

Calton / Dulwich Village / Turney - Junction Audit

From an inclusive wheeling & cycling perspective



Introduction

About Wheels for Wellbeing (WfW): WfW exists to ensure that Disabled people realise they can cycle & are able to cycle as much and as far as they wish to.

- We provide opportunities for Disabled people to try out and practice cycling in and around South London. One of our three supported cycling bases is at the Herne Hill Velodrome, where we store and make available tricycles, handcycles, tandems etc. to anyone who experiences barriers to cycling.
- We are led by Disabled people who cycle and have developed unique expertise, training and consultancy services to help all who have an impact on the shape of our streets and the public realm to take the needs of Disabled cyclists and other wheelers into account.
- Who took part in auditing this junction? We carried out this audit in two parts: first by taking one of our supported inclusive cycling rides through the junction, with a number of our participants – all of whom are new cyclists, especially on-road cyclists, who are growing in confidence thanks to our programme of supported cycle rides around Dulwich and beyond (including on that day, two people with mild learning disabilities each accompanied by a family member, all riding bicycles; a person who lives with high levels of anxiety on a recumbent e-trike; two people with restricted mobility – one on a fixed gears recumbent trike & the other on a handcycle; plus our ride leader, riding the velo+, a wheelchair tandem. The second part of the audit was carried out by a wheelchair user, who crossed all the arms of the junction as a pedestrian/wheeler.
- This report is based on the feedback from all the riders/wheelers, and has been written by Isabelle Clement (who is very familiar with the junction herself, as a handcyclist).

Cycling - Calton to Turney (straight across)

- It is currently not clear (and therefore dangerous) that motor vehicles/emergency vehicles could be turning into this area. Please consider measures to improve safety on all approaches to this junction.
- It is currently not clear (and therefore dangerous) that motor vehicles/emergency vehicles could be turning into this area. **We recommend you explore measures of improving the safety of pedestrians/wheelers/cyclists (more clarity for drivers that this a no-entry road, restricted to emergency vehicles only).**
- Pedestrian lights at entrance of Turney Rd are often on red, impeding smooth crossing by riders, when they've had to wait a long time for green phase at bottom of Calton. Especially problematic when in a large group coming through the junction. **We recommend the phasing of the lights across the whole junction are reviewed to achieve shorter waits for pedestrians/wheelers/cyclists.**



Cycling - Calton to Dulwich Village (left turn)

- For cycles with wider turning circle, such as handcycles, trikes etc., the sharp left forces cyclists into the middle of Dulwich Village before turning (to avoid tipping). **We recommend softening the corner by modifying the footway/green strip.**
- Turning into Dulwich Village is quite intimidating (no protection or any infrastructure for cyclists, with pinch point at the lights & parked cars, on from the bus stop on Dulwich Village). **We recommend exploring measures to better protect cyclists as they cycle down Dulwich Village (southwards).**

Cycling - Calton to Dulwich Village (right turn)

- Dulwich is strongly cambered, making this turn challenging for riders of three-wheeled cycles (tipping risk, which has to be mitigated by the rider by taking the turn very slowly & very wide).
- **We strongly recommend re-modeling the junction in order to decrease the camber.**

Cycling - Dulwich Village to Calton (Left turn)

- Longer/wider cycles have wider turning circles than bicycles. Taking a sharp turn could cause a trike/handcycle to tip over.
- In order that trike cyclists/handcyclists can comfortably and speedily turn left, out of the flow of (straight ahead only) traffic at the lights, **we recommend turning the first planter lengthways (as the 2nd planter) and repositioning both planters slightly further back into Calton to create more space.**
- **We also recommend much clearer signage to indicate that no cars can turn left into Calton, except emergency vehicles.**

Cycling - Dulwich Village to Calton (northwards, right turn)

- On approaching this junction (and all the way across the junction northwards), Dulwich Village is strongly cambered, causing it to feel unsafe and making it strenuous for those riding three wheeled cycles (as excessive camber creates tipping risks & pulls the cycle into the kerb, requiring extra concentration and effort to keep course). The only comfortable riding position is the (flat) middle lane (but newer cyclists will likely feel stressed having to do this). The mandatory cycle lane is currently encouraging cyclists into the most cambered part of the road. **We strongly recommend re-laying this part of Dulwich Village in order to decrease the camber.**
- Going north through the lights to turn right can be an intimidating maneuver for newer cyclists. The “cycles only”, right hand lane leading to the lights is very helpful, but could be wider, to cater for wider cycles, and could start earlier, to provide newer cyclists more time to ride across the lane of car traffic, over to the right. Once across the lights, however, being faced with cars coming south and preparing to turn into Turney, looking like they are coming straight at you, can cause anxiety and doubt as to whether the cyclist is in the right place. This is a stressful and confusing layout. **We recommend this layout is reviewed.**
- At the entrance of Calton, **we recommend turning both planters lengthways, to give more width for wider/longer cycles & to encourage all cyclists to line up with the lane created by the row of smaller planters, going up towards Calton.**

Cycling –Turney to Calton, Straight across

- The protected cycle lane at the end of Turney Road feels narrow. It is not comfortable to be in, especially for riders of wider cycles, as you feel hemmed in between 2 curbs and along the railings (esp. if you are a rider who cannot dismount). **If the protecting island is to be retained, we recommend the removal of the railings.**
- Riders of wider cycles cannot bunch at the junction when on group rides (unless they use the car lane instead), making this bit of infrastructure that is unusable for an inclusive group ride (unless there are sufficient marshals to block the junction to get everyone through).
- The entrance to this protected lane isn't clear for newer cyclists. It should be wider at its mouth and start earlier down Turney Road.
- **We recommend the whole layout of this protected lane is reviewed.**
- At the entrance of Calton, **we recommend that the left hand lane is widened by positioning planters lengthways, encouraging all to use the lane created by the row of small planters.**

Cycling - Turney to Dulwich Village (right turn)

- For confident cyclists, this movement (made with motorised traffic) is fine.
- Newer cyclists however are more likely to use the protected cycle lane, only to realise that they are in the wrong position to turn right. Maneuvering to turn right from there would be most challenging for riders of three-wheelers.
- **We recommend provision of a better layout for cyclists turning right out of Turney.**

Cycling - Turney Rd to Dulwich Village left turn

- Though this movement is well provided for by the cycle phase lights, once you turn into Dulwich Village you find yourself on a significantly cambered piece of road. This causes stress and discomfort for anyone on three wheels. **We strongly recommend that this part of Dulwich Village is relayed to lower the camber.**
- The lack of protected infrastructure until a few meters before the junction with Dulwich Way/East Dulwich Grove makes it quite intimidating for cyclists, especially given the numerous reversing maneuvers by people parked by the row of shops the other side of the road. **We recommend that measures to protect cyclists are considered here.**

Wheeling (by wheelchair users, rollator users, mobility scooter users, pushchairs etc.)

- General comments: footways are of good surface quality and width throughout the junction.
- All dropped kerbs are flush with the carriageway, which would ordinarily provide good levels of comfort for wheelers. However, the blister paving tiles used across the whole junction are particularly (and unusually) high and cause high levels of discomfort (vibrations) in wheeling over them and cancel out the fact that the kerb is flush with the carriageway as one needs to stop in the road & apply a lot of force to get onto and across the blistered tiling.
- It is likely this paving causes a tripping hazard for unsteady/frail pedestrians.
- **We strongly recommend that this paving is reviewed and replaced by less spiky blistered paving (whilst retaining the usefulness for visually impaired pedestrians).**
- All pedestrian phases are very slow. This encourages risk taking (not waiting for the green man) and causes discomfort for any walkers with pain, balance or energy impairments.
We recommend that the timing of all pedestrian & cycling phases are shortened.

Wheeling – Crossing at the bottom of Calton

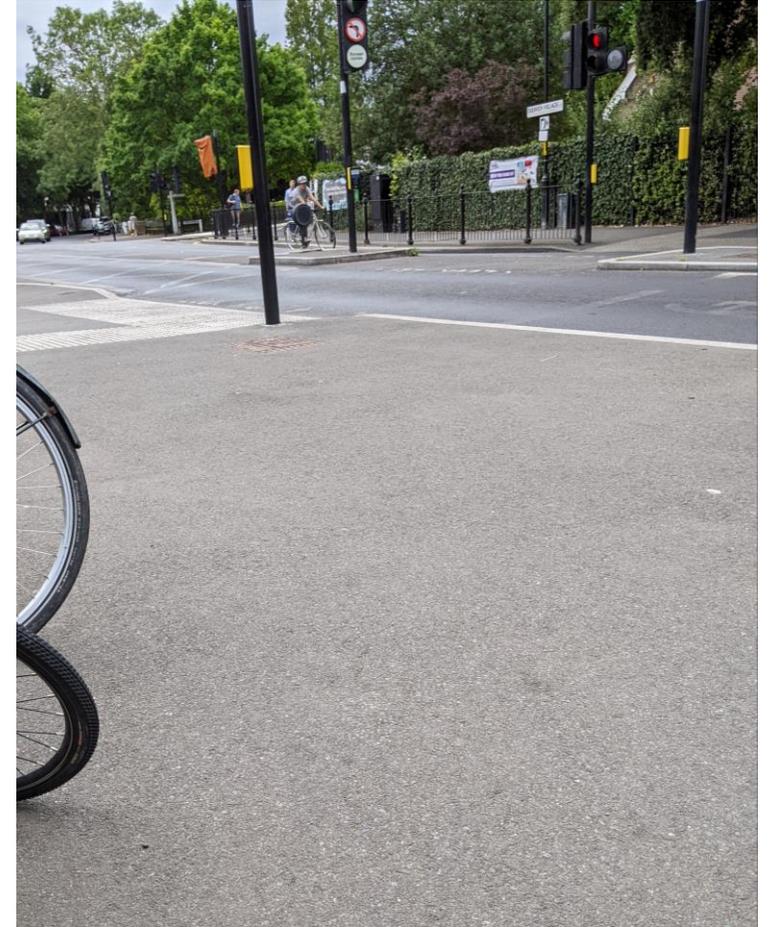
- Kerbs are dropped and flush. No issues with camber nor excessive gradient, making them high quality for wheelers.
- The pedestrian refuge in the middle of the junction has been modified but still requires additional steps / maneuvers from **wheelers only** costing energy & time unnecessarily. Other pedestrians use the straight desire line across the junction. **We recommend that the movement of ALL pedestrians/wheelers be a simple, straight across movement, with priority over cyclists, and any other vehicle.**
- Disabled drivers now have access to a Disabled parking space at the northern end of the row of parking spaces, which is a huge improvement. However, **we would recommend moving this to the southern end of the same row so that people with mobility issues / energy or pain impairments have access to all the shops along the length of this part of Dulwich Village, the corner and the bottom of Calton Street. The kerb by this parking space should be dropped.**
- **We recommend adding 2 “Larger/longer cycles” parking spaces (as per TfL’s design for CS9) on the same bit of pavement as the existing Sheffield racks, where there is an unused bit of footway.**



Wheeling - Crossing between the shops & the primary school

The camber in the road (down towards the school) is felt strongly and makes it arduous for wheelers to cross from the school to the shops.

We recommend this junction is relayed to minimize carriageway camber.



Wheeling – Crossing Calton in front of “Au Ciel” – problematic camber + gradient + street clutter!

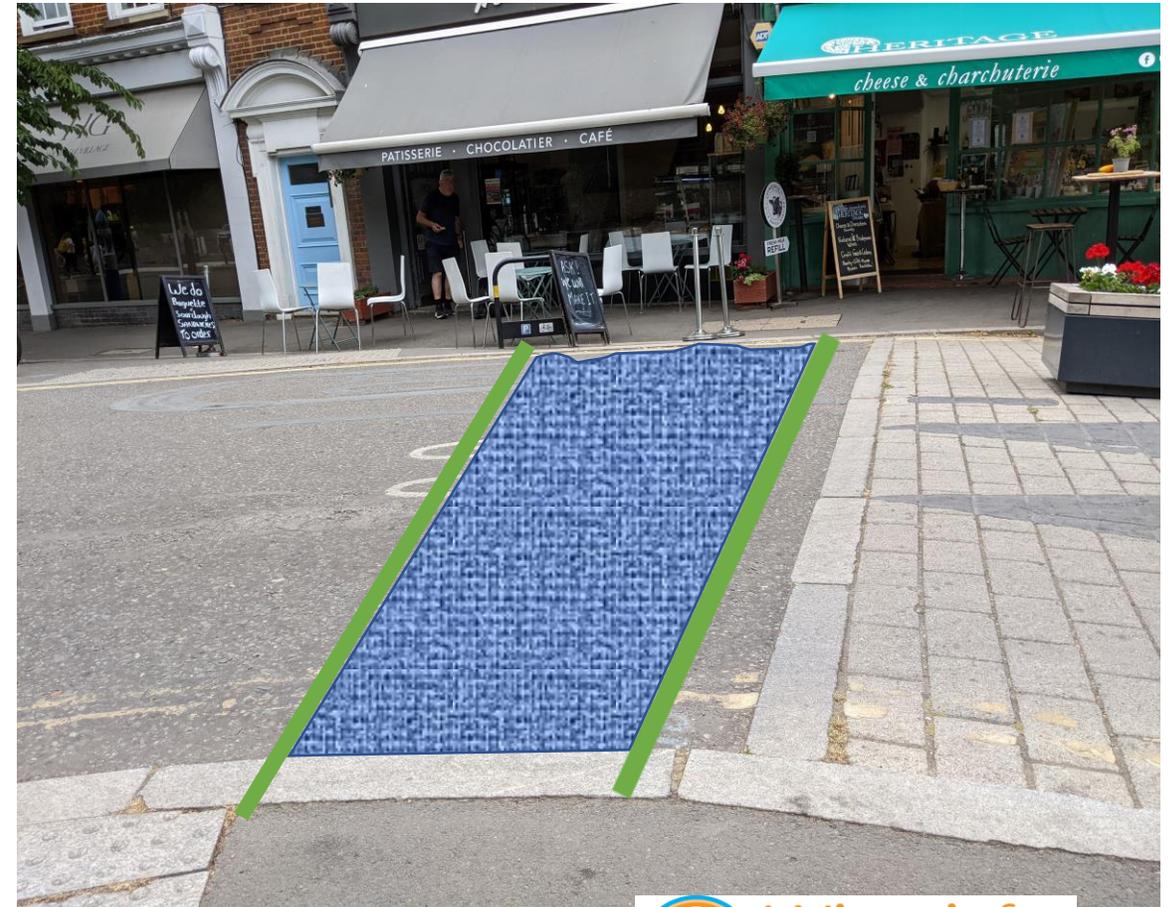


Current crossing point is dangerous (tipping / crashing into street clutter risk) & extremely challenging for manual wheelchair users!

We recommend the crossing is moved to where the edge of the speed table currently is (as shown).

We recommend street clutter is removed to facilitate movement to / from crossing from all directions.

We recommend single Sheffield stand is removed, outside of Au Ciel & repositioned to the further side of the row of shops.



Cycle Parking

- There is currently no reserved parking for wider/longer cycles (that we could find. We recommend 2 larger cycles parking bays are installed in the mostly unused part of footway between Sheffield stands and the crossing in front of the primary school, along Dulwich Village. We recommend TfL's design, as used along CS4 in Bermondsey, (but preferably with a double length Sheffield).



Accessible Car Parking

- Dulwich until recently only had one reserved car parking spaces for Blue Badge Holders. It is also possible that this space (on Boxall Road) was positioned there for a specific resident.
- We noticed an accessible car parking space has been created at the end of the row of parking spaces in front of the parade of shops along Dulwich Village. We do not feel it is positioned in the right place as this could limit access to many of the shops (along Dulwich Village and around the corner along Calton), to those who can only walk very short distances. **We recommend this space is re-positioned at the opposite end of the row. We also recommend the creation of a dropped kerb alongside this space, and the removal of the first Sheffield stand, to be repositioned (possibly with a few additional Sheffields) with the 2 larger cycles parking spaces we recommended above, ie: in the mostly unused part of footway in front of the existing little row of Sheffield stands.**
- **We also recommend an additional Disabled car parking space is provided in the vicinity of Gail's or across the road,** to provide access to the rest of the shops & restaurants at the heart of Dulwich village.