

<b>Item No.</b> 8.	<b>Classification:</b> Open	<b>Date:</b> 6 December 2022	<b>Meeting Name:</b> Cabinet
<b>Report title:</b>		Petition: Layout of the redesigned Calton Avenue/Court Lane junction and access	
<b>Ward(s) or groups affected:</b>		Dulwich Village	
<b>From:</b>		Proper Constitutional Officer	

## RECOMMENDATION

1. That the cabinet consider a petition from local residents relating to access concerns with regard to the redesigned Calton Avenue/Court Lane junction.

## BACKGROUND INFORMATION

2. A petition containing 500 signatures or more may be presented to the cabinet. A petition can be submitted by a person of any age who lives, works or studies in Southwark. Petitions must relate to matters which the council has powers or duties or which affects Southwark.
3. At the meeting, the spokesperson for the petition will be invited to speak up to five minutes on the subject matter. The cabinet will debate the petition for a period of up to 15 minutes and may decide how to respond to the petition at the meeting.

## KEY ISSUES FOR CONSIDERATION

4. A petition containing 500 signatures (579 as at 23 November 2002) has been received from local residents (392 paper copy and 187 online signatures).
5. The petition states:

“We the undersigned petition the council to honour its previous commitments and ensure that the layout of the redesigned Calton Avenue/Court Lane junction enables full access for emergency service vehicles, and also provides at a minimum such access to Blue Badge holders; SEND (special educational needs and disabilities) transport, including children living in Southwark travelling to a school outside the borough (and vice-versa); community first responders, NHS health workers and social care workers. We note that the equalities impact assessment prepared for Southwark Council and dated November 2021 assumed that much of this access would be given, in order to mitigate the impacts on protected groups. We also note that Southwark’s head of highways has confirmed that the junction redesign has the potential to allow such access.”

## **Community, equalities (including socio-economic) and health impacts**

### **Community impact statement**

6. The Southwark constitution allows petitions to be presented by members of the public and can be submitted by a person of any age who lives, works or studies in Southwark.

### **Equalities (including socio-economic) impact statement**

7. Any relevant implications will be addressed in the comments from the strategic director of environment and leisure.

### **Health impact statement**

8. Any relevant implications will be addressed in the comments from the strategic director of environment and leisure.

### **Climate change implications**

9. Any relevant implications will be addressed in the comments from the strategic director of environment and leisure.

## **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

### **Strategic Director of Environment and Leisure**

10. The Court Lane/Calton Avenue and Calton Avenue/Dulwich Village junctions were closed to all motorised traffic as an experimental measure in June 2020. The closure was by physical barriers and was in response to the Covid pandemic and government guidance to promote active travel measures.
11. In February 2022, the closures were made permanent and controlled by camera enforcement. The associated traffic order allowed access for emergency use meaning that any emergency service vehicle would only access with blue lights and sirens in operation. This would ensure that any pedestrians or cyclists would be aware of the presence of a vehicle.
12. In summer 2022, we engaged with a cross section of the junction users to determine any issues or problems. Based on the results of the engagement (Phase 1), and vehicle and pedestrian movements, we prepared concept proposals for the junction, which included proposals for the closure to motor vehicles at the east end of Turney Road.
13. Consideration has been given to allowing non-emergency vehicles through the junction, such as blue badge holders, SEND related transport and taxis, similar to other streetspace camera controlled measures. However, the junction layout is significantly different to other junctions due to the traffic signal access requirement and the potential conflict with the high number of cycle and pedestrian movements.

14. We have been engaging with the community on the concept designs of the junctions. We are fully committed to fulfilling our public sector equalities duties. The engagement and re-design process is underpinned by the principles of an inclusive, accessible and safe design. The need for this approach is reinforced by the high number of vulnerable road users using the entire junction, not just Calton Avenue. Based on the June 2022 monitoring data around 6,500 – 7,000 pedestrians use this area per day, and on average over 1,700 cyclists using the junction per day.
15. We are committed to engaging with the community and with protected groups to ensure their feedback informs the development of the permanent design, where practical, and mitigate any negative impact. We extended our consultation to provide more time to listen to the community and ensure their feedback informs the scheme development. A full equalities impact assessment and needs review is being carried out throughout the design development, together with an independent safety audit of any design. A safety review of current operation of the junction will be arranged and this will also inform the decision making process for any access requirements.
16. In Phase 1 of the engagement process, we carried out a number of investigations to understand how the junctions currently perform against healthy street objectives, which assesses streets on their inclusive, accessible and safe design. This engagement process was designed to produce a representative sample of people who use the entire junction. The activities undertaken were:
  - Healthy streets design check
  - On-street healthy streets survey
  - Healthy streets survey with pupils
  - Pan-impairment accessibility audit
  - Cycling accessibility audit.
17. In Phase 2 of the recently completed engagement process, we sought the views of the community on the core objectives of the junction redesign and possible initial ideas that could be considered to ensure an inclusive, accessible and safe design for all. The survey included questions, which focussed on designing the space to benefit key protected characteristic groups. A number of meetings were held with residents and local schoolchildren to understand their concerns, which will then inform any changes to the design. A meeting was arranged with SEND parents and this will be an on-going process throughout the redesign process. We are also engaging with the emergency services. The Phase 2 engagement has just been completed and officers are reviewing feedback received.
18. In Phase 3 we will be engaging with the community on a revised proposal, informed by feedback received from the two engagement phases. We are currently considering how access for non-emergency vehicles (see paragraph 13) can be facilitated from Calton Avenue and Court Lane to Dulwich Village and any potential measures will form part of the Phase 3 proposals. As part of this process, there will be a special engagement workshop with all protected groups.

19. At the end of the above engagement process, a report will be tabled to the decision maker for approval, together with a final equalities impact assessment, safety review on the permanent layout of the composite junction and consideration of any access requirements for other groups.

## BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Cabinet procedure rule 2.13 on petitions	160 Tooley Street, London SE1 2QH	Paula Thornton 020 7525 4395
<b>Link (copy and paste into browser):</b> <a href="https://www.southwark.gov.uk/executive-procedure-rules">Executive procedure rules (southwark.gov.uk)</a>		
<b>Link for petition on the council's web site:</b> <a href="#">ePetition - Dulwich Village junction - allow access for emergency services, blue badge holders, SEND transport and carers - Southwark Council</a>		

## APPENDICES

No.	Title
Appendix 1	Map

## AUDIT TRAIL

<b>Lead Officer</b>	Chidilim Agada, Head of Constitutional and Members Services	
<b>Report Author</b>	Paula Thornton, Constitutional Officer	
<b>Version</b>	Final	
<b>Dated</b>	23 November 2022	
<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>
Strategic Director of Environment and Leisure	Yes	Yes
Director of Law and Governance	No	No
Strategic Director of Finance and Governance	No	No
<b>Date final report sent to Constitutional Team</b>		23 November 2022