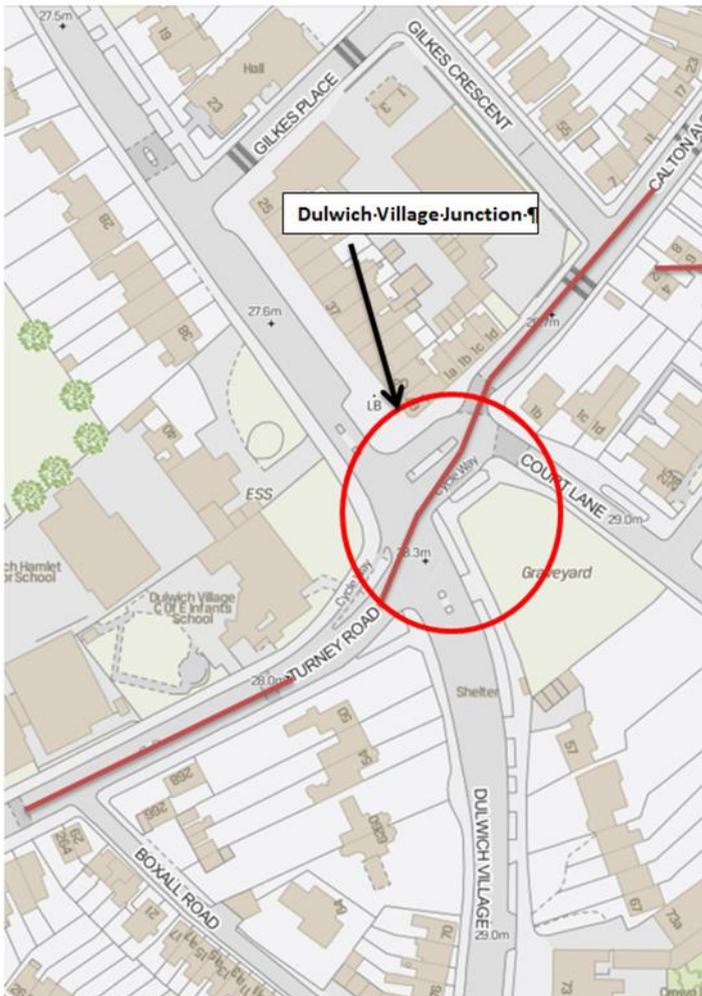


QW7-Dulwich Village Junction Monitoring: Key findings

May 2019

Summary of monitoring surveys, feedback received and next steps



Generally the junction review shows a high volume of through traffic at the junction. There is a high demand by pedestrians to cross the road, especially in the morning and afternoon peak hours. All these, together with pinch points caused by kerbside parking, may be contributing to the long queues, safety concerns, and non-compliance to priority observed at the junction. The junction is currently operating over capacity at most of its arms.

There is an increase in the number of cyclists using the quietway since the changes were made.

Some features of the junction changes are working well (paragraph 8.0), while others may operate better once the fundamental issue of through traffic is addressed

See paragraph 3.0 for next steps.

1.0 Summary: feedback received from respondents

- Concern about lack of compliance to 'give-way' at Court Lane/Calton Avenue junction.
- Concern about the difficulty that pedestrians face when crossing the road at Court Lane due to removal of pedestrian refuge island.
- Concern about the difficulty that pedestrians face when crossing the road at Calton Avenue due to new priority at this location
- Concern about safe access for cyclists to the southbound cycle lane on Calton Avenue due to non-compliance to 'give-way' at Court Lane/Calton Avenue.
- Kerb upstand forming part of the pedestrian refuge island may be causing trip hazard to some using the signal crossings on Calton Avenue and Turney Road

This report is to inform on the findings of monitoring highway changes implemented at Dulwich Village/Court Lane/Calton Avenue/Turney Road junction, as part of the Elephant and Castle to Crystal Palace Quietway (QW7). The implementation period was from August 2017 to February 2018. The monitoring period was from February 2018 to January 2019.

The monitoring was undertaken in response to concerns raised during the consultation period regarding certain elements of the junction changes. These elements are outlined in paragraph 5.0

This report is to be read with Appendix A which shows a graphical summary of traffic surveys and feedback received

- Non-compliance to stop line at pedestrian signal crossing by some motorists and cyclists, especially on Calton Avenue and Turney Road
- Concern that the yellow box junction at Calton Avenue, near junction with Court Lane, may be causing confusion with southbound priority at Calton Avenue
- Motorists waiting to exit Court Lane into Calton Avenue encroach the southbound cycle lane on Calton Avenue leading to the cycle gap
- Safety concerns created by traffic turning right into Court Lane, especially for southbound traffic on Calton Avenue and pedestrians crossing Court Lane
- There is a perception that the North Dulwich and Denmark Hill CPZ has displaced parking onto the quietway alignment

2.0 Summary: traffic surveys & data analysis

- There is an increase in the **volume of cyclists on the quietway route**, comparing cycle counts before and after the changes.
- There is an **increase in the volume of traffic along** Calton Avenue, comparing 2015 traffic data with 2018. This increase, coupled with **pinch points caused by kerbside parking and the high number of pedestrians crossing the road at Court Lane and Calton Avenue**, has contributed to the long queues, non-compliance to priority at peak hours and safety concerns.
- There is an **increase in the volume of traffic accessing Dulwich Village, northbound, from Court Lane** in the morning and afternoon peak hours. However, Court Lane has had no significant change in its 24 hrs volume count (comparing 2015 traffic data with 2018)
- Generally there has been a **reduction in the volume of traffic on Turney Road, from Calton Avenue** (comparing 2015 traffic data with 2018)
- More pedestrians cross **informally (courtesy crossing) at Court Lane and Calton Avenue**, during the peak hours, than use the signal crossing.
- In the AM **longer queues are formed on Calton Avenue and Court Lane**. This may be due to the presence of a school crossing patrol stopping the traffic to allow pupils to cross the

road. Pedestrians were observed crossing between queuing traffic in the absence of a guard

- A total of 1217 vehicles were recorded with origin at Court Lane, during the survey period (08:00-10:00, 15:00-19:00). Of these, **420 were recorded as being non-compliant** with the 'give-way' marking at Court Lane.
- The **cycle gap facility was heavily used by southbound cyclists** compared with the other lanes. Although the lane leading up to it was sometimes blocked by queuing traffic, cyclists weaved around traffic to enter the cycle gap
- **Collision:** There was one slight collision recorded at Court Lane, near junction with Dulwich Village during the survey period. The cause of this is unknown. This is based on provisional collision data available from January to August 2018
- **Air Quality:** comparing before and after data shows that there has been a moderate increase in NO₂.

3.0 Next steps to address the issues

Holistic measures to reduce through traffic and prioritise active and healthier travel -This will be part of the engagement exercise for **Our Healthy Streets – Dulwich scheme**. This area wide approach is aimed at working with residents and stakeholders to address the fundamental issue of traffic volume at the junction and its environs. This approach will prioritise healthy streets conditions, promote active travel and improve the safe operation of the junction

Measures to improve the smooth flow of traffic, remove pinch points, and improve safe access to the southbound cycle lane on Calton Avenue (subject to consultation):

- **Court Lane** – Explore extending existing waiting restrictions to junction with Dekker Road, both sides, and introduce loading restrictions at the same time
- **Calton Avenue** – Explore introducing waiting and loading restrictions at the eastern kerb line, between the car club bay and Woodwarde Road. It is proposed that the restriction will apply only in the morning and afternoon rush hours when the problems exist with parking

- Explore measures to improve safe access to the cycle gap on Calton Avenue for southbound cyclists
- Explore measures to address concerns about pedestrians tripping over raised kerb upstand at signal crossing.
- Cyclists on the quietway have their own signal phase (13 seconds to clear the junction)
- The traffic lane widths at all arms of the junction were adjusted to avoid critical width which creates problems for cyclists.

4.0 What changes were introduced at the junction?

Measures to improve pedestrian safety and comfort:

- **Wider footways** introduced around the junction. e.g. outside Dulwich Hamlet Junior School entrance on Dulwich Village
- **Reduced crossing distance and widened crossing width** at the busiest signal crossing used by pupils – Dulwich Village (northern arm) signal crossing
- New **pedestrian countdown timer** introduced at the junction
- Pedestrian refuge Island at **Court Lane was removed**. A wider footway was gained and a shorter crossing distance maintained. A new raised table for informal or courtesy crossing was introduced. Pedestrian courtesy crossing reinforced with new block paving on the raised table platform
- Existing direct pedestrian signal crossing on Turney Road and Calton Avenue replaced with a two stage staggered signal crossing.
- A new pedestrian island introduced on Calton Avenue and Turney Road to assist with the two stage crossing at the traffic lights. Special kerbs were introduced to channel pedestrians and discourage indiscriminate crossing
- Guardrails outside Dulwich Hamlet Junior School were retained

Measures to improve safety for cyclists

- A segregated cycle lane was introduced on Calton Avenue, for southbound cyclists, at the signal junction.
- A segregated cycle lane was introduced on Turney Road, for northbound cyclist, at the signal junction

Measures to improve safety for motorists

- The three traffic lanes on Calton Avenue, southbound approach to the signal junction were reduced to two lanes to improve lane discipline and safety
- The priority at Court Lane/Calton Avenue junction was reversed. Calton Avenue is now given priority due to the quietway alignment and also to discourage Court Lane from being used as through traffic to/ from the south circular.
- New stop line was introduced at all signal pedestrian crossings
- To improve the operation of the traffic signals new timings were introduced
- The junction corner radii were tightened to encourage slower speeds

Parking

- New waiting restrictions were proposed at all corners of the junction
- New waiting restrictions were introduced at Court lane, from junction with Calton Avenue to the boundary line of No 1c.
- Due to concerns received the proposal to introduce waiting and loading restrictions on Calton Avenue was put on hold pending a review of the junction

5.0 Concerns raised during the consultation process.

Particular concerns were raised by some residents during the consultation process regarding the features below:

- Change in priority at Court Lane and its impact on **pedestrians crossing the road informally (courtesy crossing)** and **traffic delays**
- **Reduction in traffic lanes at Calton Avenue** southbound approach to Dulwich Village

- Introduction of **loading and waiting restrictions** on Calton Avenue, between Gilkes Crescent and Court Lane
- **Cyclists compliance at a stop line** when pedestrians are crossing the traffic lights

Due to concerns raised during consultation, the proposal to introduce loading and waiting restrictions and a loading bay on Calton Avenue was put on hold until the monitoring process was completed.

6.0 Monitoring plan

The target set during monitoring period was that there will be no significant pattern of conflict, involving motorised / non-motorised traffic / pedestrians / cyclists within 12 months from January 2018 (killed, serious/slight injury as reported to police) at the following locations:

- **Informal or courtesy crossings at Calton Avenue and Court Lane** - Monitor pedestrian safety and ease to cross the road due to change in priority at Court Lane and Calton Avenue
- **Court Lane approach to Calton Avenue**— Monitor compliance to ‘give-way’ and impact on the safety of all road users
- Right-turning traffic into Court Lane – Monitor compliance to **priority for southbound traffic on Calton Avenue when traffic light is green. Review impact of the right turn on the** safety of all road users.
- Pedestrian crossings at traffic signal - Monitor **compliance at internal stop line** and pedestrian safety.
- Cycle lane on Calton Avenue and Turney Road- Review **cyclists ease of access to southbound cycle lane and any safety issues related.**

One slight collision has been recorded **during the monitoring period** at Court Lane / Dulwich Village junction. There have been cases of observed near misses reported as part of feedback received.

How we monitored

Methodology	How we monitored
Feedback from local residents and stakeholders	A monitoring feedback form was available on the Southwark consultation hub from January 2018 until January 2019. This invited residents to submit their comments about the completed scheme at Dulwich Village. The monitoring form received 146 responses in total. The great majority of these were in January and February 2018, reflecting existing concerns from local groups about the proposed junction changes.
Site visits by officers	There were numerous site visits by officers with local councillors, residents, Transport for London officers and Met police road safety unit. Officers also attended meetings arranged by Dulwich Safer Routes to School to discuss the junction.
Independent road safety audit (stage 3)	This was done in July 2018 after works were completed in February 2018. Recommendations have been implemented where necessary. Audit report, exception report and risk assessment is now published online.
Air quality monitoring	NO ₂ diffusion tube was introduced on Calton Avenue, near junction with Court Lane, from June 2017. Comparing before and after data shows that there has been a moderate increase in NO ₂
Video & traffic surveys	We undertook comprehensive traffic and video monitoring of the junction for a week in November 2018. The aim was to compare before and after conditions. Some of the results are included in this report.
Review collision	One slight collision has been recorded during the

records

monitoring period at Court Lane / Dulwich Village junction. This based on data available from January to August 2018

Feedback from local councillors.

Local ward councillors and stakeholders have given us their feedback on the junction changes. This is included in the comments from stakeholders

7.0 Monitoring summary

Traffic volume (comparing 2015 baseline to 2018)

There has been an increase in the volume of traffic using Calton Avenue, especially in the morning and afternoon peak hours.

There is an **increase in the volume of traffic** accessing **Dulwich Village, northbound, from Court Lane** in the morning and afternoon peak hours.

There is a **reduction in the volume** of traffic accessing Turney Road from Calton Avenue.

There is an **increase in the number of cyclists** using the quietway route.

Pedestrians

More pedestrians cross **informally (courtesy crossing) at Court Lane and Calton Avenue**, during the peak hours, than use the signal crossing. These are mainly pupils and parents crossing the road during the school rush hours where a school crossing patrol stands on Calton Avenue. The high pedestrian movements may partly be contributing to long queues on these arms.

There are 404 pedestrians crossing at Calton Avenue, where the school crossing patrol stands, in the period 08:00-10:00 and 208 pedestrians crossing Court Lane at the courtesy crossing (raised table)

In the PM (15:00-18:00) there were 457 pedestrians crossing at Calton Avenue courtesy crossing, and 268 pedestrians at Court Lane courtesy crossing

The average waiting times at Calton Avenue and Court Lane were 6 seconds and 7 seconds respectively.

Pedestrians find it difficult to cross the road when then crossing guard is not present.

Compliance to Court Lane ‘give-way’

A total of 1217 vehicles were recorded with origin of Court Lane, during the survey period (08:00-10:00, 15:00-19:00). Of these, **420 were recorded as being non-compliant** with the ‘give-way’ line in one of these three ways:

1. Stopping over the give way line inside the cycle section on the carriageway.
2. Moving first when traffic is stationary due to the lights
3. Moving into the junction in such a way that priority traffic has to slow/stop

Stop Line compliance at signal crossing

It was found that cyclists in most cases **do not stop at the stop lines**, with only one in ten stopping when required during the survey period. In the case of motorised traffic, compliance is ignored predominantly when the light turns red as the vehicle is about to cross the stop line. The stop line at Calton Avenue, northbound, was the worst for non-compliance by motorised traffic .There was no recorded incident of conflict due to the non-compliance.

Queue lengths - longest queues recorded

Calton Avenue and Court Lane had significant queues in the morning and afternoon peak hours.

Location	Queue Length -AM 08:00-9:00 (m)	Queue Length-PM peak 16:00-17:00(m)
Calton Avenue	135+	125+
Court Lane	135	75
Turney Road	60	100

Queue length (metres) after the junction changes

Queue length figures before the junction changes showed that Court Lane had longer queues than Calton Avenue during the peak hours, and the extent of the queue was not as long as measured during the trial.

8.0 What is working well

Reduction in traffic lanes from three to two has improved lane discipline, although junction capacity has been reduced.

The following measures have improved pedestrian comfort and safety:

- **Wider footway at the junction**, especially outside Dulwich Hamlet Junior School entrance on Dulwich Village. This has reduced congestion at the school gate
- **The reduced crossing distance and wider crossing width** at Dulwich Village crossing (northern arm).
- Pedestrian countdown timer
- The two stage signal crossing at Calton Avenue and Turney Road
- Guardrail retained around Dulwich Hamlet Junior School.

Yellow box junction has helped to keep Calton Avenue/Court Lane junction clear. However, there is concern that this may be causing confusion with the southbound priority

The cycle gap on Calton Avenue and Turney Road are well used by cyclists compared to those using the traffic lane

9.0 What is not working well

Feature	Reasons
Change in priority at Court Lane and Calton Avenue	<p>Yellow box junction to allow right turn into Court Lane may be causing confusion with southbound priority on Calton Avenue.</p> <p>Generally there's been an increase in the volume of traffic using Calton Avenue. This increase coupled with pinch points due to kerbside parking has sometimes resulted in long queues and non-compliance to priority during the peak hours</p> <p>The number of pedestrians crossing the road, but not at the signals, during the peak</p>

periods may be contributing to the queues and delays at Calton Avenue and Court Lane. (**612 informal or courtesy crossing in the AM peak hours and 857 in the PM peak hours**)

Compliance to Internal stop lines at pedestrian crossings

Compliance by cyclists is poor. Concerns have been raised about motorists **ignoring stop line at Calton Avenue northbound** (124 cars did not stop compared with 65 who stopped)

Safety concerns at informal or courtesy pedestrian crossings at Court Lane and Calton Avenue

There are 404 pedestrians crossing at Calton Avenue, where the school crossing patrol stands, in the period 08:00-10:00 and 208 pedestrians crossing at Court Lane, at the courtesy crossing (raised table)

In the PM (15:00-18:00) there were 457 pedestrians crossing at Calton Avenue courtesy crossing, and 268 pedestrians at Court Lane courtesy crossing. The average waiting times at Calton Avenue and Court Lane were 6 seconds and 7 seconds respectively.

Pedestrian/vehicle conflict was observed when the school crossing guards were not present.

Cycle lane leading up to cycle gap

Access to the Calton Avenue cycle lane was sometimes blocked by traffic on Court Lane merging into Calton Avenue. Cyclists were observed regularly weaving around the traffic in order to enter the cycle gap

10.0 Next steps.

Engage with residents on measures to introduce loading and waiting restrictions on Court Lane and Calton Avenue. The reason is to remove pinch points during the rush hours. This will be subject to statutory consultation.

Explore measures to improve safe access to the southbound cycle gap on Calton Avenue. This will

be dependent on safety audit and review by TfL signals

Explore measures to address concerns about pedestrians tripping over raised kerb upstand at signal crossing

Work with residents and stakeholders on measures to prioritise active traffic and **reduce through traffic**

in the wider area as part of [Our Healthy Streets-Dulwich scheme](#) .This area wide approach will ensure the impact of any changes to promote active travel and discourage through traffic is assessed carefully in the local area.