

Phase 2 : Our Healthy Streets Dulwich

The Issues : What you told us and the evidence



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Launched April to June 2019




Your top three preferences were:


1 IMPROVING AIR QUALITY AT POLLUTION HOTSPOTS



2 MEASURES TO HELP SCHOOL PUPILS WALK AND CYCLE BY IMPROVING SAFETY AT JUNCTIONS



3 AREA-WIDE APPROACH TO TRAFFIC MANAGEMENT TO ENSURE TRAFFIC STAYS ON MAIN ROADS AND AWAY FROM LOCAL RESIDENTIAL STREETS

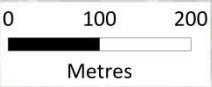
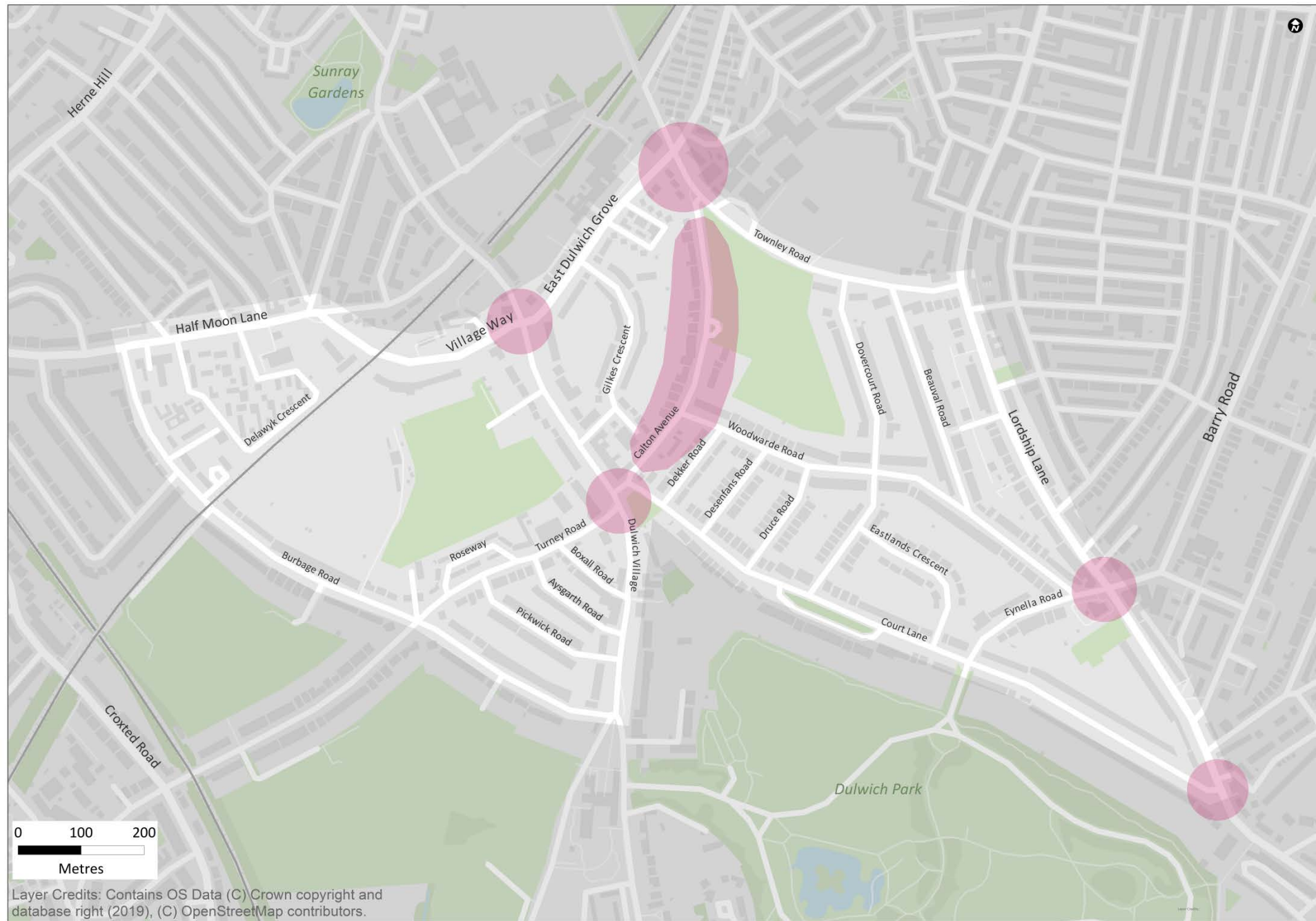


DULWICH



Key locations of concern

- Court Lane - Calton Avenue - Dulwich Village
- Townley Road - East Dulwich Grove-Lordship Lane
- Court Lane - Lordship Lane
- Lordship Lane - Eynella Road - Barry Road
- East Dulwich Grove - Dulwich Village - Red Post Hill



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The Evidence – traffic volume

- Significant volume of through traffic using residential streets as shortcuts during the rush hours.
- Congestion at Townley Road, Calton Avenue , Court Lane, Dulwich Village junction in the AM and PM peak hours
- AM (7-10am) over **1100 vehicles** traverse Calton Avenue, section between Court Lane and Dulwich Village, and in the PM (4-7pm) over **1300** vehicles
- Majority are through traffic .



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Southbound: 308 veh
Northbound: 304 veh

Eastbound: 513 veh
Westbound: 245 veh

Eastbound: 150 veh
Southbound: 104 veh

Eastbound: 251 veh
Westbound: 192 veh

Calton Avenue - Overloaded junction

Calton Avenue arm of Dulwich Village / Turney Road junction is **at saturation point** (over 100% saturation)

- More queues / delays at the junction
- More air and noise pollution
- Safety concerns of pedestrians, cyclists

Calton Avenue – before vs after

	% Variation 2015/2018		
	Dulwich Village N	Dulwich Village S	Turney Road
Calton Avenue	22%	83%	71%

AM PEAK (7:45-8:45)

	% Variation 2015/2018		
	Dulwich Village N	Dulwich Village S	Turney Road
Calton Avenue	70%	58%	1%

PM PEAK (6-7pm)

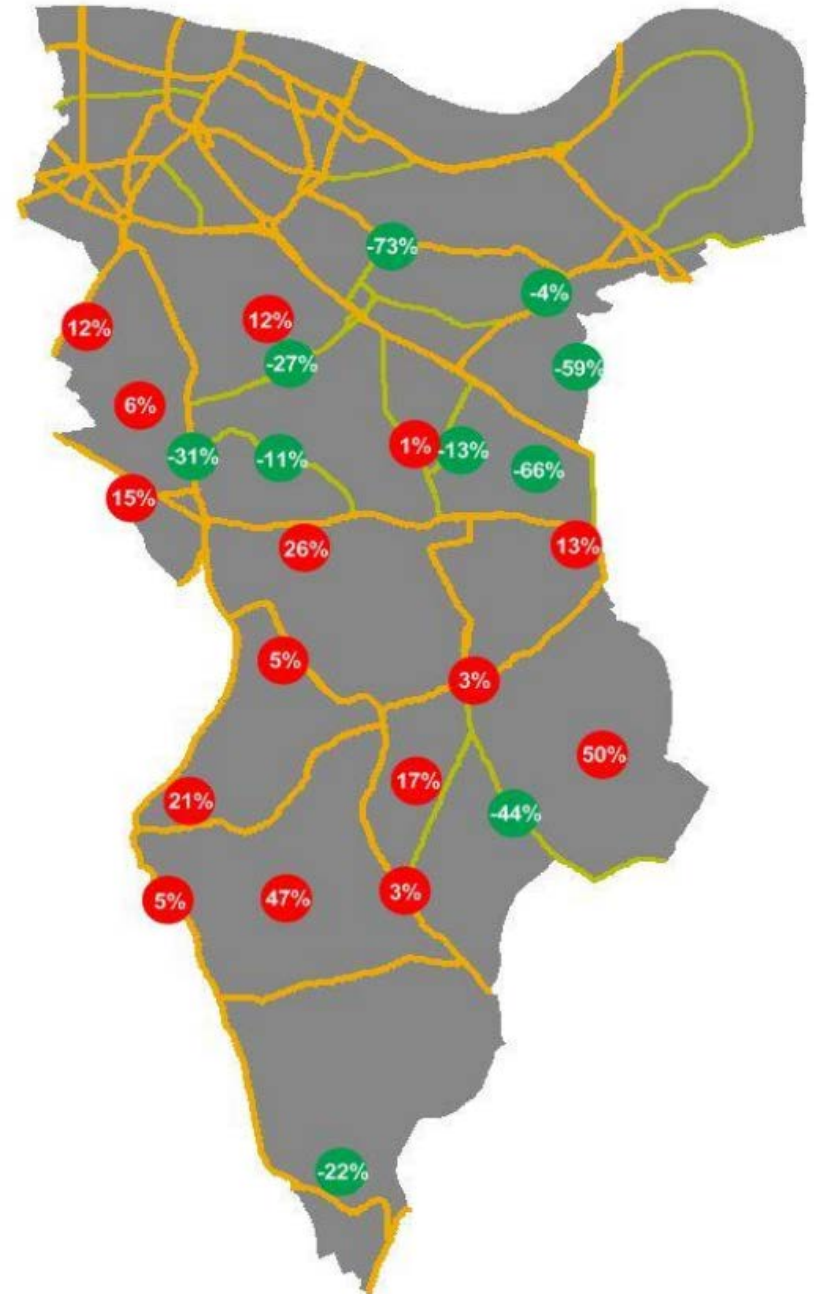
	% Variation 2015/2018		
	Dulwich Village N	Dulwich Village S	Turney Road
Calton Avenue	18%	53%	54%

INTER PEAK (3-4pm)

The bigger Picture

Southwark Annual Monitoring
Traffic Flow Changes
October 2017 and October 2018

Increase in the volume of
traffic in the Dulwich Village
area



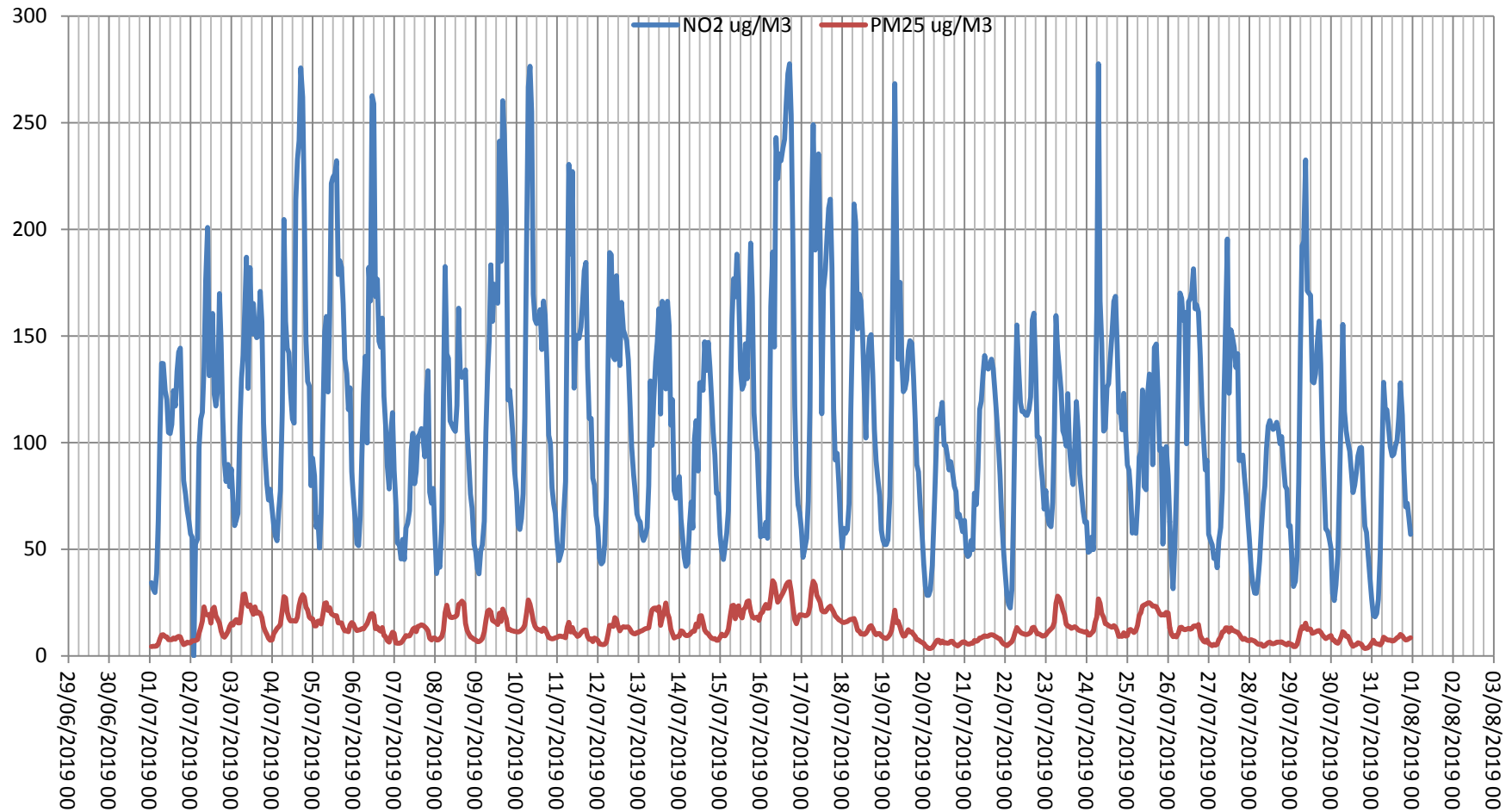
The Evidence – poor air quality

Max NO₂ ug/m³ per hour – July 2019

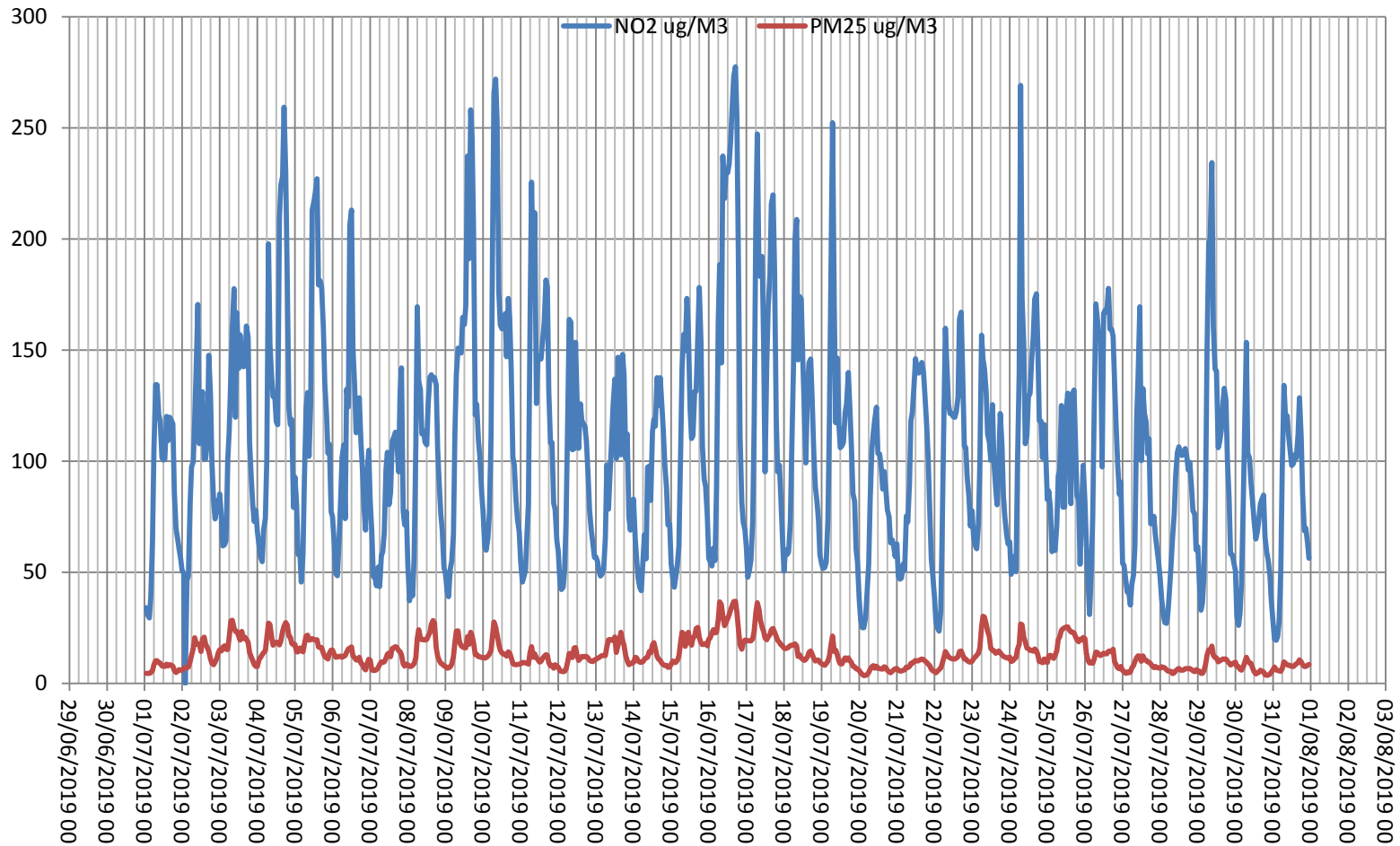
UK national hourly objective for NO₂, < 200ug/m³, not exceeding 18X/year

Location	6am - 8pm	9pm - 5am
Dulwich Village	296.5	168.6
Townley Road and East Dulwich Grove	294.3	165.6
Red Post Hill / East Dulwich Grove	299.5	184.2

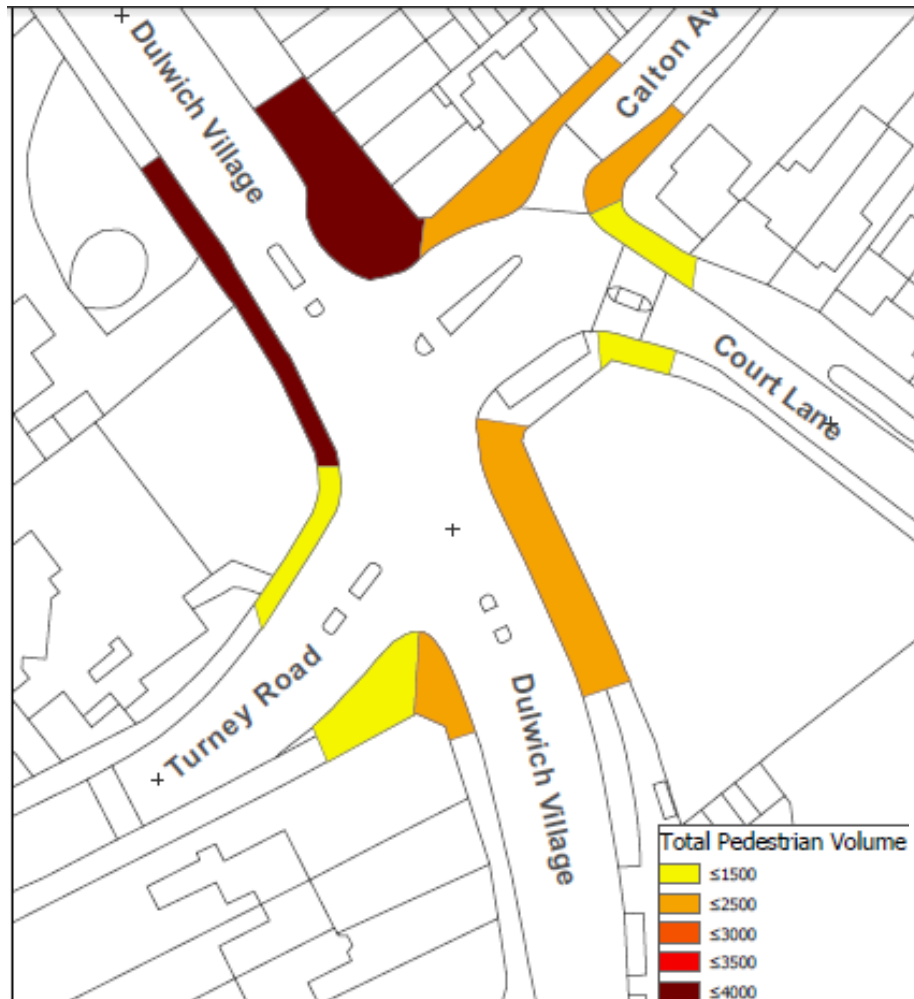
Poor air quality- Dulwich Village



Poor air quality- Townley/EDG



Pedestrian Count -



Title: Carlton Avenue/ Court Lane/ Dulwich Village/ Turney Road Total Pedestrian Volume
07:00 - 11:00; 15:00 - 19:00 04 Sep 2019

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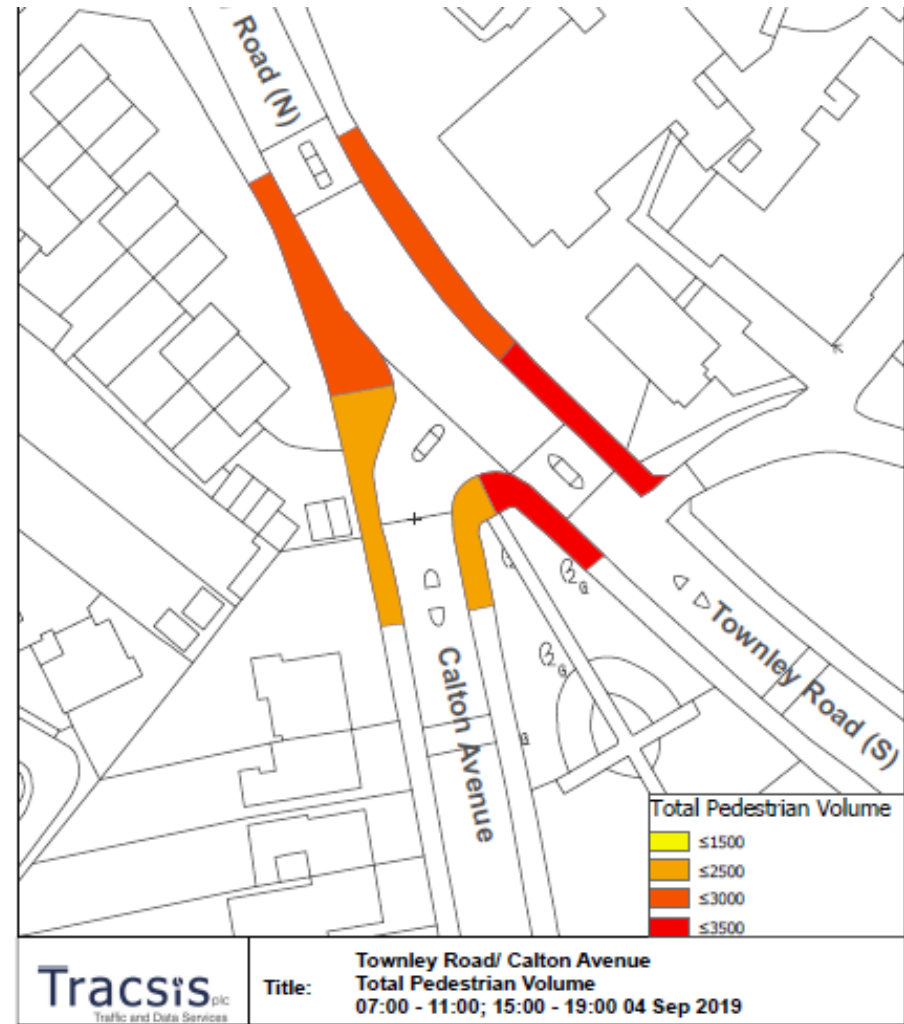
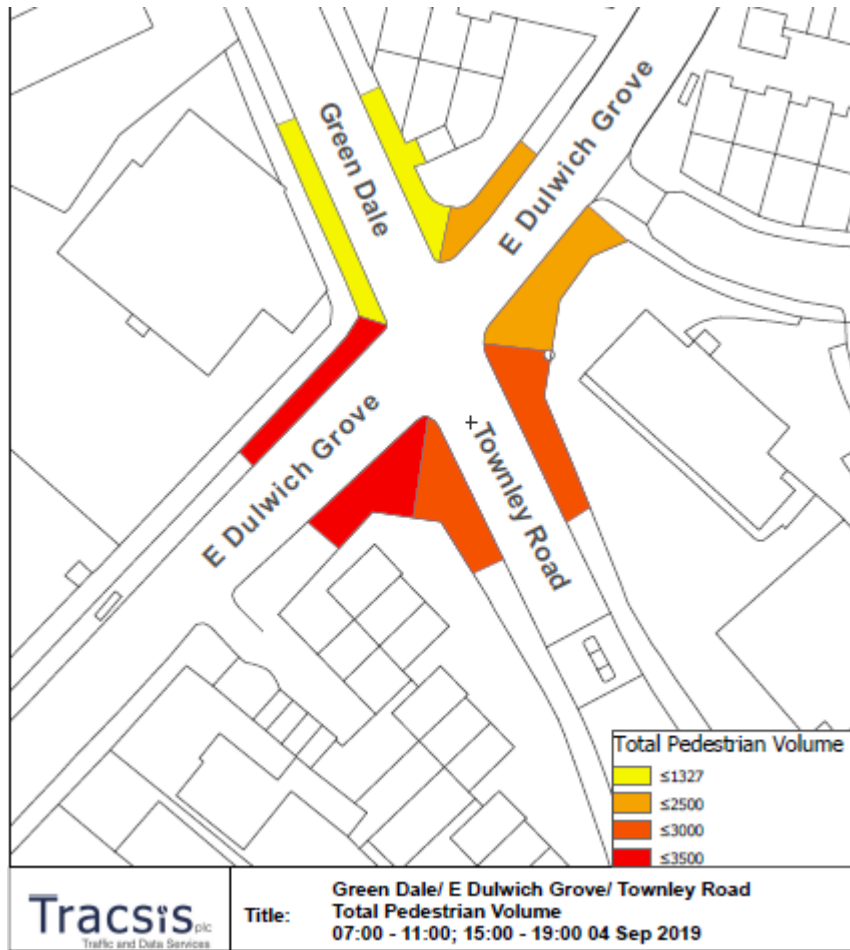
	A	B	C	D	E
A	11	6	52	54	229
B	4	0	8	11	194
C	80	7	0	8	81
D	83	0	2	0	173
E	54	33	68	77	35

	A	B	C	D	E
A	2	12	45	31	43
B	12	0	6	8	32
C	35	13	0	7	105
D	2	5	3	1	35
E	47	19	53	34	12

AM PEAK:
8-9am

PM PEAK:
4-5PM

Pedestrian Count -



The Challenge – Explore Solutions

- Address overloaded junction: Calton Avenue arm of Dulwich Village junction
- Discourage through traffic using Townley Road, Calton Avenue and Court Lane as shortcuts. Keep traffic on main roads
- Improve pedestrians and cyclists safety
- Explore solutions that:
 - Impact less on residential access
 - Reduce school and through traffic in the area
 - Improve air quality and safety around schools

Your views and suggestions

- Opportunity to help shape our plans
- We are open to suggestions
- Inclusive and interactive – we want to hear your views and what is important to you
- Your ideas will feed into the planning and design

Format

- Maps and images focusing on the key locations of concern
- Opportunity to discuss possible solutions
- Mark and draw on the maps where these solutions could work
- Suggestions for other options are welcomed

Possible solutions

- Toolkit:
 - School streets
 - Banned turns
 - Camera access filter
 - Traffic calming
 - Pedestrian crossings
 - Permeable road closure
 - Other?
- ‘Pros and cons’: consider the implications of these


School Streets


Banned turns


Camera access filter


One-way streets



Other?

Permeable road closure

Permeable road closures are achieved by using bollards, planters, street furniture, to restrict traffic, whilst pedestrians and cyclists can still pass through.

Bollards allow vehicles (such as delivery services and waste collection) to pass. Turning areas for all traffic are provided and the created cul-de-sac effect.

Partial road closures often provide space to provide seating, small play areas, etc. Placing these carefully within the road allows residents to park along these streets without discouraging traffic.

Pedestrian crossings

Pedestrian crossings and zebra crossings allow access and visibility for pedestrians and can act as a visual cue for drivers to slow down. Measures include: raised crossings and zebra crossings and deflections in the road layout by using speed tables or using speed humps along the road.

Signalised and zebra crossings can be introduced to improve the quality of the road layout, and provide more space for pedestrians.

Traffic calming

Traffic calming measures include: speed humps along the road, making the road layout by using speed tables or using speed humps along the road.

Signalised and zebra crossings can be introduced to improve the quality of the road layout, and provide more space for pedestrians.

Our Healthy Streets Dulwich Indicator	Score			
Pedestrians and cyclists feel safe	***	-/3	3/3	3/3
Easy to cross	***	-/3	3/3	3/3
Discourage through traffic	***	-/3	3/3	1/3
Places to enjoy	***	-/3	3/3	2/3
Less congestion at junctions	***	-/3	2/3	1/3
Minimise impact on residential access	***	-/3	1/3	3/3
Reduction in School Traffic	***	-/3	3/3	1/3

Next Steps

We need your views !

- Have your say by 31 October: Complete or download online ***Your Potential Solutions***

www.southwark.gov.uk/ohs-dulwich

e-mail / freepost .

- Meeting in December to share feedback received and the way forward



Thank You-Questions

