Dulwich Village, Court Lane, Calton Avenue, Turney Road	Wednesday 4 th February 2015, 07:00–19:00
Peak Time Queue Length Assessment – Dulwich Village, Court Lane, Calton Avenue, Turney Road	Wednesday 4 th February 2015, 07:00–10:00 & 14:30-19:00
Pedestrian Crossing Count – All four controlled crossings, and uncontrolled crossings at Court Lane & Calton Avenue	Wednesday 4 th February 2015, 07:00–19:00
Cycle Patronage Counts – Turney Road & Calton Avenue	7 Day Count, Fri 6 February 2015–Thu 12 th February 2015
Parking Patronage Survey – Echelon parking bay, Dulwich Village northern arm, east side	Wednesday 4 th February 2015, 07:00–19:00

Table 3.6: Traffic Survey Details

3.7 Traffic Flows – Origin & Destination Survey

During the traditional morning peak period (0700-1000), and evening peak period (1600-1900), the surveys showed that the peak hour traffic flows occur as follows:

- AM peak hour – 0745 to 0845;
- PM peak hour – 1800 to 1900.

Origin and destination surveys were undertaken for each arm of the junction. This gives information as to the quantity of vehicles entering the junction from a given arm and the distribution of those vehicles through the junction. **Figure 3.7** summarises the origin and destination of vehicles entering the junction during the AM & PM peak hours.

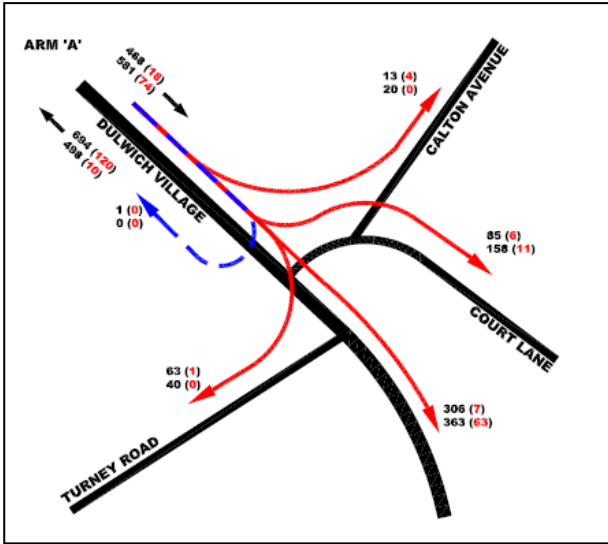


Figure 3.7a: O&D Survey – Dulwich Village North

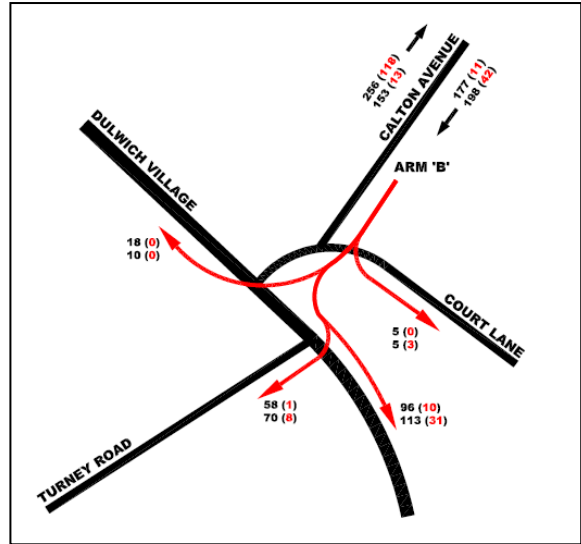


Figure 3.7b: O&D Survey – Calton Avenue

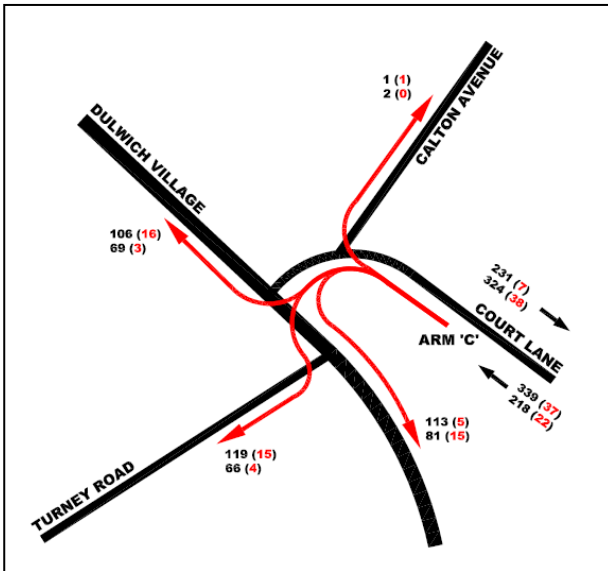


Figure 3.7c: O&D Survey – Court Lane

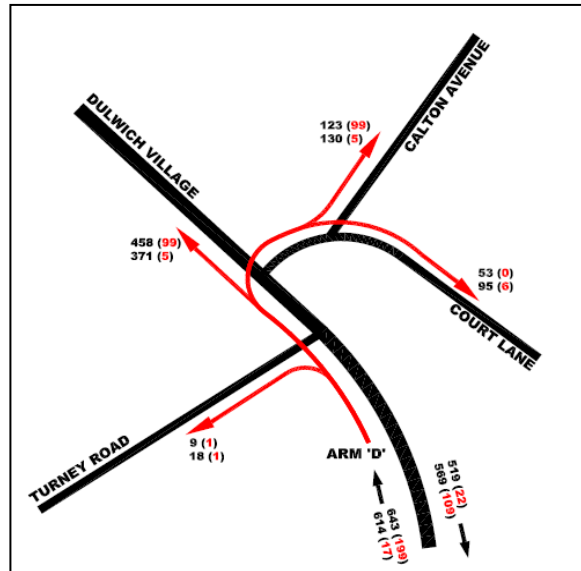


Figure 3.7d: O&D Survey – Dulwich Village South

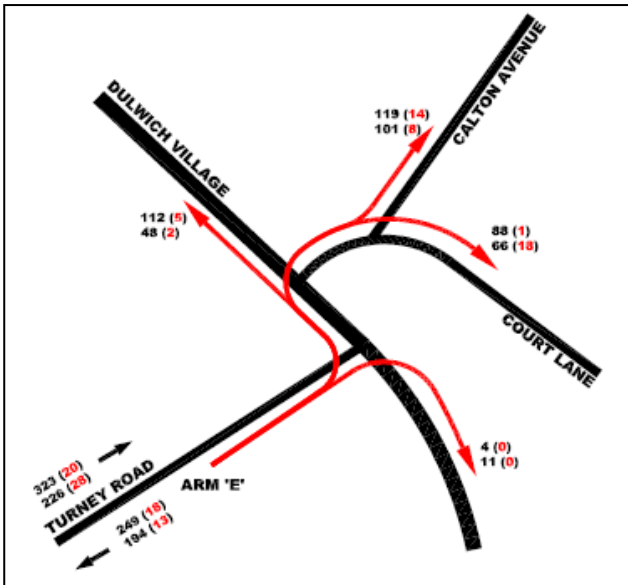


Figure 3.7e: O&D Survey – Turney Road

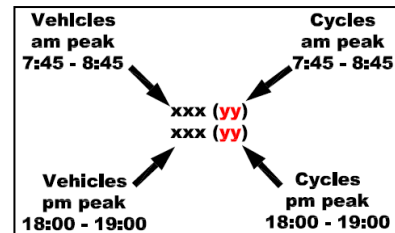


Figure 3.7f: O&D Survey Key

The survey shows that the highest flows are in the AM peak, with around 1300 vehicles passing in both directions through the northern arm. The PM peak carries marginally less traffic, with flows of around 1150. As expected, the data suggests a tidal distribution, with AM flows greater in the northbound direction (towards Central London) than the PM peak, where southbound flows out of the City are more prominent. It is worth noting that cyclists make up 15% of northbound traffic in the AM peak hour, and 11% in the PM peak hour, with almost all travelling in a north – south direction.

In terms of the distribution of vehicles entering from the northern arm, 65% continue south in the AM peak hour whilst 62% perform the same movement during the PM peak hour. The left-turn into Calton Avenue and Court Lane makes up 21% in the AM peak hour, and 31% in the PM peak hour, with most vehicles travelling to Court Lane. The right turn into Turney Road consists of 14% of the total movements in the AM peak and 7% in the PM peak.

A summary of the origin and destination of vehicles entering the junction from Calton Avenue is shown in **Figure 3.8**, below:

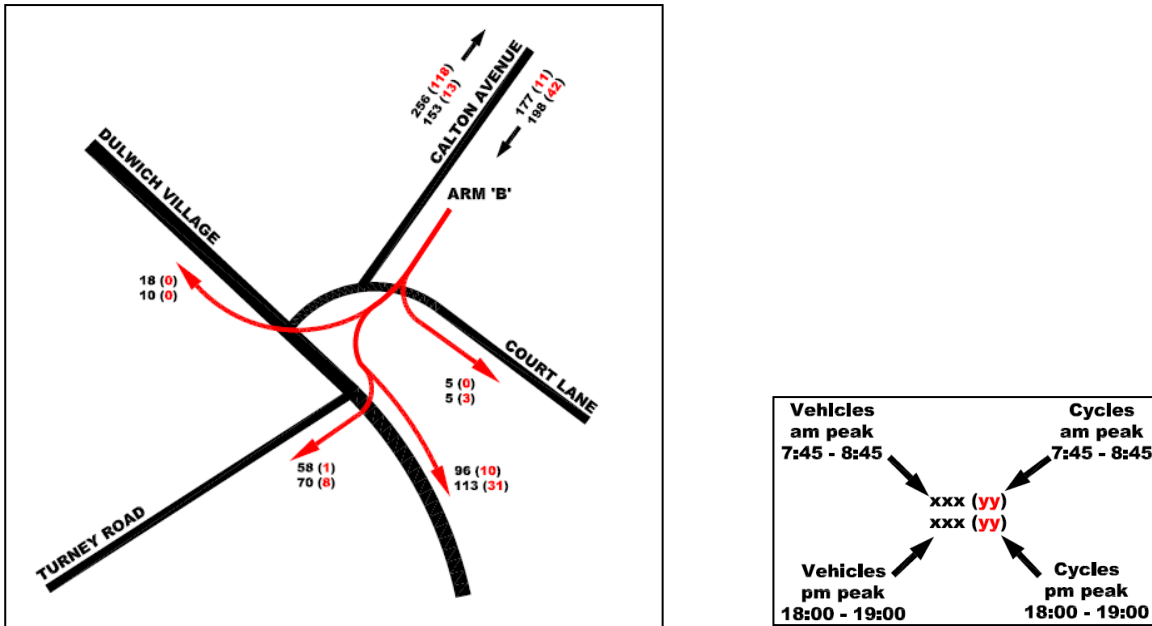


Figure 3.8: Origin & Destination Survey – Calton Avenue Arm

The survey data shows that the highest flows on Calton Avenue were recorded in the AM peak hour, with about 550 vehicles and cycles travelling in both directions. Traffic flow in the PM peak hour was recorded at just over 400. Cycles travelling northbound on Calton Avenue in the AM peak hour made up a significant proportion of the total northbound traffic movements (32%), however somewhat surprisingly, the modal share of cyclists in the southbound PM peak was recorded at only 18 %, suggesting that cyclists may be selecting an alternative route in the evening peak.

Over half the vehicles entering the junction from Calton Avenue performed a left turn in to Dulwich Village South (56% & 60% in the AM and PM peak hours respectively). 31% of traffic in the AM peak hour and 33% in the PM peak hour continued ahead to Turney Road, whilst 10% and 4% executed a right turn to Dulwich Village North. Only a handful of vehicles turned left from the give way junction at the bottom of Calton Avenue into Court Lane.

A summary of the origin and destination of vehicles entering the junction from Court Lane is shown in **Figure 3.9**, below:

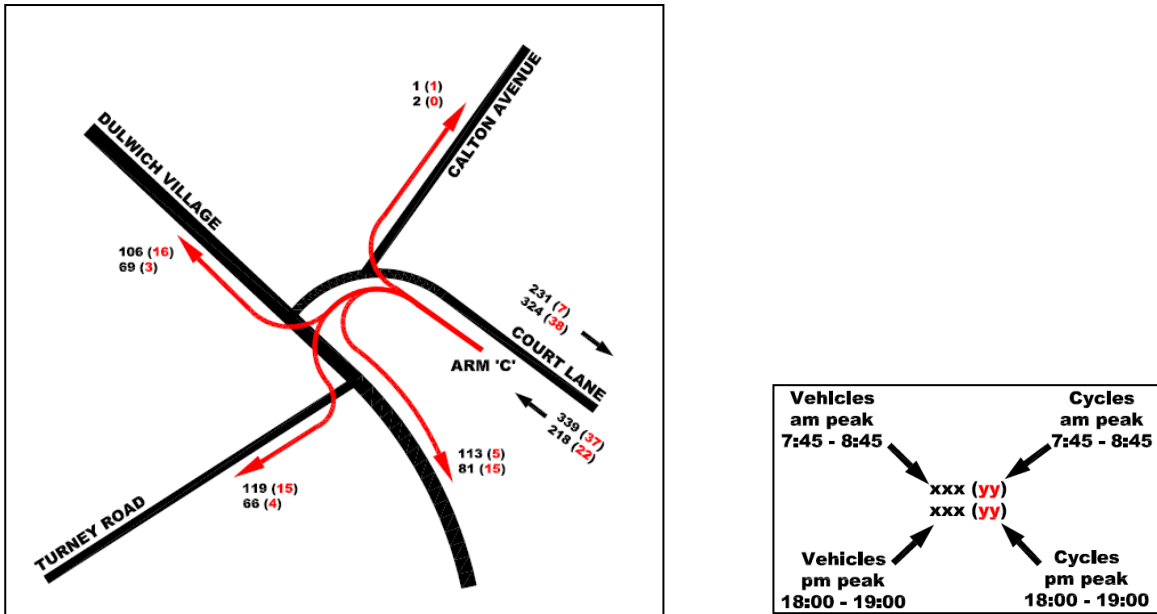


Figure 3.9: Origin & Destination Survey – Court Lane Arm

Traffic on Court Lane is split equally between the AM and PM peak hours, with total bi-directional flow of about 600 vehicles recorded for each period. Cyclists make up about 10% of movements. Traffic entering the junction from Court Lane is roughly distributed equally amongst the three arms, with a very small proportion turning right in to Calton Avenue in advance of the signals.

A summary of the origin and destination of vehicles entering the junction from Dulwich Village South is shown in **Figure 3.10**, below:

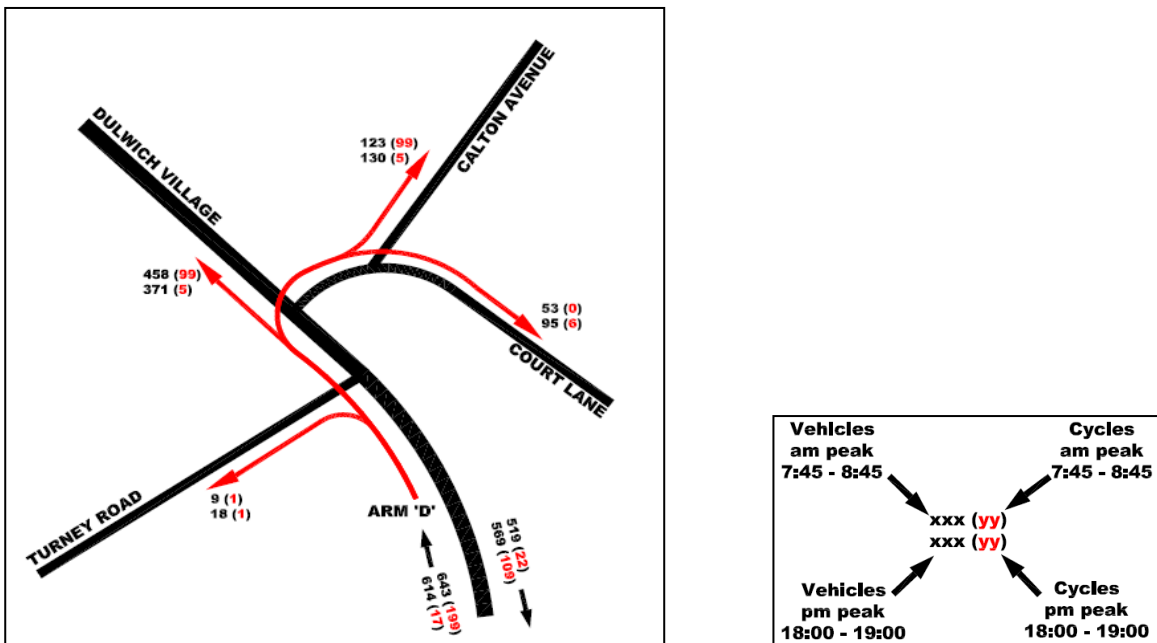


Figure 3.10: Origin & Destination Survey – Dulwich Village South Arm

Vehicle flows on Dulwich Village South are of an equal distribution during both the AM and PM peak hours. Cycle flows however, are more tidal, making up 24% of total northbound traffic during

the AM peak hour. Similarly, during the PM peak hour, cycles comprise approximately 16% of total southbound traffic.

In terms of the distribution of vehicles throughout the AM peak hour, about 65% of traffic entering the junction from the southern arm continues northbound to Dulwich Village, whilst 26% undertake the right turn into Calton Avenue, interestingly of which cyclists comprise 45%. 6% of traffic makes the right turn into Court Lane, and only a handful execute the left turn in to Turney Road.

Distribution of traffic during the PM peak hour is similar, with 60% continuing to Dulwich Village North, 21% to Calton Avenue, 16% to Court Lane, and 3% to Turney Road.

A summary of the origin and destination of vehicles entering the junction from Turney Road is shown in **Figure 3.11**, below:

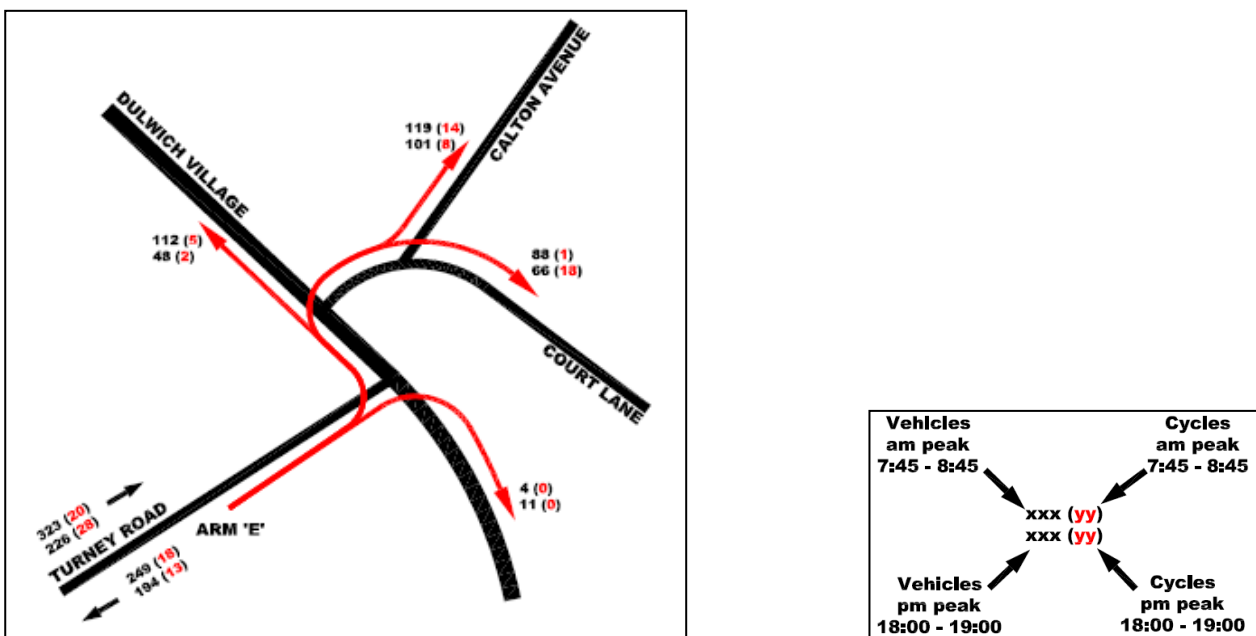


Figure 3.11: Origin & Destination Survey – Dulwich Village South Arm

Traffic entering the junction in both the AM and PM peak periods from Turney Road is roughly distributed evenly between Dulwich Village North, Calton Avenue, and Court Lane. Only a handful of vehicles perform the right turn into Dulwich Village South. Vehicle flows are higher in AM peak period with a bi-directional flow of about 575, compared with 420 in the PM peak. Cycle flows are highest on the Quietway alignment, comprising between 7-12% of total vehicle movements.

3.8 Queue Length Surveys

During the traffic surveys described above, queue length surveys were also undertaken to assess delays and congestion at the junction and to assist in the traffic model validation process. A summary of the average queue lengths recorded at the junction during the peak periods of traffic flow is shown in **Figure 3.12**, below.

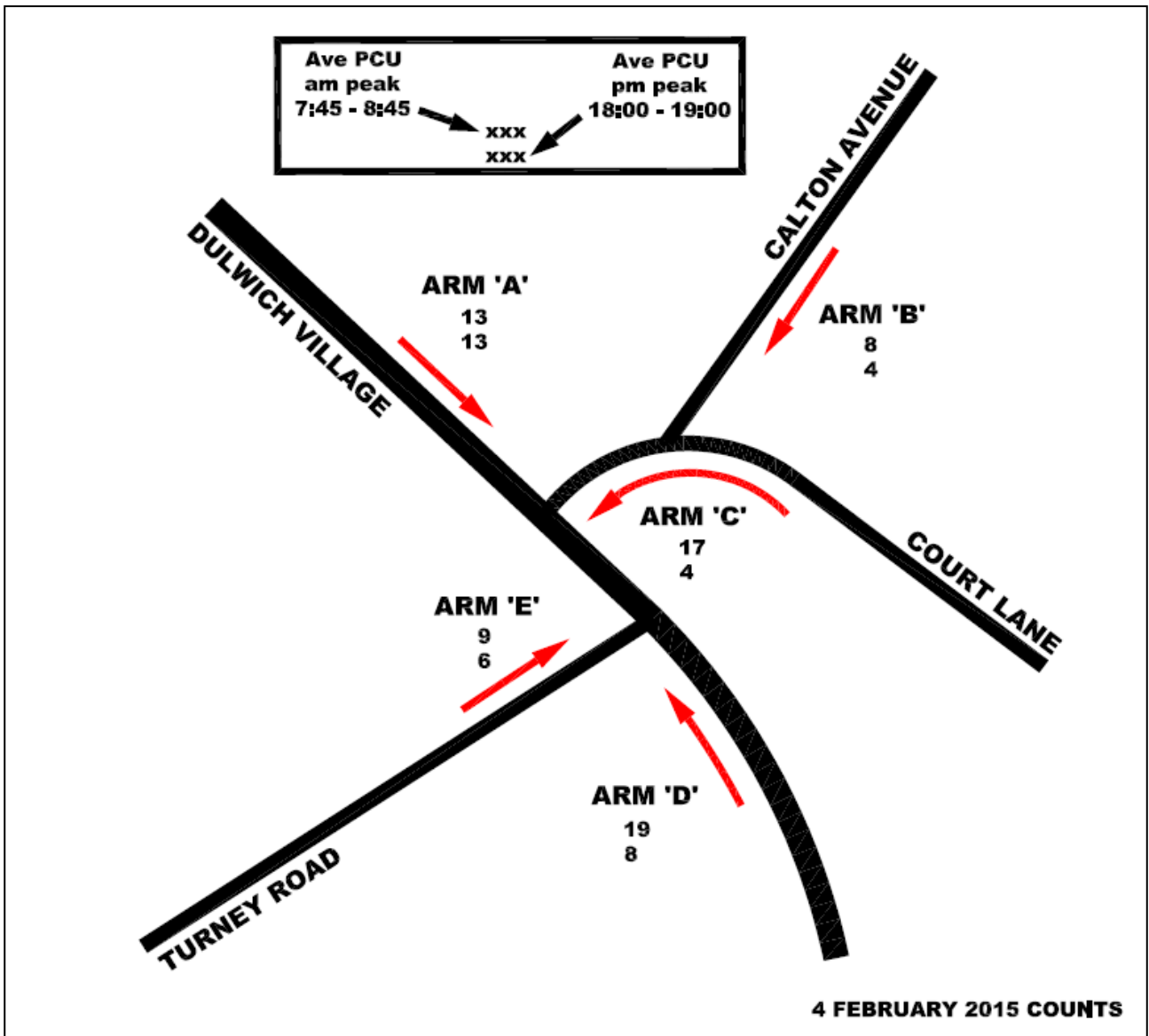


Figure 3.12: Summary of Average Queue Lengths

3.9 Pedestrian Crossing Surveys

Pedestrian counts at the four signal controlled crossings were undertaken at the junction on Wednesday 4th February 2015 between 0700 and 1900. The uncontrolled crossings in Calton Avenue and Court Lane were also assessed as part of the survey. A summary of the recorded pedestrian and cycle flows at the crossings over the 12 hour period is shown in **Figure 3.13**, below.

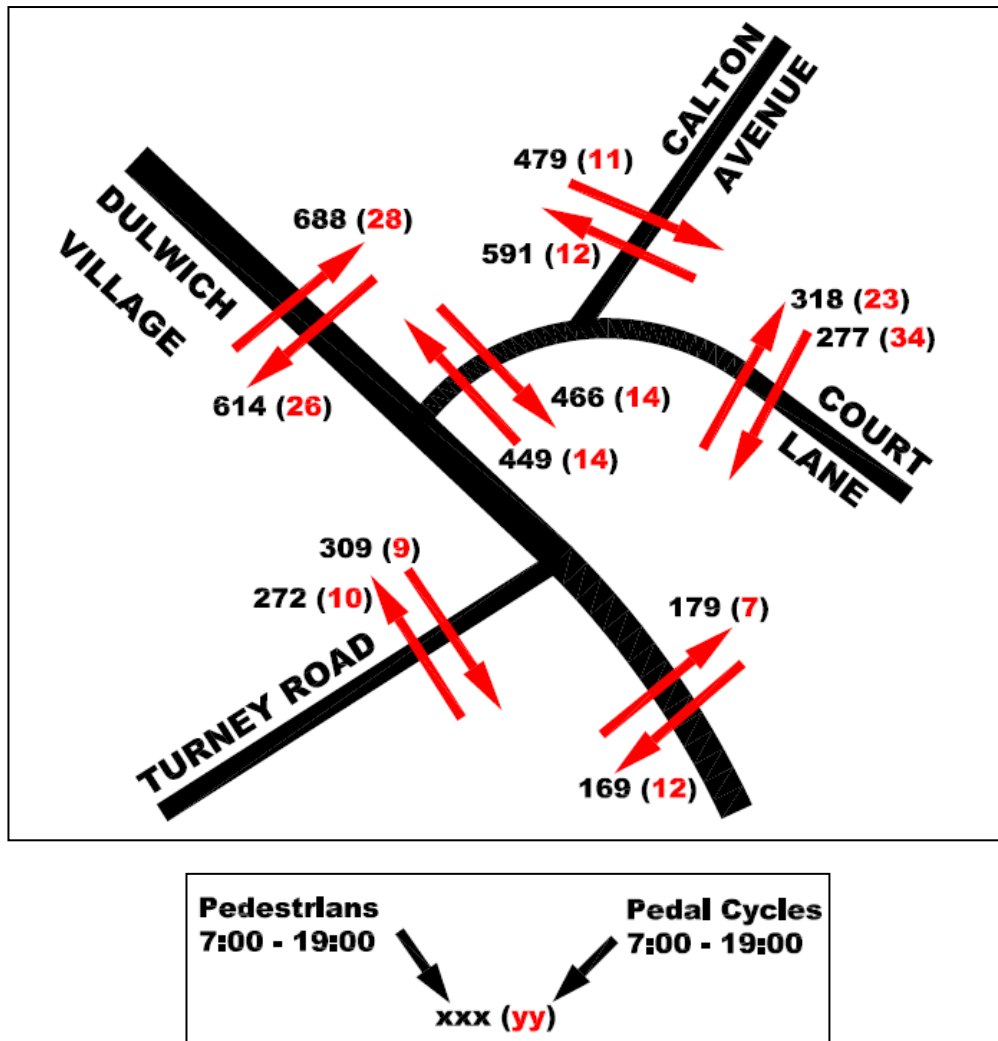


Figure 3.13: Summary of Pedestrian Counts

The counts also showed that the peak hours of pedestrian flows around the junction are:

- AM peak hour – 0800 - 0900; and
- PM peak hour – 1500 to 1600

This coincides with the opening and closing of Dulwich Village CofE Infants' school, located adjacent to the site. It was noted that the cycle flows recorded at the crossings were primarily school children also during school opening and closing. Occasionally adult cyclists used the crossings in order to bypass the traffic signals and progress through the junction ahead of traffic.

3.10 Pedestrian Comfort Assessment

A Pedestrian Comfort Assessment (PCA) was undertaken in February 2015. The PCA forms part of wider pedestrian guidance produced by TfL that intends to improve pedestrian environments in London through appropriate footway assessment and provision. At Dulwich Village a PCA has been used to establish whether the existing footways and crossings are suitable for the level of pedestrian volume and type of users. The footways were divided into 10 parts which were

considered to have different characteristics as shown in **Figure 3.14**, below, in order to establish a PCA rating for each footway area:

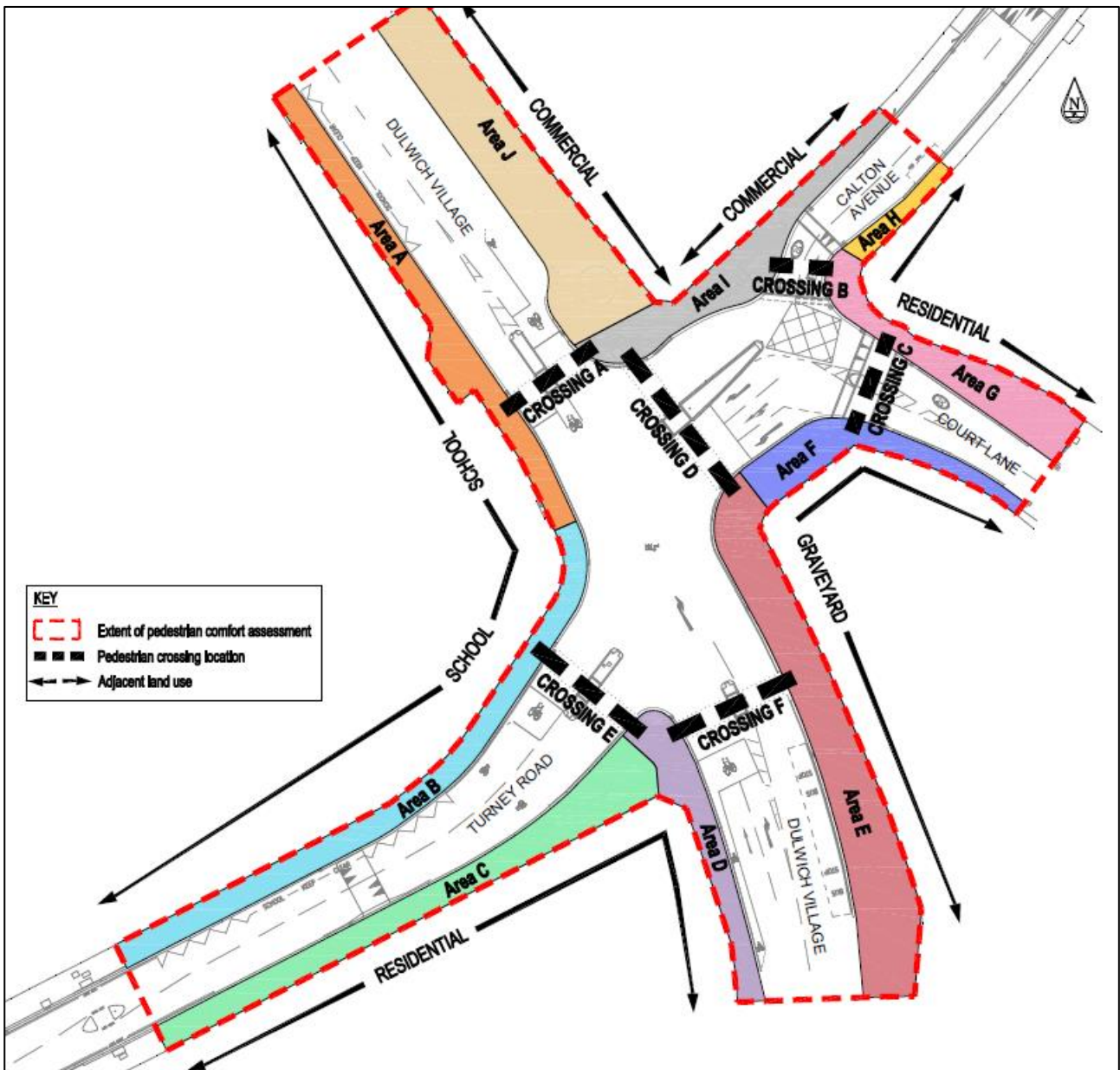


Figure 3.14: Footway Areas, Crossing Locations, and Adjacent Land Use

The survey uses footway width and the position of street furniture to offer a comfort level for pedestrians based on the level of footfall during the peak hour for pedestrians. A rating of at least B+ is required in the PCA guidance for the footway to be deemed adequate. The results of the survey are outlined in **Table 3.15**, below:





















		Peak Hour Flow				Pedestrian Comfort Levels (PCL) For Peak-Hour Flows	
		Peak Hour Flow	Crowding (PPMM)*	Max Width	Min Clear Footway Width	Peak Hour PCL	Clear Width Required for PCL B+
	Area A	723	27	3.2	0.45		1.5
	Area B	386	7	3.0	0.9		1.5
	Area C	55	1	3.3	1.7		1.5
	Area D	96	1	2.5	2.1		1.5
	Area E	148	2	6.1	1.6		1.5
	Area F	89	1	2.7	1.5		1.5
	Area G	145	3	4.6	0.8		1.5
	Area H	69	1	2.0	1.6		1.5
	Area I	404	3	5.5	2.5		1.5
	Area J	328	3	7.3	1.6		1.5

Table 3.15: Pedestrian Comfort Levels at Peak Hour (1500-1600) * People per Metre/Minute

The survey shows that the footways adjacent to the Dulwich Village C of E Infant School (Areas A & B) receive very poor Pedestrian Comfort Level (PCL) ratings. Area G on Court Lane also achieves an F rating. All other footways in the area are able to comfortably accommodate the peak hour footfall.

Table 3.16, below shows the pedestrian comfort level at the pedestrian crossings within the study area during the peak hour (1500-1600):









	Peak Hour Flow				Pedestrian Comfort Levels (PCL) For Peak-Hour Flows	
	Peak Hour Flow	Width of Crossing Arm	Time on Green Man	Time on Red Man	Crossing Arm	Queues on Crossing Island
Crossing A	404	2.6	6	86		
Crossing B	219	2.0	N/A	N/A	N/A	N/A
Crossing C	81	3.2	N/A	N/A	N/A	N/A
Crossing D	112	2.8	8	104		
Crossing E	111	2.6	6	94		
Crossing F	41	2.6	7	93		

Table 3.16: Pedestrian Comfort Levels at Pedestrian Crossings During Peak Hour (1500-1600)

The survey shows that the pedestrian crossing between Calton Avenue and the infant school (Crossing A) is unable to cope with pedestrian demand during the peak hour. Both the crossing arm (width of the crossing) and adjacent footway (Queues on Crossing Island) are unsuitable and

receive a rating of C and D respectively. Crossing D, across the bellmouth of Calton Avenue, would also benefit from improvements. The remaining controlled crossings are adequate for the level of use.

As part of the pedestrian comfort assessment, a static activity survey was also undertaken to establish those areas in which pedestrians tended to congregate. The results are shown in **Figure 3.17**, below:

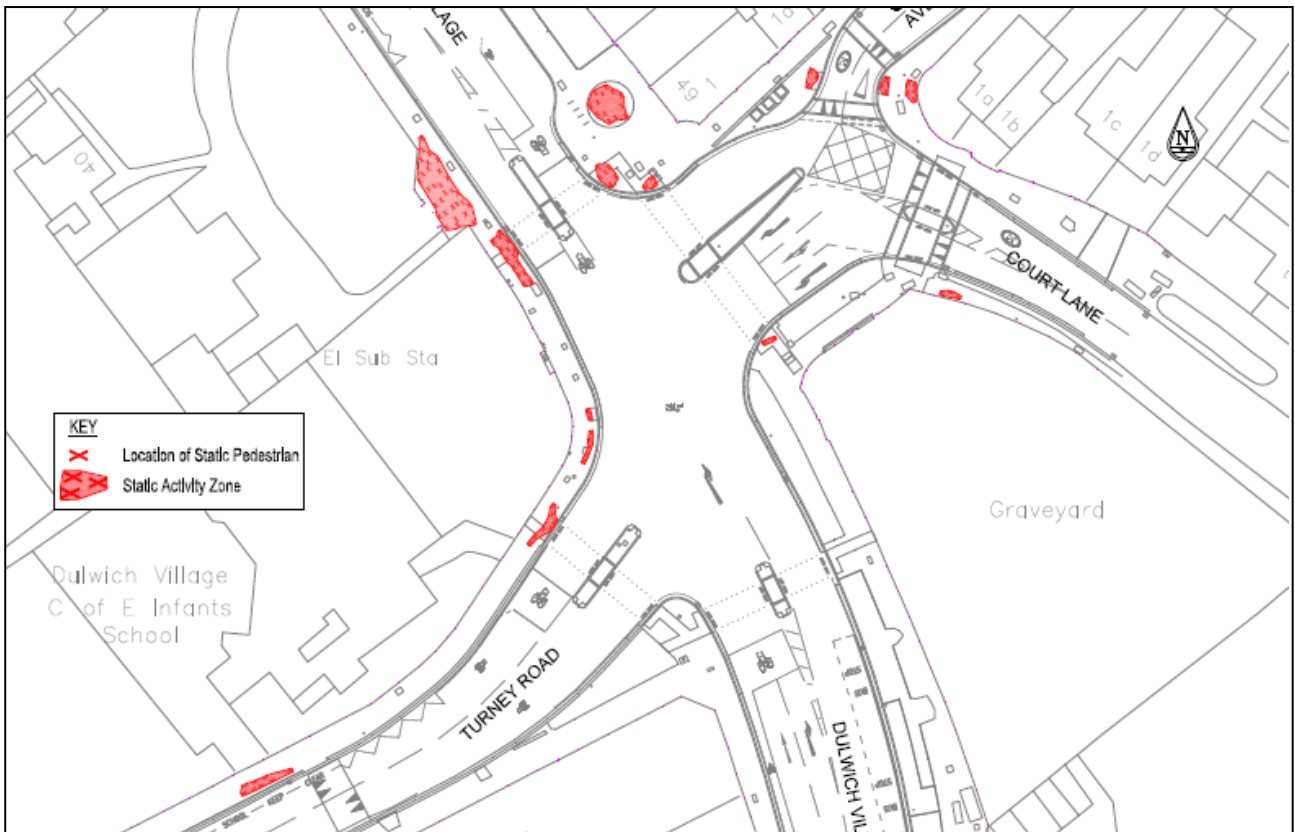


Figure 3.17: Static Activity Survey, February 2015

The results show high static activity around the infant school entrances and the controlled crossing from Calton Avenue (Crossing A). Pedestrian congregation also tended to occur around the seating on the corner of Dulwich Village and Calton Avenue, and the uncontrolled crossing to the north of the site. It was noted that static activity around the frontage of the infant school was particularly obstructive to pedestrian flow owing to the narrow footway and pedestrian guard railing.

3.11 Cycling Level of Service - Junction Assessment Tool

An important mechanism outlined in the London Cycle Design Standards (LCDS) for determining the current level of service for cyclists is the Junction Assessment Tool. This process involves estimating the potential conflict that could occur on each of the movements in turn and rating them according to how safely and comfortably it can be made by cyclists. Referring to LCDS, each movement can therefore be classified as either:

- Red – Where conditions exist that are most likely to give rise to the most common collision types
- Amber – Where the risk of those collisions has been reduced by design layout or traffic management interventions
- Green – Where the potential for collisions has been removed entirely

‘Green’ should be taken to mean suitable for all cyclists; and ‘red’ means suitable only for a minority of cyclists. Movements that can be made but would involve a particularly high level of risk to the cyclist are noted with a red cross at the end. LCDS suggests that these are particularly hazardous movements that most cycle trainers would advise against making. The junction assessment for the site is shown in **Figure 3.18**, below:

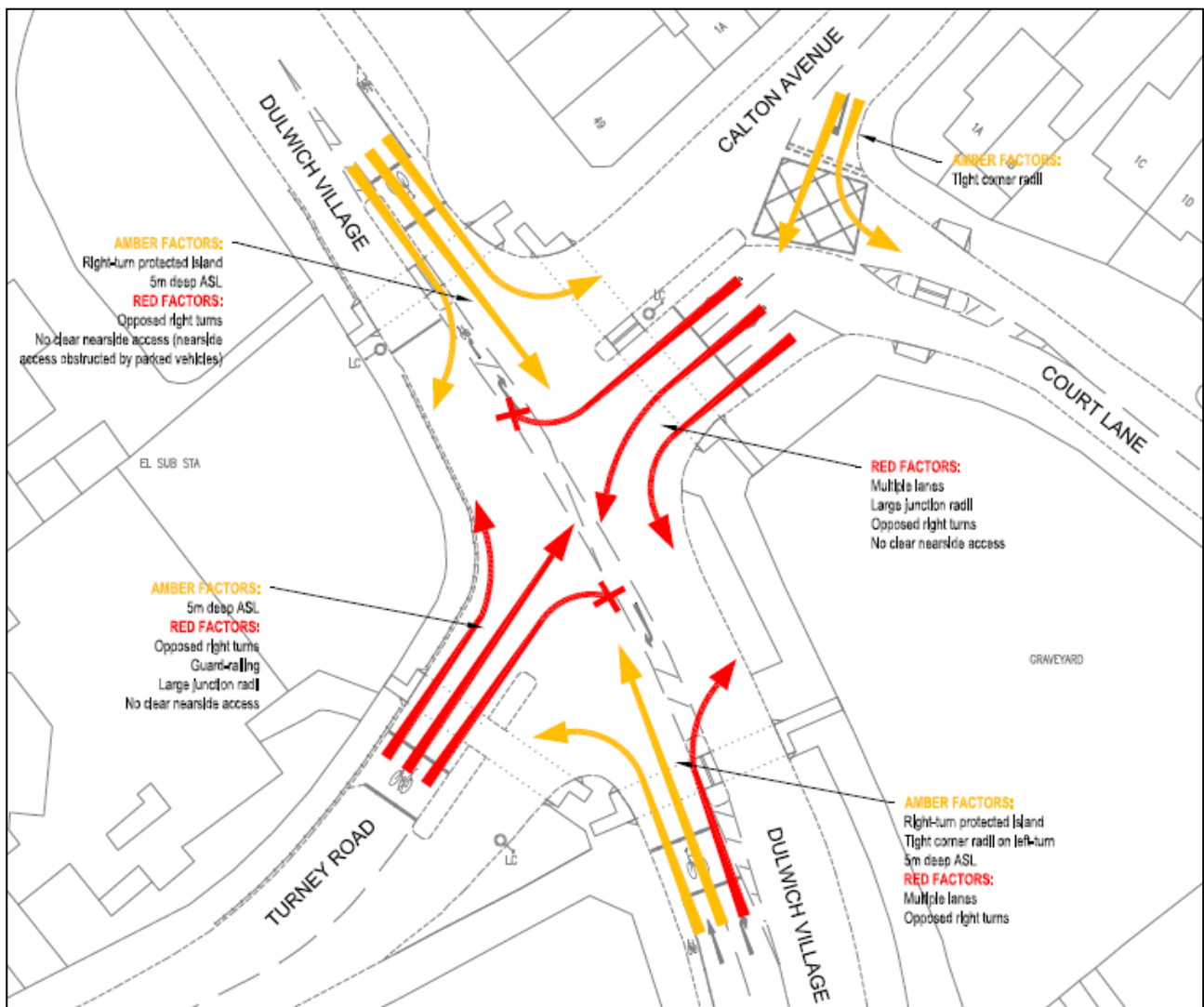


Figure 3.18: Junction Assessment Tool

The cycle movements in all directions from both Calton Avenue and Turney Road are considered to be ‘Red’ due to the opposed right turns that leave cyclists exposed in the centre of the junction, the large junction radii that encourages higher turning speeds, and the lack of nearside access that

enables cyclists to get to the front of the queue and establish themselves within the junction ahead of traffic.

The right turn from Dulwich Village in to Calton Avenue is also 'Red' due to the difficulty involved with crossing traffic lanes to access the right turn pocket. Cyclists are also opposed by southbound traffic meaning there is potential for these cyclists to be exposed in the centre of the junction for long periods.

The remaining movements are rated 'Amber' because the geometric layout encourages lower turning speeds through tighter corner radii. Single vehicle approach lanes, cycle feeder lanes, and advanced stop lines also provide some additional safety benefits to cyclists.

3.12 Parking Bay Survey

A survey was undertaken on Wednesday 4th February 2015 to establish the occupancy levels of the parking area fronting the commercial premises on Dulwich Village. This was undertaken every 30 minutes between 07:00 and 19:00. The results of the survey are shown in **Table 3.19**, below:

Number of vehicles parked in Parking Area every 30 minutes							
Car/Lgv	Ldn taxi	Rigid 2 axle	Hgv	Psv	Mc	Pc	Total

07:00:00	9	0	0	0	0	0	0	9
07:30:00	10	0	0	0	0	0	0	10
08:00:00	11	0	0	0	0	0	0	11
08:30:00	15	0	0	0	0	0	0	15
09:00:00	13	0	0	0	0	0	0	13
09:30:00	15	0	0	0	0	0	0	15
10:00:00	15	0	0	0	0	0	0	15
10:30:00	15	0	0	0	0	0	0	15
11:00:00	12	0	0	0	0	0	0	12
11:30:00	14	0	0	0	0	0	0	14
12:00:00	15	0	0	0	0	0	0	15
12:30:00	15	0	0	0	0	0	0	15
13:00:00	15	0	0	0	0	0	0	15
13:30:00	14	0	0	0	0	0	0	14
14:00:00	14	0	0	0	0	0	0	14
14:30:00	15	0	0	0	0	0	0	15
15:00:00	14	0	0	0	0	0	0	14
15:30:00	15	0	0	0	0	0	0	15
16:00:00	15	0	0	0	0	0	0	15
16:30:00	14	0	0	0	0	0	0	14
17:00:00	13	0	0	0	0	0	0	13
17:30:00	12	0	0	0	0	0	0	12
18:00:00	11	0	0	0	0	0	0	11
18:30:00	9	0	0	0	0	0	0	9
19:00:00	10	0	0	0	0	0	0	10

Table 3.19: Parking Bay Occupancy Levels

Vehicles tended to be parked in an echelon fashion, with an overall capacity of approximately 15 cars depending on how close the cars were parked to one another. Anything larger than a small car was observed to overhang the parking area into the carriageway causing problems for cyclists wishing to filter on the inside of queuing traffic. Occupancy levels of the parking bay are high, and were observed to be either at, or very close, to capacity between 08:30 and 17:30.

3.13 Existing Traffic Signal Operation

The existing junction is controlled by traffic signals (SFM Site Ref: 08/000023), which runs to a standalone fixed time plan. It is not part of a wider UTC or SCOOT region.

The existing traffic signal timing sheets are contained in **Appendix A**. The current phase arrangement is shown below in **Figure 3.20**, while the existing minimum phase intergreens are shown in **Figure 3.21**.

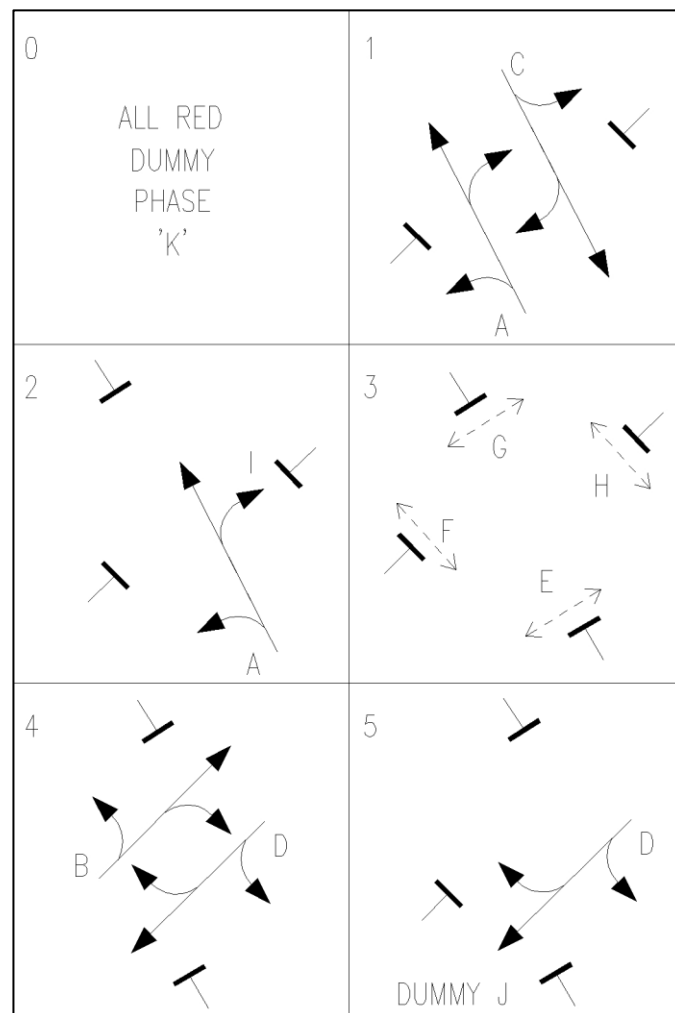


Figure 3.20: Existing Phasing Arrangement

		To Phase										
		A	B	C	D	E	F	G	H	I	J	K
From Phase	A		6		8	5	8	11	14		8	3
	B	5		7		11	6	12	10	5	3	3
	C		8		7	11	15	5	6	5	7	3
	D	6		5		10	9	9	5	6		3
	E	15	15	15	15					15	15	7
	F	16	16	16	16						16	7
	G	13	13	13	13						13	6
	H	20	20	20	20					12	20	9
	I		5	5	5	6			15		3	3
	J	6	2	5		10	9	9	5	6		3
	K	2	2	2	2	2	2	2	2	2	2	

Table 3.21: Existing Minimum Phase Intergreens

Six signal plans are currently available within the controller, depending on the time of day. These are shown in **Table 3.22**, below:

Signal Plan	Time	Cycle Time (S)
AM Peak + PEDS	07:45 – 08:45	129
AM Peak – NO PEDS	07:45 – 08:45	79
IP Peak + PEDS	15:00 – 16:00	91
IP – NO PEDS	15:00 – 16:00	67
PM Peak + PEDS	18:00 – 19:00	119
PM Peak – NO PEDS	18:00 – 19:00	79

Table 3.22: Controller Signal Plans

4. Collision Analysis

In the 36 month period to January 2015 only one personal injury collision was recorded. This occurred on the 30th October 2014 and involved a vehicle turning right from Dulwich Village into Calton Avenue and striking a southbound cycle.

This equates to an average of 0.33 per year. This is significantly lower than the average for traffic signal controlled junctions in Southwark, which has an average of 1.69 collisions per year.

5. Existing Junction Operational Assessment

To assess the impact on the junction operation of the possible options, traffic models of the existing layout have been produced for the traditional AM and PM peak periods.

These models have been validated and calibrated and submitted to TfL Outcomes Management to be audited as part of the formal LINSIG Model Audit Process (LMAP). A summary of the comparison of the LINSIG outputs for the existing base models against the observed or measured junction performance is shown in **Table 5.1** and **Table 5.2**.

	Measured/Observed		Modelled Base	
	DoS (%)	Ave Queue (Vehs)	DoS	MMQ (PCUs)
Dulwich Village S/B All Movements	74	13	81.1	14
Calton Avenue Right Turn	100	25	161.8	45
Calton Avenue Ahead & Left	65	25	68.3	7
Dulwich Village N/B	63	19	67	16
Turney Road	82	9	91	12
			PRC = -79.3%	

Table 5.1: Existing AM Peak Junction Performance Comparison

	Measured/Observed		Modelled Base	
	DoS (%)	Ave Queue (Vehs)	DoS	MMQ (PCUs)
Dulwich Village S/B All Movements	100	13	130.2	123
Calton Avenue Right Turn	96	8	91.3	8
Calton Avenue Ahead & Left	77	8	84.8	10
Dulwich Village N/B	58	8	61.1	9
Turney Road	78	6	76.8	9
			PRC =-44.6%	

Table 5.2: Existing PM Peak Junction Performance Comparison

The comparison shows that the LINSIG models compared well with the measured junction performance in both the AM and PM peak periods. The exceptions to this were the AM peak base model figure for Calton Avenue right turn, which showed a DoS of 161.8%, and the Dulwich Village s/b arm which returned a DoS figure of 130.2%. However, it is generally accepted when modelling in LINSIG that the accuracy of the model suffers on arms where DoS exceeds 100%, and both the DoS and queue length figures for those arms should therefore be treated with caution. Despite this, following the formal the LMAP audit process, TfL OM have accepted that the base models adequately reflect the current junction operation and can be used to assess any future feasibility designs for the junction.

The model reveals that the junction is operating well over capacity, with Practical Reserve Capacity (PRC) figures for the AM and PM peak periods of -79.3% and -44.6% respectively. Again, these figures are heavily influenced by the DoS data cited above and should also be treated with caution. Although the precise PRC figures may be inaccurate, it is clear that the junction is very over-saturated, primarily owing to the high DoS figures described on the arms above. Going forward, any measures to improve the performance of the junction must therefore address the issues arising on these arms. In respect to this, on-site observations revealed the following issues:

Dulwich Village s/b

- Insufficient green time for vehicles travelling southbound on Dulwich Village in the PM Peak period (Phase C in Figure 3.2). Phase C is cut-off early to enable the right-turn indicative arrow to run (Phase I). Phase I runs for 22 seconds in the PM peak and appears to be afforded significantly greater green time than demand warrants.
- The regular turnover of vehicles parked within the bay fronting Dulwich Village interrupts traffic travelling southbound through the junction. This is compounded by the echelon arrangement of the parking that requires vehicles to reverse into traffic with poor visibility, thus increasing the time of the manoeuvre.

Calton Avenue

- Traffic turning right from Calton Avenue (Phase D) is opposed by traffic from Turney Road (Phase B). Those vehicles are therefore required to either turn in gaps or use the intergreen period at the end of the phase. During peak periods it was observed that there was little opportunity for right turning traffic to gap seek due to high demand from Turney Road. As a result it was observed that only 2 or 3 PCUs were often able to turn right each cycle during peak periods.
- Traffic wanting to turn right from Calton Avenue queued back into Court Lane therefore obstructing the passage of vehicles continuing ahead to Turney Road or turning left in to

Dulwich Village. Queuing vehicles also obstructed traffic from exiting the Calton Avenue / Court Lane uncontrolled junction.

6. Recommendations

ODE was commissioned by LB Southwark to undertake a review of Dulwich Village / Calton Avenue / Turney Road junction. Given the context of the junction on the proposed Elephant & Castle to Crystal Palace cycle Quietway together with the close proximity of schools, this report was particularly focused on investigating the current provision for vulnerable users. This report therefore makes the following recommendations for consideration during the design of improvements:

Pedestrians

- The footway width adjacent to the school boundary (Areas A & B in the Pedestrian Comfort Assessment) is insufficient to accommodate the level of footfall during school opening and closing times. This is compounded by the provision of pedestrian guard railing that further reduces the usable footway width. Future designs should look to increase footway space in this area and investigate the removal of unnecessary guard rail, albeit after consultation with the school.
- The northern footway in the bellmouth of Court Lane (Area G in the Pedestrian Comfort Assessment) was also found to be insufficient to accommodate pedestrian flows in peak periods. Increasing footway space should also be considered in this area.
- The controlled pedestrian crossing over the northern arm of Dulwich Village (Pedestrian crossing A in the Pedestrian Comfort Assessment) is 2.6m wide. It was observed that large groups of pedestrians were struggling to manoeuvre within the crossing arm due to congestion on the crossing. The provision of guard railing on the western footway also prevents pedestrians from crossing either side of the facility. As a result pedestrians were struggling to complete the manoeuvre within the 8 seconds allocated in the cycle time. Consideration should be given to widening this crossing in future designs.
- Pedestrians are afforded between 8 and 15 seconds of green man time in an overall cycle time of 129s and 119s in the AM & PM peak periods respectively. Depending on when the pedestrian arrives at the crossing, it is possible that they are required to wait around 2 minutes before the green man appears. Although it is recognised that there are capacity implications, consideration should be given to reducing the cycle time or extending the green man periods to provide better progression for pedestrians through the junction.

Cyclists

- Traffic flows show that there is a heavy right turn from the southern arm of Dulwich Village into Calton Avenue. Cycles are required to cross 2 lanes of traffic to access an unprotected right turn pocket in the centre of the junction. This movement is rated 'Red' in the Junction

Assessment Tool. Consideration should therefore be given to improving facilities for cyclists undertaking this manoeuvre.

- The Junction Assessment Tool shows that movements for cyclists in all directions from Calton Avenue and Turney Road are rated 'Red'. Given that this is on the proposed Elephant & Castle to Crystal Palace Quietway, one of the principle design outcomes should be to improve facilities for cyclists on those arms of the junction. Separating motor vehicles from cyclists should be considered where possible to remove turning conflicts.

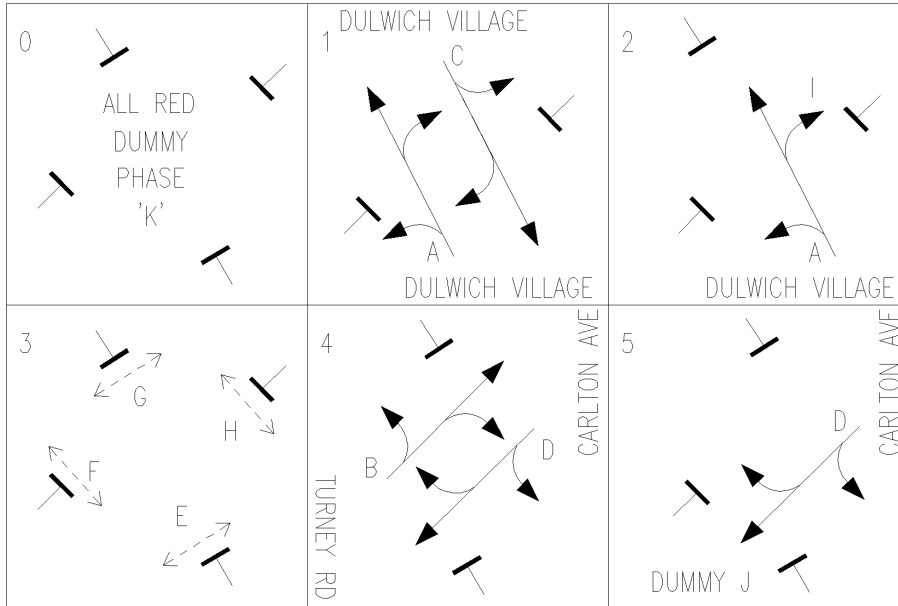
Junction Operation

- As discussed in Section 5, the northern arm of Dulwich Village is over saturated in the AM peak period. This is primarily because insufficient green time is afforded to this arm. The Degree of Saturation figures obtained for Dulwich Village south during the same peak period shows that this arm is running with spare capacity, suggesting that junction efficiencies could be achieved through adjustment of the signal timings. This needs to be tested in the LINSIG model and considered in future designs.
- Also discussed in Section 5 is the right turn from Calton Avenue in to Dulwich Village. Site observations reveal that vehicles have difficulty completing the manoeuvre due to the opposing flow from Turney Road. This leads to traffic backing up into Court Lane and restricting access to the junction for vehicles travelling ahead and left. Consideration should be given to either running Calton Avenue in a separate phase or placing a phase delay on vehicles leaving Turney Road to allow right turning traffic to clear the junction.
- Parking adjacent to the commercial premises was noted to obstruct the flow of southbound vehicles from Dulwich Village through the junction. This was primarily due to the manoeuvring of vehicles in and out of the bays that often prevented free flowing traffic through the arm. It was also noted that the depth of the echelon bays was insufficient to accommodate anything larger than a small car, and parked vehicles frequently prevented cyclists from filtering on the inside of queuing traffic. Consideration should therefore be given to relocating some or all of the parking to improve the flow of traffic and provide better progression for cyclists.

APPENDIX A – TRAFFIC SIGNAL TIMING SHEETS



London Borough Of	Grid Reference	UTC Type	Bt Line No	Issue	Date Implemented	Initials	Site Number
SOUTHWARK	533128/174144	S0UT	ANUK 126117	11	02-JUL-2015	PRESTONT	08/000023/
Address							
DULWICH VILLAGE - TURNEY ROAD - CARLTON AVENUE							
PDU Rate	Controller Installed Date	Engineer Responsible	Linking				
68	02-JUL-2015	PRESTONT					
Computer	Control Group	Control Subgroup	Concentrator Subgroup	Prom Number	Firmware	Controller Type	
Takeover Date	295	08/000023/				STCL LV T900 MK 1 UTC Semi VA Controller	
13-OCT-1978							



Stage Diagram for Issue No 11

TFL Drg No	HI Signal	YES														
Sig Drg No	Dimming	160	Volts													
Word	Bit	01	02	03	04	05	06	07	08	09	10	11	12	15	16	
Type	CONTROL	1F1	1F2	1F3	1F4	1F5	1F6	1F7	1DX	1TS			1EP			
73	REPLY1	1G1	1G2	1G3	1G4	1G5	1G6	1G7	1JD	1RT	1JL	1RF1	1EC	1RF2	1BM	



Phase Timings											
Phase	Min	Ext	Max	Ped Black	Phase Type		Alternative Maximums				
A	7	.4	36		T	Alt.1	40	Alt.2	32	Alt.3	32
B	7	.4	20		T	Alt.1	16	Alt.2	12	Alt.3	12
C	7	.4	36		T	Alt.1	40	Alt.2	32	Alt.3	32
D	7	.4	20		T	Alt.1	16	Alt.2	12	Alt.3	12
E	6			7	P						
F	6			7	P						
G	6			6	P						
H	6			9	P						
I	4	2	20		F	Alt.1	10	Alt.2	6	Alt.3	6
J	3				T						
K	3				D						

Issue	Site Number
11	08/000023/

Phase Intergreens

		To Phase										
		A	B	C	D	E	F	G	H	I	J	K
From Phase	A		6		8	5	8	11	14		8	3
	B	5		7		11	6	12	10	5	3	3
	C		8		7	11	15	5	6	5	7	3
	D	6		5		10	9	9	5	6		3
	E	15	15	15	15					15	15	7
	F	16	16	16	16						16	7
	G	13	13	13	13						13	6
	H	20	20	20	20					12	20	9
	I		5	5	5	6			15		3	3
	J	6	2	5		10	9	9	5	6		3
	K	2	2	2	2	2	2	2	2	2	2	



Mode Priority	MAX		ALT MAX1		ALT MAX2		ALT MAX3		Issue	Site Number
UTC	Time Of	Day	Time Of	Day	Time Of	Day	Time Of	Day	11	08/000023/
Hand Control	Operation Type		Operation Type		Operation Type		Operation Type			
Manual Select	06:30	7	15:00	9	09:30	7	19:00	7		
Hurry (1)										
Hurry (2)										
VA										
CLF										
Fix Time										
Bus Priority										

Phase Delays															
Stage From	Stage To	Phase Associated	Delay Period	Stage From	Stage To	Phase Associated	Delay Period	Stage From	Stage To	Phase Associated	Delay Period	Stage From	Stage To	Phase Associated	Delay Period

DET	Function	Phase	DET	Function	Phase	DET	Function	Phase	DET	Function	Phase
ASMVD10	CEX	A	IP	CEX	I	PB P4	CAL	G			
BSMVD13	CEX	B	PB P8	CAL	E	PB P5	CAL	H			
BSMVD14	CEX	B	PB P10	CAL	E	PB P6	CAL	H			
CSMVD4	CEX	C	PB P11	CAL	E	PB P7	CAL	H			
DSMVD6	CEX	D	PB P12	CAL	F	SB0	BUS				
DSMVD7	CEX	D	PB P13	CAL	F	SB1	BUS				
DIRD7	CEX	D	PB P14	CAL	F						
IIRD3	CAL	I	PB P2	CAL	G						
IIRD9	CAL	I	PB P3	CAL	G						

Issue	Historical Amendments
11	NEW CONTROLLER INSTALLED & COMMISSIONED TO TFL SPEC ISSUE 11. 02-JUL-2015 PRESTONT
10.4	MVD'S POLE 4 & 7 REPLACED & NEW PJJ INSTALLED 24-NOV-2014 CHOUDHURYN
10.3	EQUIPMENT ASSOCIATED FORTCMS2 01-SEP-2014 BRANSBURYR
10.2	DETECTORS UPDATED FOR TCMS2 PARBODEE 01-JUL-2014
10.1	EQUIPMENT CORRECTED AS PER SITE VISIT. 15-AUG-2013 DTA_BM
10	UTC COMMISSIONED 07/03/06 PIPER T
9	NEW PROM INSTALLED & COMMISSIONED. 09-JAN-06 PIPERT **UTC STILL TO BE COMMISSIONED**
8.2	NEW PROM INSTALLED & COMMISSIONED 20/01/04 SIG HJH **UTC STILL TO BE COMMISSIONED**
8.1	CONTROLLER&EQUIPMENT REPLACED & COMMISSIONED ON LOCAL, ADDITIONAL PED PHASE.TIMINGS & INTERGREENS CHANGED IN

Remarks	
Version No	11
Linking	NONE
Comments	TFL SPEC ISSUE 11. **Outstanding Snagging**
Det Strategy	SMVDs - IRDs - PRESENCE LOOP - PUSHBUTTONS / TACTILES
Amendment	NEW CONTROLLER INSTALLED & COMMISSIONED TO TFL SPEC ISSUE 11. 02-JUL-2015 PRESTONT

APPENDIX B – PEDESTRIAN COMFORT ASSESSMENT

PEDESTRIAN COMFORT ASSESSMENT: FOOTWAY AREAS AND CROSSING LOCATIONS

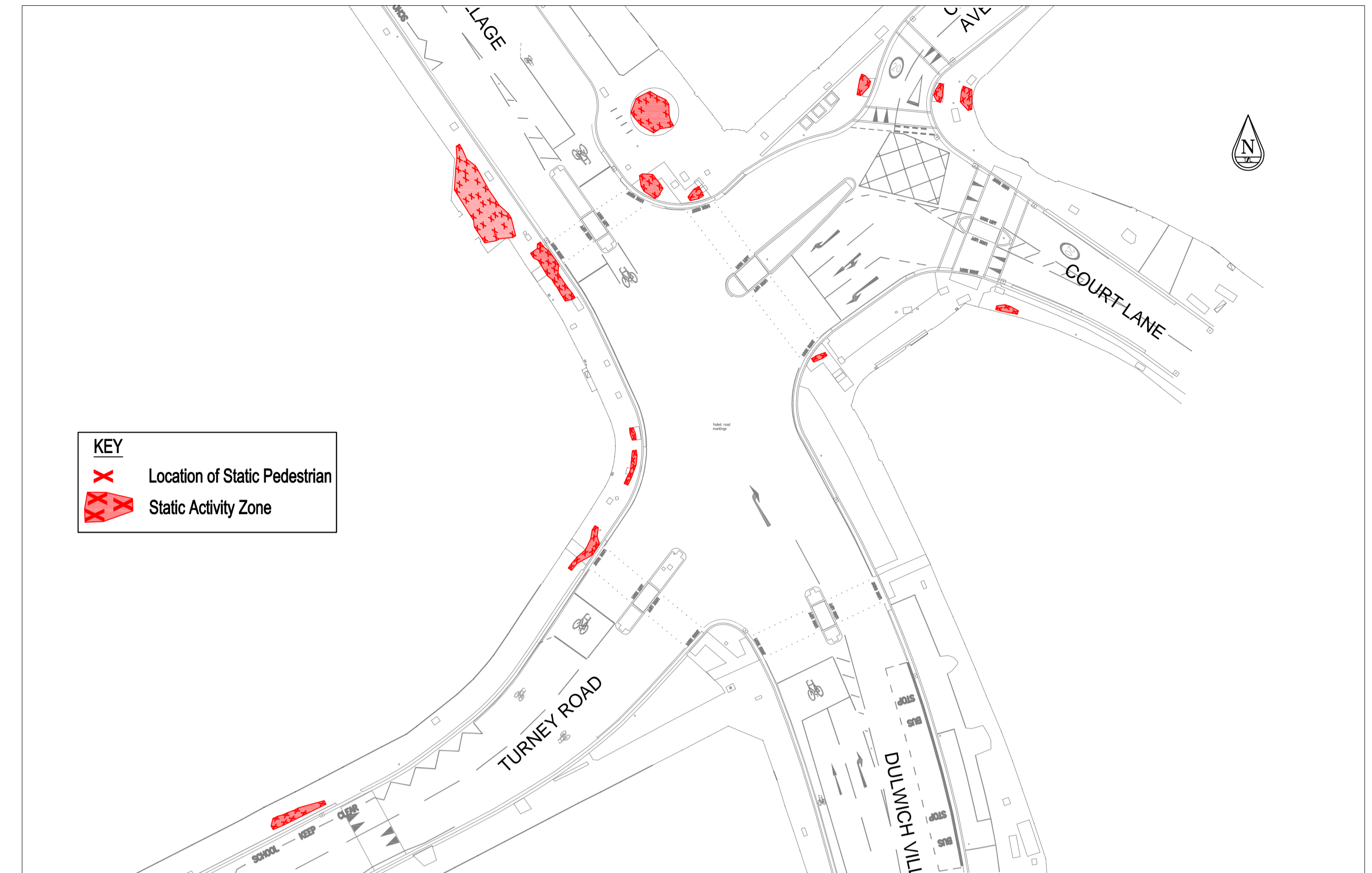


PEDESTRIAN COMFORT LEVELS AT PEAK HOUR (3PM-4PM) - FOOTWAY COMFORT

Area	Peak Hour Flow	Peak Hour Crowding (PPMM)*	Max Width	Min Clear Footway Width	Pedestrian Comfort Levels (PCL) For Peak-Hour Flows	
					Peak Hour PCL	Clear Width Required for PCL B+
Area A	723	27	3.2	0.45	F	1.5
Area B	386	7	3.0	0.9	F	1.5
Area C	55	1	3.3	1.7	A+	1.5
Area D	96	1	2.5	2.1	A+	1.5
Area E	148	2	6.1	1.6	A+	1.5
Area F	89	1	2.7	1.5	A+	1.5
Area G	145	3	4.6	0.8	F	1.5
Area H	69	1	2.0	1.6	A+	1.5
Area I	404	3	5.5	2.5	A	1.5
Area J	328	3	7.3	1.6	A	1.5

* PPMM = People Per Metre / Minute

PEAK HOUR (3PM-4PM) OBSERVED STATIC ACTIVITY SURVEY



PEDESTRIAN CROSSING DATA, MON-FRI, 7AM-7PM (DURING SCHOOL TERM TIME)

Crossing	Crossing Type	Average Flow / hr	Peak Hour Flow (3pm - 4pm)
Crossing A	Signal controlled (SCP at peak time)*	113	404
Crossing B	Uncontrolled (SCP at peak time)*	91	219
Crossing C	Uncontrolled with refuge island	54	81
Crossing D	Signal controlled	79	112
Crossing E	Signal controlled	50	111
Crossing F	Signal controlled	31	41

* SCP = School Crossing Patrol

NOTES:

1. Pedestrian flow and static activity survey was undertaken on Monday 16th March 2015. The weather was dry and overcast. Temperature was approx. 10°C.

PEDESTRIAN COMFORT LEVELS AT PEAK HOUR (3PM-4PM) - CROSSING COMFORT

Crossing	Peak Hour Flow	Width of Crossing Arm	Time on Green Man	Time on Red Man	Pedestrian Comfort Levels (PCL) For Peak-Hour Flows	
					Crossing Arm	Queues on Crossing Island
Crossing A	404	2.6	6	86	C	D
Crossing B	219	2.0	N/A	N/A	N/A	N/A
Crossing C	81	3.2	N/A	N/A	N/A	N/A
Crossing D	112	2.8	8	104	A	B
Crossing E	111	2.6	6	94	A-	A
Crossing F	41	2.6	7	93	A+	A

Transport for London
Surface Transport

Road Space Management
Outcomes Design Engineering

Palena
157 Backfars Road
London
SE1 8AU

scheme Southwark
E&C to Crystal Palace Quietway
Dulwich Village
Pedestrian Comfort Assessment

INFORMATION

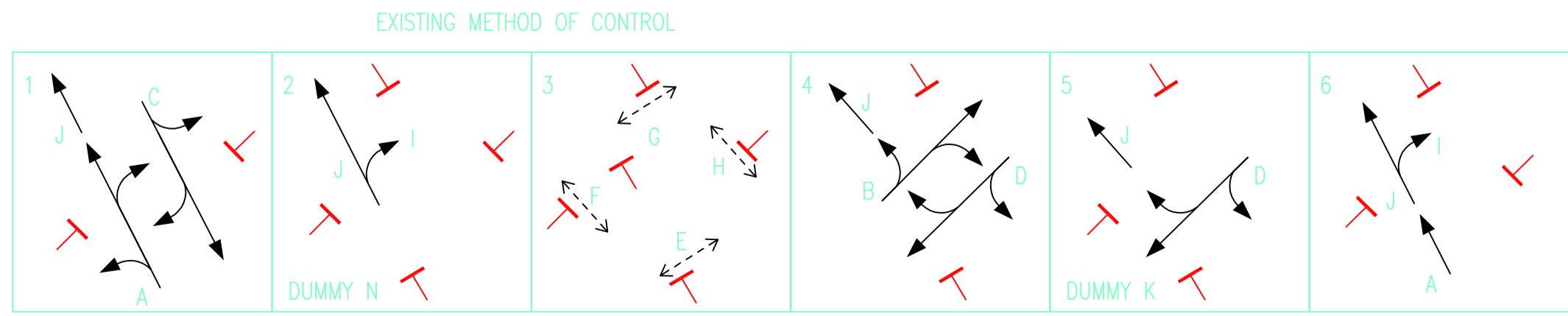
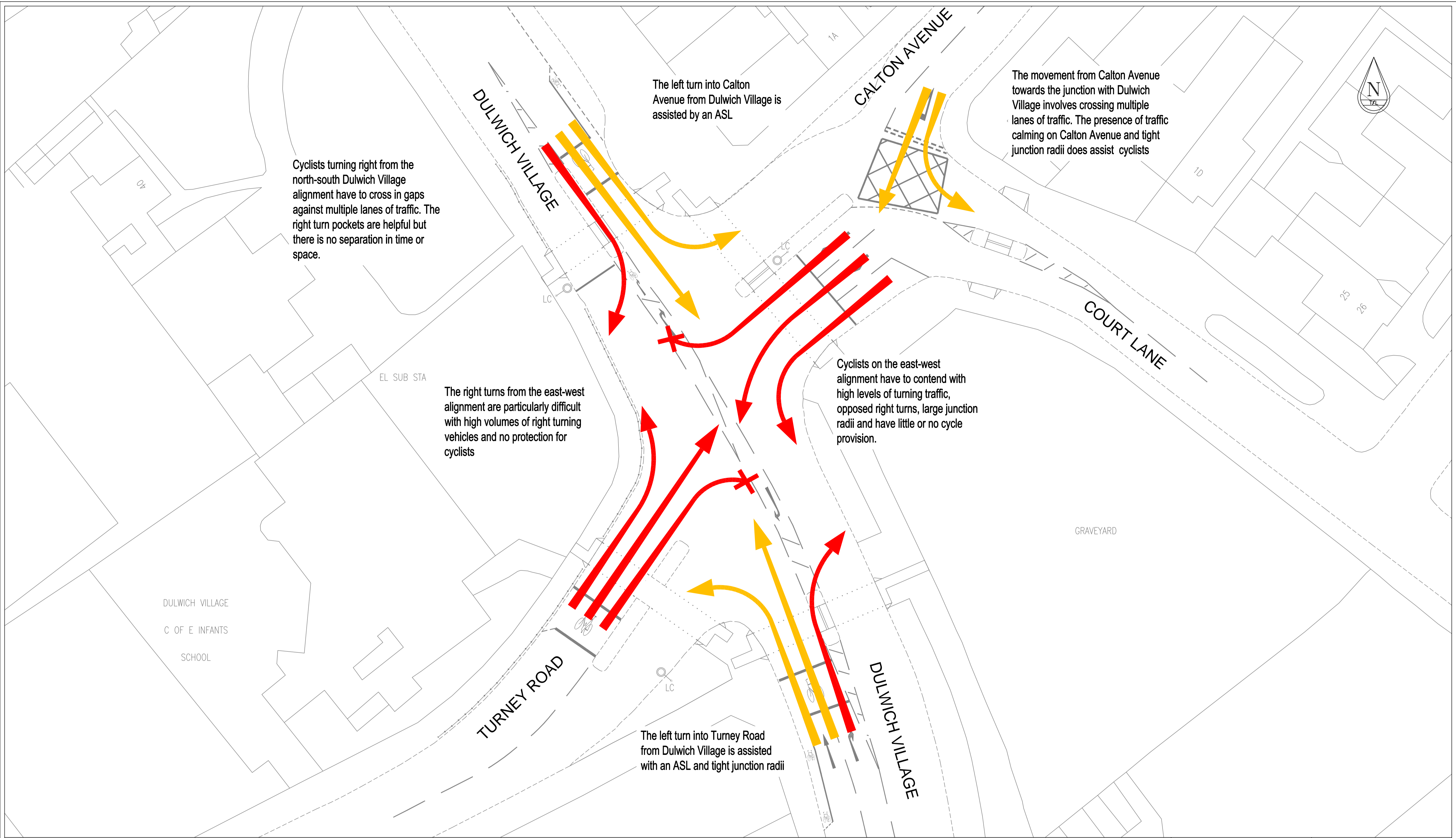
date	scale	dwn	chk	app
MAR15	NTS	TG	MA	JW

Dwg No
ODE-E&C_CPQW-002-PCA-001
SHEET 1 of 1

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APPENDIX C – JUNCTION ASSESSMENT TOOL



Key to movement ratings

- Movement has particularly high level of risk
- Conditions exist that are most likely to give rise to the most common collision types
- Risk of collisions has been reduced by design layout or traffic management interventions
- Potential for collisions has been removed entirely

Refer to LCDS 2015 Chapter 2 section 2.2.5 for further details

Transport for London
Surface Transport

Road Space Management
Outcomes Design Engineering

Palstra
197 Becklers Road
London
SE1 8JU

scheme LB of Southwark
Elephant & Castle to Crystal Palace QW
Dulwich Village / Calton Avenue / Turney Road
Existing Arrangement
Junction Assessment Tool

date	scale	dwn	chk	app
JAN15	1:200 @ A1	TG	MA	JW

Dwg No: ODE-E&C_CPQW-002-IN-001
SHEET 1 of 1

rev	date	details	chk	app
0				

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Dulwich Quietway

Sustrans community engagement report

November 2015



About Sustrans

Sustrans makes smarter travel choices possible, desirable and inevitable. We're a leading UK charity enabling people to travel by foot, bike or public transport for more of the journeys we make every day. We work with families, communities, policy-makers and partner organisations so that people are able to choose healthier, cleaner and cheaper journeys, with better places and spaces to move through and live in.

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1 Executive summary

This report details the engagement carried out by Sustrans on behalf of London Borough of Southwark (LBS) and Transport for London (TfL) for the Dulwich Quietway. It should provide a springboard for Southwark engineers to develop future designs on Quietway 7 in Dulwich, so that designs are in line with the general appetite amongst the community.

This report will:

- Explain the engagement process so far in Dulwich on Quietway 7
- Explain the community feedback outcomes received and draw together common themes
- Demonstrate transparency

This report is intended to represent a snapshot of views in the Dulwich community at a certain time; it cannot claim to be comprehensive. Any designs featured are at the ideas stage, to be modelled subject to current safety and design standards before they can be taken forward.

Background

Quietways are part of the Mayor's Vision for Cycling in London. They are a new network of direct and easy to follow cycle routes in London on quiet roads, parks and waterways. They'll make it easier for people who would like to try cycling, but would rather not cycle on main roads. Quietways provide an opportunity for communities to benefit from TfL investment that can make local streets more attractive for everyone.

Dulwich Village will be part of Quietway 7, from Elephant & Castle to Crystal Palace. In Southwark the route will run along Calton Avenue, across Dulwich Village junction and down Turney Road.

Calton Avenue, Turney Road and Dulwich Village junction experience high volumes of traffic at peak times and TfL have funds to deliver significant infrastructure improvements to Dulwich's road network as part of the Quietways project.

Sustrans role and remit

Sustrans has over thirty years' experience in delivering sustainable transport solutions and are experts in community engagement and co-design processes. Based on this and through the tender process, TfL selected us as their delivery partner for the Quietways programme in December 2014.

Sustrans provide support and capacity to TfL and the London boroughs by providing the project management role on every route. Boroughs are also able to commission us provide technical support and community engagement on Quietways, if needed.

Southwark Council are keen to involve the community at an early stage in designing improvements, so commissioned Sustrans to deliver this piece of engagement work.

The aim was to:

- Give the community a platform to discuss local issues, share views and ideas to shape the design process
- Enable the subsequent formal consultation.

The delivery of this report summarises the findings from the engagement work done and concludes the assignment. Sustrans is not the decision making body on Quietways; the final decision on each design solution lies with TfL or the relevant London borough, whichever owns the land or road in question.

Key findings

There is a wide range of views amongst the highly engaged and well informed Dulwich residents, and in many cases the issues involved provoke strong feelings. Due to the high level of engagement and interest:

- Any designs need to be carefully modelled and the information given to residents so they can make an informed decision before a design is decided upon and taken forward;
- Any designs developed need to consider school traffic and the high number of children travelling to school each day in Dulwich, as school traffic and coaches are exacerbating the normal rush hour traffic.

A significant number of people are opposed to any change and object to the alignment of the Quietway through Dulwich, and many people are nervous about the potential traffic displacement impacts of traffic management interventions. However a number of people in this community are keen to see radical changes which would reduce traffic in the area, with **65%** of people surveyed agreeing that there is too much traffic on the Quietway route in Dulwich, and **56%** believing that road safety is an issue.

If people are kept informed and engaged by Southwark Council there is potential for an exciting solution to be reached through further consultation which will deliver the Quietway standard, benefit the community and improve traffic issues.

2 Dulwich community engagement process overview

From June until mid-October 2015, Sustrans ran an engagement programme to gather information from people living, working and travelling in Dulwich, about the Quietway route and potential interventions to address traffic issues locally. Approximately 600 people were engaged. It included:

Pop-up events

Four pop-up events were held surveying residents at different locations around Dulwich Village with the local travel questionnaire (see below section 3) and providing information about the Quietway. There were approximately 30 people at each event.

Feedback boxes

Five feedback boxes were placed at different locations around Dulwich Village during for people to comment on the Quietway. Feedback from these was fed into questionnaire results data.

Local travel questionnaire and mailout

1093 households on and around the route were sent a postal questionnaire and we had 339 responses overall, including those at events. People were asked how they currently travelled locally and their opinion on the Quietway route and any issues; it was aimed at all route users. The mailout consisted of the questionnaire plus information about the Quietway and event invitations (there was an issue with this mailout- see Section 5 below for more detail).

Community Council meeting and Stakeholder meetings

Sustrans staff attended meetings of, and regularly updated, key stakeholder groups and presented information about the Quietway at Dulwich Community Council in September 2015. These included:

- The Dulwich Society
- Turney Road Tenants & Residents Association
- Calton Avenue Residents Association

- Woodwarde Road/ Dovercourt Residents Association
- Dulwich & Herne Hill Safe Routes to School
- Dulwich Young Cyclists
- Southwark Cyclists
- Friends of Dulwich Park
- Local schools

Walkabouts

An opportunity to discuss traffic issues as they happen and to walk through the route together.

Co-design workshops

A community co-design approach was used to enable communities to work together to reach a consensus on the best design for their neighbourhood. Four open workshops were held for residents and stakeholders to feed into the design process.

Table of events carried out

Event type	Date	Location
Pop up surveying/ information gathering	14/07/2015	North Dulwich station
	15/07/2015	Dulwich Village shops
	18/07/2015	Turney Road/Burbage Road junction
	23/07/2015	Calton Avenue/ Townley Road junction
Mailout with questionnaire / event invitation	31/08/2015	Sent to 1093 residents on and around the Quietway route
Walkabouts	17/09/2015	From Calton Avenue/ Townley Road junction to Turney/ Croxted junction, at 8 am, 3 pm and 5.30 pm
Co-design workshops	23/09/2015	Southwark Community Sports Trust, Turney Road
	26/09/2015	St Barnabas Parish Hall, Gilkes Crescent
Concept design workshops	03/10/2015	St Barnabas Church, Calton Avenue
	08/10/2015	St Barnabas Church, Calton Avenue

3. Findings and feedback

3.1 Questionnaire results – infographics used at workshops



People were also asked 'is there any part of the route which you find especially uncomfortable to use?'

Dulwich Village junction was by far the most common response, mentioned over 69 times. The junction of Court Lane and Calton Avenue was next, followed by the congestion and pollution caused by school coaches, seen as a major problem.



We also asked how respondents would improve the issues they have mentioned:

Problem	Location	Solution
Too much traffic	Calton Avenue	<ul style="list-style-type: none"> • Make one way • Parking on one side only • Ban HGVs and coaches • Enforce 20mph • Reroute Quietway • Close to through traffic • Minimise school drop-off and pick up
Lack of cycle provision	Calton Avenue	Segregated cycle lanes on Calton Avenue 'essential for this road' or shared use path on pavement for children
Unclear junction	Calton Avenue/ Court Lane	<ul style="list-style-type: none"> • Right turn filter • Clearer signage
Non-compliance with 20mph	All	<ul style="list-style-type: none"> • Speed cameras • Increased traffic calming
Lack of cycle + pedestrian provision/ too much traffic	Dulwich Village Junction	<ul style="list-style-type: none"> • Diagonal crossing for pedestrians • Advanced stop lines for bikes • Early release lights for bikes • Cycle Lane across junction • Restrict parking on approaches to junction • Zebra crossing on Calton/ Court • Make junction shared space – 'do something dramatic!'
Lack of cycle provision/ too much traffic	Turney Road	<ul style="list-style-type: none"> • Segregated lane in approach to junction • Double yellows on corners • No Right turn onto Turney from Croxted
Route too busy	All	Re-route along College Road

3.2 Walkabouts feedback

Walks along the route at peak times with local residents.

Residents were accompanied by facilitators and an engineer, and their comments were recorded. Around 34 residents walked from the junction of Calton Avenue and Townley Road to the junction of Turney Road and Croxted Road, stopping at key points and discussing traffic flow issues. The events were timed to coincide with the busiest periods of the day in order to see the issues at their most complex.

Summary of observations – General:

- Residents noted that **public transport** in Dulwich is particularly poor and that there is a need for new bus routes to provide a viable alternative to driving
- **Air pollution** is a concern (lots of standing traffic in the morning peak) and worry was expressed that the 20mph limit is not enforced.
- It was suggested that congestion caused by school traffic needs **long term behaviour change** work with schools and parents

Calton Avenue

- **Congestion** blocks traffic islands
- **Coaches** and large vehicles are a major problem - cause congestion and noise on speed humps
- Parking on Calton Ave from Woodward Road down to Dulwich Village junction causes problems as cars struggle to pass each other and **cyclists are forced into incoming traffic**
- **Lorries frequently drive into bollards** at the end of Woodward Road, and **buses get caught on Calton Avenue and Woodward Road traffic islands**
- Road sign on Court Lane directs drivers up Calton Avenue and down Turney Road to Peckham and Herne Hill respectively rather than along East Dulwich Grove.

Turney Road

- Non-compliance with double yellows outside school
- Traffic islands cause pinch points and people sometimes drive the wrong way around them
- Lighting under bridge is insufficient, makes it feel isolated and intimidating
- Pavement surface broken; hazard for pedestrians
- People think there is too much street clutter
- Lorries cut over pavement corners
- Parking under bridge obstructs traffic and makes it difficult for cars to pass

Dulwich Village Junction

- There is a perception that the light phasing is longer than at most junctions
- Cyclists use pavement to avoid junction
- Cars cut over pavement at Calton Avenue/ Court Lane crossing
- Court Lane traffic backs up so that cars are waiting to exit side roads

3.3 Co-design workshops



Activities

- A 20 minute presentation and Q&A session on Quietways and the engagement process was given
- Participants were then split into groups of six to ten to explore options for three locations:

Dulwich Village Junction

Four early stage designs for the junction (appendix 5) were presented in each group. Discussion around them was facilitated by engineers, and comments were recorded.

Turney Road and Calton Avenue

Residents were invited to use traffic management tools on laminated base maps to discuss and record what interventions they would like to see on these two streets (see above photo). They recorded their suggestions on 'decision sheets' which were subsequently processed and interpreted into concept designs by engineers (see appendix 4).

3.31 Feedback on Dulwich Village junction designs (appendix 5)

- In general, people felt that the designs needed to be more ambitious in order to be effective, or voiced strong opposition to specific elements of the design.

Design elements which provoked most discussion were:

A proposed one-way on Court Lane

This intervention was extremely unpopular. Participants felt it would increase rush hour traffic on Calton Avenue and adjoining roads, cause traffic to back up at the junction, and increase speeding on Court Lane.

Merging three lanes into two on Calton Avenue to accommodate a cycle lane

There is concern that this will cause gridlock as cars wait to exit Calton Avenue at Dulwich Village junction. It was pointed out that it was considered before and rejected. However it was also acknowledged that it would make it easier for pedestrians to cross and that a segregated cycle lane was positive.

Change of priority between Court Lane & Calton Avenue:

- This was an unpopular measure raising concerns about traffic displacement and an increase in aggressive driving at Dulwich Village Junction/ Court Lane.
- Several people suggested the closure of Court Lane at Lordship Lane end as an alternative solution to through traffic, or to coincide with a one-way.
- It was suggested that traffic light signals at Court Lane/ Calton Avenue need a right turning green filter plus a cycle pocket, with more time for cars to exit the junction.

Changes to pedestrian facility:

- There is a very high level of opposition to removal of the pedestrian guard rail due to the numbers of children who use this crossing at peak times.
- People favour direct crossings over staggered, and prefer zebra to informal crossings. There is concern that informal crossings at junction entrances (raised tables) will slow traffic.
- Some suggested moving school crossing patrol to Court Lane instead of Calton Avenue, and installing a pedestrian crossing on the south end of Calton Avenue.
- Some suggested that pedestrians should be able to cross the junction diagonally in one movement.
- A few residents have suggested that pedestrian crossings should be button activated as lights currently turn red when no one is waiting to cross. They feel this would speed up traffic flow.

Kerb cut backs/ kerb build outs:

- Some people said the proposed kerb cut back at the junction of Dulwich Village and Turney Road would make the left hand turn here harder without any real benefit to pedestrians.
- Many were reluctant to lose green space.
- There is a memorial tree planted on this corner which the community don't want to lose.

Be more ambitious

Several residents wanted the junction designs to be more ambitious. They felt that the four options did not address the fundamental problem of traffic congestion but were just 'tweaking'. They suggested:

- Removing road markings across the whole junction
- Pedestrianising and greening the junction and making it into a village square - 'the inconvenience would be worth it' - it was also suggested this could be combined with banned turns or measures to prevent rat running
- Being more radical and introducing more shared space

- A couple of residents suggested that the designs for the junction should make better use of roundabouts to navigate the junction. One such scheme which was emailed to us by a Dulwich resident is attached in appendix 6.

3.32 Key themes from Calton Avenue and Turney Road discussions

Participants made a range of suggestions for Turney Road and Calton Avenue, from minimal interventions (for example improved pedestrian facility) to road closures. These were grouped into three design themes reflecting the most common suggestions –

- ‘parking’, looking at ways to give more space to road users and reduce congestion by reducing parking;
- ‘closures’, showing where roads could be closed to stop through traffic altogether;
- ‘general’ light touch options to improve traffic flow and conditions for people on foot and on bikes without any drastic changes.

These were then developed by engineers into concept designs. These are presented in full in appendix 4.

Examples of key suggestions received:

Parking:

- Introducing a controlled parking zone (CPZ) or similar parking control such as residents only bays
- Introducing timed parking restrictions and/or extending double yellow lines, to tackle commuter parking and still allow for local journeys e.g. to shops
- Moving the zipcar bay to Gilkes Crescent from Calton Avenue to free up road space
- Reducing parking on Calton Avenue - specifically on the section from Woodward Road to Dulwich Village junction
- Reducing parking on the Junction end of Court Lane to release more cars in rush hour and ease congestion.

Filtered permeability (traffic filter preventing motor vehicles passing through):

- Closing Turney Road by Croxted Road railway bridge to motor traffic
- Closing Court Lane at Lordship Lane end to stop through traffic and reduce traffic at junction, rather than at the Dulwich Village Junction end as proposed via one-ways in designs
- Closing Calton Avenue at the junction with Townley Road
- Closing Calton Avenue at St Barnabas Church.

General lighter touch interventions:

- Zebra crossings instead of traffic islands – these are felt to be safer and adhered to more
- Removal of the central line as an easy way to control driver speeds
- Right turning pocket at the top of Calton Avenue
- Raised informal crossings/ raised tables instead of traffic islands.

3.4 Concept design workshops

These were drop-in sessions, to allow people to comment and indicate their preferences for different design options using stickers against their first, second or third preference for each design. This was not a formal vote but a way to understand what kind of appetite there was amongst the community for different levels of intervention.

- Six designs were presented for Dulwich Village Junction - four initial designs and two further designs worked up in response to feedback from initial sessions. Participants were asked to comment and to indicate their preferred options.
- Three concept designs for Turney Road & Calton Avenue, based on co-design workshop feedback, were presented. Participants were asked to comment on each one and indicate their preferred options (see above/ appendix 1).
- At the first workshop, there was a noticeable number who indicated a preference for more radical interventions. This was potentially due to the wider demographic and the higher level of investment in the process amongst participants who attended.
- The second workshop was primarily for residents who had missed the original mailout (see section 5 for more detail) and therefore had not been involved from the beginning of the process.
- Many of attendees at the second workshop objected to the principle of the Quietway and placed their stickers on 'I don't like this option' for all of the designs (appendix 1).
- There may have been more people who would have expressed this opinion at the first workshop had they had the option (see section 5 for more detail).

Design	Suggestion/ comment from workshop attendees
Calton Avenue closures (closing Calton Avenue to through traffic at the Townley road end)	<ul style="list-style-type: none"> ● Restrict access at peak times only - ban non-local traffic during rush hour so children can get to school safely – as traffic is mainly felt to be a problem at peak times
Calton Avenue Parking (Restricting parking on Calton Avenue)	<ul style="list-style-type: none"> ● Support for the removal of parking between Woodward Road and the Junction, to remove pinch point for cyclists and allow two vehicles to pass each other ● Remove most parking but leave visitors bays ● Consider CPZ/ parking on one side of road only.
Calton Avenue 'general' (replacing traffic islands with zebra crossings, removing the central line, extending double yellows on corners)	<ul style="list-style-type: none"> ● Keep three lanes ● Use tidal flow 'cells' for cycles on Calton

Design	Suggestion/ comment from workshop attendees
Turney Road closures (closing Turney road at the railway bridge)	<ul style="list-style-type: none"> • Many people cite their experience of a previous closure of Turney Road due to bridge improvement works which they say made traffic much worse in Dulwich Village. • Some support a closure to prevent through traffic and would like a quieter street • Some suggest timed closures/ bollards at peak times.
Turney Road Parking (restricting parking on Turney Road)	<ul style="list-style-type: none"> • Views split between people who want to keep parking and those who would like some form of controls - residents only bays, timed parking restrictions to make space for cycling.
Turney Road General (replacing traffic islands with zebra crossings, removing the central line, extending double yellows on corners)	<ul style="list-style-type: none"> • There is a perception that removing Burbage junction raised table will increase speeding, • There is a resistance to installing crossings which need to have no parking around them. • Many people feel this option is doesn't address the problem of reducing through traffic.

4. Dulwich schools and Quietways



Dulwich is an area with an unusually high concentration of schools. This is something local people feel very strongly about and the message we received from them was that children need to be prioritised.

There was extremely high opposition in our co-design workshops to removing the pedestrian guardrail outside Dulwich Village Infant School. Sometimes guardrails are considered to be unhelpful to pedestrians as it means that they can only cross the road at a certain point. Cyclists are also forced into them and squeezed alongside traffic with no escape route, and they can be considered as street clutter. However in this situation there is vocal opposition to removing the guardrail as many children use this crossing at peak times, and also

throughout the day to get to and from Dulwich Village Infants which has two separate sites.

Other suggestions relating to schools from feedback across all events and workshops:

- Introduce a 'Park and stride' scheme with Foundation Coaches to reduce congestion from coaches on Calton Avenue
- Encourage schools to provide parking for teachers on site
- Encourage schools to provide lockers for children so they do not have to carry heavy items to school
- Encourage schools to take responsibility for school travel - for example by providing 'walking buses', supporting park and stride schemes, funding a 'Bike It' officer or supporting a car-sharing scheme.

4.1 Safe Quietways to School Zone

We received a proposal called 'Safe Quietways to Schools Zone Dulwich' (appendix 2) from a group of local residents, some of whom are involved in residents associations. This involves creating a 'safe zone' by restricting non-residential traffic at peak times only, to enable residents and school children to travel more safely at these times. This supports other feedback that the main problem with traffic in Dulwich is at peak times only.

4.2 Dulwich & Herne Hill Safe Routes to Schools

Dulwich & Herne Hill Safe Routes to Schools (SRS) is a volunteer-led network of schools and parents working with local residents and community groups who promote active travel and want children to be able to get to and from school safely and independently. 80% of 962 parents surveyed in Dulwich say they would switch their child to cycling to school if it could be made safer, highlighting how much of an impact could be made on congestion by increasing the facility for cycling and walking for children in Dulwich.

The SRS group have previously worked with a Sustrans officer on safer routes to schools in the Dulwich area and have produced a map of SRS routes (appendix 8) which could be incorporated in any final plan. They are interested in the Quietways proposals but would like to have more information and felt that the current designs were not accessible enough for pedestrians and children travelling to school. They would like more engagement to be done with families and young people for whom they felt not enough provision had been made to consult.

Below are some key suggestions from the group:

Accessibility:

- In the programme of engagement and consultation, include workshops and events at more accessible times and consider providing childcare - evenings and weekend mornings were not felt to be accessible for families with young children.
- Consider the possibility of direct engagement with the local schools and their communities
- Consider more options for online engagement for people who are intimidated to come to a group workshop
- Reinstate a Bike It officer for Dulwich to continue previous schools work and to demonstrate that cycling isn't just for a certain demographic.
- The number of children walking to school in Dulwich is presently greater than the number of cyclists and this should be reflected in our designs.

Transport issues in Dulwich:

SRS felt that Dulwich is used as a through route from Kent to central London and for commuter parking. They may therefore support a CPZ which reduced this. They feel that parking should be maintained for residents and the elderly who need to drive and park outside the village shops. They would also support the reduction of through traffic from outside the area, to enable children to walk and cycle safely to school. SRS are also concerned about the volume of large and heavy vehicles using Dulwich roads and feel that is important to address the transport issues in Dulwich as a whole.

Coaches

SRS supports the use of coaches to reduce the numbers of children driven to school from outside the area. SRS recognises the community's concern about coaches on residential roads and supports positive engagement between the community and the Foundation Coach Service. Key points were:

- The Foundation Coach Service's preferred route between schools uses Lordship Lane and the South Circular. However, the additional journey time, due to the lengthy wait to turn right out of Lordship Lane on to the South Circular, would necessitate an extremely early start for school children. SRS supports positive engagement with TfL to reduce that time and hence facilitate use of that route rather than residential roads. If the junction were to be reviewed, SRS noted that there is currently no safe pedestrian crossing there.
- SRS would like schools to consider making the space at the front of schools more welcoming for children arriving on foot or by bike and supports positive engagement between the schools and the coach service on this point. For example, children arriving in vehicles are already discouraged from being dropped at the gate. SRS would support schools in initiatives that enable the coaches to drop children away from the school gate. For example, DPL children are currently dropped in the Alley's Head pub car park.
- It is important for schools to continue to work with the Foundation Coach Service to ensure that drivers do not sit with their engines idling for up to 30 minutes and contribute to local air pollution.
- SRS would support the schools in efforts to encourage secondary school pupils to make journeys by public transport where appropriate.

Comments on suggested interventions so far:

- They are interested in exploring closure options further, especially in line with other measures such as a closure at the junction of Court Lane and Lordship Lane, so that lorries and larger vehicles can't come up Court Lane
- The crossing on Calton Avenue needs a yellow box to prevent cars from stopping on it- very high pedestrian flow of school children at peak times who need to be protected
- They are not supportive of staggered crossings featured in the junction designs, and would oppose any design with this in it.
- The banned right turn on Dulwich Village junction design 6 is an extremely popular movement so there may be a lot of opposition to banning it
- The general problem they see with the interventions we have proposed is that they are negative rather than positive - they are perceived to be stopping people from travelling as they currently do without offering a positive alternative; there aren't enough positive options for people to get behind and support

- They would like to see options which are braver about removing parking especially on Calton Avenue by the school field where there are no properties. They want to make it clear that this is a space for children to move around independently.

5. Constraints and challenges

Mailout issue

At the end of September we found that certain streets planned to receive the mailout had not received it due to problem with the delivery. A hand delivered apology was sent to all of those missed and an extra concept design workshop was scheduled so as to involve them; however this issue affected their understanding of the process and willingness to participate.

Indicating preferences at concept design workshop

Some people wanted to express a negative response to all of the concept designs and this was not an option at the first concept design workshop. We included it at the second in response to demand; there were people who wanted to express their dislike of a particular option at the first workshop who weren't able to.

Engagement reach

The timing and location of workshops (on Saturday morning and in the evening) may have been difficult for some people to attend, something which is supported by feedback from Dulwich Safe Routes to Schools group. It was noticeable that some workshops attracted a majority older demographic which doesn't reflect the range of ages who live in Dulwich.

Any further work should include additional engagement with schools and make it easy for people to feed in online, so that people can engage as and when they want to rather than having to fit in with set times.

The number of people engaged with is not fully representative and this should be remembered when drawing conclusions. The engagement area comprised roughly 1500 households however we were not able to accommodate all of these in the design process. The results should therefore be considered a snapshot of views.

6. Conclusion – summary of findings

Key points:

- It's acknowledged among many people that there is a problem with traffic during rush hour, and that this is particularly bad at Dulwich Village Junction (the most common answer to the question 'is there any part of the Quietway you find particularly uncomfortable to use').
- 65% of people surveyed said there was too much traffic
- 56 % of people surveyed said road safety is an issue
- Within the Junction, negotiating Court Lane/ Calton Avenue junction as a driver is particularly difficult, with conflict over who has right of way;
- Light phasing at the Junction is perceived as slow and there is a concern as to why the pedestrian phase isn't push button activated;
- School coaches cutting through Calton Avenue and the Village is a real issue which was brought up repeatedly during the engagement. They block the road, add to congestion and

reduce visibility for cyclists. If a compromise could be reached local people might feel safer using these roads and congestion might be reduced.

- Turney road is perceived as either ok for cycling already, or unsuitable for a cycle route as it is acknowledged that there isn't much space and the road is narrow with frequent traffic islands, parking on both sides and speed bumps. There is some appetite for a closure at the railway bridge.
- Calton Avenue has the same problems of congestion at rush hour making it poor for cycling – with residents wondering what can be done to improve it, or why it has been chosen as a Quietway, and a number suggesting taking out parking on one side or making it one way as a potential solution
- Schools need to be engaged with and not enough has been done to work with them. Dulwich Safe Routes to Schools hope for another schools officer to continue the work done previously and are interested in plans to improve Dulwich for cycling and walking. Currently they don't feel that the Quietway holds much for them and that more provision needs to be made for pedestrians.
- Air pollution and children being safe is a concern. People recognise there is a problem and that they are part of it, but behaviour change is needed to make a real difference.

Of the designs presented at the workshops, the option most strongly supported was a radical pedestrianisation of the Dulwich Village Junction (appendix 6). There was equally strong support for closures on Calton Avenue and Turney Road (appendix 1). However this was a relatively small sample. People who preferred these options may have made a point of attending workshops, or were residents on these roads keen to see an end to traffic cutting through.

Some of the people who are opposed to changes feel Dulwich is in a city and is fine as it is - traffic levels are not a problem. They feel the Quietway is being imposed upon them.

Some of the people who are very opposed to the concept of the Quietway might feel able to support it if presented with a broader vision benefitting the whole community.

A common concern was that residents did not feel they had enough information to make a decision. They felt they needed to see design options modelled to be able to vote for them, and might be interested but cautious until given more evidence. As mentioned in the executive summary, with continued engagement with the Dulwich community there is potential to use the Quietway programme as a springboard for the development of an ambitious design solution which improves the whole neighbourhood.

7. Appendices

Appendix 1: Concept design workshop votes

Design option	1st Preference	2nd preference		Total	I don't like this design
Calton general	19	7		26	18
Calton parking	10	23		33	27
Calton closure	36	8		44	32
Turney general	12	10		22	20
Turney parking	7	12		19	21
Turney closure	33	5		38	23
Junction options	1st preference	2nd	3rd	Total	I don't like this design
Dulwich Village 1	14	2	2	18	24
Dulwich Village 2	7	6	2	15	20
Dulwich Village 3	2	2	3	4	17
Dulwich Village 4	2	1	1	4	18
Dulwich Village 5 - pedestrianised square over junction with access for cyclists	26	11	3	40	26
Dulwich Village 6 - banned right turn from Calton Avenue to Dulwich Village	12	7	2	21	28

Appendix 2: Safe Quietways to School Zone proposal

Proposal for Sustrans: 'Safe Quietway to School Zone' from a group of local residents and residents association

14 October 2015

1. Introduction

Sustrans recently organised a series of workshops for Dulwich residents. Their invitation said: *'We're improving the street environment along Calton Avenue, Dulwich Village Junction and Turney Road to make it better for all road users as part of the Quietways scheme, funded by Transport for London. We invite all residents to participate in developing the designs for the neighbourhood.'*

At the second workshop, a group of local residents told Sustrans that the options under consideration were unlikely to improve roads round Dulwich Village and deliver the Quietway programme because the fundamental issues had not been addressed. They offered to work with Sustrans to come up with further, more innovative solutions.

2. The background

2.1 Why Quietways are hard to achieve in Dulwich

Dulwich has one of the highest concentrations of schools, both state and independent, in the whole of the UK. Education is the local industry. An estimated 10,000 pupils travel to or within the area every day. If nursery and pre-schools are included, the figure is closer to 13,000 children. Numbers will increase with the new secondary school, the Charter School East Dulwich, opening in September 2016.

Local children walk or cycle. Children from farther afield arrive by bus, train, coach or by car. The independent schools Dulwich College, JAGS and Alleyn's offer the Foundation Schools Coach Service, which operates 27 coaches, and eight late coaches, transporting 1200 pupils to Dulwich from points all over London, including Bayswater and Canary Wharf.

At peak times of day, experienced adults as well as children cycle on the pavements because the roads are too congested. The assistant bursar of Alleyn's School on Townley Road (part of the Quietway) has said that many parents will not allow their children to cycle because of the volume of traffic.

For all children, whether local or not, the last mile of their journey to school is probably the most challenging because of intense activity on the roads.

Congestion peaks at precisely those times of day (7.30am to 9am, and 3pm to 5pm) when demand for the Quietway is likely to be greatest.

2.2 Options put forward so far

The options so far put forward in the Sustrans workshops do not address this fundamental challenge to delivering the Quietway on Calton Avenue and Turney Road.

Instead, the options either (i) make minor adjustments that do not address the major issue of traffic volumes at peak times, or (ii) suggest major changes (like road closures) that would have significant displacement impacts on other roads, potentially threatening the safety of pedestrians and cyclists who already use them.

The major changes are also disproportionate, as the area does not have a problem that needs a 24/7 solution.

Outside school term times, and particularly the term times of the independent schools, traffic volume in the area is greatly reduced on all the local residential roads, including Calton Avenue and Turney Road.

The key junctions of Dulwich Village/Court Lane, and Dulwich Village/East Dulwich Grove, are the exception to this, as they remain relatively busy all year round. But junctions must be considered in the context of the area's specific problems. If not, a junction may be altered in such a way that local roads – and the Quietway – become less safe.

2.3 The new option: a restricted traffic zone

In the next section, below, we offer a new option.

Our 'Safe Quietway to School Zone' – a restricted traffic zone – is not intended to operate in isolation. It can, and should, operate in conjunction with (i) improvements to local junctions and the Quietway itself (for example, new zebra crossings), and (ii) with ideas that encourage car-drivers to avoid the area round the Quietway altogether (for example, a 'park and ride' or 'park and stride' scheme).

As you will see from attached documents referring to similar restricted traffic zones in Durham, Edinburgh and East Lothian, the Safe Quietway to School Zone (SQS Zone) can be delivered in many different ways. We would like Sustrans to help us identify what would work best in the Dulwich area.

But we believe that the proposal must be on the table now, at this crucial point in discussions with TfL and Southwark, as it has emerged from the workshops specifically set up to invite residents' contributions.

We would like to stress that although many of us are chairs or members of residents' associations, we have not yet canvassed our neighbours for their views. We hope to do so very soon.

Finally, we are aware that a restricted traffic zone hasn't been used elsewhere in London to support the Quietways programme. However, given the unique traffic flow problems that Dulwich experiences during school term times, we ask that Sustrans, Southwark and TfL give the SQS Zone serious and reasoned consideration.

3. Safe Quietway to School (SQS) Zone

3.1 The background

The congestion charging zone in central London is generally believed to have achieved its objective of reducing traffic. But much smaller restricted traffic zones, covering much more tightly defined areas, have also been successful.

As you can see from the attached document on the Durham City Centre Road Charging Scheme, Durham County Council recognised that there was dangerous conflict between cars and pedestrians. In 2002, it introduced a scheme that differentiated between essential and non-essential car-users, charging £2 between 10am and 4pm to non-residents. This was enough to deter those making short trips and drop-offs and led to an 85% reduction in traffic volume.

Restricted traffic zones are common in Italian cities like Pisa, again to avoid conflict between vehicles and pedestrians.

3.2 Restricting traffic round schools at specific times

Restricted traffic zones have also been introduced in East Lothian and Edinburgh specifically to keep traffic away from schools at morning drop-off and afternoon pick-up times. Please see attached council documents.

Unlike the Durham scheme, neither of these initiatives is a charging scheme.

Edinburgh has just consulted on its Experimental Traffic Regulation Order to prohibit traffic on streets outside eleven schools in the area for up to an hour at the beginning and end of the school day. Drivers are alerted to the prohibition by the installation of large signs at all entry points which flash during the operating times.

East Lothian applied to make a similar ETRO permanent in June this year. Local police there are 100% in support, with parents and pupils strongly in favour.

3.3 Restricting traffic round the Quietway in Dulwich at peak times

Our proposal is to restrict the entry of traffic into a defined zone round the Dulwich Quietway – that is, (i) the area around Calton Avenue and (ii) the area round Turney Road – at peak times when more than 10,000 pupils are making their way to and from the area's schools.

The aim is to take traffic away from the Quietway at the limited times of peak congestion and redirect it back on to the main roads.

The peak congestion periods should be discussed in more detail, but we suggest 7.30am to 9am, and 3pm to 5pm, during school term times.

Residents would need access to their own properties, so we are imagining that residents' vehicles could be registered on a database, and that camera recognition software would allow them entry. Unregistered number plates entering the zone at prohibited times, however, would pay a charge or be subject to a fine.

There would clearly have to be exceptions. Emergency vehicles, for example, must be allowed access. The Durham City Centre Road Charging Scheme has a clear and logical policy for exemptions, which has worked well for thirteen years.

The Foundation Schools Coach Service is already, with the help of Sustrans and our local councillors, considering how to re-route the coaches away from the Quietway, so the principle behind the idea is gathering momentum in the local area.

We attach a map showing how the SQS Zone might work. As you can see, the Calton Avenue part of the zone could be defined by East Dulwich Grove, Townley Road, Eynella Road, Court Lane, and Dulwich Village, all of which could be used freely by all traffic at all times of day. But Calton Avenue and the surrounding narrow residential roads would not be open to non-resident traffic at peak times.

The Turney Road part of the zone is in an area with far fewer residential roads. Our idea is that the road itself would be restricted – either the Southwark part of the road from Croxted Road to Dulwich Village, or just from the crossroads with Burbage Road to Dulwich Village – as would Boxall, Aysgarth and Pickwick. As well as protecting the Quietway, restricting non-resident traffic on Turney Road would also make the journey to school safer for children walking or cycling to Dulwich Hamlet and Dulwich Infants.

3.4 The SQS Zone: a summary of advantages

1. It delivers the aims of the Quietway programme through Dulwich
2. More children will be encouraged by their parents to cycle to school if the Quietway and surrounding roads are less congested at peak times
3. The last mile of the school journey for more than 10,000 children attending Dulwich schools is much safer
4. The solution is proportionate to the problem (outside school term times, and school drop-off and pick-up times, traffic is vastly reduced)
5. A pilot scheme would be easy and cheap to set up

6. It works in conjunction with other traffic-calming interventions and road/junction improvements, and with possible new initiatives, like a local 'park and stride' or 'park and ride' from a designated drop-off area

7. Further zones could be considered, at the outset or over time – for example, the area round Melbourne Grove

8. It is likely to encourage other school traffic (deliveries, visiting minibuses, etc.) to avoid the area at peak traffic times

4. Next steps

Clearly, our proposal for the SQS Zone won't work without support from local residents, businesses and schools, or without support from our local councillors, Southwark Council and TfL.

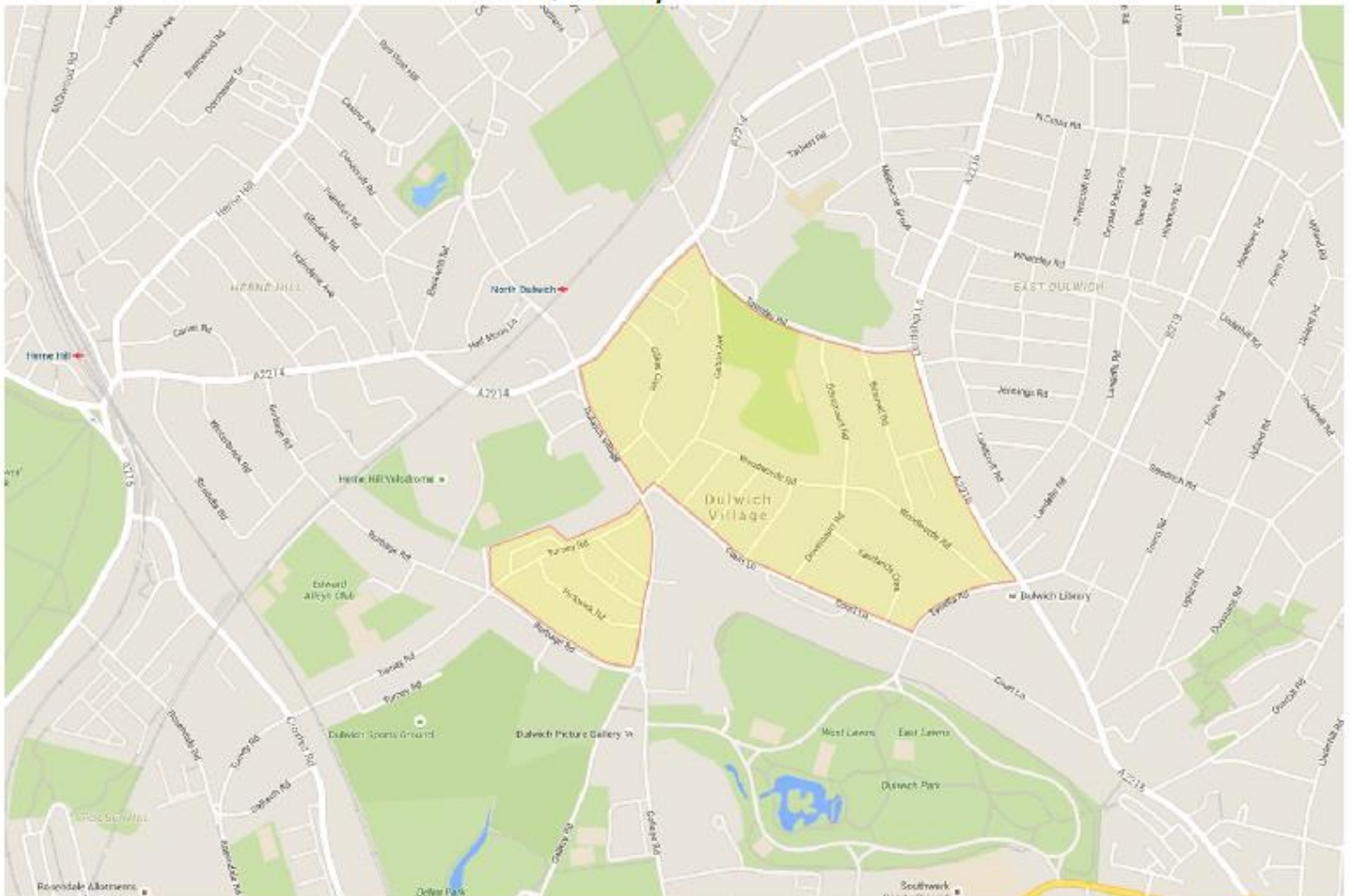
But in the first instance we would like a meeting with Sustrans to discuss the SQS Zone and to pinpoint what further research is needed.

There are obviously financial implications – not just capital expenditure but running costs. But the SQS Zone could be self-funding. Although the objective is to increase safety for pedestrians and cyclists, the revenue from charges and/or penalties could cover administrative costs (and possibly offset initial costs). Further, as the experience in Durham suggests, the revenue could enable cross-subsidy of electric/hybrid transport to support a 'park and ride' scheme.

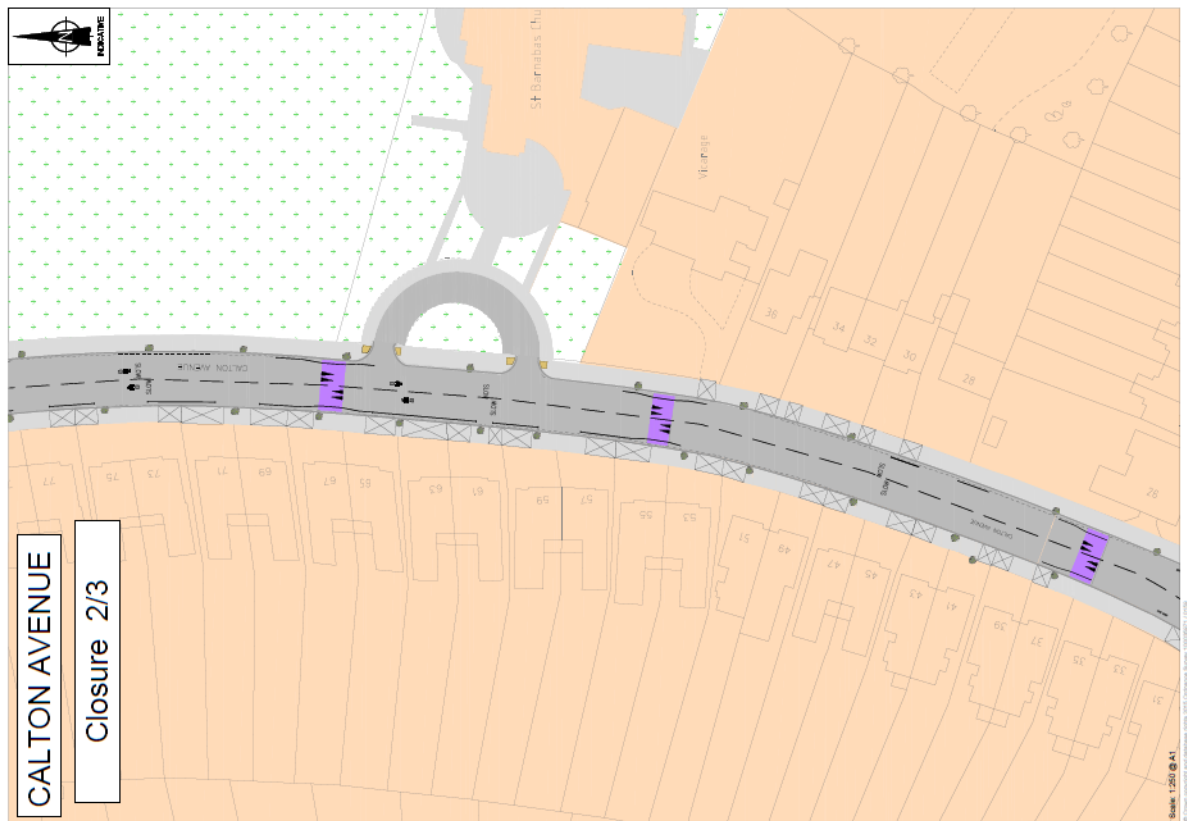
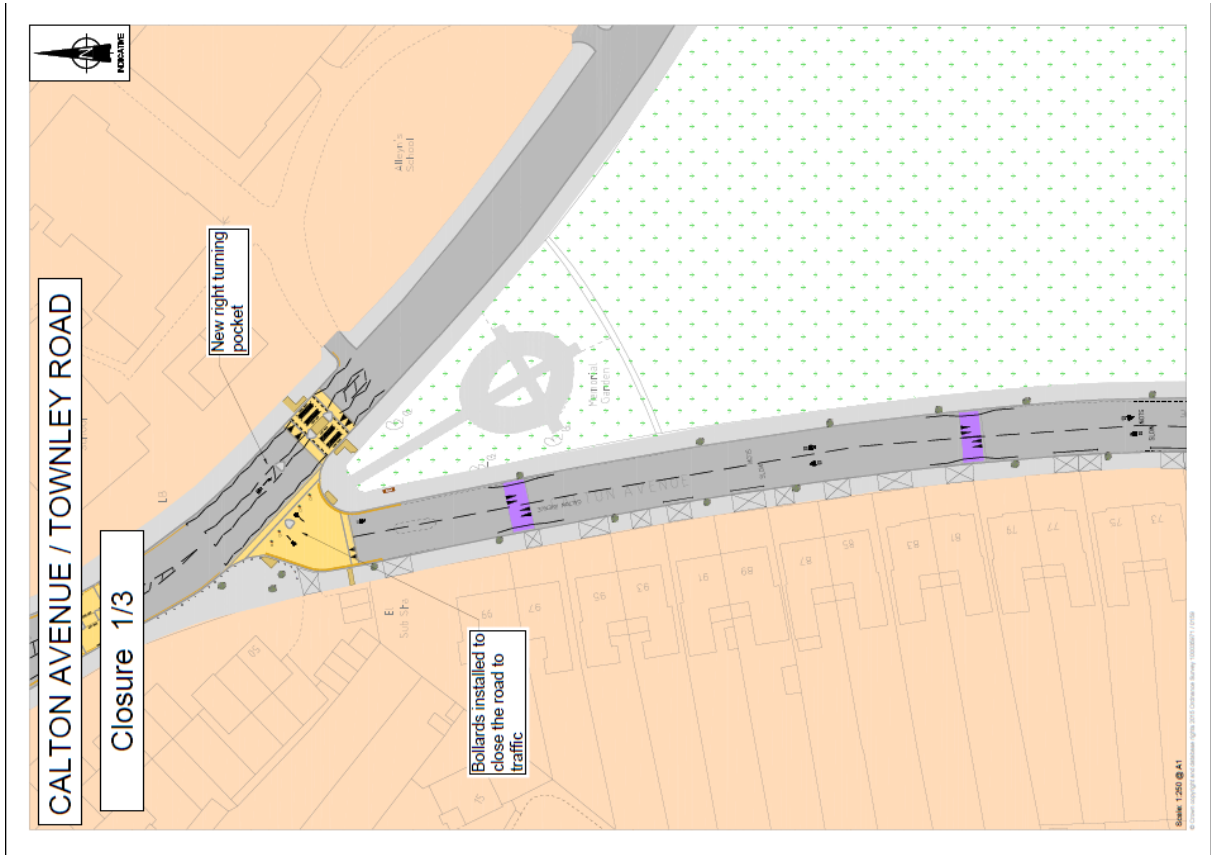
It is also vitally important to consider exactly what the impact of the SQS Zone would be on traffic flow in the wider area, how it would affect local junctions, and how it would support road improvements on the Quietway itself.

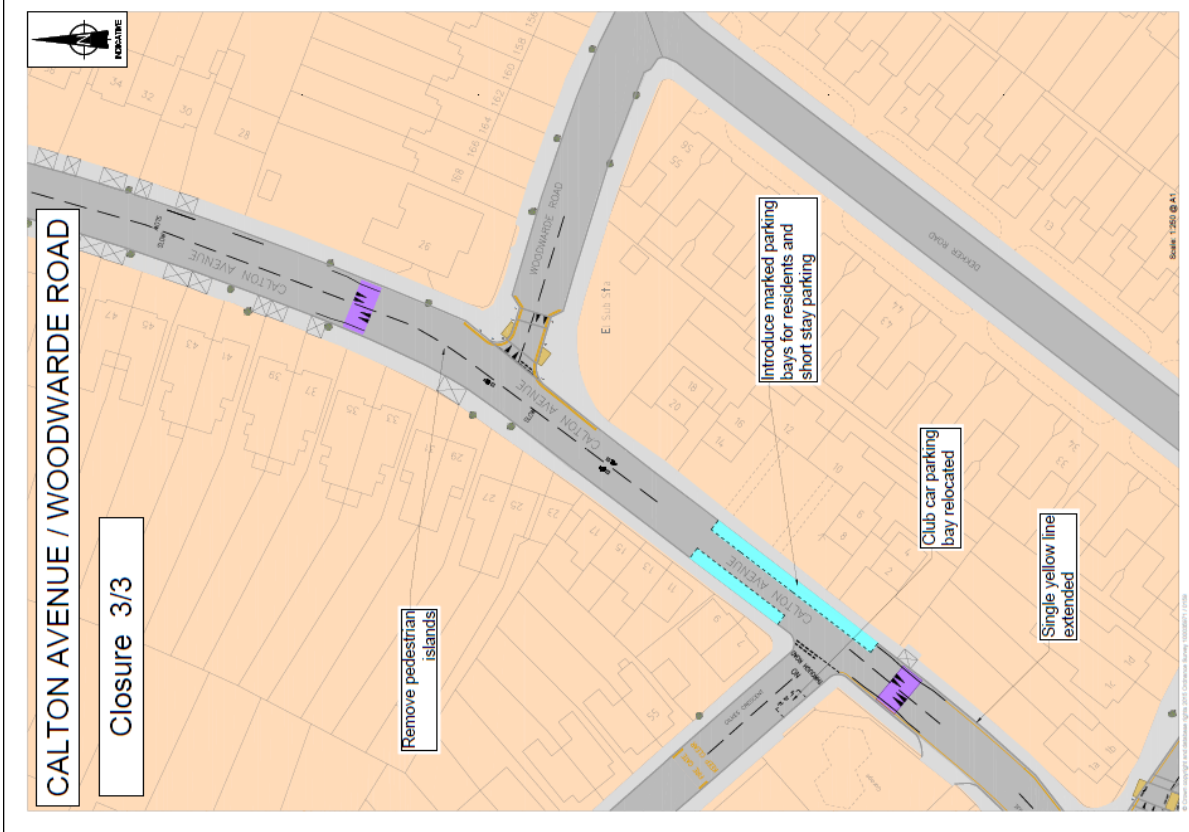
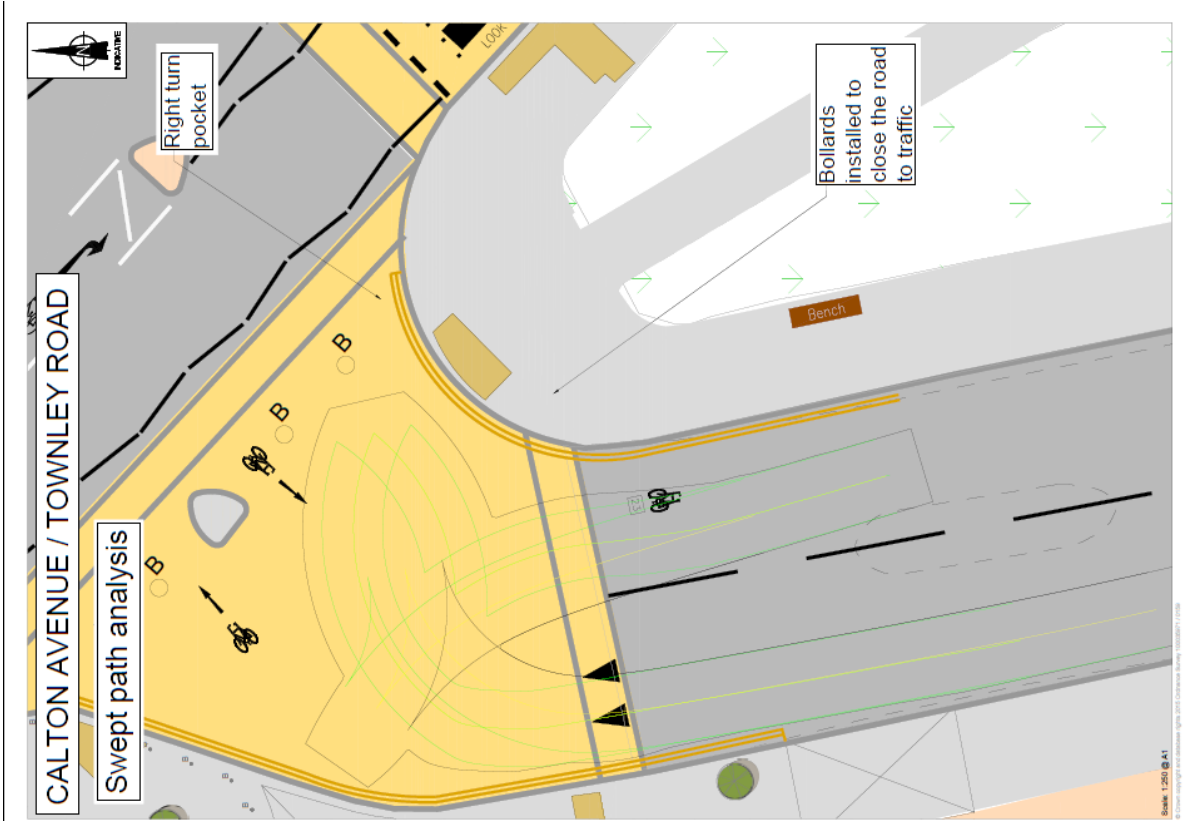
Appendix 3: Safe Quietways to School Zone map

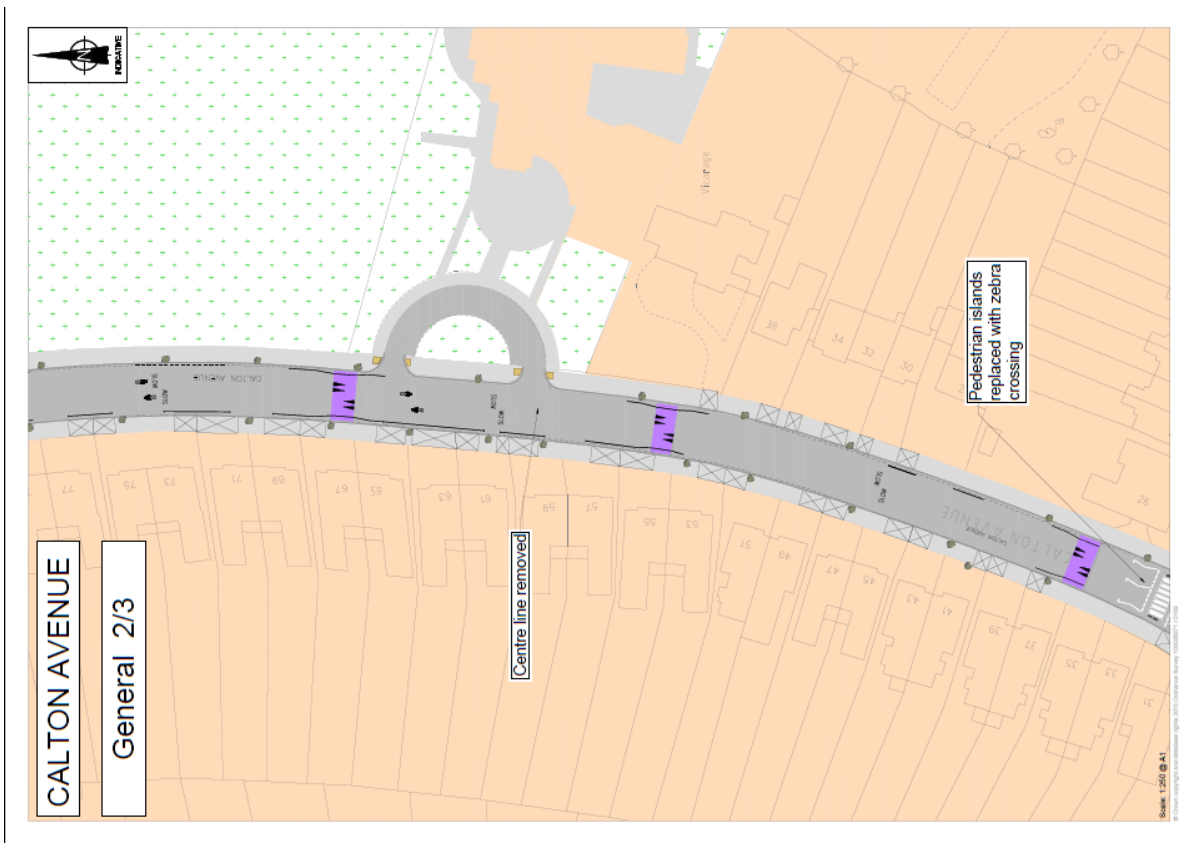
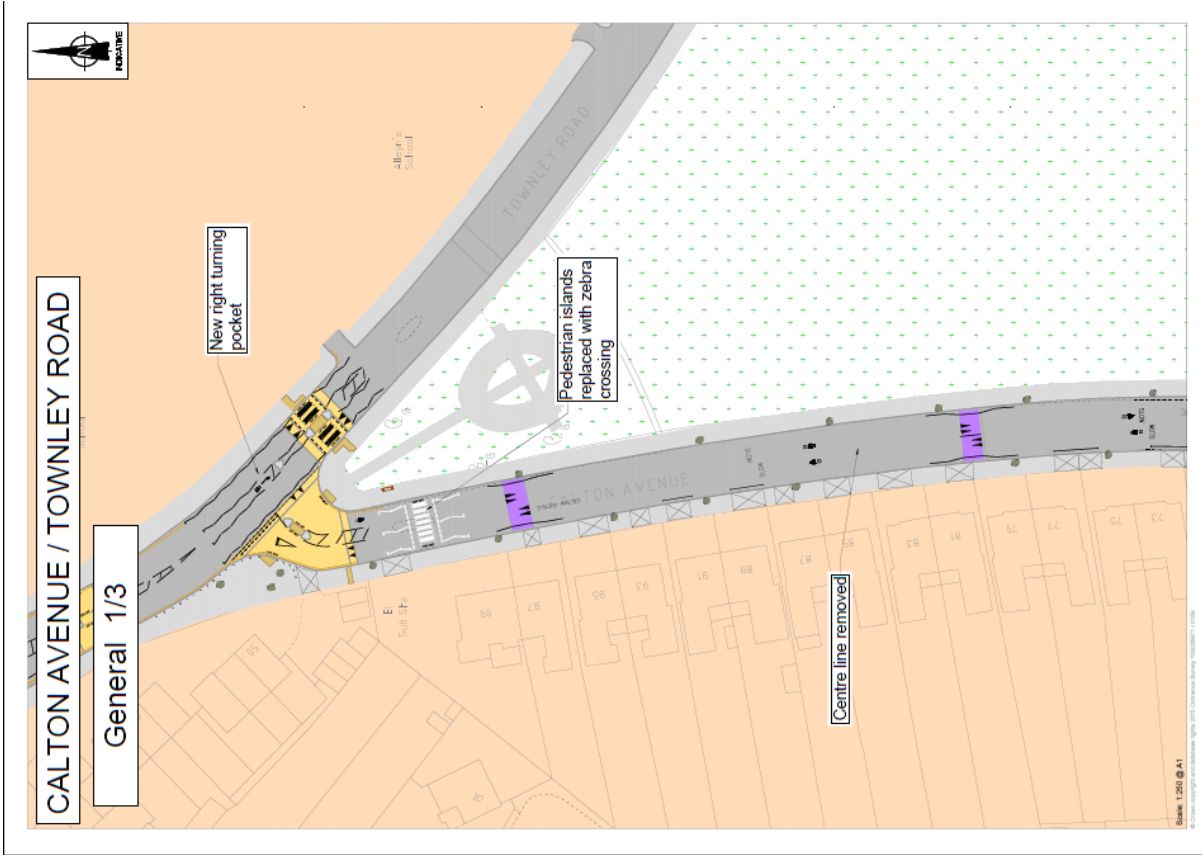
Safe Quietway to School Zone

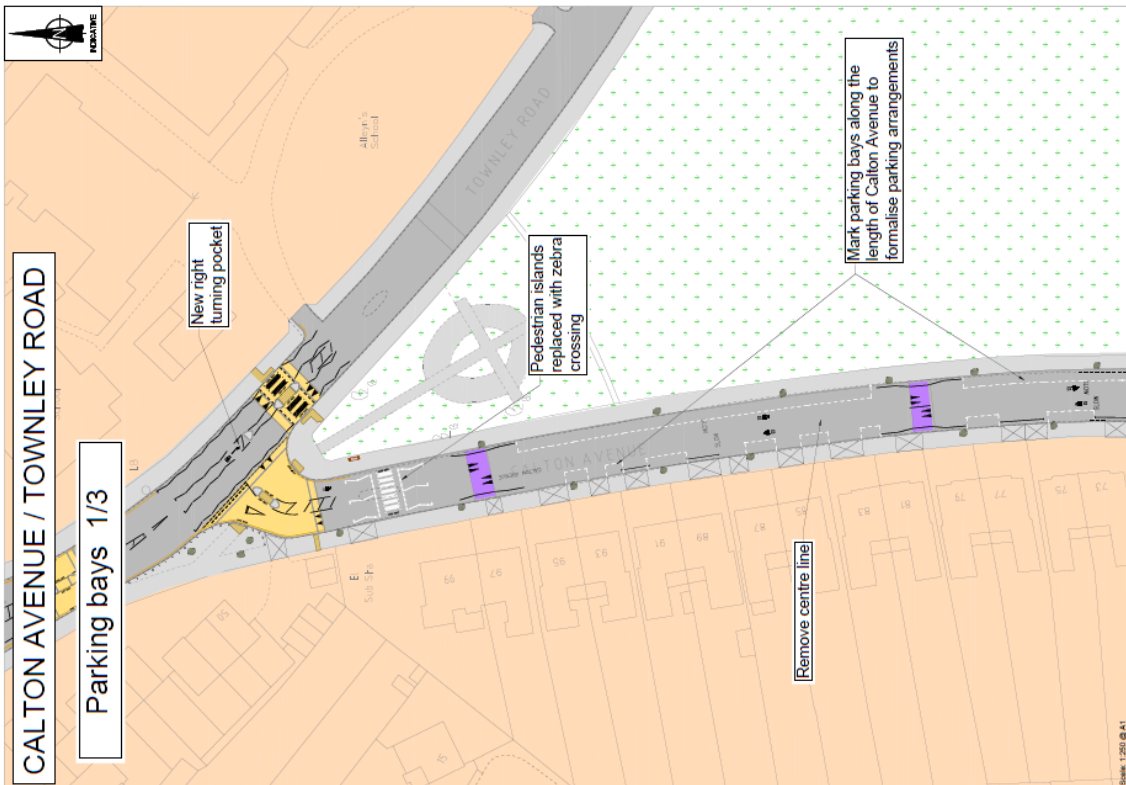
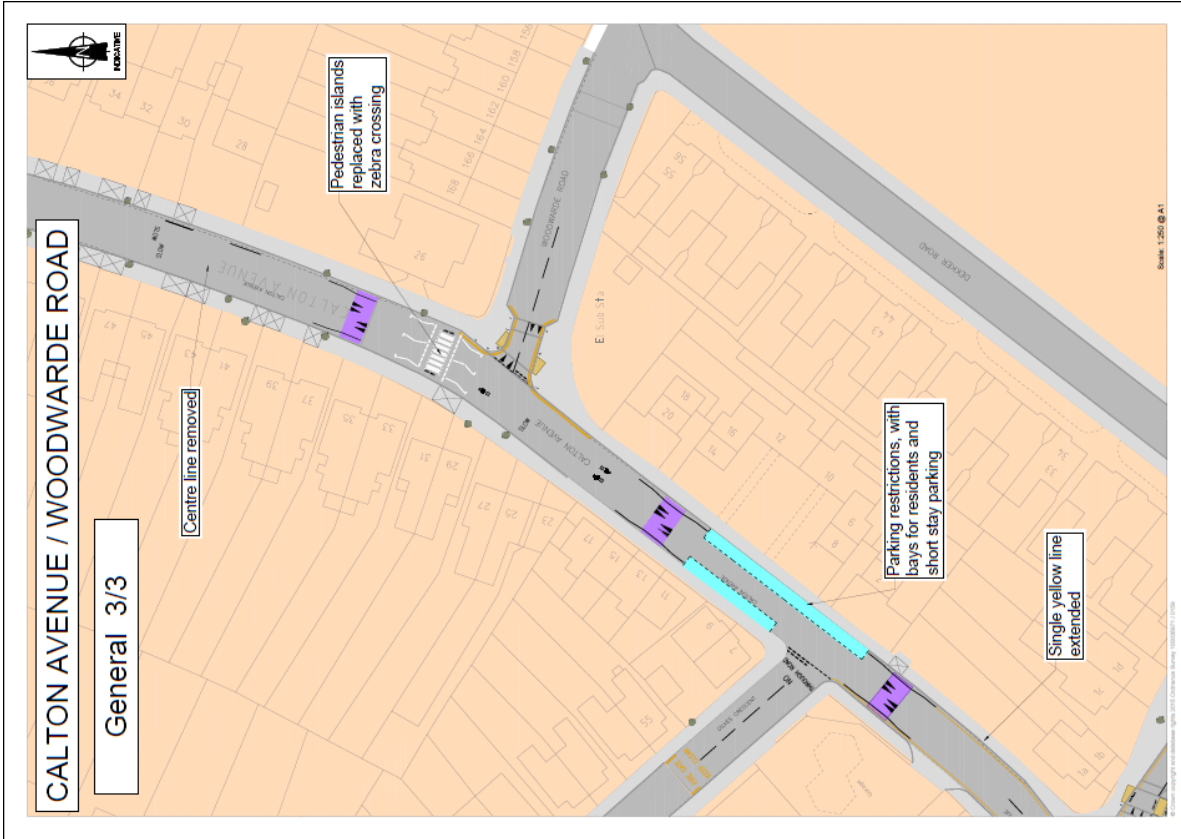


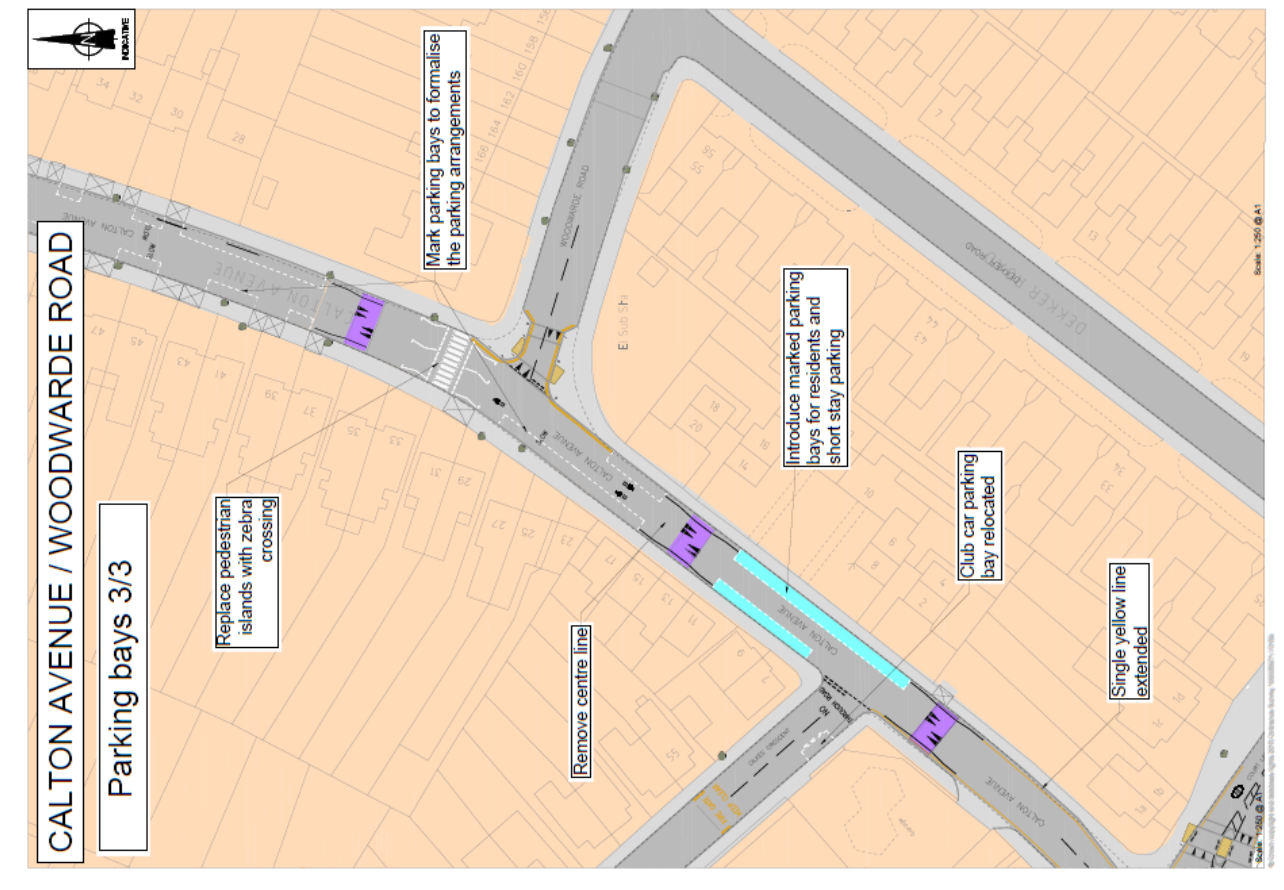
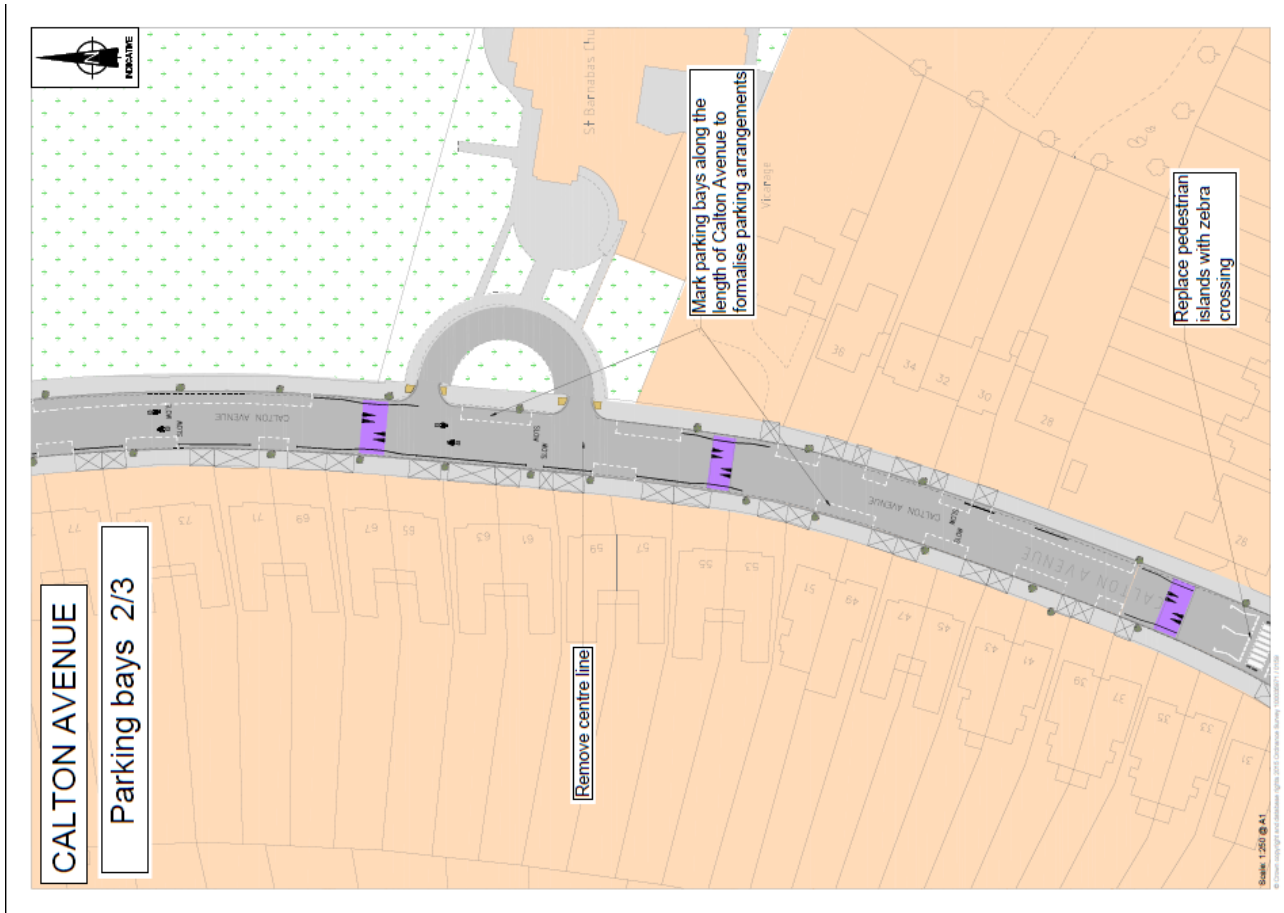
Appendix 4: Concept designs

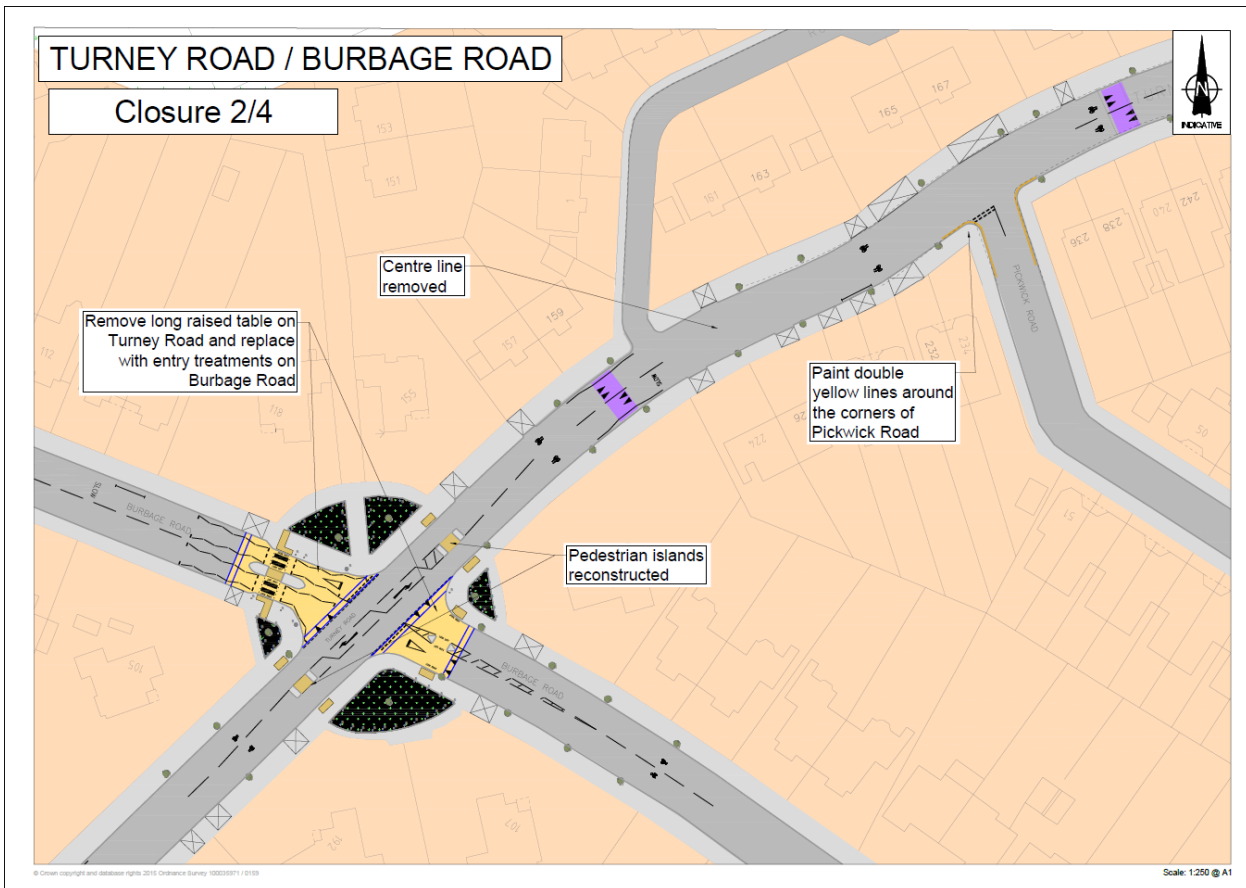
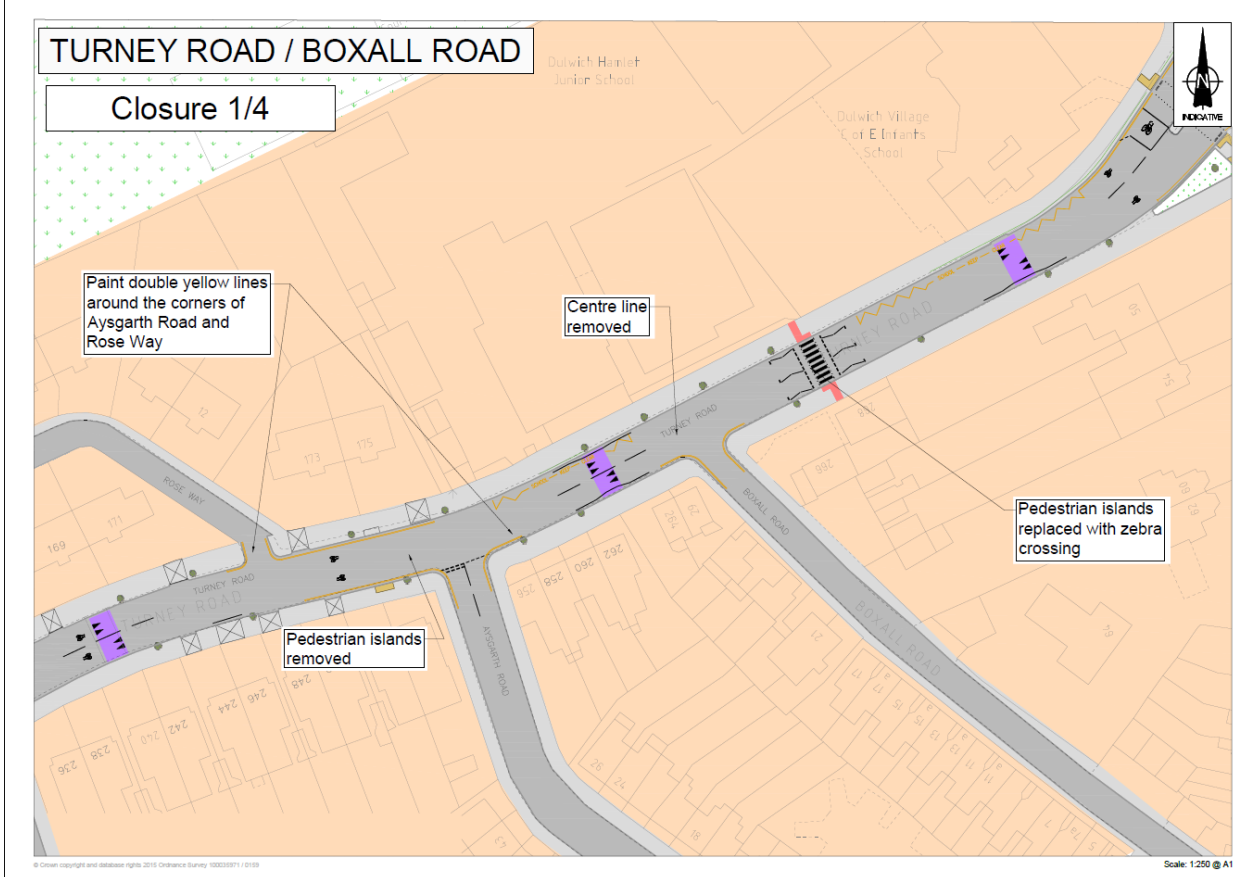


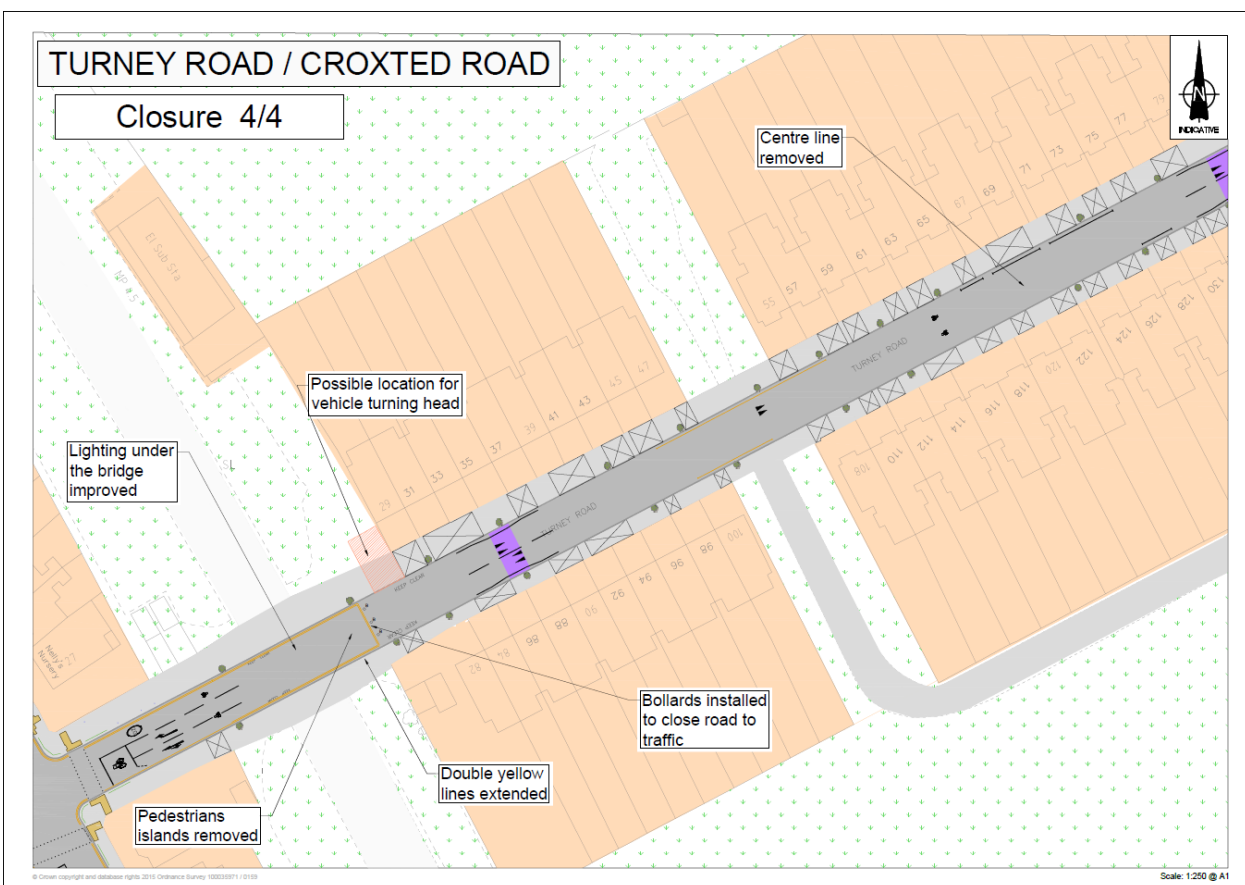
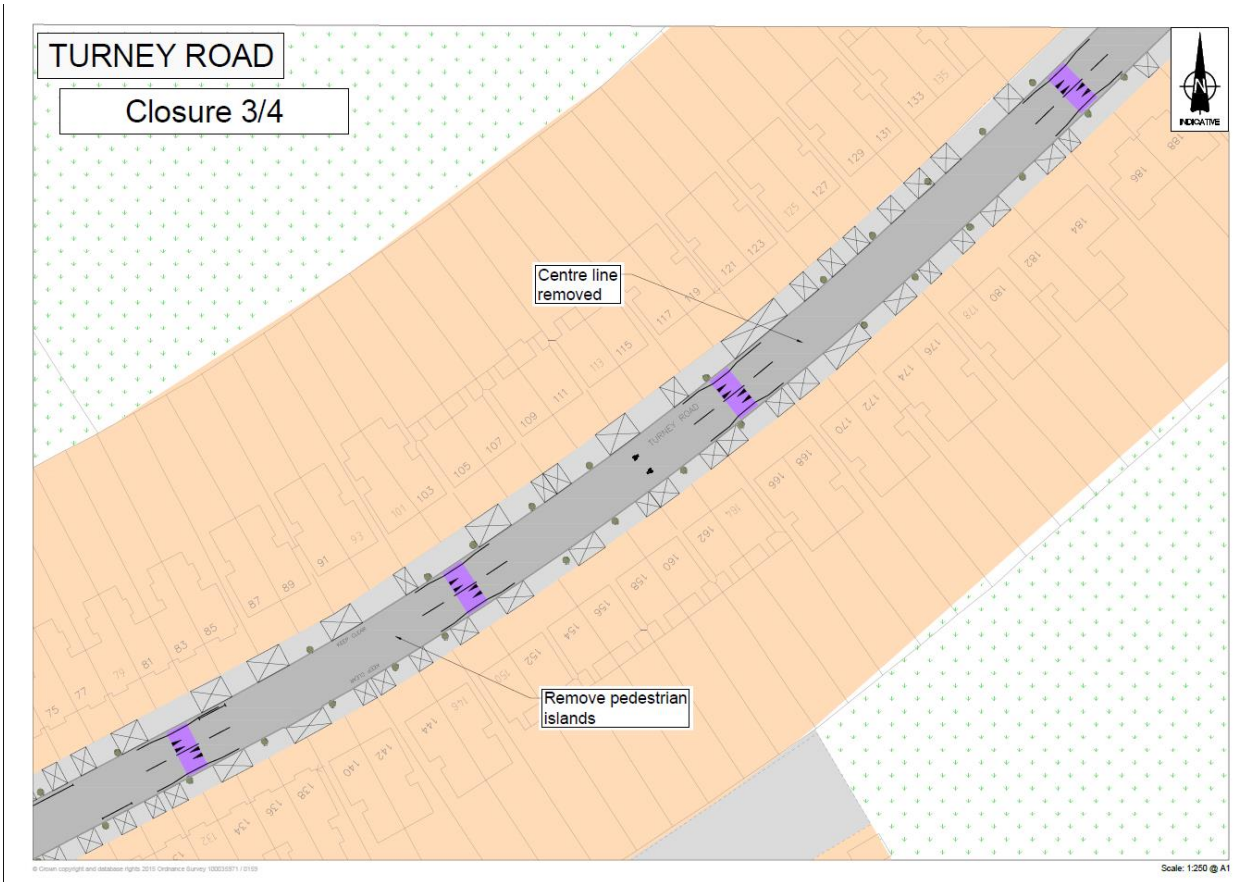


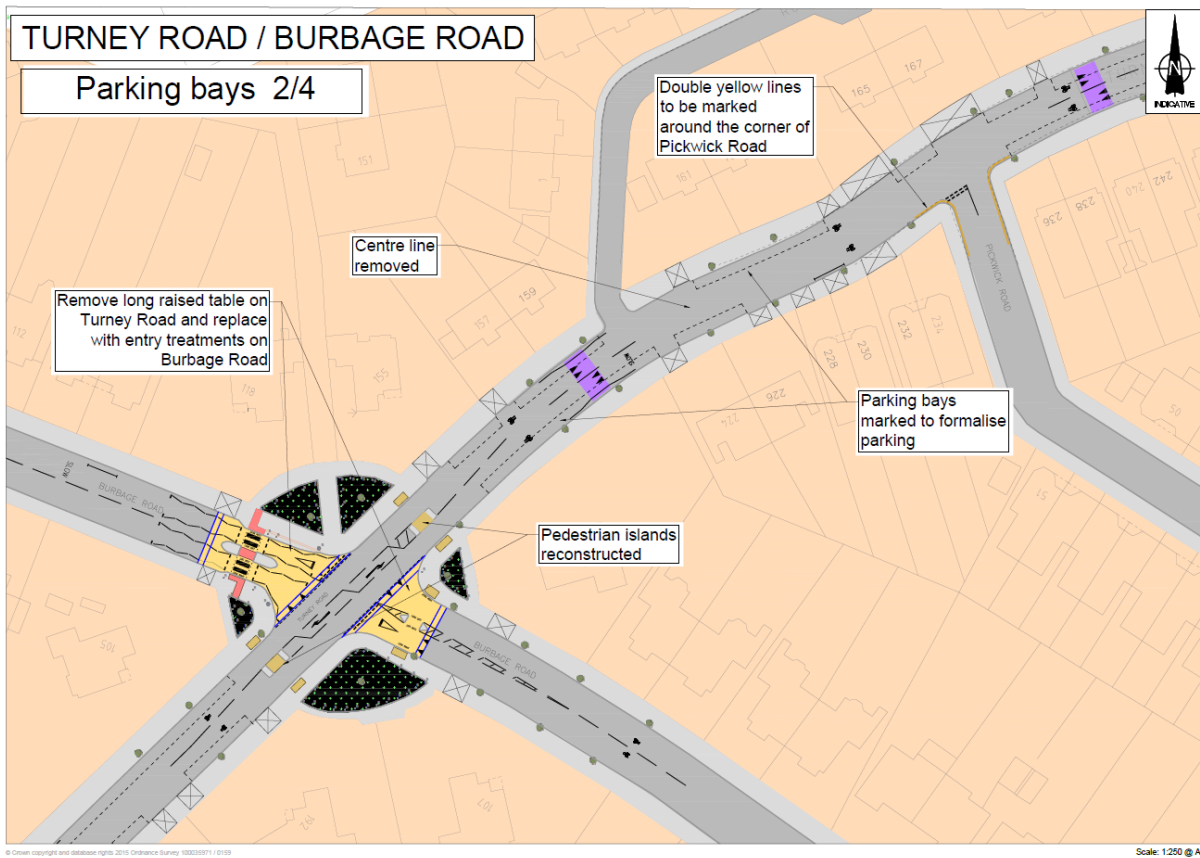
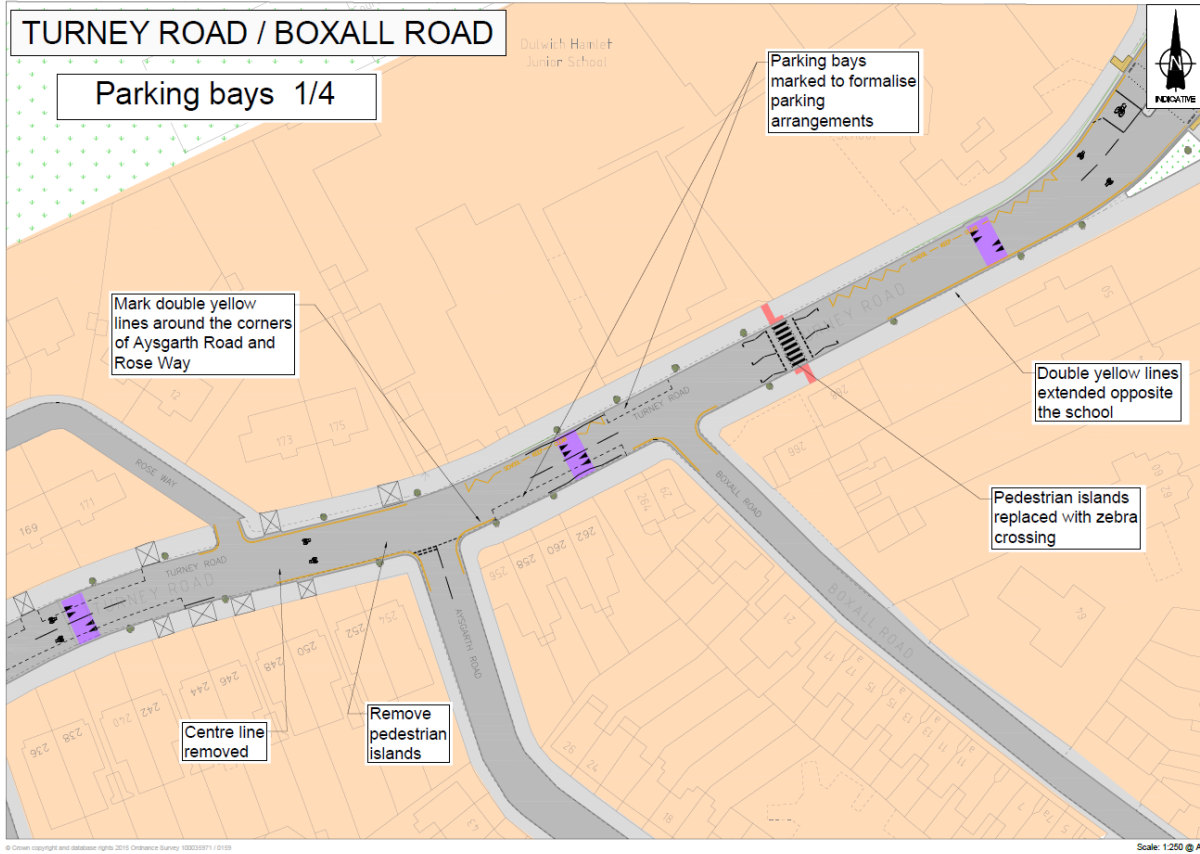


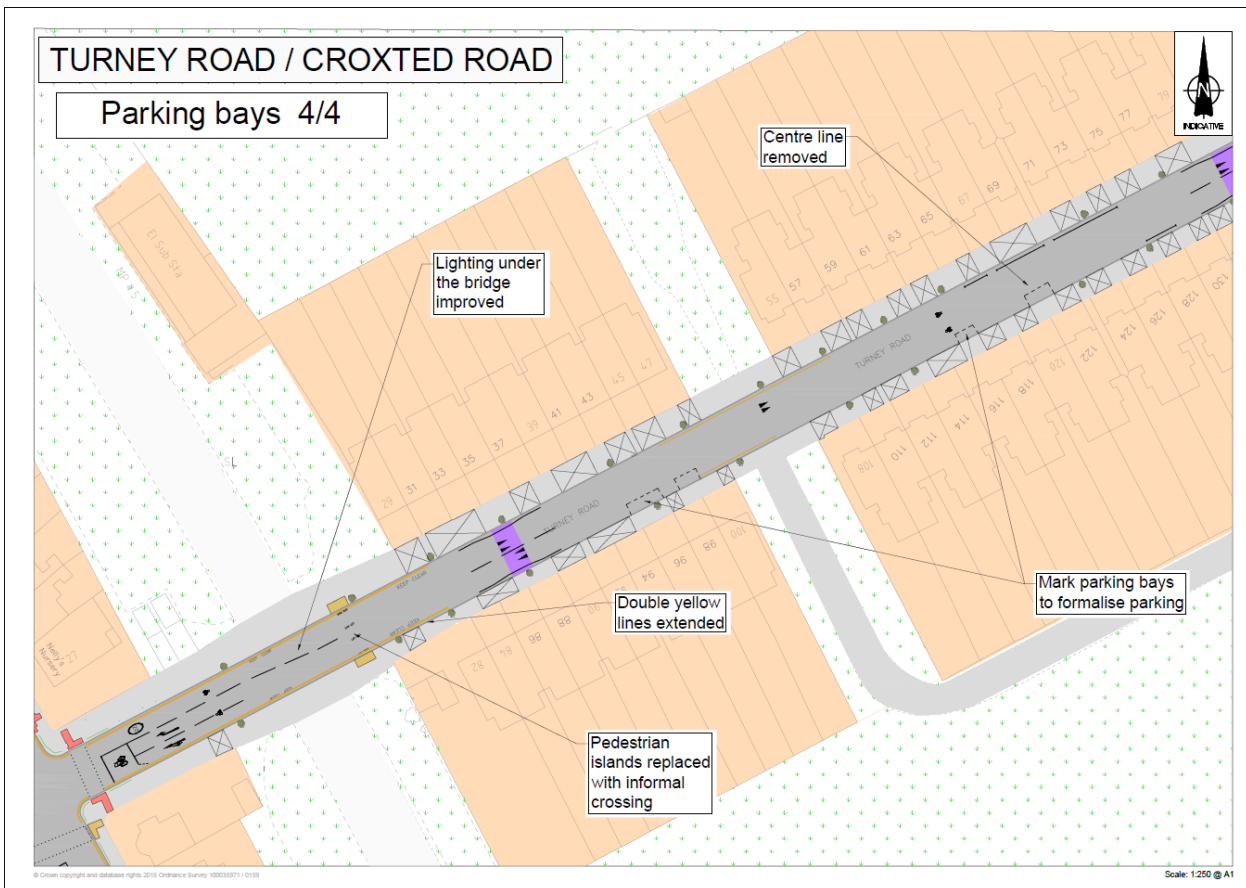
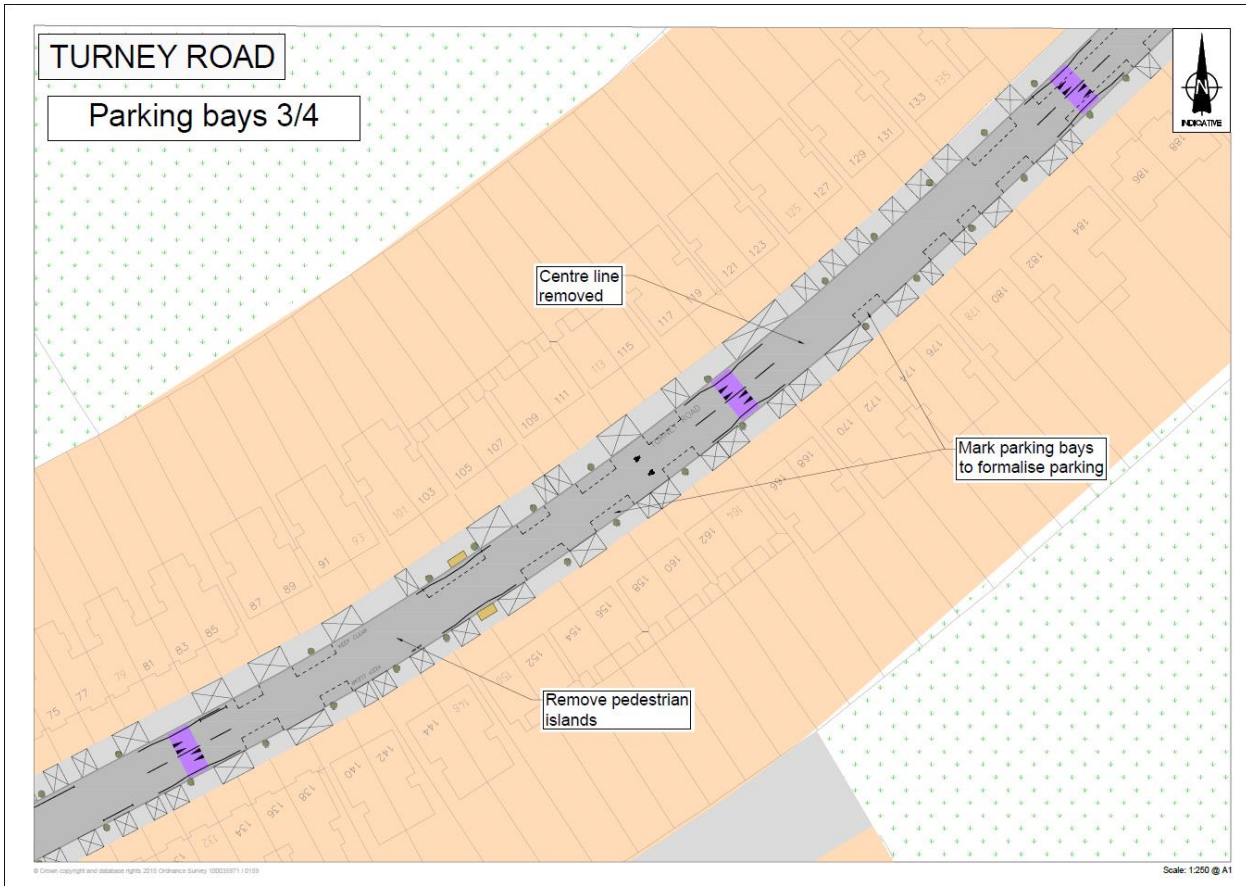


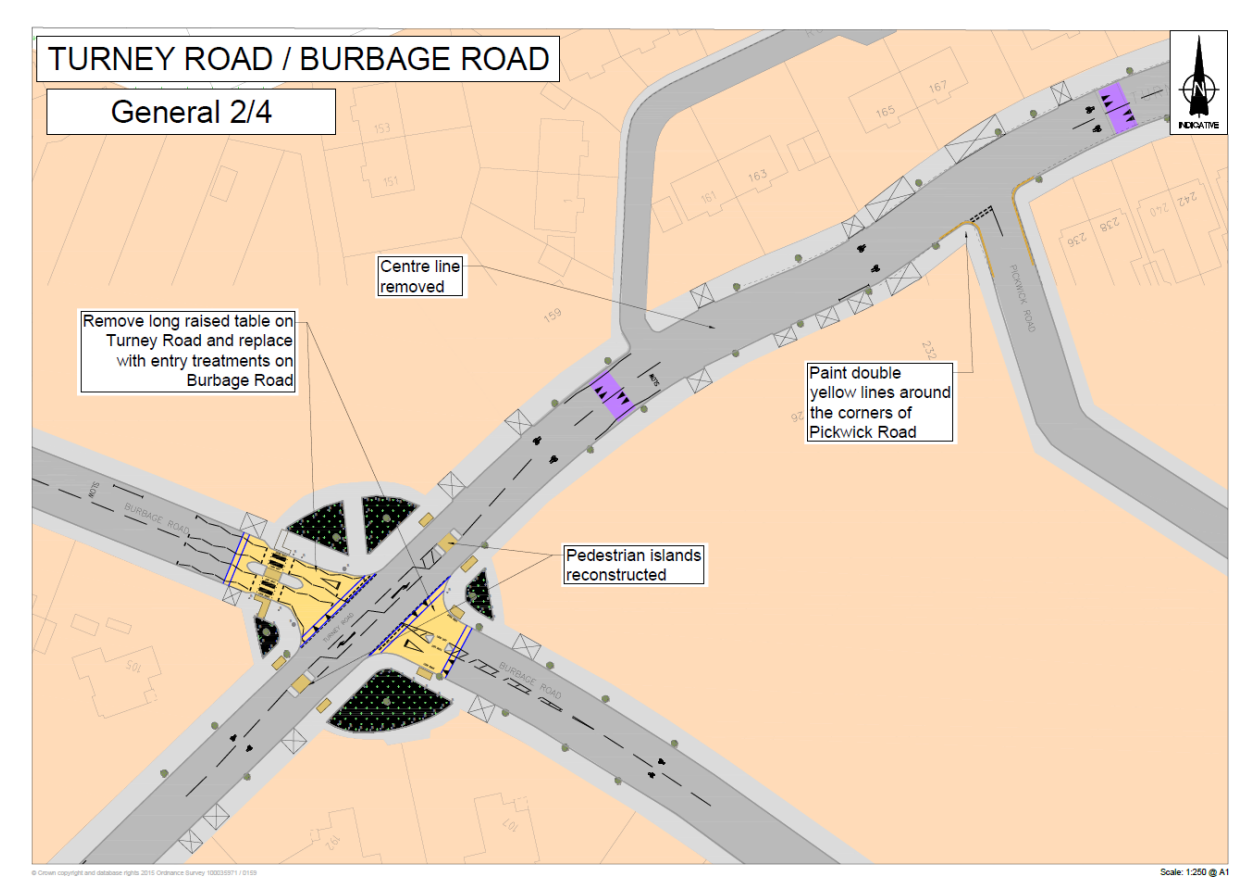
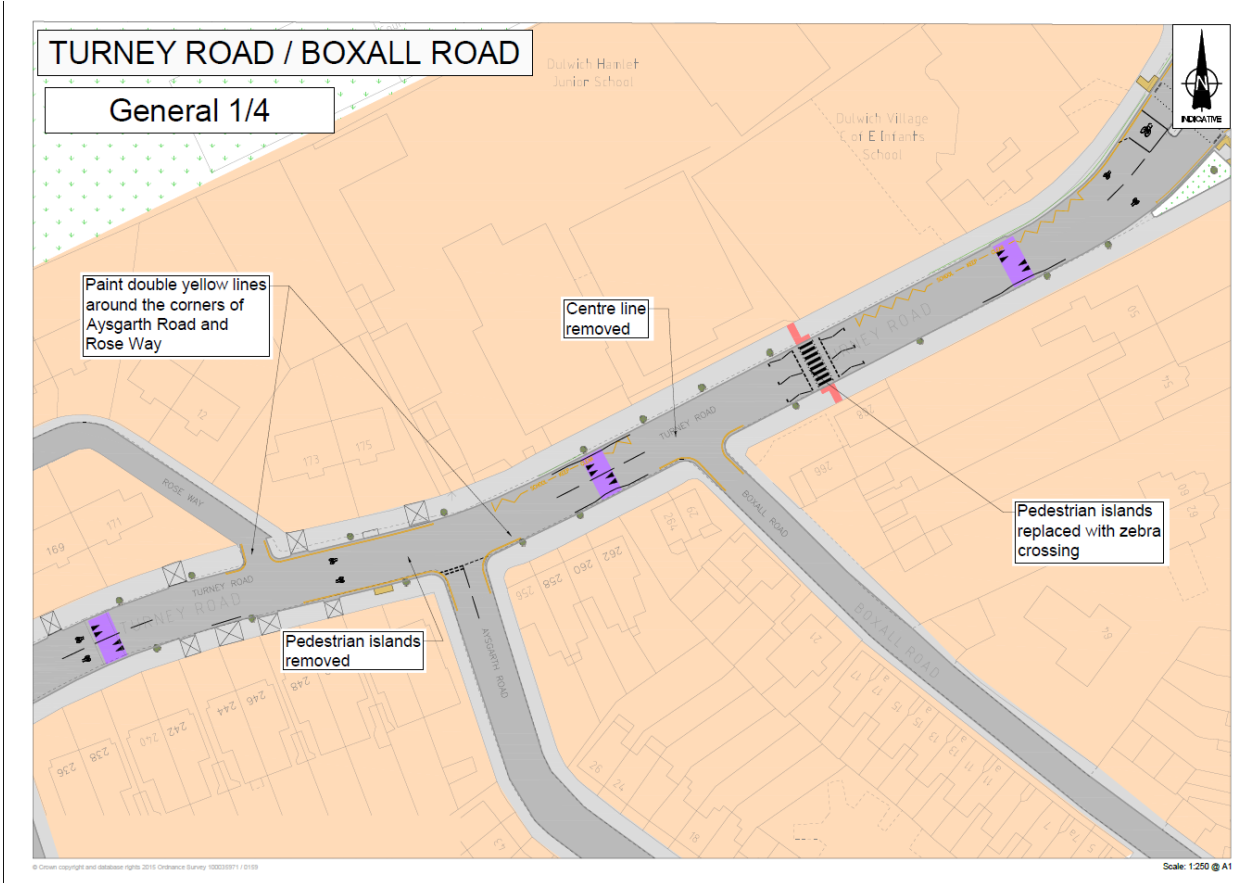


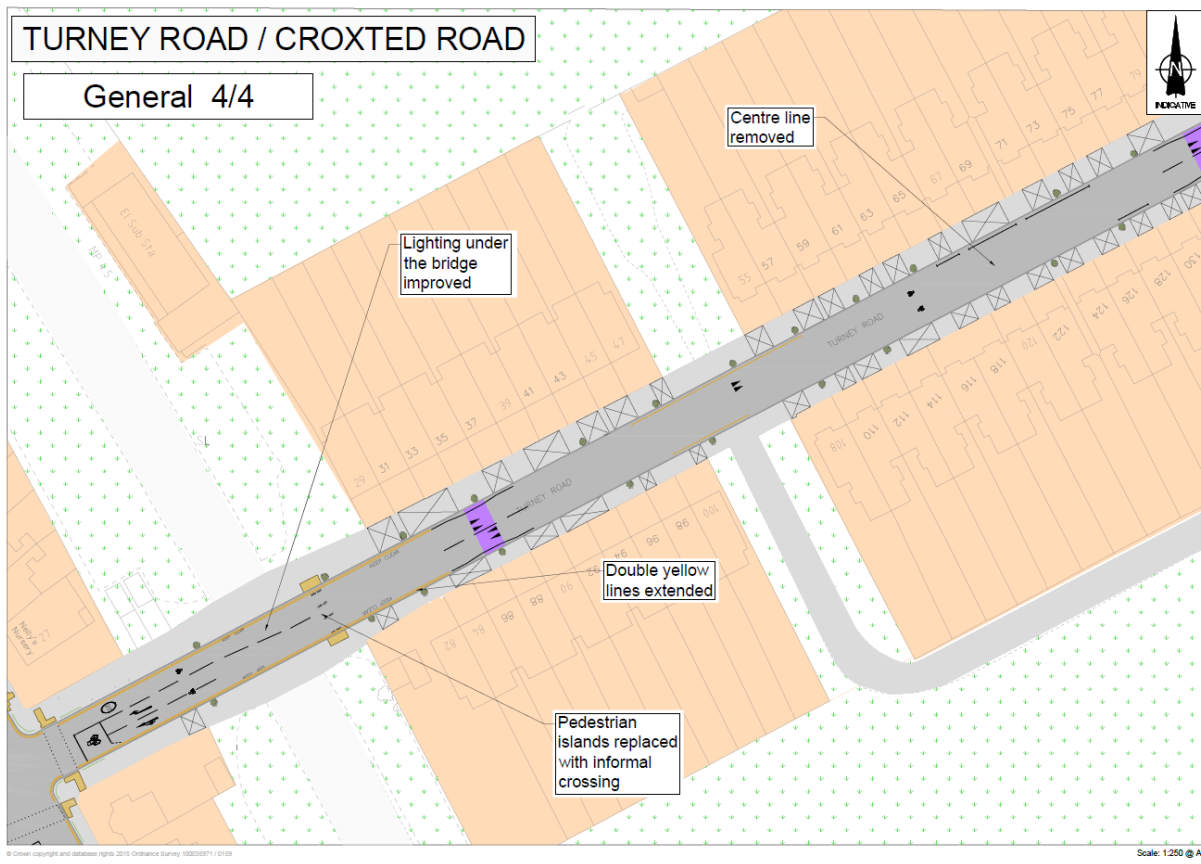
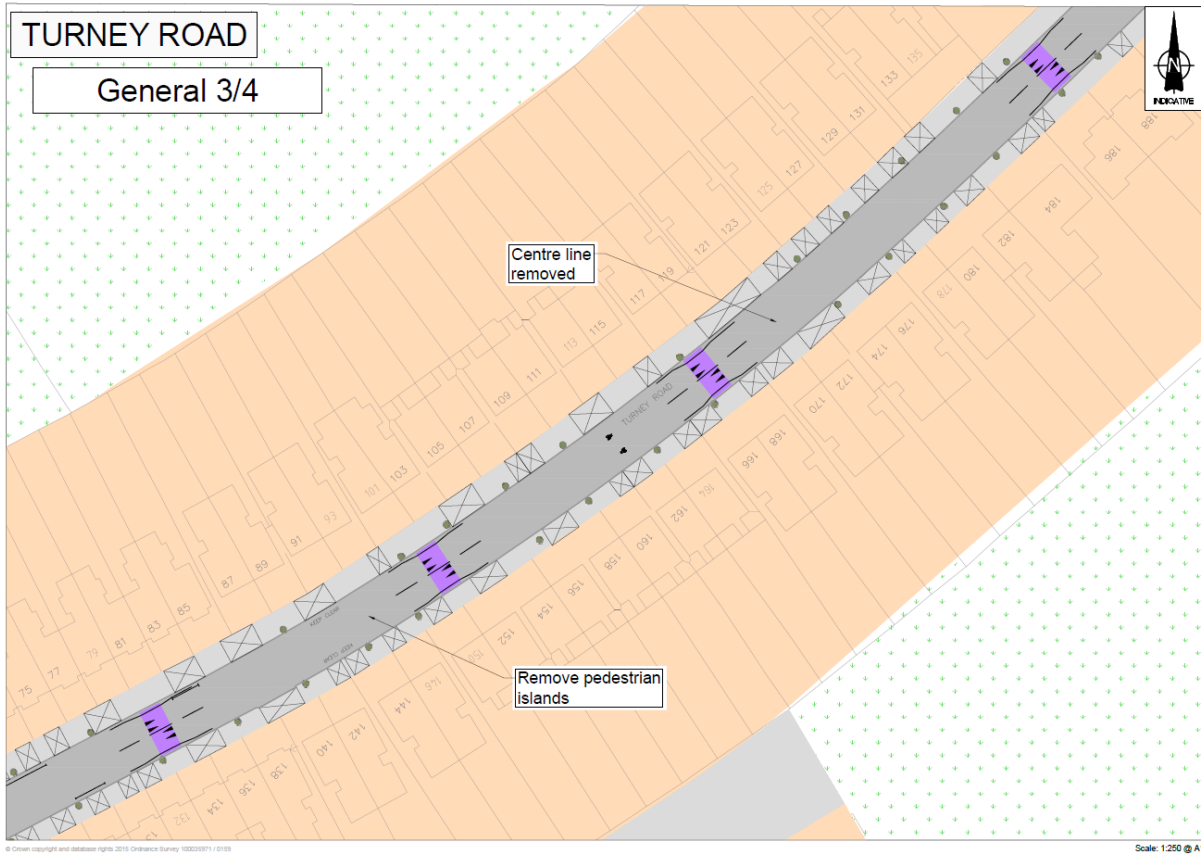




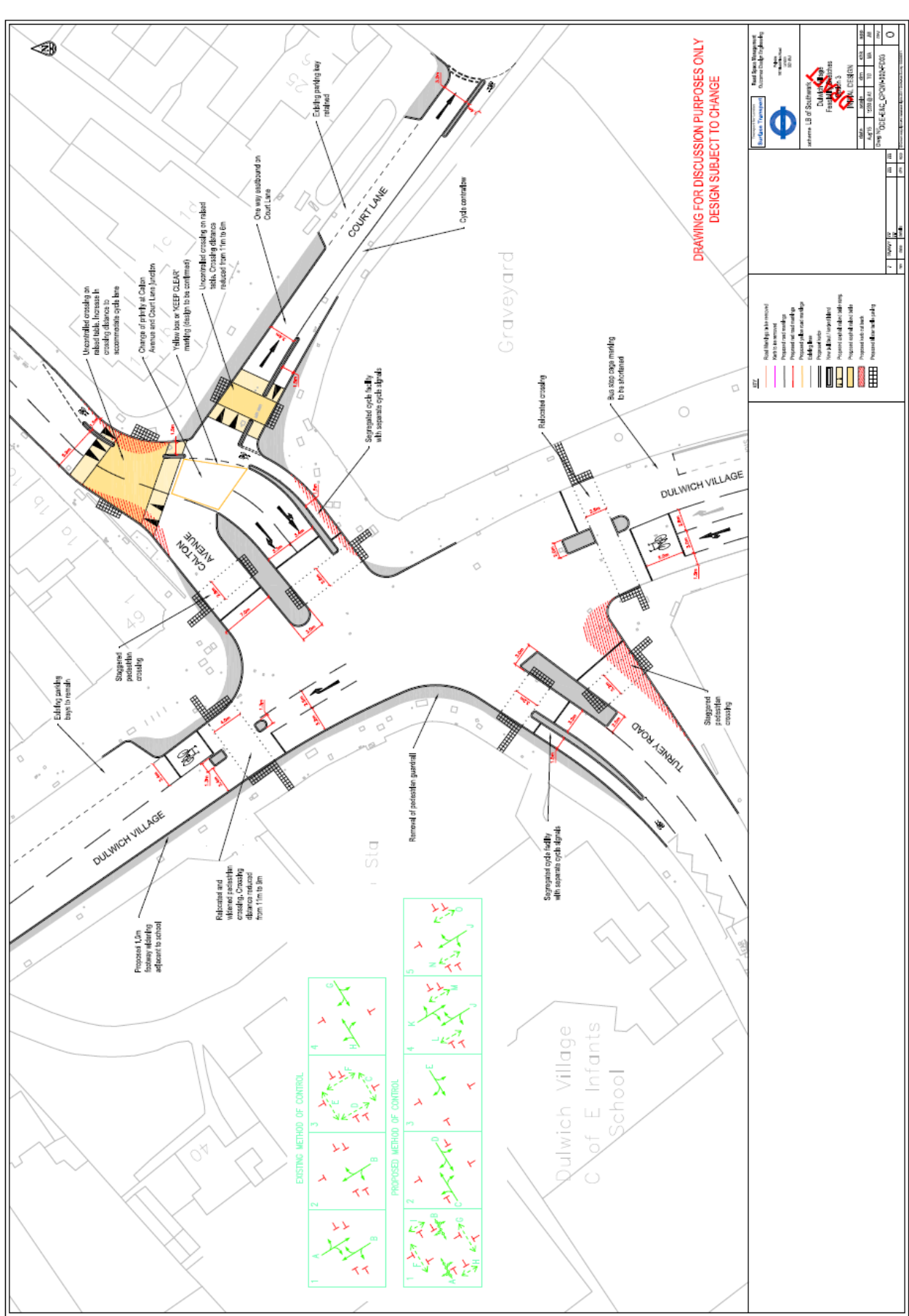


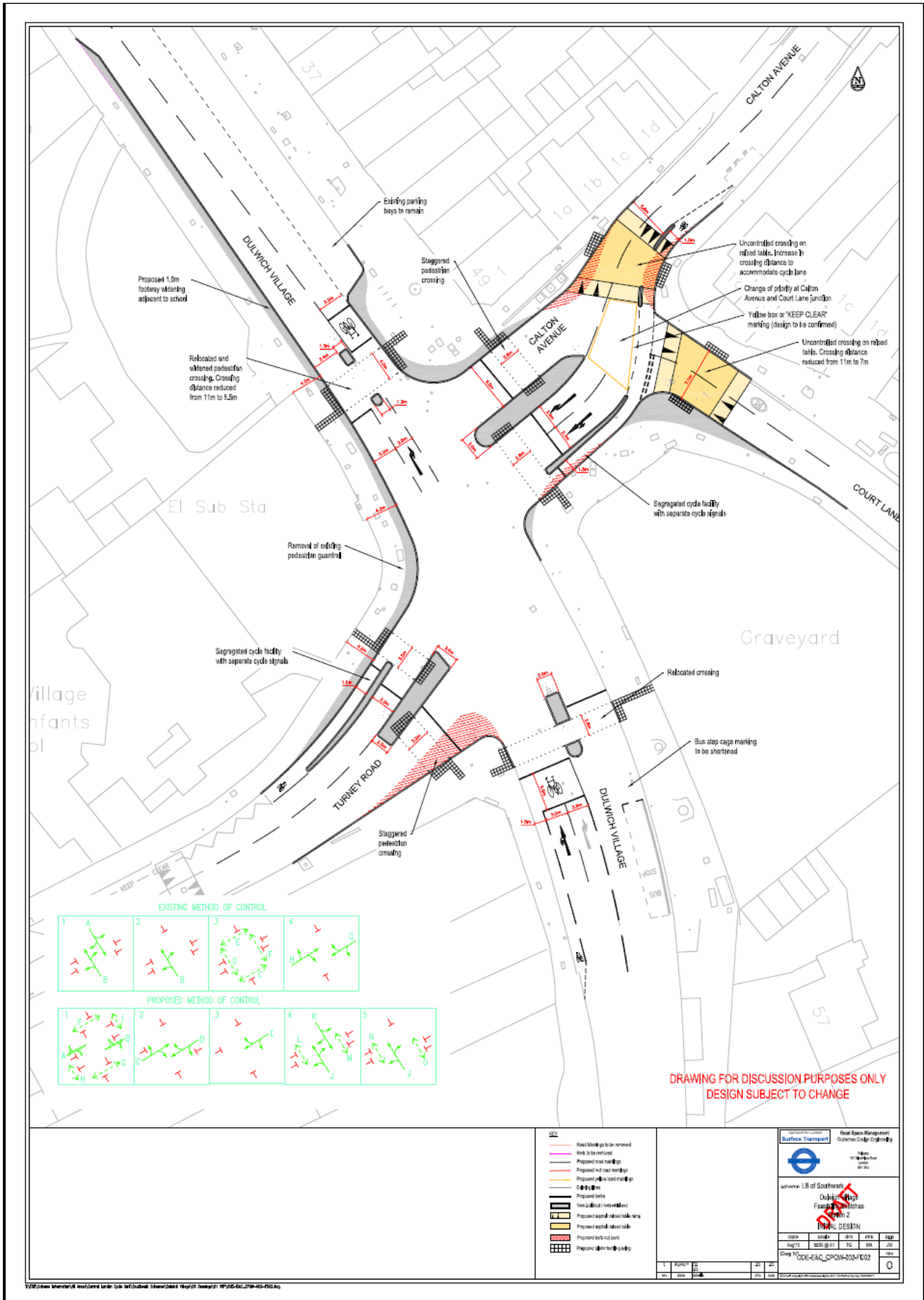


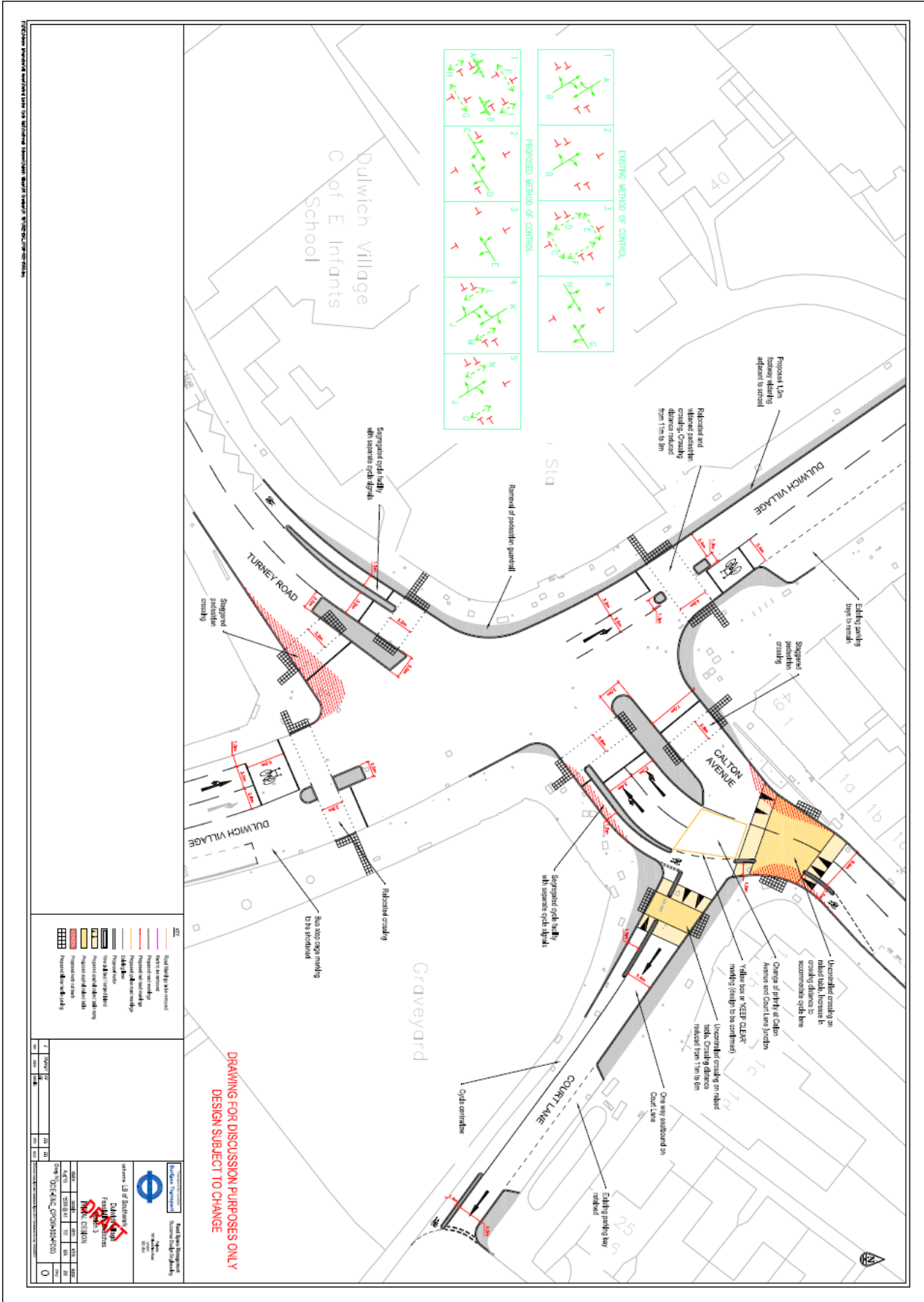


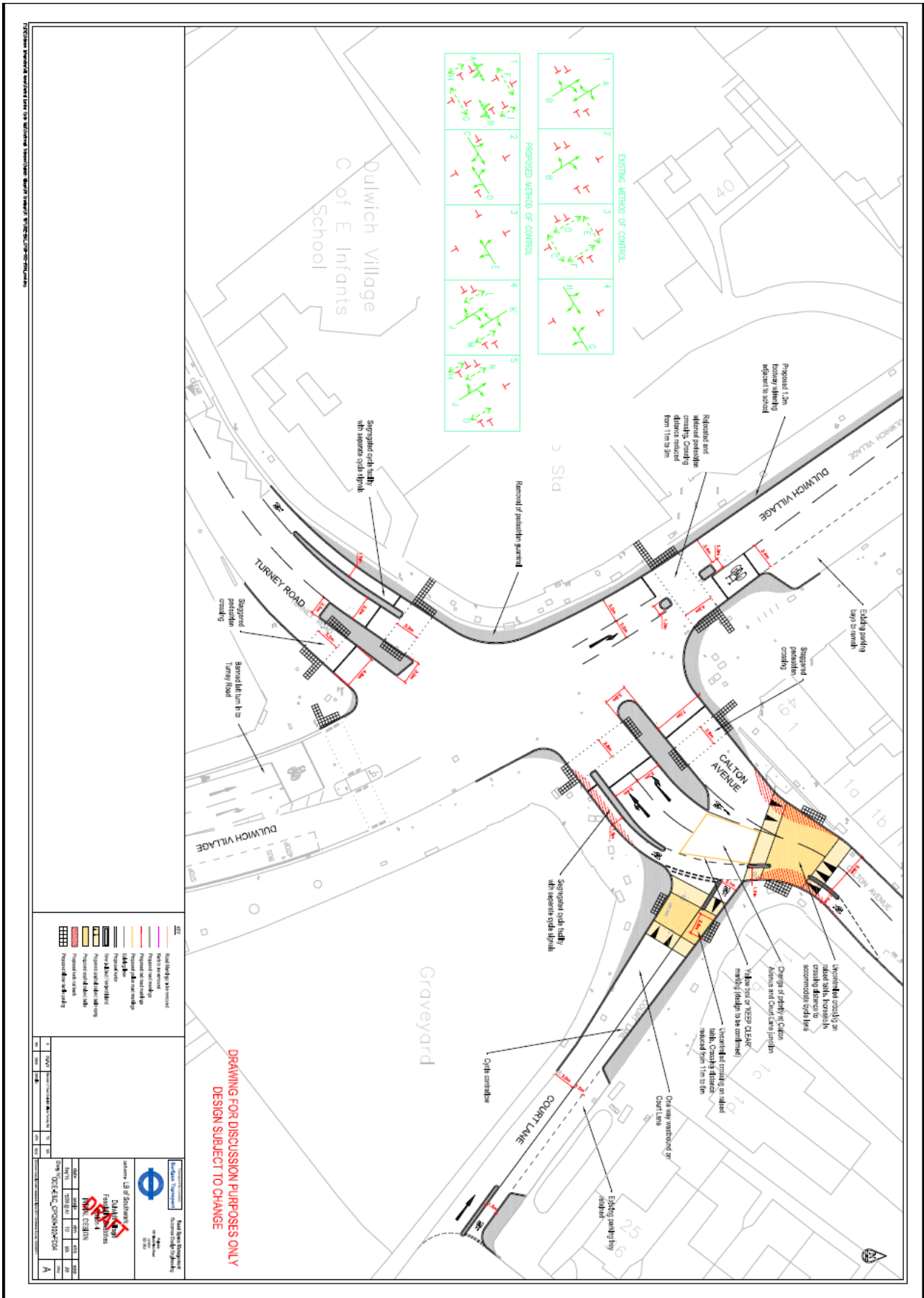


Appendix 5: Dulwich Village Junction designs

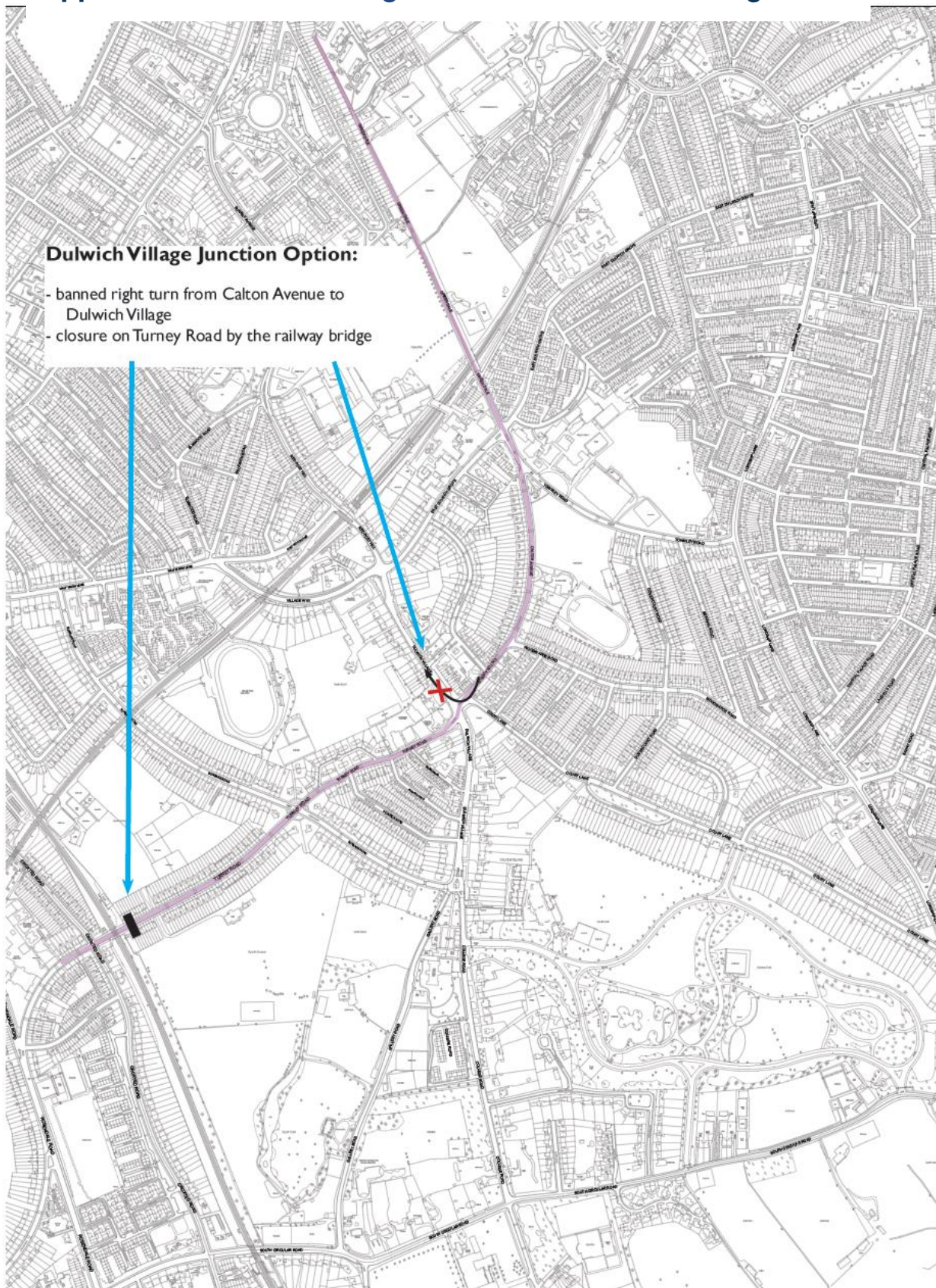








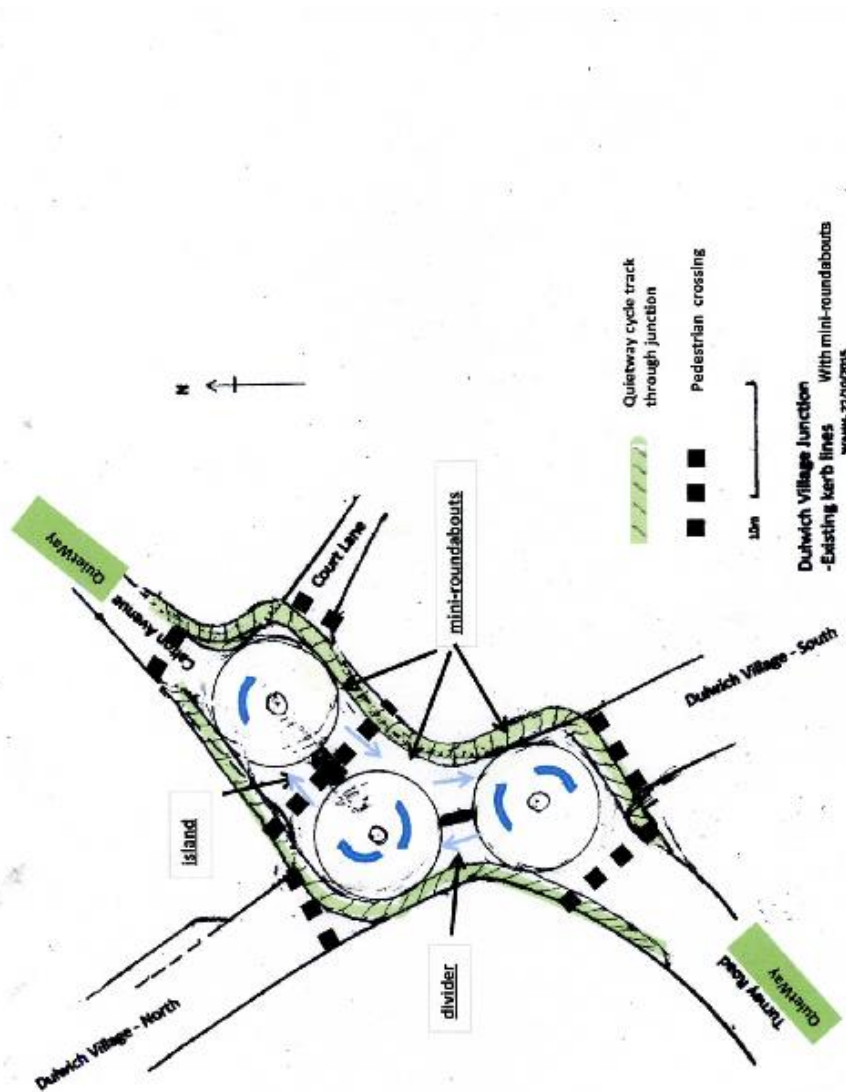
Appendix 6: Dulwich Village Junction additional designs





Appendix 7: Dulwich mini roundabout proposal

This proposal treats Dulwich Village Junction as a series of T-junctions. 3 mini-roundabouts would operate at each T, causing the traffic to self-regulate as no one stream can dominate the other. It would remove the need for traffic lights and cost less to operate.



Appendix 8: Dulwich Safe Routes to Schools map



Quietway Route 7 Frequently Asked Questions

General

What are Quietways?

Quietways are a network of radial and orbital cycle routes throughout London. Linking key destinations, they will follow direct back-street routes, through parks, along waterways or tree-lined streets. The routes will overcome barriers to cycling, targeting less confident cyclists who want to use low-traffic routes, while also providing for existing cyclists who want to travel at a more gentle pace.

Each Quietway will provide a continuous route for cyclists, and every London borough will benefit from the programme. This network will complement other cycling initiatives such as the Central London Cycling Grid, Cycle Superhighways and mini-Hollands.

To develop the new, continuous cycle routes, new wayfinding, surface and junction improvements will be introduced and barriers, such as chicanes, will be removed.

How have the routes been defined?

At the inception of the Quietways programme in early 2013, the Cycling Commissioner met with each of the London boroughs to discuss their route aspirations for the Quietways programme. In September 2013, Sustrans was appointed by TfL as the Design Agent for a 12 month commission, to coordinate and write the Route Delivery Plans (RDPs) for the first seven routes.

Southwark's quietway network was endorsed by the council's Cabinet as part of its Cycle Strategy in June 2015.

The first phase Quietway routes were chosen for the following reasons:

- Met the Quietways criteria, including buildability by 2016
- Included a good geographical spread linking key destinations across 17 London boroughs
- Demonstrated different Quietways characteristics, e.g. routes through parks, different levels of interventions needed, complementing existing and planned infrastructure

Where are the first phase routes?

The first phase routes are

- Waterloo to Greenwich (Lambeth, Southwark, Lewisham, Greenwich)
- Bloomsbury to Walthamstow (first phase to Mare Street) (Camden, Islington, Hackney, Waltham Forest and Lea Valley Regional Park)
- Regents Park to Gladstone Park (Dollis Hill) (Westminster, Brent, Camden)
- **Elephant & Castle to Crystal Palace (Southwark, Lambeth)**
- Aldgate to Hainault (first phase Whitechapel to Fulwell Cross) (Tower Hamlets, Newham, Redbridge, Hackney, and the London Legacy Development Corporation)
- Waterloo to Croydon (via Clapham Common) (Lambeth, Wandsworth, Croydon)
- Clapham Common to Wimbledon (Lambeth, Wandsworth, Merton)

How do Quietways link with Cycle Superhighways, the Central London Cycling Grid, and Mini-Holland routes in outer London?

- Quietways are a network of radial and orbital cycle routes throughout London. They will be well-signed, linking key destinations that follow direct back-street routes, through parks, along waterways or tree-lined streets. They will also be designed to overcome barriers to cycling, targeting less confident cyclists who want to use lower traffic routes, whilst also providing for existing cyclists who want to travel at a more gentle pace.

Quietway Route 7 Frequently Asked Questions

- Cycle Superhighways are cycle routes running from outer London into and across central London. They provide faster and more direct journeys to and from the city and are characterised by higher levels of segregation, distinctive blue surfacing, and are intended to give cyclists a quicker way into work and get around London.
- The Central London Cycling Grid is a network in Zone 1 made up of Quietways and Cycle Superhighway routes predominately using specially selected low-trafficked streets. Initially announced as part of the consultation which ran from December 2013 to April 2014, 85km of routes have been prioritised for delivery by 2016. The routes provide a coherent and continuous network linking key destinations across Central London and are a result of discussions between TfL, boroughs and our delivery partners. These routes have been selected in order to provide less trafficked and more attractive cycle facilities.
- In spring 2014, the mini-Hollands programme awarded three outer London boroughs (Enfield, Kingston-upon-Thames and Waltham Forest) c. £30m of funding each, to transform local cycling facilities and encourage people to take to two-wheels. Proposals include the redesign of key town centres, new suburban Cycle Superhighways, new cycle routes, Dutch-style roundabouts and rail superhubs. It is hoped these boroughs will become as cycle friendly as their Dutch counterparts.

How can I find out more about cycling?

Visit the cycling pages on the Southwark Council and TfL websites:

<http://www.southwark.gov.uk/cycling>

<http://www.tfl.gov.uk/corporate/publications-and-reports/cycling>

How is Quietway Route 7 being funded?

The Quietways programme is being funded by the Mayor's Vision for Cycling, a 10-year plan to deliver cycling improvements across London with spending set to total £913m by 2022. The current allocation for the whole of Quietway 7 is £2.5m.

Will there be more and faster cyclists in my area because of the new Quietways route?

The Quietways Route is one of a number of initiatives being delivered by councils and TfL to improve safety and encourage more people to cycle. We recognise that a number of faster commuter cyclists currently use the route and will continue to do so. However, the main aim is to attract a wider range of new people to cycle, particularly those who are less confident such as children, families and older people, as well as recreational cyclists. Attracting a much wider range of people is the key focus of all the current investment in cycling within London, it is not just about providing faster routes for commuters.

How will you deal with inconsiderate cycling and improve pedestrian safety?

Southwark Council is aware that some residents have concerns over inconsiderate cycling, and this is a major challenge in terms of convincing residents and the wider public of the benefits of cycling. We work closely with cycling groups, the police and a range of other organisations to deliver extensive publicity, training, awareness and enforcement programmes to encourage cyclists to use the roads considerately and safely. The Council is happy to look at any specific locations for targeted work in these areas. However, it is important to recognise that inconsiderate cyclists are the minority, the same way that inconsiderate motor vehicle drivers are the minority.

Could you include additional proposals to improve safety, particularly for pedestrians?

The Council recognises that residents and pedestrians have concerns over high volumes of cyclists and pedestrian/cycle conflict and invite residents to put forward suggestions for additional improvements along the route and where possible these will be taken into consideration. While the Quietway Route is clearly a cycle scheme with the primary objective of providing improved conditions for cyclists, the Council have included improvements that

Quietway Route 7
Frequently Asked Questions

aim to benefit all road users, particularly pedestrians, such as the widening of footways and upgrading pedestrian facilities where possible.

Calton Avenue & Turney Road

What can be done about the school coaches using Calton Avenue?

The Foundation Schools Coach service plays an important role in home to school transport provision in Dulwich village. Any changes to this service to deal with concerns raised by local residents are outside the scope of the Quietways project. However, Southwark Council and the Dulwich Foundation schools have agreed to work together to investigate ways to manage the impact of the coach service. A study is being jointly commissioned and the results will be shared with the local community as soon as is practicable.

Why are you proposing parking restrictions?

Parking restrictions are proposed to ensure adequate visibility is provided between road users at junctions and also to assist the flow of vehicles close to junctions. The Highway Code suggests you do not stop or park opposite or within 10 metres of a junction, our proposals are in line with this guidance.

Why is the new zebra crossing on Calton Avenue located south of Woodward Road?

Pedestrian movement analysis highlighted that should the existing traffic island be removed, the pedestrian desire line would be to the south of Woodward Road and as such, the crossing is located here.

Why is priority being changed from Court Lane to Calton Avenue?

It is proposed to change the priority at Calton Avenue / Court Lane to improve the connectivity along Calton Avenue, as this is the proposed Quietway Route. In practice, this will prioritise Calton Avenue traffic over vehicles on Court Lane. This may result in delays to vehicles on Court Lane, however, this situation will be carefully monitored should these proposals be taken forward.

How will the school crossing patrol on Calton Avenue be affected by these proposals?

The school crossing patrol on Calton Avenue will continue to operate in its current location and will not be affected by the proposals.

Why are you replacing the recently installed speed humps along the route?

In order to achieve vehicle speeds of 20 miles per hour along the Quietway 7 route, the spacing between existing road humps was reviewed. There are a few instances where road humps will be relocated and additional humps proposed to achieve the required reduction in vehicle speeds. Consideration will be given to replacing all speed cushions with smoother (sinusoidal) profile cycle friendly road humps.

Dulwich Village junction

How would the proposals improve operation of the junction for all road users and reduce congestion / delays?

The proposals will reduce the overall cycle time at the junction resulting in the junction operating more efficiently and overall green time to drivers will be increased. Pedestrian wait times will also be reduced.

Quietway Route 7
Frequently Asked Questions

What impact will reducing the traffic lanes on Calton Avenue from three to two have on traffic queues / congestion?

The removal of a traffic lane will allow there to be a safe, segregated area for cycles to use to navigate the junction. Lane utilisation is currently poor with the vehicles turning from Court Lane blocking the use of all lanes. Changing the priorities at the junction of Calton Avenue / Court Lane will smooth traffic flow onto the stop line at the junction and will maximise the use of the space for all users. It is not known for certain how the traffic on Court Lane will interact but the indications are that the rationalisation of space to two lanes should improve traffic discharge from this arm of the junction.

How will the proposals at Dulwich Village junction affect pedestrians and their journey times?

Pedestrians using Dulwich Village junction will now be required to cross the road in two phases on Turney Road and Calton Avenue. However, pedestrian wait times will be reduced. To improve pedestrian facilities, pedestrian count down aspects advising on crossing times will be installed to provide pedestrians with more information at this junction.

Pedestrian green times and waiting times are summarised in the tables below:

Table 1: Pedestrian green time in seconds

Location	Existing		Proposed	
	AM	PM	AM	PM
Staggered crossing on Turney Road	13	13	Phase M: 18	Phase M: 18
			Phase F: 47	Phase F: 48
Staggered crossing on Calton Avenue	6	6	Phase L: 7	Phase L: 7
			Phase H: 45	Phase H: 46

(*Please refer to phase diagram below for junction signals phase information)

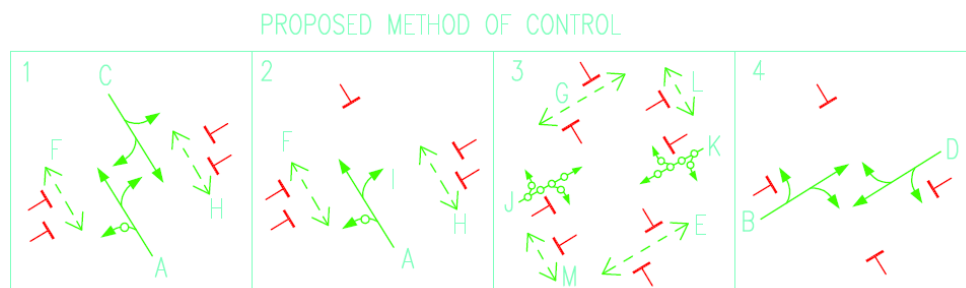


Table 2: Pedestrian waiting time in seconds (maximum)

Existing		Proposed	
AM	PM	AM	PM
82	72	77	69

Why can't we have straight crossings for pedestrians, instead of staggered?

To achieve a reduction in the total signals cycle at Dulwich Village junction and to improve the operation of the junction, the pedestrian phase needs to be divided into two movements and to accommodate this, staggered crossing islands are required. With straight crossings, a reduction in the overall cycle time would not be possible. This also facilitates provision of safe cycle facilities at the junction.

Quietway Route 7
Frequently Asked Questions

Will the proposed staggered islands be wide enough to accommodate the volume of pedestrians?

The width of the islands has been dictated by the geometry available at the junction, with a view on the crossing numbers using existing crossings. The staggered crossings do not currently experience high levels of pedestrian usage – the crossing outside the school is the busiest. The staggered islands will be able to accommodate the flow of pedestrians.

How will pedestrians and cyclists interact safely?

With the new junction layout cyclists are offered a separate phase to clear the junction before general traffic. However, this phase is shared with pedestrians crossing Turney Road and Dulwich Village (north of Turney Road). This means that if there is pedestrian demand at the above crossings, cyclists will be held at a red light and will have to stop at the stop lines before these crossings. Adequate space is provided for cyclists to stop and wait at these locations.

What data was used to model the junction?

Traffic counts from February 2015 and July 2015 have been used to model the junction. Validation has been undertaken on site and via specific videos commissioned to review the junction movements.

General

What other measures have been considered?

At workshops held in Autumn 2015 residents highlighted the need to reduce traffic volumes at Dulwich Village junction. In response to this, Southwark Council commissioned a traffic re-assignment model exercise to determine the feasibility of interventions such as point closures, banned turns and one way operation. This exercise highlighted that these interventions would need a significant network review and would involve radical works that extend beyond the scope of the Quietway project.

How much will the current proposals cost, and what are the proposed measures of success?

Quietway improvements along Calton Avenue & Turney Road will cost in the region of £175k
Dulwich Village Junction upgrade will cost in the region of £400k

There's not enough information to know if I agree.

There will be drop in events where you will have the opportunity to discuss the proposals with project engineers and officers from Southwark Council. Details of these events will be provided in the consultation material distributed. Alternatively, you can contact us on 020 7525 3152 or email streetcare@southwark.gov.uk

What happens next?

The Dulwich Community Council will consider the results of this public consultation at its June meeting. We will carefully consider all comments received.

Following this, a formal decision on the scheme will be taken by the council's cabinet member for Environment and the Public Realm.

Further information on Community Council meeting agendas can be found at our website, under Council and Democracy – www.southwark.gov.uk.

What is the time scale?

February 2016 – mid-March 2016 – Public Consultation and drop-in sessions
15th March 2016 – interim consultation outcome reported to Dulwich Community Council
June 2016 – full results reported to Dulwich Community Council

Quietway Route 7
Frequently Asked Questions

August 2016 - decision on the scheme
Completion – Summer 2017

How do I show my support/opposition/comment and how will I be consulted?

Please contact us by completing the questionnaire online. Full results of the public consultation will be reported to Dulwich Community Council in June 2016. The outcome of this consultation will also be communicated to residents in due course. Your local ward Councillors can also be contacted with your views.

Item No. 3.1	Classification: Open	Date: 22 June 2016	Meeting Name: Dulwich Community Council
Report title:		Local traffic and parking amendments	
Ward(s) or groups affected:		East Dulwich, College and Village	
From:		Head of Highways	

RECOMMENDATIONS

1. That the following local traffic and parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory consultation and procedures:
 - 1.1 Blackwater Street – install a single yellow line to provide a loading facility adjacent to the junction with Lordship Lane.
 - 1.2 All Dulwich community council wards – install new double yellow lines on unrestricted junctions and upgrade junctions with existing single yellow lines to double yellow lines to improve inter-visibility and road safety for all road users
 - 1.3 Landcroft Road/Whateley Road – Introduce raised table on Whateley Road as part of pedestrian crossing facility and Introduce ‘School Keep Clear’ at the new pedestrian entrance to Harris Primary Academy
2. That the objections received against a non-strategic traffic management matter are considered and determined as follows:
 - 1.4 Village Way – amendments to the existing single yellow line parking restrictions located under the railway bridge in Village Way – uphold objections and do not proceed with proposal

BACKGROUND INFORMATION

3. Paragraph 15 of Part 3H of the Southwark constitution sets out that the community council will take decisions on the following local non-strategic matters:
 - the introduction of single traffic signs
 - the introduction of short lengths of waiting and loading restrictions
 - the introduction of road markings
 - the setting of consultation boundaries for consultation on traffic schemes
 - the introduction of destination disabled parking bays
 - statutory objections to origin disabled parking bays
 - determination of objections to traffic management orders that do not relate to strategic or borough-wide issues

4. This report gives recommendations for local traffic and parking amendments and the determination of objections to a proposed traffic management order.
5. The origins and reasons for the recommendations are discussed within the key issues section of this report.
 - details of the background to the submission of the report
 - any previous decisions taken in relation to the subject matter.

KEY ISSUES FOR CONSIDERATION

6. A local parking amendment (LPA) is small project to change an existing parking restriction or to introduce a new one.
7. These tend to be carried out in locations where we have had a request to look at dangerous or obstructive parking and where small lengths of restrictions could provide a solution.
8. Local parking amendments are batched together and carried through a quarterly programme. During the first quarter of 2016/17, the council is proposing LPA's as summarised in figure 1.
9. The rationale for each proposal is discussed in the associated appendix. A detailed design of the proposal is included.

Location	Proposal	Appendix
Blackwater Street	Install a single yellow line to provide a loading facility adjacent to the junction with Lordship Lane	1
All Dulwich community council wards	To install new double yellow lines on unrestricted junctions and upgrade junctions with existing single yellow lines to double yellow lines to improve inter-visibility and road safety for all road users	2
Landcroft Road/Whateley Road	Introduce raised table on Whateley Road as part of pedestrian crossing facility and Introduce 'School Keep Clear' at the new pedestrian entrance to Harris Primary Academy	3

Figure 1

10. Statutory consultation has recently been carried out on an item reflecting a recommendation made by Dulwich community council on 9 September 2015. During the statutory consultation a number of objections to the proposals were received.
11. The detail of the objections is summarised in figure 2. The associated appendix contains detail on the objections and recommendations.

Location	Proposal	Appendix
Village Way	Amendments to the existing single yellow line parking restrictions located under the railway bridge in Village Way	4

Figure 2**Policy implications**

12. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011,
- Policy 1.1 – pursue overall traffic reduction
 - Policy 4.2 – create places that people can enjoy.
 - Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

Community impact statement

13. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment.
14. The recommendations are area based and therefore will have greatest affect upon those people living working or traveling in the vicinity of the areas where the proposals are made.
15. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety – particularly more vulnerable groups of pedestrians such as the disabled, the elderly and children.
16. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighbouring properties at that location. However this cannot be entirely preempted until the recommendation have been implemented and observed.
17. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate effect on any other community or group.
18. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
- Providing improved access for key services such as emergency and refuse vehicles.
 - Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

19. All costs arising from implementing the recommendations will be fully contained within the existing public realm budgets.

Legal implications

20. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
21. Should the recommendations be approved the council will give notice of its intention to make a traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales Regulations 1996).
22. These regulations also require the Council to consider any representations received as a result of publishing the draft order for a period of 21 days following publication of the draft order.
23. Should any objections be received they must be properly considered in light of administrative law principles, Human Rights law and relevant statutory powers.
24. By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and provision of suitable and adequate parking facilities on and off the highway.
25. These powers must be exercised so far as practicable having regard to the following matters
 - a) The desirability of securing and maintaining reasonable access to premises
 - b) The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity
 - c) The national air quality strategy
 - d) Facilitating the passage of public service vehicles and securing the safety and convenience of their passengers
 - e) Any other matters appearing to the Council to be relevant.

Consultation

26. For the recommendations in paragraph 1, the implementation of changes to parking requires the making of a traffic order. The procedures for making a traffic order are defined by national regulations¹ which include statutory consultation and the consideration of any arising objections.
27. Should the recommendations be approved the Council must follow the procedures contained with Part II and III of the Regulation which are supplemented by the Council's own processes. This process is summarised as:
 - a) publication of a proposal notice in a local newspaper (Southwark News)
 - b) publication of a proposal notice in the London Gazette
 - c) display of notices in roads affected by the orders
 - d) consultation with statutory authorities
 - e) making available for public inspection any associated documents (eg. plans, draft orders, statement of reasons) via the council's website² or by appointment at 160 Tooley Street, SE1
 - f) a 21 day consultation period during which time any person may comment

¹ <http://www.legislation.gov.uk/ukxi/1996/2489/contents/made>

² <http://www.southwark.gov.uk/trafficorders>

upon or object to the proposed order

28. Following publication of the proposal notice, any person wanting to object must make their objection in writing, state the grounds on which it is made and send to the address specified on the notice.
29. Should an objection be made that officers are unable to resolve so that it is withdrawn, it will be reported to the community council for determination. The community council will then consider whether to modify the proposal, accede to or reject the objection. The council will subsequently notify all objectors of the final decision.
30. For the recommendations in paragraph 2, this report is for the community council to determine an objection already received.

Programme timeline

31. If these item are approved by the community council they will be progressed in line with the below, approximate timeline:
 - Traffic orders (statutory consultation) – July to August 2016
 - Implementation – September to October 2016

BACKGROUND DOCUMENTS



Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Network development Highways 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Leah Coburn 020 7525 4744

APPENDICES

No.	Title
Appendix 1	Blackwater Street – install single yellow line
Appendix 2	All Dulwich community council wards - To install new double yellow lines on unrestricted junctions and upgrade junctions with existing single yellow lines to double yellow lines to improve inter-visibility and road safety for all road users
Appendix 3	Landcroft Road/Whateley Road – install school keep clear and single yellow line
Appendix 4	Village Way - Amendments to the existing single yellow line parking restrictions located under the railway bridge in Village Way

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Paul Gellard, Senior Engineer	
Version	Final	
Dated	9 June 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team		9 June 2016

 Local parking amendment	
Reference	16/17_Q1_008
Location	Blackwater Street
Proposal	To install a single yellow line on Blackwater St along the southern frontage of No.126 Lordship Lane to provide a loading facility.
Community council meeting	Dulwich
Community council date	22 June 2016
Ward(s) affected	East Dulwich
Location overview 	

Local parking amendment

A local parking amendment (LPA) is a small project to change an existing parking restriction or to introduce a new one.

These tend to be carried out in locations where we have had a request to look at dangerous or obstructive parking and where small lengths of restrictions could provide a solution.

Request

In March 2016 the council received a request from William Rose Butchers Ltd of Lordship Lane for a loading only bay.

The business informed us that there are no dedicated facilities for loading/unloading on Lordship Lane, or the side roads, and that this impacts on their business as they have to regularly unload heavy cuts of meat into their shop.

Location

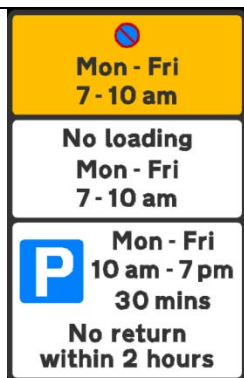
Blackwater Street is mainly unrestricted with small sections of double yellow lines and disabled parking bays. It is within walking distance of Lordship Lane shops and bus routes and here is heavy demand for parking.

Investigation and conclusions

An officer carried out a site visit on the 8th April 2016 and met with the owner of William Rose Butchers to discuss their loading requirements.

Until recently the butchers were unloading in front of No.126 Lordship Lane. This is not permitted and there is a loading ban in this road junction with Blackwater Street.

There is a parking bay adjacent to the butchers, which is located outside no.118 to 124 Lordship Lane. The operational setup of the parking restrictions are summarised in the table below.



Parking and loading arrangements outside 118 to 124 Lordship Lane

- This bans loading and unloading Mon – Fri, 7am – 10am. This is to maintain the morning peak bus lane flow.
- Between Mon – Fri, 10am – 7pm (outside the bus lane peak hours), the parking bay becomes operational and allows up to 30mins parking to create continuous turnover in space for the shops. Loading and unloading is also permitted but there no guarantee to find space due to high demand of short stay parking.
- Outside the hours of operation; from 7pm – 7am and at weekend, the restrictions to not apply and any motorist is entitled to park.

As kerb side space on Lordship Lane is extremely limited and already prioritised to maintain traffic flow, the closest and safest place for the butchers and other businesses on Lordship Lane to load and unload is on side roads including Blackwater Street. However, as the street is unregulated there is no guarantee that there would be parking space free to load and unload.

By providing a single yellow line, operating during trading hours, this would provide a loading facility for vehicles to load and unload for up to 40 minutes during business hours.

Recommendation

Based on our investigation and conclusions, the council are recommending as shown in the drawing below, the introduction of a single yellow lines on the north side of Blackwater Street fronting the southern side of No.126 Lordship Lane operating Monday to Saturday, 8am – 6.30pm. This will permit loading and unloading during the operational times for up to 40 minutes.

A single yellow line also offers some parking flexibility as motorist would be able to park on the restrictions outside the operational period, i.e. late evenings and on a Sunday.

The proposed single yellow line is located at the side of no.126 Lordship Lane and will extend for 13.5m, from the existing double yellow lines up to the vehicle access.

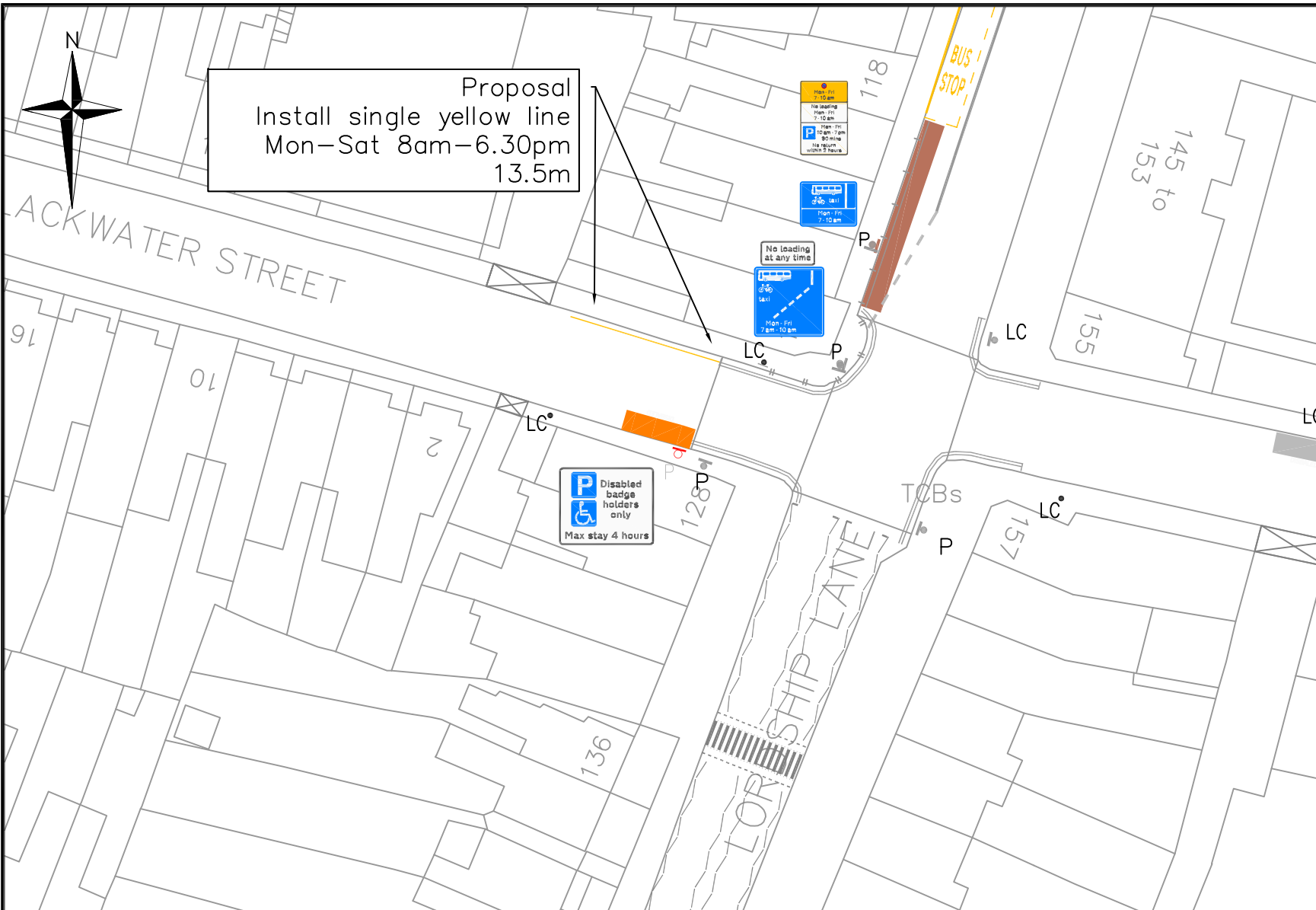
It should be noted the yellow line will provide loading and unloading provision for all nearby premises and will also benefit refuse collection as there are two large waste bins immediately adjacent to the proposal.

Next steps

Should the community council approve this local parking amendment, it is expected that statutory consultation will commence in August 2016.

Following the statutory consultation period, the council will make arrangements to install the restrictions (road marking and signage at the location).

Should objections be received during the statutory consultation period, these will be presented at the next community council meeting for determination.



- Legend**
- Proposed single yellow line
 - Double yellow lines
 - Double kerb strips
 - Single kerb stripes
 - Time restricted parking bay
 - Car club bay
 - Loading only bay
 - Disabled bay
 - Destination disabled bay
 - Tree

Highways
Parking Design

Environment and Leisure
Floor 3, hub 1
Southwark Council
160 Tooley Street
PO Box 64529
London, SE1P 5LX

www.southwark.gov.uk/parkingprojects




Project
1617 LOCAL PRKING AMENDMENTS

Drawing Title
BLACKWATER STREET
PROPOSED SINGLE YELLOW LINE

Community Council DULWICH				
Ward(s) EAST DULWICH				
Date	Scale	Drn	Chk	App
04/04/16	1:500 @ A4	MH	PG	PG
Dwg No.	1617Q1008			Rev
Status	DETAILED DESIGN			A

Rev	Date	Description	Drn	Chk	App

 Local parking amendment		
Reference	1080	Location overview
Location	All road junctions in the Dulwich community council area	See figures 1, 2 and 3
Proposal	To install double yellow lines at all road junctions in the Dulwich community council area.	
Community council meeting	Dulwich	
Community council date	22 June 2016	
Ward(s) affected	College, East Dulwich and Village	

Background

At the previous Dulwich community council meeting, members deferred the proposal to install double yellow lines on all unrestricted road junctions in Village, College and East Dulwich wards and expressed a desire to consult local stakeholders on the proposal.

We consider the proposal to introduce double yellow lines on the junctions provides the correct balance between road safety and parking. There is no explicit right to park on the highway and taking steps to ensure that the highway is as safe as possible is an important duty placed upon the council. There are significant benefits to more vulnerable road users, in particular pedestrians, including the visually and mobility impaired, children, and the elderly who may struggle to safely cross roads without adequate visibility.

There are 369 road junctions in the DCC area. The majority (65%) of these road junctions have existing double yellow line protection. Below is a ward-by-ward break down for your information. Only 33% of junctions remain unrestricted.

Ward	Number of road junctions						
	Existing double yellow line junction protection	%	Proposed double yellow line junction protection	%	Upgrade from single yellow line to double yellow line	%	Total no. of junctions
Village Ward	94	69%	35	26%	7	5%	136
College Ward	65	54%	54	45%	1	1%	120
East Dulwich Ward	79	70%	34	30%	0	0%	113
All Wards	238	64.5%	123	33.3%	8	2.2%	369

The council's past approach to the introduction of double yellow has primarily been reactive, i.e. in response to complaints received about obstructive or inconsiderate parking at a junction that impacts on pedestrian and motorist visibility and road safety.

For the past decade we have regularly presented local parking amendments to DCC, to install double yellow lines on junctions. Over the past 5 years we have presented 42 separate location recommendations. Bringing these reports through in a proactive manner is a far more efficient spend of the council's money

The main reason for our blanket approach is to ensure consistent treatment of junctions within the DCC area and across the borough. We accept that there are varying pressures upon parking in the area but

the highway safety requirements are the same at every junction. To install it at some junctions, but not others, would mean that the council would likely need to re-evaluate those junctions at a future date.

The Council acknowledges that parking is at a premium at some locations in the DCC area, however, safety and access should take priority over the possible small loss of 'unsafe' parking spaces. In general, motorists should not be parking within 10m of a junction as per the Highway Code. Our proposals will address these problems and remove only 'unsafe' rather than 'safe' parking spaces. Officers believe 7.5m to be an acceptable compromise and allows a consistent and clear message throughout the area about where and where not to park. At the moment, we are giving mixed messages by 'protecting' some corners with double yellow lines and leaving others unrestricted.

We do not believe our proposal will significantly increase parking stress in streets and there is no evidence to suggest that the existing junction protection in the DCC area (238 locations) has in itself created parking problems.

We have never received complaints about parking problems due to the impact of yellow lines installed on a road junction once they are installed.

Many London boroughs, including Camden, City of London, Islington, Kensington and Chelsea and Westminster already have their entire road junctions protected. Other boroughs, including Hounslow, Harrow and Barking & Dagenham are working towards borough wide protection currently.

Stakeholder consultation

Supportive key stakeholders include:

- ✓ Southwark Living Streets
- ✓ Southwark cyclists
- ✓ Metropolitan Police – Road Safety Engineering Unit
- ✓ Crystal Palace Transition Town's transport group

Officers emailed all Dulwich community council ward members on 12 April 2016 encouraging them to carryout their own informal consultation with stakeholders and to report feedback to officers.

Summary - ward members informal consultation findings

- following discussion at the Dulwich Community Council on 15th March 2016 council officers advised on a process after Easter 2016 and asked that any informal consultation on the proposed 'blanket introduction' of double yellow lines at junctions within Dulwich be managed through ward councillors
- an email summarising the proposal was sent by Village Ward Councillor Jane Lyons to known resident associations in the area namely Burbage Road, Calton Avenue, Court Lane, Dovercourt Road, Gilkes Crescent, Turney Road, Woodward Road with a deadline for response of 27th April 2016
- a piece also appeared in the Dulwich Society e-newsletter circulated on 23rd April
- to date responses can be summarised as follows:
 - one overview response each from Resident Associations : Woodward Road, Dovercourt Road, Court Lane
 - responses from individual residents that came through their resident associations
 - 63 residents in Woodward Road
 - 4 residents in Dovercourt Road
- in addition 35 individual responses addressed to Cllr Lyons were also received from residents in Beauval Road (1), Burbage Road (1), Calton Avenue (5), Court Lane (1), Court Lane Gardens (1), Dekker Road (1), Desfenans Road (3), Dovercourt Road (2) Druce Road (7), Pickwick Road,

(3), Turney Road (8), Woodward Road (1) and one road unspecified

- a response from Dulwich Safe Routes to School was also received supportive of the proposals
- One further objection from Woodward Road that refers to Woodward, Dekker, Druce, Desenfans and Dovercourt Road
- One objection from Pickwick Road (because of lack of spaces to park and offload shopping)
- email from resident in Turney Road concerned about the impact it would have on parking.
- The total number of responses received before 27th April deadline was 103
- The vast majority of responses opposed the proposals

The following redacted detailed response can be made available upon request:

- Court Lane Residents Association Summary Response
- Dovercourt Road RA response
- Woodward Road RA overall response
- Woodward Road individual responses as supplied by Woodward Road RA
- Double Yellow lines at junctions, individual responses
- Dulwich Safe Routes to School statement

Investigation and conclusions

The full rationale for double yellow lines on roads junction is discussed on page 10 of this report.

Recommendation

Officer recommendations remain unchanged and we still propose double yellow lines on all unrestricted junctions in the Dulwich community council area, subject to a statutory consultation giving the community opportunity to raise site-specific concerns,.

Next steps

Should the community council approve this local parking amendment, it is expected that statutory consultation will commence in summer 2016.

Following the statutory consultation period, the council will make arrangements to install the restrictions (road markings).

Should objections be received during the statutory consultation period, these will be presented at the next community council meeting for determination.

Borough-wide junction protection Dulwich community council area

June 2016

www.southwark.gov.uk/parking

The council intends to implement double yellow lines on all junctions in the borough to improve junction visibility and facilitate access for all road users.

This document provides detail on proposals to introduce double yellow lines on all junctions in the Dulwich community council area.

We estimate there are 3000 road junctions in Southwark, approximately 2000 of which are currently protected with yellow lines. The majority of these protected junctions are located with our existing Controlled Parking Zones (CPZs). This leaves in the region of 1000 junctions without yellow line restrictions where inconsiderate or unsafe parking cannot be enforced against by civil enforcement officers

Historically, the council has investigated and implemented double yellow lines on a case-by-case basis as and when we receive a request from a resident, waste collection or the emergency services raising concerns about vehicle and pedestrian safety or access.

This is a costly exercise as our investigations include site assessments, preparation of drawings, public consultation, council decision making, project management, road safety audits, traffic order statutory consultation and, finally, the actual installation of road markings.

The process for the review of junctions is more efficient when a large number of junctions are investigated at the same time, for example by reducing the number of consultations, road safety audits and traffic orders required. This would also result in capacity to review more junctions in a shorter time frame.

There is also a strong argument that we should be taking a pro-active approach to implementing safety improvements. With the increase in demand for on street parking in Southwark we are finding an increase in inconsiderate parking at junctions and at other locations.

It is not good practice and is certainly poor value for money to implement junction protection as and when they arise. We are therefore recommending implementing junction protection in all streets in Southwark on a ward by ward basis, subject to the necessary statutory consultation.

Borough-wide junction protection

Dulwich community council area

June 2016

www.southwark.gov.uk/parking

Where are double yellow lines proposed?

Double yellow lines are being proposed at all road junctions in the Dulwich community council area as detailed in the following tables, and as illustrated in figures 1-3.

College Ward	
Location	Location
BOWEN DRIVE & BOWEN DRIVE	ILDERSLY GROVE & PARK HALL ROAD
BOWEN DRIVE & BOWEN DRIVE	BELVOIR ROAD & BELVOIR ROAD
BOWEN DRIVE & BOWEN DRIVE	BELVOIR ROAD & UNDERHILL ROAD
LYMER AVENUE & DULWICH WOOD PARK	ACACIA GROVE & ALLEYN PARK
KINGSWOOD DRIVE & KINGSWOOD DRIVE	ALLEYN CRESCENT & ALLEYN ROAD
KINGSWOOD DRIVE & KINGSWOOD DRIVE	ALLEYN PARK & ALLEYN PARK
LANGTON RISE & UNDERHILL ROAD	ALLEYN PARK & ALLEYN PARK
LORDSHIP LANE & LORDSHIP LANE	ALLEYN PARK & ALLEYN PARK
FARQUHAR ROAD & DULWICH WOOD PARK	CRESCENT WOOD ROAD & SYDENHAM HILL
FARQUHAR ROAD & TYLNEY AVENUE	CRESCENT WOOD ROAD & CRESCENT WOOD ROAD
FARQUHAR ROAD & FARQUHAR ROAD	CRESCENT WOOD ROAD & CRESCENT WOOD ROAD
FARQUHAR ROAD & FARQUHAR ROAD	CROUCHMANS CLOSE & SYDENHAM HILL
FARQUHAR ROAD & FARQUHAR ROAD	CRYSTAL PALACE PARADE & CRYSTAL PALACE PARADE
FARQUHAR ROAD & FARQUHAR ROAD	COLLEGE ROAD & COLLEGE ROAD
FOUNTAIN DRIVE & FOUNTAIN DRIVE	SEELEY DRIVE & SEELEY DRIVE
DULWICH WOOD PARK & A2199	SEELEY DRIVE & SEELEY DRIVE
DULWICH WOOD PARK & BAIRD GARDENS	SYDENHAM HILL & SYDENHAM HILL
DULWICH WOOD AVENUE & DULWICH WOOD AVENUE	SYDENHAM HILL & WOODSYRE
DULWICH WOOD AVENUE & DULWICH WOOD AVENUE	SYDENHAM HILL & SYDENHAM HILL
DULWICH WOOD AVENUE & DULWICH WOOD AVENUE	SYDENHAM HILL & SYDENHAM HILL
DULWICH WOOD PARK & COLLEGE ROAD	SYDENHAM HILL & SYDENHAM HILL
A2199 & A2199	OVERHILL ROAD & UNDERHILL ROAD
A2199 & CROXTED ROAD	PARK HALL ROAD & PARK HALL ROAD
A2199 & A2199	MELFORD ROAD & MELFORD ROAD
A2199 & CRYSTAL PALACE PARADE	MELFORD ROAD & MELFORD ROAD
A2199 & CRYSTAL PALACE PARADE	BOWLEY LANE & BOWLEY LANE
JASPER PASSAGE & JASPER ROAD	UNDERHILL ROAD & UNDERHILL ROAD

East Dulwich Ward

Location
BLACKWATER STREET & MELBOURNE GROVE
BLACKWATER STREET & BASSANO STREET
LYTCOTT GROVE & MELBORUNE GROVE
LANDCROFT ROAD & HEBER ROAD
LANDCROFT ROAD & PELLATT ROAD
LANDCROFT ROAD & JENNINGS ROAD
LANDCROFT ROAD & SILVESTER ROAD
LANDCROFT ROAD & CRYSTAL PALACE ROAD
LANDCROFT ROAD & THOMPSON ROAD
LANDCROFT ROAD & GOODRICH ROAD
LANDELLS ROAD & GOODRICH ROAD
LANDELLS ROAD & SILVESTER ROAD
GOODRICH ROAD & FRIERN ROAD
GOODRICH ROAD & CRYSTAL PALACE ROAD
GOODRICH ROAD & UPLAND ROAD
GOODRICH ROAD & DUNSTANS ROAD
ETHEROW STREET & NORCROFT GARDENS
DUNSTANS ROAD & CREBOR STREET
CRYSTAL PALACE ROAD & THOMPSON ROAD
CRYSTAL PALACE ROAD & GOODRICH ROAD

Location
CRYSTAL PALACE ROAD & HEBER ROAD
CRYSTAL PALACE ROAD & SILVESTER ROAD
CRYSTAL PALACE ROAD & JENNINGS ROAD
CYRENA ROAD & HEBER ROAD
CYRENA ROAD & CYRENA ROAD
CYRENA ROAD & PELLATT ROAD
CYRENA ROAD & SILVESTER ROAD
CYRENA ROAD & SILVESTER ROAD
CYRENA ROAD & PELLATT ROAD
BARRY ROAD & SILVESTER ROAD
CREBOR STREET & UPLAND ROAD
CRYSTAL PALACE ROAD & RODWELL ROAD
CRYSTAL PALACE ROAD & PELLATT ROAD
TELL GROVE & MELBOURNE GROVE
CRYSTAL PALACE ROAD & ESTATE ROAD
UPLAND ROAD & DUNSTANS ROAD

Village Ward

Location
BOXALL ROAD & DULWICH VILLAGE
BURBAGE ROAD & GALLERY ROAD
BURBAGE ROAD & COLLEGE ROAD
CALTON AVENUE & COURT LANE
CALTON AVENUE & DULWICH VILLAGE
CALTON AVENUE & CALTON AVENUE
CALTON AVENUE & TOWNLEY ROAD
CALTON AVENUE & GILKES CRESCENT
CALTON AVENUE & DULWICH VILLAGE
LORDSHIP LANE & COURT LANE
FRANK DIXON WAY & COLLEGE ROAD
GALLERY ROAD & DULWICH VILLAGE
GLENGARRY ROAD & TARBERT ROAD
EASTLANDS CRESCENT & COURT LANE
EASTLANDS CRESCENT & DOVERCOURT ROAD
DEKKER ROAD & COURT LANE
DEKKER ROAD & WOODWARDE ROAD
DESENFANS ROAD & WOODWARDE ROAD
DESENFANS ROAD & COURT LANE
DOVERCOURT ROAD & WOODWARDE ROAD

Location
DRUCE ROAD & WOODWARDE ROAD
DRUCE ROAD & COURT LANE
DULWICH VILLAGE & BOXALL ROAD
DULWICH VILLAGE & AYSGARTh ROAD
HILLSBORO ROAD & THORNCOMBE ROAD
BEAUVAL ROAD & MILO ROAD
AYSGARTh ROAD & TURNEY ROAD
COURT LANE & COURT LANE GARDENS
COURT LANE & COURT LANE GARDENS
COLWELL ROAD & PLAYFIELD CRESCENT
COLWELL ROAD & MELBOURNE GROVE
LYTCOTT GROVE & MELBOURNE GROVE
PICKWICK ROAD & TURNEY ROAD
THORNCOMBE ROAD & TROSSACHS ROAD
THORNCOMBE ROAD & TARBERT ROAD
ROSEWAY & TURNEY ROAD
ROSEWAY & TURNEY ROAD

*The above locations have been derived from our mapping system, these location are shown on the overview map on page 3.

College ward

Key	Description
●	Proposed double yellow lines (junction protection doesn't exist)
●	Proposed double yellow lines (upgrade existing single yellow line to double yellow line)
●	Existing junction protection (double yellow lines)

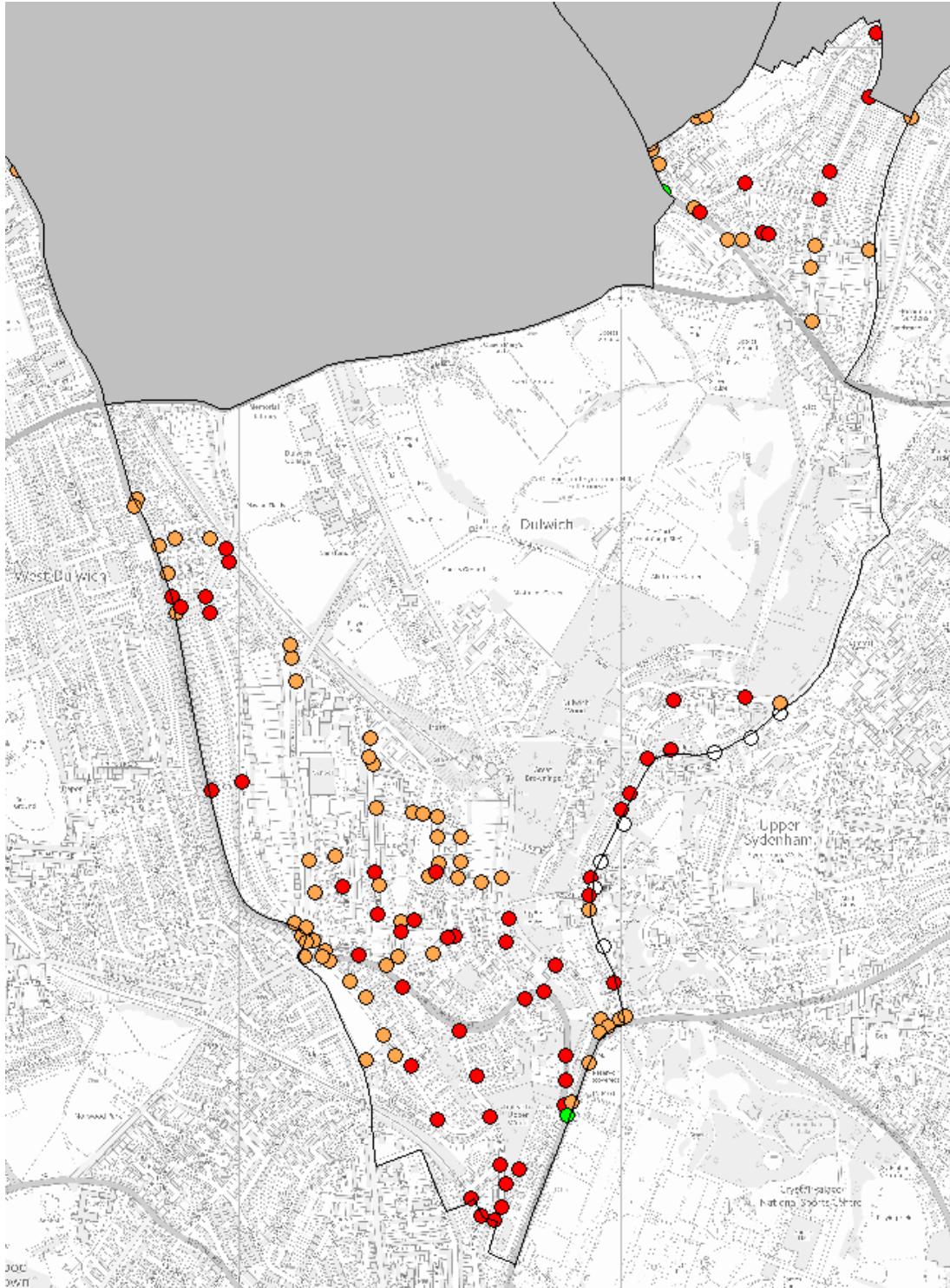


Figure 1

East Dulwich ward

Key	Description
●	Proposed double yellow lines (junction protection doesn't exist)
●	Proposed double yellow lines (upgrade existing single yellow line to double yellow line)
●	Existing junction protection (double yellow lines)

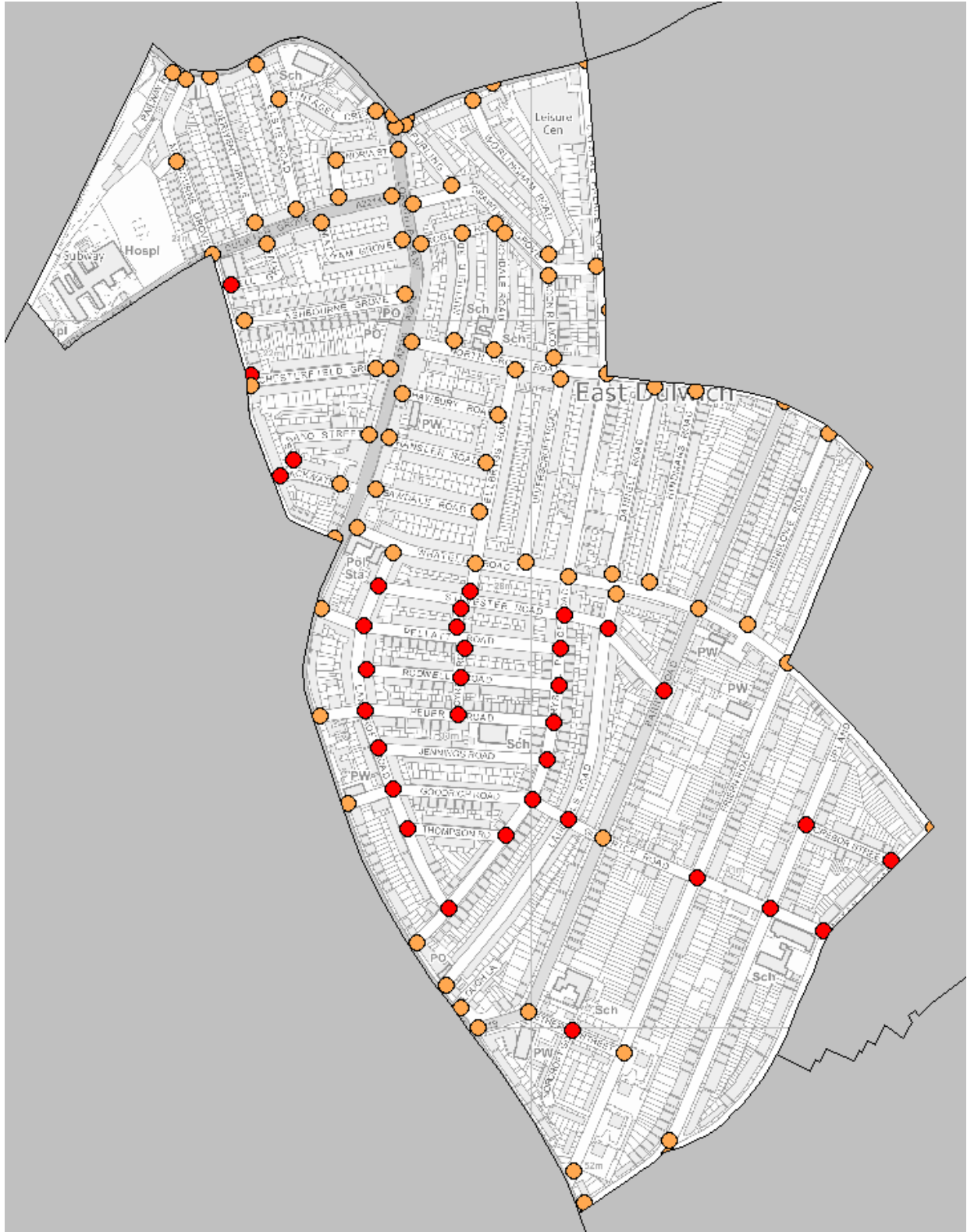


Figure 2

Village ward

Key	Description
●	Proposed double yellow lines (junction protection doesn't exist)
●	Proposed double yellow lines (upgrade existing single yellow line to double yellow line)
●	Existing junction protection (double yellow lines)

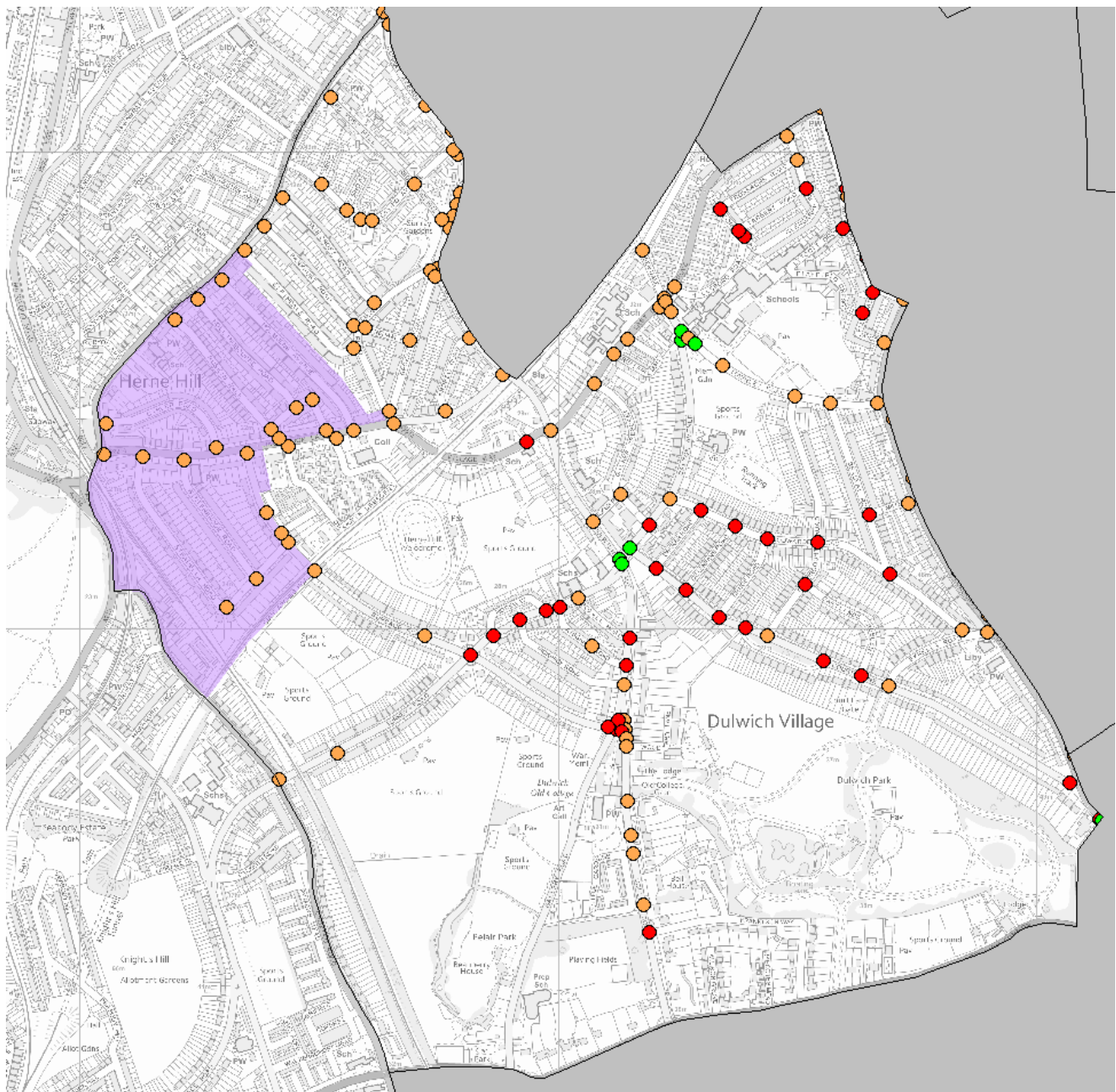


Figure 3

Why are double yellow lines being proposed?

- The current proposals aim to remove obstructive and dangerous parking from all junctions in the area. The Highway Code makes it clear that motorists must not park within 10 metres of a junction, unless in a designated parking bay. However the council has no power to enforce this without the introduction of a traffic order and subsequent implementation of waiting restrictions (yellow lines).
- By introducing double yellow lines at junctions we ensure that we meet the needs of all road users whilst ensuring that motorists clearly understand where and when it is safe to park. In our experience motorists have a clearer understanding of the meaning of a double yellow line compared to their understanding of the Highway Code and therefore will abide by them without the need for enforcement.
- Where there are single yellow lines on a junction this can send out mixed messages that it is acceptable to park in these locations at certain times which is why we are proposing upgrading these to double yellow lines as part of this project.
- Ensuring adequate visibility between road users is important for safety. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in advance of the distance in which they will be able to brake and come to a stop.
- Vehicles that are parked at a junction have the effect of substantially reducing visibility between road users and reducing stopping sight distance (SSD). This is the viewable distance required for a driver to see so that they can make a complete stop before colliding with something in the street, e.g. pedestrian, cyclist or a stopped vehicle. Double yellow lines ensure this inter-visibility is provided at junctions and prevents people parking over dropped kerbs.
- It is noted that almost two thirds of cyclists killed or seriously injured in 2013 were involved in collisions at, or near, a road junction¹.
- Children and those in wheelchairs (whose eye level is below the height of a parked car) are disproportionately affected by vehicles parked too close to a junction. The Guide Dogs for the Blind Association (Guide Dogs) strongly recommend that yellow lines are implemented at junctions as these areas are potentially more dangerous to vulnerable road users.

How much yellow line will be installed on a junction?

The yellow lines are installed using less-intrusive primrose coloured paint in the narrowest permitted 50mm wide lines, for 7.5 meters on each arm of the junction. At some junctions, the proposed double yellow lines may extend further, i.e. where there is a dropped kerb, or a particular issue with visibility.

This reflects the Council's design standard on junction visibility (([DS114 Highway Visibility](#) and [DS 002 Yellow line and blip road markings](#)) and is sufficient to allow road users to see potential dangers in advance of the distance in which they will be able to brake and come to a stop.

As well as our internal design procedure we also consider:

- Existing laws (e.g. Highway Code [rule 243 - parking](#) is not allowed within 10m of a junction)
- National research and guidance (e.g. [Chapter 7.7 of the Manual for Streets](#))
- Stakeholder guidance (e.g. [London Fire Brigade's access guidance](#))

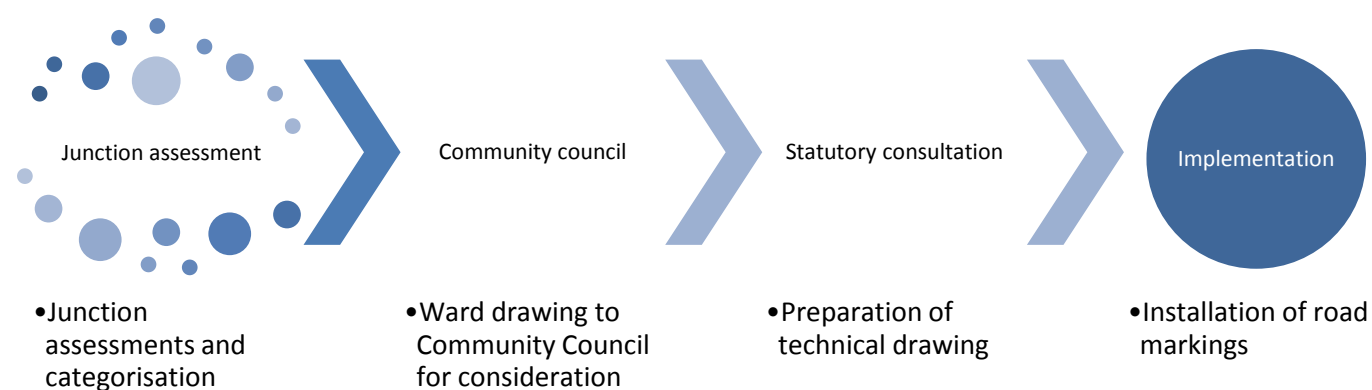
¹ <http://www.rospa.com/rospaweb/docs/advice-services/road-safety/cyclists/cycling-accidents-factsheet.pdf>

Please note that there may be some circumstances where other proposals come forward for junctions within the study area. In any such situation the proposals here will be superseded if other proposals are implemented.



What happens next?

The process and the expected delivery dates to implement double yellow lines on all junctions within the ward are detailed below. The below timetable will be lengthened/amended should objections to the statutory consultation process be received, since such objections will need to be determined by the Community Council at a future meeting.

Process and expected delivery dates



Ward	Expected delivery dates			
	Junction assessments	Community council	Statutory consultation	Implementation
All wards	January 2016	June 2016	Summer 16	Autumn 2016

		Local parking amendment
Reference	Development control	Location overview
Location	Landcroft Road and Whateley Road	
Proposal	<p>Introduce a raised table on Whateley Road as part of new pedestrian crossing facility</p> <p>Introduce 'School Keep Clear' road markings at the new pedestrian entrance to Harris Primary Academy</p>	
Community council meeting	Dulwich	
Community council date	22 June 2016	
Ward(s) affected	East Dulwich	

Local parking amendment

A local parking amendment (LPA) is a small project to change an existing parking restriction or to introduce a new one.

These tend to be carried out in locations where we have had a request to look at dangerous or obstructive parking and where small lengths of restrictions could provide a solution.

Request

The developer was granted planning permission (14-AP-4580) on 3 September 2015 which allows a re-development of premises to provide a two form entry primary school (Harris Primary Academy) with associated new cycle and pedestrian access from Landcroft Road. The planning consent obligated the developer to make changes to the surrounding highway networks on highways safety grounds.

Whateley Street

- Install a new side entry raised table

Landcroft Road

- install school keep clear road marking
- install single yellow lines - Monday to Friday 8am -5pm

Location

Harris Primary Academy will be located at 173 Lordship Lane at the site of the former Police Station. Whateley Road and Landcroft Road are not located within any controlled parking zone (CPZ).

Investigation and conclusions

There are sections of single, double yellow lines and a loading bay on Whateley Road while on Landcroft Road, there are unrestricted parking places. The unrestricted parking places on Landcroft Road are mainly used by residents.

The main pupil entrance into the school is from Landcroft Road where there are currently unrestricted parking places. The footway fronting the school and nos. 2-10 Landcroft Road is being widened from 2.1m to 2.5m by the developer under a s278 Highways Agreement.

The introduction of 'school keep clear' markings would prohibit stopping outside the school entrance Monday to Friday between 8am and 5pm. A single yellow line of about 20m in length is being introduced outside nos. no. 2-10 Landcroft Road. This arrangement will prevent back up and ensure there is space for two way moving traffic on Landcroft Road during operational hours (Monday to Friday 8am-5pm). As a result of these proposals, eight (8) unrestricted parking spaces would not be available to residents during these operational times.

All costs resulting from the traffic order process (including officer time) is being met by the developer

Recommendation

The council is recommending the installation of the following,

Whateley Street

- install side entry raised table near junction with Lordship Lane.

Landcroft Road

- install 'school keep clear' road markings on the eastern side along the site frontage
- install 20 m of single yellow lines - Monday to Friday 8am -5pm (fronting nos. 2-10)



A detailed design drawing of the proposal is attached.

Next steps

Should the community council approve this local parking amendment, it is expected that statutory consultation will commence in July 2016.

Following the statutory consultation period, the council will make arrangements to install the raised table, road marking and signage at the location.

Should objections be received during the statutory consultation period, these will be presented at the next community council meeting for determination.

 Local parking amendment Determination of statutory objection(s)		Location overview
Reference	H/ND/TMO 1617-009	
Location	Village Way	
Proposal	Amendments to the existing single yellow line parking restrictions located under the railway bridge in Village Way	
Community council meeting	Dulwich	
Community council date	22 June 2016	
Ward(s) affected	Village	

Background

The council are proposing to make amendments to the existing single yellow line parking restrictions located under the railway bridge in Village Way. Our proposals are reflecting the following recommendation made by Dulwich community council on 9 September 2015:

That consideration should be given to further parking controls in Village Way in order to retain the sustainability of the Grafton Dance Centre business located there. The business would be reliant upon visiting teachers and students and Village Way would bear the brunt of all day commuter parking, blocking access to the school.

The council made proposals to amend the existing yellow line waiting restrictions in Village Way as summarised:

1. Extend and reduce the effective times of the single yellow line waiting restrictions on the south side of Village Way under the railway bridge to operate Monday to Friday, for 2 hours only.

Our proposal to relax the single yellow line restriction will prevent all day commuter parking and will also provide space during the day for visitors.

2. Remove the existing single yellow line waiting restrictions on the north side of Village Way under the railway bridge.

Our proposal to remove the yellow line will free up space and will increase chances of finding a parking place.

We believe that this proposal reflects the wishes of the community council on 9 September 2015 to provide suitable parking for users of the Grafton Dance Centre.

Statutory consultation and summary of objection(s)

Statutory consultation was carried out between 5 May 2016 and 26 May 2016. During this period, the council received 24 Objections.

Paragraph 16 of Part 3H of the Southwark Constitution sets out that the community council will take decisions on the following local non-strategic matters:

- determination of objections to traffic management orders that do not relate to strategic or borough-wide issues

The 24 objections received, is attached to this report and can be summarised as:

- Parking problems have worsened in Village Way since the introduction of the nearby North Dulwich (P) zone

in April 2016

- The councils proposals will not resolve the current parking problems and will not guarantee turnover in parking space for the Grafton Dance Centre

The full objections are provided in pages 3-26.

Officers wrote to the 24 objectors acknowledging receipt of their representation. They were also advised that their objection would be sent to the Dulwich community council for determination.

Officers response to objection(s)

The general consensus from the majority of objections received is that the parking has got worse since the nearby North Dulwich (P) parking zone was introduced in April 2016, due to displacement.

Although our proposals will certainly free up parking space in Village Way, there is no guarantee it will create turnover in parking for the Grafton Dance Centre.

We are confident that there will be increased parking availability for visitors within the new North Dulwich (P) parking zone which is within very close walking distance of the Grafton Dance Centre.

- Parking will remain free outside the zone hours (12noon – 2pm, Monday – Friday) but streets will be empty of commuters.
- During zone hours, visitors can pay to park in bays that are situated within a very short walking distance (less than 2mins) of the Grafton Dance Centre.

The only solution to solve any parking problems in Village Way is by implementing a parking zone where the council are able to allocate and prioritise all kerb side space. However, as the council are now fully committed to delivering the 16/17 parking project programme, we would only be able to consider a study for 17/18 dependent on the pressure/requests we receive from the wider community.

Recommendation and next steps

In view of the objections received, It is recommended that:

1. The 24 objections made against the proposal is noted by the community council
2. The council do not proceed with the proposal to make amendments to the existing single yellow line restriction and that parking solutions be considered in 17/18 as part of a parking zone review dependent on widespread local community pressure/requests.
3. Officers are instructed to write to the 24 objectors to explain the decision.

Objection 1

From:

Sent: Wednesday, May 11, 2016 2:35 PM

To: traffic orders

Subject: FW: Objection to Village Way - changes to waiting restrictions H/ND/TMO1617

Dear sir/madam

I am objecting to the proposed changes to traffic restrictions on Village Way

* Increase negative car travel* It will increase Air pollution* It will cause a very risky narrowing of the road on a bend, in low visibility under the shadow of the bridge. This will always be dangerous, but especially during peak times. *The danger will be especially high for cyclists who will no doubt resort even more to riding on the pavement. * The newly liberated north section will simply fill up with cars dumped from neighbouring streets and people driving their children to school.* The Grafton is asking for the equivalent of parking needed to serve a small block of flats, but without (as far as I know) having to provide any real evidence of actual need.* The most the Grafton actually 'needs' is parking for the hours when public transport is not available. * Surely none of this fits in with any agreed transport strategy for London. * For the above objections given there should be no changes to Village Way current Traffic regulations

I await your response

Objection 2

From:

Sent: Monday, May 16, 2016 9:37 AM

To: parkingreview

Subject: Village Way: Amendments to existing yellow line waiting restrictions

Thank you for the opportunity to comment on parking in Village Way.

I strongly oppose the proposal to amend existing yellow line waiting restrictions on this road.

It is well known and documented that traffic and parking on Village Way has become increasingly dangerous and stressful in recent years, and especially now that a CPZ has been introduced nearby. Non-residents seem to park here primarily for the purposes of commuting, avoiding local CPZ charges and delivering their children to school as well as using the Grafton Dance School.

There are no good grounds for increasing opportunities for non-residents to park in the area. Rather we should be incentivising people to use public transport.

There are absolutely no grounds (so much so that no one has attempted to specify any in the proposal) for favouritism towards users of the Grafton Dance School. They are just as able to use their legs, bus, train, taxi or bicycle as anyone else; and whose cars produce just as much pollution as anyone else's. They have also been among the worst parking offenders on this road: blocking drives, parking on yellow lines in restricted hours and so on, even when there are spaces available further up the road (see for example the attached photo taken at 18:23 on April 28).

In any case the proposed alterations would be unlikely to benefit the Grafton very much: the space created will simply be filled up by other non-residents.

The proposed alterations would certainly cause a risky narrowing of the road on a bend, in low visibility under the shadow of the bridge. This will always be dangerous, but especially during peak times. The danger will be especially high for cyclists who will no doubt resort even more to riding on the pavement. All of this is especially problematic given the high concentration of both pedestrian and road traffic during school times.

What we actually need on Village Way, and seems to fit much better into the transport strategy for London, is a bicycle lane.



Objection 3

From:

Sent: Tuesday, May 17, 2016 8:09 AM

To: traffic orders

Subject: FW: Objection to Village Way - changes to waiting restrictions H/ND/TMO1617

I am objecting to the proposed changes to traffic restrictions on Village Way

- * Increase negative car travel
- * It will increase Air pollution, Nitrogen Dioxide levels are already at high levels on this road
- * It will cause a very risky narrowing of the road on a bend, in low visibility under the shadow of the bridge. This will always be dangerous, but especially during peak times.
- * Large vehicles regularly use this A road including school coaches. The yellow lines close to the ballroom and railway bridge provide a clear area where vehicles are able to pass each other. If this is removed the road is likely to become blocked at peak times. Cars and large vehicles will have no option but to reverse to the crossing near to the junction of Half Moon Lane.
- *The danger will be especially high for cyclists who will no doubt resort even more to riding on the pavement.
- * The newly liberated north section will simply fill up with cars dumped from neighbouring streets and people driving their children to school.
- * The Grafton is asking for the equivalent of parking needed to serve a small block of flats, but without (as far as I know) having to provide any real evidence of actual need.
- * The changes will not provide any real benefit to the Grafton. Customers driving to the ballroom are able to park on neighbouring streets such as Half Moon Lane in bays except 12-2 when permits are required. The yellow lines outside the ballroom are planned to also apply between 12-2. Why make the road unsafe for road users for no true added benefit to anyone?
- * The most the Grafton actually 'needs' is parking for the hours when public transport is not available.
- * Surely none of this fits in with any agreed transport strategy for London.
- * For the above objections given there should be no changes to Village Way current Traffic regulations

Objection 4

From:

Sent: Tuesday, May 17, 2016 10:09 AM

To: traffic orders

Subject: FW: Village Way Changes to Waiting Restrictions H/ND/TMO 1617-009 Objection.

The proposal to change traffic restrictions on this area of road have not been thought through by Southwark Council, or a thorough investigation carried out, as to why the traffic restrictions were first of all put there many, many years ago.

We are objecting to the Village Way proposed Changes to Waiting restrictions as the changes will impact on Road Safety , Air Pollution and is not in keeping with Southwark Councils Cleaner Greener Safer Policy and Southwark Councils Cycling Strategy Policy to reduce negative Car travel.

Southwark Council has an adopted Cycling Strategy to reduce negative car use. By increasing Car parking for the Grafton Dance Centre this goes against the policy.

With more parking on Village Way there will be more congestion, pollution and parked vehicles. Village Way will be the only road to have the removal of existing parking restrictions to enable the parking of another 18 vehicles.

There is no mention of the Grafton Dance Centre having a Travel plan to assist users how to get there, using other means of travel than by car.. Neither is there any consideration shown by the Grafton Dance Centre to have Cycle storage facilities to reduce negative car travel.

Will all Southwark Council Businesses/Markets being given the same preferential treatment as the Grafton Dance Centre Business?

At both ends of Village Way Buses stop, P4, 37, 42. North Dulwich and Herne Hill train Stations are very close by. There is excellent public transport to and from the Grafton Dance Centre. There is no need for additional private car parking. All Night Buses run both ends of Village Way.

Where it is proposed to have additional parking and the removal of the existing parking restrictions, is at the lowest and narrowest part of Village Way (**8 metres wide**) on a bend under a low railway bridge (**4,4 metres high**). This will increase the possibility of an RTA and Cyclists being tailgated or struck by car doors. Cyclist will be cycling along the middle of the road, or for their own safety on the pavement.

On the wall under the railway bridge there are wall lights lighting up this area of road. High sided and parked vehicles will obstruct light during the dark winter nights when children are going to and from school, in the dark.

The current Parking restrictions on this bend under the railway bridge have been in place for many years and not only increase road safety, but act as an area where all types of vehicles can patiently wait to give way to one another. They have increased Road Safety on this stretch of Village Way. Vehicles too high to go under the bridge wait here for assistance to enable them to reverse back along Village Way. I have witnessed this on many occasions.

There are currently yellow lines restricting parking from 8 am until 6.30 pm there will now be all day 24 hr parking unrestricted. It will be extremely dangerous crossing the road on a bend between parked vehicles, both sides of the road. Cars, Vans etc will be parked there for 24 hrs 7 days a week

Likewise on the opposite side of the road where there is 8.am to 6.30 pm restricted parking this will be limited to just 2 hours 12 until 2 pm.

Village Way is a continuation of Half Moon Lane and East Dulwich Grove A2214 Classified road, with the same volume of busy traffic, It is not a quiet residential road like the those within the North Dulwich and Denmark Hill CPZ. Buses on diversion, School Coaches, lorries etc all travel along Village Way. Heavy lorries with loads etc have to travel along Village Way as the Bridge on Red Post Hill has a weight limit for HGV traffic.

This area of Village Way is prone to flooding as the rain water runs down hill , the Storm gullies needs regular cleaning. With cars parked there all day access to the Storm gullies will be restricted. Visitors to the Grafton Dance Centre sit in their cars with the car engines running , some eating and leaving litter in the kerb. This litter plastic bottles etc if not cleared is washed down the storm gully blocking the sewer and flooding the road. In Autumn when the leaves are falling off the trees if not reguarly cleared the road floods. A mechanical sweeper vehicle keeps this stretch of road clear. With Cars etc parked it will not be able to access the storm gullies.

There are eight schools at each end of Village Way (JAPs, Judith Kerr, Charter, JAGS, James Alleyn, Dulwich Village, Dulwich Hamlet, Montessori, Children cycling to school will be at additional risk. The extra parking available does nothing for the safer route to school which encourages other modes of travel such as walking or cycling.

There is additional parking within 2 mins of the Grafton Dance Centre, why change the current safety lay out of Village Way. Surely this 2 min walk applies to the visitors to the Grafton Dance Centre. Why do they need to have to drive up to the door of the Grafton Dance Centre, where there is already, currently unrestricted parking? Is it a case of they can Dance but will not walk?

It would make sense to have Permit Holders only bays parking outside of the Grafton Dance Centre. The Grafton Dance Centre could purchase Business Permits as do other Businesses across Southwark.

The long term Construction work on the Judith Kerr school has now finished. This will mean the Builders vehicles which have been parking on Village Way will no longer park there and more parking is now available.

How can it be claimed the Grafton Dance Centre will suffer a knock on effect of the CPZ. This can only be proven once the CPZ is operational. It is pure speculation by Southwark Council there may be a knock on impact. Should there be an impact then the solution is not to increase free parking. The Grafton Dance Centre is demanding free parking over and above anyone else.

The Community Council asked for additional Parking Constraints and Southwark Council are proposing the **opposite**. Existing parking restraints have been relaxed, which is the opposite to **additional parking constraints**.

To say the residents of Village Way have their own off street parking and their needs are catered for, is a nonsense. Road Safety and Air Pollution should not be compromised by encouraging more vehicle parking.

Parked Vehicles will make it difficult and dangerous to see oncoming traffic/cyclists etc on a bend when pulling out of my drive, as I can only drive in and reverse out or reverse in and drive out.

There is a much stronger claim the existing single yellow lines, should be changed to Double yellow lines. Rather than removed for extra car parking for the Grafton Dance Centre. In addition Village Way which is a continuation of Half Moon Lane and East Dulwich Grove, should have the same parking restrictions as they currently have.

Village Way should be left as it is to enable a proper Road Safety, Air Pollution assessment and a cycle lane should be marked throughout Village Way.



Objection 5

From:
Sent: Wednesday, May 18, 2016 2:21 PM
To: traffic orders
Subject: H/ND/TMO1617-009

Dear Sirs,
re: The London Borough of Southwark (waiting and loading restrictions) (Amendment No*) Order 201* affecting Village Way, North Dulwich is rejected by me for the following reasons:

Your proposal does not appear to address the restricted parking problem being experienced and hence I predict that it shall not increase parking space for visitors to the Grafton Ballroom, No 7 Village Way.

I am an adult participant of the Grafton Ballroom and I should like to continue to be able to patronise the Grafton and be able to park my car without interfering or upsetting the neighbours.

The Grafton provides a continual service to the community seven days a week. This includes child care and child dance lessons during the day and adult dance lessons and competition practice during some days and most evenings. The general period of time a participant may spend at the Grafton is about two to three hours during the day or night and possibly four to five hours on special occasions in the evening. There are occasions during the day when an event shall require contractors to deliver and erect stage equipment, or band equipment, or catering equipment and materials, or filming crews with equipment. All of which is easier if parking is available outside the front door. Such events can take up to about three hours to implement.

It seems that the evolving increased long stay parking congestion along Village Way is a consequence of CPZ in surrounding roads. Some parking is likely to be due to railway commuters using North Dulwich Railway Station. The consequential reduction in available parking spaces has affected visitors to the Grafton and some visitors have inconvenienced the neighbours with inconsiderate parking.

A plan is required that will reduce or stop the aforementioned long-stay parking and allow the Grafton to operate with unrestricted parking for its members/visitors, which on special occasion such as the Dulwich Festival, can amount to 120 persons with a possible 50 to 60 cars. Also a plan which shall not inconvenience the neighbours.

I therefore, respectfully suggest, that a single yellow line is placed on the Grafton side of the road, along the entire length of the road with a waiting time restriction of 2 or 3 hours, 24 hours per day, 7 days a week. (details need to be refined and agreed by all concerned).

Such a plan, would enable visitors to the Grafton assurance of a parking space any time of any day and, for parents discharging children, the assurance of being able to park near their destination and on the correct side of the road for a safe discharge.

Objection 6**From:****Sent:** Saturday, May 21, 2016 3:35 PM**To:** traffic orders**Subject:** H/ND/TMO1617-009**Re: H/ND/TMO1617-009 - Village Way – changes to waiting restrictions**

Dear Sirs

I object to the proposals suggested by Southwark Council for the following reasons:

The Parking in Village Way has become almost impossible since the recent introduction of the CPZ that includes Half Moon Lane, in particular by what seems to be cars that appear not to move from one week to another. Therefore, by removing the single yellow line on the north side of the road I think will only allow more spaces to be filled by cars in the same fashion. Further, by allowing parking on the south side of the road this will only decrease the space available to through traffic, particularly under the bridge, which can be very heavy at certain times. I believe the end result will be congestion with no real benefit to the Grafton.

I have run fitness classes at the Grafton for two years now and due to the nature of the exercise programme, need my vehicle to transport the equipment I need to run the class; being able to load and unload from my car is essential.

The Grafton is a great community asset and a venue that I very much enjoy working at however, unless something is done to address the ongoing parking issue then I am seriously considering a move to the Brockwell Lido where off road parking is available.

I am not sure exactly what will work but would it not be possible to consider metered bays as are in the adjacent CPZ?

Objection 7**From:****Sent:** Sunday, May 22, 2016 9:14 AM**To:** traffic orders**Subject:** reference H/ND/TMO1617-009

RE VILLAGE WAY PARKING WE REJECT THE PROPOSITION YOU HAVE PUT FORWARD

As a member of the Grafton Dance Centre, attending evening classes 3 times a week, parking is very important to me & my wife, as we travel from north of the Thames & use of the car is the only way we can get to Dulwich on time.

Other members of the club, also travel from outer boroughs, but car sharing helps to keep the traffic level down, but recently available parking has become very limited.

Traffic, using Village Way, during rush hour, all seem to be using this road as a "Rat Run"! with unsafe speeds, especially as the road is reduced to almost single carriageway at these times. In the past 18 months, my wing mirror has been completely smashed to the ground.

During the day, many families with children attending the dance school & need to park nearby. Unfortunately, free parking has encouraged many people to leave their cars in Village Way all day. Therefore they have nowhere to park!

This situation in the borough we live in is taken care of, by introducing "Marked Parking Bays" with a 2 hour limit, with no return in an 8am/8pm time zone. It works very well. A few bays adjacent to the dance school, could be Resident Parking Only, for working staff at the school.

The current yellow lines are in place to help with dropping off various forms of equipment. I hope this is a useful suggestion for a problem which unless we manage to overcome will certainly affect the attendance at this Dance Centre.

Objection 8**From:****Sent:** Sunday, May 22, 2016 4:37 PM**To:** traffic orders**Subject:** Re Parking in Village Way (ref H/ND/TMO1617-009)

Dear Sirs

Re Parking in Village Way (ref H/ND/TMO1617-009)

I wish to strongly object to the most recent proposals for controlled parking in Village Way. The current zone has not improved the ability to park within walking distance of The Grafton Ballroom. It has in fact made the situation worse, as many cars appear to have been 'abandoned' in Village Way for long periods of time, thus depriving attendees at the Grafton of parking spaces, particularly in the evening.

As a retired person, the Grafton provides me and other elderly friends with vital social and exercise opportunities, which are unavailable elsewhere in the locality. Being a single woman of relatively advanced years, driving is my only option for attending my regular dance classes at the Grafton – public transport is neither reliable nor safe, especially in the dark evenings. This ballroom is an irreplaceable community asset, but the impossibility of parking close by is likely to result in a profoundly detrimental effect, not only for persons such as myself, but for Dulwich as a whole.

Having read the recent proposals mentioned above, I feel that they would not improve the current unsatisfactory situation, and I would urge the council to investigate and implement a more appropriate controlled parking zone, including the management of the Grafton in the consultation.

Objection 9**From:****Sent:** Sunday, May 22, 2016 4:33 PM**To:** traffic orders**Subject:** Re Parking - Village Way: Ref. No. H/ND/TMO1617-009

Dear Sir/Madam

Ref No.: H/ND/TMO1617-009

My friend and I attend dance classes in the evening at the Grafton Dance Centre. As we are pensioners, and single women, we need to drive and park at the Grafton, as public transport is neither easy, nor particularly safe late at night.

There is now a Controlled Parking Zone in place, which makes parking near the Grafton very difficult indeed, and we are concerned that it will affect our attending evening classes. These classes are important to us, as they provided needed social contact, as well as offering an excellent form of exercise for women of our age.

I, therefore, wish to object to what has now been proposed. I do not think that it will be a working solution to the problem, and in my opinion, the council should consider putting in place a fuller form of controlled parking in Village Way.

Objection 10**From:****Sent:** Sunday, May 22, 2016 6:20 PM**To:** traffic orders**Subject:** Village Way Parking - H/ND/TMO1617-009

Re: H/ND/TMO1617-009 - Village Way - SE21

Dear Sir or Madam,

I object to the proposals suggested by Southwark Council for the following reasons:

The parking in Village Way has become very difficult since the introduction of the CPZ that includes Half Moon Lane. It appears that some cars parked on the road do not move for days so by removing the single yellow line on the north side of the road there will be less and less parking available. By allowing parkinson the South side of the road this will decrease the space available to through traffic, which can be very heavy at certain time. I believe the the outcome of this will be more congestion with no benefit to the Grafton where I teach yoga.

I have taught at Grafton for 4 years now and need to transport yoga mats, speakers etc so need to be able to unload my car close to the venue.

I don't know what the solution would be but the current new parking restrictions have made parking much harder and make working at the venue very difficult.

Objection 11**From:****Sent:** Sunday, May 22, 2016 10:54 PM**To:** traffic orders**Subject:** Village Way changes to waiting restrictions

Dear Sir/Madam,

I am writing with reference to the proposal of parking in Village Way, SE21. I object to the proposal put forward by the council and reasons for this are outlined below.

We have been hiring the studio at Grafton Dance School since 2011. Dulwich Ballet School has over 500 students and it means that many children & their parents use the facilities at Grafton Dance School on a weekly basis.

We have experienced parking problems over the last year with all day commuters that have been using the road to park and this has caused problems for our parents, often with young children, to park and drop off for ballet/dance classes during the week from 3pm.

The last three weeks, since the parking restrictions have been in force in all the surrounding roads, we have found it impossible to park along Village Way. This has caused problems for not only myself, but also my teachers, who have had to bring equipment in & out of Grafton which is heavy & awkward to carry. This has not only been a problem during the week but also on Saturday as the road seems to have become a car park for cars whose owners realise they can park on Village Way without restriction or paying for a parking permit on their own residential roads.

Your proposal doesn't seem to address the parking in Village Way.

I understand that the majority of parking on the road is not from residents as they all have driveways. I am also aware that they may be very unhappy with the current situation, as many of my clients, who cannot park find that for a quick drop off they park over the residents driveway entrances. I have the [REDACTED] [REDACTED] at the Ballet School & I have tried to explain to them the situation which I feel needs to be addressed as soon as possible. I do not want to take my business away from Grafton Dance School as it is a great venue for us which we use on Monday, Tuesday, Thursday, Friday afternoons & early evening & Saturday all day. It is a great community asset to all our students & parents alike.

I also worry that by taking the yellow line away under the bridge on the opposite side to Grafton it will mean that this side of the road will be completely parked up & the road narrows under the bridge and this will cause accidents, I see many close calls on a daily basis. It is always difficult when the cars are parked on both sides of the road & I can see a student or young child being dropped off getting into an accident.

I think the best proposal would be to have no parking under the bridge at least double yellow on one side & then either parking bays along the rest of the road with a restriction from 12pm – 2pm or a single yellow line with a time restriction – time would need to be agreed with residents and the Principal of Grafton Dance Centre. This would hopefully stop the road becoming a car park for drivers who are leaving their cars there for weeks on end without moving them or all day commuter parking.

I hope that you will look at this again & hope to resolve the parking issues for not only the residents of Village Way but also the users of Grafton Dance School.

Objection 12**From:****Sent:** Monday, May 23, 2016 12:02 AM**To:** traffic orders**Subject:** Parking Proposal - Village Way**Importance:** HighMonday 23rd May 2016**For the attention of: Southwark Council.****Re: parking proposal, Village Way - H/ND/TMO1617-009**

To whom it may concern,

I am writing in reference to the proposal of parking in Village Way, SE21. For the reasons, outlined below, I do not feel the proposal will be helpful / effective.

I am a teacher at Dulwich Ballet School and I use the facilities at Grafton Dance School on a weekly basis.

I have had numerous problems parking over the past year and it has got significantly worse in recent months. Due to the nature of my work, I often have very heavy equipment with me that I use for the lessons I teach. These may include, stereo equipment, props and costumes; all of which require me to park outside the premises in order to carry them indoors with ease. In addition to this, I often have a very small amount of time to swap between venues, so loading the car after lessons is also important. If this proposal were to be implemented this would make tasks such as these very difficult indeed.

Having spoken to various other regular users of the studio we think parking bays, in line with the adjacent roads is an option to be considered. This would help us as teachers using the dance studio for our work to be able to park.

We hope that these parking problems can be resolved as soon as possible.

Objection 13

From:

Sent: Tuesday, May 24, 2016 9:26 AM

To: traffic orders

Subject: parking Re: H/ND/TMO1617 -009 Village Way – changes to waiting restrictions

Re: H/ND/TMO1617 -009 Village Way – changes to waiting restrictions

Dear Sirs

I would like to reject the proposals, as suggested as part of the above order, in the main because they do not address the parking issues we, at this world renowned venue, face on a daily basis. I have worked at the Grafton now for a substantial number of years where historically parking in Village way has never been a problem and certainly one of the big attractions for basing my work here. However, since the implementation of the Controlled Parking Zone in adjoining roads, parking has become impossible in Village Way.

The problem now is that cars are parked bumper to bumper for consecutive days at a time which prevents access for my students, many of whom are from overseas, and who use rental cars to travel between various London studios. Their tight lesson schedules tend to preclude their use of public transport.

From what I have seen I do not believe that by removing one of the yellow lines will allow more access for visitors to the studio to park as I believe the extra space will be absorbed by what is already taking place. By changing the prescribed times of the yellow line on the side of the road adjacent to the Grafton, again I do not think this will assist us much as between 12 and 2pm they will need to park elsewhere.

My concern, in respect of sustaining my business at the studio, is that many of my clientele are finding it difficult to attend the Grafton and have started to make requests that I should consider relocating to another studio, as they are fast becoming frustrated by the access. In truth, and as much as it pains me to say, but relocation may be something that I have to consider if my clients begin to go elsewhere for their tuition.

I would suggest that the whole of the road is looked at with a view that metered parking bays are fitted, similar to what is in place in the local controlled parking zones.

Objection 14**From:****Sent:** Tuesday, May 24, 2016 11:57 AM**To:** traffic orders**Cc:****Subject:** H/ND/TMO1617-009 by 26 May 2016

For the attention of: The Traffic Orders Officer

Dear Sir,

In referring to your proposed motion ref: H/ND/TMO1617-009 26 May 2016, I would like to draw your attention to the likely detrimental effects to the business of The Grafton Dance School in Village Way and the resultant loss of business to local cafes, pubs and shops.

As a teacher at the Grafton Dance School for many years, I would like to point out that this dance school provides a wide range of dance classes and private tuition to both members of the local community as well as a large proportion of pupils who travel some considerable distance for the services provided there. These classes and lessons run from the 9am through to 10.30pm and cater for all ability levels and age groups from young children to the elderly, with the vast majority travelling by car and being reliant on the availability of a nearby car parking space.

Many of our pupils and parents of pupils frequent local sandwich shops, restaurants and pubs while in the area and this resultant business would also be lost should our clients not be able to attend the school owing to the parking issue.

Currently the parking situation is most problematic and needs to be addressed. However, in my view this proposal is not workable or effective as a whole and I would strongly urge you to reconsider taking this action. As a suggestion to alleviate the situation I would be in favour of imposing a 12-2pm restriction on both the north and south side of Village Way, thus preventing day long commuters from parking there, free of charge, along with 'weekend driver' residents who park their cars permanently on the north side during week days.

Objection 15**From:****Sent:** Tuesday, May 24, 2016 2:31 PM**To:** traffic orders**Subject:** London Borough of Southwark (2).docx

Dear Sir,

Reference: H/ND/TMO1617-009

I write in connection with the recent changes to the parking regulations which have had a deleterious effect on the neighbourhood, specifically the proprietor and patrons of Grafton Hall.

The parking situation in Village Way has been transformed out of all recognition: until the recent changes, customers, staff and others were able to park with reasonable convenience during the day and in the evenings with convenience.

The situation is now close to impossible and I cannot be the only one to be affected: I have noticed a decline in the number of patrons at The Dance Centre and am seriously considering whether my continued membership is worth all the aggravation.

I feel terribly sorry for all those less able than myself, and those bringing young children to their classes, who find it impossible to park locally and particularly for the owner of the business premises whose takings must have declined dramatically.

Please would you urgently consider measures to restore the status quo, which was a very happy one.

Thank you for your kind attention and positive action.

Objection 16**From:****Sent:** Tuesday, May 24, 2016 1:14 PM**To:** traffic orders**Cc:****Subject:** H/ND/TMO1617-009 Village Way - Changes to Waiting Restrictions**Village Way – changes to waiting restrictions**

The London Borough of Southwark (Waiting and loading restrictions) (Amendment No.*) Order 201

Reference: H/ND/TMO1617-009**For the Attention of the Traffic Orders Officer**

Dear Sirs

I object to the changes as proposed.

The Grafton Dance Centre is in a unique but unfortunate position of being the only commercial premises in a road of residential properties, all of which have their own off road parking facilities. It is not surprising therefore that the council have not previously received complaints from residents in respect of commuter parking (unless someone has blocked access to their driveways) as they are reasonably insulated from the search for ever decreasing 'on street' parking spaces.

I raised my concerns in respect of the business sustainability when the implementation of the North Dulwich Triangle (NDT) was undergoing its consultation period. Initially, I do not feel, because we were outside of the consultation area, my misgivings were taken seriously and or that the operation of the dance centre would be that affected. Fortunately members of the community council did recognise my plight and agreed that the pressures on parking in Village Way due to parking displacement would increase as a result of the zone being implemented and that something should be done to assist us.

Following that decision discussions took place between myself and a representative of Southwark Council as to what could be done to alleviate the problem and avoid the need to resort to a full consultation. It was suggested by the Highways – parking design team that they could implement a time restricted single yellow line with a time to be agreed with myself. However, the suggestions I put forward were rejected and instead the council proposed the above, which I do not feel address the issues we face here and in fact could very well make the situation much worse.

Initially, my concerns had been about the commuter parking that was blocking the road during the day but since the implementation of the NDT CPZ we are now inundated with what, I now understand to be parking displacement by people who live within the CPZ but who refuse to pay for a permit, abandoning their cars for days, sometimes weeks at a time, in the first available unrestricted road - Village Way. The outcome being that, what I initially thought would only affect attendees of the studio during the day is actually having a deleterious effect on evening trade too.

The reasons why I consider the proposals put forward to be ineffective are:

- Removal of the single yellow line on the north side of Village Way will inevitably be filled by non-permit holding residents from local CPZ areas.
- A yellow line with a restricted time between 12noon and 2pm on the south side of Village Way would offer limited assistance in respect of sustaining business. However, any gain would be outweighed by the significant risk of increased traffic congestion by narrowing an already narrow section of roadway situated on a bend - I am not at all convinced by the council's assurances that by permitting a continuous line of

parked cars both sides of the carriageway, at busy times, that passing opportunities for heavy goods vehicles who regularly travel through Village Way, will be anything other than impossible.

- Also, those that use the studio all day might as well find an alternative road to park in, as a yellow line operative between 12noon and 2pm does not allow for flexibility and would entirely prohibit their ability to park for the duration of their working hours.

Going forward

Unrestricted parking in Village Way is no longer an option. The current situation is intolerable for all concerned, not only for myself, teachers and students of the dance studio but also the residents adjacent to us. It is highly unfortunate, but a fact all the same, that due to the lack of available spaces, people (usually parent's dropping/collecting their children to and from dance classes) do sometimes take advantage of a vacant gap that happens to be a local resident's driveway; a frustration that does not foster good relations with my neighbours and a situation I would prefer to avoid.

I would ask the council to reconsider their proposals with a view to implementing a controlled parking zone along the whole of Village Way, similar to what is in operation in the adjacent CPZ.

As an alternative to metered bays, if a yellow line was to be introduced/extended I think it should extend the whole of Village Way, with a time restriction from 8am – 9am or 8am - 10am for example.

Further, I would suggest the current time restricted yellow lines both north and south of the carriageway (8am – 6.30pm) should remain in place, as they appear to work very well.

The Grafton Hall, the building, has been on the site since 1910 and may very well have been there before the houses around it were constructed. It has been a dance centre of some description from circa 1950's. It has provenance in respect of its dance history, visited by many and very much a valuable community asset used by both local and international visitors.

Objection 17**From:****Sent:** Wednesday, May 25, 2016 12:46 AM**To:** traffic orders**Subject:** Parking in Village Way reference: H/ND/TMO1617-009

Dear Sir / Madam

I am writing with reference to the proposal for parking in Village Way, SE21 as I do not feel this will work.

I teach for Dulwich Ballet School and so use the Grafton Dance School on a weekly basis. I regularly have a problem parking, an issue which has been occurring for the past year and got significantly worse in the last month or so. It is important that I am able to park close to the Grafton studios as I have lots of equipment, props and occasionally costumes to unload. Recently I have found myself parking even a couple of streets away, making bringing all my equipment in very awkward particularly on occasions when I have my 2 year old with me as well.

Having spoken to various other regular users of the studio I think parking bays, in line with the adjacent roads, is an option worth considering. This would greatly help us as teachers to enable us to park near the dance studios for work.

I hope that these parking problems can be resolved as soon as possible.

Objection 18**From:****Sent:** Tuesday, May 24, 2016 3:53 PM**To:** traffic orders**Subject:** H/ND/TM01617-009

Dear Sirs,

We are 2 of the International Ballroom Dancing Coaches, who at certain periods of the year, when major Championship are held in England, have found it necessary for the last 30-40 years to accommodate International Competitors from all over Europe, China, Japan, Australia and America by coaching in London, as opposed to have them travel to Liverpool to our own Studio from the World Centre of Ballroom Dancing, which is London.

Indeed, we are proud to have been associated with the Grafton Ballroom which at key periods of the year has become famous in our Profession and has brought many, many foreign competitors into Dulwich to both study and reside for short periods using all the attractive facilities it affords.

Obviously over the years with the coming of many more vehicles on the roads we have found parking increasingly difficult, but at one period some 2 years ago

the Dulwich Council (in response to local residents, who were finding Village Way being used as an all day parking place for Commuters,) instigated a Parking Ban from 8AM to 10AM which was immensely helpful to the Professionals working at the Grafton Ballroom who could work from soon after 10AM through the day, there being no problem for most of the couples who were residing locally whilst for couples coming from outside Dulwich parking for short periods was made easier.

The situation, as it rests at the moment, is intolerable for people in our position and we foresee that if a parking ban such as above is not put into practice the reputation and prestige of this ,now almost historic building will sadly come to an end, and so we respectfully request that you consider the above suggestion to cure the parking problem. We are

Yours sincerely

Dear Sir,

Re: H/ND/TMO1617-009. Proposed parking scheme at Village Way SE 21.

I am writing to express my concerns regarding the proposed scheme which I believe would not result in any significant improvement to the current situation.

Prior to the implementation of the neighbouring Controlled Parking Zone, I was able generally, to park outside or opposite the Grafton. In order to carry out maintenance and repairs to the building and grounds on a voluntary basis, I often have the need to bring tools, equipment and materials to the premises and the closer that I am able to park to the Grafton, the easier it is to unload and reload the vehicle. As I have to make the journey from north west London, I endeavour to start early and had nearly always been able to park in a favourable position.

Since the local CPZ has come into force it has never been possible to find a nearby parking space which has necessitated double parking or parking across driveways whilst unloading and the subsequent driving around trying to find a parking space for the day. From my observations, it would seem that a number of the vehicles that are now parked in Village Way, never move from one week to the next and it is unlikely that they belong to the residents as they have off-street parking. The present situation has made things so difficult that I would be forced to eventually discontinue my voluntary work.

The proposed scheme would not appear to address the problem of vehicles parked 'long-term' on the north side of the road. The removal of the yellow line would create difficulty for the passage of large vehicles under the railway bridge and at a bend in the road which could have an adverse affect on the road safety of the area.

I would suggest that a scheme incorporating 'permit-holder' parking with a number of permits being allocated to the Grafton, (which is after all, a community asset,) would be more acceptable and would go much further in solving the difficulties caused by long-term parking and would be a help to the many visitors to the Grafton.

Yours faithfully,

Objection 20**From:****Sent:** Wednesday, May 25, 2016 9:23 PM**To:** traffic orders**Cc:****Subject:** H/ND/TMO1617-009

To whom it may concern,

I have reviewed and oppose the proposed changes to the parking restrictions on Village Way. As a freelance Dance teacher at the Grafton Dance Centre, I agree that changes need to be made to improve the current parking situation but believe that the proposed changes will not resolve the parking difficulties faced by teachers and pupils at the dance school.

Parking has become almost impossible since the controlled parking zones have been set up in the roads around the Grafton. No matter what time of day I arrive at the dance centre it is a challenge to park with cars parked bumper to bumper for a week or more. If I am unable to park, I am unable to teach and will need to look for an alternative location. The same goes for the clients, if parking continues to be a challenge they have no choice but to look for another dance school.

Many of the dancers who attend the evening social classes at the Grafton are elderly and not able to travel via public transport. The recent parking difficulties are deterring many of the from attending as they travel considerable distances to attend and there is a risk that they won't be able to park close to the studio.

The Grafton Dance Centre is an asset to the local community and held in extremely high esteem in the dance world, the parking challenges must be resolved to allow both teachers and pupils safe and easy access. The current proposal will not resolve the issues of cars from residents in adjacent streets being parked on Village Way for days at a time. Parking bays along the whole of Village Way with restrictions from 12-14.00 will prevent this and resolve this issues faced by users of the dance centre.

Objection 21**From:****Sent:** Thursday, May 26, 2016 3:36 PM**To:** traffic orders**Subject:** Ref: H/ND/TMO1617-009

Dear Sirs

Village Way - changes to parking restrictions

As a regular user of The Grafton Dance Centre in Village Way I write to register my objection to the proposed changes to parking restrictions.

Since the introduction of the CPZ in the local area I have noticed a significant reduction in the availability of on street parking outside the dance centre. Previously I had always been able to park within eyesight of the centre but this is no longer the case.

The excellent classes and social dances on offer at the studio attract students from a wide area with most, myself included, travelling by car. I fear that without adequate parking provision I may no longer be able to attend.

I can not see how the proposed changes will improve the situation so urge you to reconsider and find a solution to allow my continued patronage of the Centre.

Objection 22

24 May 2016

Reference: H/ND/TMO1617-009 – Village Way – Changes to Waiting Restrictions.

For the Attention of the Traffic Orders Officer

Dear Sir

Due to the recent implementation of the local Controlled Parking Zone, parking in Village Way has become almost impossible 24/7 by cars that appear not to move for days at a time. It short the situation has stagnated.

The proposals as suggested by Southwark Council I do not feel will address this problem as I cannot see how by removing a yellow line will do anything other than free up space for what is very likely to be filled by much of the same.

I would add, that due to the bend in the road at the bridge, there is somewhat a restricted view for drivers travelling from Half Moon Lane towards Dulwich Village, which a continuous row of parked cars will only hinder; the road also narrows. The proposed prescribed hours of (12-2pm) on the other side of the road will only exacerbate the situation for passing traffic, particularly larger commercial vehicles.

I am called upon by [REDACTED] to carry out maintenance on the premises which has a fully repairing lease and when considering the age of the building is a very onerous one. The transportation of materials, tools and equipment to and from the Grafton is a regular and necessary process, as is my accessibility to the vehicle whilst I am on site. The current situation prevents that taking place. As for the future and sustainability of being able to offer my services, I do not know how the future I will be able to continue?

I would request that Southwark Council reconsider what has been put forward and respectfully ask that with their experience they investigate the feasibility of offering a more substantive solution to the current and wholly unacceptable situation in Village Way.

DEAR SIR

I AM WRITING TO OBJECT TO THE AMENDMENT THE REASON BEING I HAVE BEEN GOING TO THE GRAPON DANCE CENTRE SINCE THE EARLY 80'S. RECENTLY PARKING HAS BECOME AN INCREASING PROBLEM EVEN IN THE EVENINGS.

I HAVE TRIED PUBLIC TRANSPORT BUT FOUND THIS TO BE VERY DIFFICULT I AM NOW THINKING I MAY HAVE TO TRY SOMEWHERE MORE LOCAL WHICH WOULD BE GOOD AS THE GRAPON HAS BEEN A BIG PART OF MY SOCIAL LIFE

Village Way – changes to waiting restrictions**The London Borough of Southwark (Waiting and loading restrictions) (Amendment No.*) Order 201**

Dear Sirs

With reference to the above amendment I am writing to register my objection as I do not feel it addresses the underlying issues and would not alleviate the ongoing problems.

As a regular user of The Grafton Dance Studios I have noticed a dramatic deterioration in the availability of parking outside the premises since the introduction of the CPZ in the adjacent roads. This has led to both commuters and local residents using Village Way for long term parking. It is usually impossible for me to find any parking anywhere near the Studio when I attend for classes, to the extent that I have considered attending classes elsewhere. Whilst I would be sorry to do this as the classes are of high quality and the studio itself is historically special in the dancing world.

A possible solution would be to consider parking bays with a restricted time, possibly 12 – 2pm. This would prevent long term parking and allow users like myself access to an important local amenity.

Item No. 3.2	Classification: Open	Date: 22 June 2016	Meeting Name: Dulwich Community Council
Report title:		Cleaner Greener Safer 2016/17: Capital Funding Allocation	
Ward(s) or groups affected:		College, East Dulwich, Village	
From:		Head of Highways	

RECOMMENDATION

1. To allocate funding for the 2016-17 Cleaner Greener Safer capital programme in the Dulwich Community Council area from the list of applications set out in Appendix 1.

BACKGROUND INFORMATION

2. The council's Cleaner Greener Safer (CGS) capital programme has been running since 2003.
3. In the first 13 years of the CGS programme, £32,273,000 has been allocated to community councils leading to 2,240 projects being approved.
4. In the Dulwich Community Council area, £3,685,902 has been allocated to 444 projects, 410 of which have been completed to date.
5. Examples of the types of projects that have been funded include:
 - Parks, community gardens, landscaping, tree planting and wildlife areas
 - Children's playgrounds, youth facilities, ball courts and cycle tracks
 - Lighting, security measures, pavements, streets, and tackling 'grot spots'
 - Grants to local groups to self-deliver projects.

KEY ISSUES FOR CONSIDERATION

6. There is £268,571 for the 2016/17 CGS capital programme for new projects in the Dulwich Community Council area.
7. Eligible proposals must bring about a permanent improvement and make an area cleaner, greener or safer.
8. Proposals with revenue costs, including salaries or computer equipment, feasibility studies, costs for events, festivals, workshops or other one-off events are not eligible for capital funding. CCTV proposals, internal improvements to housing property, works on schools where there is no access to the general public are also not eligible. Works on private property are not eligible unless there is a long-term guarantee of public access or a demonstrable public benefit.
9. The application form invited expressions of interest for the applicants to deliver projects themselves. A due diligence exercise to ensure that this is both practical and realistic has been undertaken as part of the feasibility process. In

such cases, the council would give the funding allocation to the applicant in the form of a capital grant, with appropriate conditions attached.

Policy implications

10. The Cleaner Green Safer programme is fully aligned with the council's policies around sustainability, regeneration and community engagement.

Community impact statement

11. The roles and functions of community councils include the promotion of involvement of local people in the democratic process. Community councils take decisions on local matters including environmental improvement and community safety as well as consultation on a wide range of policies and strategies that affect the area.
12. An explicit objective within community councils is that they be used to actively engage as widely as possible with, and bring together, Southwark's diverse local communities on issues of shared or mutual interest. The Cleaner Greener Safer programme is an important tool in achieving community participation.
13. In fulfilling the above objectives that community councils have of bringing together and involving Southwark's diverse local communities, consideration has also been give to the council's duty under The Equality Act 2010 which requires the council to have due regard when taking decision to the need to:
 - a. Eliminate discrimination, harassment, victimisation or other prohibited conduct;
 - b. Advance of equality of opportunity between persons who share a relevant protected characteristics and those who do not share it;
 - c. Foster good relations between those who share a relevant characteristic and those that do not share it.
14. Of particular regard are issues of age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.
15. Having due regard to the need to advance equality of opportunity is further defined in s.149 as having due regard to the need of:
 - a. Remove or minimise disadvantages connected with a relevant protected characteristic;
 - b. Take steps to meet the different needs of persons who share a relevant protected characteristic;
 - c. Encourage persons who share a relevant protected characteristic participate in public life or any other activity in which they are under-represented.
16. All ideas for CGS projects come directly from the local community via a simple project nomination form available in electronic and paper format.

Resource implications

17. The funding for the 2016/17 CGS capital programme was approved by the cabinet and is part of the council's overall capital programme as detailed in the

Launch of Cleaner Greener Safer Capital Programme 2015/16 report dated August 2014.

18. All professional fees related to the project are also treated as the capital costs of the project. Where projects are awarded as a grant to organisations, the community council award letter will not include the professional fees which will be charged direct to project costs.
19. CGS projects must be completed within two years of award of funding. Projects that are unlikely to be completed within two years will be reported to community council and available budgets may be reallocated to other projects. Revenue costs not covered by maintenance or the contractual liability period will fall upon the asset owner. The business unit will be notified of the likely costs before the schemes proceeds, in order to secure permission to implement the scheme.
20. After the defects and liability period, or three year maintenance period in the case of planting works, all future maintenance is assumed by the asset owner, for example housing, parks, highways, or in some cases external asset owners. therefore, there are no revenue implications to the public realm projects business unit as a result of approving the proposed allocation.
21. The total expenditure and sources of funding for the scheme will be monitored and reported on as part of the overall capital programme.
22. Value for money will be ensured when the contract is procured by following the council's contract standing orders.

Consultation

23. All Cleaner Greener Safer projects require consultation with stakeholders, including the project applicant, local residents, tenants and residents associations and local community groups where appropriate.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

24. The allocation of the Cleaner, Greener, Safer capital fund ('CGS') is an executive function, delegated by the Leader to community councils.
25. Community councils are 'area committees' within the meaning of the Act and executive functions can be delegated to them by the Leader.
26. This report is recommending that Dulwich Community Council approve the allocation of funds to the individual projects specified at appendix 1. The power for this function is detailed in Part 3H paragraph 11 of the Constitution which states that Community Councils have the power of "Approval of the allocation of funds to cleaner, greener, safer capital and revenue schemes of a local nature, using the resources and criteria identified by the cabinet".
27. The cabinet member for transport, environment and recycling approved the funding for the 2016/2017 programme in August 2014 by exercising his powers under Part 3D paragraph 2 of the constitution; and the community council

approval being sought here is therefore the next constitutional step in the process.

28. Community council members also have powers under paragraph 12 of Part 3H of the constitution to oversee and take responsibility for the development and implementation of the local schemes.
29. In allocating funding under the CGS community councils must have regard to the council's equality duty set out in section 149 of the Equality Act 2010. The report author has demonstrated how those duties need to be considered in the body of the report at paragraphs 14 to 16 in the community impact statement.

Strategic Director of Finance and Governance

30. This report is seeking the approval of the Dulwich community council for the allocation of funds for the 2016/17 Cleaner Greener Safer (GGS) programme in the Dulwich Community Council area from the list of applications set out in appendix 1.
31. The strategic director of finance and governance notes the resource implications contained within the report that the cost will be contained within the departmental capital budgets for CGS as part of the council's capital programme.
32. Officers' time and any other costs connected with this recommendation to be contained within existing departmental revenue budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Launch of Cleaner Greener Safer Capital Programme 2015/16 - August 2014	http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=4798 Southwark Council, 160 Tooley Street, London SE1 2QU	Michelle Normanly 020 7525 0862

APPENDICES

No.	Title
Appendix 1	Dulwich Community Council Cleaner Greener Safer Capital programme 2016/17: Applications

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Andrea Allen, Senior Project Manager	
Version	Final	
Dated	7 June 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Law and Democracy	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
Cabinet Member	No	No
Date final report sent to Constitutional Team		7 June 2016

APPENDIX 1

Dulwich Community Council

Cleaner Greener Safer Capital programme 2015/16: Applications

Reference	Proposal Name	Ward
536036	Trees for Dulwich	All Dulwich
700001	Gipsy Hill Playground	College
518795	Refurbishment KETRA rooms	College
522466	Kingswood Community Shop accessibility equipment and furnishing	College
522853	Dulwich Wood Wildlife Area	College
700009	Boundary fence height extension	College
523703	Dulwich Wood Primary bicycle ramp	College
526143	Potting Shed Project: Grange lane allotments	College
527242	College Community Noticeboards	College
529187	Pynners Close Field - Facelift	College
529306	Melford Court flower garden	College
532971	Kingswood Estate and Baird Gardens boundary improvements	College
533008	Peckarmans Wood security lighting and brighter frontage	College
533396	Safer Great Brownings	College
534255	Croxted Road Pleasure Garden (part of Croxted Road Community Garden)	College
534996	South Croxted Road bus stop shelter	College
535013	New bench on the site of the old bus shelter on the roundabout at Paxton Green	College
535018	Crystal Palace Vaults enhancement	College
535121	Lapsewood Walk path improvement	College
535311	Ecotoilets- Grange Lane Allotments	College
535650	Greener Safer Alleyn Road Group GSARG	College
700033	Crystal and Princess Courts additional lighting project	College
700040	Crystal and Princess Courts outdoor gym project	College
700042	Crystal and Princess Courts flower bed project	College
535834	Gardening Club- Dulwich Wood Primary School	College
535847	Croxted Road Estate Cycle Hanger	College
536179	Historic stench pipe enhancement	College
536186	Attleborough Steps	College
536190	College SmartWater scheme	College
536205	Long Meadow play area extension	College
536206	Breakspeare Planting	College
536216	Grot spots on Paxton Green	College
536217	College 20mph Signs	College
536264	Gipsy Hill shopping parade improvements	College
700069	KETRA shrub planting	College
507167	Make Lordship Lane / East Dulwich Grove junction safe	East Dulwich
507196	East Dulwich crime reduction fund	East Dulwich
507219	Smarten up Barry House	East Dulwich
507226	East Dulwich street trees	East Dulwich
507246	Make Goodrich Road safer	East Dulwich
507256	Melbourne Grove and area traffic calming measures	East Dulwich
507258	Fix Worlingham Road	East Dulwich
507261	Remove Worlingham Road grot spot and anti social hangout spot	East Dulwich
507894	The Lordship Lane treelights project	East Dulwich
510151	Upland Community Garden/Pocket Park	East Dulwich

Reference	Proposal Name	Ward
529513	Safer Lordship Lane Junctions	East Dulwich
529519	Cycle Parking East Dulwich	East Dulwich
529522	New Christmas Lights off Grove Vale, SE22	East Dulwich
529772	Raised Beds Landscaping	East Dulwich
532327	Upgrade East Dulwich Station Entrance	East Dulwich
532685	Norcroft Gardens flower beds	East Dulwich
535434	Community Safety 101 Leaflets	East Dulwich
535441	Barry Road Smiley SpID (Speed Indicator Device)	East Dulwich
535657	East Dulwich Station Railway Bridge planting and greening	East Dulwich
700035	Replacement of chains and short timber posts	East Dulwich
700036	Three metal benches in East Dulwich Ward	East Dulwich
700037	Illuminated box sign- Lordship Lane	East Dulwich
700038	Trees in East Dulwich ward	East Dulwich
700034	Cloth bags for shops in ED ward	East Dulwich
536100	Junction Build Outs for Ashbourne and Chesterfield Groves	East Dulwich
536285	Street Art Preparation Fund	East Dulwich
700110	Goose Green school equipment	East Dulwich
700111	Heber school equipment	East Dulwich
519915	Safe Crossing of Burbage Road at Half Moon Lane.	Village
525251	English Meadow in East Dulwich Grove and fencing of the garden.	Village
527375	Safe Pathway	Village
529013	Phase 2 of the Street Trees for Herne Hill Project	Village
529248	Barnabas Bike Storage	Village
531939	Bath Factory Estate - lighting and painting	Village
532543	Dulwich Vegetable Garden Secure fencing	Village
533166	History of Dulwich Almshouses	Village
533331	Delawyk's Fencing	Village
533543	Historic stench pipe enhancement	Village
700023	Copenhagen crossing of Ardbeg Road along Half Moon Lane	Village
533978	Dig the Park	Village
534037	Cricket nets	Village
534216	Wildflower meadow protection	Village
534253	Flood works slide safety surfacing	Village
535002	Repair of damaged White finger posts outside the Half Moon Hotel in Half Moon Lane and on the corner of Gallery Road and Thurlow Park Road	Village
535005	Posts and chains	Village
535007	Greening of Dulwich Village	Village
535010	Dulwich Village Notice Board	Village
535022	Parking bays opposite the Dulwich Picture Gallery	Village
535026	Repair Council bench at corner of Turney Road and Dulwich Village	Village
535031	Dulwich Village Burial ground 400th Anniversary	Village
535281	Defibrillator for Dulwich Park	Village
535290	Ruskin Walk Traffic Calming measure	Village
535676	Legacy of Music: Steel Pan Orchestras	Village
535686	The Station Gallery - Frames	Village
535935	Dulwich Park Tree Map	Village
536130	Dulwich Library Annexe Conversion Top-Up Fund	Village
700049	Safety fencing at Herne Hill Velodrome	Village
700051	Herne Hill Velodrome - fencing to separate the main cycle tracks and MUGA	Village
700072	Burbage Road Planters	Village

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MUNICIPAL YEAR 2016 – 17**

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