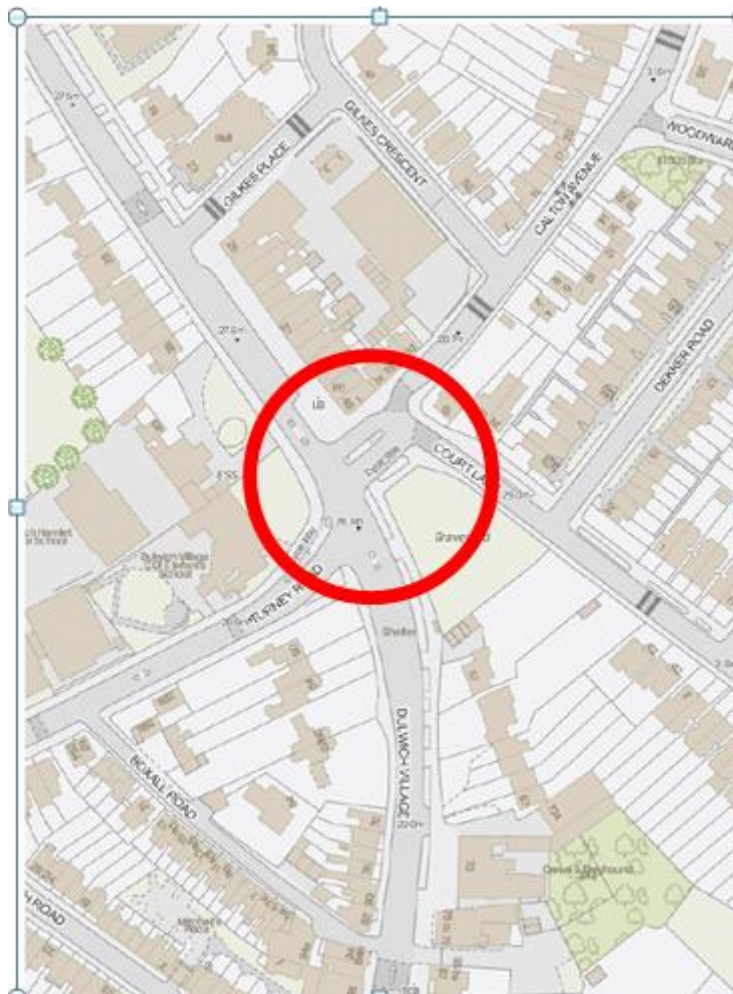
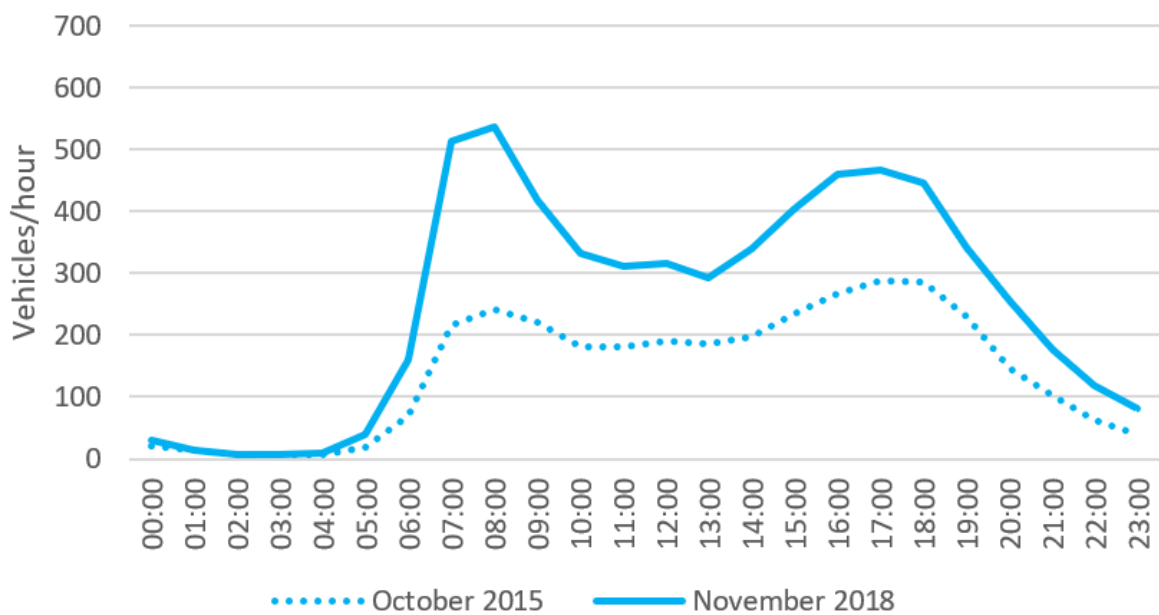


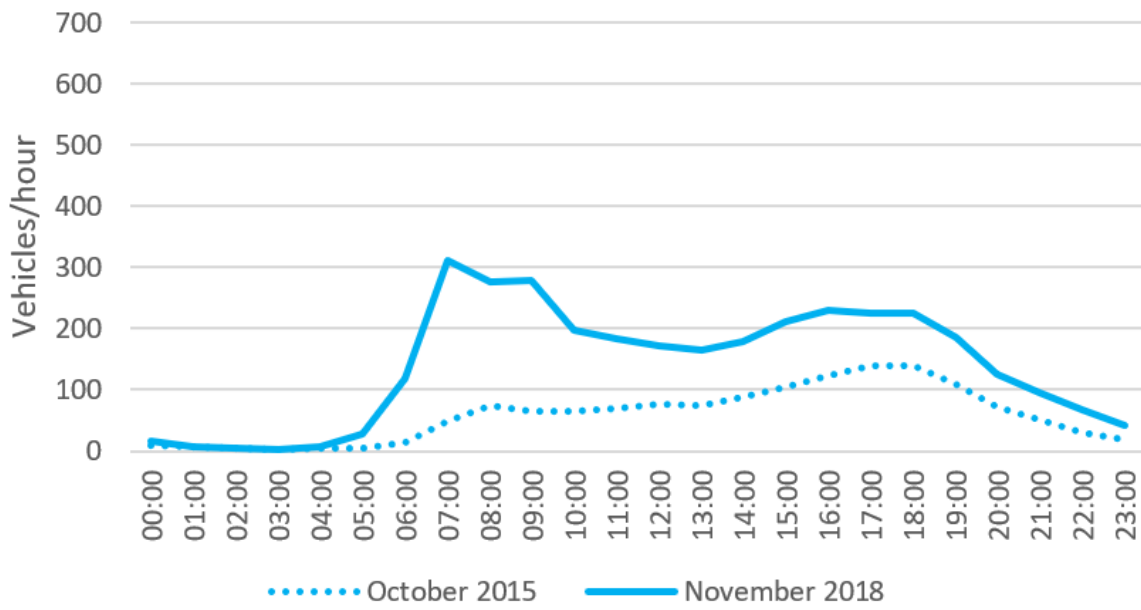
Appendix A: Dulwich Village Junction Monitoring



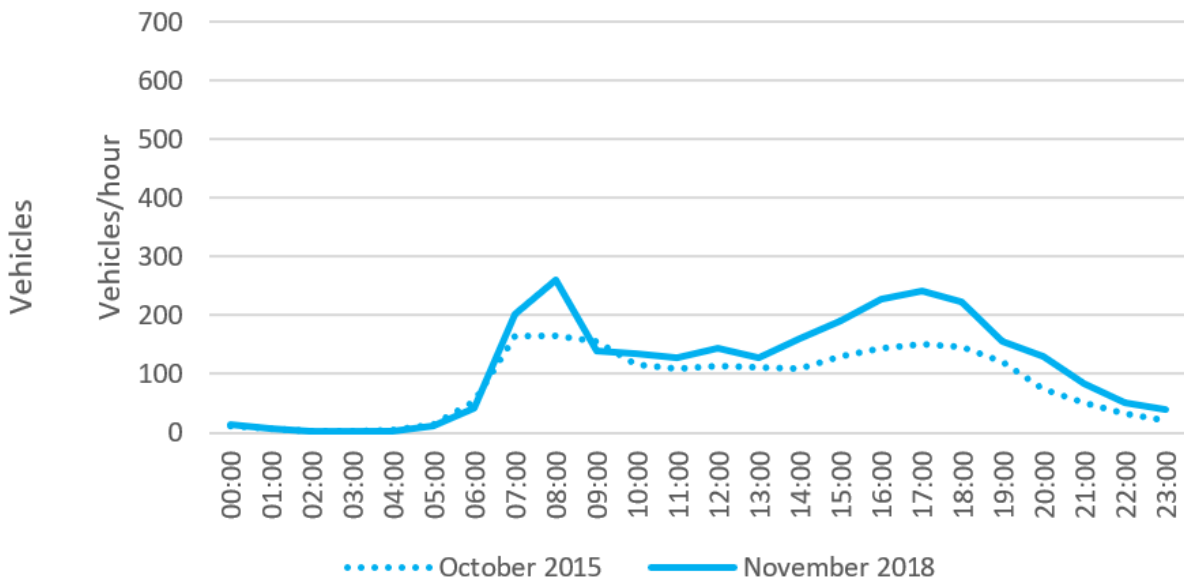
Calton Avenue, Average daily profile (2-way flow)



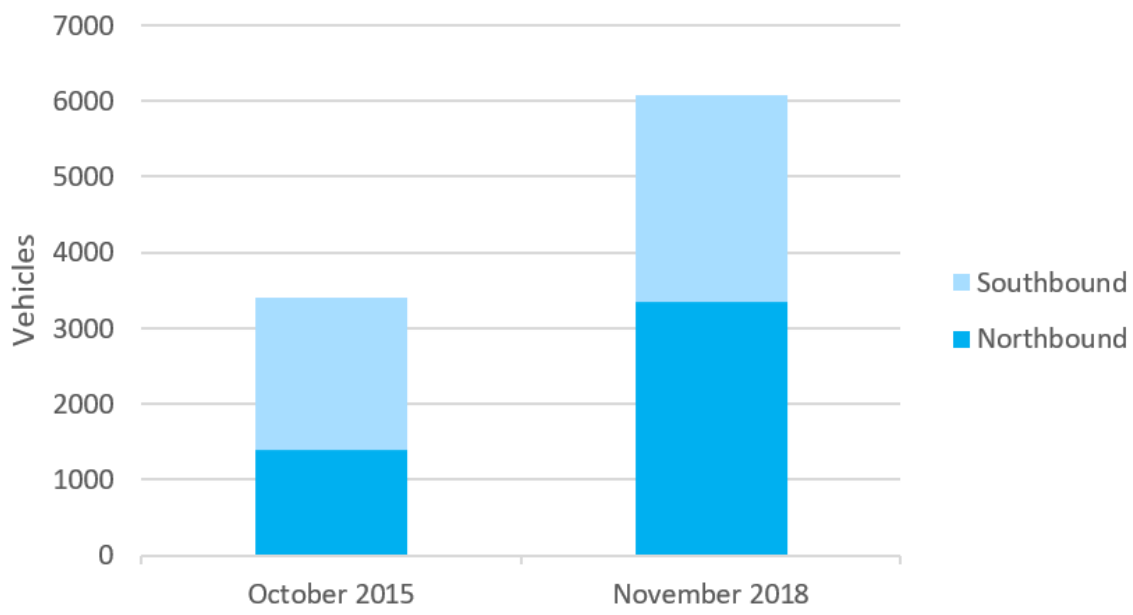
Calton Avenue, Average daily profile (Northbound flow)



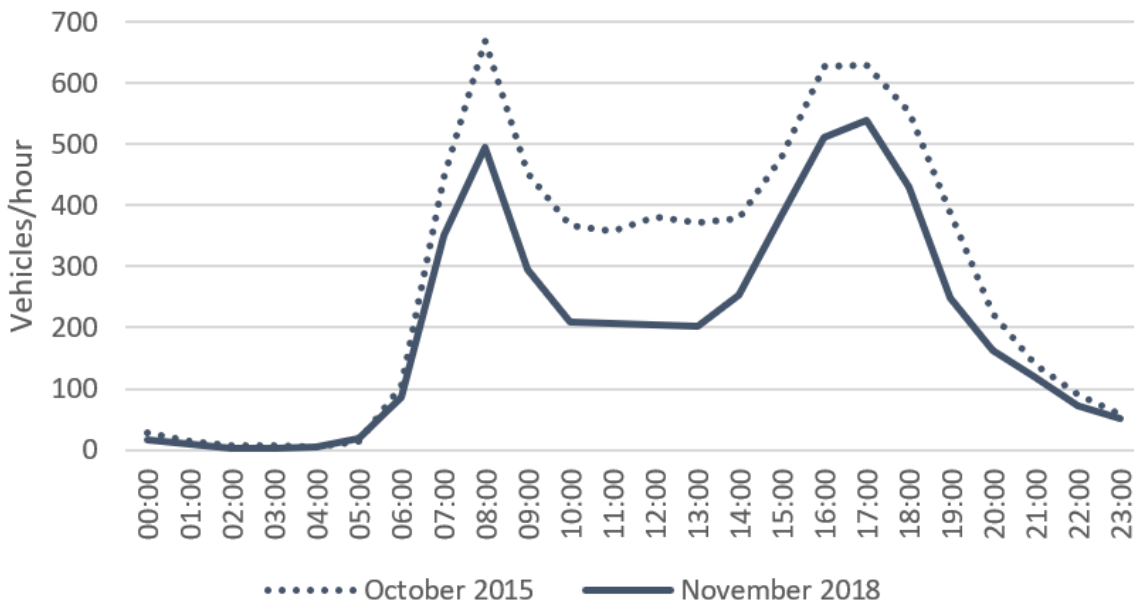
Calton Avenue, Average daily profile (Southbound flow)



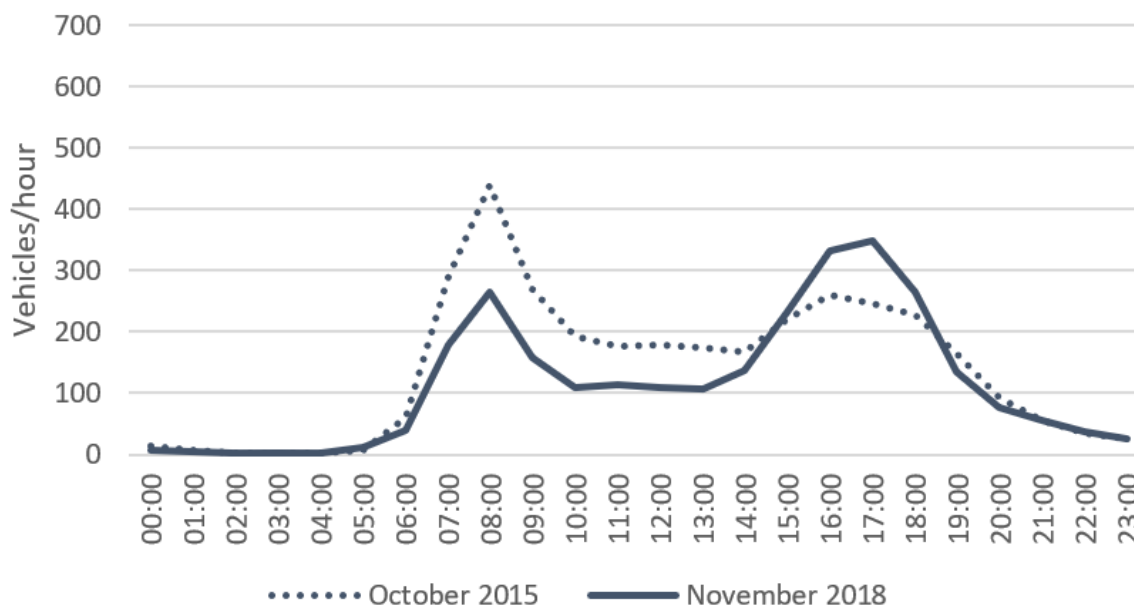
Calton Avenue, 24hrs flow (average weekday)



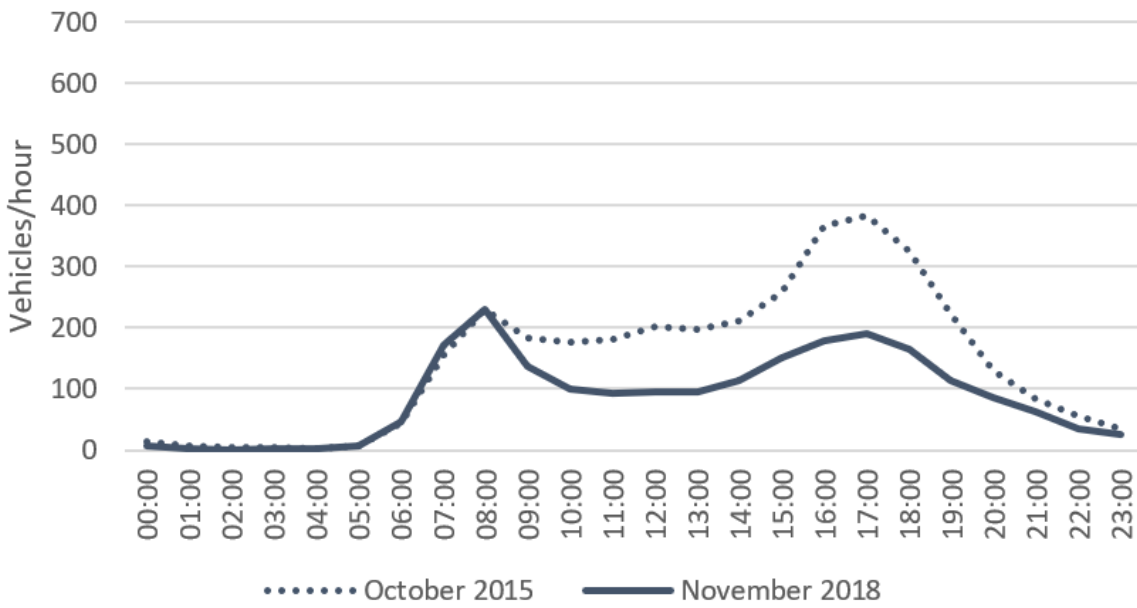
Turney Road, Average daily profile (2-way flow)



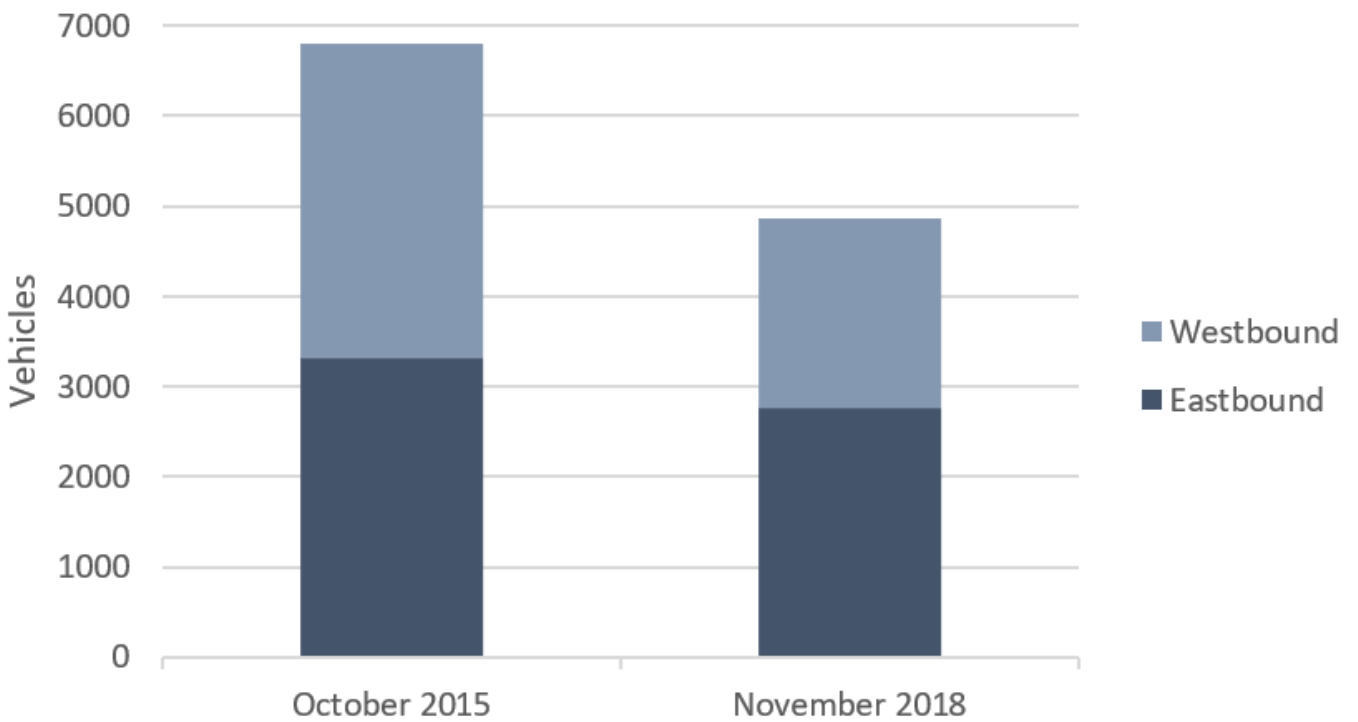
Turney Road, Average daily profile (Eastbound flow)



Turney Road, Average daily profile (Westbound flow)



Turney Road, 24hrs flow (average weekday)



Court Lane Traffic Flow

AM Peak (07:45-08:45)					
Vehicles 2015					
	Dulwich Village N	Calton Avenue	Court Lane	Dulwich Village S	Turney Road
Court Lane	106	1	0	113	119
Vehicles 2018					
	Dulwich Village N	Calton Avenue	Court Lane	Dulwich Village S	Turney Road
Court Lane	89	0	0	41	60
Variation 2015/2018					
	Dulwich Village N	Calton Avenue	Court Lane	Dulwich Village S	Turney Road
Court Lane	↓ -17	↓ -1	→ 0	↓ -72	↓ -59
% Variation 2015/2018					
	Dulwich Village N	Calton Avenue	Court Lane	Dulwich Village S	Turney Road
Court Lane	-16%	-100%		-64%	-50%

PM Peak (18:00-19:00)					
Vehicles 2015					
	Dulwich Village N	Calton Avenue	Court Lane	Dulwich Village S	Turney Road
Court Lane	69	2	0	81	66
Vehicles 2018					
	Dulwich Village N	Calton Avenue	Court Lane	Dulwich Village S	Turney Road
Court Lane	89	0	0	23	63
Variation 2015/2018					
	Dulwich Village N	Calton Avenue	Court Lane	Dulwich Village S	Turney Road
Court Lane	↑ 20	↓ -2	→ 0	↓ -58	↓ -3
% Variation 2015/2018					
	Dulwich Village N	Calton Avenue	Court Lane	Dulwich Village S	Turney Road
Court Lane	29%	-100%		-72%	-5%

Interpeak (15:00-16:00)					
Vehicles 2015					
	Dulwich Village N	Calton Avenue	Court Lane	Dulwich Village	Turney Road
Court Lane	62	2	0	65	60
Vehicles 2018					
	Dulwich Village N	Calton Avenue	Court Lane	Dulwich Village	Turney Road
Court Lane	98	1	0	42	60
Variation 2015/2018					
	Dulwich Village N	Calton Avenue	Court Lane	Dulwich Village	Turney Road
Court Lane	↑ 36	↓ -1	→ 0	↓ -23	→ 0
% Variation 2015/2018					
	Dulwich Village N	Calton Avenue	Court Lane	Dulwich Village	Turney Road
Court Lane	58%	-50%		-35%	0%

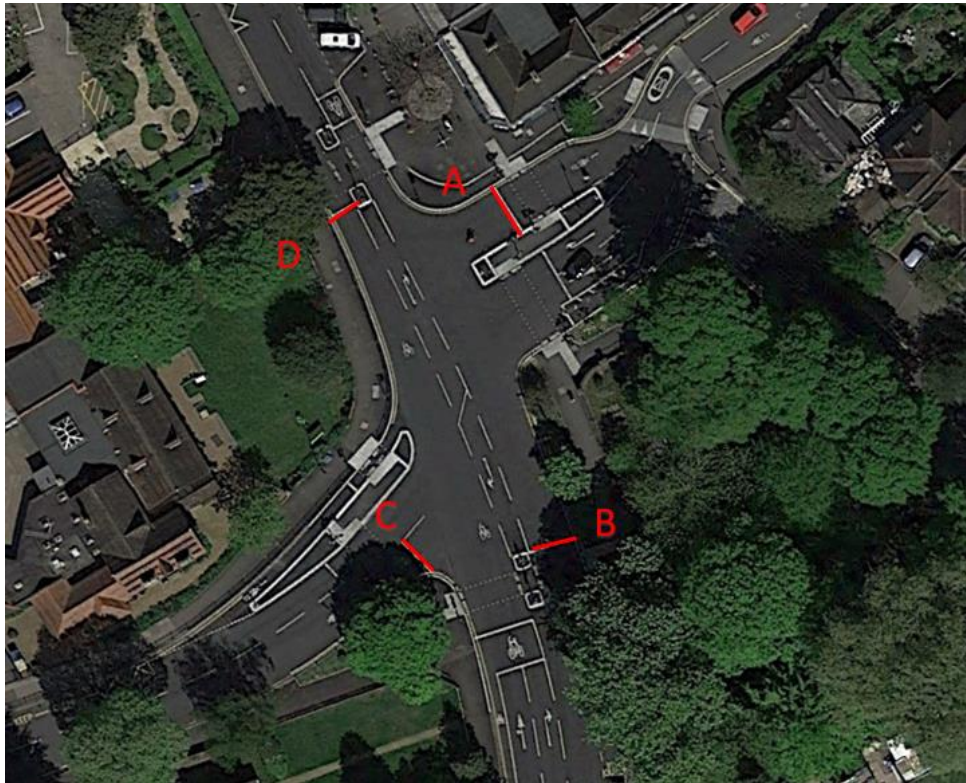
Cyclists using the QW

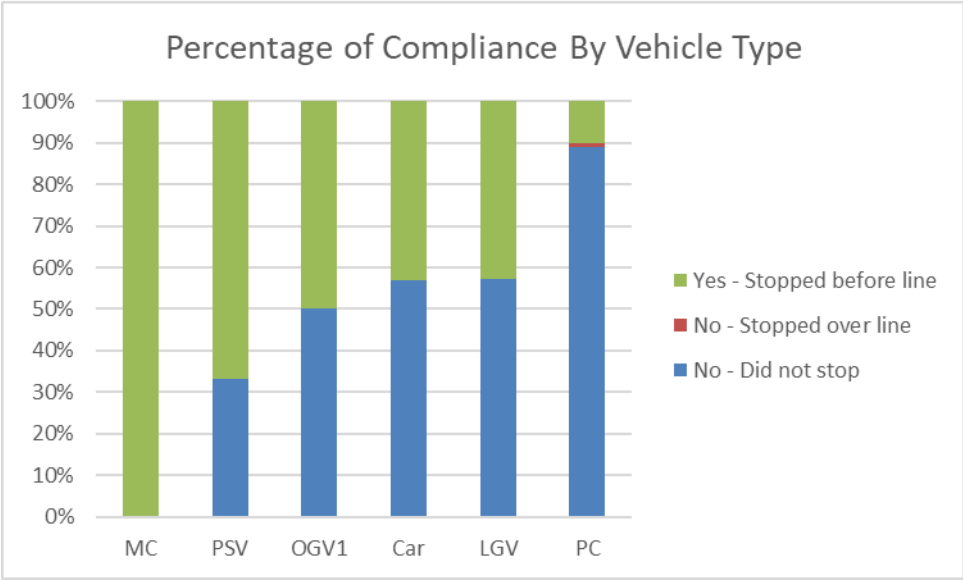
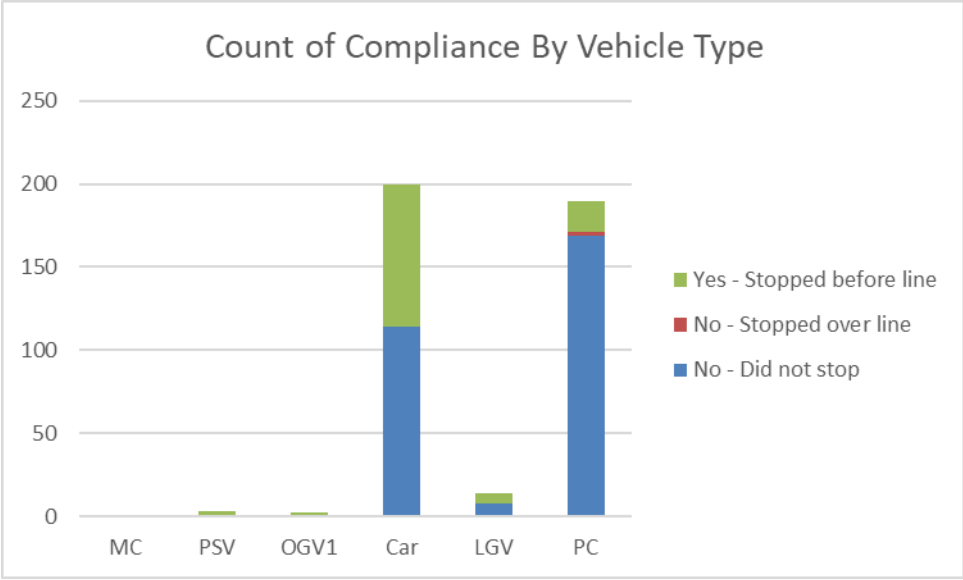
AM Peak (07:45-08:45)					
Cycles 2015					
	Dulwich Village N	Calton Avenue	Court Lane	Dulwich Village S	Turney Road
Calton Avenue	0	0	0	10	1
Turney Road	5	14	1	0	0
Cycles 2018					
	Dulwich Village N	Calton Avenue	Court Lane	Dulwich Village S	Turney Road
Calton Avenue	2	0	0	14	9
Turney Road	4	23	2	0	0
Variation 2015/2018					
	Dulwich Village N	Calton Avenue	Court Lane	Dulwich Village S	Turney Road
Calton Avenue	↑ 2 →	0 →	0 ↑	4 ↑	8
Turney Road	↓ -1 ↑	9 →	1 →	0 →	0
% Variation 2015/2018					
	Dulwich Village N	Calton Avenue	Court Lane	Dulwich Village S	Turney Road
Calton Avenue				40%	800%
Turney Road	-20%	64%	100%		

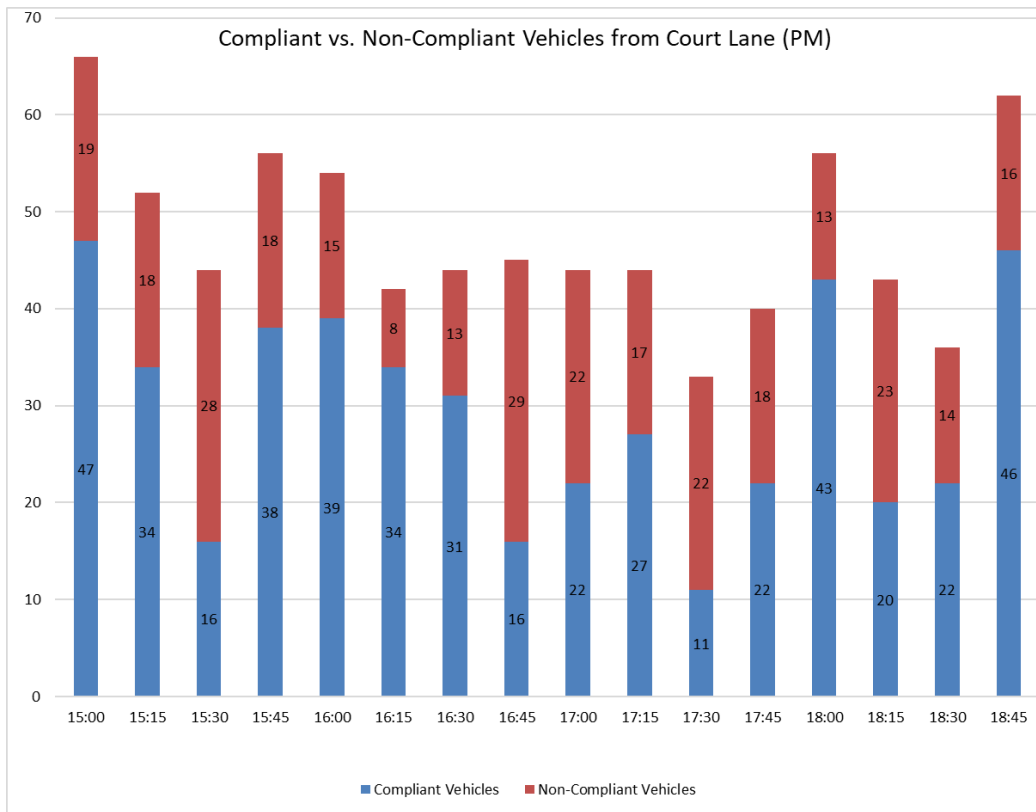
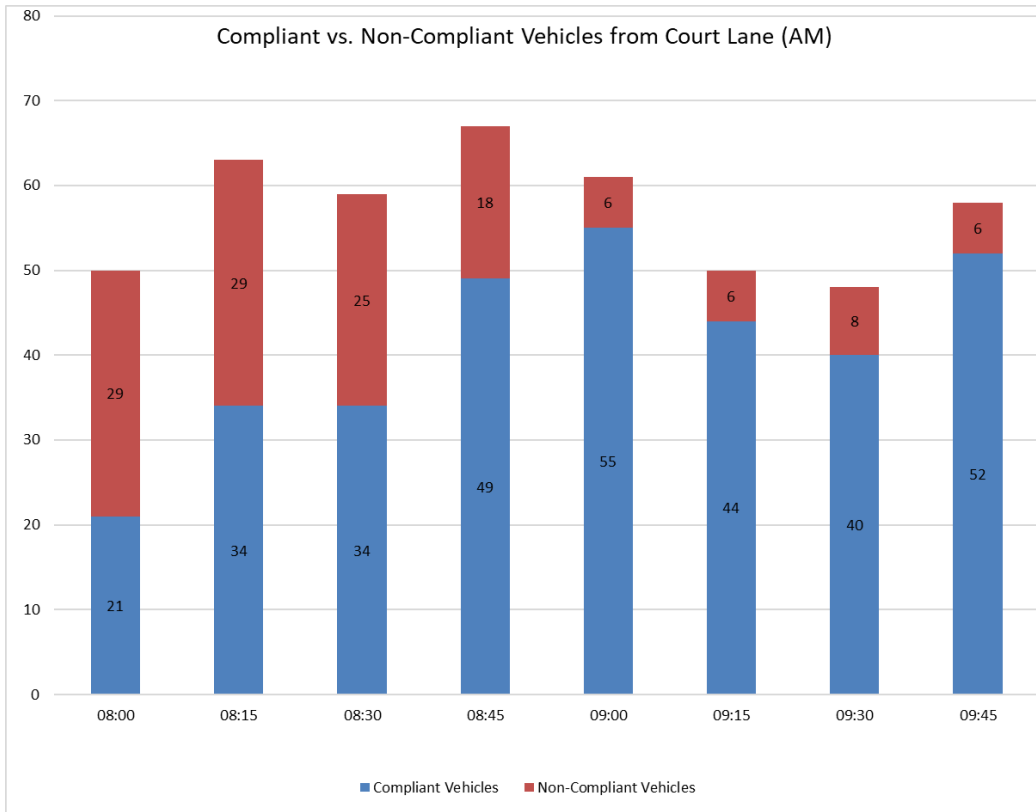
PM Peak (18:00-19:00)					
Cycles 2015					
	Dulwich Village N	Calton Avenue	Court Lane	Dulwich Village S	Turney Road
Calton Avenue	0	0	3	31	8
Turney Road	2	8	18	0	0
Cycles 2018					
	Dulwich Village N	Calton Avenue	Court Lane	Dulwich Village S	Turney Road
Calton Avenue	0	0	0	50	7
Turney Road	1	15	15	0	0
Variation 2015/2018					
	Dulwich Village N	Calton Avenue	Court Lane	Dulwich Village S	Turney Road
Calton Avenue	→ 0 →	0 ↓	-3 ↑	19 ↓	-1
Turney Road	↓ -1 ↑	7 ↓	-3 →	0 →	0
% Variation 2015/2018					
	Dulwich Village N	Calton Avenue	Court Lane	Dulwich Village S	Turney Road
Calton Avenue			-100%	61%	-13%
Turney Road	-50%	88%	-17%		

Interpeak (15:00-16:00)					
Vehicles 2015					
	Dulwich Village N	Calton Avenue	Court Lane	Dulwich Village	Turney Road
Calton Avenue	0	0	3	9	1
Turney Road	2	1	0	0	0
Vehicles 2018					
	Dulwich Village N	Calton Avenue	Court Lane	Dulwich Village	Turney Road
Calton Avenue	1	0	0	13	4
Turney Road	0	13	2	0	0
Variation 2015/2018					
	Dulwich Village N	Calton Avenue	Court Lane	Dulwich Village	Turney Road
Calton Avenue	⇒ 1	⇒ 0	↓ -3	↑ 4	↑ 3
Turney Road	↓ -2	↑ 12	↑ 2	⇒ 0	⇒ 0
% Variation 2015/2018					
	Dulwich Village N	Calton Avenue	Court Lane	Dulwich Village	Turney Road
Calton Avenue			-100%	44%	300%
Turney Road	-100%	1200%			

Compliance to internal stop lines (15/11/2018- 08:00-10:00, 15:00-19:00)







Type of non-compliance	Incidents
Non-priority traffic moving before priority traffic when lights go green.	112
Non-priority traffic preventing priority traffic from moving past yellow box.	60
Stopping past give way line in cycle lane.	248
Northbound traffic on Calton Avenue blocking southbound traffic by turning into Court Lane	37

Breakdown of volumes of non-compliance by type.

Queue lengths in metres (Thursday 15 November 2018, 08:00-10:00, 15:00-19:00)

	Dulwich Village	Calton Avenue	Court Lane	Dulwich Village South		Turney Road
				NS	OS	
08:00	75	130+	135	25	45	50
08:05	120	130+	105	25	105	45
08:10	110	135+	120	22.5	70	37.5
08:15	125	130+	120	25	100	45
08:20	95	125+	125	25	60	60
08:25	72.5	130+	125	27.5	130	30
08:30	37.5	125+	130	27.5	72.5	30
08:35	95	115	85	10	82.5	55
08:40	35	50	75	27.5	75	30
08:45	60	45	55	25	40	20
08:50	45	20	15	25	57.5	40
08:55	30	10	55	27.5	32.5	30
16:35	150+	25	25	22.5	60	85+
16:40	160+	45	35	25	50	55
16:45	165+	125+	30	10	100	75
16:50	150+	85	40	17.5	50	45
16:55	165+	100	35	25	70	40
17:00	150+	125+	25	15	80	45
17:05	155+	95	42.5	25	60	70
17:10	155+	80	45	25	150	40
17:15	150	55	50	27.5	150	30
17:20	72.5	45	30	25	160	75
17:25	92.5	50	30	15	140+	55
17:30	70	60	15	22.5	140+	60
17:35	92.5	80	40	20	185	85
17:40	145+	45	30	17.5	80	100
17:45	160+	45	75	22.5	60	40
17:50	150+	60	65	25	55	50
17:55	155+	52.5	20	25	20	60
18:00	150+	40	15	25	40	35
18:05	120+	20	30	27.5	95	42.5
18:10	170	25	20	25	100	25
18:15	120	55	45	15	115	15
18:20	80	35	75	10	135+	40
18:25	85	40	35	10	140+	45
18:30	135	40	20	25	135	25
18:35	60	75	20	25	115	35
18:40	87.5	25	15	25	42.5	35
18:45	87.5	35	40	20	20	30
18:50	52.5	30	25	25	50	25
18:55	155	40	35	25	25	30

Saturation at the Junction

Degree of Saturation Comparison – Term Time Flows						
Approach Name	Base Model		Proposed-Implemented 2017		Current	
	AM	PM	AM	PM	AM	PM
Dulwich Village (N)	106.5%	94.1%	95.3%	88.6%	88.0%	86.0%
Carlton Avenue	156.7%	99.9%	95.0%	90.1%	100%	93%
Dulwich Village (S)	71.7%	69.7%	86.2%	82.0%	91.0%	100.0%
Turney Road	129.6%	78.2%	62.1%	41.1%	55.0%	85.0%

Collision

Severity / Months To	12 11/2016	12 11/2017	12 11/2018	Total	Pct
Fatal	0	0	0	0	0.0 %
Serious	0	0	0	0	0.0 %
Slight	2	2	1	5	100.0 %
Total	2	2	1	5	
Pct	40.0 %	40.0 %	20.0 %		

Summary of stakeholder feedback

Introduction

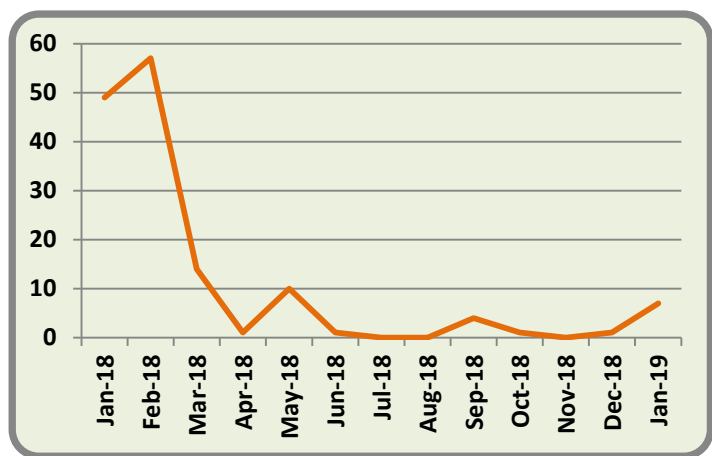
We ran a monitoring form on the Southwark consultation hub from January 2018 until January 2019. This invited residents to submit their comments about the completed scheme at Dulwich Village, in order to supplement traffic count data. This was promoted to people who had been engaged during earlier phases of consultation.

Figure 1: volume of responses by month

Volume of responses

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.

Thereafter there were far fewer comments, as the junction moved to a business-as-usual stage (see figure 1).



Key themes

Figure 2: areas of the junction subject to comments, by transport type

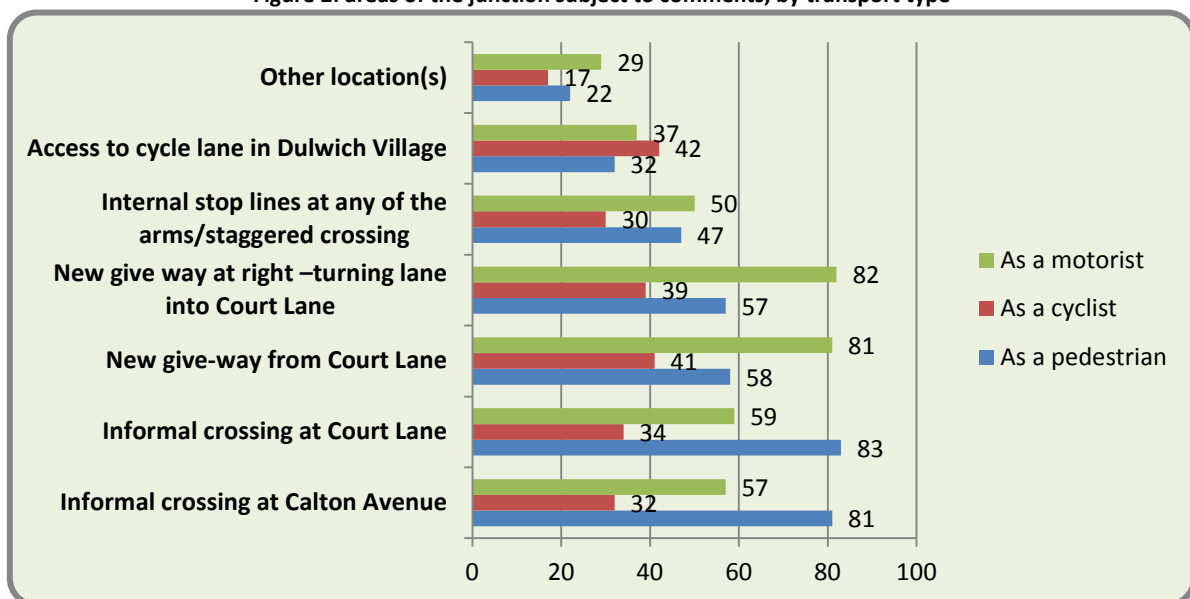
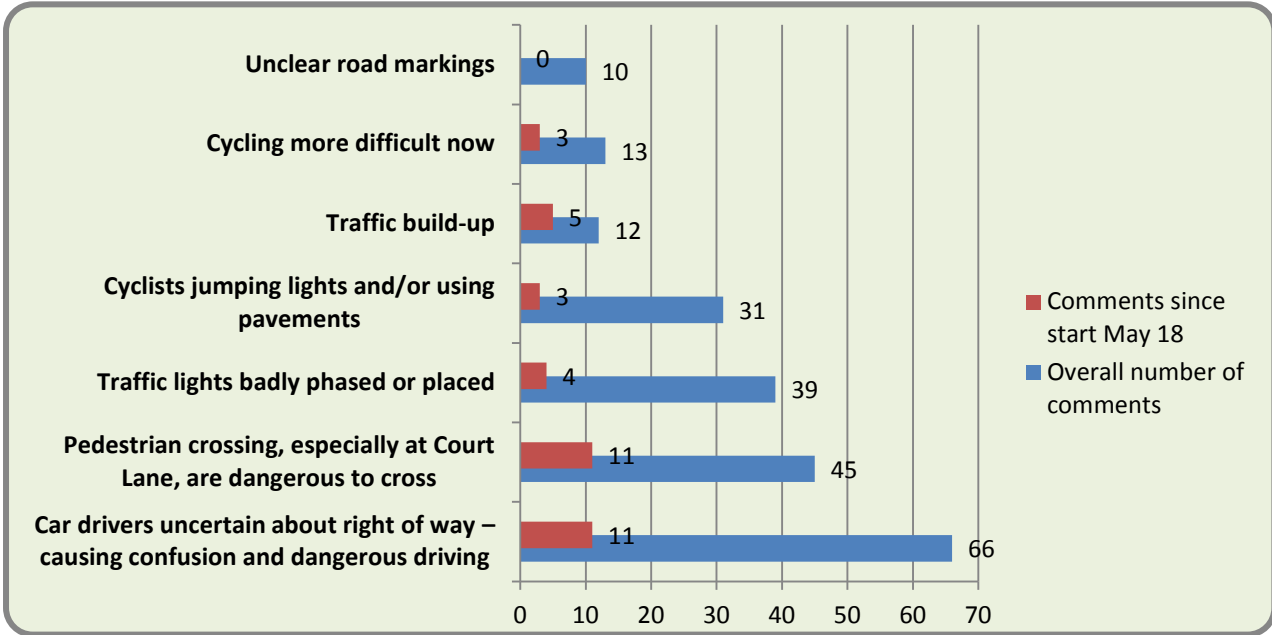


Figure 3: Main themes in comments, overall and since May 2018



Indicative comments

Below are some quotations taken from residents' comments to reflect the depth and diversity of views received

"There are two options to get to the traffic lights when cycling down Calton Avenue towards the junction: either be stuck behind a big line of cars pumping out harmful fumes or drive out onto oncoming traffic. When eventually arriving at the intersection with Court Lane, often access to the cycle lane is blocked by a car coming out of Court Lane."

"Cars from court lane do not observe the give way, cars from Calton Avenue coming up to the Dulwich Village junction block the road so that cars coming from Dulwich Village cannot turn into Court Lane meaning traffic backs up everywhere!"

"Bicycles do not adhere to their own bicycle traffic signal, they continue to disregard the traffic light altogether and glide through red lights with no consideration."

"As a pedestrian cross Calton Avenue and Court Lane at the village junction has become more threatening, unpleasant and dangerous."

"The part of the pedestrian crossing closest to the hairdressers is very dangerous as frequently, cars turning into Court Lane from the Village don't realise there is a red light in front of the zebra crossing."

"As a pedestrian I find the changes at the junction of Court Lane/Calton have made it harder to cross. It used to be possible to get over Calton Avenue. Now that is only possible at very quiet times and one is forced to use the traffic light crossing."

"Generally I think the revised arrangements at this junction are working adequately. As a cyclist and occasional motorist I haven't found the revised priorities difficult to manage."

"Motorists turning right in to Court Lane (coming from Turney Road) routinely fail to give way to cyclists and motorists going straight on from Calton Avenue, who are supposed to have priority."

"I like that the lights are on green longer between Turney and Calton and Court Lane - it helps clear the traffic and improves the environment around where I live."

"Whilst more orderly, the traffic build up is now far worse, especially on Calton at rush hour (8am). I partly hope this results in fewer people using the village as a 'rat run' (I live in hope!)."