

Table 1 below summarises the key issues raised in the consultation comments across all the Streets for People (“SfP”) themes and officers’ responses to these issues.

Table 1 - Officers Response to Consultation Comments

Theme	Issues raised	Officers Response
All	Concern about the wider traffic displacement impact of traffic management measures already implemented on other roads (e.g. Burbage Road, East Dulwich Grove)	A decision on the existing traffic management layout was made in February 2022 ¹ . Southwark is committed to its Streets for People strategy, aimed at reducing driving and car priority and improving streets for people with priority for walking and cycling. Thus, the first and most important target in Streets for People paragraph 1.1, is to “Reduce the proportion of journeys by car from 21% to 13% by 2030.” The council will work with the community to reduce driving through its work on planning and building a better borough wide network of walking and cycling routes.
	Allow access for blue badge holders and care givers through Calton Avenue	Allowing access for blue badge and caregivers will impact on the safety of vulnerable road users and worsening the current non – compliance concern. There are a number of vulnerable road users such as children, the elderly using the Calton Avenue space and their safety should be a priority
Street for Journeys	Improve safety for pedestrians and slow cyclist speeds at pedestrians area	See Appendix 4 for the proposed modifications. The design has been improved to accentuate pedestrian priority and reduce cyclist speed e.g. surface material, geometric re-alignment, improve pedestrian priority e.g. Gilkes Crescent / Calton Avenue The design will discourage cyclists from using the footway

¹ [Issue details - Dulwich Streetspace Review - outcome of experimental trial measures and decision on the next phase of measures - Southwark Council](#)

Theme	Issues raised	Officers Response
	More cycle parking and cargo bike parking	Additional cycle parking and sustainable freight parking included in the design
Streets for Community	Concern about anti-social behaviour due to public space	Explore option of CCTV Improve layout of street furniture to encourage safer and visual interaction
	Non –compliance concern at Calton Avenue	Design changes will help enforce pedestrian priority and the new 'gate ways' will help enforce compliance. The proposed Calton Avenue southbound closure to all motor traffic will improve safety
	Discourage parking close to Court Lane and Calton Avenue as school drop off to improve safety	Design will introduce loading restrictions to address this problem.
	Visual appearance to complement the 'Village' feel of the area	Reduce street clutter. Explore use of green verges and other street furniture unique to the village Design to accentuate historic features e.g. burial cemetery
Streets for Journeys RPH	Concern about the safety of pedestrian due to removal of islands at Red Post Hill junction	Adequate signal time to be given to pedestrians New pedestrian count down timer to be installed at all arms of the junction. Shorter crossing distance with sufficient green time for pedestrians. Existing island are not designed to be used as pedestrian refuge due to its substandard size.
	Remove northbound cycle lane on Dulwich Village	Cycle lane provides protection for cyclists
Street for Nature	Request for design to incorporate sustainable drainage systems, biodiversity climate resilience and adaptations	Opportunities being explored

Table 2– Summary of Dulwich Village Junction Improvements

Road	Measures
Calton Avenue	Two way cycle track Cycle parking Wider footway area with improved paving Outdoor seating Plants/ greenery Rain gardens Trees Pedestrian crossings Traffic calming measures/raised table Loading restrictions Heritage lamps Traffic signals
Gilkes Crescent	Traffic calming measures/raised table
Court Lane	Traffic calming measures/raised table Pedestrian crossings Plants/ greenery Cycle parking loading restrictions
Dulwich Village	Segregated cycle lane Traffic signals Pedestrian crossings Double yellow lines (no waiting/parking) loading restrictions
Turney Road	Footway widening Pedestrian crossings Outdoor seating Double yellow lines (no waiting/parking)
Red Post Hill / Dulwich Village Junction	Footway widening Pedestrians crossings and countdown timer Advanced stop line for cyclist Carriageway resurfacing Loading restrictions

Table 3 Number of Non –Compliant vehicles 2023

Non –Compliance 2023 No of vehicles	Calton Avenue – Southbound	Dulwich Village towards Calton Avenue	Court Lane, towards Calton Avenue	Grand Total
Jul	27	20	52	99
Aug	6	13	22	41
Sep	40	18		58
Oct	34	30	6	70
Nov	33	29	63	125
Dec	33	23	73	129
Grand Total	173	133	216	522

Table 4– Red Post Hill junction –reduction in crossing distance

Arm	Existing crossing distance (m)	Proposed crossing distance (m)	Reduction in crossing distance (m)
Dulwich Village	14.6	12.7	-1.9
Village Way	17.4	13.6	-3.8
Red Post Hill	16	11.8	-4.2
East Dulwich Grove	16.8	12.8	-4

Table 5-Comments by Protected Groups

Issue	Mitigation
Safety, clarity, comfort and convenience of design	<p>Clear visuals and physical delineation between the cycle lane and pedestrian footway.</p> <p>Slower speeds for cyclists</p> <p>Colour contrast to highlight pedestrian priority</p> <p>Gentle gradient</p> <p>Tactile paving</p> <p>Shorter crossing distance</p> <p>Design out opportunities for cyclist to mount kerb</p>
More disabled parking and at right locations	Review of disable parking locations as part of Dulwich Village CPZ
More adaptable cycle parking	More adaptable cycle parking to be provided
Red Post Hill Junction – request for diagonal crossing and early start cyclists	<p>New signal timing will improve safety for pedestrians.</p> <p>Impact of diagonal crossing and early start for cycles will adversely affect junction timings.</p>

Table 6 Pedestrian and Cycle Movements

7-DAY AVERAGE	JUNE 2023 COUNT	JUNE 2022 COUNT	JUNE 2021 COUNT	% CHANGE JUNE 2023 VS. JUNE 2021	% CHANGE JUNE 2023 VS. JUNE 2022
Average Daily Pedestrian Movements					
Calton Avenue	6,555	6,497	4,940 ²	+32.7%	+0.9%
Average Daily Cyclist Movements					
Calton Avenue	2,740	2,722	1,675	+63.6%	+0.6%

Pedestrian and cyclist movements -Vivacity data

² Due to missing pedestrian data for Calton Avenue in June 2021, July 2021 is used as a baseline comparison for Calton Avenue pedestrian volumes.