

Item No. 9.	Classification: Open	Date: 15 September 2011	Meeting Name: Dulwich Community Council
Report title:		East Dulwich Corridor Scheme – Lordship Lane	
Ward(s) or groups affected:		East Dulwich Ward	
From:		Head of Public Realm	

RECOMMENDATION(S)

1. It is recommended that the Community Council advise the Cabinet member of their preference for the proposed implementation of the Lordship Lane elements of the project.

BACKGROUND INFORMATION

2. East Dulwich Corridor scheme is part of the Transport for London programme of transport improvements.
3. The scheme objectives were to improve pedestrian accessibility particularly to East Dulwich station, reduce vehicle speeds and improve public realm and pedestrian accessibility and amenity in Grove Vale and northern part of Lordship Lane.
4. The scheme is to be delivered over 2 financial years with approved funding of £100,000 for 2010-11 and £400,000 for 2011-12. Grove Vale works formed the first half of the scheme and Lordship Lane the second half.
5. Grove Vale and Lordship Lane are part of the Strategic Road Network and therefore, approval is required from Transport for London for any proposed changes to the highway.
6. There is an identified need for improved pedestrian crossing facilities in Lordship Lane following a walking audit in 2007 however in previous years proposals for zebra crossings have not been agreed with Transport for London.

KEY ISSUES FOR CONSIDERATION

7. Initial designs were prepared for Lordship Lane that sought to balance the needs of pedestrians with the desire to retain car parking and support local businesses.
8. A meeting was arranged between South Southwark Business Association (SSBA), ward members and officers to discuss the proposals. The meeting was requested by SSBA. SSBA's principle concern is the loss of parking so the design was further modified to reduce the loss of parking spaces to a minimum and it was agreed that

any parking lost was to be mitigated by providing additional parking in the vicinity.

9. The proposed design includes three main elements:
 - Raised table across East Dulwich Grove at junction with Lordship Lane
 - Signal controlled 'puffin' crossing across Lordship Lane immediately to the south of East Dulwich Grove
 - Raised signal controlled 'puffin' crossing across Lordship Lane outside the Co-operative supermarket
10. The total loss of parking/loading due to the 2 new signalised crossings will be 12 car spaces. 13 replacement facilities in the locality have been identified.
11. 6 car parking spaces will be created by reducing the zigzag marking at the existing crossing between Chesterfield Grove and North Cross Road. The zigzags will be reduced on the downstream side of the crossing.
12. 2 car spaces will be created by reducing the existing double yellow line restrictions outside Barclays south of Ashbourne Grove.
13. 2 new car space will be created in Matham Grove. 1 additional space will be created in North Cross Road and new loading bay for 2 vehicles will be created in Frogley Road.
14. There will be net gain of one vehicle space as a result of installing the 2 new signalised pedestrian crossings.
15. TfL have approved both the proposed signals and completed their design.
16. Consultation documents were sent to 450 residents in the vicinity of the proposed crossing and the statutory consultees eg emergency services. Consultation period was from 14 May 2011 to 6 June 2011. The consultation document and the area of consultation were approved by Cabinet Member for Transport, Environment and Recycling and the ward members.
17. There was over 70% majority in favor of the proposals. The results of the consultation are included in Appendix 1
18. Pedestrian counts covering the EDG junction shows that a controlled crossing there would potentially serve several hundred pedestrians on a typical day. The same survey also showed that approximately 40% of pedestrian crossing movements resulted in significant conflict with motor vehicles on a typical day. It is anticipated that this level of risk is likely to make people less willing to cross Lordship Lane unless it is absolutely necessary for them to do so - particularly those who experience mobility difficulties. The issues would be same for the proposed crossing near Ashbourne Road.
19. TfL have very stringent criteria for any new signals on the SRN and the applications for both the proposed signals have met their criteria and the designs have been completed.
20. Research done for TfL in 2002-4 shows that pedestrians spend as much if not more in town centres as car drivers. This is supported in the recent government white

paper on local transport (Creating Growth, Cutting Carbon – January 2011).

21. Funding was approved in previous years for a controlled crossing in Lordship Lane however, due to objections from TfL Buses and Businesses in Lordship Lane the proposed zebra was not installed. If the scheme is not delivered this year TfL may not approve funding for the scheme in the future.

Policy implications

22. The proposals will improve facilities for pedestrians and are in line with the following Policies within the Transport Plan –

Policy 1.8 - Improve the walking environment and ensure that people have the information and confidence to use it.

Policy 2.3 - Promote and encourage sustainable travel choices in the borough

Policy 3.3 - Prioritise investment in our town centres

Policy 4.1 - Promote active lifestyles

Policy 4.2 – Create places that people can enjoy

Policy 5.1- Improve safety on our roads and to help make all modes of transport safer

Policy 6.1 - Make our streets more accessible for pedestrians

Policy 7.1 - Maintain and improve the existing road network making the best use of it through careful management and considered improvements

Community impact statement

23. Any changes to crossing facilities in Lordship Lane will impact the local community and Businesses. Research indicates that improving pedestrian facilities is likely to improve the shopping environment and increase trade.

Resource implications

24. £400,000 of LIP funding was allocated for these works. This is external grant funding from Transport for London and is ringfenced to delivery of transport improvements.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Traffic Survey	Dept of Regeneration and Neighborhoods, 160 Tooley Street	Simon Phillips, 020 7525 5542

APPENDICES

No.	Title
Appendix 1	Consultation Result Analysis and Report

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm		
Report Author	Matthew Hill, Public Realm Programme Manager		
Version	Final		
Dated	26 August 2011		
Key Decision?	No		
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER			
Officer Title	Comments Sought	Comments included	
Strategic Director of Communities, Law & Governance	No	No	
Finance Director	No	No	
Cabinet Member for	Yes	Yes	
Date final report sent to Constitutional Team	5 September 2011		

APPENDIX 1

Consultation Analysis and Report

**East Dulwich Public Realm &
Pedestrian Access Scheme**

Consultation Report

Produced for:

South Camberwell Ward Councillors: Peter John, Stephen Govier, Veronica Ward; East Dulwich Ward Councillors: James Barber, Jonathan Mitchell, Rosie Shimell; Cllr Barry Hargrove Cabinet Member for Transport, Environment and Recycling.

17th June 2011

**Prepared by
Andres Antury
Project Engineer**

**PO BOX 64529
London
SE1P 5LX
UK**

**T 020 7525 5553
E andres.antury@southwark.gov.uk**

Document Control Sheet

Project Title **East Dulwich Public Realm and Station Access Scheme**

Report Title **Consultation Report**

Revision Status **Draft**

Control Date **17th June 2011**

Record of Issue

Issue	Status	Author	Date	Check	Date	Authorised	Date
1	I	A. Antury		Anil Apte		Anil Apte	

Distribution

Organisation	Contact	Copies
London Borough of Southwark	Qassim Kazaz/Anil Apte	

Contents

Document Control Sheet5

Contents.....6

1. Introduction & Methodology.....7

List of statutory consultees and stakeholders:..... Error! Bookmark not defined.

2. Results10

3. Summary.....14

Appendix A - Consultation Materials 7

Appendix B - Tabulated Responses and Comments 15

1. Introduction & Methodology

Southwark Council is proposing to improve pedestrian accessibility, particularly to improve pedestrian crossing facilities in Lordship Lane shopping area.

The proposed measures include the construction of raised entry treatment in East Dulwich Grove at its junction with Lordship Lane, a new signal controlled crossing in Lordship Lane next to its junction with Crawthrew Grove and a raised signal controlled pedestrian crossing in Lordship Lane next to the supermarket Co-operative.

The funding for this project has been made available from TfL funding for 2011/12.

In order to establish levels of public opinion about the scheme, a public consultation has been undertaken, which asked residents, businesses and stakeholders whether they support or oppose the measures. The consultation also gave the public an opportunity to add general comments and communicate their opinions about the proposals; and to contact the design team directly by phone and email.

A consultation letter, questionnaire and the proposed scheme drawings were sent to statutory stakeholders and to 450 local residents and businesses in and around the area for the proposed scheme as shown on the plan below. The consultation period lasted 3 weeks from the 14th May to 6th June and the resulting feedback and data has now been analysed and interpreted. The analysis and presentation of the consultation is summarised in this report.

A copy of the consultation pack can be found in Appendix A. The tabulated responses and comments received can be found in Appendix B

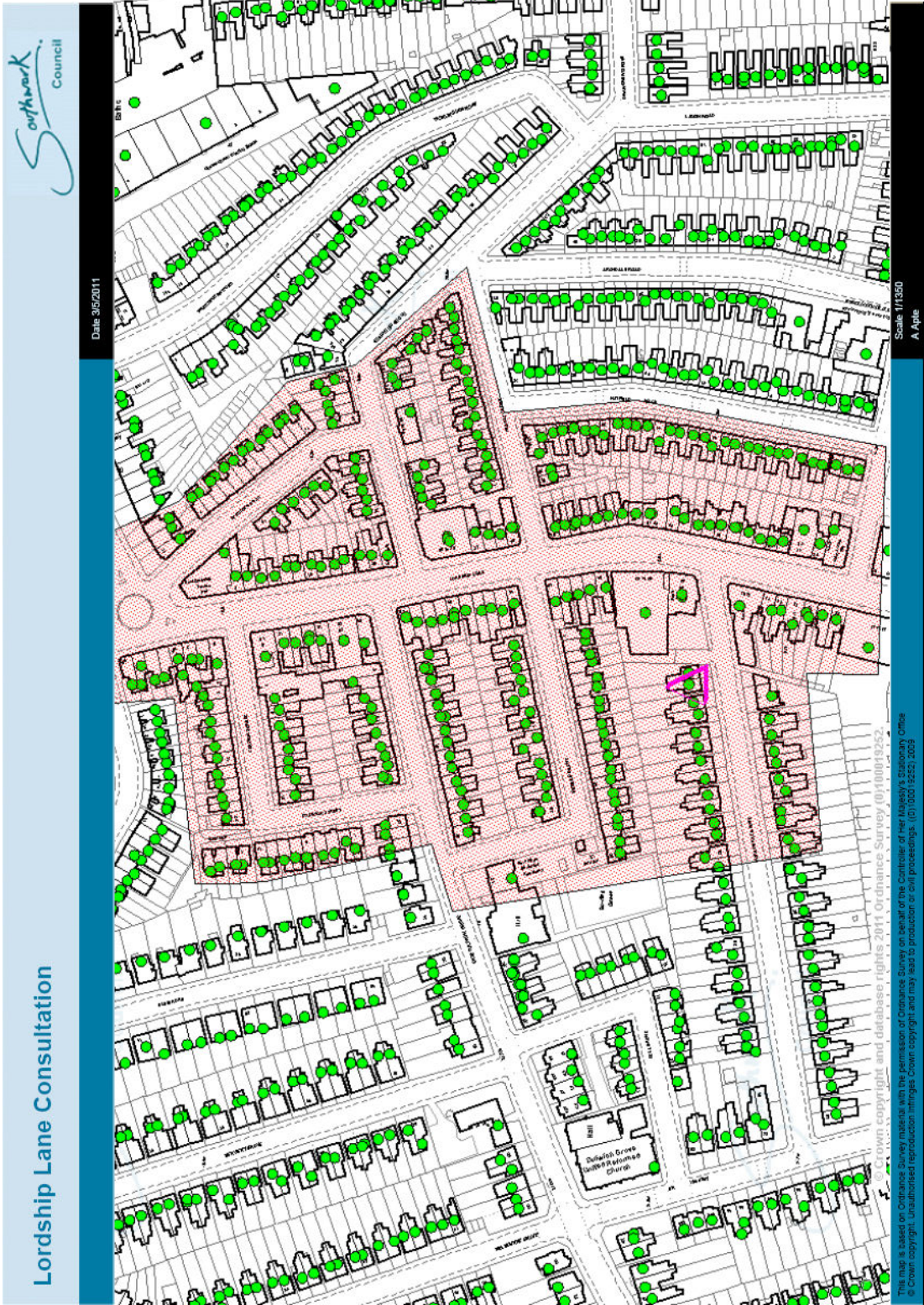


Fig. 1: Consultation Area

List of statutory consultees and stakeholders:

Mr Paul Cook
Ambulance Operations
Manager
Deptford Ambulance
Station
1 New Cross Road
London
SE14 5DS

The District Manager
Haulage Association Ltd
35 Monument Hill
Weybridge
Surrey
KT13 8RN

Lenox Davidson
Bus Priority Team
Palestra Building – 9th
Floor
197 Blackfriars Road
London
SE1 8AA

Maria Cole
London Borough of
Southwark Traffic Officer
Southwark Borough Team
London Fire Brigade
266B Queens Road
London
SE14 5JN

Pc Justin Bennett
Traffic Management Unit
Metropolitan Police
Hampton Traffic Garage
68 Station Road
Hampton
TW12 2AX

Vincent Stops
Senior Research Officer
LTUC
Clements House
14-18 Gresham Street
London
EC2V 7PR

Ashley Rutland
Metropolitan Police
Serviceco50 Hq Traffic
Branch
Room 1118
New Scotland Yard
London
SE1H 0BG

The Metropolitan Police
Central Ticket Office
Po Pox 510
London
SW1V 2JP

Government Office For
London
Transport Branch
10Th Floor Riverwalk
House
157-161 Millbank
London
SW1P 4RR

Ralph Parker
London Buses
Infrastructure
Eltham Bus Station
Well Hall Road
Eltham
London
SE9 6SL

Ms Knight (Tip)
Automobile Association
Routes Data Research
Fanum House
Basingstoke
RG21 4EA

Jeremy Leach
Living Streets
28 Sutherland Square
London
SE17 3EQ

The Secretary
Freight Transport
Association Ltd.
Hermes House
157 St. Johns Road
Tunbridge Wells
Kent
TN4 9UZ

Howard Klaasen
Senior Network
Development Planner,
Central
TLRN Planning Unit,
Strategy, Surface
Transport
Palestra Building – 9th
Floor
197 Blackfriars Road
London
SE1 8AA

Ray Welsh
Southwark Cyclists
20 Redwood Close
Rotherhithe
London
SE16 5NJ

2. Results

Full results and comments received can be found in Appendix B.

The table below reports the level of response and the general level of support for the measures outlined in the consultation exercise.

Number of questionnaires returned	72	-
No. of responses from residents	62	(85%)
No. of responses from businesses	11	(15%)
No. in support of Proposal A	52	(72%)
No. in opposition to proposal A	13	(20%)
No opinion on Proposal A	6	(8%)
No. in support of Proposal B	54	(72%)
No. in opposition to proposal B	14	(20%)
No opinion on Proposal B	6	(8%)
No. in support of Proposal C	55	(80%)
No. in opposition to proposal C	11	(16%)
No opinion on Proposal C	3	(4%)

Consultation responses were returned from 72 of the residents and businesses out of 450 (16% response rate), of which 72% supported proposals A and B and 80% Supported proposal C.

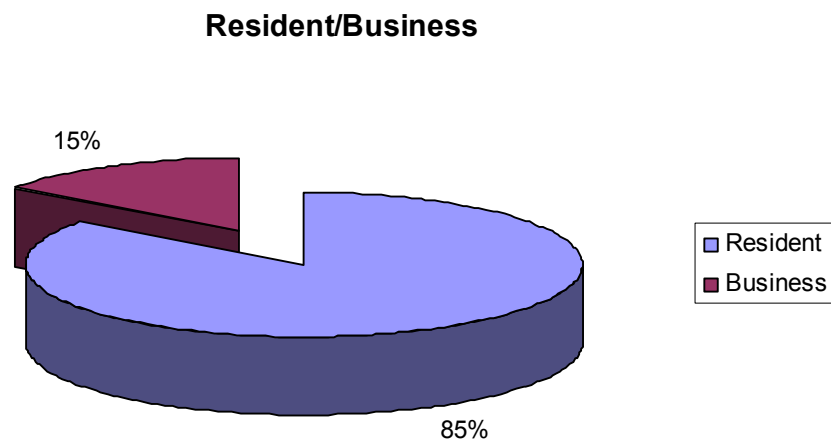


Fig. 2: Responses from Residents / Businesses

Proposal A

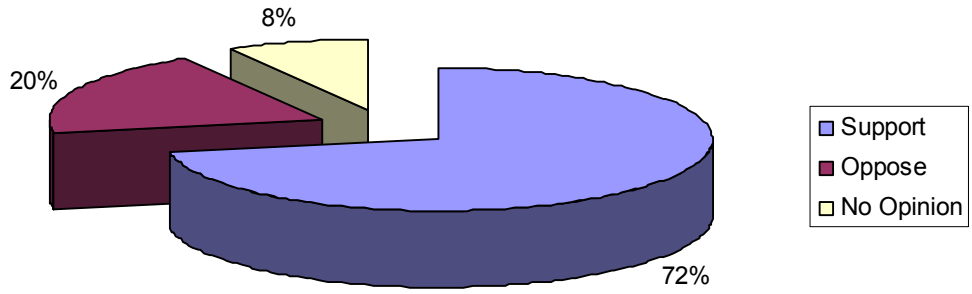


Fig. 3: Proposal A - Responses Support / Opposed / No opinion

Proposal B

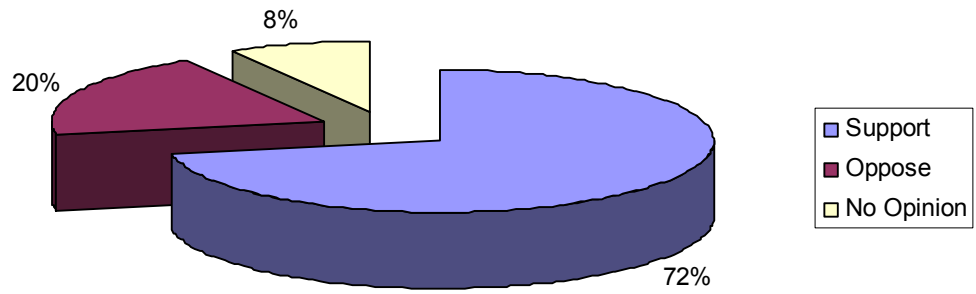


Fig. 4: Proposal B - Responses Support / Opposed / No opinion

Proposal C

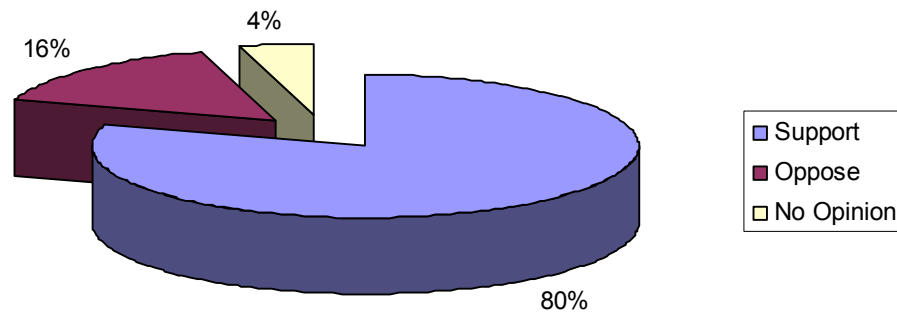


Fig. 5: Proposal C - Responses Support / Opposed / No opinion

Even though the majority were in favour of the proposals (72% in favour of proposals A and B and 80% in favour of proposal C) and support the idea of improving road safety and accessibility in the area, a number of comments were provided by the respondents. The most prominent of which were:

- Some residents expressed the opinion that the junction of East Dulwich Grove and Lordship Lane should be signalised.

The modelling for this junction did not pass the minimum parameters and therefore it is not viable to have this junction signalised.

- There are some concerns with regards to residents parking on adjacent roads.

The proposal includes the provision of short stay parking during the day which can be used by residents outside the hours of operation.

- A respondent is stating that proposal C will cause bottleneck congestion and will cause serious delivery issues with the Co-operative supermarket and other nearby shops.

The crossing operates by demand and it will also help regulating the traffic along Lordship Lane. The loss of parking will be mitigated by the provision of short stay parking on adjacent roads. There will be provisions for loading/unloading at the nearest reasonable locations to the affected shops.

- There are concerns with regards to the proposed raised entry treatment in East Dulwich Grove at the junction with Lordship Lane. The concerns are related to the effectiveness of the proposal and how it might have an adverse effect.

It is expected that the raised entry treatment will create more awareness from drivers and in the mean time it will improve the facilities for pedestrians.

- There are comments regarding the need for the proposed crossings. Some respondents have stated that one crossing is sufficient.

The location of the crossing by the Co-operative supermarket was selected after a walking audit was carried out. The crossing next to the junction with Crawthrew Grove was selected as it was not possible to signalise the junction of Lordship Lane and East Dulwich Grove, it is expected that the introduction of the signalised pedestrian crossing will improve the conditions at this junction for all road users

- A business respondent expressed concerns on proposal C regarding the loss of parking outside the shop as it will make it difficult to load/unload goods.

The loss of parking will be kept to a minimum possible. There will be additional parking on adjacent roads to mitigate any loss as a result of the proposed crossings.

3. Summary

72% of the respondents were in favour of the proposals A and B and 80% were in favour of proposal C. 15% of the respondents were business and 85% were residents.

In addition, a number of comments were received within the returned questionnaires, which might inform any changes or additions to the scheme in future.

There were some comments and trends expressed regarding some specific issues such as parking provision, traffic and congestion and location of proposed crossings.

Comments suggesting further improvements were expressed regarding some specific locations that are not part of the proposed scheme they will be forwarded to the relevant departments.

Appendix A
Consultation Letter, Consultation Survey and Scheme Drawing

We want your views

It is important for all consultees to respond to the consultation. We would be grateful if you could take the time to review the proposals outlined in this document and provide a response using the questionnaire provided.

Your views are essential for us to understand the Community's view on the proposal and form a fundamental part of the scheme development process, whether you use public transport, cycle, walk or drive a private vehicle.



East Dulwich Public Realm & Pedestrian Access Improvements



What happens next?

As you will appreciate Southwark Council receives many comments from consultations and therefore we are unable to respond personally to specific issues raised. However all comments and suggestions will be taken into consideration before a decision is made.

The responses to the questionnaire will be analysed and taken into account in the final design of the proposed works.

Should you require any further information regarding the proposed scheme please do not hesitate to contact Andres Antury on 020 7525 5553. Alternatively you can email to: andres.antury@southwark.gov.uk.

If approved, implementation should take place before summer/autumn 2011.

To arrange a translation of this leaflet and the other consultation documents, or for other assistance, please take it to:

One Stop Shop – 122 Peckham Hill Street, London SE15, or
One Stop Shop – 151 Walworth Road, London SE17, or
One Stop Shop – 17 Spa Road, London SE16, or
Southwark Town Hall – Peckham Road, London SE5.

للترتيب لترجمة هذه الكراسة خذها رجاء إلى أحد العنواين التاليين:

Para obtener una traducción de este folleto, llévelo a:

Bu broşürün tercüme edilmesini düzenlemek için lütfen onu aşağıdaki yerlerden birine götürün:

Để có bản dịch tiếng Việt, hãy mang tờ rơi này đến cửa hàng:

Pour une traduction de ce dépliant, présentez-le à l'un des guichets uniques suivants :

এই প্রচারপত্রিকাটির (সিক্লেটের) একটি অনুবাদের আয়োজন করতে হলে দয়া করে এটি এখানে নিয়ে যান:

為獲取此單張的翻譯版本，請將單張帶到以下一站式辦事處：

Have your say

Southwark Council is holding a consultation to receive residents, businesses and key stakeholder's comments regarding the proposals to improve the Public Realm and Pedestrian access in the East Dulwich Area.

Background

The aim of the proposed scheme is to improve pedestrian accessibility and safety, particularly to improve pedestrian crossing facilities in Lordship Lane shopping area.

Improvements to public space are beneficial to the residents and businesses and promote healthier living by encouraging walking and recreation. The council seeks to provide accessibility improvements to benefit the entire community whether it is for the elderly, people with dependants, parents with young children, disabled or the mobility impaired.

What are the proposed changes?

Southwark Council has identified the locations of possible improvements along Lordship Lane as shown on the attached plan.

The proposed improvements include the construction of a raised entry treatment in East Dulwich Grove at its junction with Lordship Lane, a new pedestrian signal controlled crossing in Lordship Lane next to its junction with Crawthorpe Grove, and a raised signal controlled pedestrian crossing in Lordship Lane next to the supermarket Co-operative.

Due to the introduction of the pedestrian crossings there will be some loss of parking on Lordship Lane. We aim to minimise this loss and any loss would be mitigated by providing additional short stay parking on the adjacent side roads.

These measures have been designed for consultation and consideration



QUESTIONNAIRE

East Dulwich Public Realm & Pedestrian Access Improvements

Help us to help you!

Please complete this questionnaire and tick the boxes as appropriate.

Give us your views!

- | 1. Do you support the proposals? | Yes | No | No Opinion |
|----------------------------------|--------------------------|--------------------------|--------------------------|
| • Proposal A | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Proposal B | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Proposal C | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

If answer is no, please comment in the space provided below.

2. Are you a resident or business? Resident Business

3. Additional comments and suggestions

(PTO)

Please do not forget to fill in your details

Name	<input type="text"/>	Date	<input type="text"/>
Address	<input type="text"/>	Postcode	<input type="text"/>
<input type="text"/>			

Should you require any further information regarding the proposed scheme please do not hesitate to contact Andres Antury on 020 7525 5553. Alternatively you can email to: andres.antury@southwark.gov.uk.



Please fill in questionnaire overleaf.
Please tick the boxes as appropriate.
You may find the enclosed letter and plan helpful in deciding what answer you provide.
When you have completed the questionnaire, please fold as shown and post it back to us **by 6th June 2011** at the latest.

Thank you for your assistance

c) Third, fold back on this line and tuck in flap

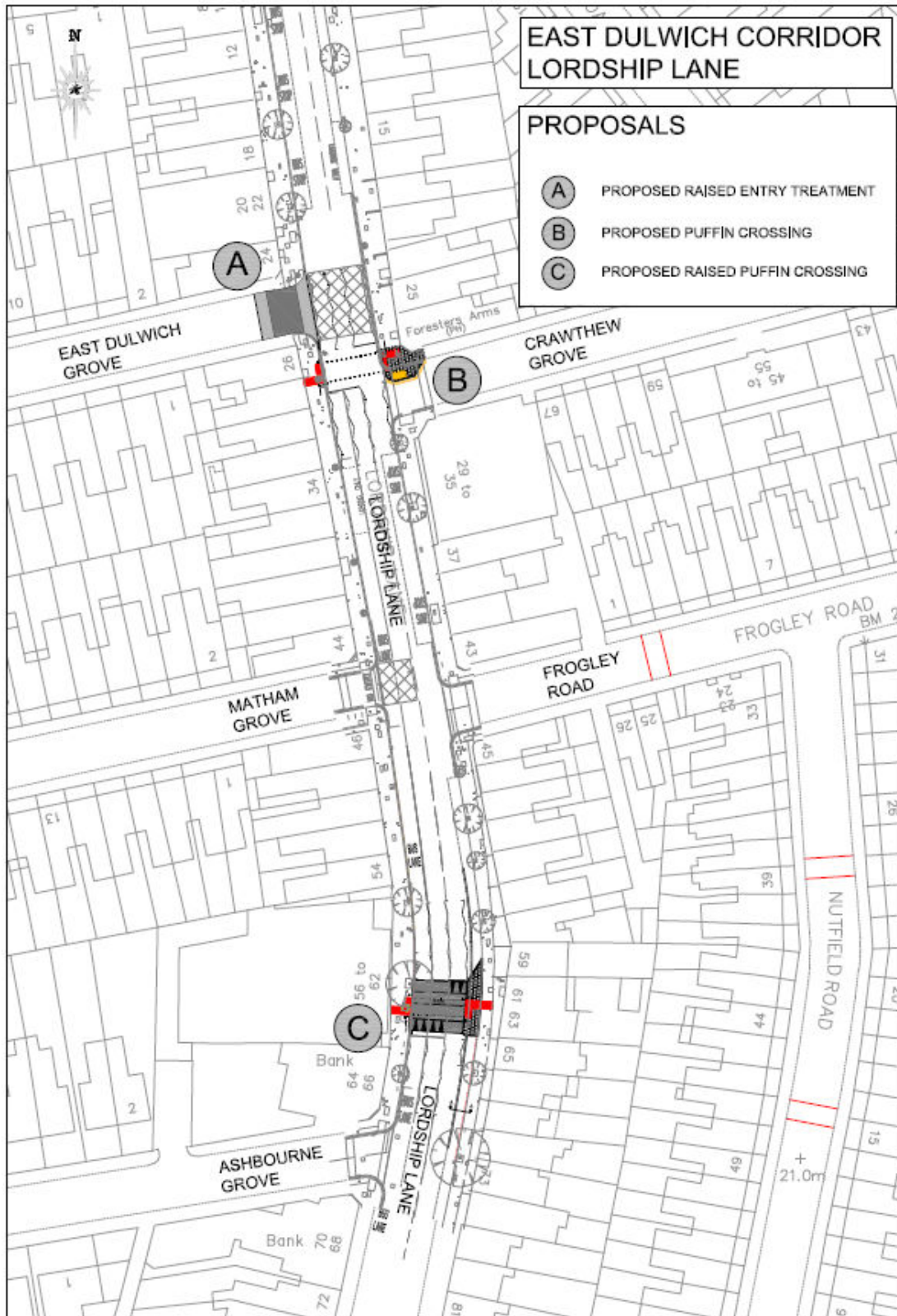
NO
STAMP
REQUIRED

LONDON BOROUGH OF
SOUTHWARK
Environment Department
Public Realm Projects
(Andres Antury)
PO Box 64529
FREEPOST SE1919/14
London
SE1P 5LX

a) First, fold back on this line

b) Second, fold back on this line





**EAST DULWICH CORRIDOR
LORDSHIP LANE**

- PROPOSALS**
- (A)** PROPOSED RAISED ENTRY TREATMENT
 - (B)** PROPOSED PUFFIN CROSSING
 - (C)** PROPOSED RAISED PUFFIN CROSSING

EAST DULWICH GROVE

CRAWTHEW GROVE

MATHAM GROVE

FROGLEY ROAD

ASHBOURNE GROVE

NUTFIELD ROAD

LORDSHIP LANE

+ 21.0m

Appendix B Tabulated Responses and Comments

EAST DULWICH PUBLIC REALM & PEDESTRIAN ACCESS IMPROVEMENTS

Do you support the proposals

	Road Name	Proposal A			Proposal B			Proposal C			Resident	Business	Comments
		Yes	No	No Opinion	Yes	No	No Opinion	Yes	No	No Opinion			
1	Oxonian Street	1			1			1			1		I feel traffic lights should be on the junction of East Dulwich Grove and Lordship Lane, as I've seen 2 accidents, near misses, also a car pulled into the Bishop Pub rush hour time. A raised entry treatment DOES NOT SLOW TRAFFIC DOWN
2	Crawthw Grove	1			1			1			1		
3	East Dulwich Road		1		1			1			1		Regarding proposal A - due to buses turning out of this junction and cars parked illegally opposite it is already a tight and difficult turn. Installing a raised area will only hinder traffic.
4	Crawthw Grove			1	1			1			1		
5	Nutfield Road	1					1	1			1		
6	Spurling Road	1			1			1			1		The quicker this can be done the better! We have lived here 20 years and this is long overdue
7	Matham Grove	1				1		1			1		Another area which needs improvement is parking. It is very difficult to find parking on our street - with 2 young children it can cause an unnecessary stress. Our street is full of estate agent cars. People who park here head to the ED station. We would greatly welcome residents parking
8	Spurling Road	1			1			1			1		Whereas Lordship Lane is a dangerous place to cross the road, I am concerned that drivers and the aim to create short-term parking in nearby roads by the Council will result in less parking per permanent residents who reside on roads where a permit is necessary and unaffordable for residents on low incomes.
9	Lordship Lane	1			1			1			1		
10	Frogley Road	1			1				1		1		One more crossing at point B would be sufficient
11	Frogley Road	1			1			1			1		
12	Nutfield Road			1	1			1			1		I think a pedestrian crossing outside the co-op will be a great improvement, also a means of crossing at Crawthw Grove, otherwise crossing Lordship Lane is very difficult especially for the infirm
13	East Dulwich Grove	1			1			1			1		All paving works to pavements along Lordship Lane are sub-standard and East Dulwich Grove.
14	Grove Vale	1			1			1			1		
15	Frogley Road	1			1			1			1		I have lived on Frogley Road for 28 years and for every single one of those years I have felt the need for more crossings on Lordship Lane. I cross that road repeatedly every day - as it is now it is unsafe! The proposed crossing will save lives and make mine so much easier
16	Lordship Lane	1			1			1			1	1	Would suggest introducing some sort of bollards outside the Bishop Pub. There have been instances in the past where unattended cars have rolled backwards from Grove and almost caused injuries to passers by.
17	East Dulwich Grove		1		1			1			1		Parking provisions must be taken into consideration if the introduction goes ahead with proposal B & C.
18	Lordship Lane	1			1			1			1		It's long overdue to be honest!
19	Lordship Lane			1			1				1		
20	Matham Grove		1			1		1			1		The one-way system in Matham Grove is unclear - I see cars driving up the wrong way everyday. There will soon be an accident, can I propose arrows painted on the road surface to clarify.
21	Lordship Lane	1			1				1		1		Having contacted yourselves on numerous occasions proposal C will cause two problems (2) cause bottleneck traffic congestion as there is already a pedestrian crossing less than 50 yards from proposal C!! (2) will cause serious deliver issues with Co-op Supermarket and also near by shops - leading to delays in deliveries!! Please wake up!!
22	Lordship Lane				1			1			1		
23	Ashbourne Grove		1			1		1			1		Two additional crossings will have an adverse effect on the traffic flow along Lordship Lane which is already poor during rush hour. The raised entry to East Dulwich Grove will give pedestrians a false sense of security at what is a major junction and requires their full attention.
24	Grove Vale	1			1			1			1	1	Please install a puffin signal controlled crossing for (a) this road has heavy traffic and many mums and children need to cross here. This is dangerous - cars rarely slow down especially when turning into East Dulwich Grove from the High Street.
25	Nutfield Road	1					1				1		
26	East Dulwich Road	1				1		1			1		Provide residents parking only to save some of the side roads. It is impossible for me to visit home during the day due to absolutely no parking!!
27	Lordship Lane	1			1						1		There are already 2 crossings on this stretch, another at proposal B would be enough in my opinion

EAST DULWICH PUBLIC REALM & PEDESTRIAN ACCESS IMPROVEMENTS

Do you support the proposals

	Road Name	Proposal A			Proposal B			Proposal C			Resident	Business	Comments
		Yes	No	No Opinion	Yes	No	No Opinion	Yes	No	No Opinion			
28	Tintagel Gardens Zenora Street		1			1		1			1		A) Money could be better spent filling potholes/no advantage many motorists still turn right in spite of signs. B) No real advantage generally outbacks in services, money can be better used.
29	Lordship Lane	1			1			1			1		
30	Ashbourne Grove	1			1			1			1		The street Ashbourne Grove must be done on both sides re parking and to do this properly.
31	Ashbourne Grove		1			1			1		1		Stop wasting money on schemes that are no required and concentrate on front line services rather than grandiose schemes
32	Oxonian Street	1			1			1			1		
33	Zenoria Street		1				1			1	1		The proposal is grossly irresponsible, the hazard is pedestrian crossing. East Dulwich Grove at the junction with Lordship Lane NOT Crawthw Grove it is a busy crossing used by school children, senior citizens and other pedestrians and No. 37 bus, cars etc. The pedestrian signal controlled crossing should be at the above junction and the proposed one at Crawthw Grove would not be required.
34	Frogley Road	1			1			1			1		
35	East Dulwich Road	1			1			1			1		Sue drivers who ignore zebra crossings!
36	Spurling Road	1			1			1			1		Great idea! Much better for pedestrians and it should stop people dashing across the road between cars which should help the motorists.
37	Matham Grove	1			1					1	1		Proposal b is the most important, as a lot of people cross here and the traffic is often heavy and fast moving.
38	Spurling Road		1			1		1			1		Two lots of puffin controlled crossings will be ample without another as proposal (b) - already traffic is tailed back entering Lordship Lane from Goose Green roundabout - proposal (B) would cause more problems.
39	Ashbourne Grove	1					1	1			1		Still think Ashbourne Grove should be a no entry
40	Matham Grove		1			1			1		1		Will cost lots and might make drivers MORE careless around areas where there is no crossing. At the moment pedestrians cross at any point and car drivers know this and consequently drive more carefully and safely.
41	Matham Grove	1			1			1			1		We fully support the proposal for speed bumps on Matham Grove and 20mph speed restrictions
42	Southwark Living Streets 28 Sutherland Square	1			1			1			1		At proposal (A) it is important that the raised table is at the pavement height and not lower than it. The slope should be as steep as possible (allowed) to slow vehicles down as much as possible. At proposal (B) the height of the raised crossing should be at least 75mm above the carriageway and if possible close to 100mm. The slope should not be too gentle.
43	Zenoria Street	1			1			1			1		As a retired person and as a grandmother of 3 in this area, I am acutely aware of the need for more help crossing Lordship Lane. Thank you.
44	East Dulwich Grove	1			1			1			1		Better for our safety as well as letting traffic flow out of East Dulwich Grove. Also this place of B is where many people cross for the bus - so for our safety it should happen!
45	Matham Grove	1				1		1			1		One crossing is sufficient. As a resident of 28 years I'm tired of our street being used for additional parking - there isn't NO ROOM!! We've lost our parking to a) the bus lane in Lordship Lane b) the re-routing of the 37 bus along East Dulwich Grove, c) the overdevelopment of flats along Lordship Lane
46	Zenoria Street		1		1			1			1		
47	Zenoria Street	1			1			1			1		Very good idea much needed. Still heard no response on improvements to pavement on ED Warehouse side of Zenora Street (i.e. the odd numbers).
48	Tintagel Gardens	1			1			1			1		Install signals "on demand" only - so at night when there are no pedestrians the traffic can flow freely. Great work Southwark Council!!!
49	East Dulwich Grove	1			1			1			1		
50	Frogley Road	1											
51	Crawthw Grove	1			1			1			1		Vital for improving road safety on increasingly congested streets of East Dulwich
52	Lordship Lane	1				1		1			1		
53	Frogley Road			1	1			1			1		
54	Ashbourne Grove	1			1			1			1		

EAST DULWICH PUBLIC REALM & PEDESTRIAN ACCESS IMPROVEMENTS

Do you support the proposals

	Road Name	Proposal A			Proposal B			Proposal C			Resident	Business	Comments
		Yes	No	No Opinion	Yes	No	No Opinion	Yes	No	No Opinion			
56	Zenoria Street	1				1					1		By adding a crossing at point B it will cause huge traffic congestion on Lordship Lane as with the existing crossing and the proposed ones traffic will stop every 20 yards
56	Lordship Lane	1			1				1		1		I do not want a crossing outside my front door
57		1			1						1		A) The junction of East Dulwich Grove and Lordship Lane is hazardous for pedestrians, and although your proposals go some way to addressing this, there is, in my opinion, a need for a controlled pedestrian crossing across East Dulwich Grove (to assist people walking in both directions). B) Presume when this is in use, cars travelling south from Goose Green up Lordship Lane will wait outside the junction box? (i.e. north of East Dulwich Grove junction).
58	Frogley Road			1		1					1		We already have a puffin controlled signal crossing by Northcross Road and a regular zebra - Goose Green - crossing within two minutes of each other (approx 200 meters) and there is no need for more. The road is not busy at all times of day, more crossings would clog up traffic (creating noise and pollution) and discourage walking - all contrary to the Council's aims. the parking proposals would be a NIGHTMARE for residents, blocking already busy side roads such as Frogley Road., We already suffer terrible noise pollution from deliveries, late night revellers etc and any more would be unbearable. I would oppose this in the strongest possible terms.
59	Matham Grove	1			1						1		
60	Zenoria Street	1			1							1	Proposal C means that there will be 5 crossings on Lordship Lane. This is considered too much
61	Spurling Road		1		1						1		Traffic movement down Lordship Lane is never particularly fast. Raised entries are a waste of money - if drivers want to go fast - they will - humps or not. There is too much pressure on residential parking already. We have six plus estate agents all 'jostling' to park outside our homes (and other traders and shoppers). Proposal 'B' is a good idea at a busy junction with three? (free) flows of traffic (unlike proposal C) where it is not too difficult to cross.
62	Lordship Lane	1			1						1		The junction at East Dulwich Grove is very difficult to cross. Proposal C would take away valuable parking from outside my business, thus making it impossible for me to unload and load my goods that I have to do daily. There is a crossing very close by so another seems pointless. How can this be safer?
63	Lordship Lane		1				1					1	
64	Ashbourne Grove			1	1						1		I agree in principle with B & C. However I am very worried about the parking situation in Ashbourne Grove. ?? have made less available space; sometimes impossible to park in the road. What has happened to issue raised about that?
65	Nutfield Road	1			1						1		Additional cross / access points for pedestrians are very much needed and welcomed along this part of Lordship Lane. I fully support the proposals.
66		1			1							1	
67	Ashbourne Grove	1			1						1		Please can Ashbourne Grove be re-surfaced and have road bumps installed. If there will be more short stay parking the rest of the road needs to be residents only parking (incl weekends)
68	Matham Grove	1			1						1		Crossing Lordship Lane is difficult and dangerous. The two crossings near Matham Grove involve a lengthy walk and we are therefore more likely to risk crossing the road at a dangerous point. I strongly support the new proposals and believe they will make Lordship Lane much safer
69	Crawthw Grove	1			1						1		Two crossings so close together unnecessary and would considerably slow traffic and cause bottlenecks; traffic has been encouraged onto Lordship Lane because of various traffic measures
70	East Dulwich Grove	1				1					1		A) is fine, to give the opportunity for people to cross the road and slow down traffic turning right. B&C) There is a problem too many crossings close together, will cause a back log of traffic bringing congestion at the roundabout, at E D Grove you have buses turning left and right and bus parking within 150 yards.
71	Frogley Road		1								1		I'm in favour of pedestrian crossing near the coop shop but I'm not sure why it has to be raised rather than it being an ordinary pedestrian crossing. I'm not in favour of options AW and B because I think there is already adequate pedestrian crossing facility by the roundabout and the changes at the 2 suggested points were only made a couple of years ago. I think there should be disabled parking on Lordship Lane, but not appears to have been considered. On the diagram there are red lines at certain points on Frogley Road and Nutfield Road. What does this signify? If they are where the short stay parking would be placed I would like to point out that these roads are already groaning in terms of the use of them for parking. On Frogley Road there is also already a dedicated space for the hire care scheme.
72	Frogley Road	1			1						1		

