

Our Healthy Streets – Dulwich (Phase 2)

Summary of feedback

January 2020

Summary

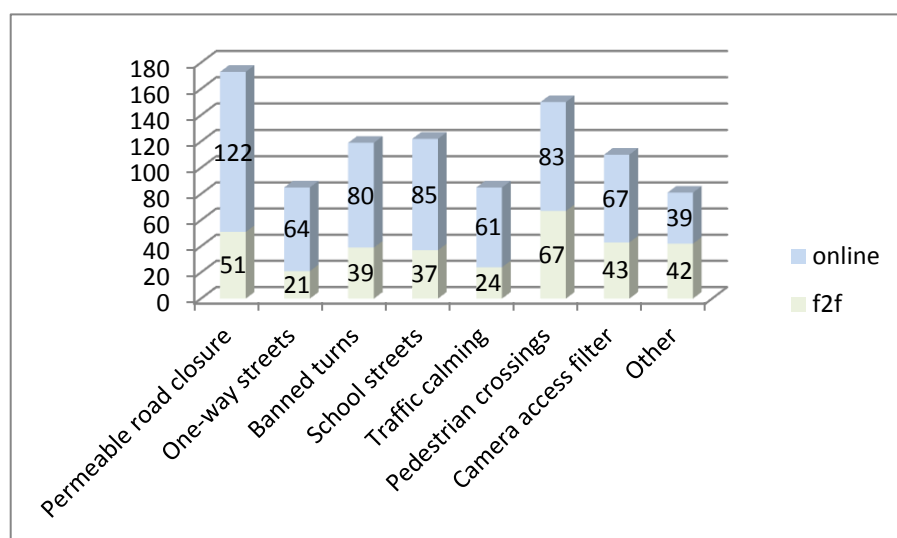
In Phase 2 of Our Healthy Streets – Dulwich we presented people with a series of practical options for interventions at each of the road sections identified in Phase 1 as major trouble spots. People responded through a number of channels:

1. Paper forms, comment sheets and scribble maps available at public meetings
2. A tear-off form posted to residents
3. Email
4. An online survey

1-3 are combined below under 'F2f', with online responses listed separately. It is not possible to confirm whether the same people responded through more than one channel, hence the totals are not combined. The online results in isolation are the more reliable as duplicate responses have been removed.

Junction of Calton Avenue, Court Lane and Dulwich Village

In Phase 1 this was identified as a key area of concern, with high volumes of traffic, poor air quality and large numbers of pedestrians, especially schoolchildren, experiencing difficulty in crossing.



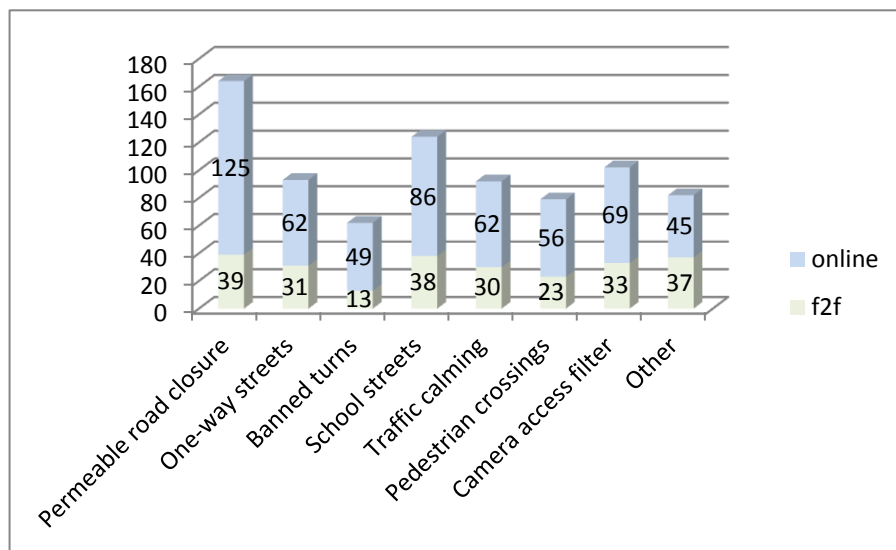
Online total: 217

F2f total: 166

The option of a permeable road closure at this junction was clearly very popular, though there was also an interest in improving pedestrian crossing facilities and school street type solutions.

Calton Avenue between Court Lane and Townley Road

In Phase 1, residents identified this as a road being used as a major cut-through, with traffic queuing and poor air quality.



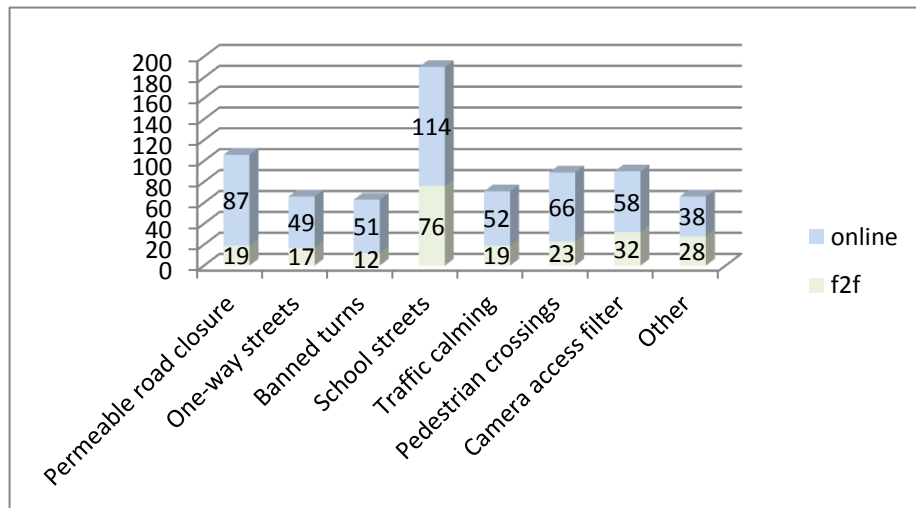
Online total: 214

F2f total: 143

A permeable closure for Calton Avenue was clearly also a popular option here, reinforcing the result for the previous section.

Townley Road

In Phase 1, pollution and road safety were identified as major issues here, particularly as many students need to cross near the junctions with Calton Avenue and East Dulwich Grove.



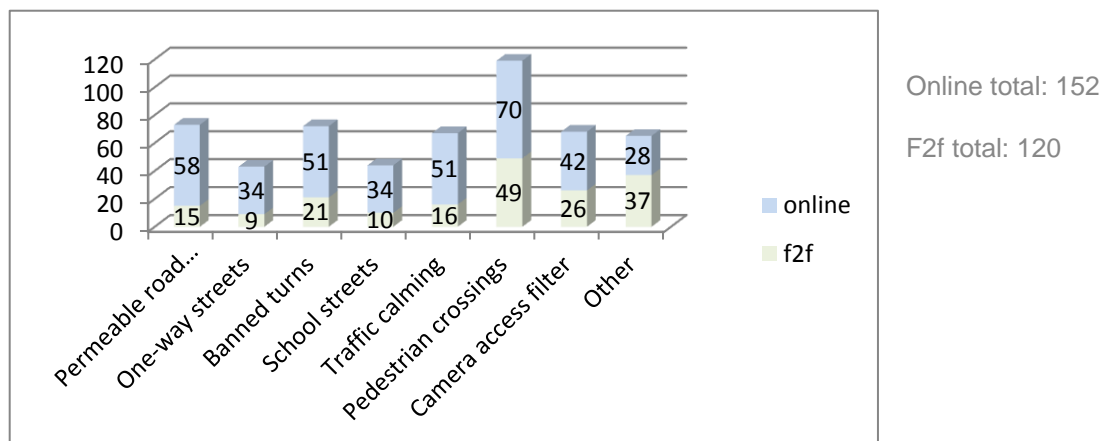
Online total: 192

F2F total: 141

A 'school street' type solution was a popular option for this section, reflecting all the issues with conflict between pedestrians (particularly schoolchildren) and traffic in this area.

Junction of Eynella Road and Lordship Lane

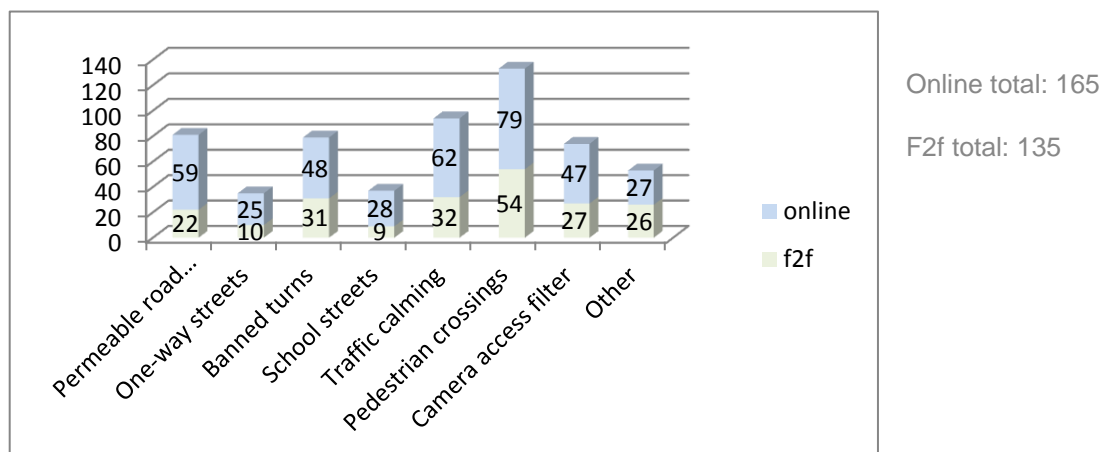
In Phase 1 the main concerns here were with difficulties for pedestrians and cyclists in crossing the junction, a popular route to schools in the Village.



Fewer people responded on this section, but amongst those who did the need to improve pedestrian crossing facilities was emphasised, with a permeable closure also being a popular choice.

Junction of Court Lane and Lordship Lane

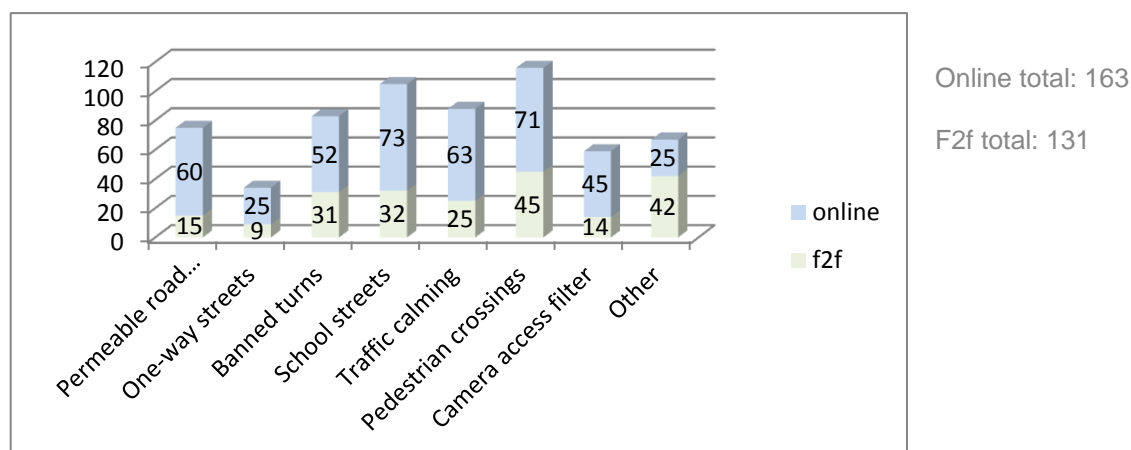
As above, in Phase 1 comments noted the difficulty for pedestrians in crossing the road.



The result here was very similar as for the previous section, with an emphasis on pedestrian crossings.

Junction of East Dulwich Grove and Dulwich Village

In Phase 1 this was also identified as a hazardous spot for pedestrians.



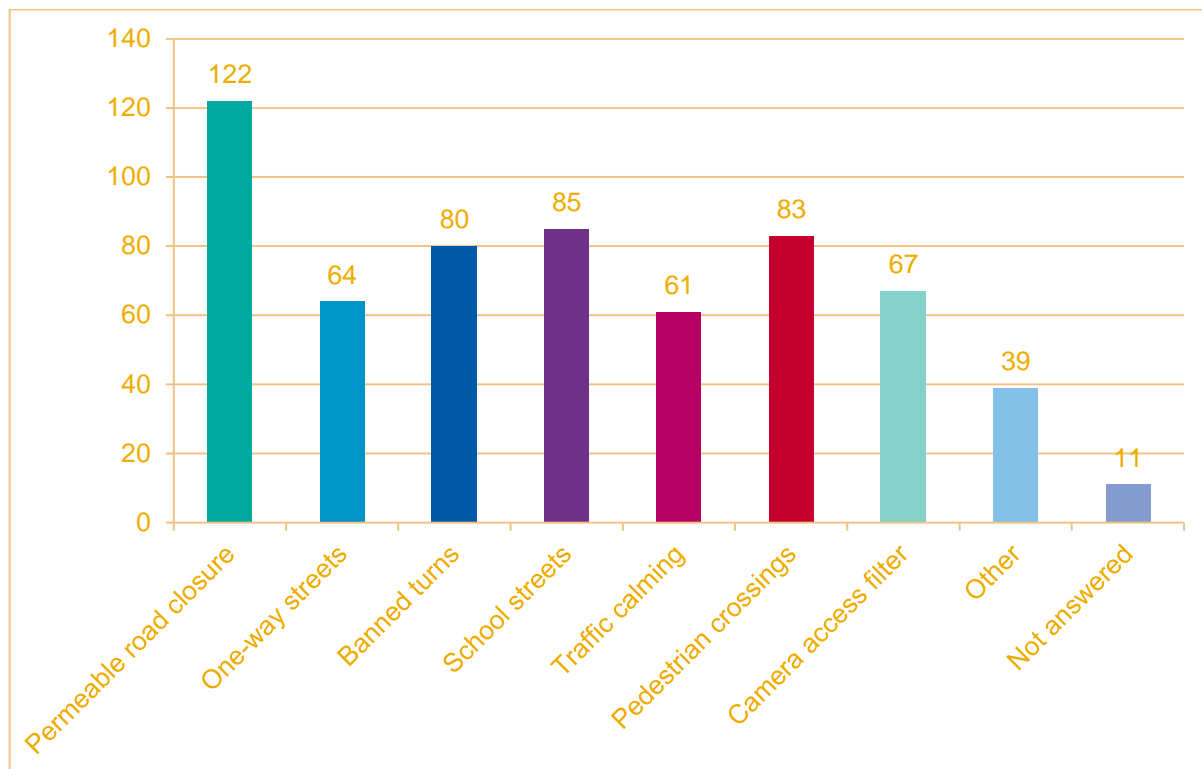
For this section there was a near tie between a preference for improved pedestrian crossings, and a school street solution. Many of the text comments received, and a concurrent petition, suggested the desire for traffic restrictions on Dulwich Village.

The sections below feature a full breakdown of these results, by road section and by online as against 'other' media, and include all text comments received, with personal details redacted. We have included 'word clouds' as a simple but hopefully interesting way of illustrating the general tone and themes of text comments received.

Section 1. Calton Avenue between Court Lane and Dulwich Village

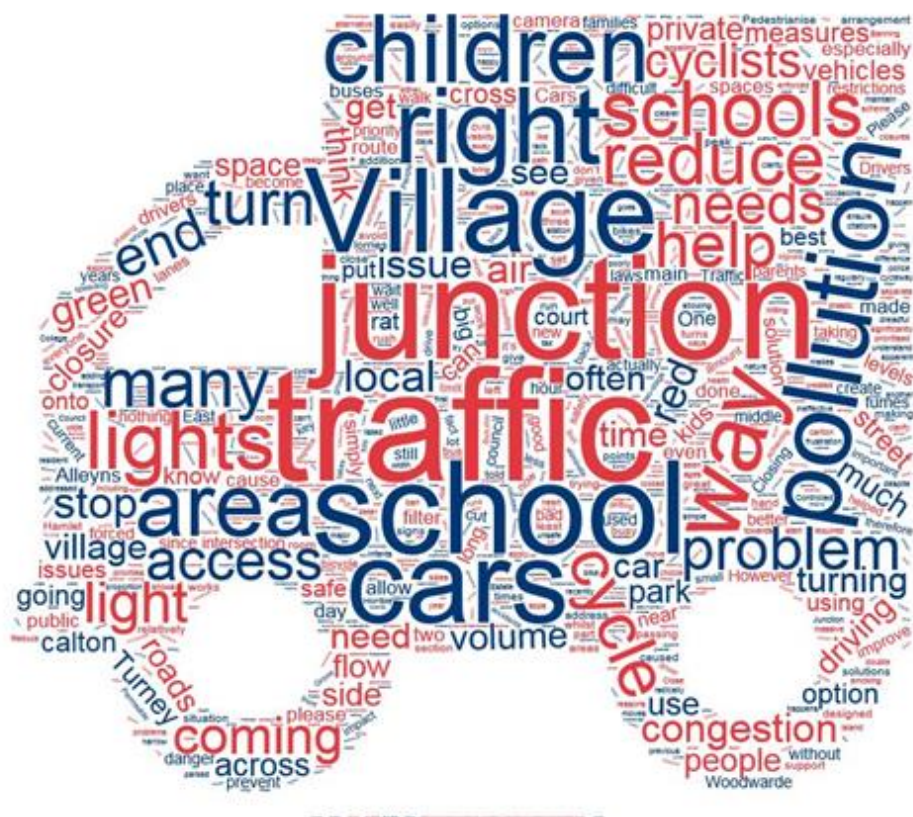
A. Section 1 Online Survey results

		% of respondents to this section	Overall %
Permeable road closure	122	56%	54%
One-way streets	64	29%	28%
Banned turns	80	37%	35%
School streets	85	39%	37%
Traffic calming	61	28%	27%
Pedestrian crossings	83	38%	36%
Camera access filter	67	31%	29%
Other	39	18%	17%
Not answered	11		5%
Total responses	228		
Total responses this section	217		



Text comments:

Wordcloud



this junction has improved. two issues
1)long right hand turn from the village onto calton avenue
2)when cycle light go green there next set are on red. please re-time

make bottom of carlton avenue give way
stop traffic going carlton avenue (i.e. one way down calton)

signals still confuse drivers
cycle lane not easily accessible
pedestrian inhaling fumes
cyclists have green light when pedestrians are crossing still

ban buses
buses repeatedly block this road
re route via E.Dulwich grove

control parking to allow cyclists room to village junction

controlled parking

council data shows peak flow at most homes through court lane. calton Dulwich village reduce through traffic flow by school street

reorganise the junction so that it works for all

Pedestrianise this area, with bike lanes. Will create a great public space and massively reduce traffic and air pollution.

Please consider pedestrianisation and segregated cycle lanes

It would be great to be able to see the bicycle area; now there are so many cars I can't even access the segregated bit most days

Put the intersection back as it was before. No LGV/HGV access.

This junction is appalling and definitely needs to be rethought.
Closure so no access to Court Lane and Calton Avenue from Dulwich Village is allowed. Pedestrianise the area between the cafes and the burial ground.

The real issue here is traffic coming down from Townley Road into the Village. One option would be a 5 way traffic light as this is actually a 5 way junction.

Reduce the number of traffic lanes, give more space to pedestrians and cyclists.

It's critical to limit motor traffic on Calton Ave, including restricting coaches for the foundation schools. Dulwich College has extensive parking for coaches, and children can make an active journey from the College to Alleyns and JAGS

Permeable closure of all roads in the area enclosed by East Dulwich Grove, Townley Road, Lordship Lane and Court Lane in order to reduce traffic levels, but, except for Court Lane, not these roads themselves.

Do nothing. The junction is much better than it used to be before the changed priorities. Any of the proposed solutions will just cause chaos elsewhere. Most people who drive don't have a choice about their method of transport.

What is the evidence that the junction is a danger to cyclists and pedestrians? How many fatalities/serious injuries have there been?

The arrangement you have at the moment is nonsensical and dangerous. It is difficult now to turn right into Court Lane from the village.

I am a cyclist and the cycle arrangement is very worst I have seen in 50 years of cycling. You are forced to the left as you come down Court Lane. If you want to turn right (which I do) this is ridiculous. Then you get a green cycle light and you turn right into a red light by a school crossing. Are you meant to stop????

Banning coaches from coming down Calton Ave to this junction would help significantly.

The junction here needs to be completely redesigned.

Reduced parking would help traffic flow

my son goes to Alleyns School in Dulwich, the year 7 block is right by the traffic lights. Cars and lorries are at the crossroads all day churning out pollution as they wait at the lights, surely the children are breathing in the toxic fumes all day long. Can this be looked at please.

Make roads single width with passing points, deterring traffic passing through from coming through Dulwich. Also this will deter school traffic as families will try other modes of transport.

clearer signs on all approaches to the big junction, so everyone can tell who has right of way etc.
If you ban turning right from Calton ave into Dulwich Village it may reduce traffic volume on Court Lane as well.

AVOID PERMEABLE ROAD CLOSURE AS THIS WILL INCREASE TRAFFIC ON SURROUNDING ROADS-
CONSIDER OTHER OPTIONS. Maybe banned turns or signs to show who has right of way, better traffic light signals.

The recent remodelling has done little to alleviate the problems at this junction. Additional pedestrian crossings on Calton AV and Court Lane will help, but more needs to be done in the design of the junction to clarify right of way.

Use these techniques to prevent through traffic - especially at peak school times in the morning and afternoon

Cars speeding

The cause of the problem at hand is that there are too much traffic from both end of Calton Avenue. So the natural option is to limit the traffic from both end.

For all these solutions how will you prevent displacement of traffic onto dovercourt and Beauval roads- already dangerous and too narrow for the volume of traffic

Almost everyday when I walk past this junction, I hear lots of beeping and on many occasions I also witness a near-crash at this junction. This junction is poorly designed, sometimes the car just doesn't stop at the traffic light when pedestrians are about to cross (the section opposite the hair salon), perhaps because the driver did not see the red light, but it just felt very dangerous.

Calton Avenue is a rat run because it is the shortest distance to East Dulwich from the Village and visa versa. And there is one fewer set of traffic lights to pass through compared to going via Dulwich Village and EDG lights. To deter the traffic, you need a combination of measures. 1. Promote a right filter on Village way to EDV. 2. Narrow Calton Avenue insert separated designated cycle path along Calton. Position speed cameras along Calton Avenue.

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This option will still result in a lot of rat running down calton avenue to / from court lane, as well as not have any impact on standing traffic on calton avenue waiting to turn onto Towney road which is one of the main issues.

in association with the rest of Calton Avenue I think the best option would be to make Calton Avenue a permeable road with closure either at the Dulwich Village end or the Townley Road end

There is simply too much traffic on Calton Avenue causing congestion, pollution and danger for residents, pedestrians and cyclists. The only thing that will work is to stop the road being used as a two way cut through. Closing off one end and making the road one way would be the best solution.

As a resident of Calton Avenue, I would be against any road closure of Calton Avenue at the Dulwich Village end unless residents had access.

I live on Calton Avenue. The street is incredibly dangerous with cycles on the pavement at speed, cars on the wrong side of the road to turn right onto Townley Road and dangerous driving.

The only issues at this junction are lack of clarity re right of way for traffic turning right from Calton Ave to Dulwich Village, and the congestion along Calton Ave at school run time. So clarify right of way and limit parking on Calton Ave during school run times

Turn the Court Lane, Calton Avenue junction with Dulwich Village into a green space, thereby blocking access to Court Lane and Calton Avenue. Extend the green space into parts of Court Lane and Calton Avenue to create parking spaces for village shop customers.

I am happy to support anything that will reduce traffic. The levels of pollution are terrifying. Very happy to support more drastic solutions even if it is more inconvenient for residents. At the moment closing Calton one end seems to be the solution that will make the biggest impact.

This is a crisis for Calton residents

Limit car parking to certain hours
Allow cyclists on pavement

The new junction works here appear to have helped a little but there is still often a backlog of traffic and often irate drivers confronting one another. Preventing the left turn up Calton Avenue would help this. In addition better camera enforcement would help prevent drivers from blocking the junction and hatched areas.

No right turn into Court Lane would save a lot of back-up at the intersection. Intermittent parking may help also as the road is not wide enough for the cars to get through both ways and parking is so full there is little room to pull in until Woodward Road.

Who will enforce any restrictions? The 20 mph is not enforced at the moment.

Improve safety and visibility on crossings. Stop parking in one side of road to widen road and improve flow and visibility. ensure safe crossings exist with no need for pedestrians to wait in centre of traffic. Sort out phasing of lights - too many cars accidentally go through red lights. Sort out backed up traffic caused by right turn into court lane.

Pedestrians and cyclists need to be prioritised at these junctions. There are three separate pedestrian crossing points in this area. Previous efforts to maintain traffic flows have resulted in the junction becoming overloaded and hence unsafe.

Permeable road closure at the south end of Calton would reduce rat running and congestion. However, would not eliminate traffic rat running down Court Lane and then turning right towards Red Post Hill, so needs to be in conjunction with other measures. Plus it could lead to rat running through neighbouring residential streets therefore access to these and Court Lane at Lordship Lane needs to be considered.

Unless all traffic is removed from this junction, a pedestrian crossing is needed at the Calton / Court junction. The raised table does NOT provide a safe safe crossing point. Indeed if Calton is closed, traffic will flow faster around this bend and it will become even more unsafe to cross without a formal crossing.

Research shows that a significant percentage of journeys in London are very local, there is absolutely no need to be prioritising cars and giving them the prime space on the streets. This doesn't apply to anyone who may have a disability which gives them no choice but to use a car. We have created a society where car is king and we push pedestrians and cyclists into small, sometimes dangerous zones. However, we know cars are damaging our children's health, causing lung and heart disease and jeopardising the very future of the planet through climate change. Please can Southwark become a leader in the movement of getting people out of their cars and onto bikes. There are plenty of options, including cargo bikes that suit families. Getting people out of their cars will improve the air quality, reduce obesity, improve school performance and reduce greenhouse gas emissions. We stopped smoking inside public spaces because we realised how damaging it is. Now is the time to take drastic action to prevent unnecessary car journeys in cities and therefore I have ticked permeable road closures for each option.

This should be a school street, since children use it and we want to make them safe.

The current two-stage pedestrian crossing is tedious and takes a bizarrely long time to make what should be a simple crossing.

This is a key to rat runs. Closing this junction to through traffic would greatly reduce this.

Close this intersection to all vehicular traffic.

Do not allow school coaches to park along Townley Rs with engines left running

I don't think it is practical to close junctions, as there are not enough alternative routes in Dulwich due to the park.

Please remove the stored vehicles on this road too

it would be helpful to know the proportion of traffic which is parents taking children to local schools, versus the proportion of through traffic for other purposes.

It has become even more difficult to cross here as a pedestrian since the refurbishment of the junction. It is particularly dangerous crossing Court Lane as there is often restricted views and no island. In the mornings, Lollipop people here are inconsistent in their presence and help and I have noticed that they are more likely to step out and help those attending the local state primary school on DV and not the parents and children walking up Calton Avenue to the 3 independent schools there. Cars to DO NOT stop at the line at the bottom of Calton Ave/ DV junction when there is a green man for pedestrians because they are concerned about blocking the right turn junction.

Install 5-way traffic lights at the junction.

Junction worked much better before changes made in last year. People do not understand change in right of way when turning from Carlton to Court Lane

What happens here needs to depend on wider area wide approach to traffic movements.
Fundamental redesign of carriageway needed, not simply traffic calming, indeed there is already traffic calming here and it's at best ineffective.

One side of the road needs to be "double red lined". This section of Calton Avenue is in effect a single track and is responsible for gridlock right the way up Calton. The pollution caused by stationary cars and coaches is massively increased as a consequence.

We need to have parking restrictions in the surrounding residential streets. One of the reasons this junction is so busy is because free parking in the surrounding area encourages parents to drive their kids to school. As a local resident, we desperately want to get this commuter and school traffic and air pollution away from our front doors - please bring us into line with other nearby wards and put some parking restrictions in!
The pedestrian crossing is completely unfriendly to humans - the two-stage crossing takes ages and is much less convenient. please turn it back to being a 1-stage crossing.

Need to radically reduce motorised traffic in this region by making both Calton Avenue and Court Lane filtered permeability (access only).

I have seen cars going on the green bicycle traffic light from Calton to turney road. I.e. when car traffic lights are on red and it's time for pedestrians to cross. It is a confusing signal as one of the green bicycle traffic lights is where the car traffic light usually is... so dangerous!

The 'informal' crossing across Court Lane is very dangerous because of the sight restrictions of traffic turning right into Court Lane.

This junction often causes accidents and near accidents with a lack of clarity on what and who moves across the lights when. A banned right turn up into Dulwich Village from Calton Avenue would be a good thing to explore as it causes confusion with oncoming traffic.

school buses and public buses taking students into school get stuck in traffic for ages

TRAFFIC UP 80 % SINCE COURT LANE Dulwich VILLAGE AND Calton Ave junction altered
worst traffic and pollution we have since since we moved in 40 years ago
Stationary traffic increases pollution for children walking to school and residents of Calton Ave
Various solution tried during 40 years but only way now is to close Calton Ave or to have a camera access system

The measures put in place relatively recently have made a significant difference to the flow of traffic. Another suggestion could be not allowing parking near the junction as that significantly restricts the flow of traffic.

Reduce traffic, encourage walking and cycling,

Cars are regularly driving through red lights at this junction. Drivers are often aggressive and impatient.

No access to the coaches on the road.

Traffic calming has not helped and is in completely ineffective. The fact is that there is too much through traffic on streets not designed for this volume. The three options that are not listed and which are very important to explore besides those listed above are:

1. Controlled parking zone on Calton, Woodwarde, Beuval, Court Lane, —basically the whole area. Keep a limited 2 hour park and display area near village shops but make all other side streets with residential home- only residential. that is the only way you will cut down the volume of park and ride folks using the area as a car park to access north Dulwich station. Many of the older pupils at alleyns and families also use the residential area around the school as a car park. This has to stop. The amount of air pollution and dangerous driving at rush hour is astonishing. Drivers are circling blocks to see open spaces, park, and walk to the station or Alleyns. Residents can apply for parking permits for the cars registered at the address and many actually park in their drives. This is very apparent on a Sunday morning when the streets barely have any cars parked on the . I doubt everyone has driven to church or is gone for the weekend. So, please just do a CPZ in the area. This will also cut down on many, many parents/carers driving part way to school and then getting their buggies/scooters out and pretending they are not using the big bad cars. It is ridiculous, but this happens a lot too.

2. The other big issue not addressed here is the use of traffic apps that are directing traffic or rerouting cars to this area to avoid higher volume areas. Waze is notorious for this but many, many commercial drivers (Uber, Amazon deliveries, food deliver scooters, HGV, lorries) use these to fulfill their delivery time slot quotas. The area is a convenient cut through. The council needs to talk to the IT companies on a larger scale about this problem. This is not a design problem, but an IT problem created by these apps and which residents and local families are having to bear the brunt of the increased pollution and congestion.

3. The other problem is that despite having laws about not parking on double yellows, on kerbs, zebra crossing, in front of schools, and a whole other set of laws. The public has no recourse to see these actually enforced. There are no traffic wardens or police monitoring these junctions and giving citations for law breakers. You need to not only create new laws, but also follow through on enforcing these laws. On the spot citations have to be given for people to realize that their previous bad habits won't be tolerated.

best to put in a permeable closure letting through bikes but not cars
nearly as good a camera filter permitting residents of Calton Ave but no one else
effective but probably needing lots of enforcement: a no right turn at the Dulwich Village end

The issue is the volume of traffic and the fact that this junction is dangerous anyway. It is poorly thought out. I would get rid of it- entirely.

Ideally this area would fall inside a bold low-traffic neighbourhood scheme with camera access filters. Failing this, a permeable road closure on the end of Court Lane would make a big difference, although clearly also needed on Woodwarde Road. As a minimum, a banned turn from Calton Avenue onto Court Lane would help in addition to a zebra crossing across the end of Court Lane. But, the simple fact is there are too many vehicles at the main Dulwich Village Junction - this has to be addressed or any scheme will create more congestion or pollution.

This is a particularly unpleasant junction. I often see motorists jumping red lights here and there is not enough room for cyclists to safely move through congested traffic. The road side parking forces cyclists in and out of busy traffic, which feels dangerous and makes it virtually impossible for children who feel insecure in traffic to cycle to school. This is a shame given the concentration of schools in this area.

Traffic calming measures aren't needed - as speed etc isn't the issue.

Traffic congestion and air pollution are the issues.

I think measures which reduce congestion and air pollution are what is needed whether these are (2) one way streets, (3)banned turns, (4)school streets (5) camera access filter and (8) reduction of parking spaces (for example just having parking spaces on one side of the street). However which option is best depends upon what is happening in the Dulwich -wide area with other streets.

Masses of vehicles try and go from Dulwich Village down to Court Lane - coming down Calton Avenue you often find that vehicles don't give way to southbound traffic, and just turn across without checking. I don't know if this can be solved easily without taking significant action further down Court Lane.

Of all the identified areas, I think this is the one of most concern. East Dulwich Grove and Lordship Lane are relatively major thoroughfares, whereas this is a crossing of four relatively small streets, with a primary school on the corner and local shops, restaurants on either side. It is a busy pedestrian junction, used in particular by people taking and collecting their children to and from school and nursery, and there is just too much traffic coming through, creating an unreasonable amount of air pollution.

In my opinion, one-way streets do not solve the problem, they just encourage greater throughput of cars. Pedestrian crossings are good but part of the problem here is cues of cars idling away causing noise and air pollution. Cameras work well for speeding but I don't think speed is the problem here. There is already traffic calming and I don't think adding more will help, it slows cars down, at least between the humps, but doesn't reduce congestion.

I would like the council to consider road closures, banned turns and school streets, which I think could help reduce the number of vehicles passing through this junction and therefore reduce noise and air pollution for the many pedestrians and especially children that use the junction.

This junction is dreadful from almost all perspectives. I have witnessed many many near misses here. The traffic coming down Calton Avenue towards Dulwich Village does not leave space for cars turning into and out of Court Lane. Traffic coming from Dulwich Village does not understand that it does not have priority turning right into Calton Avenue and often cuts across that traffic from Calton Avenue. Cars pull out dangerously from Court Lane in frustration from waiting and being blocked in.

More importantly, the offset nature of the 4 roads is dangerously managed in that cars turning right from Calton Avenue into Dulwich Village and cars coming from Turney Road into Dulwich Village and across into Calton Avenue don't know who has priority. Further the cars coming from Turney Road into Calton Avenue OFTEN COMPLETELY IGNORE the pedestrian crossing (which for some bizarre reason is grilled so it is even less clear) and simply drive through whilst pedestrians are trying to cross. I have had this happen to me on a number of occasions and witnessed it many times. I think it is an accident waiting to happen. (When the "improvement" works were first finished and this issue became apparent, I was so concerned I spoke to local police as they were on the beat and they told me they know all about it and they have told the Council and nothing has been done) Furthermore, if cars do stop and obey the red traffic lights whilst pedestrian lights are green, if there are more than two cars they back up into Dulwich Village, obstructing the traffic coming straight across Dulwich Village, making congestion worse.

The timing of the lights is also a problem. The pedestrian crossing across Calton Avenue at the mouth of Dulwich Village is shocking, not just because of the incredibly dangerous reason of cars ignoring the traffic lights outlined above but also because the pedestrian lights are not synched so that you have to wait in the middle for a long time. This is a key waiting place for small children, who are forced to breathe in the traffic fumes for some minutes waiting to cross. If you're going to have such bad traffic, at least it could be synchronised so that children are not forced to breathe in fumes in the middle of the road for such a long period.

PLEASE CAN WE HAVE SCHOOL STREETS HERE - I bring my two children along this junction daily and I am so concerned at the pollution levels they are forced to endure. My son is at the Dulwich Village Infants' school and suffers from issues with breathing/allergies. He will be at the Hamlet for the next 4 years and my daughter will start at the Infants' school. I have been told by the Clean Air Group at school that the pollution levels along Dulwich Village are equivalent to smoking one cigarette a day and far exceed safe national levels.

It is important that any solution does not simply transfer traffic to the residential streets like Turney Road and Burbage Road where the houses are closer to the road than around Dulwich Village (ie with the potential for more pollution affecting our children) and where increasing traffic and pollution are already an issue too- and residents in this area were not consulted about traffic issues but should have been.

Equally, it is not at all clear that the previous changes that Southwark Council made to this junction have helped the traffic situation. Arguably they have been detrimental - at considerable expense to local council tax payers.

It is important to maintain through access. Closing access would displace traffic on roads already overloaded.

There needs to be a proper cycle lane from Croxted road, alone Turney Road and up Carlton Avenue to the schools. Mistakes have been made allowing on-street parking considerations to Trump a functioning cycleway. I would never allow my kids to cycle on Turney Road or Carlton Avenue - so it's a very bad implementation and all needs replacing. Lambeth have been slow on their QW7 stretch but I suspect it will ultimately put southwark to shame. Thousands of schoolkids attend schools between Rosendale and Alleyns. Southwark has a responsibility to help ensure they can do so in an environment that isn't poisoned by pollution and congestion.

I cycle though here on school days.

Horrible junction by bike, whichever rite you are going through it. Recent changes have improved cycling experience when coming from Turney Road, which used to be very difficult.

Horrible junction for cars due to long queuing and need to be aggressive to get a place if coming from Court Lane or Carlton Avenue.

If Carlton Avenue were one way - uphill only - this could improve the junction, but might cause further problems elsewhere.

If you had a one-way street you could have a dedicated cycle path going both ways, to encourage school children to cycle.

The problem is the volume of traffic. Perhaps a school bus (suitable size ie narrow width) running between the main schools would help parents with children at different schools and children could be dropped off at the nearest school to reduce traffic throughout Dulwich

This junction is dreadful but...it is also a major route at rush hour in both directions so any attempt to stop or reduce traffic using this route is only going to displace the problem elsewhere. Banning a right turn into court lane will move traffic to Woodward road. Which is not to say it does not need improving and drastically. The level of road rage, frustration and simply appalling driving is frightening to see. Possibly stopping through traffic in the area between Lordship Lane, Court Lane, Calton Avenue and Townley road but it will have massive impact on northern end of Lordship lane, East Dulwich grove and south circular. Bigger question is why so much traffic goes through this area at rush hour, and mostly in term time.

This is a key part of Q7 and a significant route between schools. A modal filter would effectively close the road at the junction with Dulwich Village. This could then become a new pedestrian / cycle friendly public space.

The pedestrian and traffic lights are hopelessly unclear for the driver. Drivers don't know the road layout. Not safe for kids

The junction here is over capacity, difficult for everyone using it. Closing off this junction to through traffic would make huge change

Put in traffic light cameras.

The current measures have made a dangerous situation, especially for cyclists without a segregated cycle lane. The volume of traffic is unsustainable for the type of road and the only way to reduce the danger presented by the current situation is to REDUCE the amount of traffic using the roads by eliminating traffic, all calming measures that that taken place have failed to address this and I regularly see drivers racing over the speed bumps and behaving aggressively when they can't get passed the parked cars on both sides of the road. The pollution caused by the volume of traffic is causing significant harm to the many young children trying to walk to the schools at Dulwich Hamlet and DVIS, and the children who play in the playgrounds next to the road. A proper segregated cycle lane down the full length of the road is required, the current road configuration when it supposed to be a cycleway is dangerous, traffic is dangerously trying to get through a bottleneck of traffic especially where parking is allowed on both sides of the road.

Close Turney Road and Carlton Avenue here to through traffic both northbound and southbound. Could be a great new space at in the heart of the Village

Drivers can't easily compute who has priority (Calton Ave or Court Lane) so this junction also needs improved road layout and clearer signage (possibly radically so - ie if we can do big yellow signs to avoid overweight lorries hitting bridges, we should allow something similar to help avoid cars hitting school children).

This is a very dangerous intersection where they are near misses every day. Anything done to open the roads up to what they were before the poorly designed change would be safer.
What needs to be considered is cyclist behaviour and education

The main issue here is the nature of the Dulwich Village junction itself. This has recently been changed with addition of cycle lanes and lights and changed pedestrian crossing facilities. However it does not work well, neither achieving smooth peak traffic flow nor best healthy streets objectives. It remains an unattractive highway-type junction in the middle of a village high street, dividing the village in two and adding nothing of civic value and doing nothing to change the priorities in accordance with Healthy Streets

During the implementation of the recent junction changes, an alternative arrangement involving three roundels, a separate cycle quietway ring, and individual pedestrian/cycle- priority crossings all round was proposed by the Dulwich Village Forum. At the time it was said - despite favourable points - to be proposed too late to fit the financial programme. With this area under review again, it should be looked into again. A way forward that would be low cost would be to put in hand a trial.

One specific big issue here is about traffic turning from Calton Avenue into Court Lane being a danger to pedestrians crossing Court Lane from Dulwich Village side. Turning traffic is often masked from crossing pedestrians by waiting cars westbound. In the absence of a central refuge this makes high risk for the pedestrians- an island should be put in for safety reasons!

The school streets proposal should be trialled to allow the hundreds of children walking, scooting and cycling to and from schools to do so in more safety and with less air pollution.

It is easy for vehicles to miss or misunderstand the red light for the pedestrian crossing. Frequently vehicles do not stop at this red light travelling north east which is very dangerous to pedestrians crossing with a green man.

Not many bicycles seem to use this junction so the configuration of the junction and the phasing of the traffic lights favours them unfairly. The number of pedestrians using this junction, especially at the beginning and end of the school day is massive and they are the ones who should be prioritised.

The requirement for pedestrians to cross halfway first and then wait in the middle of the road is unfair and dangerous.

The traffic build up and pollution outside DVIS and Dulwich Hamlet is terrible for the health of the youngest of school children and the closure of the road during school start and end time is the very least that needs to be done.

The biggest issue is people driving their kids to private schools. Alleyns, Dulwich college, jags. In private school Holidays there is very little traffic.

I don't think closing streets will reduce traffic. It just moves the problem elsewhere to another street. The route of the problem needs to be fixed. People driving there's kids to school need to stop and get a bus or walk instead. The private schools should help support this and help protect local kids that are walking to school from pollution.

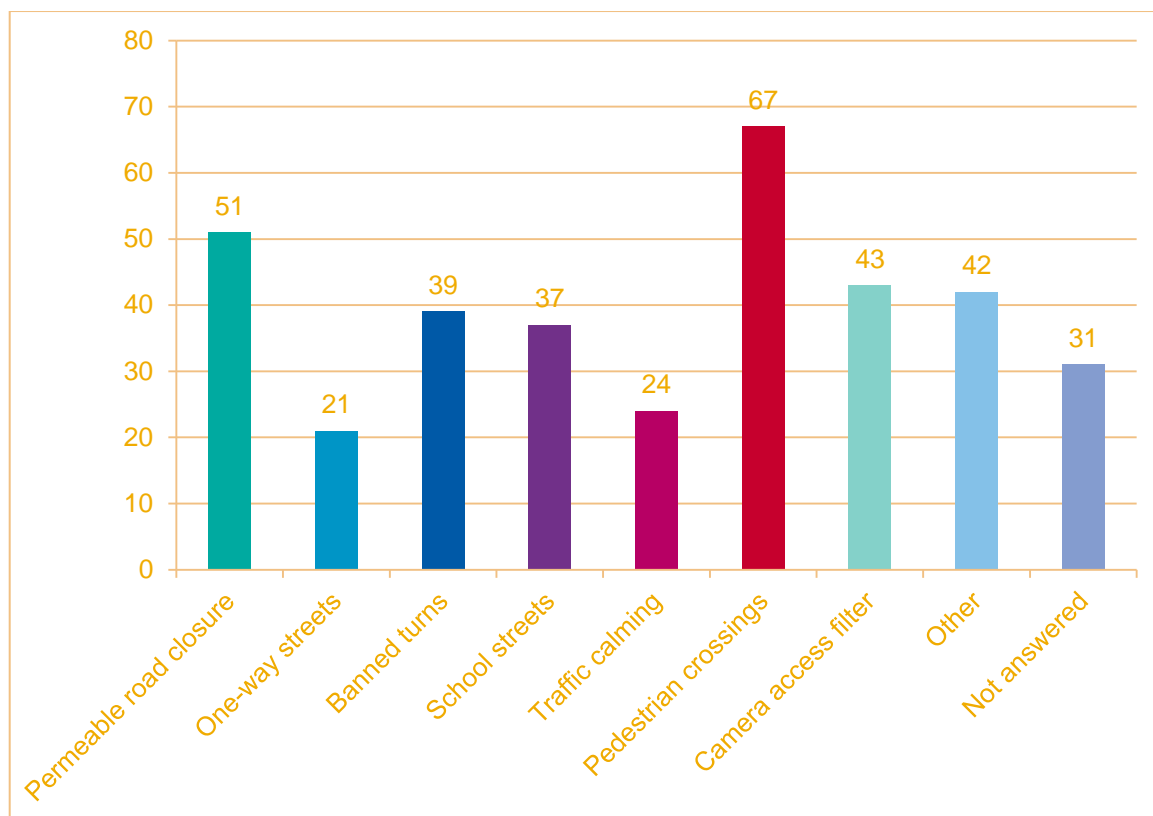
None of the above. These options do not address the root cause. It is obvious from observing the traffic during holiday periods that the main cause of extreme traffic and subsequent pollution is school runs to the many private schools in the Dulwich area. The Dulwich Estate raises millions of pounds from local residents in estate tax, of which over £5 Million is given to various private schools in Dulwich. Considering it's people driving their children to these private schools causing the problem, whilst the children most effected are the local residents who have been taxed for the benefit of the private schools, my solution for you is make the private schools use some of our money to buy electric buses and mandate a school bus service to eliminate the problem! Please see Dulwich Estate annual report for your reference: <https://www.thedulwichestate.org.uk/media/1712/the-dulwich-estate-annual-report-2019.pdf>

Controlled parking required.

Pedestrianise this section with a permeable filter for cyclists. Pocket parks would be a good weigh of achieving a permeable road closure

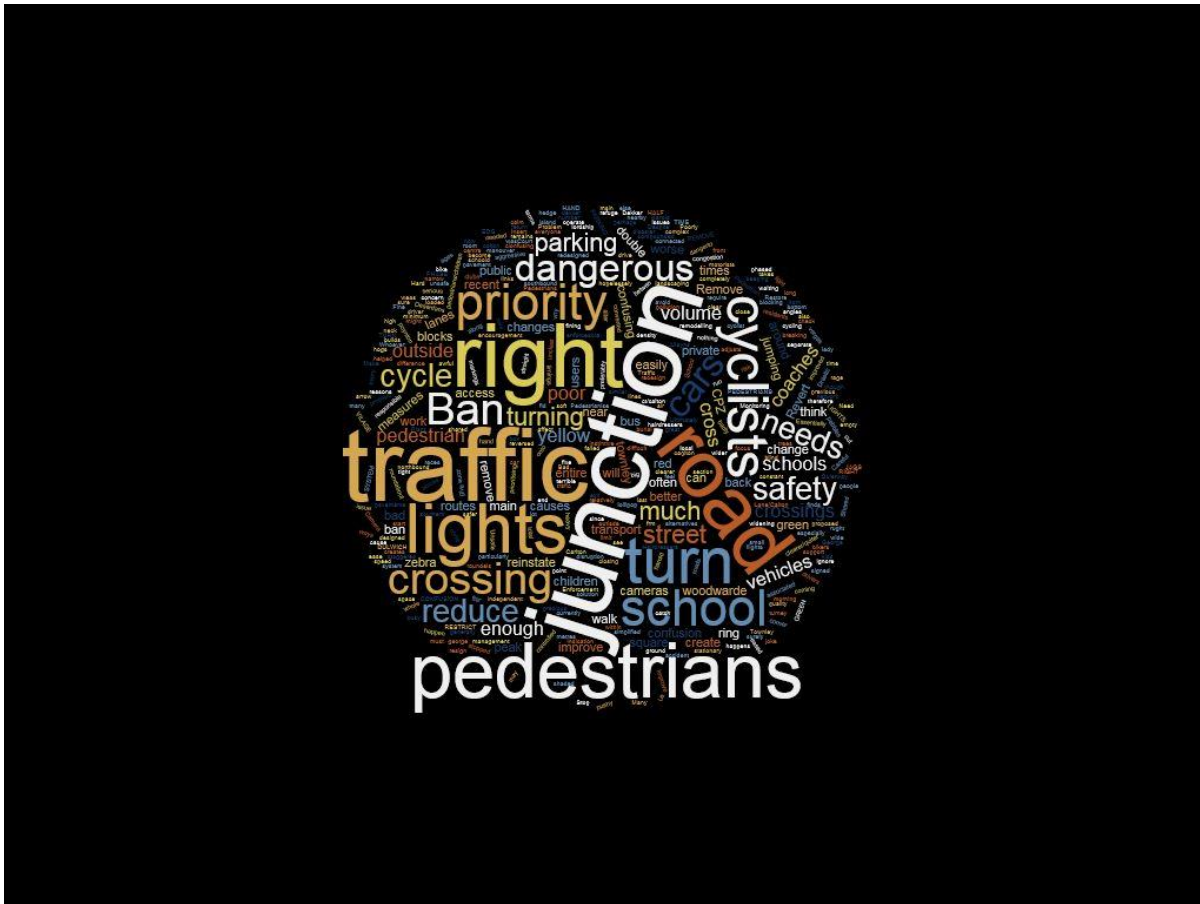
B. Section 1 Results from paper forms and public meetings

		% of respondents to this section	Overall %
Permeable road closure	51	31%	26%
One-way streets	21	13%	11%
Banned turns	39	23%	20%
School streets	37	22%	19%
Traffic calming	24	14%	12%
Pedestrian crossings	67	40%	34%
Camera access filter	43	26%	22%
Other	42	25%	21%
Not answered	31	19%	16%
Total responses	197		
Total responses this section	166		



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Wordcloud



Restore pedestrian refuge on Court Lane and use proposed 'Quietway ring' with 2 way ring around junction, controlled zebra crossings, 3 roundels and no traffic lights
create a village square at junction of Calton and DV
Pedestrians need to use the crossing system, need phased lights on Calton Avenue, walk your children to school
Problem might be eased at EDG lights by widening junction to 3 lanes southbound outside JAGS and northbound outside Alleyns
No clear indication of right of way. Unsafe for pedestrians and cyclists. Need wide cycle lane and reinstate crossing
Ban parking on Calton and Court lane where the traffic builds up
Improve public transport in Dulwich Village. This would make a big difference. Many people drive to DV because the public transport links are so poor the P4 bus is a joke
Plant trees, green verges and soft landscaping
change the priority back to court lane not calton as that causes all the issues
Pedestrianise and create a square

Ban right turn onto court lane. Essentially too much traffic on junction; better to reduce access to main junction
Ban coaches from Townley Road
Enforcement cameras for yellow box junction and traffic lights. Monitoring of junction for road rage and constant aggressive horn beeping, jumping red lights.
Despite measures to improve the junction it remains dangerous and difficult for everyone to use. Ultimately the volume of traffic is just too much for this complex junction. Drastic measures are needed to reduce traffic, particularly the school run vehicles
Camera access should operate during independent school terms 7.45-9.15 and 1500-1630
Insert pedestrian island to help cross Court Lane going up to Calton Avenue from Village. No right turn from Calton Avenue into Dulwich Village to reduce volume of traffic and congestion
Revert to the way it was Court Lane/Calton Avenue: Bad, but not as bad as it is now
This is all connected to the remodelling of the junction and is compounded by the peak time traffic associated with the number of private schools nearby. It's awful for pedestrians, cyclists and motorists
This junction is a total disaster. A serious accident waiting to happen. Whoever was responsible for this junction should resign. Poorly signed
Fine vehicles jumping red lights, happens so often. Make sure cameras work and start fining. Very dangerous for pedestrians.
I think traffic could go up Calton Avenue only, until Woodward Road. Does affect Dekker and Desenfans though...
Very confusing junction so a lot of cars are very pushy. Hard to cross as a pedestrian - need a crossing on Calton Avenue
Remove the staggered crossing by Harold George Hairdressers - it takes ages to cross the street for pedestrians
Revert to Court Lane having priority not Calton Avenue
As a cyclist I feel this junction is much improved. Careful how you alter it!
Pedestrian crossing in front of schools for safety. CPZ in the area
The high volume of traffic is the issue. It finds its way through the clearer/quiter routes and adjusts where required to alternatives. Bus routes, cycle ways and pedestrians require priority. Through traffic on narrow roads
Shared use lane for pedestrians and cyclists. 1. make DV to Turney Road a T junction, 2. make Carlton to Court a straight road, or make southern section of Calton 1 way
Ban coaches
Close Calton Avenue between Woodward Rd and Townley Rd to through traffic. This would reduce traffic density at Dulwich Village junction (from both the village and Townley Rd)
Stop parking on Calton Ave near junction

cut down hedge at HI court lane. traffic lights at calton ave. reinstate court lane priority.
the changes at this junction must not help, it is just too busy cyclists are a dangerto pedestrians
separate cycle lane
return to previous priority i.e. court lane has priority. double yellow between calton av and dekker road- to ease stationary traffic
there is not enough encouragement for drivers to use the a road network which outside of peak times is often empty. therefore too many cars come right through the centre of dulwich village
cycle lanes causes confusion and most cyclists ignore lights. no parking up to pebbles road on court lane traffic lights at bottom of calton ave and court lane perhaps?
traffic lights on every road at this dangerous junction
I support no. 7 across entire shaded zone
this five way junction needs to be simplified if the area between the hairdressers and the burial ground were pedestrians it would be great
this is worse since the redesign: only a mini roundabout
cyclists can be road hogs too. breaking speed limit and cycling on pavements.
RESTRICT PARKING
REMOVE RIGHT HAND TURN INTO DULWICH VILAGE. Remove right hand turn out of court lane to calton avenue - no need- local traffic will fid way around- blocks junction
no right turn from dulwich village into court lane. no right turn from calton ave. to dulwich village
the junction is hopelessly badly designed and confusing. much worse than need to be. needs to be completely redesigned and clearer. more double yellow lines
zebra crossing on court lane dulwich village end
no right turn on to court lane
entire junction should be converted to a shared space similar poynton
Ban right turn from village into court lane
Ban right turn from village into court lane. Ban right turn from court lane to calton avenue for safety
School street in dulwich village. CPZ within 100 metres of school and preferably whole area.
Turney RD should be a school street near junction with dulwich village. also ban cars turning right out of turney rd into dulwich village.

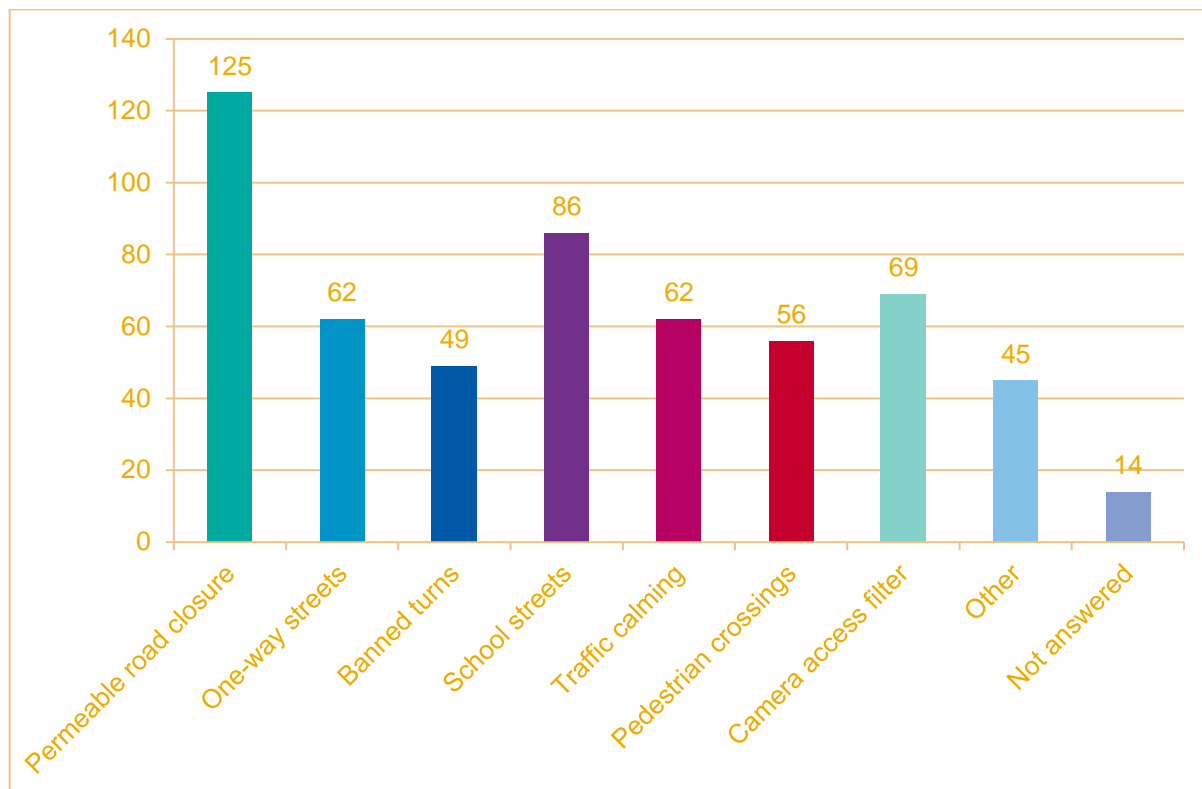
The recent change in prioritising vehicles on court lane has failed. give priority back to calton avenue to remove confusion to road users
check timings of lights for cars and pedestrians currently not long enough and unsafe
heavy through traffic needs to be stopped at last
Traffic races along calton avenue to catch lights. cyclists too traffic turning into court lane is help up blocking main road. pedestrians and cars cannot see because of blind corner. court lane should be have msin exit fo safety reasons if nothing else
confusing as a driver, cars coming frm all angles in a small junction
road safety concern for pedestrians/children crossing colton avenue. the lollipop lady is not there at 7.50-8am when children are going to morning clubs
work with schoold to reduce schools traffic
improve safety for pedestrians and cyclists
Such a dangerous junction, not helped by relatively recent changes to road markings. pedestrians and car users at risk.
Dulwich village to become a school street
PHASE PEDESTRIANS LIGHTS SO SOME TIME ON GREEN. CONFUSION "HALF" SYSTEM
minimum disruption to residents enforceable
5 way traffic lights at junction
the problem is school traffic so the solution should focus on those times
remove some of the pavement outside harold george to make the road wider at neck of calton ave
ban coaches from going may village- surely precious private school kids can walk from parking point on lordship lane
calton ave priority over court lane is not instinctive especially when turning right to go up court lane it needs to be reversed - turning right into village from ct/calton on a bike is unclear. most bikers avoid cycle lane
very bad junction - not enough room for manouver creates blocks very easily. vrry easily - very poor closing - green cyclists
I think it would calm traffic down and just generally be safer
The crossings are to dangerous
the poor air quality is terrible and over loaded junction which will cause more pollution
The crossings are to dangerous
needs better light management. a right turn arrow is required to turn tight

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Section 2. Calton Avenue between Court Lane and Townley Road

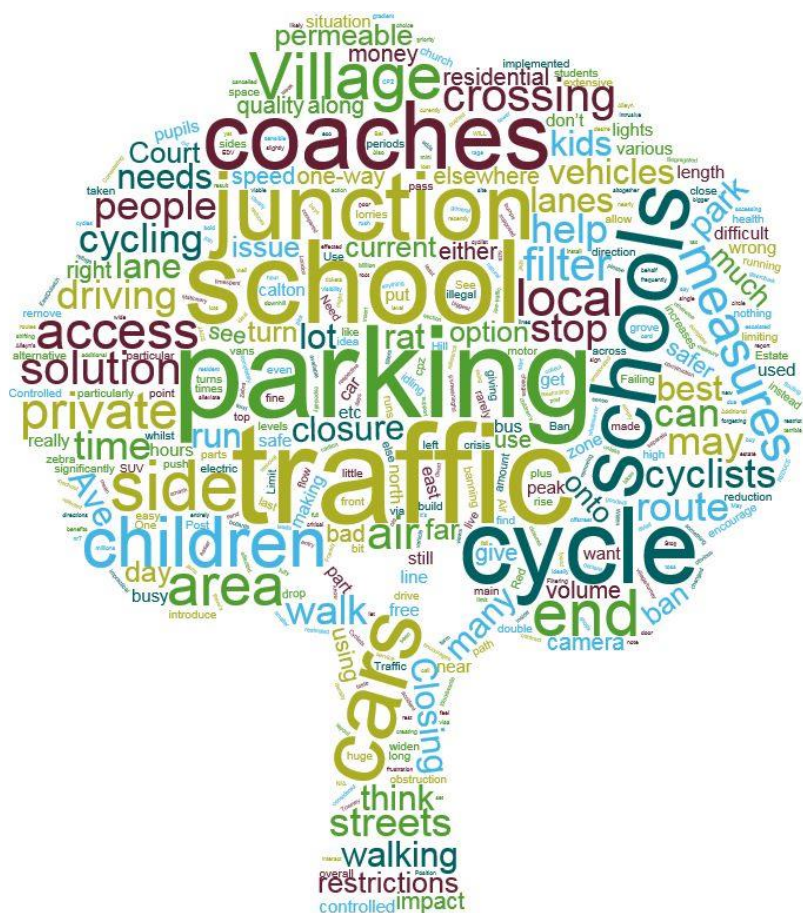
A. Section 2 Online Survey results

		% of respondents to this section	Overall %
Permeable road closure	125	58%	55%
One-way streets	62	29%	27%
Banned turns	49	23%	21%
School streets	86	40%	38%
Traffic calming	62	29%	27%
Pedestrian crossings	56	26%	25%
Camera access filter	69	32%	30%
Other	45	21%	20%
Not answered	14		6%
Total responses	228		
Total responses this section	214		



Text comments:

Wordcloud



junction has also improved. school traffic is the issue volume decreases significantly during school holidays.
or one way down carlton avenue more double yellow lines to stop parking on road which is causing the problem. ban buses/coaches
ban buses this road is too narrow for buses they smash cars
controlled parking
calton/Dulwich village/turney. length of timespent waiting on centrL RESERVATION EXPOSING PEDASTRIANS UNNECESSARILY TO POLLUTION
ban school coaches from here
Segregated cycling lanes needed all the way along to reduce air pollution and make cycling safer.
Please consider pedestrianisation and segregated cycle lanes
It's fine
Making Calton a one way street may help
Limiting coaches in Calton Avenue would be a bit improvement because they can rarely make the turn into Calton from Townley Road in one go which increases congestion. Closing this road or limiting traffic will just push traffic into East Dulwich Grove, so accommodation will need to be made to increase traffic flow at the junction of EDG and Red Post Hill.
Remove parking on the Alleyns Field side of the road, replace it with a two-way cycle lane?
As above, motor traffic should be restricted during school drop off and pick up times. This must include coaches to have any meaningful impact.
How about creating a mini roundabout which will make it easier for traffic to get out of Calton Avenue onto Townley Road in either direction and would ease congestion. Oh no, I was forgetting you don't want any benefits to motorists. Failing that do nothing. It's not ideal but anything else would just divert traffic elsewhere. Most people who drive don't have a choice about their method of transport.
Frankly I do not know what you do except stop the amount of traffic coming down to the junction. Have no left turn from Lordship Lane into the top of Court Lane and stop all the traffic coming down Court Lane to join Carlton Avenue at the junction
You will not solve the problem of congestion here without either banning traffic completely from Calton Avenue (impractical), stopping school coaches coming down the road from Alleyns (easy), or banning parking on one or both sides of Calton Avenue (easy).
Parking at the lower end of Calton should be banned.

I appreciate that a solution needs to be found to this road and the junction with Dulwich Village. However thought also needs to be given to the knock on impact to adjoining roads. I live on Turney Road Near the Burbage Road crossroads and the traffic is very bad a lot of the time (note the bad accident at the crossroads last week) and cars often park over driveways. Pushing traffic out of the main Dulwich village area will make other roads more congested and parking harder. Controlled parking in Turney Road Burbage Road the surrounding smaller roads would be necessary. Thank you

Coaches to be cancelled. They encourage families from many miles away to make long commutes. If the coaches were reduced, maybe families may not commute as far and reduce transport in London. Coaches could park in Dulwich park, then pupils walk to the respective schools.

Reduce parking on the street. Maybe just allow on one side, with some shoppers spaces near the shops so businesses not adversely affected.

AVOID PERMEABLE ROAD CLOSURE AS THIS WILL INCREASE TRAFFIC ON SURROUNDING ROADS- CONSIDER OTHER OPTIONS.

Consider more parking restrictions

Road closures or restrictions will force traffic onto other roads, exacerbating problems elsewhere, unless measures are taken to reduce school-related traffic overall.

You can taste the pollution walking down the road. We live on Calton Avenue with three children at local state schools who all walk to school. I am seriously worried about their health. The number of idling cars, vans, lorries and coaches outside our front door (opposite the church) has increased dramatically since the road changes and I would not have bought a home on the road had I known the pollution (and road rage) would be so excessive.

Use these techniques to prevent through traffic - especially at peak school times in the morning and afternoon

The cause of the problem at hand is that there are too much traffic from both end of Calton Avenue. So the natural option is to limit the traffic from both end.

I have nearly been knocked down twice crossing Calton avenue at the junction with townley road by cars driving on the wrong side of the street to turn right onto townley Rd- a very dangerous junction

There is simply too much traffic on this residential street, not only it makes the walking / cycling to school dangerous for local kids, the air is also being polluted. The pollution is getting so bad that it is at crisis level and something needs to be done urgently. One option is to make this a no-through-road so cut out the pollution altogether, and at the same time making it safer for pedestrians and cyclists.

Calton Avenue is a rat run because it is the shortest distance to East Dulwich from the Village and visa versa. And there is one fewer set of traffic lights to pass through compared to going via Dulwich Village and EDG lights. To deter the traffic, you need a combination of measures. 1. Promote a right filter on Village way to EDV. 2. Narrow Calton Avenue insert separated designated cycle path along Calton. Position speed cameras along Calton Avenue.

This is by far the best option if the permeable road closure is right on the calton avenue / townley road. Stops general traffic from using court lane then Calton Avenue as a rat run, and significantly reduces standing traffic waiting on calton avenue to turn onto Towney road. However would likely also need residents parking as would still have a lot of traffic from parents looking to park, and therefore will be cars trying to do u-turns and driving very slowly giving off fumes while trying to find a parking space.

I think the best option would be to make Calton Avenue a permeable road with closure at either the Dulwich Village end or the Townley Road end

We need to reduce the volume of traffic - in particular school related coaches etc... Closing the road at one end and making it one way would be the best solution. As a cyclist it is currently really dangerous, because of the build up of traffic and frustration amongst motorists. The current layout is not understood by drivers and I regularly see near misses, confrontations and dangerous incidents at this junction.

Limit parking on Calton Ave during school run hours. It's fine the rest of the time

Pollution is really bad on this road and it is affecting children's health.

If the junction of Calton Avenue and Townley Road is closed to traffic this will not only address worrying pollution levels on Calton Avenue, but also reduce traffic at the disastrous Dulwich Village junction. Previous measures implemented by the council have, to my mind, have had little or no impact, and been a complete waste of money.

We are at crisis point

Limit car parking to certain hours
Allow cyclists to use pavement
2 lanes to Allow more cars through the recently narrowed pedestrian crossings which should be reduced in size

Air quality on this street is terrible and measures are needed to reduce it quickly. The road is a designated cycle route as well as being used by hundreds of children accessing various nearby schools. Reducing traffic and in particular buses and coaches is necessary to improve air quality.

Change route of school coaches trying to come through there - this adds a lot of congestion.

Prevent parking on one side and introduce cpz. Widen pavements. make the construction company move hoarding to re instated safe pavement access. Improve visibility of unsafe pedestrian crossing.

There is a lot of rat running by cars, vans and even large lorries on this residential street in BOTH directions throughout the day.
There is a pedestrian desire line across the top of Calton Avenue, particularly for children travelling to the nearby Charter East Dulwich, Charter North Dulwich, Alleyn's, JAGS and those travelling towards schools in the village. There is a refuge, but it is frequently blocked by traffic and cars can be seen on the wrong side of the road at this point. Closing Calton to through traffic may alleviate this problem, but it may also become a turning circle for vehicles. A safer crossing is needed.

This junction is a nightmare, its busy, people do illegal turns and are very aggressive with their SUV vehicles. I think SUV should be banned from this road.

This is part of a major cycle route, yet with so much traffic during the school run that it is impossible to cycle here. Closing the road at Court Lane would be the best solution.

Road should be closed at Court Lane.

I feel I need more detail about the high traffic volumes and the cause before discussing how it could be ameliorated.

Stop parking for parents, pupils and teachers on Townley Road and Calton Avenue. That would stop most of the traffic (though would also mean many pupils could not come to school)

Again traffic is heavy and does not give priority to pedestrians. We need a zebra crossing at the crossing.

Install 5-way traffic lights at the junction.

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Reduced parking at Dulwich village end to help throughflow

Filtering here is the most important single measure, needed to make cycle route from Greendale viable for all at any time of the day.

Part-time closure would focus benefit on commuter cycling, which would not help widen the cycling demographic to older people, for instance.

Reduction in car parking is needed too, as part of a CPZ.

Very narrow in parts and dangerous to cyclists particularly going downhill.

We need to have parking restrictions in the surrounding residential streets. One of the reasons this junction is so busy is because free parking in the surrounding area encourages parents to drive their kids to school. As a local resident, we desperately want to get this commuter and school traffic and air pollution away from our front doors - please bring us into line with other nearby wards and put some parking restrictions in!

It is absurd to call this a "quietway" supposedly for people travelling by bicycle. Need to ban rat-running traffic and remove parking from east side of road to make it more like what a quietway should be.

No free parking and use the space for a cycle lane.

Camera enforcement so that illegal parking and dangerous driving leads to a fine/points.

Been here in Calton Ave for 40 years and only way to reduce pollution in Calton Ave is either to have a permeable road closure or camera access filter

The other idea is to have rising bollards in Calton Ave which just close during peak time plus camera access filter for local residents

Making Calton Ave one-way at the end of the school day in the direction towards Court Lane and the other way at the start of the day.

Same as above, reduce rat runs, idling cars and encourage cycling and walking

This road should be a controlled parking zone and blocked to heavy vehicles. I've personally witnessed countless near misses on the zebra crossing. It's also a 20mph zone but there is no enforcement whatsoever.

No access to the coaches on this road

The bigger issue here is the coaches. They should have an area on the Alleyn school grounds where they disembark their students and collect them. The current situation is dangerous for everyone. I walk here regularly and the drivers do not give a toss about anyone at all. The school has also lost all neighborly goodwill in their negligence and exploitation of the local community.

They have enough money they could build a separate parking lot for coaches and their students walk through the grounds. They just don't want to spend their own money.

Ban all coach parking on the road and issue tickets. W

If you close Calton Avenue at the Dulwich Village end end you will have to stop people using Calton Avenue and then Woodward Rd. So it should be a residents only entry.

Ideally this area would fall inside a bold low-traffic neighbourhood scheme with camera access filters. Alternatively, a permeable road closure of Calton Avenue with access for residents and to the church only would make this road far safer for all, improving the air quality for residents and children walking to school. Failing that, removal of the extensive free parking that is not needed by residents - most have driveways - and installation of fully segregated cycle lanes would improve this section of Quietway 7.

A Zebra crossing across Calton Ave at the junction with Townley Road is needed to protect school children crossing here.

A one way street should only be considered if combined with adequate cycle lanes and traffic calming measures, otherwise cyclists will still be blocked by queuing traffic, and vehicle speeds on a one-way street may rise.

Traffic calming measures aren't needed - as speed etc isn't the issue.

Traffic congestion and air pollution are the issues.

I think measures which reduce congestion and air pollution are what is needed whether these are (2) one way streets, (3)banned turns, (4)school streets (5) camera access filter and (8) reduction of parking spaces (for example just having parking spaces on one side of the street). However which option is best depends upon what is happening in the Dulwich -wide area with other streets.

removing parking from one side of it may give opportunity for traffic going both ways to interact. but really, i'd like to see cars removed from this road entirely - keep them on east dulwich grove instead.

it is critical that any solution means that traffic is not pushed into residential roads with high population density, including lots of children walking to school, such as Burbage Road and Turney Road. The pollution on Turney and Burbage Road has clearly escalated markedly in the last couple of years - we can smell it in the mornings, and much of it seems to be parents in their vehicles trying to find alternative routes to the schools.

Allow bikes to go both ways but motorised vehicles to go one way only.

Restricting access to coaches would help avoid jams.

I cycle up here on school days - it's just a mess of non-moving traffic, with associated danger and pollution. Some benefit may be gained with a one-way street.

But there needs to be an overall reduction in traffic, without just shifting the problem elsewhere.

This means making the whole area safe enough for kids to cycle - then we can remove card from school run.

My 12yo daughter cycles to school nearby - I would let her come through this road by herself.

Again, if you had a one-way street system round Calton, E Dulwich Grove and Dulwich Village, this would allow for a dedicated cycle path.

Again the problem is the huge traffic volume. I don't think one way streets would be a good idea as they will increase the traffic speed. In a way there is a lot of traffic calming already in the sense that the many parked cars create obstacles and prevent speeding.

I think it might help if we had sensible sized school buses, pref electric, and if parents accept a place at any of the schools they should sign a contract to send their children by bus if they are too far away to walk.

Stopping cars turning left in the rush hour onto townley road from Calton Avenue and right into calton from townley. But would result in huge impact on Dulwich village and east Dulwich grove. Problem seems to arise during term time for the most part. Is much of this traffic then parking in the area for the day? Or dropping children off at one of many schools in the area? Perhaps cars could drop children off at, say, Bel Air car park and then the children could walk?

Do nothing

When travelling north, the current volume of cars plus the uphill gradient and parked cars makes cycling intimidating and difficult. Would suggest separated cycle lanes if not a modal filter just north of Woodward Road. If combined with the closure of the Carlton Avenue / Dulwich Village junction with would effective restrict rat running from Lordship Lane through the village whilst still enabling access for residents. Additional filter maybe required on Beavaul / Dovercourt Road.

If no permeable filter put in, then parking restrictions and segregated cycle lane required. Also cpz needed urgently

Closing Calton Avenue will only to more traffic on nearby roads.

The only way to reduce the danger presented by the current situation is to REDUCE the amount of traffic using the roads by eliminating traffic, all calming measures that that taken place have failed to address this and I regularly see drivers flouting even the current measures put in place eg driving on the wrong side of the road, parking on double yellow line, racing over the speed bumps etc. A proper segregated cycle lane down the full length of the road is required.

An additional filter north of Woodward Road would stop traffic using the streets between Lordship Lane, Townley Road, East Dulwich Grove and Dulwich Village as a rat run

Ban parking on at least one side of road, as having parking on both sides makes it difficult to use the road, and more dangerous for cyclists

At present, this length is used heavily during peak hours by many pedestrians on the way to/from Alleyns school and JAGSchool (maybe also to the new school on the old Dulwich Hospital site. At the same time it is supposed to be a cycle quietway nr7.

But it is also heavily used both by Foundation school coaches and by private cars, both of which tend to create long queues at each end, both giving rise to poor air quality for pedestrians - and everyone else - and obstruction of the quietway.

By far the best solution to this unsatisfactory situation would be to declare this a school street closed to most vehicles during the relevant periods and enforce this with number recognition cameras. (There is curently an alternative route available via Dulwich Village and EastDulwich Grove).

Another solution to reduce quietway cycle obstruction would be to widen the road slightly and introduce -and confine parking to - parking bays on the widened parts to give more room to cyclists to pass stationery queuing motor traffic. A more intrusive solution would be to ban parking on one side of the road.

May be more difficult to explore some of these as it is a very busy area due to the schools however this busyness can be changed to be more eco friendly and sustainable.

Need to reduce the levels of through traffic and school commuting and parking.
An extensive controlled parking zone should be implemented.

Use the south side of Carlton Road to park the coaches which currently block Townley road. Most houses along here have garages or offstreet parking.

The biggest issue is people driving their kids to private schools. Alleyns, Dulwich college, jags. In private school Holidays there is very little traffic.

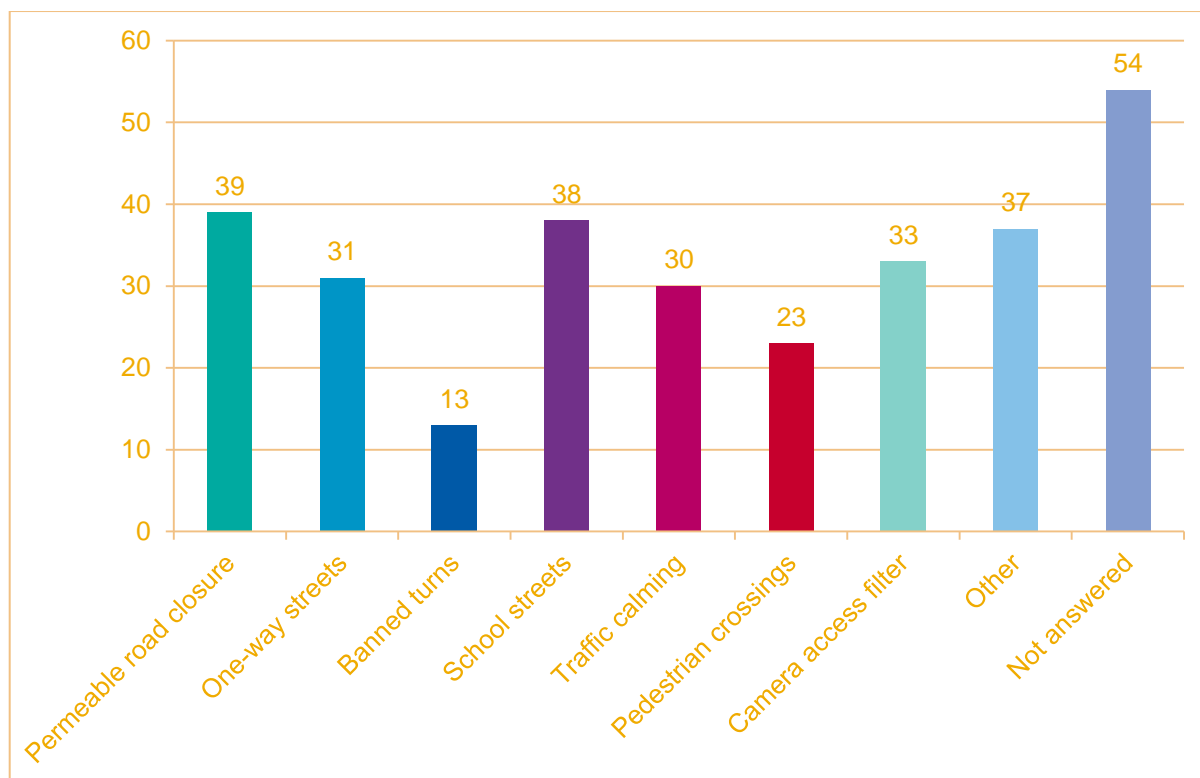
I don't think closing streets will reduce traffic. It just moves the problem elsewhere to another street. The route of the problem needs to be fixed. People driving there's kids to school need to stop and get a bus or walk instead. The private schools should help support this and help protect local kids that are walking to school from pollution.

None of the above. These options do not address the root cause. It is obvious from observing the traffic during holiday periods that the main cause of extreme traffic and subsequent pollution is school runs to the many private schools in the Dulwich area. The Dulwich Estate raises millions of pounds from local residents in estate tax, of which over £5 Million is given to various private schools in Dulwich. Considering it's people driving their children to these private schools causing the problem, whilst the children most effected are the local residents who have been taxed for the benefit of the private schools, my solution for you is make the private schools use some of our money to buy electric buses and mandate a school bus service to eliminate the problem! Please see Dulwich Estate annual report for your reference: <https://www.thedulwichestate.org.uk/media/1712/the-dulwich-estate-annual-report-2019.pdf>

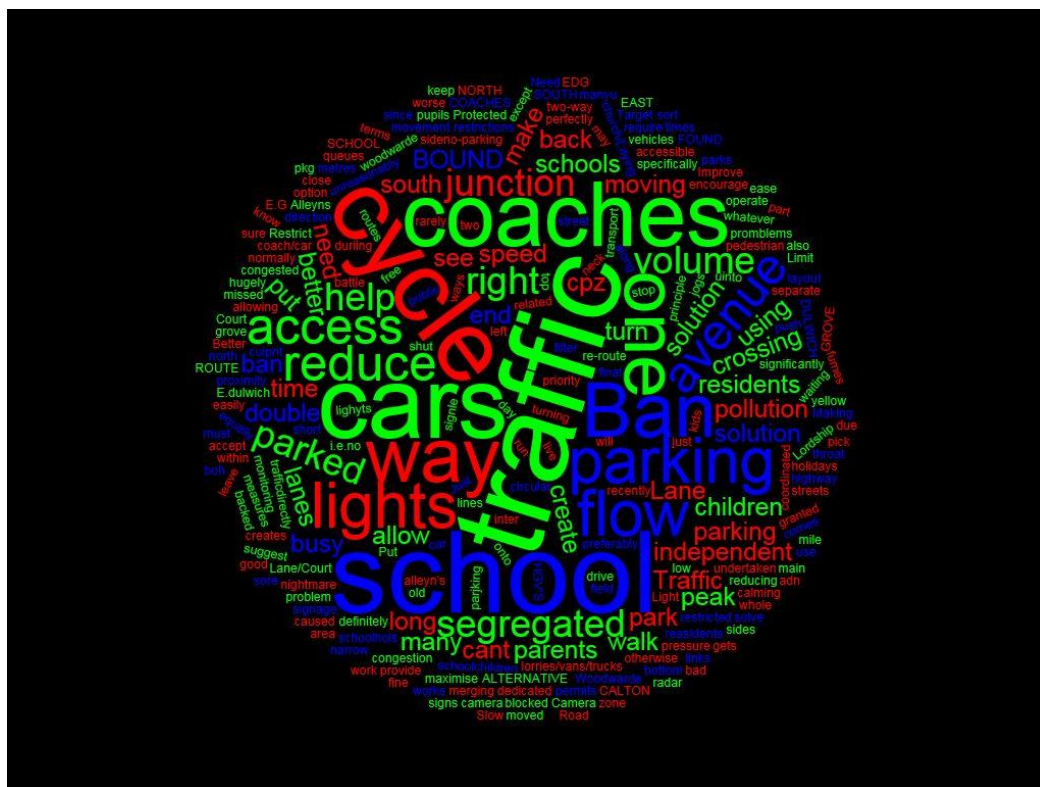
This needs to be a quiet safe route to all the various local schools, and a genuine quietway with segregated cycle lane for cyclists. Controlled parking needed to achieve this.

B. Section 2 Results from paper forms and public meetings

		% of respondents to this section	Overall %
Permeable road closure	39	27%	20%
One-way streets	31	22%	16%
Banned turns	13	9%	7%
School streets	38	27%	19%
Traffic calming	30	21%	15%
Pedestrian crossings	23	16%	12%
Camera access filter	33	23%	17%
Other	37	26%	19%
Not answered	54		27%
Total responses	197		
Total responses this section	143		



Wordcloud



Protected cycle lane
Too many cars parked - make one side no-parking and create 2 way segregated cycle lane
segregated cycle lane
Limit parking at the top end of Calton Avenue to free flow of traffic
reduce traffic flow - accessible camera filter and cpz
Better signage for cycle route
Ban parking - currently single lane would be double if no parked cars
Improve public transport links. If you put in traffic calming measures only this will just push cars to the other streets
ban lorries/vans/trucks
segregated cycle lane
If access restricted onto Dulwich Village, this may solve Calton Avenue traffic - so there is only traffic in one direction
Ban coaches

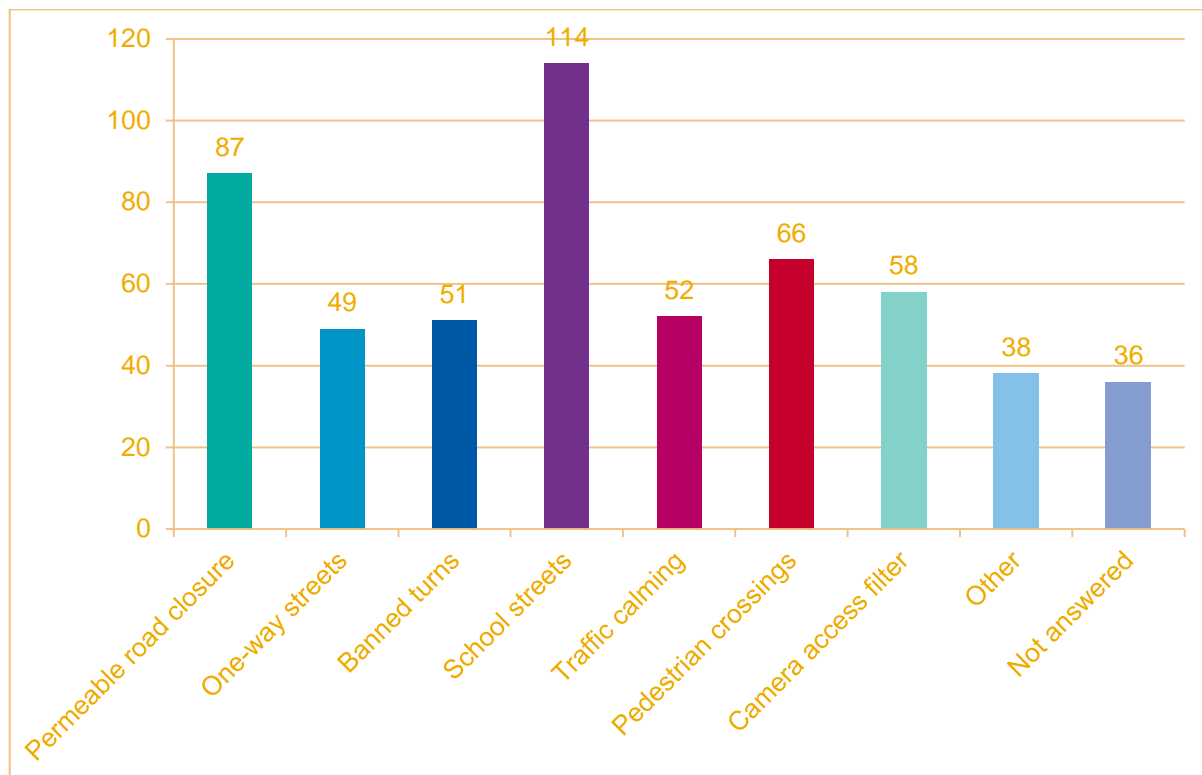
Making Calton Avenue one way would definitely help. A south to north flow would significantly help the junction and the flow of traffic on Court Lane
Camera access should operate during independent school terms 7.45-9.15 and 1500-1630
No right turn from Calton Avenue into Dulwich Village to reduce volume of traffic. Put back 2 lanes on Townley Road to ease traffic turning into EDG left and right. Light too short.
Slow vehicles at Lordship Lane/Court Lane
Target independent schools and require them to provide coach/car parks
Just leave it. Don't make it worse
Need to stop cars parking on both sides of the road between Dulwich Village and Woodwarde road - v narrow
Should be blocked part way up Calton
Restrict coaches using this route
Or encourage schoolchildren to walk or cycle to school. Traffic is low during school holidays
Traffic speed monitoring (radar speed signs)
Why no dedicated cycle lane?
Has to keep moving. due to proximity of the south circular and dulwich park all routes are busy. not sure how to suggest specifically.
Ban coaches
No problems during schoolhols, so same solution as above. ban all parking near schools (except residents pkg)
go back to old layout. congestion caused by reducing lanes at traffic lights
separate cycle lane
Ban parking on one side -there are not so many residents on church/[;]ayng field side
i have recently moved to dulwich village, near the calton avenue junction and since moving in i have had a sore throat from the fumes it can be good for the kids
school traffic normally the culprit perfectly ok at most other times
Ban coaches from using the route put pressure on jogs and alleyn's to both sort out the coaches and reduce the traffic directly related to their pupils and parents.
this could be at bottom of calton avenue- i.e.no access to dulwich village maximise residents access
a nightmare to live in at peak. fine otherwise HGV'S and coaches must use E.dulwich grove- which is rarely congested.
i would also accept option 7 but only if coaches are not granted permits

need more double yellow lines along court lane near dulwich village and in dulwich village adn in Townley road
we need traffic lights at court lane so cars know when they can turn right into it.
re-route school coaches
shut the road at the village end of court lane - as it was when works were undertaken better!!
school street at Alleyns school. cycle way cpz within 100 metres all day and preferably whole of school area
parking restrictions between court lane and woodwarde road
merging court lane and calton avenue does not work whatever the priority
court lane has equally long queues and should be principle highway
as below traffic gets backed up boh ways, parked cars do not allow two way traffic reduce parkiing on one side of road
cant see a solutiion as long as parents drive their children to and from school
Ban parkiing on one side of the road this would help hugely with traffic flow.
ALTERNATIVE ROUTE FOR SCHOOL COACHES FOUND E.G. CALTON NORTH BOUND, EAST DULWICH GROVE SOUTH BOUND
5 way traffic lights at junction
school time problem - school time solution
pedestrian crossing traffic lights are unreasonably close to lights and easily missed. the crossing should be coordinated with the main lighyts
there should be a no car zone duriing school run pick up children can walk the final 1/2 mile
too many cars
the traffic volume creates more pollution because the traffic volume comes from cars and cars create pollution so the inter is bad
too busy
should only only allow cars to park on all side allowing better two-way movement. currently because of peak cars there is a battle neck of cars waiting

Section 3. Townley Road

A. Section 3 Online Survey results

		% of respondents to this section	Overall %
Permeable road closure	87	45%	38%
One-way streets	49	26%	21%
Banned turns	51	27%	22%
School streets	114	59%	50%
Traffic calming	52	27%	23%
Pedestrian crossings	66	34%	29%
Camera access filter	58	30%	25%
Other	38	20%	17%
Not answered	36		16%
Total responses	228		
Total responses this section	192		



Text comments:

Wordcloud



create school streets to green dale Hillsborough and townley roads from dovercourt to east Dulwich grove.
Ban Coaches
this is mainly school traffic
crossing needs traffic lights near Alleyn's school I have witnesses several near misses-cars don't stop
more yellow lines to control parking
controlled parking
disagree with issues
Segregated cycling lanes needed to reduce air pollution and make cycling safer.
Please consider pedestrianisation, road narrowing and segregated cycle lanes
It could be such a lovely street but at the moment it's dominated by cars and no one can enjoy it
Restricted parking along the road, less buses parking. No HGV access.
Townley Road is dreadful, mainly due to the large number of school coaches. Parking on double yellow lines often, blocking the road, idling engines. Something needs to be done. Perhaps the school could use some of their land. Hillsboro Road should be a 'school street'. Entrance to the lower schools is on Hillsboro Road and the congestion, pollution and dangerous driving occurs every day at drop-off and pick-up.
Coaches on this road are a nightmare. The traffic calming islands exacerbate the issue when cars are parked too close which forces the coaches into the opposing lane of traffic. Making this road one way from Lordship Lane to East Dulwich Grove at least during school pick up and drop off times would help significantly.
Coaches on this road are a nightmare. The traffic calming islands exacerbate the issue when cars are parked too close which forces the coaches into the opposing lane of traffic. Making this road one way from Lordship Lane to East Dulwich Grove at least during school pick up and drop off times would help significantly.
Remove parking except for electric car charge points & loading bays for coaches; install protected cycle lanes along whole length of road.
Do nothing. The congestion is inevitable given the road goes past a school. Any of the proposed solutions will just cause chaos elsewhere. Most people who drive don't have a choice about their method of transport. What is the evidence that the junction is a danger to cyclists and pedestrians? How many fatalities/serious injuries have there been?
The crossing between Townley Road and East Dulwich Road around the schools should be closed to traffic between 7 am and 6 pm, except buses. Similar to the Bank junction in the city. Cycling lanes should be extended.
Part of Alleyns sports ground should get turned in to a staff car park and a coach parking area.
Access only for school coaches and residents at drop off and pick up
AVOID PERMEABLE ROAD CLOSURE AS THIS WILL INCREASE TRAFFIC ON SURROUNDING ROADS- CONSIDER OTHER OPTIONS.

Townel Road needs 4 pedestrian crossings - at the Lordship Lane end, half-way down, plus the existing ones at the Calton Av/East Dulwich Grove end.

Traffic volumes need to be reduced in term time by other measures.

Use these techniques to prevent through traffic - especially at peak school times in the morning and afternoon

Cars speeding

This road leads to Lordship lane, which is an A road, so we need to explore options to let traffic out from residential roads, but not in. Also to avoid pushing traffic into the village direction, which is also an area with concerns. We of course need to reduce the volume of traffic, especially when there are a few schools in the area.

Why not ask private schools to open earlier- streets are quiet when they are closed

Dangerous turning and parking of coaches causes issues - can the foundation schools service reduce the 31 coaches?

Clearer marking to where cars should park so as to leave sufficient space for busses to pass.

I use this road twice a day & there's no dangerous parking. There is however dangerous driving when queues develop with cars overtaking on the zebra crossing. Install traffic cameras to catch this and prosecute offenders

Stop traffic at peak school start and end times.

Something has to be done

Limit car parking to certain hours. Allow cyclists to use pavement

Avoiding the turning into Calton avenue would improve flows along Townley road and discourage traffic seeking to make that rat-run.
combined with traffic calming and making road users aware it is a school area would all help to improve upon the current situation.

Coaches should not be allowed to park on this road. They should be made to park on the school property.

Any changes to any of the network of roads need to consider the holistic implications. Reducing rat running on Court Lane or Calton, may increase it on Townley as drivers seek ways to avoid Lordship Lane.
Access to Townley at both ends needs to be restricted to avoid rat running through Dovercourt / Beauval / Woodwarde.

School streets may help, but does not deal with the all day congestion and rat running in this area.
There is currently only one safe pedestrian crossing point (zebra) on this road.

I suggest to allow school coaches only on one side of the road, and no parking near the school during pick-up and drop-off times.

Due to the long waiting, it definitely affects the air quality. I avoid to drive to school, but sometimes it is needed and it can take up to 20 minutes between Lordship Lane and the main Alleyn's school entrance. Maybe traffic lights timing can be assessed as well.

Thank you,
Carine

Use of coaches should be reduced in this area. There is fast cut through traffic on this road.

Issues caused by coaches .

Regulations/legislation exist re parking ,obstruction of road ,parking on pavement ,running engines while stationary. These are not enforced and relying on the good will of drivers is not adequate .

Deploying one community warden is not effective . Someone with the power to issue immediate FPNs should be present and,because of the attitude of some of the coach drivers they need support from another warden or ideally a support police officer .

Bollards or similar are needed to prevent the persistent parking of a coach near the j of Dovercourt and Townley .Parking here ,opposite the traffic island ,forces vehicles to drive on the opposite side of the carriageway against oncoming traffic .

Consideration should be given to additional coach parking outside the Townley Road area with a view to pupils being dropped off nearby and walking the remainder of the way .Could Calton Ave have a couple of coach bays ? The western ends of Heber and Goodrich ? Could teams visiting for matches park in Heber/Goodrich ?

See comment above about coaches

Also very dangerous crossing Townley road walking along lordship lane. And adults don't get the lollipop man! I've had near misses lots of times, cars making the turning very fast

Stop parking for parents, pupils and teachers on Townley Road and Calton Avenue. That would stop most of the traffic (though would also mean many pupils could not come to school)

Townley road runs alongside a school and so would be good to get rid of cars as much as possible around start and end of school days along that stretch.

I also think Hillsboro road should be shut with school streets or permeable road closures at school start and end times where the junior school for alleyns is.

I live on Townley Road, parking in this road, particularly at junctions of Dovercourt Road and Beauval Road has become very dangerous. Despite the yellow no parking lines vehicles are parked on these daily, I have never seen parking enforcement officers, or tickets on these vehicles. I have seen coaches parked on the corner of Townley Road and Dovercourt Road, half the near side of the coach actually parked on the pavement! Traffic had to drive on the other side of the road around the road island to get by! Surely these school coaches can be parked on a safer area somewhere.

Take no action.

Other: remove centre line marking, reduce car parking by introducing CPZ so people cycling do not need to weave in and out of parked vehicles.

Current layout of islands leads to people cycling being squeezed by drivers. Replace refuge traffic islands and guard rail cages with zebras and informal raised crossings.

We need to have parking restrictions in the surrounding residential streets. One of the reasons this junction is so busy is because free parking in the surrounding area encourages parents to drive their kids to school. As a local resident, we desperately want to get this commuter and school traffic and air pollution away from our front doors - please bring us into line with other nearby wards and put some parking restrictions in!

Needs to be safe access to the schools (Alleyns & Jags) and Green Dale for people on foot or bicycle.

No free parking, and camera enforcement on double yellows so that people are fined if they park illegally.

This needs to be open for parents and cpaches delivering children to the local private schools

Problem here is coaches delivering kids to schools. Widen the pavements so they can't pass each other? Camera access only for residents. Eye-watering parking charges with camera enforcement
No right turn on East Dulwich Grove cross roads?

Ideally this area would fall inside a bold low-traffic neighbourhood scheme with camera access filters. It is also ideal for a school street (with access for school coaches) with little other access needed along the western stretch. As a minimum, yellow boxes should be used at the junction with Calton Avenue to prevent cars blocking the junctions, and thus reducing visibility for those crossing Calton Avenue here. The extensive free parking here, not required by residents, should be removed and cycle lanes installed and/or more space dedicated to coach parking to prevent the persistent parking on pavements and double yellow lines by the school coaches.

As above, traffic calming measures aren't the issue.

Air pollution and congestion are the issues. Also, this is a designated cycle route and it is dangerous because of the congestion.

1) the pedestrian islands should be removed OR proper road markings should be put in place. These should include 'no parking' zig-zags by the school entrance (not just double yellow) and by the pedestrian islands. At the moment cars park too close the islands (because there is no road markings) and coaches MOUNT THE PAVEMENT to get round them. This is incredibly dangerous because of the number of children on the pavements.

Traffic congestion, air pollution and safe cycle routes are the issues along Townley Road not speeding traffic.

I think measures which reduce congestion, air pollution and make cycling safe are what is needed. Whether these are (2) one way streets, (3) banned turns, (4) school streets (5) camera access filter. However which option is best depends upon what is happening in the Dulwich -wide area with other streets.

I think a banned right turn from Townley Road onto East Dulwich Grove would deter a lot of traffic.

A school street would be ideal (with the exception of school coaches) in terms of making it safer and less-polluted during term time and perhaps easier to implement?

STOP THE COACHES PARKING DANGEROUSLY AND LEAVING ENGINES RUNNING ADDING TO POLLUTION. ENFORCE THE PARKING RESTRICTIONS.

cars heading west on townley rd are pretty uncompromising when cyclists try to turn right on to calton ave southbound. would be nice to look at that.

also it's awful, absolutely awful, at end of school times. would love to see bans on cars at rush hour here.

If not able to put in a permeable road closure, then please remove all/most parking so as to widen road sufficiently for protected cycle space. If coaches are still going to park at the west end, then the parking should be outside the cycle lane.

Prevent coaches from parking on both sides of Townley Road. The coaches serve the students of Alleyn's only, so it would make sense for the Alleyn's to designate an area in its ground for the coaches.

Box junction at the end of Calton to stop cars causing gridlock

Reduce traffic volume

Cut parking spaces. CPZ? Double yellow lines around bollards so parked cars don't block flow of traffic. Encourage use of public transport - #37 or the train? Persuade Alleyns to open up access so that children can be dropped off on school grounds and not on the street. One way system on townley road at rush hour?

Do nothing.

Enforce coaches to turn off engines and stay in coach bays only

If Carlton Avenue were closed with Dulwich Village, this road and junction would likely see a significant increase in traffic volume. School street should be a solution. As important link between Dulwich Village and East Dulwich, this should be a candidate for separate cycleway. School street should also be extended to include Greendale.

Put in a camera to prevent the bad parking. Closing Townley Road will only increase traffic on other nearby roads.

The only way to reduce the danger presented by the current situation is to REDUCE the amount of traffic using the roads by eliminating traffic, all calming measures that that taken place have failed to address this and I regularly see drivers flouting even the current measures put in place, especially the number of school coaches that block the road and park illegally on the existing double yellow line, and cause a danger to cyclists riding down the road, other road users and especially pedestrians trying to cross the road. Cars regularly drive on the wrong side of the road to make the right turn from Carlton Avenue to drive down Townley Road which is highly dangerous to cyclists and traffic travelling in the opposite direction. Drivers for the schools drop off regularly park on the yellow lines and block the road by the bollards. , parking on double yellow line, racing over the speed bumps etc. A proper segregated cycle lane down the full length of the road is required.

Good candidate for a school street. Should extend to include Greendale

If a timed school was instigated, it would by necessity need to run from lordship lane to easy dulwich grove. If it starts at Dovercourt or Beauval Roads, high volumes of traffic would then drive along these single lane residential roads, which would cause significant issues. (We have seen this every time Townley road has been closed for roadworks or similar, resulting in bottlenecks, standstill traffic and frequent & significant road rage).

Unless there are drastic area and local changes, it is unavoidable there will be quite a lot of school-related traffic here, including many coaches and cars. I am not sure the problems are as great as in Calton Avenue, but a camera-enforced school street could be considered here.

Problems here stem from the Alleyn school coaches, they come too early, they leave their engines on and sometimes they park illegally, blocking through traffic which has to drive on the wrong side of the road to get past large badly parked coaches.

Solution

Limit time coaches can wait legally. Alleyn to have on site coach parking

Have random day enforcement officers fining those companies which allow coaches to park illegally or leave engines on. Find new places to park the coaches.

Strangely the traffic islands exacerbate the problem as coaches seem unable to manoeuvre round them.

An absolute bottleneck at school drop off and pick up times with highly polluting 4x4s monopolising the streets. Terrible pollution for school children.

The biggest issue is people driving their kids to private schools. Alleyns, Dulwich college, jags. In private school. Holidays there is very little traffic.

I don't think closing streets will reduce traffic. It just moves the problem elsewhere to another street. The route of the problem needs to be fixed. People driving there's kids to school need to stop and get a bus or walk instead. The private schools should help support this and help protect local kids that are walking to school from pollution.

None of the above. These options do not address the root cause. It is obvious from observing the traffic during holiday periods that the main cause of extreme traffic and subsequent pollution is school runs to the many private schools in the Dulwich area. The Dulwich Estate raises millions of pounds from local residents in estate tax, of which over £5 Million is given to various private schools in Dulwich. Considering it's people driving their children to these private schools causing the problem, whilst the children most effected are the local residents who have been taxed for the benefit of the private schools, my solution for you is make the private schools use some of our money to buy electric buses and mandate a school bus service to eliminate the problem! Please see Dulwich Estate annual report for your reference.

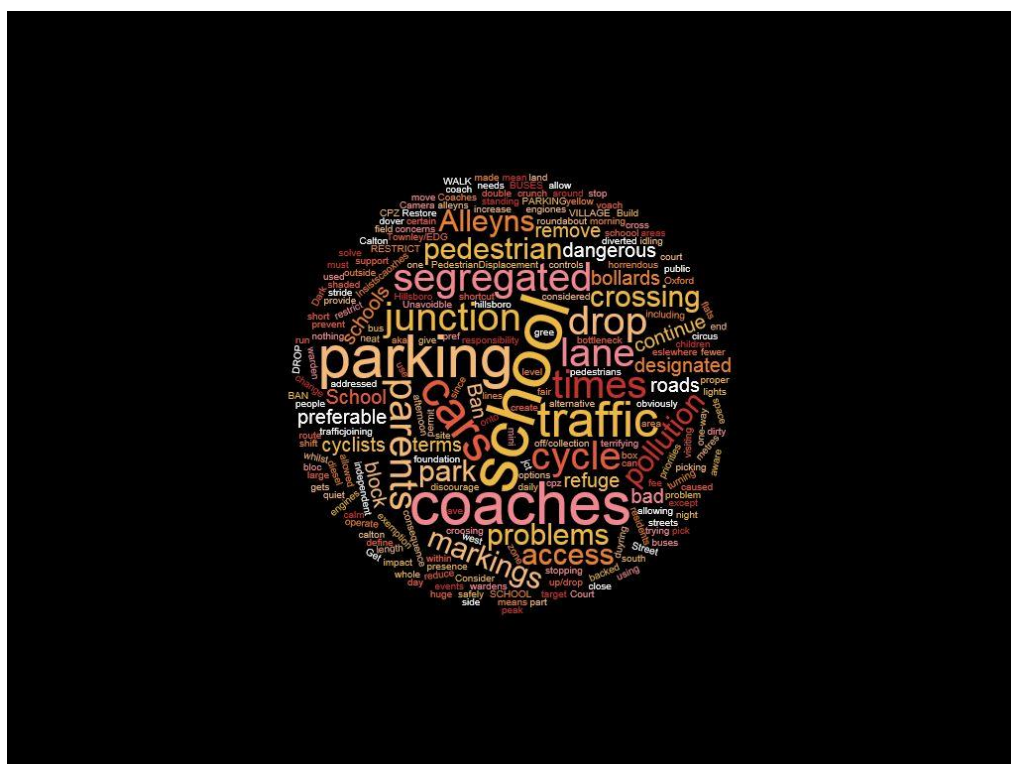
This road is horrendous and over capacity with the high volumes of coaches parked dangerously, sometimes on the pavement / double yellow lines and idling. More enforcement needed here ASAP and beyond. Controlled parking needed.

B. Section 3 Results from paper forms and public meetings

		% of respondents to this section	Overall %
Permeable road closure	19	13%	10%
One-way streets	17	12%	9%
Banned turns	12	9%	6%
School streets	76	54%	39%
Traffic calming	19	13%	10%
Pedestrian crossings	23	16%	12%
Camera access filter	32	23%	16%
Other	28	20%	14%
Not answered	56		28%
Total responses	197		
Total responses this section	141		

Text comments:

Wordcloud



Proper road markings on street to prevent parking near school. Pedestrian bollards on Townley. School Street on Townley and Hillsboro
2 way segregated cycle lane
segregated cycle lane
school street - no exemption for coaches
school street at Townley/EDG junction
Proper road markings around school and pedestrian crossing. Ban parking on street or CPZ. Build a proper segregated cycle lane. School street outside alleyns
Most of the problems are caused by parents using cars at morning and afternoon drop off/collection and coaches which block the road and cause traffic to back up and bloc side roads. Until this is addressed by the school and parents are made aware of the level of pollution they cause, nothing will change here. The school must take part in trying to solve the problems and take some responsibility for allowing 13 very large coaches to block a public road daily.
need alternative parking for coaches - park and stride. More traffic warden presence. Do not remove bollards - they allow pedestrians to cross and calm traffic
Displacement roads should have one-way considered
Other options will mean more cars on LL (bad for buses and LL has lots of residents as there are so many flats)
segregated cycle lane
Just close the road at peak school times. Consider having other designated areas further from the schools where parents can safely drop off children for school
Camera access should operate during independent school terms 7.45-9.15 and 1500-1630
Too many school coaches. Coaches continue to leave engines idling whilst standing including the coaches at the bus stop at junction of Townley Road and Lordship Lane
Dark at night
Get traffic wardens to target dangerous parking
Just leave it
Have a crossing near the Lordship Lane end of Townley Road
Only a problem in school terms at pick up/drop off times, so only need controls for then
Alleyns school should provide more parking on site for events so parents don't park on the streets
since the impact of one will shift concerns eslewhere continue to

Ban coaches
same as above. there would be no traffic joining townley rd from the village (they would be diverted to east dulwich grove)
Insists coaches park on Alleyns land- lots of space
I support no. 7 across entire shaded zone
if the foundation schools coach fewer were allowed access, the permit fee should be huge
jct of calton/townley is now a bottleneck: remove the give way and create a mini roundabout for fair priorities
RESTRICT PARKING
problems with school coaches parking needs
more double yellow lines
restrict access "crunch times"
Unavoidable consequence of school drop off discourage school coaches that are dirty diesel
school street at Alleyns school - also on hillsboro cpz within 100 metres of school all day pref. whole area
more road markings to define voach only parking and stopping (short) for visiting/ school cars for entire length of south school field (at certain times) ; move refuge crossing neat dover court further west
more people use calton ave because it is now a preferable shortcut. to dulwich village as has been designated preferable route
traffic gets backed up on townley road with cars turning onto east dulwich grove - increase time lights are gree to reduce back up.
pedestrian croosing across the junction box aka Oxford circus
BAN SCHOOL BUSES- VILLAGE - WALK FROM DROP OFF
leave as is
during school drop off /picking except for coaches
as above have no coaches - cars duyring school run - horrendous pollution - engiones
lots of cyclists
the dangerous parking is bad that obviously means that there are more pollution there are also lots of cars
townley road is quiet 90% of time i have used it

Section 4. Eynella Road and Lordship Lane junction

A. Section 4 Online Survey results

		% of respondents to this section	Overall %
Permeable road closure	58	38%	25%
One-way streets	34	22%	15%
Banned turns	51	34%	22%
School streets	34	22%	15%
Traffic calming	51	34%	22%
Pedestrian crossings	70	46%	31%
Camera access filter	42	28%	18%
Other	28	18%	12%
Not answered	76		33%
Total responses	228		
Total responses this section	152		

Eynella close off in front of library creating another pocket park extends library gardens
there is nothing wrong with this junction
Ban Coaches
this is fine
longer crossing time for pedestrians bike lanes and lights at junction
longer time for crossing for pedestrians cycle filter
controlled parking
I DONT FIND A PROBLEM HERE
Segregated cycling lanes needed to reduce air pollution and make cycling safer.
No right turn from lordship lane into eynella road
Better pedestrian crossing on all four corners with the lights would be helpful.
Tighten junction
Do nothing. I wasn't aware it was a big problem. What is the evidence that the junction is a danger to cyclists and pedestrians? How many fatalities/serious injuries have there been?
I would have no right turn at the bottom of Eynella Road into Court Lane to stop traffic cutting down this way.
Do not allow right turn from Eynella to Lordship Lane. May reduce traffic using Woodward's/Beauval/ dovercourt etc
any permeable road closure here would impact on traffic on other surrounding roads-avoid this option
Adding a diagonal pedestrian cross-walk (similar to that at the junction of EDG and Townley Road), with a longer crossing time, could ease pedestrian concerns. Speeding is a real problem on this stretch of the road - how about a speed camera?
This road leads to Lordship lane, which is an A road, so we need to explore options to let traffic out from residential roads, but not in. Also to avoid pushing traffic into the village direction, which is also an area with concerns.
Be great to close access to the whole area - allowing only one entry and exit point People should cycle and use public transport
Perhaps making this an one-way street?
Use this junction twice a day, don't see any problems here
Needs a right turn filter light, so cars can get across when busses are turning right from the opposite side.
I don't live near this road so feel it is the residents responsibility to comment

 @lb_southwark
  facebook.com/southwarkcouncil

Safety is being compromised
Adding a better pedestrian crossing would be a big improvement. In addition vehicle access could be restricted in width to reduce rat-running by larger commercial vehicles.
This junction is an access point in to and out of the area. In order to reduce traffic within the area, access needs to be limited. Local residents need access to the residential streets, but rat running between Lordship Lane and the South Circular (via the village junction) needs to be managed.
Traffic lights timing is not right there. Also suggest different crossing, like X with enough time to go from point A to B.
This is a rat run along with Court Lane. Analysis should be done to mitigate this.
Add a bike filter to the existing traffic light controlled pedestrian crossing at the junction of Eynella and Lordship Lane.
There are no problems here. The much bigger problems are: 1. Crossing the South Circular by the (old) Grove pub. There are no pedestrian crossings at all 2. Crossing East Dulwich Grove at Lordship Lane. There is no crossing for pedestrians.
Disagree that there are issues here. Not much traffic travels up Eynella and traffic lights make crossing easy
Filtering would be inappropriate here: filtering is better within a cell. Other: major junction redesign, depending on final routing of spine and other cycle routes, the need to provide for which should have been explicitly mentioned in this consultation. This junction needs to be planned holistically with Court Lane junction to change feel of this section of street. Particular scope to reduce carriageway width around junction of Woodward Road.
As with Court Lane, Eynella Road should have filtered permeability. Motorised traffic in Lordship Lane (as elsewhere) is usually too fast.
Potential for one way street but this can lead to people just driving down it anyway, road closure would be ideal
This is horrible. A child will eventually get seriously hurt. The lights need to be manned by crossing guards at school times. The signals are not long enough for little legs to cross with. Prolonging the signal will lead to more idling though. Again some of the same issue as above here though CPZ would greatly help since many people are using the access to the bus stop for the 12, 40, 176, 185 at the Plough as a great way to come park your car and ride a bus into the city to save money. Again this is happening and is clear to anyone who compares the volume of traffic at different times and where people are going. This area is also a park and ride car park.
Main problem is network of through roads. A network of road closures or one way streets could switch a lot of this off. Good example is Telegraph Hill where a wide area of residential streets was made impermeable by a one way network.
Ideally Eynella Road would fall inside a bold low-traffic neighbourhood scheme with camera access filters, reducing use of this junction at peak times. The junction could be narrowed to increase pavement space and diagonal crossings installed so pedestrians don't have to wait twice for traffic to cross safely. Cycle safety needs improving here especially if the Southwark Spine route comes to this junction with dedicated cycle signals and proper cycle lanes.

8) the council block of flats on Barry Road opposite The Plough pub has a VERY over-grown hedge which takes up half the pavement. This makes the pavement even more dangerous and narrow for the children walking to St. Anthony's.

8) if another pedestrian crossing was put in further down the road where Goodrich Road meets Lordship Lane this would better connect pedestrians/cyclists who want to access Dulwich Village / East Dulwich and would enable them to avoid this junction entirely. They could cross Lordship Lane at Goodrich Road junction and then travel along Milo Road. This would be a very quiet alternative. At the moment there are only two pedestrian crossings on this part of Lordship Lane (the junction at Eynella and further down at Lordship Lane /Townley Road). This is dangerous for children who try and cross where there isn't a crossing. It would also mean pedestrian/cyclists can more easily choose less-polluted and congested routes

early cycle release on all directions.

northbound lordship lane should be just one lane, not two.

if Eynella road from Woodware to Lordship Lane was closed to, at least, westbound motor traffic, that would be a fantastic start.

I cycle across here on school days, from Barry Road to Eynella Road.

My 12yo daughter does too - often unaccompanied.

It's a difficult junction for a cyclist to navigate safely - you may end up stationary in the right hand lane with cars racing for the lights passing on your left.

Improvement to cycling providing here could help increase the number of children cycling and so reduce school traffic.

It is already impossible to drive fast along Eynella Road because of the parked cars. No change needed here.

Turn off engine signage

If Carlton Avenue was closed with Dulwich Village, this would reduce rat running. Other option would be to restrict traffic turning into Eynella Road from Lordship Lane. More protection for cyclists at the junction particularly heading uphill towards the Lordship Lane, with early release one option.

Put in advance cycle areas stop areas.

A proper segregated cycle lane down the full length of the road is required. particularly given the need to provide a safe way to travel to the park.

If Carlton Avenue is filtered both towards Dulwich Village and Townley Road, this can be left open. Improved infrastructure for people walking and cycling would be good here.

The roads around this junction, particularly Lordship Lane both ways and Barry Road, make up an important local PEDESTRIAN hub - destination and interchange. with 5 bus routes intersecting or terminating, shops, library, churches, big pub and restaurant, and nearest big public transport access point to Dulwich Park and its leisure and sporting activities.

But at present, this traffic light-controlled junction is distinctly PEDESTRIAN-UNFRIENDLY.

The worst present feature is the crossing on the Barry Road arm. This is an important pedestrian crossing point between the shops, but the road is wide and has a lot of turning traffic; the main problem is that there is no central refuge/island unlike all the other arms. This makes crossing it at any time hazardous and frightening, even during the all-green phase of the lights, when there is not really long enough, particularly for those of reduced mobility and slow walkers. It is easy to be left stranded in the middle of the road with traffic - particularly turning traffic - rushing past through the junction.

The whole of this area needs reconsideration. Much of the problem seems to come down to the use of traffic lights to control the junction, putting motor traffic "incharge" of the junction and of the Lordship Lane length. This is inevitably conflicting with the Healthy Streets agenda.

In any event there should be traffic calming over the whole of the Lordship Lane length around this hub, maybe by additional pedestrian crossings at the outer limits of the length, perhaps by putting in either central dividers or some islands. But it is worth noting that the operation of traffic lights tends to increase speeding and airpollution. A solution worth considering is something like the Goose Green roundabout with zebra crossings all round at the north end of Lordship Lane. There probably is not room here for a full-blown roundabout, but a shared-space-type roundel or miniroundabout could be trialled and could work. zebra crossings might be workable, alternatively light-controlled pedestrian crossings could be considered (and -if sufficiently smart - could give TfL back some control of the traffic) And for cyclists, a cycle track round the junction maybe combined with the pedestrian crossings could be considered. This junction, with the Dulwich Village junction, is- or should be - by far the most important issues for this Healthy Streets project.

Bikes

It's a busy crossing for everyone. I prefer to cycle up Barry Road, turn right on Goodrich Road, coming out onto Lordship Lane turn left and then right - this is Milo Road which is a no through traffic road but space for bikes, a safe place which leads to Beauval rd. It's quicker and a lot calmer. Perhaps there could be a pedestrian/ bike crossing here - it's tricky to cross here as cars speed up the hill from East Dulwich.

The biggest issue is people driving their kids to private schools. Alleyns, Dulwich college, jags. In private school Holidays there is very little traffic.

I don't think closing streets will reduce traffic. It just moves the problem elsewhere to another street. The route of the problem needs to be fixed. People driving there's kids to school need to stop and get a bus or walk instead. The private schools should help support this and help protect local kids that are walking to school from pollution.

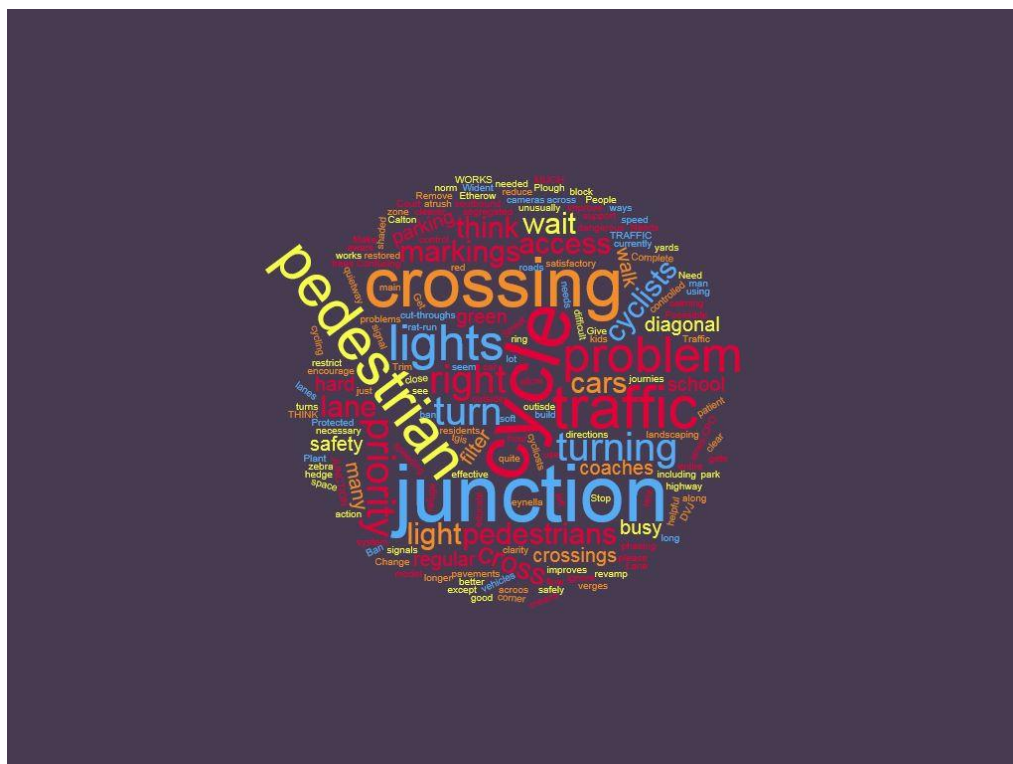
None of the above. These options do not address the root cause. It is obvious from observing the traffic during holiday periods that the main cause of extreme traffic and subsequent pollution is school runs to the many private schools in the Dulwich area. The Dulwich Estate raises millions of pounds from local residents in estate tax, of which over £5 Million is given to various private schools in Dulwich. Considering it's people driving their children to these private schools causing the problem, whilst the children most effected are the local residents who have been taxed for the benefit of the private schools, my solution for you is make the private schools use some of our money to buy electric buses and mandate a school bus service to eliminate the problem! Please see Dulwich Estate annual report for your reference: <https://www.thedulwichestate.org.uk/media/1712/the-dulwich-estate-annual-report-2019.pdf>

B. Section 4 Results from paper forms and public meetings

		% of respondents to this section	Overall %
Permeable road closure	15	13%	8%
One-way streets	9	8%	5%
Banned turns	21	18%	11%
School streets	10	8%	5%
Traffic calming	16	13%	8%
Pedestrian crossings	49	41%	25%
Camera access filter	26	22%	13%
Other	37	31%	19%
Not answered	77		39%
Total responses	197		
Total responses this section	120		

Text comments:

Wordcloud



Complete revamp on same model as DVJ quietway ring. Need light controlled crossings on LL and Barry Road
Trim hedge on corner of LL and Barry. Remove parking on Barry near junction. More pedestrian crossings on LL. Possible ban turn (except for residents) from Barry to Eynella
build out the pavements, have cycling traffic lights and have cycle cut-throughs when turning left
Confusing - needs clarity
Make 3 lanes at junction so that traffic turning right does not block flow along LL. No right turn into Eynella. Protected pedestrian crossing.
Widen LL junction southbound to 3 lanes. CPO of parking space please for the Plough.
Give longer for pedestrians and cyclists to cross as currently cannot cross 2 roads, or add diagonal crossing
Plant trees, green verges and soft landscaping
segregated cycle lane
Traffic lights satisfactory. No action needed
I think this is less of a problem. People just need to be patient and wait for the green man!
A diagonal crossing would be helpful here
There is no problem here
Not a problem
Stop traffic turning right from Calton into Court Lane if the pedestrian refuge isn't restored.
Needs cycle priority traffic light control (both directions) and pedestrian crossing over Barry Road near Etherow Street
Get off cycle and walk
As above. Don't see any problem
I think the crossing system works well, but need clearer markings on the road as to where vehicles should wait to turn
The pedestrian lights are very effective as long as you wait for the signal
add cycle lane and cycle priority lights at junction
Change the light phasing
educate only necessary journeys by car and encourage the
Ban coaches
not aware of problems here

very hard for cars to turn safely as well
a very busy junction close access to Eynella road
priority cycle filter. lane markings for turning. speeding through junction is also a problem speed cameras?
zebra crossing
I support no. 7 across entire shaded zone
traffic lights have pedestrian crossing cyclists ignore red lights at this junction
clear road markings for right turns including filter lights.
TOO MUCH TRAFFIC BUT THINK JUNCTION WORKS OK
make eynella road a no through road to reduce traffic using as rat-run improves access to park.
better priority for pedestrians crossing cycle ways and traffic calming
this is a main highway. safety is good because of signals
improve safety for pedestrians
make kids walk the few yards to school. only allow coaches outside school
cycle gate
as a regular cyclists i do not think it is difficult to cycle across. im also a regular pedestrian here and do not have a problem
all the above- very dangerous junction
too many cars
that means that there are too many cars so its hard for cyclists to cross and cycle
i use tgis junction quite a lot does not seem unusually busy outside if norm

Section 5. Court Lane and Lordship Lane junction

A. Section 5 Online Survey results

		% of respondents to this section	Overall %
Permeable road closure	59	36%	26%
One-way streets	25	15%	11%
Banned turns	48	29%	21%
School streets	28	17%	12%
Traffic calming	62	38%	27%
Pedestrian crossings	79	48%	35%
Camera access filter	47	28%	21%
Other	27	16%	12%
Not answered	63		28%
Total responses	228		
Total responses this section	165		

relocate signal crossing to this junction allowing traffic to turn out of court lane to south
Traffic Lights
ban cars turning into court lane from forest hill and ban cars turning right from court lane going towards F.Hill
I stand at the junction
speed cameras
stop cars speeding
controlled parking
traffic lights with filters
Segregated cycling lanes needed to reduce air pollution and make cycling safer.
Car access only, no trucks. perhaps install a width restriction.
I cross this road twice a day with children and it is so dangerous. People turning left into court lane from lordship lane rarely indicate and turn at speed. The road is rarely empty so you have to cross and hope that people are not going to turn at the last minute, though I have had this happen. Definitely a pedestrian crossing is required there at the very least.
A speed camera at that junction would help with speeders.
Keep traffic on main road (Lordship Lane)
Do nothing. I wasn't aware it was a big problem. What is the evidence that the junction is a danger to cyclists and pedestrians? How many fatalities/serious injuries have there been?
I would either have a narrowing at the top of Court Lane to stop lorries and vans that now rush down this street which borders the park or have no left turn into Court Lane and no right turn out of Court Lane onto Lordship Lane. I work from home in Court Lane and watch the street 6 hours a day and the traffic flow is constant and you have idiots at times travelling at 50 mph from top to bottom and others that overtake those travelling at the correct speed of 20 mph. How a kid has not been killed crossing over to the Court Lane entrance of the park is a miracle. If you are not going to do anything radical and try and cut the traffic you need to enforce the 20 mph speed limit and that means taking people to court that break the speed limit and this will deter such negligent driving.
Traffic lights and a pedestrian crossing should be installed here.
I personally think that if you close the access from Lordship Lane junction the improvement down the village junction will be enormous since most of the traffic going down Court Lane from the South Circular in the mornings is just to cut through towards Turney Road and vice-versa; the traffic coming from the village junction is cutting through to the South Circular. If permeable closure is not possible, then banned turn towards the South Circular coming from the village junction and banned turn towards Court Lane coming from the South Circular and put visible cameras.
Make a roundabout at the junction. Should reduce speeds on Lordship Lane, And maybe reduce queues on Court Lane

Any permeable road closure here/banned turn going left of Lordship Lane/one way street would impact on congestion on Dulwich Common/South Circular where we live. Risks of lung disease, traffic accident, pedestrian accident increased. I cannot think of anything to reduce congestion here-many vans and lorries use this road as a short cut to get onto Lordship Lane. Avoid permeable road closure

IF COURT LANE DIMINISH TRAFFIC THE VILLAGE JUNCTION WILL BE MUCH BETTER IN ALL SENSES. PEOPLE USE COURT LANE TO CUT THROUGH.

Pedestrian crossing plus speed camera would ease these problems.

This road leads to Lordship lane, which is an A road, so we need to explore options to let traffic out from residential roads, but not in. Also to avoid pushing traffic into the village direction, which is also an area with concerns.

road bumps to reduce vehicle speed

Don't see any issues here either. If there's speeding, install a speed camera

Signage to tell drivers the road is closed off at the bottom or that right turns are now banned into Dulwich Village at the bottom

I don't live near this road so feel it is the residents responsibility to comment

Banning turns is safer

Allow traffic to only turn left at top on Court Lane

As at Eynella / Lordship Lane, this junction is an access point in to and out of the area. In order to reduce traffic within the area, access needs to be limited. Local residents need access to the residential streets, but traffic running through the village to / from the South Circular to avoid Lordship Lane needs to be managed.

There are no problems here.

The much bigger problems are:

1. Crossing the South Circular by the (old) Grove pub. There are no pedestrian crossings at all
2. Crossing East Dulwich Grove at Lordship Lane. There is no crossing for pedestrians.

Take no action.

Prevent turns into Upland rd to help traffic flow and pedestrian crossing on lordship lane

Needs to be planned as part of holistic treatment for all of this section of Lordship Lane, as part of a transition from South Circular to local high street, even if funding currently only enough for just this junction.

All Court Lane should be filtered permeability

Response on behalf of Southwark Cyclists

Functioning traffic cameras

A no-entry from Lordship Lane? a no right turn from Court Lane? Closure is always best and residents can use the traffic lights at the library.

Ideally Court Lane would fall inside a bold low-traffic neighbourhood scheme with camera access filters. Zebra crossing here to give priority to pedestrians crossing Court Lane.

8) Need a pedestrian crossing.

What happens here depends upon what is happening elsewhere. A road closure or banned turn would reduce the traffic entering the village but would it mean that other roads become more burdened?

love to see some zebra treatment here - i don't think there's such footfall that it would significantly worsen traffic/congestion, but it would massively improve pedestrian safety/comfort.

I don't use this junction regularly - too dangerous by bike. If going from Court Lane to Lordship Lane southbound I'd use the Eynella Road junction for safety in spite of the extra distance.
It needs traffic lights.

Should be subject to vehicle restrictions but would favour closing at Carlton Avenue end of Court Lane. Restricted vehicle access should mirror that of Eynella Road

Put in a pedestrian crossing.

A proper segregated cycle lane down the full length of the road is required.

Comments as per section 4.

This junction is crying out for traffic lights.

This junction is quite tricky both for pedestrians and for drivers and cyclists coming out of Court Lane and turning right. It can also be risky also for northbound cyclists along Lordship Lane: I myself was hit by a car coming out of CL, who did not see my fully working cycle light (luckily, although the bike was damaged badly, I was uninjured). I think the best measure would be to make this a formal junction with stop lines all around and a roundel/miniroundabout layout, maybe combined with combined zebra/cycle-type crossings all round.

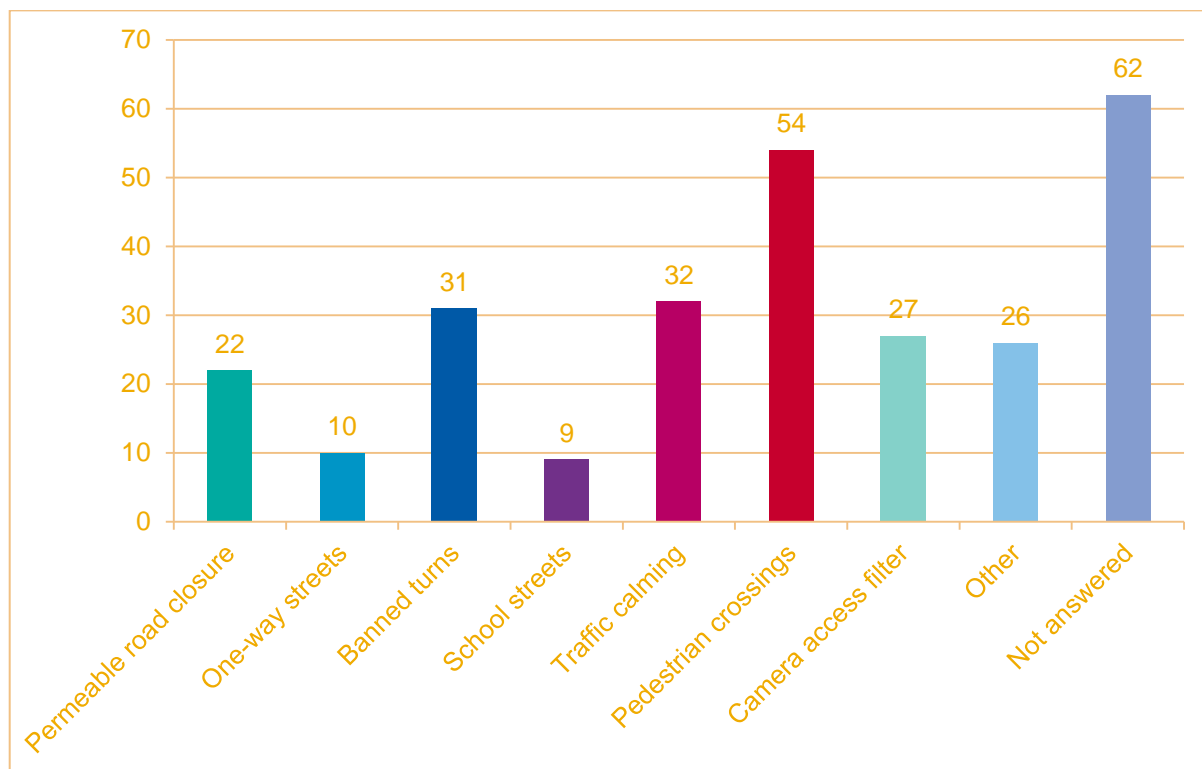
Consider narrowing the junction to signal to drivers that they have turned off a larger road onto a residential road.

The biggest issue is people driving their kids to private schools. Alleyns, Dulwich college, jags. In private school Holidays there is very little traffic.
I don't think closing streets will reduce traffic. It just moves the problem elsewhere to another street. The route of the problem needs to be fixed. People driving there's kids to school need to stop and get a bus or walk instead. The private schools should help support this and help protect local kids that are walking to school from pollution.

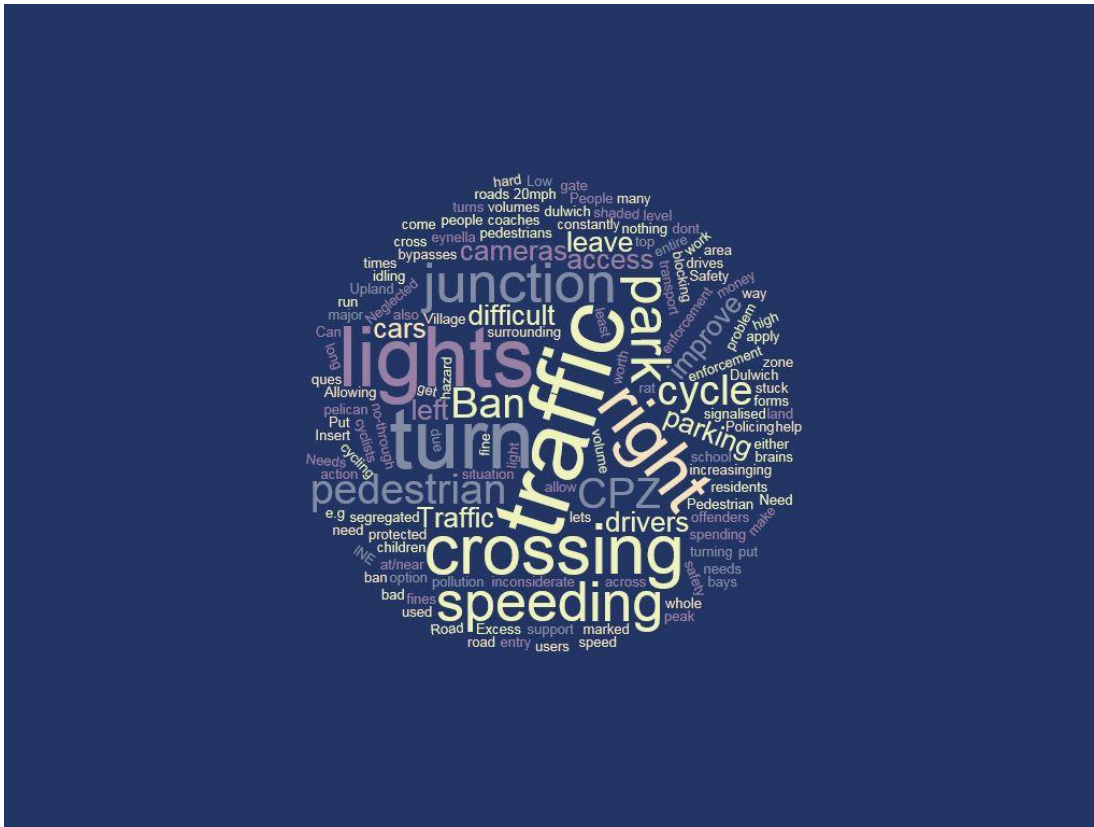
None of the above. These options do not address the root cause. It is obvious from observing the traffic during holiday periods that the main cause of extreme traffic and subsequent pollution is school runs to the many private schools in the Dulwich area. The Dulwich Estate raises millions of pounds from local residents in estate tax, of which over £5 Million is given to various private schools in Dulwich. Considering it's people driving their children to these private schools causing the problem, whilst the children most effected are the local residents who have been taxed for the benefit of the private schools, my solution for you is make the private schools use some of our money to buy electric buses and mandate a school bus service to eliminate the problem! Please see Dulwich Estate annual report for your reference: <https://www.thedulwichestate.org.uk/media/1712/the-dulwich-estate-annual-report-2019.pdf>

B. Section 5 Results from paper forms and public meetings

		% of respondents to this section	Overall %
Permeable road closure	22	16%	11%
One-way streets	10	7%	5%
Banned turns	31	23%	16%
School streets	9	7%	5%
Traffic calming	32	24%	16%
Pedestrian crossings	54	40%	27%
Camera access filter	27	20%	14%
Other	26	19%	13%
Not answered	62		31%
Total responses	197		
Total responses this section	135		



Wordcloud



Neglected junction, hard to turn left or right, people park at the top of Court Lane to access park.

Policing for idling cars, fines for offenders, enforcement of speeding, CPZ on Court Lane and Dulwich Village

protected cycle lane

cycle bypasses for court lane to lordship lane. Low level cycling traffic lights and signalised junction

Ban left and right turns

No turn into Court Lane from LL. CPZ in Court lane

Traffic lights at junction or no entry into Court lane either way

make it a no-through road

segregated cycle lane

People should use brains. No action needed

Court Lane is constantly used as a rat run. Traffic volumes at peak times are very high. Allowing access to e.g. residents of court land and surrounding roads would be a major help.
Pedestrian crossing needed at/near junction with Upland Road
Insert pedestrian crossing over Lordship Lane
Needs to apply to Lordship Lane and Court Lane itself. Can get stuck as a pedestrian crossing over Court Lane due to volume of traffic
Put in cameras that work and fine drivers for speeding over 20mph
nothing needed
This is also difficult for cyclists turning right into Lordship
Safety of all other forms of transport
Ban coaches
no right turn from court lane into lordship INE
put in traffic lights
Ban right turn as leave, court lane at very least. traffic ques increasing long,.
I support no. 7 across entire shaded zone
needs a light
dont allow right turn from court lane to lordship lane
no turn off lordship lane on to court lane
speed cameras on traffic lights
Why no option for traffic lights?
ban turn into court lane. CPZ court lane and whole area dulwich
pelican crossing
difficult to cross
is there a problem
improve safety for pedestrians
leave as is
traffic lights

not worth spending money here drivers come use eynella and turn at the lights

too many cars

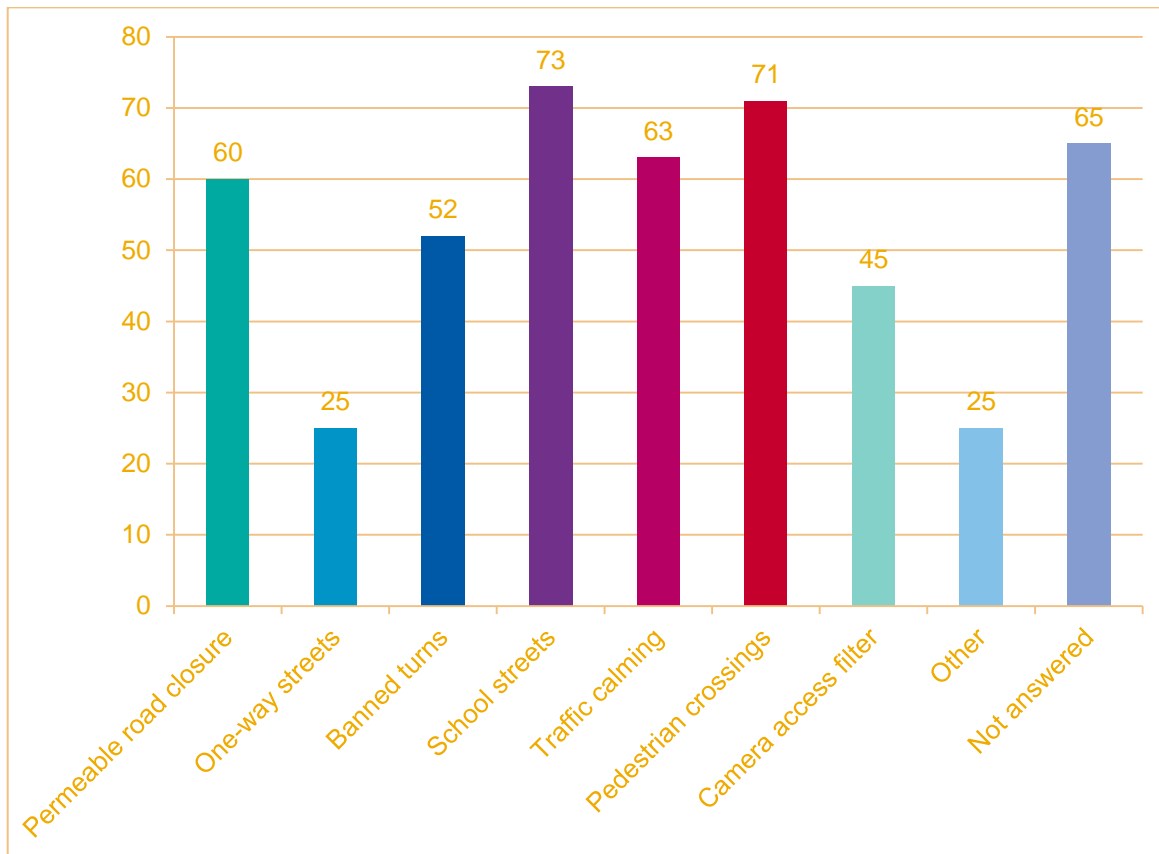
speeding is so bad speeding lets out more pollution

need a pedestrian crossing at park gate

Section 6. Junction Dulwich Village and East Dulwich Grove

A. Section 6 Online Survey results

		% of respondents to this section	Overall %
Permeable road closure	60	37%	26%
One-way streets	25	15%	11%
Banned turns	52	32%	23%
School streets	73	45%	32%
Traffic calming	63	39%	28%
Pedestrian crossings	71	44%	31%
Camera access filter	45	28%	20%
Other	25	15%	11%
Not answered	65		29%
Total responses	228		
Total responses this section	163		



Text comments:

Wordcloud



create a "Barn Dance" crossing and make village hay a school street
there is nothing wrong with this junction
this junction is fine
the issue here is cars driving too fast and running the lights or longer crossing time
I feel safe as a pedestrian at this junction
more controls over parking in Dulwich yellow lines on corners of Woodward road
controlled parking
widen pavement on N.side of junction to accommodate pedestrian flow, if necessary by purchasing land
NO THERE ARE LIGHTS AND A LOLLY POP LADY - NO PROBLEM
this is very dangerous for cyclists too
Segregated cycling lanes needed to reduce air pollution and make cycling safer.
Please consider pedestrianisation, road narrowing and segregated cycle lanes
The only issue with this junction is the sheer weight of traffic. If traffic reduction measures were introduced around the area this junction would run smoothly.
Improving the crosswalks at this junction and coordinating with the lights so that pedestrians can cross all ways during the light cycle would help. Also a pedestrian crossing and traffic calming on Village Way would increase safety.
Improving the crosswalks at this junction and coordinating with the lights so that pedestrians can cross all ways during the light cycle would help. Also a pedestrian crossing and traffic calming on Village Way would increase safety.
Dulwich Village has two primary schools that suffer from high levels of pollution. This needs immediate action. The road is a high Street and is ideally suited to being pedestrianised. At the very least, it needs modal filters to prevent private car access (or bus gates, cycles and pedestrian only).
Examine banning turns, e.g. Village Way to Dulwich Village, to increase traffic capacity and thus make possible footway widening on Red Post Hill to accommodate more safely the large numbers of children crossing there.
Do nothing. The junction is fine as it is What is the evidence that the junction is a danger to cyclists and pedestrians? How many fatalities/serious injuries have there been?
To protect the schools, you could ban the left turn from East Dulwich Grove onto Dulwich Village, and the right-hand turn from Village Way onto Dulwich Village. That traffic will have to go somewhere, though...

There is already a lollipop lady here to help children cross and a good system in place. A pedestrian crossing would cause congestion to be worse as the constant flow of children would stop traffic flow. This is already apparent at the school on Half Moon Lane. I have seen cyclists jumping the red light whilst children are crossing at this junction. My husband and I both drive fully electric cars and so why should we not be able to continue driving to drop our children off to school in Dulwich Village. A permeable road closure should take fully electric vehicles into account and let them go through, cyclists do not cause any emissions but can cause congestion and be hazardous to children crossing the roads. Permeable road closure would also affect those with disabilities/blue badge holders, and affect parents who need to drive to work straight after school drop off. Buses would probably be allowed through-but the local bus frequencies such as the P4 would need to increase as not being able to use a vehicle for school drop off (due to a times road closure) means congestion on the buses increase. I do not feel safe travelling on the bus with two young children, my emission free car is safer. Walking down the South Circular to the school in Dulwich Village near North Dulwich Station is a 40 minute walk with children and it is not a safe route, and definitely not safe for our health, leading to possible lung diseases. Having road closures means you are not taking individual family needs into consideration. The vast majority of residents who would like to see road closures are those financially able to live within 15 minute walking distance of schools in the village. What about families who cannot afford to live within walking distances? Road closures would mean walking for 40minutes to an hour with young children/babies? Congestion on buses/buses not stopping due to being packed/unsafe due to standing on the bus. The decision on mode of transport to drop children to school lies with the family and should not be imposed by local measures implemented due to angry residents/groups living near the schools. There are many similar areas in London with congestion during school drop off and pick up but during the rest of the day the congestion is not the same level. Also not all the congestion from vehicles belong to parents, there are many lorries and vans that are worse at releasing emissions. Option to consider-allowing fully electric vehicles through a permeable road closure if this option is chosen. **AVOID PERMEABLE ROAD CLOSURE AS THIS WILL INCREASE TRAFFIC ON SURROUNDING ROADS-CONSIDER OTHER OPTIONS.**

Schools - Cars speeding

The crossing is used by commuters and pupils, and this is an important main road to allow traffic to bypass the village, which is an area with concerns. We need to find ways to slow the traffic, and explore ways to maximise time for people to cross, otherwise there will be those who risk because they are in a rush. I am by no means suggesting that those cross during red lights are right, but we are trying to find ways to improve safety, and traffic lights at the moment is not very effective.

Both are main roads - difficult to see how you reduce traffic unless general reduction across London
Right turn onto east dulwich is dangerous with cars breaking red lights

Improve the existing crossing to have a countdown clock, like the one at the junction of Townley and east dulwich grove

Calton Avenue is a rat run because it is the shortest distance to East Dulwich from the Village and visa versa. And there is one fewer set of traffic lights to pass through compared to going via Dulwich Village and EDG lights. To deter the traffic, you need a combination of measures. 1. Promote a right filter on Village way to EDV. 2. Narrow Calton Avenue insert separated designated cycle path along Calton. Position speed cameras along Calton Avenue.

Aren't there pelican crossings here? If not, there should be, and if there are, not sure why there's a problem

It doesn't feel safe crossing this junction as a pedestrian.

I don't live near this road so feel it is the residents responsibility to comment

All interventions to Calton, Court Lane etc need to consider the impact on Dulwich Village between this junction and the village junction. There are three schools on this stretch of road. Increased congestion will reduce pedestrian safety and worsen air pollution.

The junction itself needs pedestrian crossing countdowns and wider pavements at the corners where large numbers of children wait to cross. The ability for pedestrians to cross diagonally would also be beneficial.

The area under consideration is only part of the Dulwich area. Interventions will impact the area to the west to Herne Hill and south to the A205. We need to start somewhere, but interventions should be with a view to being able to expand the area as funds become available i.e. future proofed. For example, we should think to some extent about what could be done in the future to Herne Hill, Red Post Hill, Half Moon Lane, Turney Road, Dulwich Village south and all the residential roads in between. We are currently only considering a small part of what could be a wider low traffic neighbourhood. Dulwich Village might actually live up to its name then!

Preferably a permeable road closure but there is a very real need for this to be a school street at the very least.

There is very little time given in traffic lights for pedestrians, and with little children we always have to run and rush.

I see no issue here

Advanced stop lines are needed at this intersection. Additionally, protected cycle lanes should be added on this portion of East Dulwich Grove.

It'd be great if Dulwich Village can become a school street as this would greatly reduce school run traffic. Banned turns could also be used to mitigate through traffic in this area.

Advance stop lines needed at this intersection. East Dulwich Grove could use a bike lane. Dulwich Village should be a school street.

There are no problems here.

The much bigger problems are:

1. Crossing the South Circular by the (old) Grove pub. There are no pedestrian crossings at all
2. Crossing East Dulwich Grove at Lordship Lane. There is no crossing for pedestrians.

possibly closing dulwich village to vehicles?

Make the pedestrian phase for crossing more frequent and last longer at school times. When using the junction as a pedestrian, it feels like we are an afterthought; the amount of traffic is intimidating.

It would help to build Segregated infrastructure throughout the area to make it safer and easier for people to cycle - parents & children would be able to ride bicycles to take their children to the local schools rather than driving. With the current road conditions, it feels unsafe.

I think this junction works well for pedestrians at the moment.

Take no action.

Other here being a junction redesign with tighter geometry, removal of car parking on junction arm lead-in, changes to lane directions. Plus protected cycle lanes on multiple arms

The timing of the traffic lights does not give enough time for even a speedy adult to cross the road, and certainly not enough time for children or older people. The timings need to be adjusted so that everyone has enough time to cross, especially given the volume of school children using this crossing.

Also an issue that you have missed is that the air quality is appalling in this location. We need to have parking restrictions in the surrounding residential streets. One of the reasons this area is so busy is because free parking in the surrounding area encourages parents to drive their kids to school. As a local resident, we desperately want to get this commuter and school traffic and air pollution away from our front doors - please bring us into line with other nearby wards and put some parking restrictions in!

 @lb_southwark  facebook.com/southwarkcouncil

Need to work towards pedestrianisation, at least partly, of Dulwich Village which would radically reduce the traffic load at this junction (amongst numerous other benefits).

This junction is exceptionally dangerous with a very high volume of pupils using the junction and then heading down into the Village. The lights do not allow for the safe crossing in one go and the paths around the junction are much too narrow for waiting parents, children, scooters and buggies.

This is a main junction anyway so needs to be open

How about a left turn into the village and no straight on under the railway bridge -- all traffic to take the bus route.

Increase width of pavements

A School Street on Dulwich Village and/or East Dulwich Grove would improve safety and air quality for hundreds of children in the local schools making their way too and from school. Although, as this must be combined with other measures to reduce rat-running on local residential streets, an area-wide camera access filter scheme may be more effective.

This is the main issue: large volume of through traffic travelling east-west (Half-Moon Lance - Village Way - East Dulwich Grove) and North-South (Red Post Hill - Dulwich Village - College/Gallery Road). The problem is the volume of traffic, but also the type (vans, heavy construction vehicles) and the often aggressive driving style of motorists exceeding 20mph speed limits and making dangerous overtaking manoeuvres (close overtaking of cyclists, and even overtaking cars respecting the speed limit on the wrong side of pedestrian islands).

congestion and air pollution are the issues here.

4) school streets by DVIS and Hamlet would reduce congestion and pollution in village.

Again, what other fixed measures are put in place depends upon what happens elsewhere in village.

3) a banned turn into Dulwich village would alleviate traffic in village but would it mean more traffic goes along East Dulwich Grove and therefore makes it worse for the schools there?

This junction is also terrible. I have witnessed a serious accident here. I think it is a matter of time before a child pedestrian is seriously hurt unless something is changed. The pavement on the corner of Dulwich Village meets Village Way is particularly dangerous as there is not enough space for all pedestrians to wait safely at peak times. Cars do not respect the space of the pedestrian crossings, particularly just at the mouth of Dulwich Village. They pull across hoping to exit the junction, get stuck when the lights turn red and then there is no safe place for pedestrians to cross. Sometimes with a buggy I literally have been unable to cross even on a green man as there simply has not been space to push a buggy across.

The right hand arrows in the middle of the junction are also not properly used.

I would also consider a diagonal pedestrian crossing such as in Oxford Circus for those wishing to cross diagonally in both directions Red Post Hill/East Dulwich Grove to Dulwich Village/Village Way and also Village Way/Red Post Hill corner to corner East Dulwich Grove/Dulwich Village, as there is not quite enough time to cross two sides of the square as it were and many people want to and do go diagonally and have to run to make it in time.

I would suggest safety barriers on all four corners so little children cannot accidentally fall into the road/be pushed accidentally into the road in the scrum of peak pedestrian school time on bikes/scooters etc.

Two bus routes turn at the junction - 42 and 37

East Dulwich Grove is wide enough for segregated cycling providing along its entire length.

This need to be combined with a cycling friendly route from Lordship Lane to East Dulwich Grove - maybe make some of the side streets one way?

Please consider turning E Dulwich Grove, Dulwich Village and Calton Avenue into a one-way system so that there could be a dedicated cycle lane, protected from the traffic.

It is difficult/ dangerous turning right from Village Way into Dulwich Village. It's impossible to see when the lights change and when cars coming from East Dulwich Grove jump the lights you are stranded in the middle of the road with cars from the Village and Red Post Hill already starting to drive across.

Improved crossing and space for cycling required. Village Way is wide with limited need for on-street parking. Route could be continued up East Dulwich Grove as an important link from Herne Hill towards East Dulwich.

This is a dangerous junction. The pedestrian phase of the lights is much too short (and too infrequent). There are also many school close by and a lot of road traffic. East Dulwich grove is a particular pollution/traffic hotspot.

ASL required east / west
Segregated cycle lane needed and advance cycle signals

Put in traffic light cameras and pedestrian crossings.

The only way to reduce the danger presented by the current situation is to REDUCE the amount of traffic using the roads by eliminating traffic, all calming measures that that taken place have failed to address this and I regularly see drivers flouting even the current measures put in place, eg vehicles parked on the double yellow lines and school zig zags, and vehicles driving turning left on the approach to the junction driving in the cycle lane and both left and right turning vehicles driving into the advance cycle lane. The number of high sides trucks, coaches and buses cause a further hazard to pedestrians and cyclists.

The pollution caused by the volume of traffic is causing significant harm to the many young children trying to walk to the schools at Dulwich Hamlet and DVIS, and the children who play in the playgrounds next to the road. Immediate action of bringing in a school street/road closure to at least mitigate some of the harm during a part of the day is essential.

A proper segregated cycle lane down the full length of the road is also required to ensure safety.

More space for people walking as pavements narrow here and busy at school times. Would like a cycle way north south connecting East Dulwich with Herne Hill. Particularly important up the hill.

Supportive of school street but on the proviso that

- a) robust modelling is done on likely traffic displacement (eg - we don't want standstill traffic on nearby roads, increasing air pollution for the children walking / scooting to school).
- b) that there's an option to reverse or adapt the school street if problems transpire elsewhere.
- c) there is a clear, workable and representative governance structure put in place to take decisions on the above.

Wider pavements at crossings

Dulwich Village side of the junction, back to the central DVjunction itself , could be considered for a school street, though maybe not as well as Calton Avenue, enforced with cameras.

Could also be worth looking into a roundel/roundabout solution, with pedestrian crossings on all legs, in place of the present traffic lights. Possibly the pedestrian crossings could be light controlled, allowing a degree of overall network control, while bringing in Healthy Streets priority.

Another feature that would be worth considering - maybe alternatively - would be to make a diagonal pedestrian crossing in the important pedestrian desire line DV East- Redpost Hill West. This could help runners for the bus from DV to the important bus stop at the opposite (W) side of the road to N Dulwich Station.

The school streets proposal should be trialled to allow the hundreds of children walking, scooting and cycling to and from schools to do so in more safety and with less air pollution.

The junction needs modernisation. The refuge areas for pedestrians are inappropriate - they encourage pedestrians to cross half way but do not offer a proper safe haven from double decker buses and trucks.

The fact that pedestrians have a phase to themselves should be retained. There should be more pavement space for pedestrians.

The traffic build up and pollution outside DVIS and Dulwich Hamlet is terrible for the health of the youngest of school children and the closure of the road running through Dulwich village during school start and end time is the very least that needs to be done.

The biggest issue is people driving their kids to private schools. Alleyns, Dulwich college, jags. In private school Holidays there is very little traffic.

I don't think closing streets will reduce traffic. It just moves the problem elsewhere to another street. The route of the problem needs to be fixed. People driving there's kids to school need to stop and get a bus or walk instead. The private schools should help support this and help protect local kids that are walking to school from pollution.

None of the above. These options do not address the root cause. It is obvious from observing the traffic during holiday periods that the main cause of extreme traffic and subsequent pollution is school runs to the many private schools in the Dulwich area. The Dulwich Estate raises millions of pounds from local residents in estate tax, of which over £5 Million is given to various private schools in Dulwich. Considering it's people driving their children to these private schools causing the problem, whilst the children most effected are the local residents who have been taxed for the benefit of the private schools, my solution for you is make the private schools use some of our money to buy electric buses and mandate a school bus service to eliminate the problem! Please see Dulwich Estate annual report for your reference

School Street urgently needed here to reduce the exposure to toxic fumes for many hundred's of children attending schools on Dulwich Village between here and Calton Ave.

Gilkes Crescent needs to remain blocked, but with a permeable filter.

Controlled parking required with effective ongoing enforcement.

B. Section 6 Results from paper forms and public meetings

		% of respondents to this section	Overall %
Permeable road closure	15	11%	8%
One-way streets	9	7%	5%
Banned turns	31	24%	16%
School streets	32	24%	16%
Traffic calming	25	19%	13%
Pedestrian crossings	45	34%	23%
Camera access filter	14	11%	7%
Other	42	32%	21%
Not answered	66		34%
Total responses	197		
Total responses this section	131		

Text comments:

Wordcloud



Enforcement of no loading on DYL, yellow box enforcement
wider crossing. Cameras and fining motorists
Needs revamp as DVJ quietway ring proposal
Low level cycling traffic lights giving extra seconds for bikes. Ban left turn from EDG to DV, Ban right turn into DV
ASL E-W move pedestrians waiting to cross away from pollution
ASLs needed on E-W sides of junction. Need school street on Dulwich Village (exemption for P4), protected cycle lane on ED Grove
Ban turn from EDG to DV or school street on Village Way. Designated cycle lane
Ban left turn EDG into DV
Review the right and left turns
Needs complete rething - no right turn into EDG from DV.
Diagonal crossing
Pedestrian countdown lights
Pedestrianise DV
Diagonal pedestrian crossing when lights are red
Permeable closure on DV
wider pavements and longer to cross - especially at commuting and drop off times
Already traffic lights here!
Plant trees, green verges and soft landscaping
Problems of school coaches turning right at this junction
This junction is safe when cars and pedestrians obey the lights. Fines for perpetrators? PS the school time lollipop lades are a real help!
Traffic lights are satisfactory. No action needed
There needs to be green arrows on traffic lights for cars turning right from half moon lane and from EDG. Consider diagonal pedestrian crossings
Speeding across the junction is a problem. Esp Village Way to EDG. Install speed cameras?
Not a problem
Use cameras to start fining drivers jumping lights and driving over 20mph  @lb_southwark  facebook.com/southwarkcouncil

Just leave it. Don't see any problem
You just have to press the button and wait. seems fine
a) stop right turn from EDG to Red Post Hill, b) Close this section of Dulwich Village to traffic
nothing needed - the pedestrian crossings are very effective if you wait for the signal
Red lines rather than DYL to stop kids being dropped off by car.
Ban coaches
NOT AWARE OF PROBLEMS HERE EXCEPT IN SCHOOL TERM TIME BAN ALL PARKING NEAR SCHOOLS (EXCEPT RESIDENTS)
put in pedestrian bridge
half moon lane has lots of speeding traffic calming for whole rd please!
make the pedestrian crossing times longer, discovered no routes
fine if green man signal observed
again school traffic related to jags and Alleyn's are significant issues. i would support camera access filter across entire shaded region (not just concern areas)
cyclists constanly run these lights. pedestrians outside school time need protecting.
traffic lights have a pedestrian feature people ignore this, traffic go through red lights camera to monitor this
give priority to cyclists with cycle traffic same as at townley/east dulwich grove junction
surely already pedestrian crossing with lights crossing quite safe
camera acces filter on length of court lane. school streets on dulwich village between turney and east dulwich grove
no change needed
there is no such concern. no pedestrian has been injured here in the last 14 years.
Implement no right turn from dulwich village at village way
more priority to pedestrians at crossings cycle was along E. dulwich grove. CPZ all day to discourage commuter parking
too many cars cause queues turning right from dulwich village into east dulwich grove
light to turn from east dulwich grove into red post hilland to turn from dulwich village way into. wider pedestrian crossing; longer green lights for people
no one way streets in the area, please. would make traffic go faster - the last thing we need.

needs wider pavements on east dulwich grove/ red post hill corner. congestion for pedestrians in morning peak
check timings of lights for cars and pedestrians currently not long enough and unsafe
hard to see how to remodel, but cut volumes significantly through restrictions elsewhere
main junction. not too bad
The areas plagued by school coaches vto intervene with the schools to deter private cars and pupils encouraged to use public transport outlaw older pupils driving to school
pedestrian crossing in place people just choose to ignore!
improve safety for pedestrians using junction
wider waiting areas could help but crossing system works well.
narrow streets need to be widened and vegetation removed
leave as is
this needs time- sound measures applied at school run times
more substantial pedestrian crossings painted on diagonals
very dangerous junction - speeding and traffic jumpy lights
pedestrian crossings work well already
very low/ small area of pavement - ban cars onto EDL during school run.
from dylwich village no right turn onto EDG
too difficult for pedestrians
it should be banned becuase the streets that bend off the road that have mor pollution
dont really see any issue with tgis junction apart from people running red. isnt there a camera already.

Appendix 1: General comments from public meetings and paper forms

Consider CPZ around schools and stations. Treat Calton/EDG/DV triangle as one unit. Penalise dangerous driving and parking Prioritise pedestrians and cyclists
Connect cycle lane from Friern Road to Milo Road Pedestrian crossing from Goodrich to Milo
May have to consider making whole area bounded by Calton/Townley/LL a 'school streets' zone with access for residents and their visitors only.
CPZ with high charges.
None of the options do enough to reduce overall volume of traffic. Need a 'school street' traffic ban operating all the time. Need to enforce speed limit of ED Road Make Gilkes Crescent a permanent no through road.
CPZ needed Enforcement of speed and parking Gilkes Crescent has to be closed permanently
EDG/DV/Calton need to be treated as one issue. Ban parking on EDG between DV and Townley
Please create a school streets triangle - Townley/Calton/EDG & DV Publicise air pollution data on streets Don't displace traffic onto EDG Speed controls.
CPZ all around the area - expensive and enforced
Dulwich Village between Village Way and the South Circular should be closed to vehicles 10-6 at weekends - it is a beautiful village and should be enjoyed as such.
Need to get better data, both during and out of school term to identify radical solution to reducing traffic through the Dulwich area
There is no solution that make an impact that isn't painful/radical because traffic volume is the main problem. The arteries of the foundation schools have to be cut off.
In the end the only way to reduce the problems in Dulwich Village will be to close roads, at least at peak school times.
I do not want any of these options. No changes please
LEAVE IT FINE AS IT IS
CPZ. The 1960s terraces on Townley Road would require 2 spaces close by, ideally on Calton Avenue
Segregated cycle paths so families with children 10+ feel comfortable

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CPZ in the area would reduce traffic

Use rising bollards at all the identified junctions and at Townley/Lordship - these would only be up in school times and would open for residents or permit holders. Could use additional bollards (permanent or rising) on Dekker, Desenfans, Druce, Dovercourt, Eastlands and Eynella to prevent egress from Court Lane

- school to monitor arriving staff and kids and take action
- improve pedestrian crossing facility
- Need a roundabout at the north end and Greendale to help with cars turning around
- Remove parking
- A rising bollard scheme at school times at both ends of Townley Road and other entry points. ANPR still allows drop off by parents
- Segregated cycle lane on Calton Avenue

Appendix 2: Responses from local organisations

Dulwich & Herne Hill Safe Routes to School, 31 October

Dear Officers

Please accept this email as Dulwich and Herne Hill Safe Routes to School's (SRS) formal response to phase 2 of the Our Healthy Streets consultation.

SRS supports Southwark Council's Our Healthy Streets initiative and appreciates the opportunity to work with Southwark to make our streets safe and healthy for children who walk, cycle or scoot to school or who would like to do so.

- We strongly believe that the Our Healthy Streets design should prioritise pedestrian movement over vehicle traffic, particularly around schools. We would like to see reduced traffic, reduced vehicle speed, pedestrian crossings, pedestrian countdown lights, longer cycles for crossing etc. Children should never have to weave through traffic to cross roads.
- We are concerned, given that the availability of free parking in Dulwich generates traffic, that the lack of parking restrictions will prove an obstacle to traffic reduction. The density of parking in the area is a significant barrier to children walking and cycling: it impedes sight lines and visibility, reduces road width and creates chicanes, all of which require confidence and skill to overcome. These obstacles may be one of the reasons families feel they must cycle on the pavement, which in turn creates anxiety for some pedestrians.
- We would like more protected cycling space around schools and on local routes so that children will be safe cycling door to door.
- The aim should be to build a network of door to door walking and cycling routes that make active travel safe and easy.

Whatever plans are drawn up in response to the community engagement, it is vital to look at the area holistically. Consequently we would like to raise two points, which are linked.

1. **Every entrance/exit to the area should be examined in conjunction with draft plans for the Village junction.** Small interventions at entrance and exit points can help reduce traffic, discourage rat running and ensure that any junction changes do not have adverse consequences. Each entrance and exit should also be examined in light of the following point.

2. **Any designs should as far as possible be future-proofed** i.e. no work undertaken should have to be redone in order to accommodate any future expansion of the healthy streets programme within the ward or to neighbouring

wards.  @lb_southwark  facebook.com/southwarkcouncil

In particular, the west side of Dulwich Village Ward is situated between the Our Healthy Streets area and the proposed Brixton Liveable Neighbourhood. However, currently there are no plans for traffic reduction in this area. Therefore, we would like to see any OHS plans include a general (not necessarily specific) plan for this area.

Planning ahead will ensure that any future bid for a liveable neighbourhood etc could proceed smoothly, without having to undo any work undertaken as part of OHS Dulwich. Indeed, it may facilitate a future bid and reassure residents who might otherwise be minded to object to OHS Dulwich proposals.

Mums for Lungs, 22 November

A group of parents seriously concerned about the dangerous impact air pollution is having on children's health.
mumsforlungs@gmail.com mumsforlungs.org facebook.com/MumsforLungs/ twitter.com/MumsforLungs

Dear Sir/Madam

Response to the Our Healthy Streets consultation in Dulwich from Mums for Lungs

Mums for Lungs is a network of parents campaigning for cleaner air to safeguard the health of children locally and across the UK. One of our groups is local to Dulwich/Herne Hill/Brixton. As the Council is aware, evidence is mounting of associations between air pollution and numerous conditions including heart and lung disease, respiratory conditions, dementia, miscarriage, stunted lung growth in children, teenage psychotic episodes and reduced cognitive ability.

Around half of London's air pollution is caused by road transport, which accordingly must be reduced significantly in the shortest possible time frame. Only significant reductions in traffic will ensure air safe-to-breathe for all and reduce the huge social and financial cost of lives being cut short and life quality being compromised due to the numerous severe illnesses caused or exacerbated by air pollution. Road transport also contributes to the climate crisis, which the Council is committed to addressing.

Reducing traffic, car ownership in Southwark and miles driven within and through the borough should be of the highest priority across all council actions. The cost of driving is very high in financial and health terms, often affecting the most deprived residents the most as they live in areas that are highly by drivers from less deprived demographics.

Low Traffic Neighbourhoods (LTNs), like those in Waltham Forest, can lead to an overall reduction in the number of motor vehicles on roads and encourage people to walk and cycle more. A study by King's College London linked the boost in active travel in Waltham Forest's LTN with increased life expectancy. We are therefore very supportive of a Healthy Streets scheme in Dulwich, where many children attend the numerous schools and are currently exposed to toxic levels of air pollution as a result of the high levels of traffic driving through Dulwich Village in particular.

We thus urge the council to design the most transformative scheme imaginable that really prioritises walking and cycling around the area including Dulwich Village itself. This requires a significant reduction of road vehicles driving at slower speeds, an increase in crossings that clearly prioritise pedestrians and cyclists and are designed to ensure that pedestrians are not weaving through cars or stuck on traffic islands, where pollution levels are especially high.

But even more effective and transformative are solutions such as pedestrianisation, modal filters and School Streets. These are the measures that are the most likely to really reduce traffic in this area and we hope the council will consider each of these options around each of the schools. There is a real opportunity to create a transformed Dulwich with a pedestrianised marketplace. Such community spaces have been created successfully in Waltham Forest and have also been shown to support local business.

Where traffic is not expected to drop to levels that are safe for cycling we ask you to implement segregated cycleways to ensure that driving pupils to schools in Dulwich becomes a completely uncommon occurrence – in line with the short-term decarbonisation of London's traffic that is so urgently needed to address the Climate Emergency.

We urge you, like any other council across London, to significantly reduce car parking and in particular free car parking across this Healthy Streets Scheme and across the wider borough. Parking around Dulwich is often impacting on pedestrians and cyclists whose view and thus safety is significantly compromised. Free parking for cars (except for blue badge holders) also does not reflect the huge financial cost that driving has and is borne by many taxpayers that don't drive, and the even higher human cost borne by individuals with illnesses that are caused or exacerbated by air pollution. We ask you to ensure that effective CPZs are in place in a wider area, to counter displacement of parking in order to reach eg. North Dulwich train station.

There are so many uncommon solutions available to reduce road transport and pollution, such as cargo bike deliveries, walking buses or electric vans – we hope the council will build on best practice available anywhere in the world in order to develop a truly progressive scheme that will provide a blue-print for future-proofing a neighbourhood with regards to health, environmental and societal and communal needs.

 @sb_southwark  facebook.com/southwarkcouncil

We have high expectations for this scheme and are confident, if designed well, it will be the start of redesigning the borough with healthy, safely and actively travelling individuals in mind. Therefore, we ask you to develop the scheme with the future redesign of neighbouring wards in mind, especially as Lambeth Council is currently planning the redesign of the Brixton to Herne Hill area as a LTN. It thus makes sense to ensure neither of these current schemes will need redeveloping when the area between the schemes becomes a Healthy Street Scheme/LTN.

Lastly, we urge you to work with all schools outside the current area and ensure that any potential increase in pollution is countered through effective mitigation measures before they occur.

We look forward to supporting you in this exciting project.

Kind regards

Jemima Hartshorn on behalf of Mums for Lungs (and Dulwich Village ward resident)

Clean Air for Dulwich, 23 November

Dear all,

I'm providing Phase 2 feedback on behalf of 'Clean Air for Dulwich', a local grassroots campaign working hard to raise awareness and bring about changes which will reduce air pollution in the area.

I've attached our feedback response, in summary we think it's essential that measures are considered which focus on deterring the car being the preferred mode to get into and around Dulwich Village. Drastic action is needed to reduce car usage and improve air quality locally. We strongly support measures which encourage and enable active travel, particularly for the school run given the high volume of schools in the area.

We would ask that our 'School Street on Dulwich Village' change.org petition is included in the consultation feedback. 3 primary schools are situated on this road (between Village Way and Turney Rd) and we estimate over 1000 children use this route to school or nursery each day. A recent Kings College London study found that children on the school run are 5 times more exposed to air pollution than any other time of the day. It's essential this is addressed as part of this Healthy Streets consultation, hence our petition to highlight this being needed as one component of a package of measures.

There is strong support for a timed School Street road closure on Dulwich Village, both from local residents, parents and both Dulwich Infants' CE School and Dulwich Hamlets Junior School headteachers and governors. Discussions we've had with local businesses have generally also been positive.

The link to the petition is [here](#), at the time of writing this email the number of supporters stands at 500 (see attached signature details and comments).

Many thanks,

Helen - Clean Air for Dulwich

The Dulwich Society, 12 December

Our Healthy Streets: Dulwich

The Dulwich Society responds as below to the consultation on phase 2. The Society has a membership of over 1,100 households, mainly in Dulwich and in the area affected by the potential solutions.

The Society has been active in encouraging its members to engage with the issues.

While the Society has not carried out a systematic survey of its members' views, it appears clear that the membership is in favour of radical solutions to the problems of:

- traffic generated air pollution;
- traffic congestion due to an excessive volume of vehicles using the roads and junctions;
- through traffic from outside the area in Dulwich Village and elsewhere;
- road safety, especially for pupils getting to and from school;
- inefficient use of the limited amount of car parking, partly because of all-day parking by commuters using the railway stations;
- general impact on the public realm from domination by motor vehicles.

I attach a list of local stakeholders which we think the Council should consult. We can help you with contacts (subject to their approval).

The Society believes that measures such as the first seven listed in the consultation leaflet would have the potential to solve these problems.

The Society therefore supports the proposals you are working on.