

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

<b>Calton Avenue</b>	
<b>Proposal</b>	<b>Concern/objection with high level of opposition</b>
<b>Overall</b>	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.
<b>Swapping traffic islands in Calton Avenue with footway buildouts</b>	Traffic islands are safer than buildouts as they provide a two-phase crossing opportunity.
<b>Double yellow lines at junctions</b>	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.
<b>New zebra crossing south west of Woodward Road</b>	Objection to the proposed location of zebra crossing.
<b>Removal of centre line markings</b>	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:

<b>Dulwich Village junction</b>	
<b>Proposal</b>	<b>Concern/Objection with High Level of opposition</b>
<b>Overall</b>	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.
<b>Introduction of staggered pedestrian crossings</b>	Staggered crossings compromise pedestrian accessibility and safety at the junction.
<b>Segregated cycle facility with separate cycle signals</b>	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.
<b>Removal of pedestrian guardrail at the junction</b>	Removal of pedestrian guardrail will have a significant impact on road safety at the junction. If removed, alternative provisions should be considered.

<b>Change in priority at the Calton Avenue / Court Lane junction</b>	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.
<b>Banned left turn from Dulwich Village northbound into Turney Road</b>	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:

<b>Turney Road</b>	
<b>Proposal</b>	<b>Concern/Objection with High Level of opposition</b>
<b>Overall</b>	Objection to alignment of Quietway through Turney Road – Use College Road & Fountain Drive as an alternative.
<b>Swapping of traffic islands with footway buildouts</b>	Traffic islands are safer than buildouts as they provide a two-phase crossing opportunity.
<b>Double yellow lines at junctions</b>	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

<b>Provision of marked advisory parking bays</b>	Perceived reduced opportunities for on-street parking for residents.
<b>Additional road humps</b>	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:

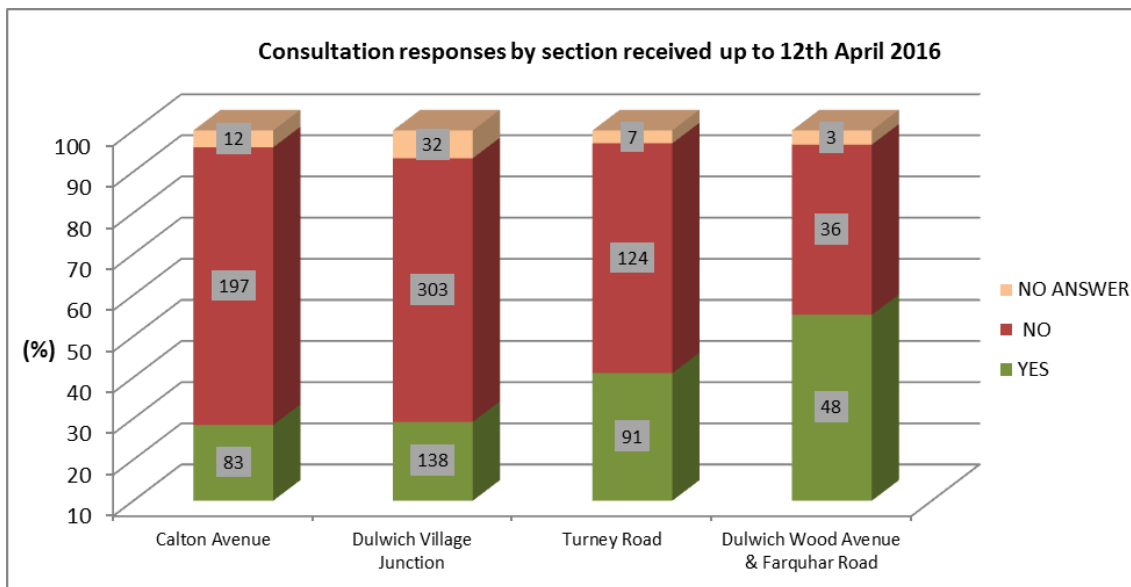
<b>Dulwich Wood Avenue and Farquhar Road</b>	
<b>Proposal</b>	<b>Concern/Objection with High Level of opposition</b>
<b>Overall</b>	Alignment – concerns around use of Gipsy Hill for cyclists.
	Safety concerns regarding the Gipsy Hill / Dulwich Wood Avenue junction.
	Request for parking restrictions on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



<b>Removal of centre line road markings</b>	As Farquhar Road is a hill, and everyone (drivers, cyclists) speed downhill, the existing centre line hazard marking should remain for safety.
---	--

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 16<sup>th</sup> 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:

<b>Calton Avenue / Court Lane</b>			
<b>Original proposals</b>	<b>Consultation Response</b>	<b>Amend / Trial / remove /</b>	<b>Retain due to safety benefits</b>
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	

<b>Summary</b>	<b>7 proposals</b>	<b>2 with majority support</b>	<b>7 proposals recommended for modifications / trial / removal</b>	<b>No proposals retained as per original consultation</b>
----------------	--------------------	--------------------------------	--	---

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

<b>Dulwich Village junction</b>			
<b>Proposals</b>	<b>Consultation Response</b>	<b>Amend / Trial / remove / review</b>	<b>Retain due to safety benefits</b>
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
<b>Summary</b>	<b>7 proposals</b>	<b>None with majority support</b>	<b>6 proposals recommended for modifications / trial /review</b>
			<b>1 proposal retained for safety reasons</b>

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

<b>Turney Road</b>			
<b>Proposals</b>	<b>Consultation Response</b>	<b>Amend / Trial / remove /</b>	<b>Retain due to safety benefits</b>
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	
<b>Summary</b>	<b>8 proposals</b>	<b>4 with majority support</b>	<b>3 proposals recommended for modifications / trial / removal</b>	<b>5 proposals retained for safety reasons</b>

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

<b>Dulwich Wood Avenue &amp; Farquhar Road</b>			
<b>Proposals</b>	<b>Consultation Response</b>	<b>Amend / Trial / remove /</b>	<b>Retain due to safety benefits</b>
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		
<b>Summary</b>	<b>9 proposals</b>	<b>7 proposals with majority support</b>	<b>4 proposals recommended for modifications / trial / removal / review</b>	<b>5 proposals retained for safety reasons</b>

### **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**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
The mayor's vision for cycling in London	Southwark Council Environment and the Public Realm Network Development 160 Tooley Street London SE1 2QH  Online: <a href="http://content.tfl.gov.uk/gla-mayors-cycle-vision-2013.pdf">http://content.tfl.gov.uk/gla-mayors-cycle-vision-2013.pdf</a>	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

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