APPENDIX B

Elephant & Castle to Crystal Palace Quietway (QW7)

Dulwich Village Junction

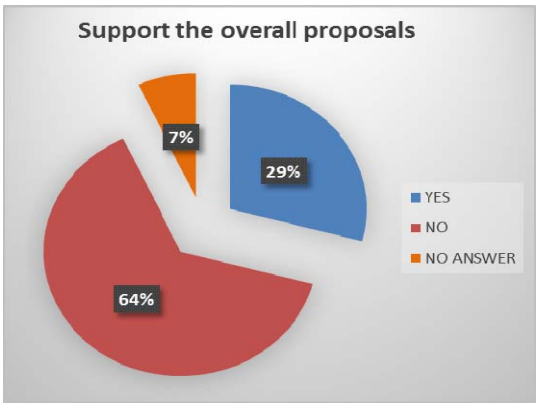
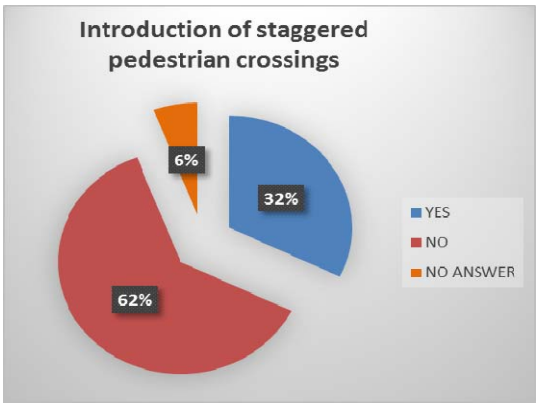
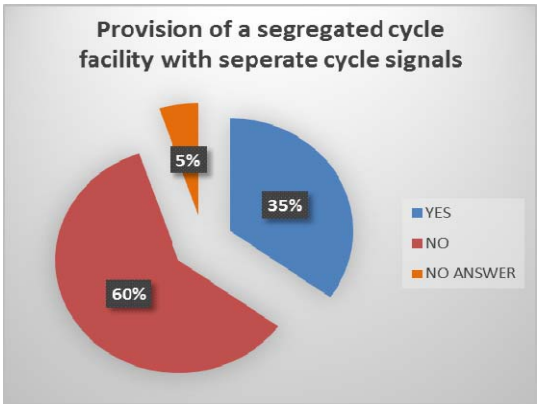
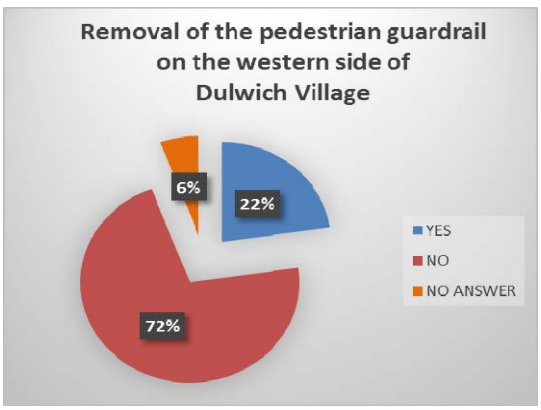
APPENDIX B1

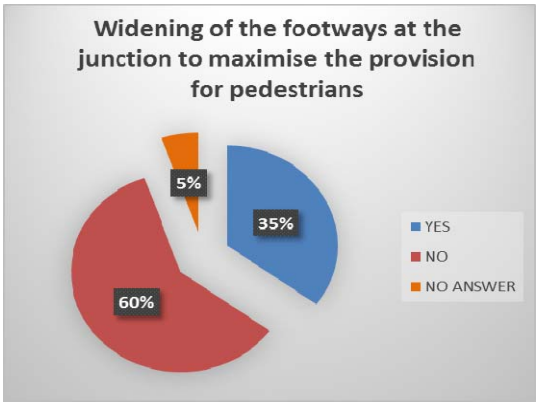
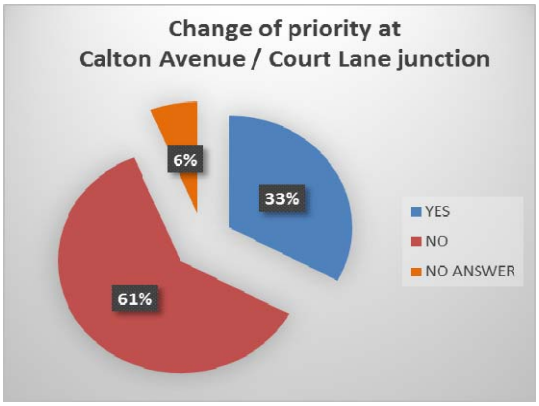
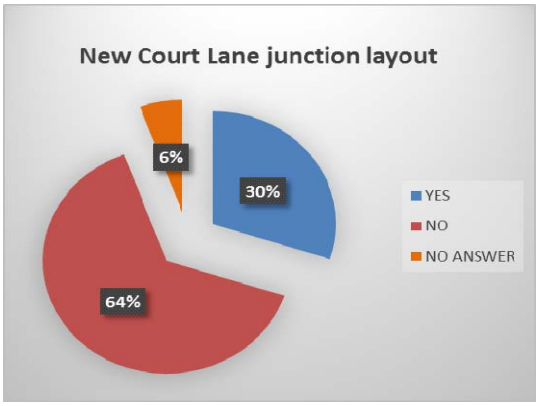
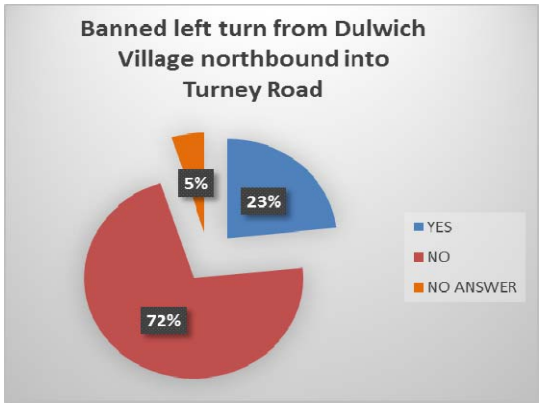
Elephant & Castle to Crystal Palace Quietway (QW7)

Dulwich Village Junction

Responses to Consultation Questions

Dulwich Village Junction

Generally do you support the proposal?	
Yes: 138 **No: 303** **No Answer: 32**	
Q1. Do you support the introduction of staggered pedestrian crossings?	
Yes: 150 **No: 296** **No Answer: 27**	
Q2. Do you support the provision of a segregated cycle facility with separate cycle signals?	
Yes: 164 **No: 284** **No Answer: 25**	
Q3. Do you support the removal of the pedestrian guardrail on the western side of Dulwich Village?	
Yes: 107 **No: 339** **No Answer: 27**	

Q4. Do you support the widening of the footways at the junction to maximise the provision for pedestrians?	
Yes: 164 **No: 284** **No Answer: 25**	
Q5. Do you support the change of priority at Calton Avenue / Court Lane junction?	
Yes: 155 **No: 289** **No Answer: 29**	
Q6. Do you support the new Court Lane junction layout?	
Yes: 142 **No: 305** **No Answer: 29**	
Q7. Do you support the banned left turn from Dulwich Village northbound into Turney Road?	
Yes: 110 **No: 340** **No Answer: 23**	

APPENDIX B2

Elephant & Castle to Crystal Palace Quietway (QW7)

Dulwich Village Junction

Main Consultation Issues and Responses

	Issue repeatedly raised within feedback

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

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

	Requests for more radical re-arrangement of the junction, such as the mini-roundabout solution similar to Poynton in Cheshire: '*This proposal treats Dulwich Village Junction as a series of T-junctions. 3 mini-roundabouts would operate at each T, causing the traffic to self-regulate as no one stream can dominate the other. It would remove the need for traffic lights and cost less to operate.* *Other shared space arrangements would be possible. These could deal with all the objections noted above, handling the traffic better and safer, by reducing speeds and increasing mutual interaction and respect between all classes of road users. They would also reduce or remove the present dividing effect of the traffic lights on Dulwich Village.* *Also, such schemes would regulate themselves without the need for traffic light setting and maintenance; They also have the potential to cost less.*'	pedestrian demand raises safety concerns. At this location, these concerns are particularly prominent as young school children will be expected to share a space with high volumes of motorised traffic. The Southwark Streetscape Design Manual highlights that *'...Shared surfaces (…) will generally only be acceptable in quiet low trafficked street environments where pedestrians will dominate.'* which reflects the available national guidance by the Department for Transport. The suggested Poynton solution presents similar concerns to a shared space approach, with a significant disadvantage to pedestrians and cyclists due to the removal of signal control. Additionally, given the significant amounts of traffic on this route and the lack of segregation mini roundabouts introduce, negotiating a multiple mini-roundabout arrangement would be a barrier to a novice or child cyclist. This would go against the Quietway objectives. For more details on shared space solutions, refer to *Shared Space*, LTN 1/11, DfT (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3873/ltn-1-11.pdf) and *Total Shared Surface and Non-Standard Level Surface streets and spaces* (DS.224), Southwark Streetscape Design Manual (http://www.southwark.gov.uk/downloads/download/3339/design_standards_-_accessibility).

	Request for a more radical approach to the problem of traffic volumes at the peak times, such as a Controlled Zone concept operating during school drop-off and pick-up times.	Daily journeys to schools are perceived to form a large proportion of the traffic observed at the Dulwich Village junction at peak hours. However, more comprehensive traffic investigation studies would be required to quantify the above. Several road closures were considered along the proposed Quietway route and the undertaken traffic reassignment modelling showed these had a significantly disproportionate impact on other sections of the Quietway and surrounding road network. See more details in the *Dulwich Village Initial Traffic Reassignment Modelling Technical Note*.- see appendices Introducing a controlled School Zone would require a number of peak period road closures (Dulwich Village and neighbouring roads) and extensive planning of traffic reassignment for the wider area. While a larger area-wide network study would be required before such a controlled zone is implemented, this is outside the scope of Quietway project, and it is not clear that such a scheme could be successfully implemented without significant enforcement.
Introduction of staggered pedestrian crossings	Staggered crossings compromise pedestrian accessibility and safety at the junction.	To improve pedestrian facilities, pedestrian count down aspects advising on crossing times will be considered to provide pedestrians with more information at this junction. To achieve a reduction in the total signals cycle at Dulwich Village junction and to improve the operation of the junction, the pedestrian phase needs to be divided into two movements and to accommodate this, staggered crossing islands are required. With straight crossings, a reduction in the overall cycle time would not be possible. This also facilitates provision of safe cycle facilities at the junction. Pedestrian wait times will be reduced as a result of the proposals - 82sec(AM Peak) / 72sec(PM Peak) instead of 77sec / 69sec respectively. More green time is given to crossing pedestrians (Turney

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

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

APPENDIX B3

Elephant & Castle to Crystal Palace Quietway (QW7)

Dulwich Village Junction

Consultation Plans

QW7 – CALTON AVENUE TO DULWICH VILLAGE

What are the proposed improvements to Calton Avenue

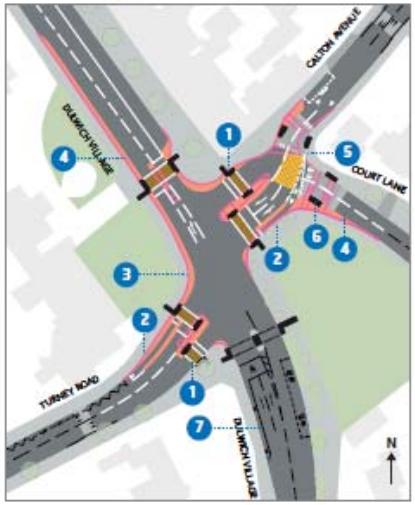
This section of the plan refers to the proposals away from the Dulwich Village junction

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

What are the proposed improvements to Dulwich Village junction

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

1. **Staggered pedestrian crossings** The reduced queues are achieved only when pedestrians cross the Calton Avenue and Turney Road arms of the junction in two phases.
2. **Segregated cycle facility with separate cycle signals** Providing cyclists with the opportunity to get through the junction during their own signals phase and separating them from general traffic significantly reduces the conflicts between cyclists and vehicles. If the pedestrian crossing is being used during this phase, cyclists will have to stop for pedestrians at the stoplines provided at the junction exits.
3. **Removal of existing pedestrian guardrail on the western side of Dulwich Village** outside Dulwich Village CoE Infants' School to provide more space for pedestrians.
4. **Widening of footways around the junction** where possible to allow for additional space for pedestrians. Areas of widening include outside of Dulwich Village CoE Infants' School, on the north eastern kerbline and at Court Lane.
5. **Change of priority at Calton Avenue / Court Lane junction** Changing the priority will make it easier for vehicles to get to the junction and help it operate more smoothly. It will also discourage rat running traffic from Lordship Lane via Court Lane. A yellow box marking is proposed to prevent queuing traffic on Calton Avenue blocking right turning vehicles into Court Lane.
6. **New layout at the Court Lane junction** The traffic island will be replaced with wider footways to reduce crossing distance and improve the approach to Calton Avenue.
7. **Banned left turn from Dulwich Village northbound** To accommodate the above improvements to the junction, it won't be possible for vehicles to turn left into Turney Road when moving northbound on Dulwich Village due to limited space. Cyclists will still be able to turn left here as they will be able to physically make this manoeuvre.



Dulwich Village junction map

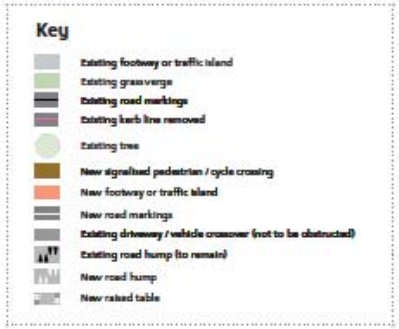
What happens next?

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

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

Summary of parking spaces lost - Calton Avenue

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



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

all road users.

QW7 – TURNEY ROAD TO DULWICH VILLAGE

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

What are the proposed improvements to Dulwich Village junction

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

1. **Staggered pedestrian crossings** The reduced queues are achieved only when pedestrians cross the Calton Avenue and Turney Road arms of the junction in two phases.

2. **Segregated cycle facility with separate cycle signals** Providing cyclists with the opportunity to get through the junction during their own signals phase and separating them from general traffic significantly reduces the conflicts between cyclists and vehicles. If the pedestrian crossing is being used during this phase, cyclists will have to stop for pedestrians at the stoplines provided at the junction exits.

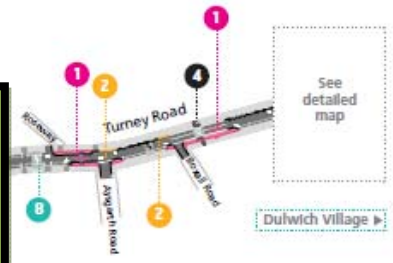
3. **Removal of existing pedestrian guardrail on the western side of Dulwich Village** outside Dulwich Village CoE Infants' School to provide more space for pedestrians.

4. **Widening of footways around the junction** where possible to allow for additional space for pedestrians. Areas of widening include outside of Dulwich Village CoE Infants' School, on the north eastern kerbline and at Court Lane.

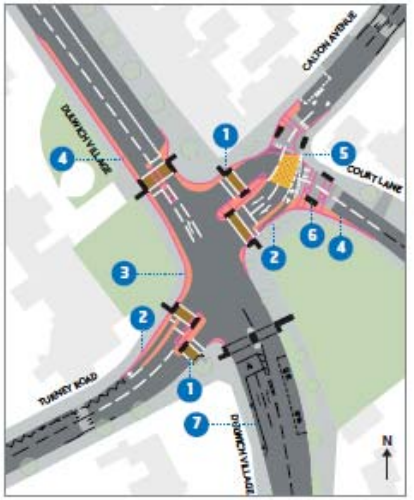
5. **Change of priority at Calton Avenue / Court Lane junction** Changing the priority will make it easier for vehicles to get to the junction and help it operate more smoothly. It will also discourage rat running traffic from Lordship Lane via Court Lane. A yellow box marking is proposed to prevent queuing traffic on Calton Avenue blocking right turning vehicles into Court Lane.

6. **New layout at the Court Lane junction** The traffic island will be replaced with wider footways to reduce crossing distance and improve the approach to Calton Avenue.

7. **Banned left turn from Dulwich Village northbound** To accommodate the above improvements to the junction, it won't be possible for vehicles to turn left into Turney Road when moving northbound on Dulwich Village due to limited space. Cyclists will still be able to turn left here as they will be able to physically make this manoeuvre.



Dulwich Village junction map



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

Key

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

What happens next?

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

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

to cross the road.

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

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

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

APPENDIX B4

Elephant & Castle to Crystal Palace Quietway (QW7)

Dulwich Village Junction

Consultation Area

Calton Avenue and Turney Road