

# Dulwich Village monitoring informal consultation - summary

## Summary results

Version 1.02\*

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\*This document will be updated with details of subsequent activities

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Officer	Position	Version	Distribution date	Comments
Joanna Lesak	Project Manager	1.00	05/02/2018	First release

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# Introduction

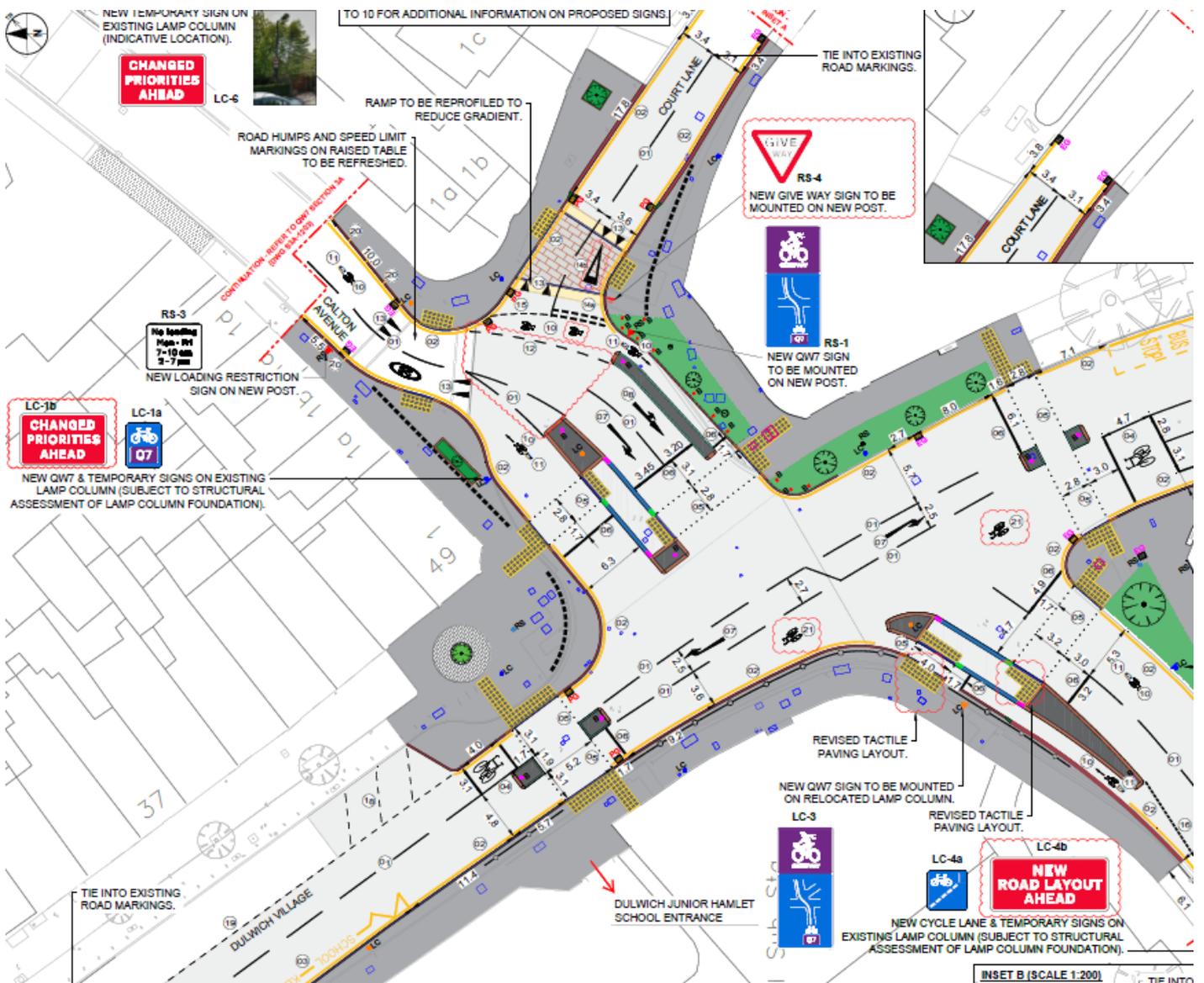
## What is the aim of the document?

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](https://www.southwark.gov.uk/q7monitoring).

For more information on the monitoring and evaluation of Dulwich Village please visit [southwark.gov.uk/q7monitoring](https://www.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 6<sup>th</sup> and 9<sup>th</sup> 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 being 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](http://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 <a href="http://southwark.gov.uk/q7monitoring">southwark.gov.uk/q7monitoring</a> )
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 <a href="http://southwark.gov.uk/q7monitoring">southwark.gov.uk/q7monitoring</a> )
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.