

Dulwich Review Consultation Report

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Executive Summary

Methodology

This consultation was conducted between May and July 2021 into the views of local residents on the road schemes introduced in Dulwich Village, East Dulwich and Champion Hill.

A consultation newsletter was posted to 19,729 postal addresses in May. We also notified 3,339 people by direct email, after they had registered in the previous phase. 576 paper surveys were posted to people who had requested them.

We received 7,542 responses to the survey. Of these 209 were voided as being duplicates (people providing more than one response). Of the remaining 7,333, some 5,538 identified themselves as living or working on streets within the consultation zone.

We operated a 'unique identifier' system with numbers available either on the envelopes that the newsletter came in or in the emails that were sent – however only 1491 responses included anything in the 'unique identifier' field, and many of these were incorrectly used – therefore this metric has not been used in the analysis below.

The map below indicates the response rate for different streets in the consultation zone (approximate % calculated as number of responses / number of properties). For the majority of streets in the consultation zone, and especially those most directly affected by the road changes, the response rate was over 25% by this measure, very high by the standard of most local consultations.

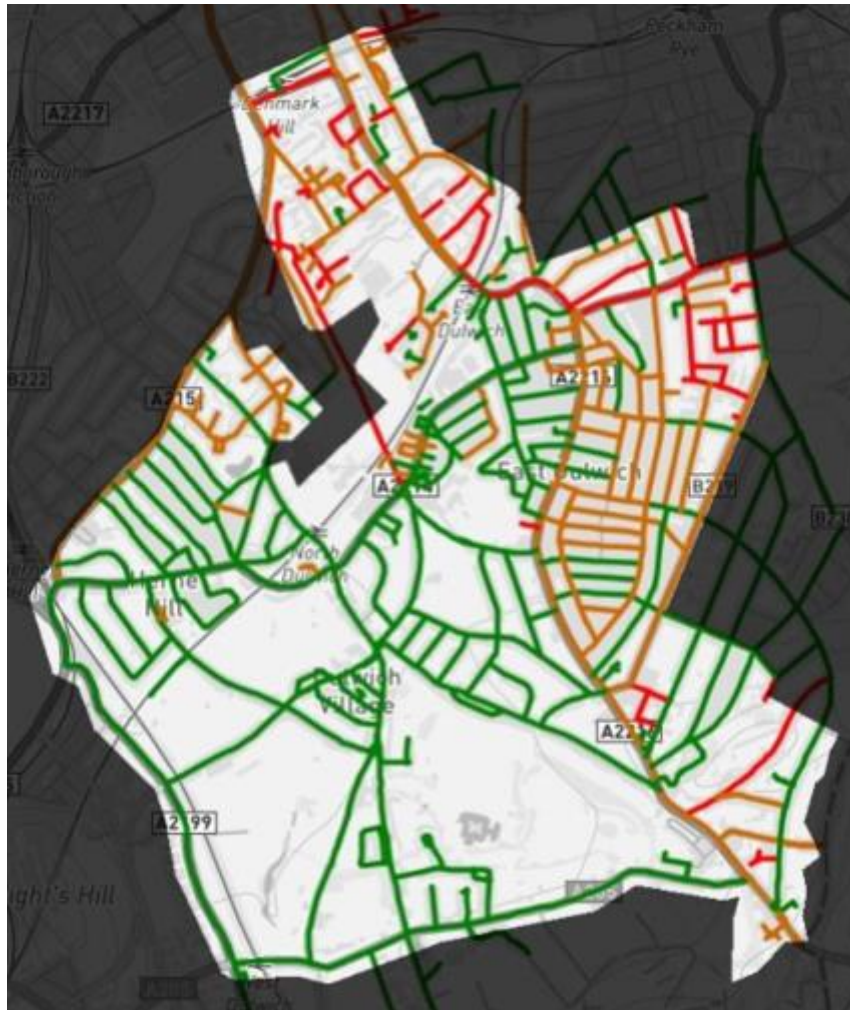
Additionally we held:-




4 community Zoom meetings

7 meetings with residents associations and other stakeholder groups

3 meetings with local schools, including staff and students

3 meetings with organisations and individuals reflecting protected characteristics – ethnic background, age, disability



Key	
	<10%
	10-24%
	>25%

Summary of results

Overall, respondents were supportive of the aims of the schemes as listed under 'Streets for People'. However the majority of respondents, both within and outside the consultation zone, did not feel that the schemes were achieving these aims. On the other hand, there is some evidence in the survey of a shift from car use to walking or cycling, the 'modal shift' that is one of the key aims of the council's policies.

In the questions on the individual elements of the schemes, we invited people to suggest modifications or alternatives, rather than just accepting or rejecting the measures as they stand. However, in line with the advice of local campaign groups, the majority of respondents opted for the response in each case that preferred to 'return it to the original state'. This is true both for residents of the consultation zone and outside, however it masks considerable differences between views on individual streets – in most cases, residents of those streets with traffic filters were in favour of them being retained.

Key themes from all responses, also reflected in meetings and emails received:-

- Concern about displacement of traffic and pollution onto other roads – in particular Croxted Road and East Dulwich Grove
- Inconvenience and time added to all car journeys, both for people within and travelling through the area
- Difficulties for older people and people with disabilities in accessing appointments and maintaining their regular activities in particular, though residents with blue badges within the scheme area can have exemptions to the timed closure, this was regarded as unfair to other disabled residents
- Difficulties for parents with the school run, particularly those with children at different schools and/or needing to get to work
- Relative lack of effective public transport options, and effects of traffic on some bus routes
- Concern at loss of access for emergency services
- Unfairness and unpredictability of fines issued at camera-controlled closures – signs felt to be unclear
- Timing of camera-controlled closures leading to traffic build-up and affecting local businesses – many people felt that these should operate for a shorter/different time and/or only during school term
- Difficulties for friends, family, health care visitors and tradespeople in accessing the area
- Increases in congestion, standing traffic and pollution on some streets, including some with schools
- Concern at safety risk for pedestrians where sharing the road space with cyclists

General Questions

To what extent do you agree with the aims and priorities of the road schemes in the Dulwich area?

	Strongly agree		Agree		Not sure		Disagree		Strongly disagree		Not applicable	
Do you agree with the aims of the schemes, listed under 'Streets for People' above?	2284	32%	1658	23%	664	9%	737	10%	1722	24%	116	2%
Improving air quality and road safety on my street or road is very important	3089	43%	2421	34%	380	5%	471	7%	584	8%	243	3%
Improving air quality and road safety close to local schools is very important	3381	47%	2529	35%	373	5%	305	4%	426	6%	162	2%
The trial measures are helping the Council to tackle the Climate Emergency and reduce air pollution by 2030	1633	23%	486	7%	636	9%	738	10%	3580	50%	125	2%

There was strong overall support (c.55% of respondents against c.34% disagreeing) for the aims set out under 'Streets for People'. These were to:-

- Improve road safety.
- Help tackle the climate emergency
- Make walking and cycling an enjoyable, safe and easy way of getting around.
- Reduce inequalities in health and wellbeing
- Reduce the amount of cut-through traffic
- Reduce parking pressure for local residents.
- Encourage people to shop local to help businesses and reduce car use.
- Create a greener and healthier environment by improving air quality and reducing pollution and noise levels.
- Make more space on our pavements for social distancing to help keep everyone safe from COVID-19.

Respondents agreed that it was particularly important to improve air quality on the streets where they live and close to local schools. There was much lower support (c.30%) for the assertion that current measures were helping the Council's commitments to tackle the Climate Emergency and reduce air pollution by 2030.

Based on your experience, to what extent do you agree or disagree with the following statements

	Strongly agree		Agree		Not sure		Disagree		Strongly disagree		Not applicable	
More space for safe social distancing has been created on	1340	19%	1073	15%	828	11%	1603	22%	2269	31%	99	1%

our streets and public spaces													
More people/ I will walk and cycle if we create a network of routes that are safe	2036	28%	1313	18%	860	12%	1247	17%	1681	23%	82	1%	
More people/ I will use public transport if we make it easier to walk and cycle to stations and bus stops safely	1681	23%	1070	15%	936	13%	1501	21%	1909	27%	101	1%	
More people/ I will use public transport after the pandemic when it is safe to do so again	1853	26%	1971	27%	1113	15%	889	12%	1265	18%	111	2%	
I have noticed more people cycling and walking in my street / in my area during the past year	1673	23%	1261	18%	984	14%	1465	20%	1697	24%	122	2%	

I would like my street or road to have changes like the ones in the trial areas, such as planters or timed closures	1564	22%	354	5%	391	5%	689	10%	3698	51%	487	7%
I would like my street to have other changes to help reduce traffic and encourage more walking and cycling	1873	26%	944	13%	647	9%	887	12%	2483	35%	354	5%

This question showed broad disagreement with the approach that has been taken to achieving the ‘Streets for People’ aims. In particular:-

- The majority of respondents (c.53%) disagreed that more space for social distancing had been created.
- More respondents agreed than disagreed (c.46% against c.40%) that more people would walk or cycle if we created a network of safe routes. Creating safe cycling and walking routes is a strategic priority.
- More respondents (c.48%) disagreed than agreed (c.38%) that more people would use public transport if we made it easier to walk or cycle to train stations and bus stops.
- Most people (c.53%) agreed that people will return to public transport after the pandemic.
- More people disagreed than agreed (c.44% against c.41%) that they had seen more people walking and cycling in their area over the past year. At first sight this is surprising, as increases in cycling during the pandemic have been well documented. However there are significant geographical disparities in the responses – for example around 63% of respondents from Court Lane agreed with this statement, whereas a similar proportion of those from Croxted Road disagreed with it.
- A significant majority (c.63%) of respondents would *not* want measures such as filters or timed closures on the road where they live. A larger number (c.47% against c.39%) also said they would not want any changes on their street to reduce traffic

and encourage walking and cycling. This might seem to be at odds with the support for the ‘Streets for People’ aims noted above, and indicates a resistance to physical/engineering solutions to encourage modal shift.

To what extent have you or your household changed the way you travel, particularly for local journeys, including taking children to school – compared with how you travelled in 2019 or earlier?

All respondents												
	Much more		Slightly more		About the same		Slightly less		Much less		NA	
I/ we use a car	611	9%	511	7%	3170	44%	861	12%	1141	16%	861	12%
I/ we walk	1366	19%	1420	20%	3596	50%	212	3%	301	4%	242	3%
I/ we cycle or scooter	1247	18%	803	11%	2430	34%	175	2%	353	5%	2073	29%
I/ we use public transport	264	4%	288	4%	2520	35%	1064	15%	2480	35%	509	7%
I/ we take a taxi/ car club/ car share	206	3%	514	7%	2170	31%	564	8%	1246	18%	2369	34%
Consultation zone only												
	Much more		Slightly more		About the same		Slightly less		Much less		NA	
I/ we use a car	479	9%	381	7%	2388	44%	655	12%	901	17%	614	11%
I/ we walk	1039	19%	1039	19%	2770	51%	157	3%	228	4%	174	3%
I/ we cycle or scooter	908	17%	598	11%	1839	34%	130	2%	271	5%	1617	30%
I/ we use public transport	220	4%	237	4%	1953	36%	768	14%	1842	34%	379	7%

I/ we take a taxi/ car club/ car share	162	3%	394	7%	1671	31%	437	8%	902	17%	1785	33%
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This question poses a perhaps unreasonable challenge to respondents – to compare their current behaviour with that pre-pandemic. This is an attempt to disaggregate the effects of the pandemic from those of the Streetspace measures in Dulwich. We should not expect the results to be as accurate or verifiable as those from actual road monitoring.

Nonetheless, it is notable that significant numbers of respondents report walking (c.39%) or cycling (c.29%) more, along with, as expected, respondents reporting significant drops in car (c.29%) and public transport (c.48%) use. These proportions are broadly reflected both overall and within the consultation zone. This would appear to suggest some degree of modal shift.

Looking further at the data, some 1238 respondents reported both driving less and cycling more, whilst 1533 reported driving less and walking more. This is significant in area such as Dulwich where there is far higher car ownership than elsewhere in Southwark (only c.11% of respondents in the consultation zone reported no car use/access at all).

How has travelling in these different ways changed as a result of the measures?

		Easier		About the same		More difficult		NA	
Car use	All	100	1%	981	14%	5402	75%	709	10%
	Zone	77	1%	716	13%	4157	76%	493	9%
Walking/scooting	All	1639	23%	3803	53%	1048	15%	644	9%
	Zone	1223	23%	2885	53%	832	15%	458	8%
Cycling	All	1852	26%	2219	31%	1048	15%	1980	28%
	Zone	1356	25%	1689	31%	828	15%	1496	28%
Bus/train travel	All	408	6%	3323	47%	2441	34%	932	13%
	Zone	304	6%	2561	48%	1862	35%	652	12%

Around 75% of respondents noted that the measures had made car use more difficult. More people thought they had made walking and cycling easier than thought they had made them more difficult (23% against 15% for walking, 26% against 15% for cycling). It

is likely that responses to this question reflect people's underlying attitudes to the measures themselves – on the face of it though, the measures appear to be making driving more difficult and modes of active travel easier.

People were invited to give an explanation for their answers if they wished, and the most frequent comments were as follows:

Increased car journey times making driving harder	1059 comments
Increased bus journey time making public transport harder	684 comments
Cycling feels safer since the measures	336 comments
Cycling feels more dangerous because of traffic or road rage	206 comments
People have been encouraged by the measures to reduce car use	89 comments
It depends on your route, some journeys better, some worse	68 comments
People have been encouraged to plan their car journeys better by the measures	48 comments
Dangerous cycling, including on pavements, deters walking	5 comments

Southwark Council aims to reduce the number of journeys made by motor vehicles, particularly petrol and diesel vehicles. What measures would help you use a car less often? What would you like to see more of?

		Yes		Not sure		No	
Safe, dedicated cycle lanes and pedestrian routes	All	3477	49%	841	12%	2781	39%
	Zone	2630	49%	637	12%	2104	39%
Cycle parking and/ or cycle training and help to buy	All	3283	46%	1008	14%	2784	39%
	Zone	2441	46%	787	15%	2125	40%
More streets prioritised for walking and cycling with planters and benches	All	2145	30%	570	8%	4395	62%
	Zone	1592	30%	456	8%	3332	62%
Car club schemes / more electric charge points	All	3747	53%	1487	21%	1859	26%
	Zone	2845	53%	1099	20%	1424	27%
Controlled parking schemes	All	1909	27%	1586	22%	3556	50%
	Zone	1407	26%	1219	23%	2708	51%
	All	5086	72%	972	14%	1041	15%

Better public transport. Bus routes/more regular buses and train services for the area	Zone	3847	72%	726	14%	796	15%
Measures such as bike deliveries from local shops to encourage fewer delivery vans	All	3617	51%	1430	20%	2028	29%
	Zone	2693	50%	1123	21%	1536	29%

There was general support for most of the measures suggested, though it may be worth noting that there is proportionately less support for measures to encourage cycling (for example c.46% in favour of cycle parking and other cycle support measures, against c.39% against these) than measures for improved public transport (c.72% support) and car clubs/electric charging points (c.51% support).

The outliers were that c.62% did not support more physical measures to restrict motor traffic and c.50% were opposed to controlled parking schemes. This last is notable as it runs contrary to the findings from the Our Healthy Streets Dulwich consultation in spring 2020, where there was strong support for controlled parking. The consultation zones for the two surveys are different, as are the exact questions asked, and looking more closely at the data, support for controlled parking varies on a street by street basis.

We also invited people to suggest other ideas, and the most popular were as follows:

Free access through barriers/timed closures for electric vehicles	250 comments
Bus priority measures	234 comments
Coherent active travel routes (cycle lanes etc)	139 comments
London-wide measures (e.g. ULEZX or a mileage tax)	74 comments
Pedestrianise more residential streets	22 comments
More pedestrian crossings	16 comments
Secure cycle parking	8 comments
Measures to reduce car speeds	3 comments

Businesses and the Community

We asked people to comment on their use of local businesses.

Have you:-	Strongly agree		Agree		Not sure		Disagree		Strongly disagree		Not applicable		Total
Used local businesses more often than before the changes	1146	16%	934	13%	646	9%	1693	24%	2394	34%	257	4%	7070
Travelled by car to local businesses more than before	287	4%	374	5%	821	12%	2123	30%	2416	34%	1015	14%	7036
Travelled on foot to local businesses more than before	1131	16%	1130	16%	772	11%	1802	26%	1828	26%	352	5%	7015
Travelled by cycle or scooter to local businesses more than before	1092	16%	686	10%	516	7%	1278	18%	1735	25%	1692	24%	6999
Travelled by bus to local businesses more than before	297	4%	334	5%	876	13%	1995	29%	2456	35%	1027	15%	6985
Felt able to shop, eat and drink safely due to the local social distancing measures	1042	15%	1084	15%	892	13%	1334	19%	2257	32%	395	6%	7004

We had 463 responses to the survey from people who said they were local business owners or staff members.

How can we use highways measures to support local businesses?	Business owners/staff		All responses
Reduce the hours of timed closures and parking restrictions	267	58%	3359
More customer (short term) parking bays	231	50%	3023
More loading bays	100	22%	1017
More cycle parking	146	32%	2740
Seating and community spaces	107	23%	2402

Shop Local promotions	129	28%	2169
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As can be seen a significant proportion of business owners and staff would favour a reduction in the restrictions – 142 of these additionally commented that they would prefer removal of the traffic filters.

Road Changes – Section by Section

We asked standardised questions for all the separate sections of road changes, with a view to gauging their relative popularity. We also gave people the option to opt out of different sections (for example if they were unfamiliar with the roads in East Dulwich). In practice, this may mean that people who were particularly committed to showing their support or opposition to the measures would be more likely to answer all questions, whereas those who are more ‘lukewarm’ would be more likely to drop out of some sections – so we might expect some greater polarisation in the later sections, not necessarily reflecting local interest.

Traffic filter in Dulwich Village

This is the closure to motor traffic on Court Lane and Calton Avenue. A small seating area has been established.

How successful has this measure been at:

How successful?		Very successful		Fairly successful		Not sure		Not successful		Very unsuccessful	
Contributing to a network of safe routes for walking and cycling	All	1450	22%	665	10%	905	14%	1148	18%	2285	35%
	Zone	1097	22%	524	11%	650	13%	873	18%	1756	36%
Reducing traffic volumes and through traffic in Dulwich Village	All	1647	26%	978	15%	1035	16%	783	12%	1997	31%
	Zone	1227	25%	734	15%	767	16%	611	12%	1553	32%
Improving the public realm for people living in, shopping in and	All	1492	23%	513	8%	790	12%	1129	17%	2532	39%
	Zone	1122	23%	392	8%	599	12%	857	17%	1930	39%

visiting Dulwich Village											
Creating a safer environment for children travelling to and from nearby schools	All	1468	23%	547	9%	1226	19%	1021	16%	2160	34%
	Zone	1115	23%	440	9%	917	19%	762	16%	1641	34%
Creating a good trading environment for local businesses	All	1044	16%	359	6%	886	14%	969	15%	3188	49%
	Zone	763	16%	283	6%	697	14%	739	15%	2410	49%
Creating healthier streets in Dulwich Village	All	1497	23%	715	11%	1159	18%	842	13%	2212	34%
	Zone	1125	23%	544	11%	854	17%	640	13%	1719	35%

Overall, what would your preference be for the future of this measure?

	a. Return it to the original state		b. Retain it as it is		c. Install a different kind of measure		d. Retain the measure, but modify/enhance it with other features		Not Answered		Grand Total
Grand Total	4215	57%	1099	15%	531	7%	722	10%	766	10%	7333
Consultation Zone	3162	57%	823	15%	422	8%	564	10%	567	10%	5538
CZ minus not answered	3162	64%	823	17%	422	8%	564	11%			4971

	a. Return it to the original state		b. Retain it as it is		c. Install a different kind of measure		d. Retain the measure, but modify/enhance it with other features		Not Answered		Grand Total
CZ minus not answered	3162	64%	823	17%	422	8%	564	11%			4971
Court Lane	56	33%	65	38%	12	7%	26	15%	10	6%	169
Calton Avenue	20	22%	41	44%	6	6%	21	23%	5	5%	93

Overall, 57% of respondents said that this measure should be removed, rising to 64% of those in the consultation zone who actually expressed an opinion. Around 28% wished to retain the measure, with or without amendments, and 8% would prefer some other kind of measure.

Notably, residents of the streets where the measures actually sit were much more in favour, with c.67% of Calton Avenue respondents and c.53% of Court Lane respondents wishing to retain the measures, with or without amendments.

Respondents were also invited to suggest what alternative or additional measures they would like to see at this location:

	better signalling for cyclists	Cameras to stop motorbikes	controlled parking zone	Make it a timed closure	Proper seating area	Proper segregated cycle route	remove the pedestrian island	road markings to indicate cycle path
a. Return it to the original state	4	4	0	11	1	5	0	6

b. Retain it as it is	4	2	0	2	4	9	0	3
c. Install a different kind of measure	18	28	0	90	3	34	1	25
d. Retain the measure, but modify/ enhance it with other features	46	18	1	48	88	76	1	65
Not Answered	2	0	0	0	0	2	0	3
	74	52	1	151	96	126	2	102

This suggests some local support for replacing the physical barrier with a camera-controlled closure, with or without permit access for residents. The support for a clear cycle route as an alternative to closure also reflects concerns over conflicts between pedestrians and cyclists in and around the space created between the barriers..

Timed closure at junction of Dulwich Village/Burbage Road with College Road/Gallery Road

How successful has this measure been at:

How successful?		Very successful		Fairly successful		Not sure		Not successful		Very unsuccessful	
Creating a safe route for walking and cycling	All	1126	18%	700	11%	1240	20%	1091	18%	2065	33%
	Zone	844	18%	542	11%	911	19%	833	18%	1593	34%
Reducing traffic volumes and through traffic in Dulwich	All	1337	22%	1009	16%	985	16%	771	12%	2101	34%
	Zone	1000	21%	762	16%	721	15%	597	13%	1629	35%
Improving the roads for those living in, shopping in and visiting Dulwich Village	All	1149	19%	524	8%	885	14%	1016	16%	2634	42%
	Zone	862	18%	391	8%	682	14%	756	16%	2022	43%
	All	1196	19%	581	9%	1355	22%	887	14%	2172	35%

Creating a safer environment for children travelling to and from nearby schools	Zone	906	19%	445	9%	1017	22%	669	14%	1658	35%
	All	835	13%	349	6%	964	16%	922	15%	3120	50%
Creating a good trading environment for local businesses	Zone	606	13%	269	6%	758	16%	693	15%	2372	50%
	All	1188	19%	538	9%	1081	18%	886	14%	2471	40%
Creating healthier streets in Dulwich	Zone	901	19%	395	8%	804	17%	674	14%	1909	41%

Overall, what would your preference be for the future of this measure?

	a. Return it to the original state	b. Retain it as it is	c. Install a different kind of measure	d. Retain the measure, but modify/ reduce the hours of restrictions	Not Answered	Grand Total					
Grand Total	4306	59%	1135	15%	388	5%	545	7%	959	13%	7333
Consultation zone	3241	59%	854	15%	302	5%	425	8%	716	13%	5538
CZ minus not answered	3241	67%	854	18%	302	6%	425	9%			4822

	a. Return it to the original state		b. Retain it as it is		c. Install a different kind of measure		d. Retain the measure, but modify/ reduce the hours of restrictions		Not Answered	(blank)	Grand Total
CZ minus not answered	3241	67%	854	18%	302	6%	425	9%			4822
Dulwich Village	51	63%	7	9%	9	11%	10	12%	4	5%	81
College Road	56	73%	9	12%	3	4%	7	9%	2	3%	77
Gallery Road	7	78%	0		2	22%	0		0		9
Burbage Road	65	52%	18	14%	17	13%	21	17%	5	4%	126

Given the purpose of the timed closure was to prevent peak time traffic that would previously have used Court Lane or Calton Avenue from using Dulwich Village and Burbage Road instead, it is notable that residents of those roads are only moderately less critical of the measure than the average for the consultation zone. Criticisms of the timed closures include concerns at 'unfair' fines being issued, the length of the closures, the tendency for traffic to build up ahead of the closures, and for traffic to be diverted onto other routes.

Respondents were also invited to suggest what alternative or additional measures they would like to see at this location:

Option	Clearer signage	Longer hours for restrictions	Make restrictions both directions	use traffic lights to control closures	Weekend restrictions
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a. Return it to the original state	46	2	0	0	2
b. Retain it as it is	20	7	0	0	0
c. Install a different kind of measure	56	11	4	2	3
d. Retain the measure, but modify/ reduce the hours of restrictions	71	86	29	1	12
Not Answered	9	2	1	0	0
	202	108	34	3	17

There was a call from many quarters for clearer signage. Some respondents also felt that, being one way only, the restrictions did not go far enough to protect local schools from peak traffic.

Timed closure at junction of Turney Road and Burbage Road

How successful has this measure been at:

How successful?		Very successful		Fairly successful		Not sure		Not successful		Very unsuccessful	
Creating a safe route for walking and cycling	All	1084	18%	597	10%	1233	21%	1010	17%	2071	35%
	Zone	815	18%	455	10%	938	21%	756	17%	1591	35%
Reducing traffic volumes and through traffic in Dulwich Village	All	1248	21%	825	14%	1112	19%	734	12%	2057	34%
	Zone	930	20%	609	13%	863	19%	551	12%	1590	35%

Creating a safer environment for children travelling to and from nearby schools	All	1138	19%	484	8%	1310	22%	835	14%	2206	37%
	Zone	860	19%	366	8%	996	22%	630	14%	1685	37%
Creating a good trading environment for local businesses	All	825	14%	295	5%	997	17%	838	14%	3030	51%
	Zone	596	13%	221	5%	807	18%	632	14%	2292	50%
Creating healthier streets in Dulwich	All	1122	19%	443	7%	1044	18%	818	14%	2525	42%
	Zone	852	19%	319	7%	789	17%	634	14%	1927	43%

Overall, what would your preference be for the future of this measure?

	a. Return it to the original state	b. Retain it as it is	c. Install a different kind of measure	d. Retain the measure, but modify/reduce the hours of restrictions	Not Answered	(blank)	Grand Total				
Grand Total	4238	58%	1139	16%	342	5%	448	6%	1166	16%	7333

Consultation zone	3182	57%	870	16%	265	5%	346	6%	875	16%	5538
CZ minus not answered	3182	68%	870	19%	265	6%	346	7%			4663

	a. Return it to the original state		b. Retain it as it is		c. Install a different kind of measure		d. Retain the measure, but modify/ reduce the hours of restrictions		Not Answered	(blank)	Grand Total
CZ minus not answered	3182	68%	870	19%	265	6%	346	7%			4663
Turney Road	69	51%	17	13%	16	12%	30	22%	4	3%	136
Burbage Road	61	48%	19	15%	22	17%	20	16%	4	3%	126

As with the previous section, most respondents expressed a preference for the timed closures to be removed. Residents of Turney and Burbage Roads themselves expressed considerably more mixed views – with the recognition that, if the Dulwich Village filter were to remain in place, their roads would need some measures to protect them from excess traffic.

Respondents were also invited to suggest what alternative or additional measures they would like to see at this location:

Option	use traffic lights to control closures	Reduce hours of restrictions	Make restrictions both directions	make it a permanent filter	Longer hours for restrictions	Better signage about restrictions
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a. Return it to the original state	28	0	0	1	24	0
b. Retain it as it is	2	8	5	3	3	0
c. Install a different kind of measure	36	15	8	7	27	1
d. Retain the measure, but modify/reduce the hours of restrictions	31	80	13	17	91	0
Not Answered	5	3	0	1	12	0
	102	106	26	29	157	1

The signage issue was again apparent, as well as suggestions to change the hours (either shorter or longer) or make the restriction work both ways to reflect different traffic flows in the morning and afternoon. Some respondents revived an earlier proposal for a full filter on Turney Road.

Timed closure at junction of Townley Road with East Dulwich Grove

How successful has this measure been at:

How successful?		Very successful		Fairly successful		Not sure		Not successful		Very unsuccessful	
Creating a safe route for walking and cycling	All	1094	19%	500	8%	1140	19%	1009	17%	2158	37%
	Zone	837	19%	391	9%	824	18%	780	17%	1690	37%
Reducing traffic volumes and through traffic in Dulwich Village	All	1136	19%	634	11%	1149	19%	764	13%	2210	38%
	Zone	863	19%	467	10%	856	19%	604	13%	1726	38%
Creating a safer environment for children travelling to and from nearby schools	All	1097	19%	445	8%	1233	21%	824	14%	2275	39%
	Zone	839	19%	347	8%	916	20%	639	14%	1762	39%

Creating a good trading environment for local businesses	All	824	14%	220	4%	1047	18%	792	13%	3005	51%
	Zone	608	13%	157	3%	828	18%	619	14%	2297	51%
Creating healthier streets in Dulwich	All	1075	18%	381	7%	1011	17%	796	14%	2596	44%
	Zone	819	18%	288	6%	752	17%	620	14%	2016	45%

Overall, what would your preference be for the future of this measure?

	a. Return it to the original state		b. Retain it as it is		c. Install a different kind of measure		d. Retain the measure, but modify/ reduce the hours of restrictions		Not Answered	(blank)	Grand Total
Grand Total	4216	57%	1177	16%	294	4%	353	5%	1293	18%	7333
Consultation zone	3182	57%	901	16%	239	4%	273	5%	943	17%	5538
CZ minus not answered	3182	69%	901	20%	239	5%	273	6%			4595

	a. Return it to the original state		b. Retain it as it is		c. Install a different kind of measure		d. Retain the measure, but modify/ reduce the hours of restrictions		Not Answered	(blank)	Grand Total
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CZ minus not answered	3182	69%	901	20%	239	5%	273	6%			4595
Townley Road	45	65%	6	9%	9	13%	2	3%	7	10%	69
Calton Avenue	24	26%	37	40%	9	10%	17	18%	6	6%	93

As with the other timed closures, the preference from most was to remove the restriction. Notably the preference expressed by Townley Road residents was more or less the same, though we have received suggestions from local residents, concerned about the effect of school coaches and school drop-off and pick-up traffic in particular, for alternative approaches on this road.

Respondents were also invited to suggest what alternative or additional measures they would like to see at this location:

Option	Better signage about restrictions	controlled parking zone	Cycle lanes on East Dulwich Grove	Longer hours for restrictions	Permanent closure to cars	permit access	Permit access for teachers	Reduce hours of restrictions	Remove restriction in school holidays	Restrict both ways
a. Return it to the original state	31	0	3	0	0	0	2	10	11	0
b. Retain it as it is	7	0	2	5	1	0	0	0	2	0
c. Install a different kind of measure	25	0	4	16	1	1	1	20	1	4
d. Retain the measure, but modify/ reduce the hours of restrictions	37	1	6	63	5	2	3	58	11	19
Not Answered	7	0	0	1	0	0	0	6	4	1
	107	1	15	85	7	3	6	94	29	24

As with the previous sections, better signage was a common request, along with changes to the hours of restrictions. Some respondents felt that the restrictions should be removed during school holidays, and others were concerned that the measures did nothing to protect Townley Road from eastbound traffic, as envisioned under the earlier Our Healthy Streets proposals.

Traffic filter on Melbourne Grove (South)

How successful has this measure been at:

How successful?		Very successful		Fairly successful		Not sure		Not successful		Very unsuccessful	
Creating safe routes for walking and cycling	All	1133	24%	379	8%	734	16%	701	15%	1706	37%
	Zone	885	24%	320	9%	558	15%	556	15%	1361	37%
Reducing traffic volumes and through traffic in East Dulwich	All	921	20%	241	5%	391	8%	551	12%	2552	55%
	Zone	713	19%	187	5%	288	8%	440	12%	2060	56%
Improving the ability to walk and cycle to local rail stations and bus services	All	1074	23%	268	6%	672	14%	730	16%	1900	41%
	Zone	840	23%	219	6%	503	14%	589	16%	1527	42%
Creating a safer environment for children travelling to and from nearby schools	All	1080	23%	251	5%	794	17%	593	13%	1917	41%
	Zone	843	23%	210	6%	603	16%	479	13%	1534	42%
Creating a good trading	All	802	17%	176	4%	479	10%	550	12%	2634	57%
	Zone	599	16%	147	4%	398	11%	443	12%	2083	57%

environment for local businesses											
Making East Dulwich a more pleasant place to shop and enjoy leisure activities	All	1017	22%	171	4%	298	6%	662	14%	2484	54%
	Zone	788	21%	142	4%	242	7%	521	14%	1974	54%

Overall, what would your preference be for the future of this measure?

	a. Return it to the original state		b. Retain it as it is		c. Install a different kind of measure		d. Retain the measure, but modify/enhance it with other features		Not Answered		Grand Total
Grand Total	3292	45%	1062	14%	190	3%	245	3%	2544	35%	7333
Consultation Zone	2587	47%	832	15%	163	3%	200	4%	1756	32%	5538
CZ minus not answered	2587	68%	832	22%	163	4%	200	5%			3782
	a. Return it to the original state		b. Retain it as it is		c. Install a different kind of measure		d. Retain the measure, but modify/enhance it with other features		Not Answered		Grand Total

CZ minus not answered	2587	68%	832	22%	163	4%	200	5%			3782
Melbourne Grove	20	15%	86	63%	6	4%	21	15%	4	3%	137
Lordship Lane	105	62%	21	12%	7	4%	3	2%	34	20%	170
East Dulwich Grove	93	69%	12	9%	6	4%	7	5%	17	13%	135
Tell Grove	5	31%	9	56%	1	6%	1	6%	0		16
Ashbourne Grove	19	56%	8	24%	3	9%	4	12%	0		34

Once again, the preference from the majority of respondents was to remove the measure. However the measure is very popular with residents of the roads most directly affected, Melbourne Grove and Tell Grove.

Respondents were also invited to suggest what alternative or additional measures they would like to see at this location:

Option	Change to timed closure	Cycle crossing on East Dulwich Grove	Measures to reduce traffic on East Dulwich Grove	Resident permit	Seating or benches	Segregated bike lanes
a. Return it to the original state	2	0	33	2	0	5
b. Retain it as it is	0	0	3	0	4	11

c. Install a different kind of measure	9	2	22	6	1	12
d. Retain the measure, but modify/enhance it with other features	4	6	16	1	28	25
Not Answered	0	0	3	1	0	0
	15	8	77	10	33	53

The majority of comments related to traffic on East Dulwich Grove, and the perception that filtering Melbourne Grove has a knock-on effect here. Some responses suggested, as an additional or alternative measure, that there should be a segregated cycle lane on Melbourne Grove.

Traffic Filters on Melbourne Grove (North), Tintagel Crescent, Elsie Road and Derwent Grove

How successful has this measure been at:

How successful?		Very successful		Fairly successful		Not sure		Not successful		Very unsuccessful	
Creating safe routes for walking and cycling	All	1074	24%	328	7%	767	17%	630	14%	1711	38%
	Zone	843	24%	270	8%	593	17%	509	14%	1366	38%
Reducing traffic volumes and through traffic in East Dulwich	All	891	20%	199	4%	425	9%	562	12%	2431	54%
	Zone	688	19%	153	4%	319	9%	455	13%	1965	55%
Improving the ability to walk and cycle to local rail stations and bus services	All	1054	23%	214	5%	712	16%	655	15%	1866	41%
	Zone	828	23%	174	5%	547	15%	532	15%	1494	42%
Creating a safer environment for	All	1051	23%	213	5%	824	18%	517	12%	1885	42%
	Zone	820	23%	186	5%	634	18%	424	12%	1502	42%

children travelling to and from nearby schools											
Creating a good trading environment for local businesses	All	804	18%	149	3%	510	11%	488	11%	2556	57%
	Zone	601	17%	126	4%	424	12%	408	11%	2021	56%
Making East Dulwich a more pleasant place to shop and enjoy leisure activities	All	997	22%	144	3%	348	8%	578	13%	2429	54%
	Zone	774	22%	118	3%	278	8%	462	13%	1933	54%

Overall, what would your preference be for the future of this measure?

	a. Return it to the original state		b. Retain it as it is		c. Install a different kind of measure		d. Retain the measure, but modify/enhance it with other features		Not Answered		Grand Total
Grand Total	3193	44%	1062	14%	196	3%	193	3%	2689	37%	7333
Consultation Zone	2519	45%	832	15%	169	3%	156	3%	1862	34%	5538
CZ minus not answered	2519	69%	832	23%	169	5%	156	4%			3676

	a. Return it to the original state		b. Retain it as it is		c. Install a different kind of measure		d. Retain the measure, but modify/enhance it		Not Answered		Grand Total
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	with other features										
CZ minus not answered	2519	69%	832	23%	169	5%	156	4%			3676
Melbourne Grove	21	15%	89	65%	6	4%	14	10%	7	5%	137
Derwent Grove	10	18%	38	69%	0		6	11%	1	2%	55
Elsie Road	6	23%	12	46%	3	12%	1	4%	4	15%	26
Tintagel Crescent	3	20%	8	53%	2	13%	1	7%	1	7%	15
Grove Vale	15	58%	4	15%	3	12%	3	12%	1	4%	26
East Dulwich Grove	92	68%	13	10%	6	4%	5	4%	19	14%	135

Once again, the overall preference from respondents was for the measures to be removed – however the measures were very popular with the residents of the filtered roads themselves – Melbourne Grove, Derwent Grove, Elsie Road and Tintagel Crescent.

Respondents were also invited to suggest what alternative or additional measures they would like to see at this location:

Option	Cycle crossing on main roads	Measures to reduce traffic on East Dulwich Grove	school street closure	Segregated cycle lane	Tables and benches to support businesses
a. Return it to the original state	0	19	0	3	1

b. Retain it as it is	1	1	0	0	3
c. Install a different kind of measure	1	24	2	7	1
d. Retain the measure, but modify/enhance it with other features	5	5	0	10	15
Not Answered	0	0	0	0	0
	7	49	2	20	20

Again, the focus of most comments was on the need to manage the traffic on roads like East Dulwich Grove and Grove Vale. Some respondents also highlighted opportunities to use the space on the roads to support local businesses, or to increase cycle access with dedicated lanes and crossings.

Northbound traffic filter on Champion Hill

How successful has this measure been at:

How successful?		Very successful		Fairly successful		Not sure		Not successful		Very unsuccessful	
Creating safe routes for walking and cycling	All	647	24%	209	8%	349	13%	326	12%	1123	42%
	Zone	452	23%	152	8%	256	13%	250	13%	863	44%
Reducing traffic volumes and through traffic on Champion Hill	All	692	26%	269	10%	277	10%	250	9%	1164	44%
	Zone	485	25%	192	10%	203	10%	190	10%	904	46%
Improving the ability to walk and cycle to local rail	All	631	24%	142	5%	356	13%	339	13%	1180	45%
	Zone	442	22%	97	5%	263	13%	261	13%	907	46%

stations and bus services											
Creating a safer environment for children travelling to and from nearby schools	All	641	24%	151	6%	393	15%	279	11%	1184	45%
	Zone	453	23%	100	5%	292	15%	215	11%	909	46%
Making Champion Hill a more pleasant place to be	All	663	25%	160	6%	269	10%	294	11%	1260	48%
	Zone	467	24%	106	5%	206	10%	225	11%	961	49%

Overall, what would your preference be for the future of this measure?

	a. Return it to the original state	b. Retain it as it is	c. Install a different kind of measure	d. Retain the measure, but modify/enhance it with other features	Not Answered	Grand Total					
Grand Total	1868	25%	655	9%	72	1%	168	2%	4570	62%	7333
Consultation Zone	1423	26%	467	8%	49	1%	115	2%	3484	63%	5538
CZ minus not answered	1423	69%	467	23%	49	2%	115	6%			2054

	a. Return it to the original state		b. Retain it as it is		c. Install a different kind of measure		d. Retain the measure, but modify/enhance it with other features		Not Answered		Grand Total
CZ minus not answered	1423	69%	467	23%	49	2%	115	6%			2054
Champion Hill	10	10%	55	53%	2	2%	32	31%	4	4%	103
Grove Lane	26	74%	2	6%	1	3%	3	9%	3	9%	35
Dog Kennel Hill	3	30%	2	20%	1	10%	1	10%	3	30%	10
Denmark Hill	8	40%	2	10%	1	5%	3	15%	6	30%	20

A relatively smaller proportion of respondents actually answered the Champion Hill questions, but of those who did the preference was again for removal of the measure. Once again, respondents from the directly affected road were strongly in favour of retaining or modifying the measure.

Respondents were also invited to suggest what alternative or additional measures they would like to see at this location. The common theme, especially from those asking to retain but modify the measure, was for the restriction to operate in both directions.

People with Protected Characteristics

As well as including a standard set of equality questions, we asked some specific questions related to the experiences of older people and people with disabilities. We also conducted specific engagement exercises with older people, people with disabilities, Black, Asian and Minority Ethnic residents and schoolchildren. The feedback from all these is summarised below.

How have the road changes affected people with disabilities?

These questions were put to all respondents, but the tables below split out those who stated that they have a disability from the rest

How have the road changes affected people with disabilities? - Made it easier/ I feel more confident to walk more or to get around on foot locally											
Are you disabled	Strongly agree		Agree		Not sure		Disagree		Strongly disagree		Grand Total
No	388	9%	262	6%	1922	43%	889	20%	1022	23%	4483
Not Answered	2	7%		0%	4	14%	7	25%	15	54%	28
Prefer not to say	19	5%	5	1%	60	15%	109	27%	209	52%	402
Yes	71	12%	30	5%	54	9%	136	23%	296	50%	587
Grand Total	480	9%	297	5%	2040	37%	1141	21%	1542	28%	5500
How have the road changes affected people with disabilities? - Made it easier to get around by bike or scooter / mobility scooter											
Are you disabled	Strongly agree		Agree		Not sure		Disagree		Strongly disagree		Grand Total
No	462	10%	319	7%	1921	43%	853	19%	867	20%	4422
Not Answered	2	8%		0%	4	15%	6	23%	14	54%	26
Prefer not to say	15	4%	14	4%	74	19%	100	25%	192	49%	395
Yes	68	12%	28	5%	124	22%	106	19%	237	42%	563
Grand Total	547	10%	361	7%	2123	39%	1065	20%	1310	24%	5406
How have the road changes affected people with disabilities? - Made it easier to get around by wheelchair or meet a wheelchair user											
Are you disabled	Strongly agree		Agree		Not sure		Disagree		Strongly disagree		Grand Total
No	336	8%	254	6%	2144	49%	765	17%	885	20%	4384
Not Answered	2	7%		0%	5	19%	5	19%	15	56%	27

Prefer not to say	8	2%	9	2%	86	22%	97	25%	191	49%	391
Yes	29	5%	19	3%	181	33%	102	19%	218	40%	549
Grand Total	375	7%	282	5%	2416	45%	969	18%	1309	24%	5351

How have the road changes affected people with disabilities? - It takes longer to get around by car

Are you disabled	Strongly agree	Agree	Not sure	Disagree	Strongly disagree	Grand Total					
No	2602	58%	518	12%	1092	24%	151	3%	114	3%	4477
Not Answered	31	91%	0%	1	3%	0%	2	6%	34		
Prefer not to say	335	84%	30	7%	20	5%	9	2%	7	2%	401
Yes	423	72%	56	10%	55	9%	23	4%	29	5%	586
Grand Total	3391	62%	604	11%	1168	21%	183	3%	152	3%	5498

How have the road changes affected people with disabilities? - It takes longer for my family / carers to visit

Are you disabled	Strongly agree	Agree	Not sure	Disagree	Strongly disagree	Grand Total					
No	2084	48%	328	8%	1588	37%	178	4%	145	3%	4323
Not Answered	27	87%	0%	0%	2	6%	2	6%	31		
Prefer not to say	317	80%	30	8%	22	6%	13	3%	13	3%	395
Yes	378	66%	54	9%	79	14%	26	5%	39	7%	576
Grand Total	2806	53%	412	8%	1689	32%	219	4%	199	4%	5325

How have the road changes affected people with disabilities? - Has made me more connected to my friends and neighbours in my street

Are you disabled	Strongly agree	Agree	Not sure	Disagree	Strongly disagree	Grand Total					
No	367	8%	302	7%	1638	38%	915	21%	1097	25%	4319

Not Answered	1	4%		0%	3	12%	7	27%	15	58%	26
Prefer not to say	20	5%	14	4%	54	14%	88	22%	217	55%	393
Yes	55	10%	46	8%	66	11%	154	27%	255	44%	576
Grand Total	443	8%	362	7%	1761	33%	1164	22%	1584	30%	5314
How have the road changes affected people with disabilities? - Streets with benches and resting places help me stay comfortable when making local journeys, shopping or meeting friends											
Are you disabled	Strongly agree	Agree	Not sure	Disagree	Strongly disagree	Grand Total					
No	571	13%	560	13%	1730	40%	628	15%	812	19%	4301
Not Answered	3	13%	1	4%	4	17%	4	17%	11	48%	23
Prefer not to say	30	8%	43	11%	83	21%	77	19%	164	41%	397
Yes	93	16%	100	17%	105	18%	105	18%	178	31%	581
Grand Total	697	13%	704	13%	1922	36%	814	15%	1165	22%	5302

Below, we have also cross-referenced a couple of the key questions from the general survey with the 'Are you disabled' question, so we can see how the views of disabled residents may differ from the average response.

Do you agree with the aims of the schemes, listed under 'Streets for People' above?									
Are you disabled	Strongly agree	Agree	%	Not sure	Disagree	Strongly disagree	%	Not applicable	Grand Total
No	2105	1464	58%	542	609	1311	31%	77	6108
Not Answered	8	13	36%	6	5	24	50%	2	58
Prefer not to say	48	72	28%	50	55	184	56%	21	430
Yes	123	109	40%	66	68	203	46%	16	585
Grand Total	2284	1658	55%	664	737	1722	34%	116	7181

Overall, what would your preference be for the future of this measure? - traffic filter at Dulwich Village											
Are you disabled	a. Return it to the original state		b. Retain it as it is		c. Install a different kind of measure		d. Retain the measure, but modify/ enhance it with other features		Not Answered		Grand Total
No	3377	55%	102	17%	462	7%	657	11%	660	11%	6180
Not Answered	92	76%	6	5%	9	7%	2	2%	12	10%	121
Prefer not to say	355	82%	15	3%	16	4%	22	5%	27	6%	435
Yes	391	65%	54	9%	44	7%	41	7%	67	11%	597
Grand Total	4215	57%	109	15%	531	7%	722	10%	766	10%	7333

As these charts show, residents who state a disability are significantly less likely than those who do not to support the 'Streets for People' aims or the traffic filter in Dulwich Village.

How have the road changes affected older people?

These questions were put to all respondents, but the tables below split the data by the stated age of the respondent.

How have the road changes affected older people? - Made it easier / I feel more confident to get around on foot locally											
Age	Strongly agree		Agree		Not sure		Disagree		Strongly disagree		Grand Total
Under 16	21	24%	14	16%	24	28%	9	10%	18	21%	86
16 - 17	5	17%	1	3%	8	27%	5	17%	11	37%	30
18 - 24	19	17%	7	6%	26	23%	25	22%	37	32%	114
25 - 34	85	15%	47	8%	242	43%	63	11%	121	22%	558
35 - 44	164	12%	92	7%	578	42%	237	17%	298	22%	1369
45 - 54	136	9%	102	7%	486	33%	364	25%	397	27%	1485
55 - 64	127	10%	107	9%	221	18%	349	29%	413	34%	1217
65 - 74	70	9%	53	7%	81	11%	251	33%	299	40%	754

75 - 84	26	9%	15	5%	27	9%	102	34%	126	43%	296
85 - 94	4	12%		0%	3	9%	9	27%	17	52%	33
95+		0%		0%		0%		0%	2	100%	2
Grand Total	669	11%	447	7%	1720	28%	1446	24%	1800	30%	6082

How have the road changes affected older people? It has made me feel more connected to my friends and neighbours in my street

Age	Strongly agree		Agree		Not sure		Disagree		Strongly disagree		Grand Total
Under 16	22	26%	11	13%	22	26%	10	12%	19	23%	84
16 - 17	4	13%	1	3%	7	23%	6	19%	13	42%	31
18 - 24	16	14%	7	6%	29	25%	23	20%	39	34%	114
25 - 34	78	14%	47	9%	222	40%	72	13%	132	24%	551
35 - 44	160	12%	100	7%	517	38%	246	18%	327	24%	1350
45 - 54	123	8%	101	7%	459	32%	360	25%	413	28%	1456
55 - 64	106	9%	89	7%	222	18%	393	33%	398	33%	1208
65 - 74	53	7%	49	7%	87	12%	279	38%	275	37%	743
75 - 84	19	6%	21	7%	31	11%	108	37%	114	39%	293
85 - 94	3	9%	3	9%	5	15%	9	27%	13	39%	33
95+		0%		0%		0%		0%	2	100%	2
Grand Total	592	10%	440	7%	1623	27%	1541	26%	1797	30%	5993

How have the road changes affected older people? - Made it easier to get around by bike or scooter/ mobility scooter

Age	Strongly agree		Agree		Not sure		Disagree		Strongly disagree		Grand Total
Under 16	23	27%	9	11%	23	27%	7	8%	23	27%	85
16 - 17	3	10%	1	3%	6	21%	6	21%	13	45%	29
18 - 24	19	17%	6	5%	29	25%	24	21%	36	32%	114
25 - 34	89	16%	43	8%	237	43%	66	12%	112	20%	547
35 - 44	176	13%	89	7%	572	43%	211	16%	284	21%	1332

45 - 54	151	10%	88	6%	519	36%	317	22%	375	26%	1450
55 - 64	125	11%	98	8%	314	27%	304	26%	341	29%	1182
65 - 74	65	9%	53	8%	172	25%	165	24%	237	34%	692
75 - 84	14	5%	15	6%	65	25%	62	24%	104	40%	260
85 - 94	3	10%		0%	4	14%	6	21%	16	55%	29
95+		0%		0%		0%		0%	2	100%	2
Grand Total	678	12%	411	7%	1970	34%	1196	20%	1593	27%	5848

How have the road changes affected older people? - It takes longer to get around by car

Age	Strongly agree		Agree		Not sure		Disagree		Strongly disagree		Grand Total
Under 16	28	33%	12	14%	32	38%	6	7%	6	7%	84
16 - 17	19	66%	1	3%	5	17%	2	7%	2	7%	29
18 - 24	69	60%	15	13%	22	19%	8	7%	1	1%	115
25 - 34	267	48%	43	8%	184	33%	35	6%	22	4%	551
35 - 44	736	55%	145	11%	368	27%	57	4%	43	3%	1349
45 - 54	928	63%	180	12%	283	19%	45	3%	36	2%	1472
55 - 64	841	70%	170	14%	116	10%	41	3%	27	2%	1195
65 - 74	529	72%	123	17%	43	6%	19	3%	25	3%	739
75 - 84	221	75%	42	14%	12	4%	7	2%	12	4%	294
85 - 94	28	82%	3	9%		0%	1	3%	2	6%	34
95+	2	100%		0%		0%		0%		0%	2
Grand Total	3769	63%	746	12%	1081	18%	227	4%	181	3%	6004

How have the road changes affected older people? - It takes longer for my family / carers to visit / change their visits

Age	Strongly agree		Agree		Not sure		Disagree		Strongly disagree		Grand Total
Under 16	30	36%	4	5%	33	39%	9	11%	8	10%	84
16 - 17	18	60%		0%	8	27%	2	7%	2	7%	30
18 - 24	63	55%	6	5%	31	27%	11	10%	3	3%	114

25 - 34	219	40%	32	6%	232	43%	32	6%	29	5%	544
35 - 44	609	46%	89	7%	508	38%	58	4%	60	5%	1324
45 - 54	791	55%	143	10%	415	29%	42	3%	45	3%	1436
55 - 64	707	62%	104	9%	254	22%	48	4%	33	3%	1146
65 - 74	439	62%	96	14%	102	14%	38	5%	34	5%	709
75 - 84	190	68%	37	13%	27	10%	11	4%	14	5%	279
85 - 94	26	76%	4	12%	2	6%		0%	2	6%	34
95+	2	100%		0%		0%		0%		0%	2
Grand Total	3186	55%	525	9%	1629	28%	259	4%	235	4%	5834

How have the road changes affected older people? Streets with benches and resting places help me stay comfortable when making local journeys, shopping or meeting friends

Age	Strongly agree	Agree	Not sure	Disagree	Strongly disagree	Grand Total					
Under 16	30	35%	10	12%	22	26%	6	7%	17	20%	85
16 - 17	5	18%	2	7%	7	25%	3	11%	11	39%	28
18 - 24	21	18%	8	7%	36	31%	20	17%	30	26%	115
25 - 34	97	18%	77	14%	249	46%	40	7%	80	15%	543
35 - 44	197	15%	154	12%	585	44%	155	12%	224	17%	1315
45 - 54	171	12%	191	13%	541	38%	209	15%	306	22%	1418
55 - 64	158	13%	178	15%	313	26%	233	20%	303	26%	1185
65 - 74	85	12%	123	17%	171	23%	147	20%	208	28%	734
75 - 84	40	14%	43	15%	56	20%	69	24%	79	28%	287
85 - 94	6	19%	5	16%	4	13%	4	13%	12	39%	31
95+	1	50%		0%		0%		0%	1	50%	2
Grand Total	832	14%	805	14%	2014	34%	902	15%	1321	22%	5874

The tables below show the outcomes of a couple of the key questions from the general survey when grouped by the stated age of respondents.

Do you agree with the aims of the schemes, listed under 'Streets for People' above?									
	Strongly agree	Agree	%	Not sure	Disagree	Strongly disagree	%	Not applicable	Grand Total
Under 16	71	18	79%	9	4	11	13%		113
16 - 17	12	6	45%	6	4	12	40%		40
18 - 24	53	19	53%	12	14	36	36%	3	137
25 - 34	356	146	68%	44	52	134	25%	8	740
35 - 44	669	397	63%	131	132	342	28%	20	1691
45 - 54	524	403	53%	167	197	443	36%	29	1763
55 - 64	310	300	48%	145	148	344	39%	28	1275
65 - 74	146	200	46%	75	102	216	42%	12	751
75 - 84	41	75	40%	37	50	83	45%	7	293
85 - 94	4	8	36%	7	7	7	42%		33
95+			0%			2	100%		2
Grand Total	2284	1658	55%	664	737	1722	34%	116	7181

Overall, what would your preference be for the future of this measure? -traffic filter at Dulwich Village											
	a. Return it to the original state		b. Retain it as it is		c. Install a different kind of measure		d. Retain the measure, but modify/ enhance it with other features		Not Answered		Grand Total
Under 16	43	38%	45	39%		0%	15	13%	11	10%	114
16 - 17	25	63%	6	15%		0%	4	10%	5	13%	40
18 - 24	75	55%	20	15%	4	3%	19	14%	19	14%	137
25 - 34	320	43%	175	24%	33	4%	91	12%	123	17%	742
35 - 44	859	50%	301	18%	143	8%	214	13%	184	11%	1701
45 - 54	1033	58%	251	14%	152	9%	175	10%	168	9%	1779
55 - 64	824	64%	157	12%	102	8%	106	8%	102	8%	1291
65 - 74	523	68%	72	9%	52	7%	55	7%	67	9%	769

75 - 84	216	71%	21	7%	19	6%	19	6%	29	10%	304
85 - 94	30	83%	1	3%	2	6%	2	6%	1	3%	36
95+	1	50%		0%		0%		0%	1	50%	2
(blank)	266	64%	50	12%	24	6%	22	5%	56	13%	418
Grand Total	4215	57%	1099	15%	531	7%	722	10%	766	10%	7333

As this data clearly suggests, support for the 'Streets for People' aims and for the filter at Dulwich Village broadly declines with the age of the resident. Older residents are also more likely to favour outright removal rather than modification of the measures or a different measure.

We held an Equality Focus meeting with older (over 65) residents to explore their needs and concerns in greater depth. Over 70 residents participated. A wide range of views were expressed. More detail can be found in the Equality Impact Assessment, but in summary:-

- Many older residents rely on their car for day-to-day living and have found the filters and timed restrictions difficult
- Many feel it is not practical to ask them to use a bicycle or walk more, particularly if they are at the older end of the age range
- For some, the restrictions have caused a degree of anxiety – for example having to plan journeys to beat the timed closures
- Some feel it is unfair on those who may be frail but who are not blue badge holders – it can be difficult to have family or carers to visit
- Some older residents have welcomed the opportunity to use their car less and be more active – and appreciate the quieter streets in their neighbourhood. They felt there was a responsibility for all to reduce car use.

[What can we do using highways measures to support older people and people with disabilities?](#)

Again, this question was asked of all respondents, but the data has been split by disability and age.

Are you disabled	Permit access / reduce timed closures	More disabled parking bays	Improved levels at kerbs and crossings	Permanent wider pavements	Replace physical closures with timed camera access	Better access to public transport, stations and stops	Other – please explain if you wish
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Yes	245	209	231	153	122	297	150
No	1620	1241	2267	1632	902	2716	569
Prefer not to say	119	80	138	55	71	187	113
Not Answered	14	4	8	3	5	14	8
Grand Total	1998	1534	2644	1843	1100	3214	840
Your age	Permit access / reduce timed closures	More disabled parking bays	Improved levels at kerbs and crossings	Permanent wider pavements	Replace physical closures with timed camera access	Better access to public transport, stations and stops	Other – please explain if you wish
Under 16	20	31	45	46	9	50	12
16 - 17	8	7	13	9	5	18	4
18 - 24	36	28	42	35	20	62	16
25 - 34	140	174	313	264	81	320	70
35 - 44	357	324	641	510	198	744	172
45 - 54	459	369	636	432	250	794	176
55 - 64	435	321	512	298	234	615	191
65 - 74	301	165	251	153	178	397	116
75 - 84	166	68	92	48	81	119	56
85 - 94	24	11	17	6	15	13	6
95+	1	1	1			1	1
Grand Total	1998	1534	2644	1843	1100	3214	840

All sections expressed an interest in better public transport services. Older people and people with disabilities were moderately more interested in changing the overall scheme – with permit access or reducing timed closures – than in improving kerbs and crossings.

Key questions by ethnic background

Do you agree with the aims of the schemes, listed under 'Streets for People' above?									
	Strongly agree	Agree		Not sure	Disagree	Strongly disagree		Not applicable	Grand Total
Any other Asian (please specify if you wish)	8		30%	6	2	11	48%		27
Asian British	18	16	31%	14	12	45	53%	3	108
Bengali		1	17%	2		3	50%		6
Black British	14	11	21%	14	21	55	64%	3	118
Black Caribbean	4	6	25%	2	4	24	70%		40
Chinese	7	11	49%	3	5	10	41%	1	37
Filipino	3		75%		1		25%		4
Ghanaian			0%	1			0%		1
Gypsy, Roma or Irish Traveller		1	100%				0%		1
Indian	9	12	35%	4	6	28	57%	1	60
Latin American	5		38%	4	2	2	31%		13
Mixed White Black African	4	2	32%	2	1	9	53%	1	19
Mixed White/Asian	25	22	69%	7	5	9	21%		68
Mixed white/Black Caribbean	8	7	38%	6	4	13	43%	2	40
Nigerian	3	2	50%	1	2	2	40%		10
Other African	3	2	63%	1		2	25%		8
Other Black (please specify if you wish)	1	1	40%		3		60%		5
Other ethnic background (please specify if you wish)	29	25	40%	10	23	47	52%	1	135
Other European	122	72	55%	40	34	80	32%	5	353

Other Mixed background (please specify if you wish)	23	10	60%	4	6	12	33%		55
Other White (please specify if you wish)	144	81	63%	24	33	70	29%	6	358
Pakistani	3	3	75%		2		25%		8
Sierra Leonean			0%			1	100%		1
Somali			0%			1	100%		1
Vietnamese		2	67%			1	33%		3
White British	1374	965	61%	317	357	746	29%	49	3808
White English	100	87	50%	36	52	99	40%	2	376
White Irish	68	37	57%	12	17	49	36%	2	185
White Northern Irish	3	3	60%	1	1	2	30%		10
White Scottish	23	12	57%	4	8	12	33%	2	61
White Welsh	21	16	55%	5	7	15	33%	3	67
(blank)	262	251	43%	144	129	374	42%	35	1195
Grand Total	2284	1658	55%	664	737	1722	34%	116	7181

Overall, what would your preference be for the future of this measure? - Filter at Dulwich Village										
	a. Return it to the original state		b. Retain it as it is		c. Install a different kind of measure		d. Retain the measure, but modify/ enhance it with other features		Not Answered	Grand Total
Any other Asian (please specify if you wish)	18	67%	3	11%	2	7%	1	4%	3	27
Asian British	81	75%	6	6%	9	8%	6	6%	6	108
Bengali	5	71%		0%	1	14%	1	14%		7
Black British	90	76%	7	6%	4	3%	4	3%	14	119
Black Caribbean	27	66%	1	2%	2	5%		0%	11	41
Chinese	22	59%	7	19%	5	14%	1	3%	2	37

Filipino	2	40%	1	20%		0%	2	40%		5
Ghanaian	1	100%		0%		0%		0%		1
Gypsy, Roma or Irish Traveller	1	100%		0%		0%		0%		1
Indian	48	80%	6	10%	2	3%	1	2%	3	60
Latin American	7	54%	2	15%		0%	1	8%	3	13
Mixed White Black African	16	80%		0%		0%	1	5%	3	20
Mixed White/Asian	38	56%	8	12%	5	7%	10	15%	7	68
Mixed white/Black Caribbean	30	71%	2	5%	1	2%	6	14%	3	42
Nigerian	8	80%	1	10%	1	10%		0%		10
Other African	3	38%	1	13%		0%	1	13%	3	8
Other Black (please specify if you wish)	2	40%		0%	1	20%	1	20%	1	5
Other ethnic background (please specify if you wish)	92	68%	13	10%	10	7%	8	6%	13	136
Other European	174	49%	59	17%	31	9%	43	12%	49	356
Other Mixed background (please specify if you wish)	30	55%	12	22%	1	2%	5	9%	7	55
Other White (please specify if you wish)	163	45%	67	19%	33	9%	55	15%	44	362
Pakistani	3	38%	1	13%		0%	2	25%	2	8
Sierra Leonean	1	100%		0%		0%		0%		1
Somali	1	100%		0%		0%		0%		1

Vietnamese	1	33%		0%		0%		0%	2	3
White British	2078	54%	678	18%	288	7%	433	11%	379	3856
White English	234	62%	44	12%	33	9%	31	8%	37	379
White Irish	100	53%	35	19%	11	6%	20	11%	22	188
White Northern Irish	6	60%		0%	1	10%	3	30%		10
White Scottish	33	53%	12	19%	6	10%	4	6%	7	62
White Welsh	38	57%	10	15%	3	4%	10	15%	6	67
(blank)	862	68%	123	10%	81	6%	72	6%	139	1277
Grand Total	4215	57%	1099	15%	531	7%	722	10%	766	7333

People of Black and Asian ethnic backgrounds, where there were sufficient responses to be statistically relevant, tended to be more strongly against the measures and to disagree with the ‘Streets for People’ aims. It is unclear from the data what the cause of this trend is – it could relate to the location, age profile or employment profile of respondents – and it is worth further investigation.

We also held an equality focus meeting with Black, Asian and Minority Ethnic residents (by invitation based on responses to the survey). As well as raising concerns for older and disabled residents, and minority ethnic-owned businesses, attendees noted that Black, Asian and Minority Ethnic people were more likely to live in areas outside of Dulwich Village, such as East Dulwich and Peckham – therefore not benefitting from the low traffic measures and potentially experiencing higher traffic volumes. More details of this meeting and the issues raised can be found in the Equality Impact Assessment.

Key questions by sex

Overall, what would your preference be for the future of this measure? - Dulwich Village traffic filter											
Sex	a. Return it to the original state		b. Retain it as it is		c. Install a different kind of measure		d. Retain the measure, but modify/ enhance it with other features		Not Answered		Grand Total
Female	1888	59%	420	13%	282	9%	280	9%	320	10%	3190
Male	1405	50%	544	19%	168	6%	370	13%	304	11%	2791

Other (please specify if you wish)	10	67%	1	7%	1	7%		0%	3	20%	15
Prefer not to say	244	76%	21	7%	20	6%	13	4%	25	8%	323
Not Answered	668	66%	113	11%	60	6%	59	6%	114	11%	1014
Grand Total	4215	57%	1099	15%	531	7%	722	10%	766	10%	7333

Key questions by religion

Overall, what would your preference be for the future of this measure? - traffic filter in Dulwich Village											
Row Labels	a. Return it to the original state		b. Retain it as it is		c. Install a different kind of measure		d. Retain the measure, but modify/ enhance it with other features		Not Answered		Grand Total
Buddhist	26	52%	8	16%	2	4%	7	14%	7	14%	50
Christian	1262	64%	234	12%	142	7%	151	8%	171	9%	1960
Hindu	58	85%	1	1%	5	7%	3	4%	1	1%	68
Jewish	33	53%	10	16%	5	8%	9	15%	5	8%	62
Muslim	38	60%	2	3%	4	6%	10	16%	9	14%	63
Sikh	6	67%	1	11%		0%		0%	2	22%	9
No religion	1373	47%	617	21%	217	7%	388	13%	333	11%	2928
Other	300	64%	43	9%	34	7%	34	7%	60	13%	471
(blank)	1119	65%	183	11%	122	7%	120	7%	178	10%	1722
Grand Total	4215	57%	1099	15%	531	7%	722	10%	766	10%	7333

Key questions by pregnancy and maternity

Overall, what would your preference be for the future of this measure? - traffic filters at Dulwich Village											
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Are you currently pregnant and / or on maternity leave?	a. Return it to the original state		b. Retain it as it is		c. Install a different kind of measure		d. Retain the measure, but modify/ enhance it with other features		Not Answered		Grand Total
No	2938	54%	907	17%	413	8%	591	11%	553	10%	5402
Not Answered	884	64%	157	11%	84	6%	94	7%	154	11%	1373
Prefer not to say	308	75%	23	6%	25	6%	18	4%	36	9%	410
Yes	85	57%	12	8%	9	6%	19	13%	23	16%	148
Grand Total	4215	57%	1099	15%	531	7%	722	10%	766	10%	7333

Key questions by household income

Overall, what would your preference be for the future of this measure? - traffic filters at Dulwich Village											
Roughly what is your household income?	a. Return it to the original state		b. Retain it as it is		c. Install a different kind of measure		d. Retain the measure, but modify/ enhance it with other features		Not Answered		Grand Total
under £20,000	160	62%	31	12%	18	7%	18	7%	30	12%	257
£20,000 to £30,000	195	59%	32	10%	20	6%	28	8%	56	17%	331
£30,001 to £40,000	195	54%	53	15%	23	6%	32	9%	56	16%	359
£40,001 to £50,000	183	52%	61	17%	27	8%	49	14%	31	9%	351
£50,001 to £60,000	164	48%	66	19%	26	8%	46	14%	38	11%	340
£60,001 to £70,000	126	46%	60	22%	16	6%	31	11%	41	15%	274
over £70,000	890	46%	419	21%	158	8%	286	15%	201	10%	1954
Prefer not to say	1540	68%	230	10%	167	7%	153	7%	172	8%	2262

Not Answered	762	63%	147	12%	76	6%	79	7%	14	12%	1205
Grand Total	4215	57%	1099	15%	531	7%	722	10%	76	10%	7333

Key questions by employment status

Overall, what would your preference be for the future of this measure? - traffic filters at Dulwich Village											
What is your current employment status?	a. Return it to the original state		b. Retain it as it is		c. Install a different kind of measure		d. Retain the measure, but modify/enhance it with other features		Not Answered		Grand Total
Full-time employed	1316	50%	497	19%	183	7%	313	12%	314	12%	2623
Part-time employed	321	50%	127	20%	56	9%	80	12%	62	10%	646
Retired	601	66%	85	9%	75	8%	68	7%	84	9%	913
Self-employed	577	58%	134	13%	77	8%	111	11%	95	10%	994
Student	100	45%	66	30%	5	2%	29	13%	20	9%	220
Unemployed	78	57%	17	13%	10	7%	18	13%	13	10%	136
Other (please specify)	60	54%	14	13%	12	11%	14	13%	11	10%	111
Prefer not to say	460	77%	38	6%	43	7%	21	4%	37	6%	599
Not Answered	702	64%	121	11%	70	6%	68	6%	130	12%	1091
Grand Total	4215	57%	1099	15%	531	7%	722	10%	766	10%	7333

Key questions by education level

Overall, what would your preference be for the future of this measure? - traffic filters at Dulwich Village											
What is the highest level of education you have completed?	a. Return it to the original state		b. Retain it as it is		c. Install a different kind of measure		d. Retain the measure, but modify/enhance it with other features		Not Answered		Grand Total
	Secondary school	185	68%	25	9%	15	6%	15	6%	31	
College/further education	349	65%	53	10%	41	8%	30	6%	65	12%	538
Graduate level	1158	55%	349	17%	146	7%	227	11%	218	10%	2098
Postgraduate level	1312	50%	483	18%	216	8%	338	13%	262	10%	2611
Prefer not to say	493	72%	60	9%	43	6%	32	5%	58	8%	686
Not Answered	718	64%	129	11%	70	6%	80	7%	132	12%	1129
Grand Total	4215	57%	1099	15%	531	7%	722	10%	766	10%	7333

Key questions by housing tenure

Overall, what would your preference be for the future of this measure? - traffic filters at Dulwich Village											
What is your housing situation?	a. Return it to the original state		b. Retain it as it is		c. Install a different kind of measure		d. Retain the measure, but modify/enhance it with other features		Not Answered		Grand Total

I am buying my home with the help of a mortgage	1081	50%	390	18%	182	8%	269	12%	232	11%	2154
I live with family/friends/rent free	117	49%	57	24%	6	3%	42	18%	17	7%	239
I own my home outright	1328	60%	304	14%	191	9%	228	10%	179	8%	2230
I rent from a private landlord	194	37%	141	27%	18	3%	66	13%	103	20%	522
I rent from the council/housing association	115	72%	5	3%	6	4%	4	3%	30	19%	160
Shared ownership	38	48%	10	13%	7	9%	12	15%	12	15%	79
Other (please specify if you wish)	22	63%	5	14%	1	3%	4	11%	3	9%	35
Prefer not to say	602	75%	65	8%	51	6%	26	3%	60	7%	804
Not Answered	718	65%	122	11%	69	6%	71	6%	130	12%	1110
Grand Total	4215	57%	1099	15%	531	7%	722	10%	766	10%	7333

Responses by street

The table below lists responses from all the streets within the consultation zone, in order by number of responses. The percentage given is an indicative figure only (no. of responses by no. of properties) and e.g. does not reflect numbers of single v multi-occupancy houses.

Street	No. of properties	No. of responses	%
CROXTED ROAD	223	289	130%
LORDSHIP LANE	1428	175	12%
COURT LANE	169	173	102%
MELBOURNE GROVE	276	143	52%
TURNEY ROAD	148	141	95%
EAST DULWICH GROVE	364	138	38%
WOODWARDE ROAD	178	137	77%
BURBAGE ROAD	173	125	72%

UPLAND ROAD	289	110	38%
CHAMPION HILL	506	104	21%
FRIERN ROAD	205	98	48%
UNDERHILL ROAD	347	97	28%
CALTON AVENUE	77	96	125%
BARRY ROAD	598	89	15%
DOVERCOURT ROAD	96	88	92%
DULWICH VILLAGE	125	85	68%
CRYSTAL PALACE ROAD	550	81	15%
LANDELLS ROAD	240	80	33%
COLLEGE ROAD	48	77	160%
STRADELLA ROAD	86	73	85%
TOWNLEY ROAD	41	70	171%
HOLMDENE AVENUE	165	69	42%
BEAVAL ROAD	128	67	52%
HALF MOON LANE	209	67	32%
ALLEYN PARK	2	65*	3250%
CAMBERWELL GROVE	282	63	22%
DERWENT GROVE	96	62	65%
GILKES CRESCENT	45	59	131%
DUNSTANS ROAD	134	51	38%
PICKWICK ROAD	51	47	92%
WINTERBROOK ROAD	59	47	80%
BECKWITH ROAD	123	46	37%
RED POST HILL	145	45	31%
ELFINDALE ROAD	115	44	38%
DELAWYK CRESCENT	108	43	40%
GLENGARRY ROAD	189	41	22%
GROVE PARK	22	41	186%
OVERHILL ROAD	474	41	9%

DANECROFT ROAD	81	40	49%
RUSKIN WALK	77	38	49%
HOLLINGBOURNE ROAD	78	37	47%
DULWICH COMMON	77	36	47%
GROVE LANE	217	36	17%
FRANKFURT ROAD	95	35	37%
GOODRICH ROAD	108	35	32%
LANDCROFT ROAD	156	35	22%
HAWARDEN GROVE	1	34*	3400%
ASHBOURNE GROVE	81	33	41%
PECKHAM RYE	121	33	27%
ELMWOOD ROAD	99	32	32%
CARVER ROAD	52	31	60%
DESENFANS ROAD	25	31	124%
HEBER ROAD	87	31	36%
COURT LANE GARDENS	22	30	136%
THURLOW PARK ROAD	20	29	145%
CASINO AVENUE	130	28	22%
HERNE HILL	160	27	17%
TROSSACHS ROAD	53	27	51%
ELSIE ROAD	49	26	53%
GROVE VALE	351	26	7%
HINDMANS ROAD	178	26	15%
NORWOOD ROAD	57	26	46%
COLWELL ROAD	73	25	34%
DRUCE ROAD	30	25	83%
EAST DULWICH ROAD	400	25	6%
PLAYFIELD CRESCENT	78	25	32%
CHESTERFIELD GROVE	75	24	32%
HAYES GROVE	64	24	38%

PELLATT ROAD	103	24	23%
BAWDALE ROAD	79	23	29%
ONDINE ROAD	115	23	20%
WORLINGHAM ROAD	92	23	25%
FRANK DIXON WAY	24	22	92%
TARBERT ROAD	74	22	30%
VILLAGE WAY	23	22	96%
WHATELEY ROAD	106	22	21%
CRAWTHEW GROVE	95	21	22%
DEKKER ROAD	56	21	38%
DENMARK HILL	148	21	14%
SUNRAY AVENUE	102	21	21%
ULVERSCROFT ROAD	112	21	19%
AYSGARTH ROAD	36	20	56%
EYNELLA ROAD	30	20	67%
OGLANDER ROAD	12	20	167%
IVANHOE ROAD	40	19	48%
SILVESTER ROAD	131	19	15%
FELLBRIGG ROAD	76	18	24%
GROVE HILL ROAD	79	18	23%
MOUNT ADON PARK	62	18	29%
RODWELL ROAD	89	18	20%
ARCHDALE ROAD	61	17	28%
COLLEGE GARDENS	22	17	77%
EASTLANDS CRESCENT	26	17	65%
HANSLER ROAD	55	17	31%
ST FRANCIS ROAD	62	17	27%
TELL GROVE	24	17	71%
THE GARDENS	304	17	6%
ABBOTSWOOD ROAD	90	16	18%

BASSANO STREET	48	16	33%
BELVOIR ROAD	74	16	22%
DARRELL ROAD	85	16	19%
GREAT SPILMANS	21	16	76%
JENNINGS ROAD	55	16	29%
ARDBEG ROAD	60	15	25%
BLACKWATER STREET	54	15	28%
COPELSTON ROAD	74	15	20%
DYLWAYS	88	15	17%
TINTAGEL CRESCENT	35	15	43%
ADYS ROAD	27	14	52%
ALLISON GROVE	20	13	65%
HIGHWOOD CLOSE	107	13	12%
HILLSBORO ROAD	26	13	50%
HILLCOURT ROAD	2	12*	600%
MATHAM GROVE	51	12	24%
PYTCHLEY ROAD	307	12	4%
WARMINGTON ROAD	32	12	38%
WOODYARD LANE	9	12	133%
DULWICH ROAD	4	11	275%
MELFORD ROAD	92	11	12%
NORTH CROSS ROAD	107	11	10%
NUTFIELD ROAD	63	11	17%
DOG KENNEL HILL	61	10	16%
GALLERY ROAD	17	10	59%
SHAWBURY ROAD	44	10	23%
BOXALL ROAD	21	9	43%
FRANK DIXON CLOSE	10	9	90%
NAIRNE GROVE	25	9	36%
QUORN ROAD	273	9	3%

THOMPSON ROAD	38	9	24%
ZENORIA STREET	42	9	21%
BROMAR ROAD	67	8	12%
DEVENTER CRESCENT	34	8	24%
HINCKLEY ROAD	29	8	28%
KELMORE GROVE	38	8	21%
KESTON ROAD	66	8	12%
LACON ROAD	50	8	16%
RAILTON ROAD	8	8	100%
ROSEWAY	12	8	67%
THE HAMLET	38	8	21%
TYRRELL ROAD	105	8	8%
WYNEHAM ROAD	44	8	18%
AMOTT ROAD	16	7	44%
ANDERTON CLOSE	12	7	58%
LYTCOTT GROVE	28	7	25%
MILKWOOD ROAD	3	7	233%
MUSCHAMP ROAD	3	7	233%
SOLWAY ROAD	67	7	10%
STORIES MEWS	15	7	47%
ALBRIGHTON ROAD	264	6	2%
BEAULIEU CLOSE	25	6	24%
HAMBLEDON PLACE	9	6	67%
HILVERSUM CRESCENT	20	6	30%
SHAW ROAD	18	6	33%
VELDE WAY	8	6	75%
ARNHEM WAY	11	5	45%
BESANT PLACE	23	5	22%
FROGLEY ROAD	22	5	23%
MITCHELLS PLACE	10	5	50%

SPENSER MEWS	5	5	100%
STEEN WAY	14	5	36%
THORNCOMBE ROAD	20	5	25%
WANLEY ROAD	42	5	12%
BURROW ROAD	246	4	2%
BUXTED ROAD	13	4	31%
DOMETT CLOSE	32	4	13%
ISEL WAY	11	4	36%
JARVIS ROAD	8	4	50%
MALDON CLOSE	22	4	18%
RYCOTT PATH	10	4	40%
RYECOTES MEAD	13	4	31%
ST BARNABAS CLOSE	8	4	50%
CHAMPION PARK	95	3	3%
COURTMEAD CLOSE	17	3	18%
FERRIS ROAD	48	3	6%
GOWLETT ROAD	86	3	3%
HOLMES CLOSE	11	3	27%
HOWLETTS ROAD	9	3	33%
KEMPIS WAY	10	3	30%
LANGFORD GREEN	45	3	7%
MARSDEN ROAD	2	3	150%
MILO ROAD	6	3	50%
NIMEGAN WAY	14	3	21%
PLOUGH LANE	9	3	33%
POND MEAD	18	3	17%
ROYAL GEORGE MEWS	3	3	100%
SAGE MEWS	4	3	75%
SPURLING ROAD	26	3	12%
BLANCHDOWNNE	30	2	7%

CANNING CROSS	15	2	13%
CHAMPION GROVE	60	2	3%
CHARLES TALBOT MEWS	6	2	33%
DELFT WAY	9	2	22%
ETHEROW STREET	22	2	9%
GIANT ARCHES ROAD	3	2	67%
GREEN DALE	24	2	8%
GREEN DALE CLOSE	9	2	22%
GROVELANDS CLOSE	18	2	11%
HARFIELD GARDENS	1	2	200%
MONCLAR ROAD	33	2	6%
NORCROFT GARDENS	37	2	5%
OAKHURST GROVE	208	2	1%
OXONIAN STREET	10	2	20%
RAILWAY RISE	3	2	67%
STREAMLINE MEWS	28	2	7%
TALBOT ROAD	16	2	13%
TINTAGEL GARDENS	4	2	50%
VALE END	4	2	50%
ACRE DRIVE	10	1	10%
BASS MEWS	14	1	7%
HENRY DENT CLOSE	7	1	14%
SPRINGHILL CLOSE	13	1	8%
TERBORCH WAY	7	1	14%
WINDSOR WALK	3	1	33%
ARNOULD AVENUE	20	0	0%
DONKEY ALLEY	9	0	0%
DOWSON CLOSE	28	0	0%
DULWICH RISE GARDENS	4	0	0%
MCNEIL ROAD	9	0	0%

PIRIE CLOSE	4	0	0%
STORIES ROAD	2	0	0%
WELLINGTON MEWS	9	0	0%

* A few streets have exceptionally high % response rates – this generally reflects that the street is only partially within the consultation zone, but residents from other parts of the street are still counted in the responses.

Summary of email representations made from local organisations:

Age Speaks (on behalf of 70 older people in Dulwich):

- Climate changes measures should not disproportionately impact older people
- Consultation has not reached older people
- Increase stress, anxiety and social isolation
- Negative impact on attending medical appointments, hospital visits and problems with carers

Home Instead Senior Care

The current traffic measure is severely impeding the passage of carers to visit their service users in a timely and safe manner but is reducing the pool of carers willing to do calls in the Dulwich area.

Please can health and social care workers be given permits/ passes to enable them to bypass these restrictions?

Townley Road residents

Traffic measures have increased traffic, outside school and medical centre. Provided a proposal to mitigate the issues.

Stradella and Springfield Residents Association

Hours of restriction on Burbage Road need to be increased to 7am to ensure the scheme is achieving aims of low-traffic neighbourhood.

Mums for Lungs

Support schemes to reduce parking such as controlled parking zones, install segregated cycle lanes, introducing green screens on routes showing displaced traffic, work more closely with Lambeth Council and TfL to tackle congestion and improve communications to presenting aims and objectives of low-traffic schemes.

Southwark Cyclists

Additional measures such as 24/7 closures to ensure accordance with Department for Transport, LTN 1/20 design guidance which states traffic volumes on non-main roads need to be below 2500.

Thurlow Park Cllrs (Lambeth)

Work with Lambeth Council to re-design the Herne Hill junction and consider amending Dulwich Streetspace measure on Burbage Road to ease congestion on Croxted Road.

Dance Schools/Teachers/The Performing Arts/Businesses/ Organisations

Business provision has benefits for public health that include improving health and wellbeing, tackling loneliness and social cohesion, health for the elderly, mental health improvements for elderly and young people and obesity but road closures have made access to these provisions harder.

Croxted Road Residents Associations

The ETOs are not delivering the Council's stated objectives, are socially unjust, discriminate against vulnerable groups in contravention of The Equality Act 2010, do not have the support of the local community, are not bringing about a modal shift, are damaging local businesses, lack adequate, evidence-based, monitoring of its objectives, are making life less safe for local residents by blocking access for Emergency Services and have disrupted road networks, causing the Council to fail to fulfil its obligation under the Traffic Management Act 2004 to ensure they are managed effectively.

Dulwich Alliance

Residents do not support 24/7 closure at Calton Avenue.

The road schemes do not tackle the climate emergency, cause delays to emergency services, increasing healthy and wellbeing inequalities, discriminate against residents with protected characteristic groups, failed to publish and EqIA, flawed consultation process, created social division, do not encourage people to shop at local businesses,

Dulwich Village, College Road and Woodyard Lane Residents Association

Concerns with displaced traffic, longer journey times for residents, detrimental impact on local businesses. Support the junction being opened with timed camera access and permits granted for residents.

Burbage Road Residents' Association/ Turney Road Residents Association

Reported concerns with speeding issues, safety at nearby zebra crossings, increase in traffic at certain times, poor driving behaviour, poor signage, increased parking displacement.

Dulwich Safer Routes to School

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. Encourages Southwark to consider increasing parking restrictions, protected cycle facilities, designing of pedestrian priority, network of door to door walking and cycling routes.

Eynella Road Residents Association

A survey was carried out with a sample of residents which indicated support for removing restrictions or introducing timed restrictions.

East Dulwich Grove Residents

Measures have increased traffic on to East Dulwich Grove, where there are a number of schools. Support objectives but do not think it should come at the expense of others and therefore support timed restrictions over 24/7 closures.

Dovercourt Road Residents

Carried out survey with a sample of residents which showed support for re-opening the Dulwich Village junction.

The Dulwich Estate

Raised concerns with consultation process, evidence base, support a permit system, increased congestion, business servicing, hours of restriction and parking, signage.

Southwark Living Streets

Provided proposals to increase measures that prohibit motor traffic such as 24/7 closures and an increase in traffic filters in the area.

Coalition4Dulwich

Support the current, informal 'Dulwich Square' created by the filters at Court and Calton to become a valuable public amenity for patrons of the village shops, pedestrians, elderly and disabled, all kinds of bikes and mobility aids, and even emergency vehicles.

Hollingbourne Road

One-way on Ruskin Walk has had a negative impact on Hollingbourne Road, and request that the experiment is suspended immediately.