

Dulwich Village monitoring informal consultation - summary

Summary results

Version 1.04*

15 June 2018

*This document will be updated with details of subsequent activities

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Officer	Position	Version	Distribution date	Comments
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Introduction

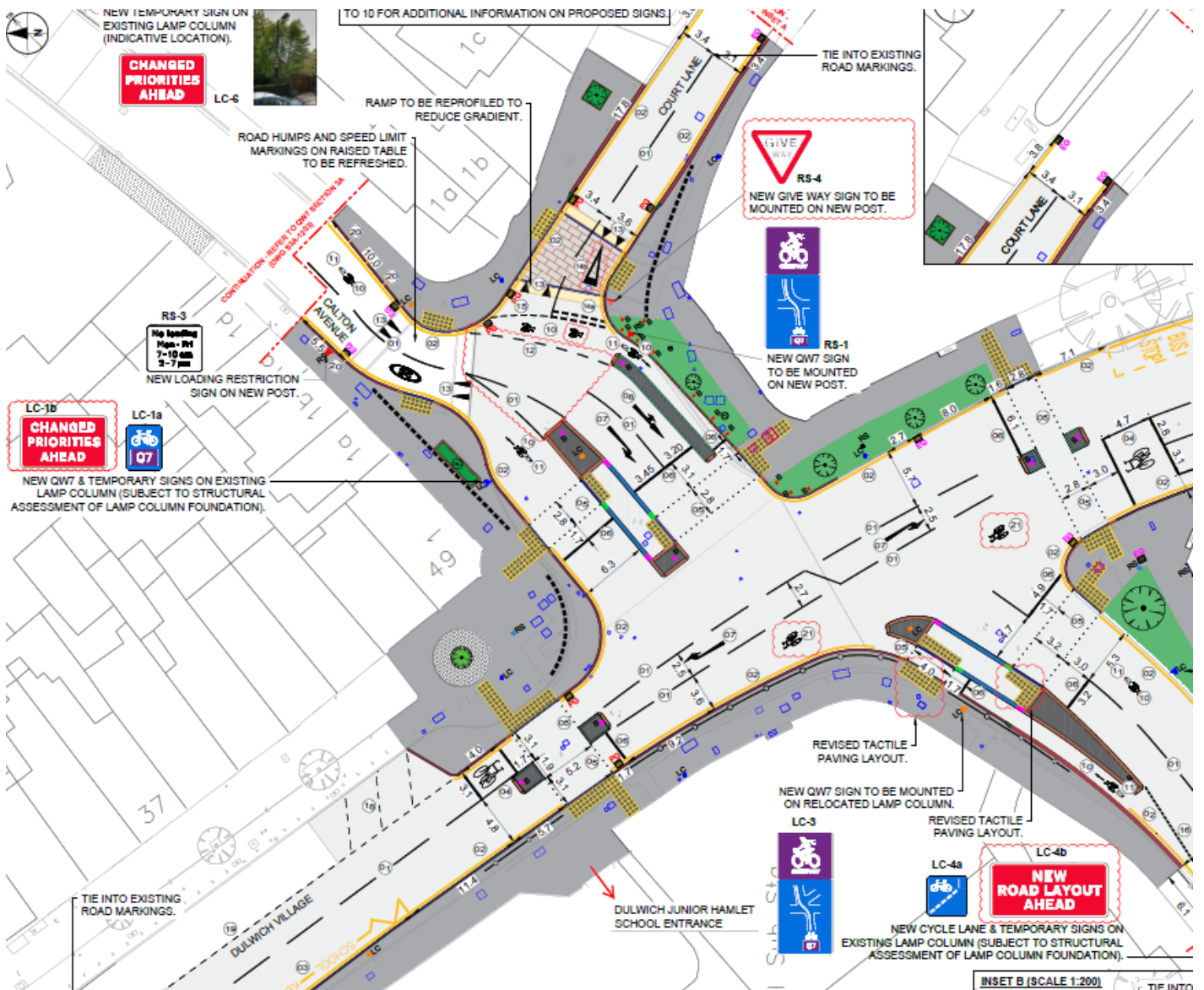
What is the aim of the document?

The aim of this document is to summarise and compile the results from informal consultation activities that have taken place since January 2018 as part of monitoring of Dulwich Village. The document will be updated when subsequent consultation activities have been completed.

Upcoming steps and consultation activities are regularly updated on the [Dulwich Village monitoring webpage](http://southwark.gov.uk/q7monitoring).

For more information on the monitoring and evaluation of Dulwich Village please visit southwark.gov.uk/q7monitoring

Design drawing:



Informal consultation results and actions

Below is a summary of meetings held in January and February 2018.

Safe routes to school meeting 22 January 2018

Attended by:

- Matthew Hill (Head of Highways)
- Safe routes to school representatives

Concern	Response from Council/actions
Cyclists travelling northbound on Dulwich Village in morning peak cannot get into the cycle lane approaching the lights due to parking and traffic queue, can we extend double yellow lines?	We will review this as part of monitoring Will require Traffic Management Order
Cyclists travelling northbound staying on Dulwich Village get squeezed at the crossing o/s the school as the distance across the junction means motor vehicles are trying to squeeze past by time they get there	Noted Cyclists need to take a central position at this location as there is insufficient width to accommodate both movements concurrently. we will review and see if cycle logos can be positioned centrally to reinforce position for cyclist
Confusion over Court Lane priority—and follow up request for more permanent give way signing	Review of markings underway
Difficulty for large vehicles (dustcart was mentioned) turning right from Calton Avenue into DV	Will review as part of monitoring
Widespread mis-understanding of the secondary stop lines by cyclists	Liaison with cyclist group is underway to explore education options (banners, social media) Police PCSOs scheduled to hand out leaflets and educate cyclists

Schools meeting 29 January 2018

Attended by:

- Matthew Hill (Head of Highways)
- Schools located around junction

Concern	Response from Council/actions
Concern about compliance at internal stop lines by cyclists and motorists	Schools will include information about changes at the junction in their newsletter.
Concern about compliance to change in priority at Calton Ave/Court Lane	Council to consider additional Give Way signs
Access to cycle lane blocked by traffic turning right from Court Lane	Council to review road markings at Calton Avenue/Court Lane junction.

Absence of near side signal creating confusion

Will bring to the attention of TfL, as there are queries about the operation of the lights

Cycling stakeholders meeting 31 January 2018

Concern	Response from Council/actions
Concern about compliance at internal stop lines by cyclists and motorists	Cycling stakeholders to use social media to encourage compliance at stop lines.
Concern about compliance to change in priority at Calton Avenue/Court Lane	Awaiting information on impact of installing Split Cycle and Offset Optimisation Technique (SCOOT) loops after resurfacing on the operation and efficiency of the junction.
Operation of low level signals	Will bring to the attention of TfL, as there are queries about the operation of the lights

TfL and Met Police road safety unit

Agreed to undertake an independent road safety audit.

Concern	Response from Council/actions
Road markings at Calton Avenue/Court Lane junction	Marking are being reviewed by the Council. Changes will be implemented and monitored as part of the resurfacing work.

Met Police cycle taskforce team 6-9 February 2018

Agreed to distribute leaflets to inform road users, especially cyclists and pedestrians, of the changes to the new layout. This took place between 6th and 9th February 2018. Police and Council officers gave out over 100 leaflets and spoke to over 30 people in more detail.

Concerns and suggestions
School Caretaker: Traffic is travelling too fast past the school during mornings and afternoons and he asked for speed humps before the traffic lights
Police Cycle task Team: there's a need for double yellow lines further up Court lane on the left hand side approaching the village
Concern that traffic light timings for pedestrians are too short
Suggestion to put give way lines at junction with Carlton avenue / Court lane
General concern that traffic is travelling too fast on Dulwich Village Way
Police: concern that the signal for the cyclists is been mistaken as a signal for traffic - two cars were seen stopping on the green signal. (Suggestion to keep the smaller signals in place and phase the top one with the other signal)
School Crossing Patrol (SCP): where the SCP is located on Carlton Avenue traffic is cutting the corner and driving over the pavement, which is flush with the carriageway, just before turning for Court Lane. Suggestion to install a bollard or build out.

Concern that advanced stop line on Dulwich Village immediately before turning into Carlton Avenue is not accessible by cyclists in nose-to-tail traffic.

Response from TfL to safety issues raised - 9 February 2018 (please refer to revised design drawing in webpage southwark.gov.uk/q7monitoring)

Concern	Response from TfL
Drivers not observing new layout and failing to admit right turning traffic from main road into Court Lane	Urgent need to remove redundant road markings, re-mark and improve visibility of yellow box. Council should consider enforcement of yellow box.
Concern about right turn from Calton Avenue into Dulwich Village as drivers not giving way to northbound traffic from Turney Road	Timing to be updated to improve operation of the junction
Issue with synchronisation of low-level and high-level cycle green lights	To be rectified as part of the new traffic light timing update
Concern over adherence to internal stop line for cyclists	LBS to monitor, and have implemented publicity leaflet handed out by the cycle taskforce team of the Metropolitan Police.
Concern over cars following the cycle signals on Carlton Avenue	This was not observed to be happening on site (two hour visit) but will be reviewed. As an interim solution may need to change position of cycle signal to the left to remove the see-through issue.
Concern at absence of nearside primary signal on Calton Avenue	This was considered during design and rejected as it would have created additional visibility issues for cyclists if mounted on the same pole.
Concern at lack of pedestrian crossing on cycle lane on Turney Road, adjacent to Dulwich Hamlet School	This was omitted from design as cycle lane is very narrow, with very little cycle traffic, and providing a pedestrian stage would have extended the 112 second cycle even further.
Tactile pavement 'tail' on non-controlled crossing (Turney Road)	The tail should be removed, as inappropriate for a non-controlled crossing. (please refer to revised design drawing in webpage southwark.gov.uk/q7monitoring)
Concern of possible merging conflict between cycle phase and traffic phase on northbound arm of junction	TfL confirms all adjacent traffic phases and cycle phases can run safely as they don't run in the same stage, there is an inter-green between each cycle and traffic phases which removes any conflict.
Need for additional road marking including cycle markings on Dulwich Village west-bound and Calton Avenue at junction with Court Lane	(please refer to revised design drawing in webpage southwark.gov.uk/q7monitoring)
Insufficient time to clear right turning traffic from Dulwich Village into Calton Avenue, causing cars to jump red lights	There should be a green arrow with 20 seconds maximum extension to clear traffic waiting for a right turn. Need to check that vehicle detection pole is working correctly.

Dulwich Village Forum meeting 19 March 2018

Concerns raised

The speed of traffic coming down Calton Avenue has significantly increased, compromising the safety of pedestrians

Drivers coming down Calton Avenue are confused by the two sets of lights ahead of them (for cyclists and for general traffic) and have been regularly observed going across on a red light

Drivers approaching the bottom of Court Lane (from Dulwich Village or Turney Road) are not clear about the change of priority – i.e. that continuing up Court Lane is now a right-hand turn across Calton Avenue traffic – leading to frequent near misses

Pedestrians crossing the bottom of Court Lane from the graveyard to Ash Cottage cannot see traffic a) coming from the left, and b) coming from Calton Avenue, and no longer have a refuge to protect them

Turney Road and Court Lane/Calton Avenue are now badly out of alignment. The addition of new cycle lanes has exacerbated the previous offset and is causing dangerous confusion for drivers in all directions:

- a. Cars pushed south by the Turney Road cycle lane have been observed crossing the junction from Turney Road on to the wrong side of Calton Avenue
- b. Cars pushed north by the Calton Avenue cycle lane have been observed crossing the junction from Calton Avenue on to the wrong side of Turney Road
- c. Cars turning right into Dulwich Village from Court Lane/Calton Avenue find themselves in conflict with traffic from Turney Road coming “straight ahead” from the opposite direction; due to the Turney Road cycle lane, this Turney traffic is significantly more to the left of the turning CL/CA traffic than it used to be, yet it has priority.

Meeting with past chair of Dulwich and Herne Hill Safe Routes to School June 2018

Comments/Concerns

On two of the three occasions when [we] visited the junction last month, we witnessed large numbers of adult-with-children pedestrian and cyclist movements as well as independent child pedestrians and cyclists. Three sides of the junction (north, south and west) seem to be working well. We have had reports of cyclists failing to stop at the secondary stop line when turning left from Dulwich Village into Turney Road, but we did not witness this.

However, we have serious concerns about the east side of the junction. Here is the list of issues which we have identified following our observations:

1. Pedestrians cannot cross the junction in one interrupted movement, no matter at which stage of the ATL cycle they arrive. Wait time can be up to 50 seconds. We think as a matter of principle that pedestrians should be able to cross a junction in one movement (assuming arriving at the right time in the ATL cycle) and should not be forced to wait on a traffic island in order to improve vehicle movement. We witnessed a number of occasions when the island was full of carers and children. Given the behaviour of drivers and the design of the island, we do not believe they were safe there.
2. Significant numbers of vehicles, and some bicycles, are not observing the secondary stop line and red light (pedestrian green) when turning right from Dulwich Village into the east side of the junction. We witnessed some pedestrian green lights when not one of the turning cars stopped and pedestrians were unable to cross at all on the green.
3. As per one of our original concerns - and notwithstanding the presence of the lollipop lady - with the change of vehicle priority, crossing the bottom of Calton Avenue is very difficult for pedestrians. We witnessed occasions of cars travelling in both directions failing to stop while the lollipop lady and pedestrians were in the road. It is important to remember in this regard that the lollipop lady is only there for an hour twice a day and schoolchildren are on the move outside that hour.
4. Drivers attempting to enter the junction from Court Lane are routinely ignoring the give way markings and blocking the cycle path.
5. There is still a clear pedestrian desire line across Court Lane and this crossing is now less safe than it was. The removal of the central island means pedestrians have to cross in one go. Drivers pulling into the junction block the crossing, forcing pedestrians to cross behind vehicles. Thus pedestrians cannot see vehicles turning across their path, and vehicles turning right into Court Lane cannot see pedestrians in the road.
6. We also note that there are a significant number of large commercial vehicles using the junction. We welcome

the rerouting of the largest, the Foundation Coaches, but they are only a small proportion of the overall number so the danger posed by large vehicles remains.

Generally, we observed sufficient impatient, aggressive and dangerous driving at the junction (particularly the east side) to suggest that the route is not a quietway for the purposes of our hypothetical 12 year old child. This behaviour occurs in spite of the fact that traffic is largely flowing freely and back ups are short lived.

It would also be useful to know, if possible, if the speed limit of 20 mph is being observed or not. When we were researching the lollipop campaign, we found a Southwark document that showed the speed limit was regularly breached at that junction and so I was wondering if that's still the case.

Interim response from Head of Highways

Thanks very much for your constructive feedback which I will share with the design team and review next week. I am glad that we can agree that 3 sides of the junction appear to be working relatively well.

In terms of next steps, the stage 3 road safety audit has been carried out, we are awaiting the written report from this. We then have an internal process of review. After that, I'm more than content to release that report, hopefully in w/c 24th June. At that point we will have a clearer idea about next steps.