

# **London Borough of Southwark**



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

### **Re-consultation Summary**

March 2015

## London Borough of Southwark

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

### Public Re-consultation Summary Contents

<b>List of Figures</b>	<b>2</b>
<b>List of Tables</b>	<b>3</b>
<b>1.0 Introduction</b>	<b>4</b>
1.1 Background	4
1.2 Project and Background	4
1.3 Consultation Procedure	6
<b>2.0 Consultation Responses</b>	<b>6</b>
2.1 Response Rate and Distribution	6
2.2 Questionnaire and Online Response Analysis	7
2.2 Total Response Analysis	7
2.3 Analysis of Responses within the Defined Consultation Area	9
2.4 Analysis of Responses within the Defined Consultation Area	12
2.5 Additional Comments	13
2.6 Levels of Consensus	31
2.7 Statutory Consultee Replies	31
<b>3.0 Recommendations</b>	<b>33</b>
<b>Appendices</b>	<b>34</b>
Appendix A: Initial Scheme Proposals	35
Appendix B: Consultation Documents	36
Appendix C: Location Plan and Extents of Consultation	37
Appendix D: List of Addresses within the Distribution Area	38
Appendix E: Summary of Total Consultation Response	39
Appendix F: Junction Autotrack Analysis	40
Appendix G: Traffic Modelling Technical Note	41
Appendix H: Junction Pedestrian Movement Survey	42
Appendix I: Right Turn Stacking Capacity from Townley Road	43

## List of Figures

<b>Figure 1:</b>	Location of traffic management scheme	<b>4</b>
<b>Figure 2:</b>	Consultation questionnaire results for question 2	<b>8</b>
<b>Figure 3:</b>	Distribution of consultation responses from roads within the defined consultation area	<b>9</b>
<b>Figure 4:</b>	Consultation response rate for roads within the consultation area	<b>10</b>
<b>Figure 5:</b>	Consultation responses for question 2 for roads within the defined consultation area	<b>11</b>
<b>Figure 6:</b>	Consultation result for each road within the defined consultation area	<b>13</b>

## List of Tables

<b>Table 1:</b>	Returned questionnaire results for question 1	<b>8</b>
<b>Table 2:</b>	Returned questionnaire results for question 2	<b>8</b>
<b>Table 3:</b>	Returned questionnaire results for question 2 for roads within the defined consultation area	<b>11</b>
<b>Table 4:</b>	Returned questionnaire results for question 2 for roads outside the defined consultation area	<b>12</b>

## 1.0 Introduction

### 1.1 Background

- 1.1.1 This report has been produced by the London Borough of Southwark Public Realm Projects Group to provide a summary of the re-consultation exercise for the proposed improvement scheme at the East Dulwich Grove / Townley Road / Green Dale junction. The measures are being drafted by the Public Realm Projects Team, with the project manager for this scheme being Chris Mascord, London Borough of Southwark, Council Offices, 160 Tooley Street, SE1P 5LX.
- 1.1.2 The area under consideration is located within the SE22 district of Southwark (Village Ward), in the south of the borough. See figure 1 below.



Figure 1: Location of proposed junction scheme

### 1.2 Project and Background

- 1.2.1 The measures proposed in this consultation are part of the Council's on-going commitment to make Southwark's streets safer and more accessible for all. The proposed measures will enhance safety for vulnerable road users, especially cyclists and improve pedestrian accessibility.
- 1.2.2 The council previously consulted upon a design option for the junction that included banning the existing right turn movement out of Townley Road into East Dulwich Grove. There was considerable opposition to the proposal from local residents, mainly due to the proposed right turn ban. Given this lack of local support, this option will not proceed. A revised option has been developed that

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

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

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

(See Appendix A for Preliminary Scheme Measures)



### **1.3 Consultation Procedure**

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

## **2.0 Consultation Responses**

### **2.1 Response Rate and Distribution**

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

## **2.2 Questionnaire and Online Response Analysis**

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

**Q1.** Are you a resident or business?

**Q2.** What do you think of the proposals?

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

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

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

## **2.3 Total Response Analysis**

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

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

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

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



### Question 1 - Are you a resident or business?

	Resident	Business
Replies	374	32
Total	92.1%	7.9%

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

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

### Question 2 – What do you think of the proposals?

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

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

Response for Question 2 - Total Responses

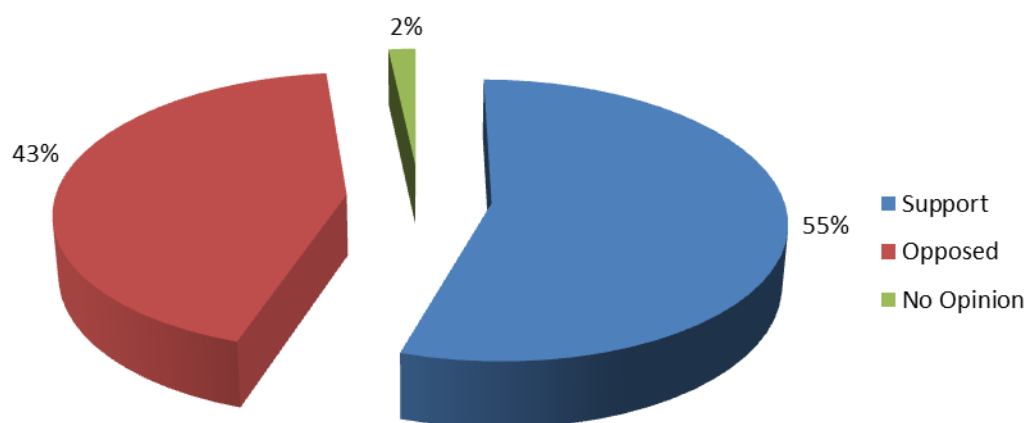
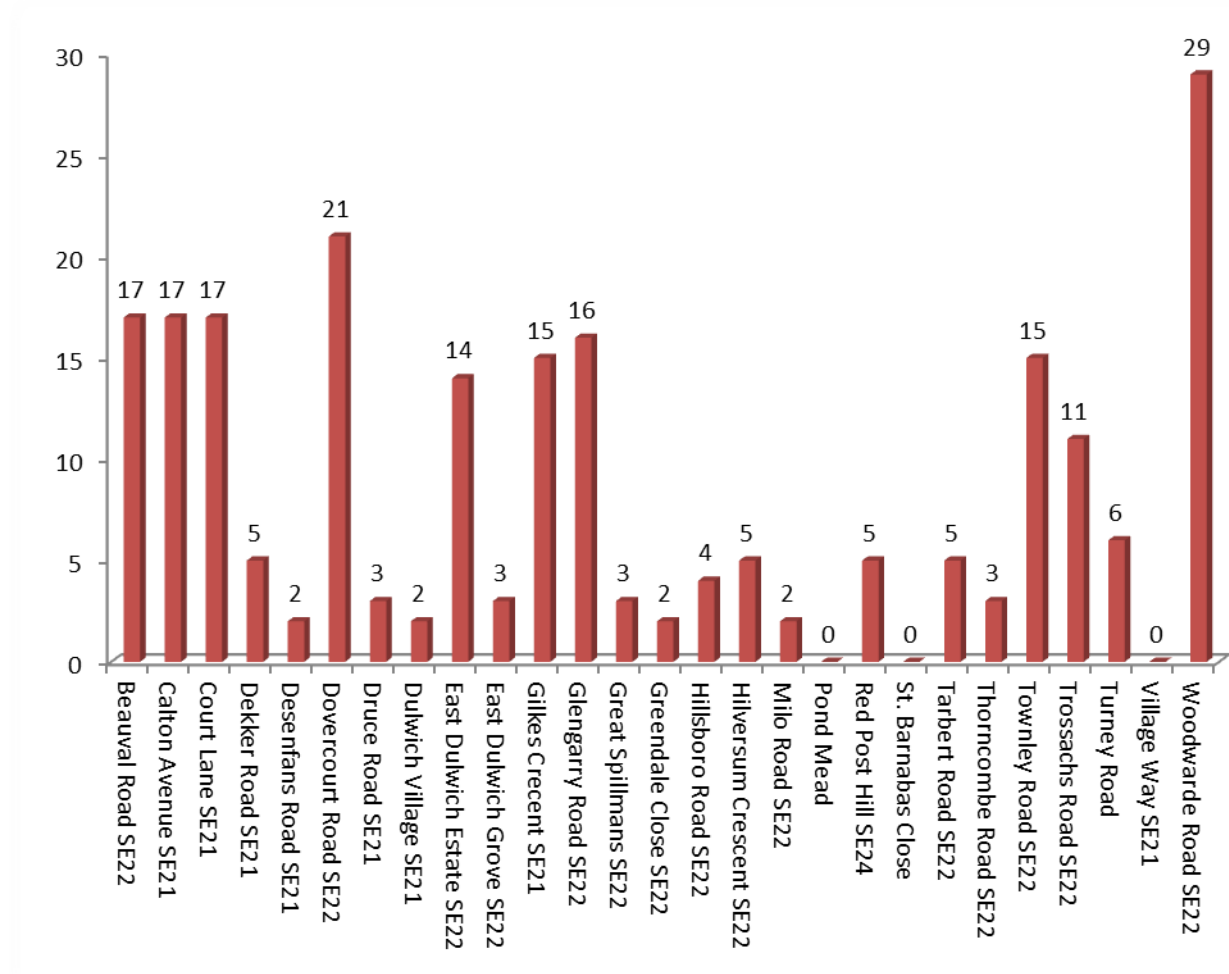


Figure 2: Consultation questionnaire results for question 2 (total response)

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

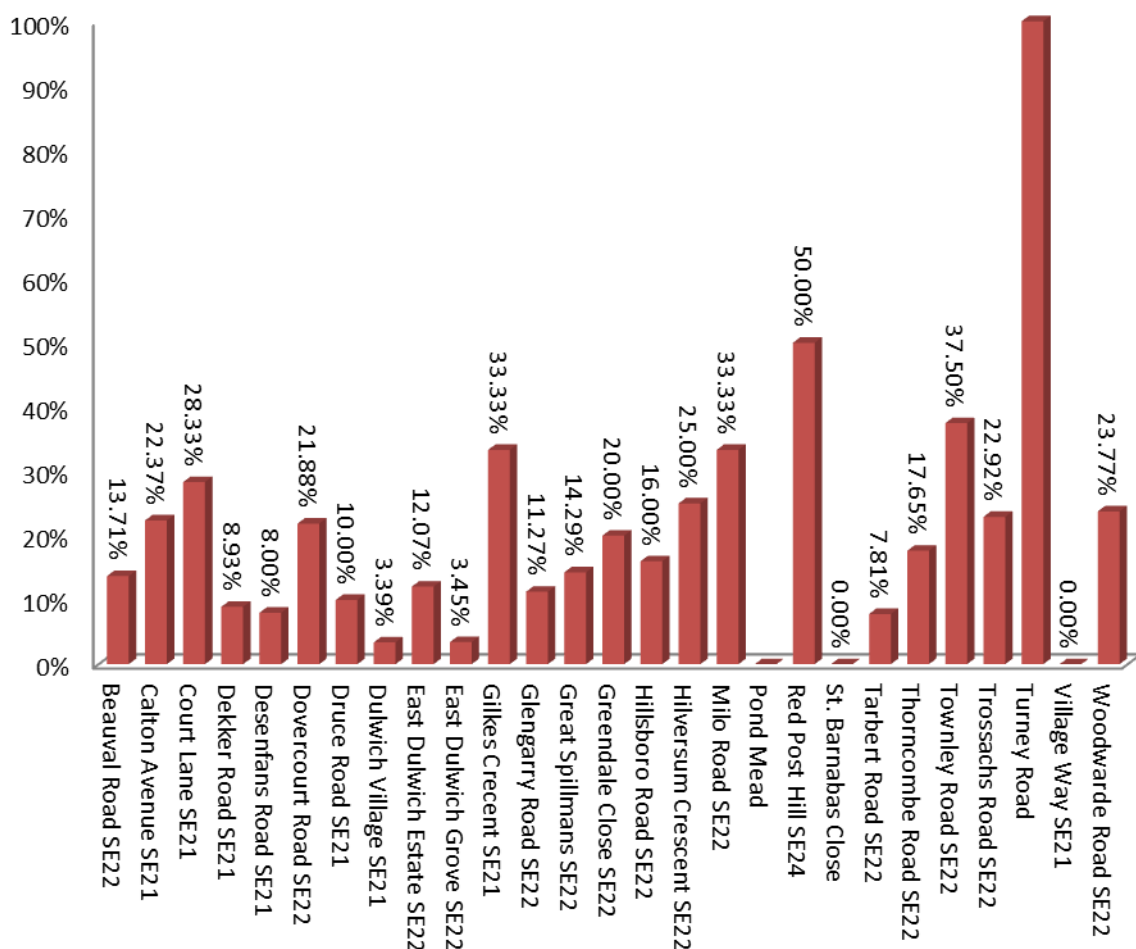
## 2.4 Analysis of Responses solely within the Defined Consultation Area

- 2.4.1 This section provides a comprehensive summary of responses received from local residents and businesses located within the defined consultation area.
- 2.4.2 A total of 222 responses were received - 141 hard copy, 77 via the online form and four formal replies were received via email.
- 2.4.3 The response rate for the area, taking into account the delivery of 1311 consultation documents is 16.93%.
- 2.4.4 Figure 3 below provides a summary of the roads within the defined consultation area and the number of responses received. The most responses received during the consultation period were from Woodward Road and Dovercourt A high numbers of responses were also received from the East Dulwich Estate and Gilkes Crescent, East Dulwich Grove Estate, Court Lane, Beavual Road, Glengarry Road and Calton Avenue.



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

- 2.4.5 Figure 4 illustrates the consultation response rate for each road within the defined consultation area. The chart indicates that Turney Road had a 100% response rate. However it must be noted that the consultation documents were only sent to one address in Turney Road (in line with the defined consultation area boundary). A number of additional responses were received from Turney Road, but were located outside the defined consultation area and therefore have been included as part of the overall response rate and not the defined consultation area analysis.
- 2.4.6 With the exception of Turney Road, most roads within the defined consultation area had variable response rates with an average of 17.8% across the area. Roads that had the highest response rate (25% or greater) include Court Lane, Gilkes Crescent, Townley Road, Hilversum Crescent, Red Post Hill and Milo Road. Other notable responses rates were received from, Trossachs Road Woodward Road, Dovercourt Road and Calton Avenue with over 20% of residents and businesses from these roads formally replying to the consultation exercise.
- 2.4.7 The lowest response rate was from St. Barnabas Close, Pond Mead and Village Way, with no replies received during the consultation period.



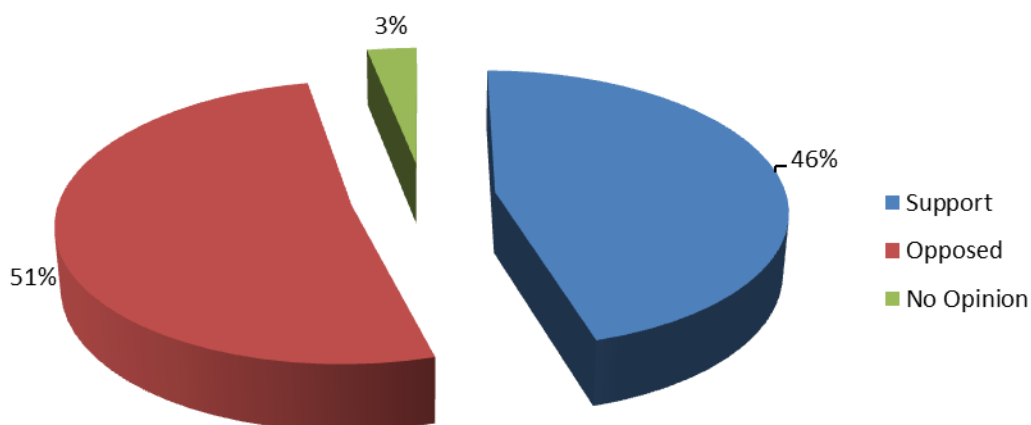
**Figure 4: Consultation response rate for roads within the consultation area**

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

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

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

**Response for Question 2 - Responses within the Distribution Area**



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

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

## 2.5 Analysis of Responses from outside the Defined Consultation Area

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

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

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

### Consultation Result for each road within the Consultation Area

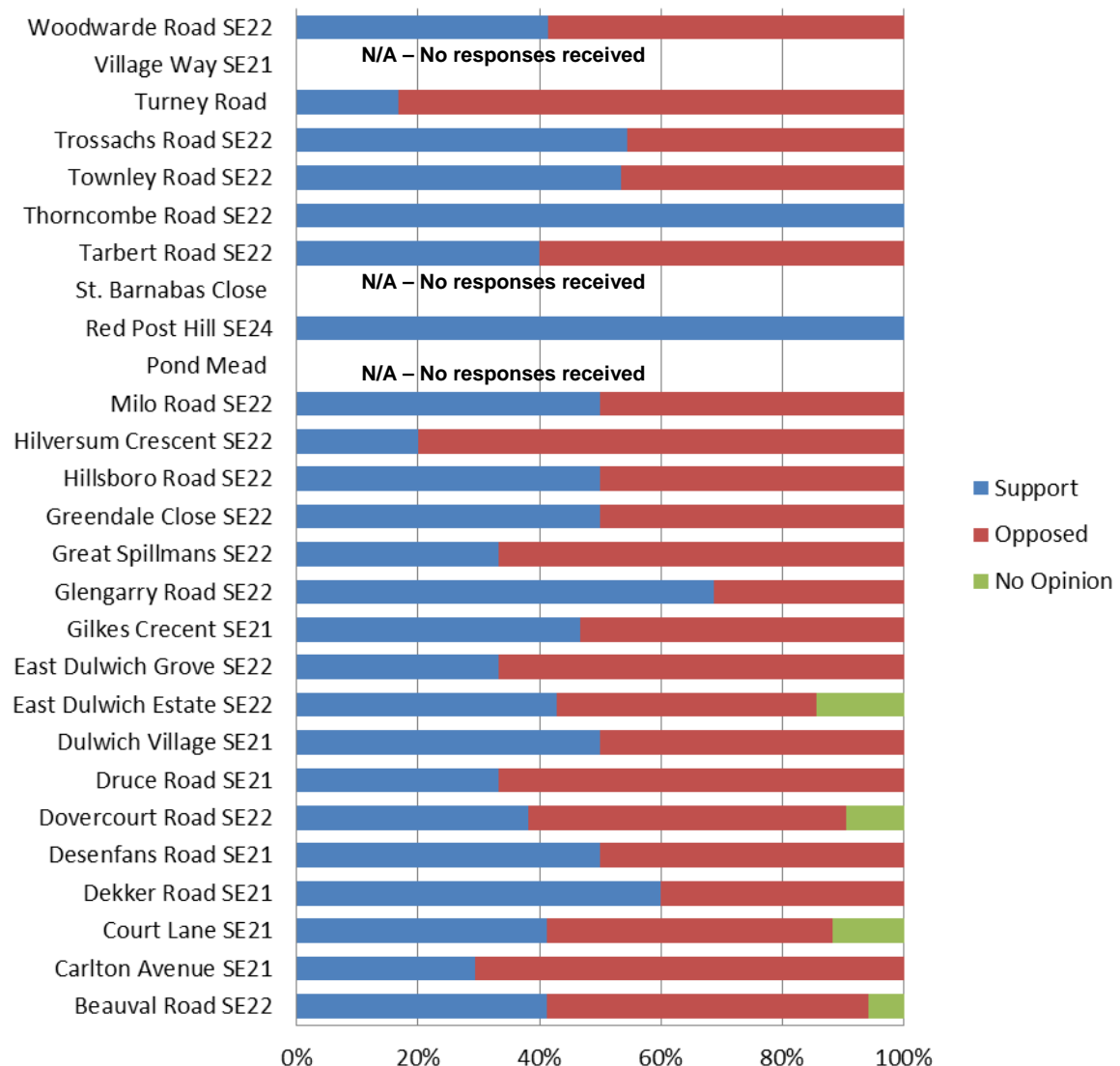


Figure 6: Consultation result for each road within the defined consultation area

## 2.6 Additional Comments

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

## 2.7 Levels of Consensus

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

### *a) Total Response*

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

### *b) Response from consultees within the defined consultation area*

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

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

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

## 2.8 Statutory Consultee and Key Stakeholder Replies

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

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



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

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

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

### 3.0 Recommendations

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

## Appendices

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

## **Appendix A: Initial Scheme Design**

## **Appendix B: Consultation Documents**

## **Appendix C: Location Plan and Extents of Consultation**



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

## **Appendix E: Summary of Total Consultation Response**

## **Appendix F: Autotrack Vehicle Turning Analysis**

## **Appendix G: Junction Modelling Technical Note**

## **Appendix H: Pedestrian Movement Study**

## **Appendix I: Right Turn Stacking Capacity from Townley Road**





Proposed Pedestrian Countdown Unit Proposed pedestrian countdown unit 3 Aspect Signal on Pole 3 Aspect Signal with Secondary Hoops 2 Aspect Pedestrian Signal Pedestrian Pushbutton Low Level Cycle Aspect 3 Aspect Signal with Cycle Filter	Tactile Paving (chessboard) (grey) Cycle lane or waiting reservoir Proposed white lining Proposed 600 x 600 PCC paving Proposed area of carriageway resurfacing Proposed yellow lining	 PUBLIC REALM PROJECTS 3RD FLOOR 180 DULWICH STREET LONDON SE14 6SL	<b>East Dulwich Grove / Townerley Road</b>  <b>Proposed Junction Layout - OPTION 5A</b> Cycle Advanced Start, Cycle Gate & Two Stage Right Turn  Created by: [ ] Date: 01/15 Drawn by: NTS Checked by: [ ] Approved by: [ ] Date issued: 01/15
---	---	---	---