



Dulwich Wood Park Summary Report

20mph Speed Reduction – Consultation Summary Report

November 2018

Introduction

This report has been produced by the London Borough of Southwark Highways team to provide a summary on the consultation exercise for the proposed 20mph speed limit enforcement works on Dulwich Wood Park.

Dulwich Wood Park is located in College Ward.

Southwark became a 20mph borough in March 2015. However, we have identified a number of sites where speeds regularly exceed 20mph, sometimes by a significant amount. This can increase the risk of accidents, as well as the risk that, when accidents occur, injuries may be more serious or even fatal.

We have conducted a detailed review of the sites where traffic most regularly exceeds the 20mph limit, and we have identified measures to encourage reduced vehicles speeds and keep them to the posted limit.

Average speeds on Dulwich Wood Park are currently almost 8mph above the limit, with many vehicles regularly exceeding 30mph

We have a duty to make any adjustments necessary to ensure that the law is being upheld, and to look after our residents' safety.

We proposed a range of measures to encourage drivers to abide by the 20mph limit on Dulwich Wood Park. These included:

- Resurfacing of the road between the Paxton Green Roundabout and Lymer Avenue.
- Providing a raised table near the junction with Baird Gardens.
- Raising the existing crossing near St Margaret Clitherow Church and converting this to a zebra crossing.
- Segregating the existing cycle lane on the northern side of the junction with Farquhar Road, narrowing the road and providing additional cycle lanes on the southern side.
- Raising the road at junction with Farquhar Road.
- Raising an existing crossing point and removing one existing crossing point, between Farquhar Road and Wickes Oake.
- Widening the existing crossing point between Wickes Oake and Lymer Ave.

We considered these works appropriate to successfully reduce speeds on Dulwich Wood Park. However, it was decided to seek the views of local residents and other

stakeholders on whether there are any additional approaches we could take.

Public Consultation on these proposals took place from 19 February to 12 March 2018. All residents and businesses within the consultation area were invited to comment on the proposals and make any further suggestions.

Consultation Process

The views of the local community were sought as part of this consultation exercise. A letter was dropped through the mailbox of all addresses in a 200m radius of Dulwich Wood Park, and extending onto the southern section of College Road.

The distribution area was large enough to gain views from the wider community that may be considered to be affected by the proposed measures. A mailing list was drawn using the Council's Smart2 mapping system and database.

A copy of the letter is appended.

Consultees were advised to respond to the consultation via the online consultation portal. They were also given an email address and telephone number by which to respond.

The letters were delivered by London Letterbox to 1200 addresses on 19 February 2018.

The consultation was also available online via the consultation portal. The portal included the following downloads/links:

- [Dulwich Wood Park plans](#)
- [Southwark 20mph page](#)
- The 20mph Review

Public access to the online form was removed at the end of the consultation period.

Summary of Consultation Results

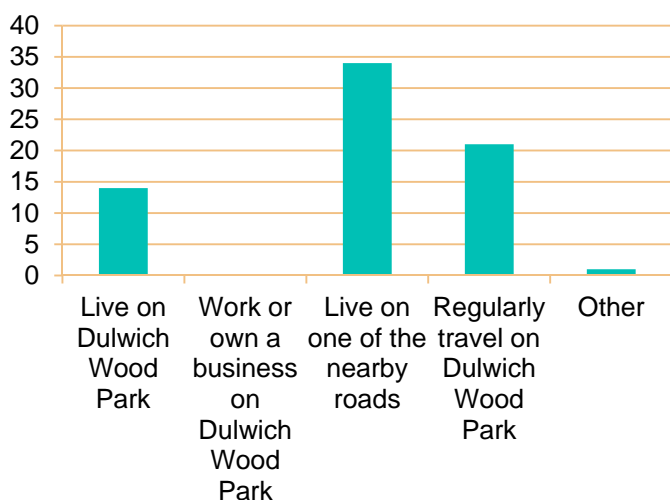
Consultation Returns and Response Rate

The consultation closed on 12th March 2018. Public access to the online portal was removed at midnight on this date.

A total of 53 online responses were received during the consultation period. This represents a 4.4% response rate – very low, but it should be recognised that there are relatively few homes on Dulwich Wood park itself. Many recipients of the letter, on neighbouring streets, may not have considered the consultation to be relevant to them.

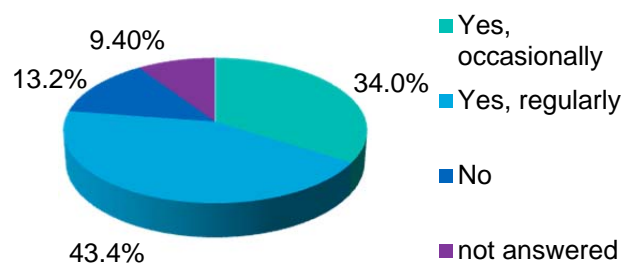
Question 1: What is your relationship to Dulwich Wood Park? (respondents could select more than one answer)

Relationship	No. of respondents
Live on Dulwich Wood Park	14
Work or own a business on Dulwich Wood Park	0
Live on one of the nearby roads	34
Regularly travel on Dulwich Wood Park	21
Other	1



Question 2a: Have you observed any incidents or dangerous situations on Dulwich Wood Park?

Incidents?	No. of respondents
Yes, occasionally	18
Yes, regularly	23
No	7



Question 2b: Please give details/examples – 40 responses

(see summary in next section)

Question 3: Do you have any further suggestions for improving Dulwich Wood Park to make it healthier and safer for all road users? – 46 responses

(see summary in next section)

Question 5: In relation to Dulwich Wood Park, what forms of transport do you regularly use? (respondents could select more than one answer)

Transport type	No. of respondents
Walking	43
Walking with pushchair/buggy	9
Wheelchair	1
Bicycle	23
Public transport	39
Motorcycle/scooter	2
Car	29

Respondents' Comments

The questionnaire invited free text comments to two questions:

2b: Please give examples of any incidents or dangerous situations on Dulwich Wood Park

3: Do you have any further suggestions for improving Dulwich Wood Park to make it healthier and safer for all road users?

These comments are summarised in this section, along with the Highways team's responses and comments.

2b: Please give examples of any incidents or dangerous situations on Dulwich Wood Park	Officer Comments
<p>Witnessed/Aware of collision (9 comments)</p> <ul style="list-style-type: none"> • I was a witness to one accident (collision) but I am observing numerous incidents of cars speeding on a daily basis. • I've also witnessed cars crash and mount the curb on the corner at the bus stop where College Road joins up. • At least 2-3 crashes at or near the junction with Farquhar Road. • I am aware of one serious road traffic collision ONLY in the last 17 ½ years that I have lived close by Dulwich Wood Park. • On more than one occasion vehicles have struck/mounted the central reservation in the section between Tylney Avenue and Farquhar Road whilst travelling at high speed. • Cars chase resulting in overturned car outside our house and police involvement in early hours of morning summer 2017. • Witnessed the aftermaths of several vehicular crashes on Dulwich Wood Park over the last 17 years, more especially at the tight bend around the junction with College Road. 	<p>Noted resident comments. A review of the collision analysis to ensure the measures proposed is appropriate.</p> <p>Additional traffic calming will be considered on College Road in the future, subject to further monitoring of speeds post implementation.</p>
<p>Witnessed cars speeding (27 comments)</p> <ul style="list-style-type: none"> • People driving (cars and motorbikes) well over the limit. • Very few vehicles stick to the 20mph - it is almost impossible as the road is steep and if you do, the cars behind you become very agitated. • At the roundabout junction of Dulwich Wood Park and Kingswood Drive. Has improved since roundabout was installed but cars still regularly leave it too late to break when travelling downhill and stopping to give way before passing over the roundabout. • The speed of traffic makes turning into and out of our drive very hazardous, as the speeding drivers get very angry that they have to slow down when you slow down, change gear and indicate with plenty of time. • The mini roundabout is often taken at great speed and we have observed many near misses on this roundabout. Often cars speed up quickly after the roundabout and remain at high speed on Dulwich Wood Park throughout. • I am fed up with the joy riders who go down the hill at speeds in excess of 40mph. • Drivers regularly speed here. I live on Lymer Avenue and crossing to 	<p>The proposed interventions will address the problem of all speeding vehicles.</p> <p>Proposals will also include a raised crossing within proximity to the Kingswood drive roundabout to reduce vehicle speeds and provide a safer crossing point for pedestrians.</p> <p>Additional traffic calming will be considered on College Road in the future, subject to further monitoring of speeds post implementation.</p>

2b: Please give examples of any incidents or dangerous situations on Dulwich Wood Park	Officer Comments
<p>get to College Road is very dangerous with the curve in the road and speed of drivers. Near misses seem a regular occurrence.</p>	
<p>Witnessed other vehicles speeding (12 comments)</p> <ul style="list-style-type: none"> • I regularly see vehicles speeding down Dulwich Wood Park, including buses. • Buses also frequently speed on this section of Road. • The police are equally guilty of frequently speeding on this section at very high speeds albeit with sirens but I've been up late and they will turn on despite zero traffic and will travel at speeds in excess of 60mph - not a good example to set. • Motorbikes speeding up the hill are also a major hazard. • Late at night, HGVs drive very fast on this road at more than 40 mph. This occurs every single night. We live at the end of Bell Meadow and can feel the house vibrate strongly as the heavy vehicles and buses thunder past. It has caused structural damage to our house. • Very fast vehicles on this road, including buses and lorries breaking the speed limit. Some near misses near roundabout, especially in wet conditions. • Fast cars and trucks on the mini roundabout cause near collisions. • I'd say 80%+ of car, van, and truck drivers drive at more than 30mph, and that 95%+ of motorcyclists ride at 40-50mph. Buses are less easy to typecast, but often travel over 30mph downhill. • Reckless riding by moped and bike riders. Food delivery firms using L plated drivers who are working to time constraints and targets despite their lack of skill/experience/qualification. 	<p>The proposed interventions will address the problem of all speeding vehicles.</p> <p>TfL will be notified of comments regarding buses driving in excess of the post speed limit.</p> <p>Proposals will also include a raised crossing within proximity to the Kingswood drive roundabout to reduce vehicle speeds and provide a safer crossing point for pedestrians.</p>
<p>Other dangerous driving (18 comments)</p> <ul style="list-style-type: none"> • Cars overtaking cyclists closely. • There is a lot of aggression on the road especially from motorcycles individually and as part of gangs. • I have noticed people tailgating and driving aggressively mainly around 8:30am going up DWP from mini roundabout if I do 20 (and I do set my car's limiter to 20 in Southwark!). • Coach parking,,all day parking and need for speed camera • Dangerous overtaking by impatient drivers who cannot accept the 20mph speed limit. • Vehicles also regularly perform illegal U-Turns in the chevroned area between the central reservations. • Although I disagree with it, I do always adhere to the 20mph limit. This 	<p>Where possible, wide, dedicated cycle facilities are proposed.</p> <p>South of Kingswood Drive, improved cycle facilities have been included to enhance the safety of cyclists.</p> <p>Speeds cameras will not be considered for Dulwich Wood Park, at this time, due to the criteria required for installing cameras not being met.</p> <p>Issues regarding drivers illegally</p>

2b: Please give examples of any incidents or dangerous situations on Dulwich Wood Park	Officer Comments
<p>frequently makes me a target for every other motorist to tailgate and intimidate, often making dangerous moves to get past.</p> <ul style="list-style-type: none"> • Have seen a bus nearly veer off the road when the driver was momentarily distracted. • Lots of aggression on the road from drivers who get impatient with other drivers who are trying to comply with the speed restriction. • Even though I'm only walking along the road for a few minutes each day, I manage to witness two or three drivers distracted by their phones, often to the extent that they nearly collide with the pavement, or appear to be giving space for my children and I to cross the road, but in fact look up only to notice the space between themselves and the vehicle in front and rush to catch up. • Drivers not giving cyclists and other vulnerable road users adequate room when overtaking. • In addition witnessed a car entering College Road from Dulwich Wood Park in contravention of the no entry sign. Furthermore witnessed under taking within the filter lane to Farquhar Road to pass vehicles heading down hill along Dulwich Wood Park. • Bullying of drivers who adhere to speed limits. 	<p>entering College Road to be passed to Police, as well as drivers using their phones whilst driving.</p> <p>Issues regarding undertaking at Farquhar Road will be addressed by light segregation of the proposed cycle lane.</p>
<p>Damage to property (6 comments)</p> <ul style="list-style-type: none"> • Trees have been knocked over, fences damaged, bollards collapse and it is hazardous trying to cross the road. • Vehicle hit a lamppost near Paxton Green roundabout. • Multiple accidents have occurred outside our house over the 26 years we have lived here. They are invariably caused by traffic speeding UP the hill and the driver panicking when they are confronted by the traffic island at the apex of the bend leading to recurring damage to our front wall. • 2 or 3 collisions in the past few years...cars coming off the road, into road furniture etc. • A number of vehicles have left the road and collided with the fence or traffic islands at various points on the road over the last 5 years. • Car travelling downhill from College Rd careered across DWP on the sharp bend and smashed through bollards by southbound bus stop and smashed through fence of Atholl House Home. • Motorbike travelling downhill crashed into lamp column on central island just after Lymer Avenue. Road was closed for a period of time while emergency services attended. 	<p>Additional traffic calming will be considered on College Road in the future, subject to further monitoring of speeds post implementation.</p> <p>The proposed interventions will address the problem of all speeding vehicles.</p>
<p>Danger to pedestrians (10 comments)</p> <ul style="list-style-type: none"> • I regularly see vehicles exceeding the 20mph limit and pedestrians having to take risks whilst crossing the road. • Speeding is very normal on this road - people crossing the road are therefore in danger of fast cars. • Frequent cars going way over speed limit - walking with my kids down the hill I don't even feel safe on the pavements near the top of the road. • Kids crossing road near mini roundabout by Kingswood Drive, or after 	<p>The proposed interventions will address the problem of all speeding vehicles.</p> <p>Improved crossing facilities are proposed as part of the scheme and wider footways are proposed, or distance between vehicles and pedestrians to be increased where practical.</p>

2b: Please give examples of any incidents or dangerous situations on Dulwich Wood Park	Officer Comments
<p>getting off bus - very dangerous.</p> <ul style="list-style-type: none"> I cross the road regularly from Lymer Avenue to access College Road and have noticed that cars are speeding dangerously down the road. I have nearly got run over by a motorbike coming up the hill at speed when I tried to catch a bus. I had to scarpers not to be hit. this was by Lymer Ave. Pedestrians timid to cross the road, entirely deprioritised. Each time I or my children cross the road feels like a risk due to the speed of traffic, especially downhill traffic, and the bends in the road which reduce visibility in places. Attempting to cross the road at island B in Layout C is always tricky: vehicles coming up the hill only become visible at a safe distance if they are travelling close to 20mph. 	<p>Improved crossing facilities are proposed as part of the scheme and speed reducing measures should slow vehicles, making it safer to cross the road.</p>
<p>Danger from cyclists (2 comments)</p> <ul style="list-style-type: none"> Cyclists speeding on roads and pavements, going through lights on red and riding on the wrong side of the road. Failure of cyclists to follow Highway Code - riding on pavements endangering children and other pedestrians, riding without lights, riding over pelican crossings whilst traffic lights on red. Undertaking vehicles, endangering passengers alighting from buses. 	<p>Where possible, wide, dedicated cycle facilities are proposed, encouraging them not to use the footways.</p> <p>South of Kingswood Drive, improved cycle facilities have been included to enhance the safety of cyclists.</p> <p>Issues with cyclists not obeying the Highway Code will be passed to Police.</p>
<p>Danger to cyclists (3 comments)</p> <ul style="list-style-type: none"> Speeding and cyclists being turned across/ intimidated, forced to cycle on the pavement. Vehicles pulling out in front of cyclists 	<p>Where possible, wide, dedicated cycle facilities are proposed, encouraging them not to use the footways.</p> <p>South of Kingswood Drive, improved cycle facilities have been included to enhance the safety of cyclists.</p> <p>Segregation or light segregation to be provided at critical locations where practical.</p>

3. Do you have any further suggestions for improving Dulwich Wood Park to make it healthier and safer for all road users?	
<p>The 20mph limit created the problem (3 comments)</p> <ul style="list-style-type: none"> 20 mph seems too slow for a bus route which is not a residential street. It has been a lot worse since the introduction of the 20 mph limit, there is no break in the traffic flow to allow for safe crossing. 	<p>Southwark is a 20mph borough. All council controlled roads have a 20mph speed limit in accordance with council road safety policy.</p> <p>Improved crossing facilities are</p>

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	proposed as part of the scheme and speed reducing measures should slow vehicles, making it safer to cross the road.
<p>The plans are too expensive and/or disruptive (8 comments)</p> <ul style="list-style-type: none"> I think that the plan you have presented is too elaborate, expensive and will cause us, the residents, months and months of inconvenience, noise pollution and stress. I have been observing how slow similar projects are carried out nearby and I strongly disagree with the assumptions you are making. What you propose looks extremely expensive. Leave it as it is. Completely unnecessary use of taxpayers' money! I object to these proposals as they are not appropriate in scale, design or cost to the A-Road status of Dulwich Wood Park. Forget all the expense and upheaval of many months of roadworks on Dulwich Wood Park. 	<p>DWP was identified as one of the top 10 sites within Southwark with the issue of vehicle speeding, so it is essential that this issue is addressed. Inconvenience to residents and road users will be minimised as far as is practical during construction.</p> <p>Value engineering has been considered and will be a further part of the design development stage, seeking to optimise the proposals where possible. This will also seek to reduce the inconvenience to residents.</p>
<p>Use speed cameras (18 comments)</p> <ul style="list-style-type: none"> The most obvious solution is to install speed cameras and that will be the best and economically rewarding way to stop drivers from exceeding the speed limit. Put in average speed cameras at either end of this stretch of road to enforce the 20mph limit as well. It would solve the problem overnight! Surely a camera plus real fines, or a hand held speed detector randomly used, plus fines would be more effective? Word would get round very quickly. Speed cameras work extremely well as does much larger and clearer speed restriction signage. There should be at least 2 speed cameras on Dulwich Park. 1 at the top of the hill and one mid way down - close to Farquhar Road. You should stand on the road and take photos of all speeding cars and fine them - you would make a fortune! Put at least one speed camera which are in full working order to identify poor driving. Put up some speed cameras and you would make a packet. We have asked for these in the past and have been ignored. If anything stops speeding it is the clear and present threat of handing over money. If the intention of the scheme is to reduce traffic speeds, with which we agree, a first step would be to install speed cameras. This would deter speeding and raise revenue rather than incur huge cost. I really think speed cameras rather than speed bumps and mini roundabout are a better deterrent. To me, the only solution is an average speed camera for the whole hill. It would be cheaper than all the other remedies and would stop motorbikes and other vehicles slowing down to any bumps then speeding up again. 	<p>Speeds cameras will not be considered for Dulwich Wood Park, at this time, due to the criteria required for installing cameras not being met.</p>

3. Do you have any further suggestions for improving Dulwich Wood Park to make it healthier and safer for all road users?

Use/location of crossing points (14 comments)

- I use a double pushchair, so it would be very helpful if any crossing points that are improved could be made deep enough to accommodate the length of a pushchair plus an adult standing behind it - I find now when crossing that if I have to wait in the middle of the road there isn't space for me and the pushchair making me feel very vulnerable.
- The crossing at Lymer Avenue is frequently used by pedestrians walking to Sydenham Hill station, but as it's placed down hill from the junction people often stand in the middle of the road rather than on the island. Moving it up hill or to the other side of the junction would help with this. Cars are often travelling at a high speed down hill here and have just turned a corner so it can be a dangerous place to cross. A raised junction here could also help slow traffic.
- Crossing points at mini roundabouts - not sure what can be done, but seems very dangerous for kids on bikes etc - we usually want for a car to let us across first lane of traffic, then have to wait in middle of road for someone to let us across next lane. And for kids crossing road on their own it's very dangerous and they have to look in three different directions to cross.
- I suggest two zebra crossings near the bus stops. One near St Margaret Clitherow and the other between Wickes Oake and Lymer Avenue.
- I was really pleased to read about the zebra crossing plan as my children have to cross this road to get to school/nursery every day with their dad, and this can be tricky. But if I'm honest I don't know if they'll use the crossing because they try to cross the road slightly higher up by the junction with Farquhar Road and then cut through Giles Coppice.
- Even more pedestrians, including vulnerable pedestrians cross Farquhar Road between the driveway of our garages and the Glenhurst Court access road, than use the formal crossing. This "line of desire" is the shortcut to / from Gipsy Hill rail station and the shops on Gipsy Hill, our closest high street.
- As a pedestrian crossing this road periodically, incl with a young child, I would however like to see installation of another zebra crossing near Dulwich Park road's intersection with College road going northward. There is no other crossing nearby, and people are forced to cross in an unregulated way on this section, which puts them in danger.
- It would be great to consider a better, safer, more convenient pedestrian crossing between the Dulwich Wood Park College Road bus stop (towards Crystal Palace) and the other side of the road to access the estate on Lymer Avenue.
- I would like to see a form of crossing such as a zebra crossing near Lymer Avenue.
- I am also concerned with the positioning of the raised zebra crossing in relation to outside St Margaret Clitherow Church Hall. The plans show this directly outside my own property. As an old Victorian House, it suffers from significant movement. When vehicles travel over the raised crossing I am very concerned with the impact to the house and its

Proposed islands at crossing points are to be widened where possible. Designs will be further reviewed to ensure double pushchairs can be accommodated, where possible.

Moving the crossing point uphill of Lymer Avenue would reduce the site distance between drivers coming downhill and crossing pedestrians, and is away from the Lymer Avenue footway alignment, so is not considered practical. Additional traffic calming northeast of Lymer Avenue has been incorporated.

An improved raised uncontrolled crossing point is proposed at Farquhar Road.

A zebra crossing uphill of Lymer Avenue would have poor site distances between drivers coming downhill and crossing pedestrians, so is not considered practical.

A raised table at the proposed zebra crossing is considered essential to slow vehicles down, particularly on the downhill approach to the mini-roundabout at Kingswood Drive. The raised table forms one of a series of proposed raised features.

Pedestrian volumes are unlikely to support additional controlled crossing.

Visibility at all crossing points will be checked, although it is noted that the raised tables will slow vehicles down, thereby reducing the required sight lines to cross safely.

3. Do you have any further suggestions for improving Dulwich Wood Park to make it healthier and safer for all road users?

- foundations. I am fully supportive of a crossing but not a raised crossing.
- More crossings and pedestrian crossings with lights
 - I support introducing a raised crossing and formal pedestrian crossing over A2199 about just north of the mini roundabout to Kingswood Drive. This current informal crossing is very strong and busy pedestrian desire line, and needs greater support.
 - We welcome the proposed zebra crossing near Rockwell Gardens. We welcome the consolidation of pedestrian crossings at southern end of DWP into one more definitive "B" type crossing.
 - Agree that of the 2 existing crossings downhill of Lymer Avenue the uphill one should be retained as it is more regularly used as it is closer to Sydenham Hill Station, the uphill bus stop and the footpath parallel with Lymer Avenue.
 - I'd support the location of the proposed zebra crossing.
 - I've always thought the crossing point at D does not provide safe sight lines when crossing from (approximately) north to south.

Use/type/location of cycle lanes (10 comments)

- The road is very wide, plenty of room to make all cycle lanes stepped or segregated. Also where you want to narrow the road, please replace with cycle lanes, rather than just widen the pavement.
- Use of light segregation on mandatory lane e.g. armadillos or wands to enforce and protect space for cyclists.
- As someone who cycles the cycle lanes are much appreciated. Perhaps they should be physically separate as I know some lack the confidence to use this road on cycles.
- Segregated cycle lanes, reduced carriageway width.
- Remove dual carriageway and provide stepped tracks in both directions for cyclists. If one wishes to narrow the carriageway, the best way to do so is to provide segregated cycling facilities on each side of this road, this achieves the narrowing, as well as it not just being dead space being preserved to affect traffic flow.
- The proposed widening of the mandatory cycle lane close to Kingswood Drive could easily be a fully segregated lane. This should also be separated from the bus stop as the proposal will force cyclist out of the cycle lane.
- The fully segregated cycle lane further up the hill is a great addition but it stops too early on the hill. Stopping at this point and the widening of the existing island will cause issues. Cars already try and squeeze past cyclists at this point. Why not continue the lane and remove the traffic island.
- The seemingly randomly fluctuating width of the carriageway and intermittent nature of the cycle track is going to engender aggression towards people on bikes from those in cars. Surely the width should be as consistent as possible. The cycle lane should be continuous where possible (esp. the Farquhar Road junction and the left hand edge of section C).
- Priority markings for cyclists over cars when segregated lane re-joins

Where possible, wide, dedicated cycle facilities are proposed. South of Kingswood Drive, improved cycle facilities will be investigated. An additional light segregated cycle lane will be considered down the hill on the approach to Farquhar Road. However, it is not cost effective or practical to make all cycle facilities stepped or segregated.

Light segregation has been included for mandatory lanes where there is considered to be a critical safety risk to cyclists. When there is queuing traffic, the downhill cycle lane allows cyclists to pass this queue.

A stepped cycle track is proposed up the hill through the dual-carriageway section. Traffic lane widths are to be narrowed where possible. Light segregation will be considered for mandatory lanes where there is considered to be a critical safety risk to cyclists.

The cost of removing dual-carriageway is considered prohibitive. Additionally, it is not

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<p>main carriage way - bit of a pinch point there</p> <ul style="list-style-type: none"> Aspects of the stepped cycle track proposal are unclear. At 2m wide is this proposed to be one way or two way cycling? If two way then we would be concerned at cycles coming down the track at high speeds as we emerge from our driveway in our car onto the road. The height of the stepped track is not specified, again car access to the road from our and neighbours' drives needs to be preserved. I would recommend removing the area of diagonal white lines in the middle of the Dulwich Wood Park, and instead use the resulting space to ensure there is a mandatory cycle lane that runs all the way to the roundabout at Kingswood Drive – and down to Paxton roundabout, too. The point at which I feel most vulnerable as a cyclist (even as a relatively quick climber) is where the road narrows at the easternmost point. Having a protected cycle path at this point (or some other way of preventing dangerous overtaking) may be necessary. Full segregation of the cycle lane travelling up the hill would make a safer environment. Cycle segregation on the downward side is not necessary as cyclists can easily travel at the speed of the motor vehicles. The mandatory cycle lane on the opposite side of the road (downhill) is next to pointless as cyclist would easily be doing 20mph . The space would be better used on the other side of the road to separate buses and cyclists entirely. 	<p>possible to provide segregated cycle facilities along the whole length of Dulwich Wood Park.</p> <p>There is insufficient width to provide a longer stepped cycle track up the hill.</p> <p>It is imperative that the proposed island is retained for the safety of crossing pedestrians.</p> <p>The stepped cycle track is on up the hill and it would be raised 60mm above the adjacent road. Levels at driveways will allow residents to manoeuvre across the cycle track.</p> <p>Traffic lanes widths are as consistent as possible, but need to be slightly wider around the bends to allow larger vehicles to safely manoeuvre without over-running the adjacent cycle facilities or islands. An additional light segregated cycle lane will be considered down the hill on the approach to Farquhar Road.</p> <p>A raised table is proposed immediately upstream of the merge to slow vehicles as they approach the pinch point.</p> <p>Removing the central hatch markings and replacing them with cycle lanes between the Kingswood Drive and the Paxton roundabouts has been included.</p>
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<p>Use/location of humps or raised tables (7 comments)</p> <ul style="list-style-type: none"> Frequent high quality sinusoidal speed humps. Speed humps should be a last resort. I strongly disagree with the raised table at the junction with Baird Gardens. We currently suffer strong vibrations when lorries and busses hit either the mini roundabout or the raised zebra on the Paxton 	<p>Crossing points are proposed at the traffic calming features, therefore raised tables are required. They are also the preferred option by TfL to maintain a high level of passenger comfort.</p>
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3. Do you have any further suggestions for improving Dulwich Wood Park to make it healthier and safer for all road users?

<p>roundabout.</p> <ul style="list-style-type: none"> I am supportive of most of these speed restrictions and enhancements to Dulwich Wood Park but have serious concerns about the raised tables / raised junctions, which I am not supportive of. They cause significant disturbance and vibration to houses in the immediate area, including my own, when vehicles, especially large vehicles, travel over them. Dulwich Wood Park is a major thoroughfare for emergency vehicles and the raised areas will be detrimental to the speed with which they can attend emergencies. I'd suggest putting a table (or some other device) nearer the roundabout to encourage eastbound drivers to recognise that they should give way to westbound traffic turning right into Kingswood Drive. 	<p>Raised tables are considered to be the most appropriate traffic calming measures in this situation.</p> <p>The location of the raised table near Baird Gardens has been reviewed and shall be relocated closer to the existing mini-roundabout.</p> <p>The Police have been consulted and are supportive of the measures. The other emergency services did not respond to the consultation.</p>
<p>Action needed at Lymer Avenue (2 comments)</p> <ul style="list-style-type: none"> I believe there needs to be turn right waiting area into Lymer Avenue as well with better lighting. People come down the hill at high speed as well which is not ideal. Especially into the corner at Lymer Avenue. I'm also unsure why a new raised road area is being proposed by Wickers Oake and not by the Lymer Avenue crossing. Most commuters who walk to Sydenham Hill station via DWP/College Rd and those who use the bus stop closest to Lymer Avenue do not cross the road by the existing pedestrian island by Lymer Avenue but instead choose to cross on the more dangerous area just uphill from Lymer Avenue so I can not see the benefit in putting in a raised road area past the Lymer Avenue Junction. 	<p>There is insufficient width to mark a right turn pocket. Lighting will be reviewed as part of the next phase of the design. Additional traffic calming northeast of Lymer Avenue will be investigated.</p> <p>Providing a crossing point uphill of Lymer Avenue would reduce the site distance between drivers coming downhill and crossing pedestrians, and is away from the Lymer Avenue footway alignment, so is not considered practical. Additional traffic calming northeast of Lymer Avenue will be investigated to slow vehicles coming down the hill</p>
<p>Planting and street furniture (8 comments)</p> <ul style="list-style-type: none"> Further trees could be planted in the wider sections to reduce the carriageway width in perception. While it's definitely right to introduce better speed controls on the road I understand - from a 2016 NICE report - that this is likely to increase air pollution. I would love it therefore if it was possible to introduce some foliage between the cars and the pavement as a way of screening the noise and fumes. If it is anticipated that the works will increase air pollution from vehicles (at least until diesel and petrol vehicles are banned/ usurped), would it be possible to plant more vegetation at the roadside to protect pedestrians/ cyclists/residents from this pollution? Agree, removal of filter lane into Farquhar Road, though what is to be done with this new area? If it is to be used for a wider footpath as suggested can a grass verge be incorporated with new trees to filter 	<p>Where trees do not interfere with forward visibility and do not conflict with underground utilities, trees will be considered.</p> <p>Revisions to the design as a result of consultation feedback, includes a smaller build out to provide a lightly segregated cycle lane, so it is no longer possible to provide a new verge and trees in this location.</p> <p>Bollards are to be removed to reduce street clutter. The proposals include a</p>

3. Do you have any further suggestions for improving Dulwich Wood Park to make it healthier and safer for all road users?

<p>airbourne road pollution? If the central reservation is also widened in this area, can new saplings or bushes additionally be planted here?</p> <ul style="list-style-type: none"> • Healthy Options - as DWP/College Rd is becoming busier and busier can some trees be planted along the pavements and/or central reservations. • Pavement bollards at the top end of the road on the downhill side. Currently, walking down the road there, with traffic coming fast from behind, feels particularly unsafe and it would feel much safer if there was something to break any traffic that accidentally veered off the road. • Lighting: it is majority poor lit at the moment, some lamp column are changed to LED which gives much better lit area. By installing additional street lamp esp at the junction and side road entrances would help. 	<p>raised table upstream of this location which should ensure vehicles travel downhill at a slow enough speed to safely negotiate the bend. The risk of a vehicle leaving the carriageway at this point is considered to be very low.</p> <p>Lighting will be reviewed as part of the next phase of the design.</p>
<p>Road markings/surface (6 comments)</p> <ul style="list-style-type: none"> • Reckless overtaking occurs and should be double white lines ideally. • Alternate road markings such as peripheral hatching and removal of the centre line might be a way to go, or flashing 20 speed detector, or virtual speed bumps such as on Southwark Street. • Please paint double yellow lines on the corner of Farquhar Road and Dulwich Wood Park to prevent stupid motorists from parking there. • Use bollards to restrict motor traffic, but enable cyclists and pedestrians. • Instead of narrowing down the road, perhaps using the car speed could be reduced by using difference surface material to slow down the car, as long as it won't produce to much noise for the residents. 	<p>Double white lines are not appropriate for this location, however, they could be considered for the section northeast of Lymer Avenue.</p> <p>It is proposed to remove the road centreline where possible, but it is required at islands and crossing points. Peripheral hatching, vehicle activated signs and virtual speed humps are not currently permitted in new schemes.</p> <p>Double yellow lines will be considered where safety is impacted.</p> <p>A combination of traffic calming techniques has been included in the scheme to make the proposals as effective as possible; from vertical features (raised tables and crossings) and road narrowing.</p>
<p>Bus stops (2 comments)</p> <ul style="list-style-type: none"> • The sharpest bend is where DWP joins College Rd and motorists speed down the hill and hit this bend at high speeds. The southbound bus stop is very close to this bend which incidentally is where one of the serious crashes happened narrowly missing this bus stop. Motorists also overtake southbound buses stopped at this bus stop and drive very close to oncoming downhill traffic. • Disagree with the boundary of the resurfacing works being downhill of the College Road junction and the tightest bend on the whole of Dulwich Wood Park. It is this bend when taken at speed has led to vehicles careening across the road and onto the northern footpath and into back of edge fences. The length of the raised kerb in this area should be 	<p>Additional traffic calming northeast of Lymer Avenue will be investigated. Issue of bus stop location to be considered in partnership with TfL Buses.</p>

3. Do you have any further suggestions for improving Dulwich Wood Park to make it healthier and safer for all road users?

reviewed and preferably extended downhill. The footpath bollards here are also in a poor condition and new more reflective and sturdier ones are deemed necessary. In this location vehicles also try to overtake buses stopped at the bus stop, moving across the central road markings, often with poor visibility for vehicles coming down the hill. Is this the best location for the bus stop, forcing people to wait on a very tight and dangerous bend?

Comments about other roads (1 comment)

- I live on Farquhar Road (which is just off Dulwich Wood Park) and cars regularly exceed the speed limit down here as well. The speed bumps that were recently put in haven't done anything to reduce speeds and I believe the new, smooth road surface is making it easier for cars to go faster than they were before. Many young children live on this road and it's a route to school for many families, so if anything could be done here as well, that would be most welcome.

Beyond scope of scheme. Issue to be passed to the relevant Highway Engineer.

Additional comments received from key stakeholders with designers responses

Metropolitan Police Road Safety Engineering Unit

Thank you for sending me these plans. I support these changes and agree that traffic speeds need to be brought down. Any impact on our response times will be minor.

Southwark Cyclists:

Overall, Object to the scheme as on balance it significantly increases the overall dangers to most cyclists

- *Significant increases in segregated cycle facilities are proposed, and the proposed traffic calming measures will slow vehicles down where cyclists are forced to share the road (due to restricted road widths)*
- 1. Object to keeping the dual carriageway and implementing a sub-standard and less safe design for cyclists
 - *The cost of removing dual-carriageway is considered prohibitive. Additionally, it is not possible to provide segregated cycle facilities along the whole length of Dulwich Wood Park, due to limited road widths*
- 2. Object to removal of downhill 'left filter' lane into Farquhar Road (as proposed) when combined with narrowed and enclosed 3.2m dual carriageway downhill single lane and on a bend.
 - *The design has been revised to include a light segregated cycle lane northeast of Farquhar Road alongside the narrowed downhill traffic lane.*
- 3. Object to downhill single lane dual carriageway for turning left into Farquhar Road (off Dulwich Wood Park downhill), as cyclists are:
 - a. Expected to take the primary position on narrowed 3.2m lane, at the bottom of the long downhill mixed with heavy traffic and buses on major A road and SRN on downhill.
 - *The design has been revised to include a light segregated cycle lane northeast of Farquhar Road alongside the narrowed downhill traffic lane, and marked through the junction.*
- b. Expected to slow the downhill traffic behind then to then safely navigate ~120 degree left turn and
 - *See above response*
- c. Expected to hand signal (left hand) their intentions whilst navigating multiple speed humps in advance and on the downhill at speed trying to brake (right hand front brake) and at the same time going round the bend. In the rain or night this will be even more dangerous manoeuvre to do. Cyclists do not have brake lights, unlike motor vehicles on this narrowed downhill section.
 - *See above response*
- 4. Object to downhill narrowed single lane dual carriageway when cyclists:
 - a. Will be in greater conflict with heavy traffic (coaches, buses and lorries) to pass at peak AM times. Cyclists likely to mount the pavement on new narrowed section.
 - *It is proposed to revise the design, adding a light segregated cycle lane northeast of Farquhar Road alongside the narrowed downhill traffic lane, and marked through the junction.*
 - b. At greater danger to motor vehicle conflict from drivers accessing Farquhar Road junction.
 - *See above response*
 - c. At greater danger in nearside position passing over the Farquhar road junction to access the proposed cycle lane. This is dangerous as often two cars abreast exiting Farquhar Road (as some turn left, some turn right) and often need assertive driving behaviour to enter A2199 in peak time stop/start traffic conditions.
 - *It is proposed to revise the design, adding a marked cycle lane through the junction, to increase the conspicuity of cyclists at this location*
- 5. Object to the right turn (uphill) provisions Dulwich Wood Park into Farquhar Road (connecting to LCN23 and Quietway 7) as cycle safety improvements have been omitted.
 - *The feasibility for a right turn cycle facility into Farquhar Road will be investigated during the next design phase*

6. Object that local parking loading pressures and conditions not properly considered and their impact.
 - *Parking and loading are unlikely to have a significant impact on parking and loading on Dulwich Wood Park.*
7. Object to crossings / raised table reduced lane width at 3.2m
 - *Unclear which location the comment refers to. A traffic lane width of 3.2m is proposed in compliance with LCDS to avoid critical lane widths.*
8. Object that scheme omits wider cycle route planning connections that would increase cycle participation locally E.g LCN23 in Farquhar Road to/from College Road. and, Kingswood Drive to/from Quietway 7 (in Dulwich Wood Avenue).
 - *The scheme's main objective is to reduce vehicle speeds along Dulwich Wood Park through traffic calming. Improvement to surrounding cycle network may be considered under a future cycle scheme.*
9. Object to junction mouth at Farquhar Road being left wide/flared, that implies speed and driver priority over vulnerable road user safety, and creating designed-in left hook dangers for cyclists.
 - *Proposals will be reviewed to investigate reducing the width of the Farquhar Road junction mouth as part of the next design phase.*

Additionally it is observed, that the very long sections of narrowed single lane "dual carriageway" (uphill and downhill) will mean any vehicle that breaks down will block the normal working of A2199 SRN North / South route over the Crystal Palace Ridge. The likely impact will displace traffic at these times into Farquhar Road and LCN23 and Quietway 7 placing vulnerable road users at greater risk on this road.

- *In an emergency a broken down vehicle could be manoeuvred into the proposed cycle facility.*

Southwark Cyclists understands that Southwark Council are looking at modifying their proposed design at the Dual Carriageway.

Southwark Cyclists would like to meet at your earliest convenience to review any revised plans, to help inform such changes meet the needs and safety of vulnerable road users and cyclists.

Level of Consensus

The majority of those who responded to the consultation, including all but one of those who stated that they lived on Dulwich Wood Park itself, identified issues with vehicle speed and other road behaviour on Dulwich Wood Park.

Several respondents had witnessed accidents or the aftermath of accidents, while many others had witnessed behaviour related to speeding that was clearly likely to lead to accidents.

Several pedestrians, including those with small children, expressed concern about the dangers of crossing the road. This supports our original understanding that is necessary to take action to reduce speeds on Dulwich Wood Park.

When asked for additional suggestions on how to improve the safety of Dulwich Wood Park, responses were fairly evenly divided between those which disagreed strongly with our approach, and those which broadly agreed with the approach, albeit with comments on the detail.

A significant minority felt that we should be prioritising speed cameras or similar technology rather than altering the configuration of the road itself.

Several responses showed appreciation for the focus on crossing points, but had suggestions about the actual placement or number of these, for example suggesting there should be a crossing at the junction with Lymer Avenue.

A number of responses commented on the planned cycle lanes, with suggestions that these should be segregated, or that they should be made continuous rather than widening the central reservation. The detailed comments from Southwark Cyclists have also been noted.

Recommendations

A number of changes have been made to the proposed scheme in light of the feedback we received from residents, ward councillors, key stakeholders and Road Safety Audit.

A summary of key changes to the design shall include the following:

Layout A

1. Introduction of additional cycling facilities on the southern side of Dulwich Wood Park (DWP) between Dulwich Wood Ave and Kingswood Drive.
2. Relocating the raised crossing nearer to the roundabout, on the existing crossing facility and desire line.

Layout B

3. Removal of the raised junction with Farquhar Road. Replacement with a shorter raised table at the existing crossing on the eastern side of Farquhar Road.
4. Reduction in the width of the proposed footway build out east of Farquhar on the southern side on DWP. This is to allow for the inclusion of a lightly segregated cycle lane to remove the risk of conflicts with motor vehicles, as highlighted in feedback received during consultation.
5. Widening of the proposed stepped cycle lane to provide safer crossing facilities for cyclists accessing Farquhar, with the inclusion of the protected refuge area.
6. Providing a protected cycle lane on Farquhar at the junction of DWP to provide safe access for cycles entering DWP.
7. Providing additional trees and low level shrub planting on the existing and proposed kerb build outs.
8. Retention of the proposed raised table east of the junction but removing the facility to cross.

Layout C/D

9. Removing the existing refuge island and replace with a zebra crossing to provide increased safety for pedestrians and cyclist, and reduce speeds further on DWP.
10. Additional raised table on College Road to reduce vehicle speeds on the downhill approach to DWP.
11. Continuation of the mandatory cycle from the stepped cycle lane to College Road.

APPENDIX A: Letter sent to residents

Highways
highways@southwark.gov.uk
Tel: 020 7525 1330

Date: 19 February 2018

Dear Resident,

Dulwich Wood Park speed reduction

Southwark became a 20mph borough in March 2015. However, we have identified a number of sites where speeds regularly exceed 20mph, sometimes by a significant amount. This can increase the risk of accidents, as well as the risk that, when accidents occur, injuries may be more serious or even fatal.

We have conducted a detailed review of the sites where traffic most regularly exceeds the 20mph limit, and we have identified measures to encourage reduced vehicles speeds and keep them to the posted limit.

Average speeds on Dulwich Wood Park are almost 8mph above the limit, with many vehicles regularly exceeding 30mph. We have a duty to make any adjustments necessary to ensure that the law is being upheld, and to look after our residents' safety.

Plans for Dulwich Wood Park include:

- Resurfacing of the road between the Paxton Green Roundabout and Lymer Avenue.
- Providing a raised table near the junction with Baird Gardens.
- Raising the existing crossing near St Margaret Clitherow Church and converting this to a zebra crossing.
- Segregating the existing cycle lane on the northern side of the junction with Farquhar Road, narrowing the road and providing additional cycle lanes on the southern side.
- Raising the road at junction with Farquhar Road.
- Raising an existing crossing point and removing one existing crossing point, between Farquhar Road and Wickes Oake.
- Widening the existing crossing point between Wickes Oake and Lymer Ave.

We think these works are appropriate to successfully reduce speeds on Dulwich Wood Park, and we hope to begin work later this year. However, we would appreciate your views on whether there are any additional approaches we could take.

Please see details and provide feedback using our online form at southwark.gov.uk/dulwichwoodpark20

Survey closes: **12 March 2018**

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