



Dulwich Village – Phase 2

Consultation Report

Streets for People

These Dulwich Village proposals are part of the Streets for People programme which outlines the Council's commitment to providing healthier neighbourhoods, cleaner air, thriving town centres and safer roads.

The Council wishes to improve people's quality of life and encourage different ways of travelling through the borough. The initial design ideas for Dulwich Village are led by three core objectives:

<h3>Safety</h3> <p>The whole junction should be safer for all road users, and prioritise the most vulnerable road users.</p>	<h3>Community</h3> <p>A place for people from the local and wider area to enjoy so that Dulwich Village is inclusive for all.</p>	<h3>Destination and connection</h3> <p>The space will help make Dulwich Village a place for people to visit and connect people across south London.</p>
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Engagement approach

The aim of this engagement exercise was to find out local opinion on two main design areas and how these can be improved:

- Initial layout and public realm ideas to re-design the junction of Calton Avenue, Dulwich Village, which has been closed to through traffic
- A proposal to close Turney Road to through traffic, between Boxall Road and Dulwich Village.

The initial proposals consisted of a high-level highways layout of how the Turney Road, Dulwich Village, Calton Avenue junction could operate safely for all road users, and two high-level public realm design ideas for how Turney Road and Calton Avenue could look and feel.

The outcome of this engagement phase will be used in the next design phase of the re-design of the junction. In the final design phase, Phase 3, additional consideration will be given to safety, design standards and local/national policy.

At this point, no decision has been made on the re-design of the Turney Road/Dulwich Village junction, or specifically on any closure of Turney Road. No decision will be made until after Phase 3 of the consultation has completed and the responses to that phase have been considered by the Cabinet Member for Leisure, Parks, Streets and Clean Air.



Phase 2 survey results

Design Objectives

This survey was targeted at 2472 of residents/households in Dulwich Village. The consultation received 1242 of responses. More detail about the background of the participants in this consultation phase is in the final **About You** section of this report.

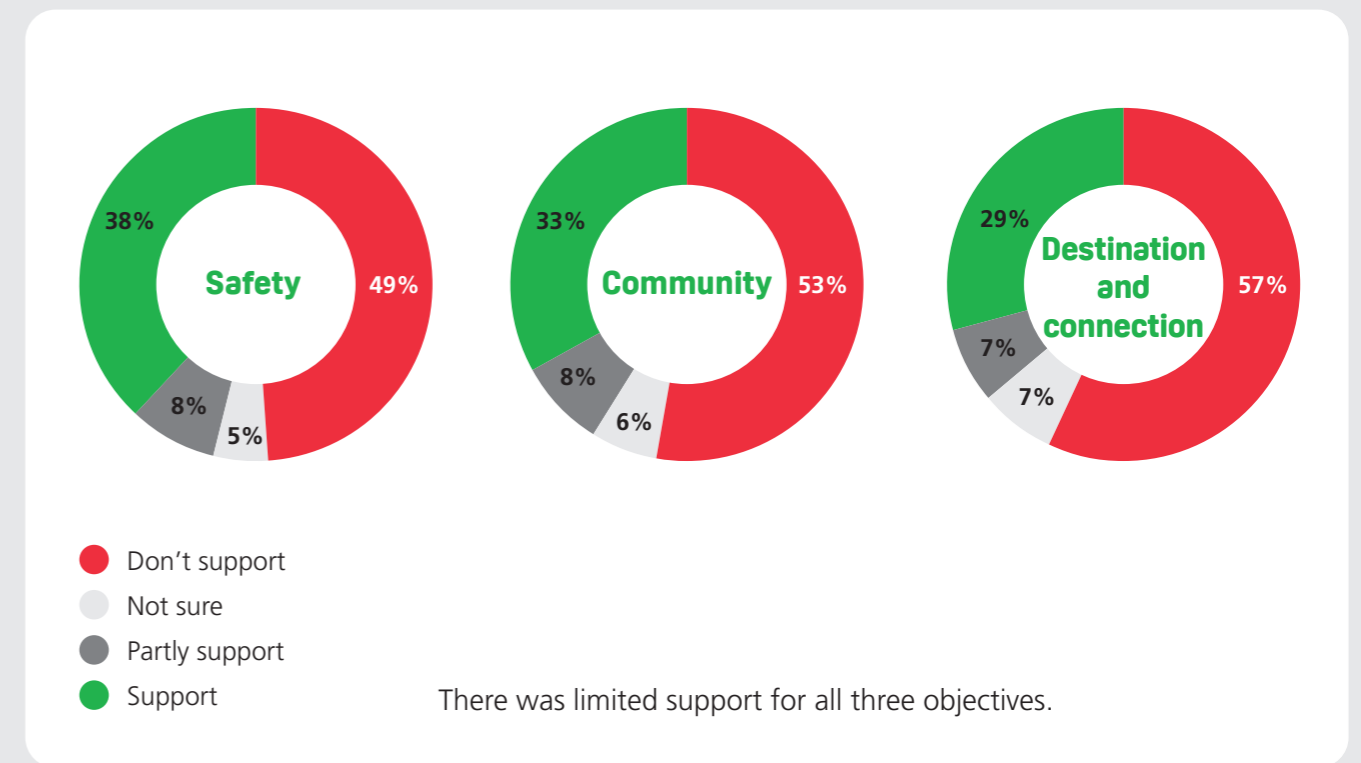
Question 2: To what extent do you agree with these objectives?

The three core objectives for our designs came from engagement with local people, schools and businesses in the Dulwich Village area.

The objectives are:

<h3>Safety</h3> <p>The whole junction should be safe and easier to use from all approaches, whether you walk, wheel, cycle and/or drive.</p>	<h3>Community</h3> <p>A place for people from the local and wider area to enjoy so that Dulwich Village is inclusive for all.</p>	<h3>Destination and connection</h3> <p>The space will help make Dulwich Village a place for people to visit and connect people across south London.</p>
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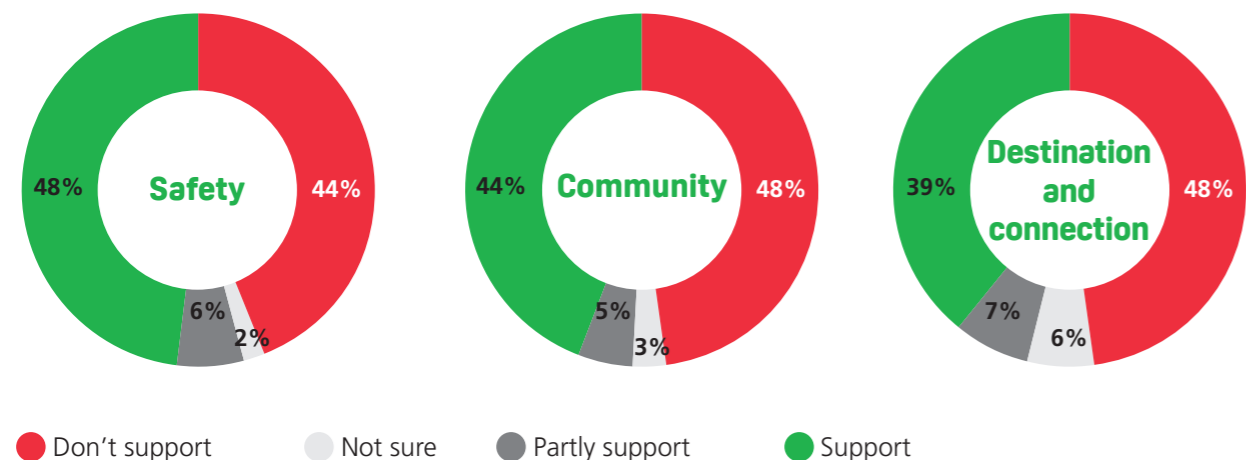
Overall, how much do you agree with this objective?:



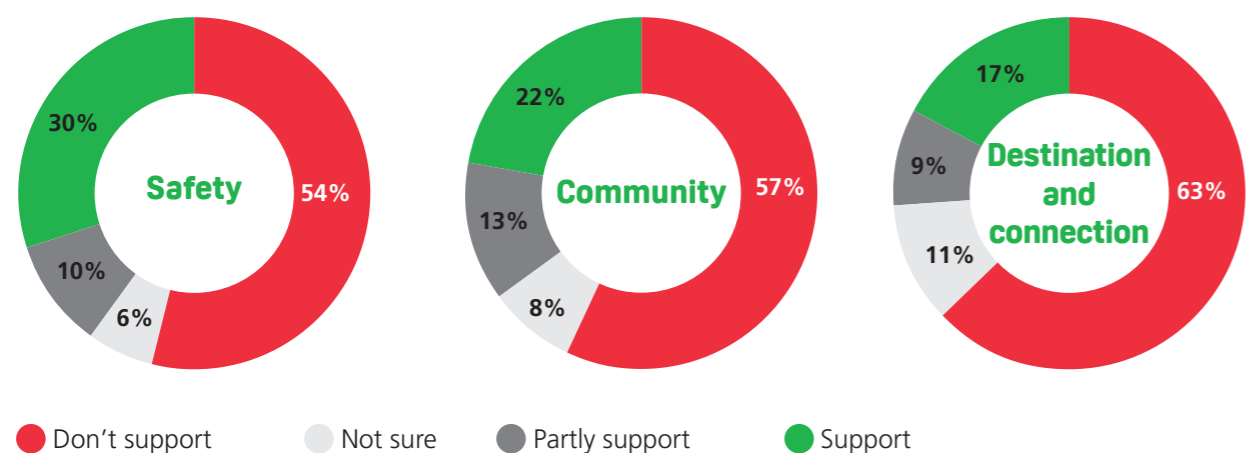
Objectives by locality (Overall, how much do you agree with this objective?):

We looked at some of the streets most closely affected by the proposals presented in this survey to see if there were any trends.

Feedback from northeast streets – Calton Avenue, Court Lane, Dekker Road, Desenfans Road, Druce Road, Dovercourt Road, Woodward Road, Gilkes Crescent, Townley Road, Eastlands Crescent and Eynella Road



Feedback from southwest streets – Dulwich Village, Turney Road, Pickwick Road, Boxall Road, Aysgarth Road, Roseway, Burbage Road, Stradella Road, and Winterbrook Road



People living in different locations took radically different approaches to these questions.

In the most notable difference, residents of Croxted Road rejected the scheme's objective of Safety by 67%. This reflects long-standing concerns about congestion and traffic issues on Croxted Road, and a rejection of the survey in principle.

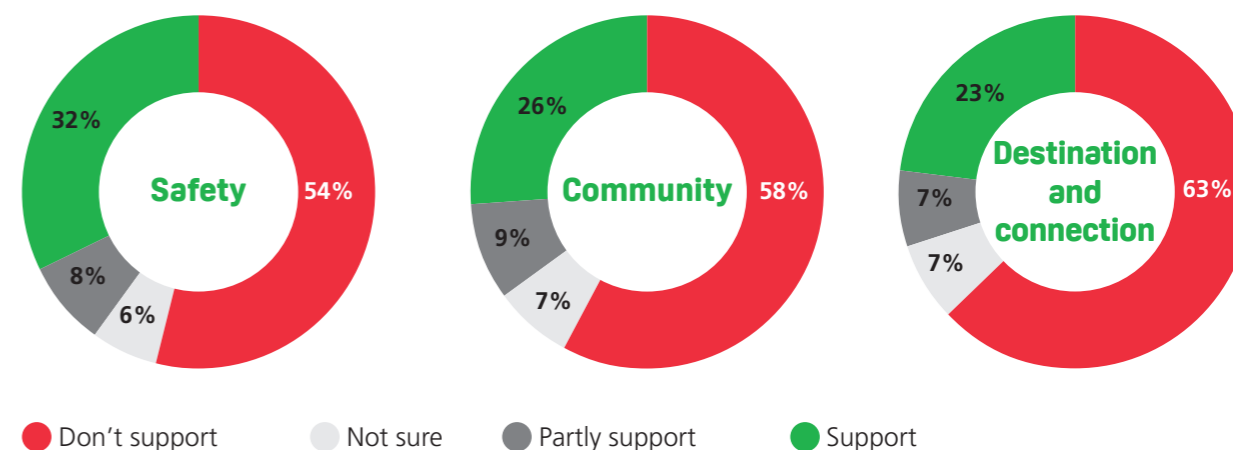
Objectives by car use

Another way of breaking down the responses to the objectives is to look at whether people are or are not car users. Dulwich is an area of high car ownership, much more so than the rest of Southwark.

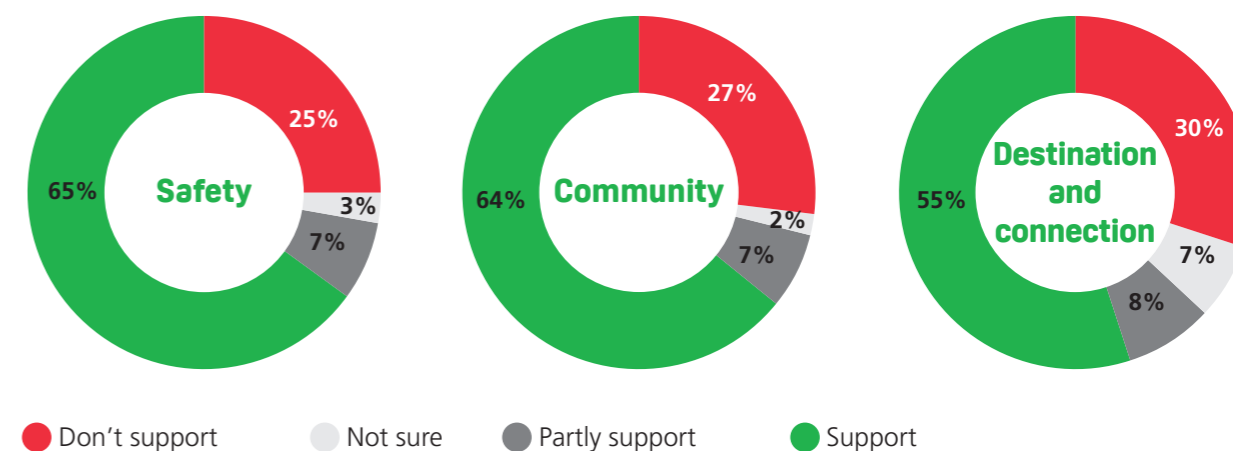
Of our respondents, **79%** were car users. This compares with **70%** of households in the local Dulwich area having one or more cars (or vans). In Southwark as a whole, only **39.7%** of households own one or more cars (or van) (source: census 2021).

Many of the measures we are consulting on involve some restriction of car access and encourage other forms of travel.

Car users:



Non-car users:

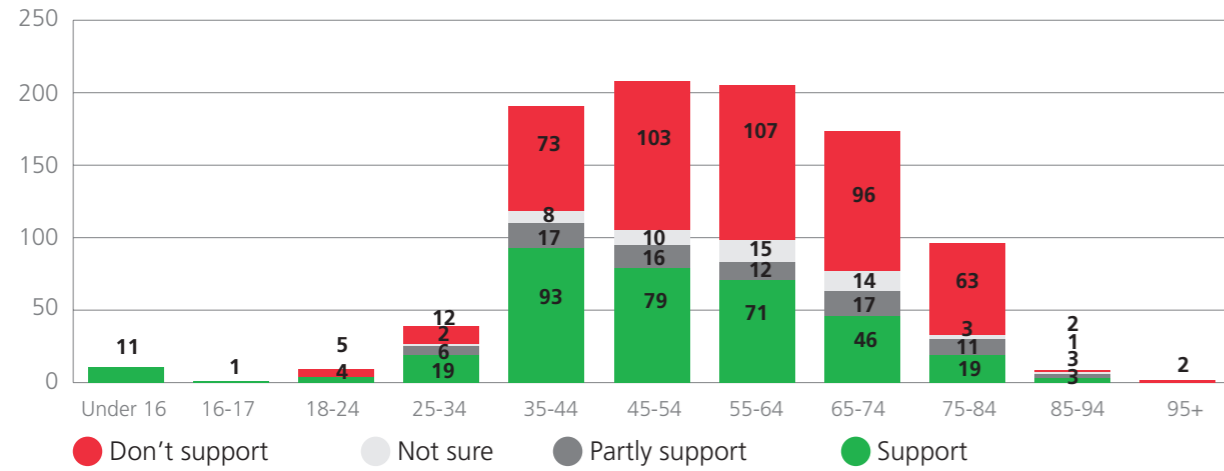


Motor car use can be seen as a major factor in the responses received to this survey. As noted, most Dulwich households do use and/or own a car.

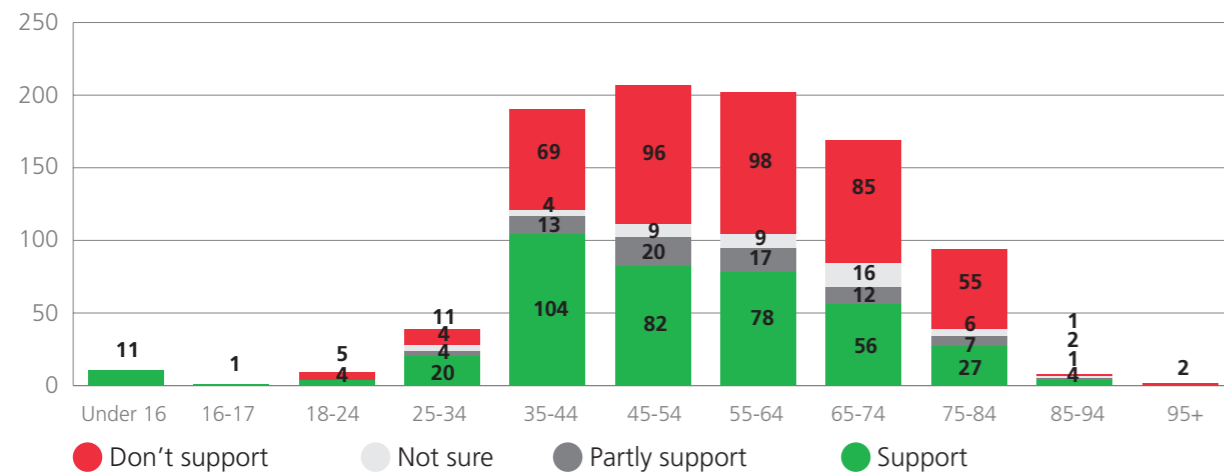
Objectives by age

We made an effort to reach all sections of the community, but we did not hear proportionately from all age groups. For example 25 to 34 year-olds make up approximately **11%** of the local population but only about **3%** of our responses. 65 to 74 year-olds represent **8.5%** of the population, but **14%** of our responses.

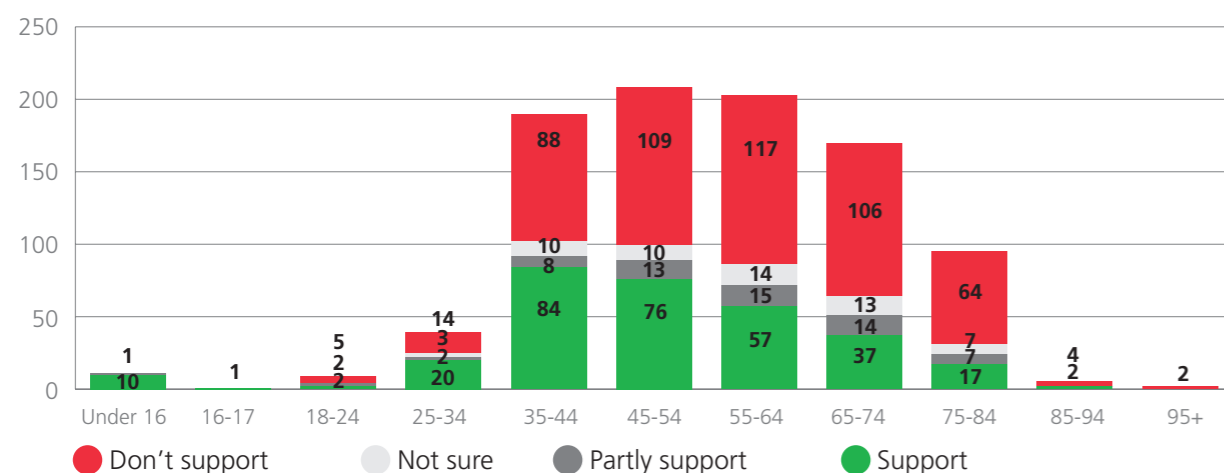
Do you support this objective - Community



Do you support this objective - Safety



Do you support this objective - Destination and connection

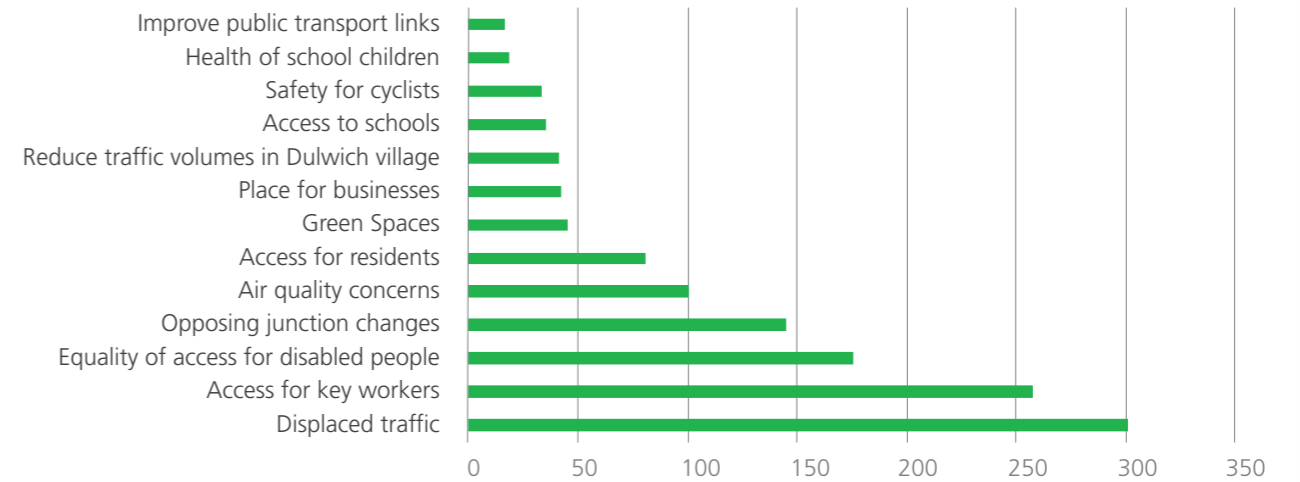


Younger respondents (25 to 44 years) were much more likely to respond positively to the objectives than older respondents. The graphs above includes only responses from those who answered both the question on age and objectives.

Question 3: Is there another objective that we should consider when developing our proposals?

Respondents were given the opportunity to suggest other objectives to be considered as part of the scheme.

Other objectives



Tackling displaced traffic and improving access for key workers were the highest alternative objectives suggested.

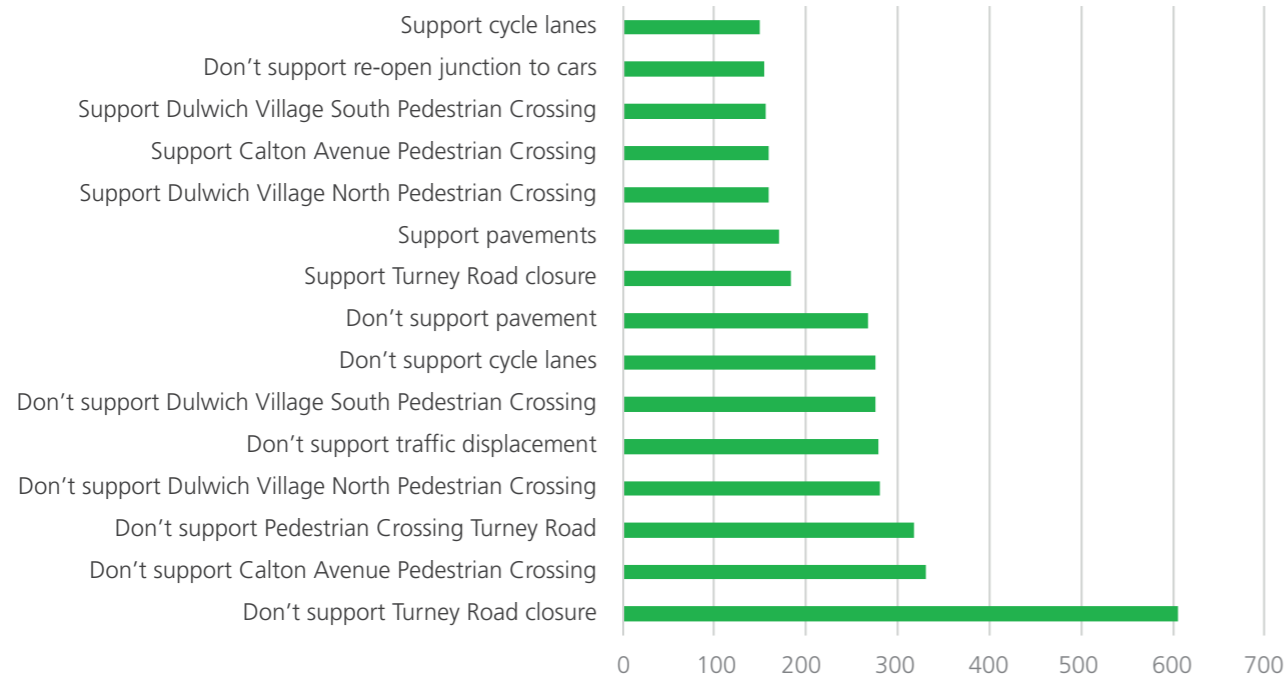
Safety and Ease of Movement

Question 4: Do you have any comments or suggestions about the following areas:

- Pedestrian crossings on Calton Avenue
- Pedestrian crossings on Turney Road
- Pedestrian crossings on Dulwich Village (north of the junction)
- Pedestrian crossings on Dulwich Village (south of the junction)
- Location and width of pavement area for people walking and wheeling
- Simplified junction layout to improve vehicle flow - including removal of motor vehicles from the Turney Road approach
- Location and design of cycle lanes - including the 2-stage crossing for cyclists



Main themes of comments on the highways design



The question gave respondents the opportunity to provide feedback on the different elements of the proposal relating to highways.

The highest level of comments received relates to a lack of support for the closure to motor vehicles on Turney Road (from Dulwich Village to Boxall Road). The below table breaks this response theme further by local streets, and the main reasons for not supporting the closure of Turney Road.

Street	% 'don't support Turney Road'	Repeating themes
Burbage Road	41%	<ul style="list-style-type: none"> Traffic displacement Concerns of wider cycle safety across other streets including DV roundabout and Burbage/Turney junction
Turney Road	41%	<ul style="list-style-type: none"> Makes resident access more difficult Doesn't seem necessary, traffic already reduced no further improvements needed Impact on side roads
Dulwich Village	19%	<ul style="list-style-type: none"> Traffic displacement
Aysgarth, Boxall, and Pickwick Road	31%	<ul style="list-style-type: none"> Traffic displacement Unsubstantiated safety issues Not necessary

A place for people - design preference

Question 5: When considering the following features, which design do you prefer?

This question asked respondents to look at initial designs and comment on the use of the space in the centre of the Village.



Design 1

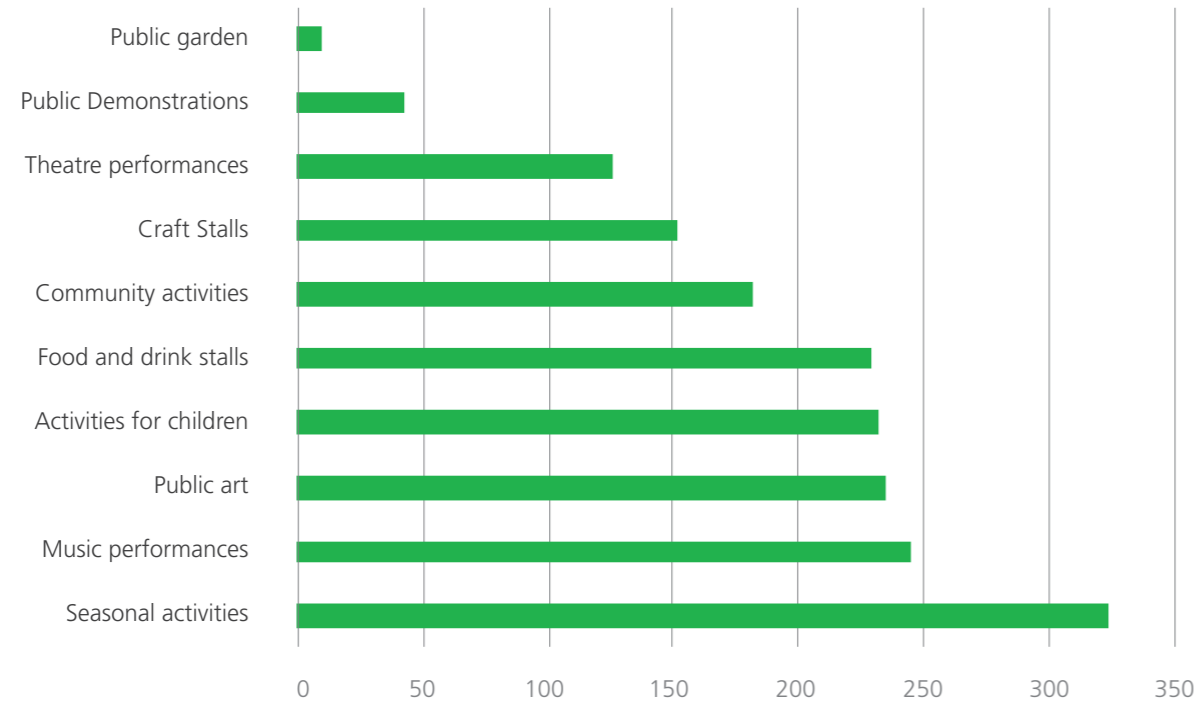
Design 2

The majority of respondents chose 'no preference'

	Design 1	Design 2
Location and arrangement of seating	17%	17%
Location and arrangement of planting	16%	16%
The location and size of the space proposed for performances or stalls	14%	14%
Location and quantity of cycle parking	12%	14%
The overall attractiveness of the design	17%	16%
As a place for families and children to spend time	15%	16%
As a place for older people or people with disabilities	16%	10%
As a complement to the character of the Village	17%	13%

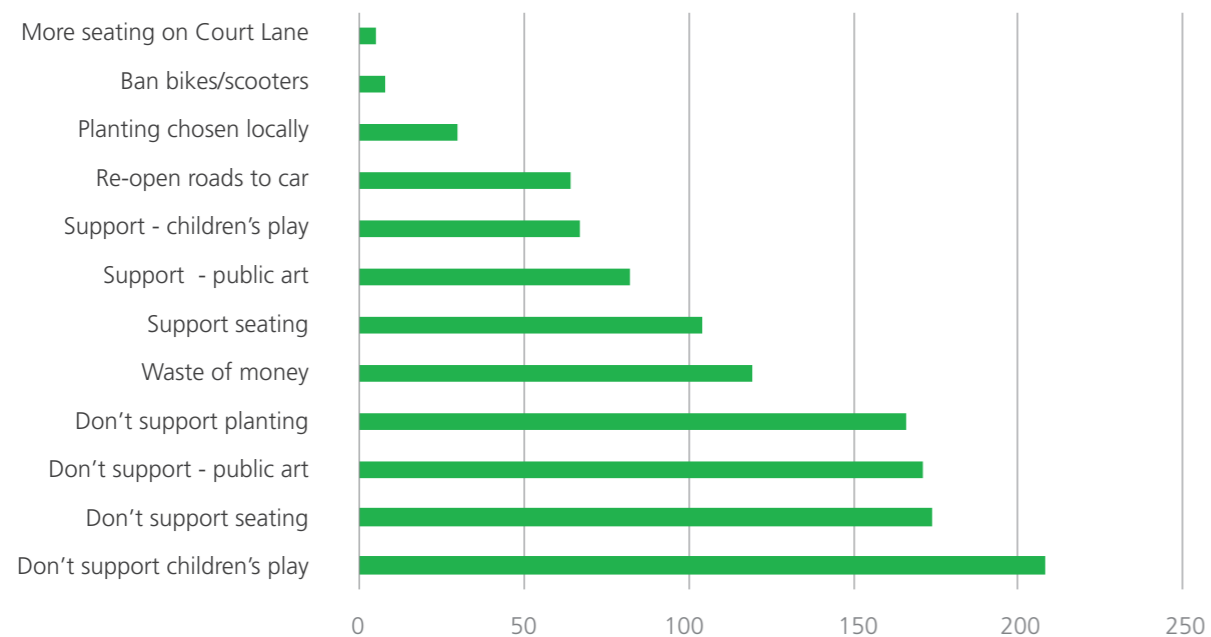
Question 6: What sorts of activities would you most like to see taking place in this space?

What activities could the space be used for?



Question 7: Share your own ideas and suggestions below:

Other comments on Public Realm design



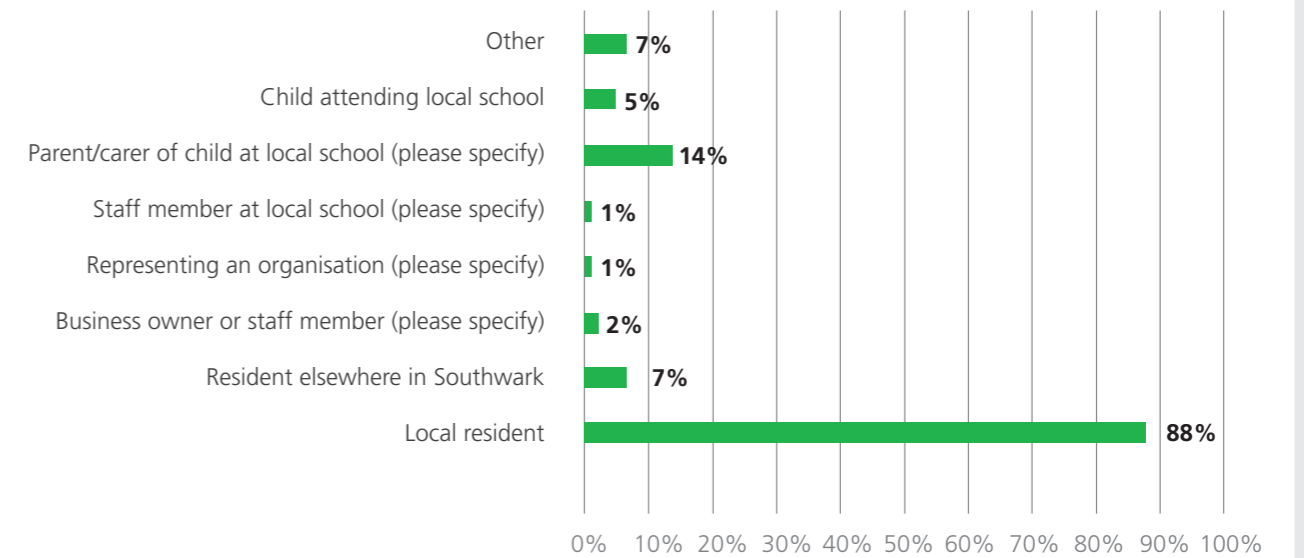
About You

Question 10: In what capacity are you responding to this consultation?

The consultation was open to anyone interested, however, it was important to know whether we were reaching a representative range of people from the community in a fair way. Therefore we have carried out additional analysis on respondents types.

Respondents identified themselves as follows (note, people could choose more than one category):

Capacity/role of respondents



The great majority of respondents identified themselves as a local resident – this aligns fairly closely with the number that gave a street address in the Dulwich area – 86% of respondents.



Question 11: What street do you live on?

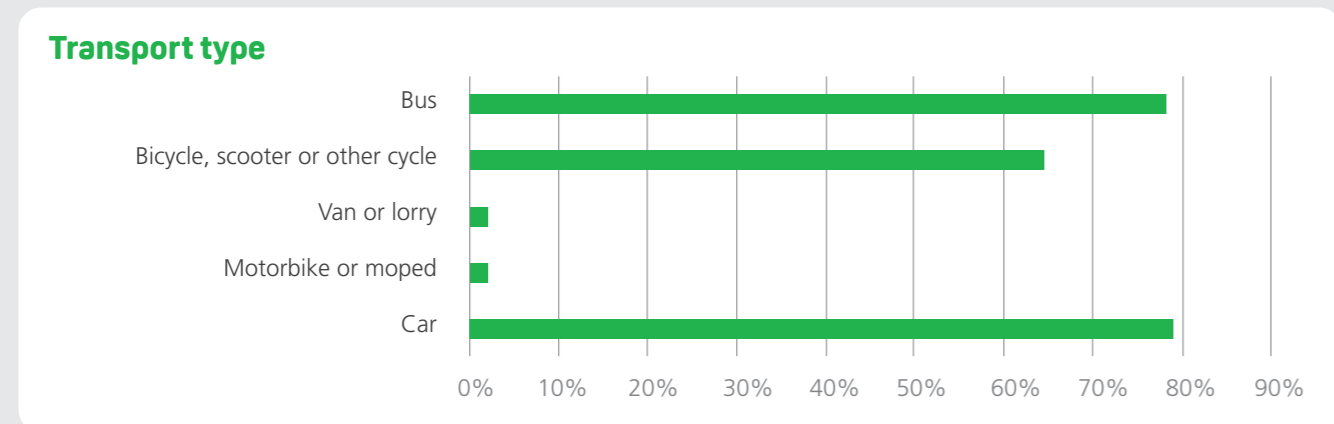
The table below shows the number of responses from the highest responding streets within the consultation area. The table also shows the number of properties on those streets. This covers the area where the flyer was mailed out. The percentage is an approximation – no adjustment was made for the number of people in each household.

Street	Responses	Properties	%
TURNEY ROAD	99	148	66.9%
BURBAGE ROAD	90	173	52.0%
CROXTED ROAD	60	223	26.9%
COURT LANE	54	169	32.0%
WOODWARDE ROAD	45	178	25.3%
PICKWICK ROAD	34	51	66.7%
DULWICH VILLAGE	33	125	26.4%
DOVERCOURT ROAD	29	96	30.2%
STRADELLA ROAD	28	86	32.6%
CALTON AVENUE	25	77	32.5%
ALLEYN PARK	24	86	28%*
COLLEGE ROAD	23	48	47.9%
BEAUVAL ROAD	23	128	18.0%
HOLMDENE AVENUE	20	165	12.1%
HALF MOON LANE	19	209	9.1%
WINTERBROOK ROAD	16	59	27.1%
GILKES CRESCENT	15	45	33.3%
EAST DULWICH GROVE	15	364	4.1%
LORDSHIP LANE	15	1428	1.1%
MELBOURNE GROVE	13	276	4.7%

*Only 2 properties on Alleyn Park were considered to be in the consultation area, but we received responses from a much larger section of the street.

Question 12: What transport do you use in the Dulwich area?

We also asked about people's transport usage in the Dulwich area.

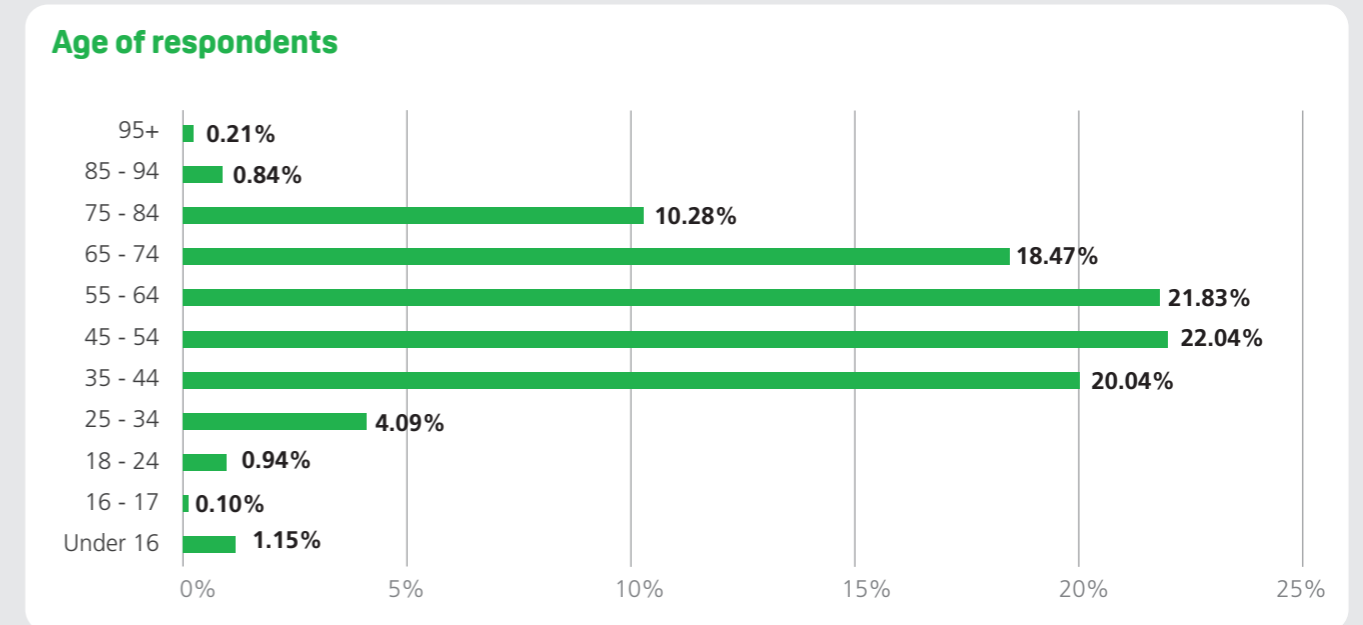


Dulwich has a much higher car use than the rest of Southwark (census 2021 suggests around 70% of households have at least one car, compared to c. 39.7% for Southwark as a whole). A very high level of cycle use is also reflected in the responses.

Equalities questions

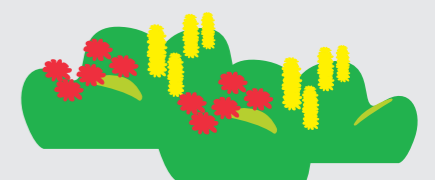
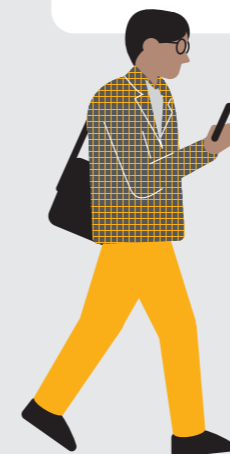
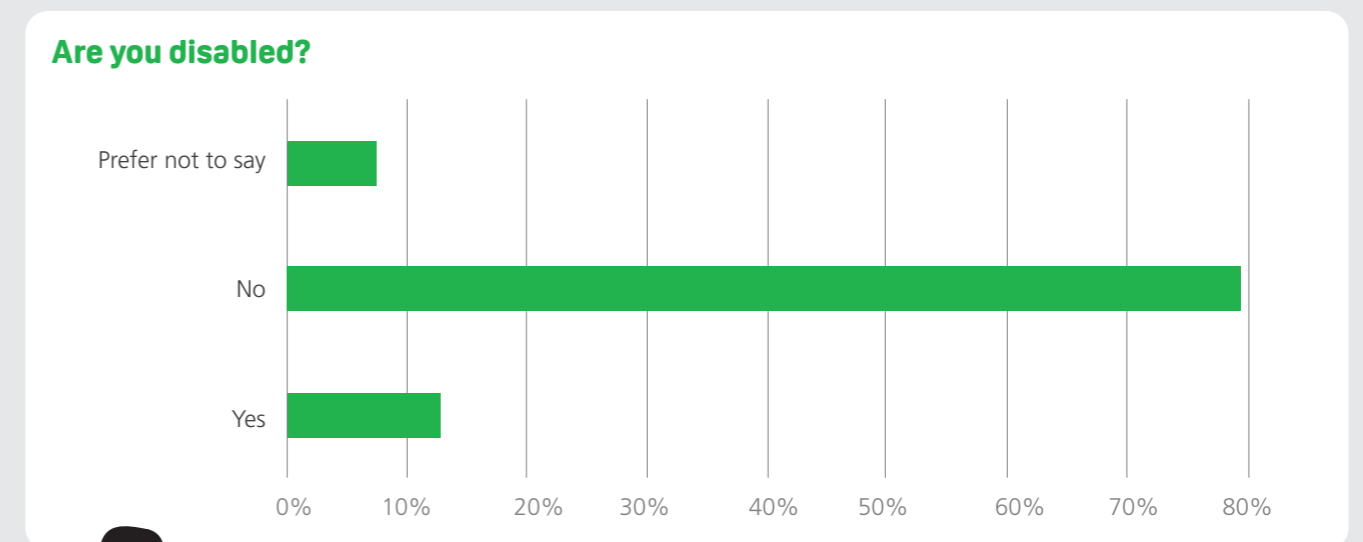
Age

953 respondents answered this question:



Disability

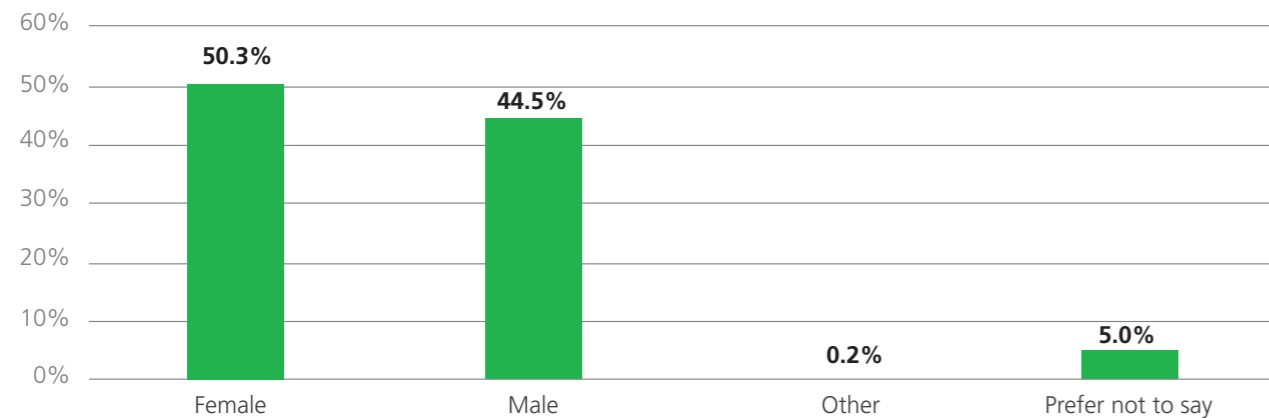
910 respondents answered this question:



Sex

885 respondents answered this question:

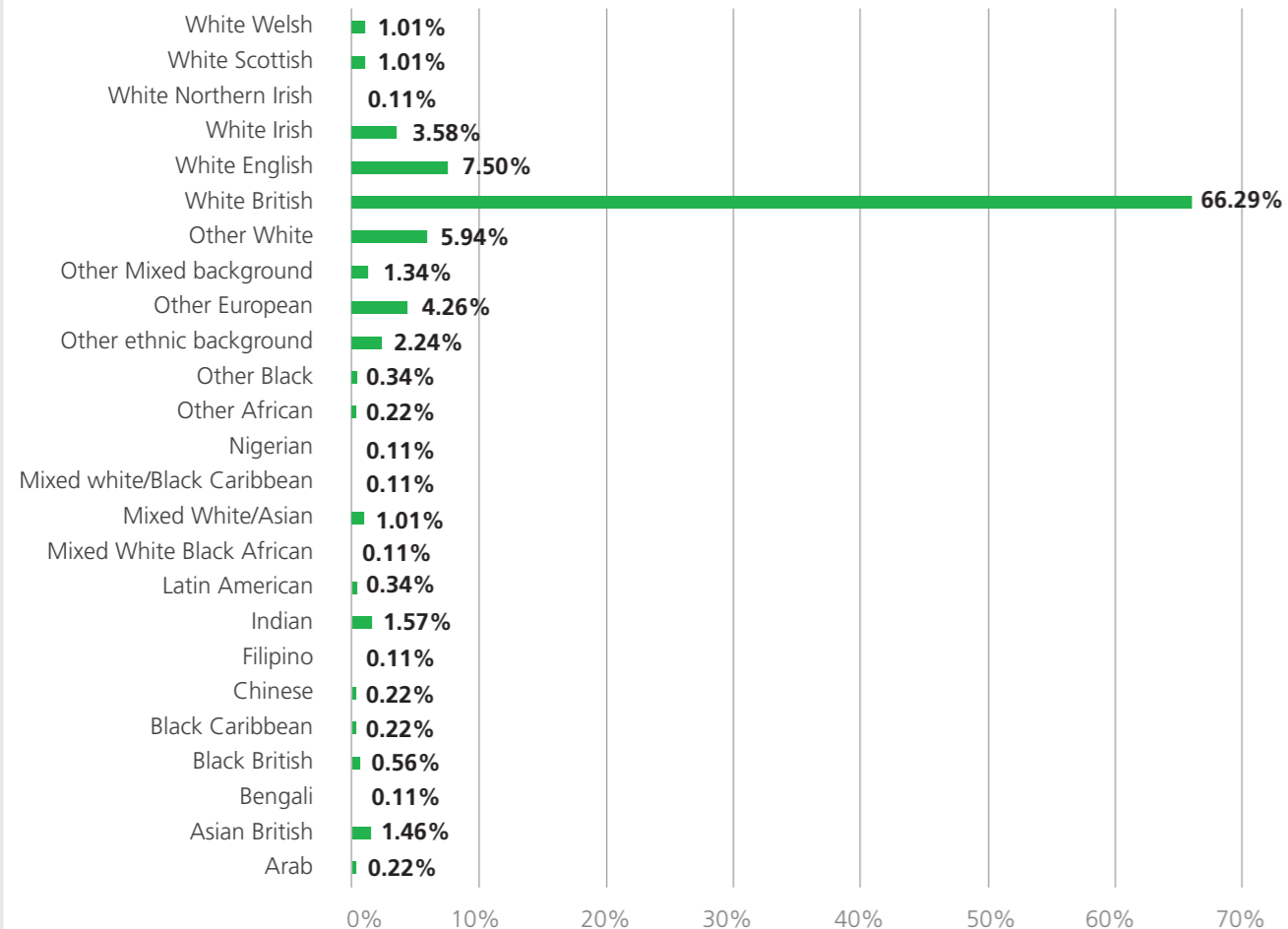
Sex of respondents



Ethnicity

893 respondents answered this question:

Ethnic background of respondents



Dulwich is less diverse in ethnic background than other parts of Southwark – according to Census 2021 around **80%** of residents in the area around Dulwich Village are of White background, compared with **51.4%** of Southwark as a whole.

Conclusion

Overall, the Dulwich Village Phase 2 – Streets for People consultation received a high response rate. Most demographic groups were well represented based on the area statistics, with the exception of younger age group.

Support for the scheme varied depending on location of respondents and whether they were car owners.

Themes and comments from the Phase 2 consultation that will be considered in the next phase are:

- Possible closure of Turney Road to motor vehicles between Boxall Road and Dulwich Village, especially reviewing concerns about traffic displacement, access changes and principles of the scheme.
- No clear preference was shown for either design option for the street improvements around the junction. Comments highlighted that the designs need to be changed to be more fitting with Dulwich Village's character and heritage.

At this point, no decision has been made on the re-design of the Turney Road/Dulwich Village junction, or specifically on any closure of Turney Road. No decision will be made until after the next phase of the consultation has been completed and responses to Phase 3 have been considered by the Cabinet Member for Leisure, Parks, Streets and Clean Air.

The council is grateful for all the responses received so far, which will influence the design moving forward. The changes will be shared in the Phase 3 consultation pack.



