

JAGS – Green Dale/ Deventer Crescent additional comments

Support

1. Please do this for September. The way that people drive/wait/turn around on Greendale completely ignoring the signs is SO dangerous. If these restrictions don't come into effect soon a child on a bike or crossing the street is going to get hit.
2. Great idea.
3. Ideally physical barriers should be used.
4. Preventing all the dangerous and illegal parking/idling/manoeuvring on Green Dale will make it so much safer. This is an active travel corridor for many school children- linking the rest of traffic-free Greendale with the safer streets in Dulwich Village. Please also align with timings of peak travel for kids to other nearby schools (eg Bessemer, DV hamlet and infants, and Alleyns) so that they can also benefit from reduced traffic in their commute.
5. So pleased that you're doing this, it has been needed for a long time as the road is very dangerous with lots of people picking up children from JAGS. Thank you.
6. This is a long overdue school street and is desperately needed to make the journey for children at JAGS, Alleyn's, Dulwich Village schools, Bessemer Grange and the Chatter School East Dulwich safer. There is a longstanding problem with antisocial driving and parking, particularly with the parents dropping children at JAGS school.
7. This school street is very much needed. I cycle up Greendale every morning with my children and it's dangerous to navigate the cars making three point turns at the end of the bike path, and the access to the bike lane at the lights is frequently blocked by illegally parked cars.
8. Currently there's a lot of dangerous parking and idling on Green Dale and it would be great to address this issue please.
9. I strongly support this school street. I am a teacher at Alleyn's and my children go to school in the village. They no longer cycle as they have been knocked off their bikes and had near misses so many times on Greendale. I have regularly emailed JAGS reporting this and begging them to do something to reduce the car flow along this road.
10. Thank you for doing this, it will transform my journey home cycling with two children.
11. Good idea. My children cycle through here to Kingsdale and cars dropping off here are a hazard.
12. THANK YOU!
13. As a resident of East Dulwich Grove Estate for 11+ years, I would love to see a day when Alleyns/JAGs take it upon themselves to assign some of their vast land to a more functional drop-down/pick up set up for parents - something like an airport-style drive in/drive out scenario. Since this is unlikely to ever happen, I'd be glad to see Southwark providing a safer option for Greendale that keeps everyone safe, children AND cyclists. The two must be considered together or I fear we will end up with cyclists shouting at children, parents

shouting at cyclists. Not much different to the current car/cyclist fiasco that happens every day.

14. I'm strongly in favour of this proposal. I live on the opposite side of EDGE and use that entrance to Greendale daily. Everyday around pick up and drop off it is choked with cars, near always oversized 4x4s, either carrying out u-turns etc. or parked in ways that obstruct the entrance the cycle path. JAGS have seemingly failed to do anything to persuade parents to find other ways to get to school. There's a good chance that you will meet resistance from JAGS/parents! I'd be interested in why the council has opted for a ANPR camera, rather than a person with a gate as on Hillsborough.
15. Brilliant idea, we use Greendale all the time with our young children and this will make it much safer. A very small number of parents are currently making it dangerous for hundreds of people walking and scooting and cycling to school and work. Keep up the good work Southwark!
16. I think this would be brilliant. It's much needed. Parents dropping off make this section of Greendale chaotic and hazardous to pedestrians. Please do it!
17. Restrictions should also apply to vehicles at the top of Green Dale, where cars move and are routinely parked outside the flats and nursery where pedestrians, cyclists and dog walkers meet from many angles with all being forced outwards by the unnecessary vehicles there - I have witnessed many accidents. There should be no vehicle parking here and ideally no vehicle access at all. If there are to be any vehicle movements, it should be outside of school hours.
18. Currently dangerous for pedestrians and cyclists having to negotiate cars backing up, reversing, turning around, parking in the cycle lane etc at the end of a major cycle and pedestrian route (greendale), as well as really unpleasant (and dangerous to health) having to cycle / walk through the car fumes of the number of cars running their engines there.
19. So many near misses with people concentrating on parking, turning or double parking that they never consider or look for bikes.
20. We very strongly support this! The street currently is dangerous with the movement of cars around school hours.
21. Great idea.
22. Roll this out as much as possible people must be stopped from dangerous stopping and turning near schools.
23. There should be consideration given to how parents/carers who drive can safely turn their cars around to leave Green Dale. We walk/cycle to school every day and frequently see walkers and cyclists put in danger by car drivers turning their vehicles at the end of Green Dale where the cycle lane and pedestrian walkway emerges. The car drivers often reverse without looking to see whether there are more vulnerable road users or pedestrians behind them. There needs to be a safe place designated for car drivers to turn, away from the Green Dale cycle lane, and enforcement to ensure that they use it. It would be helpful for the pavement at the junction with East Dulwich Grove to be widened. There is insufficient space for all the school children, parents and

carers every morning, and having 2 traffic lanes with cars & coaches streaming past at speed is dangerous.

24. Most of the car omissions come from parents dropping off children at the school anyway, often illegal parking and leaving their engines running. There never appears to be wardens about giving tickets to the parents driving these vehicles.
25. Closure of Melbourne Grove to through traffic seems to have been a great success with kids able to get to school safely and have a safe "filter" between the real world and their school.
26. I have always cycled my two JAGS daughters to school from Camberwell. We take Greendale. We have a cargo bike. We used to be crazy outliers but now there are many other families who have invested in a cargo bike and cycle their children to school (any school in Dulwich) via Greendale. I am a huge believer in encouraging other parents who can to give up the car in favour of a cargo bike, or family bikes. HOWEVER, if the council is serious about encouraging greener routes to schools, it is madness that it provides only 2 cycle stands in the whole of the Greendale/East Dulwich Grove/Townley Road junction and wider area. Dulwich as a whole has a massive shortage of such racks, which seems wholly at odds with plans to restrict vehicular access to the area. Furthermore, most bikes are only insured if they are locked to a cycle stand so failure to provide any meaningful number of racks at that junction and in Dulwich more widely simply acts as another disincentive for investing in alternative, greener, less congesting forms of transport.
27. This area gets so busy at school times - so pleased to see you are going to do this (fingers crossed).
28. Please do implement this school street ASAP and please make sure that people are fined if they break it because it is SOOOOO dangerous on this road for cyclists and pedestrians. The drivers dropping off/picking up children at JAGS have no respect for other road users/road safety/traffic regulations. I and my daughter have almost been driven into twice while cycling to/from Bessemer on Greendales.
29. Very keen on these plans generally in Southwark. Pls keep doing them.
30. As above East Dulwich Grove impact should be monitored. Hopefully this will encourage active travel for those that are currently using the road to drive to school gate/blocking the road.
31. I would welcome extending the scheme to other schools.
32. A school street is the best and only answer to the closed junction in Dulwich Village because if you can offer this for Greendale you should offer it to the closed Village junction.
33. There should be a protected cycle lane on East Dulwich Grove to protect children cycling to school and to feed the Greendale cycle route.
34. Dulwich area suffers from excessive traffic through the day. This could be improved by charging residents and visitors for parking.
35. The parents driving to JAGs impacts not just on these streets but also Dulwich village, East Dulwich and Herne Hill.

36. Keep up the good work. And go further. I've bought a bike thanks to your LTN changes.
37. The signage needs to be really good and clear - not just legal. In the initial weeks of enforcement, there needs to be in-person enforcement to prevent illegal stopping and maneuvers outside the school street. There is no point in merely moving the risk 100m down the street.
38. Please implement.
39. Cameras should be discreet and not be nether uglify/clutter the junction. This should be done for a trial two terms and then reviewed thoroughly i.e. you must go out of your way to ask and ask again the locals and users about the impact on their way of life.
40. We have had a number of near misses of children on the crossing.

Objections

1. You can start implementing these measures only when you remove the LTNs in Dulwich Village. You've made life more difficult for everyone expect the people who live around Dulwich Park who now have nice and quiet roads. Your measures just don't work! You're just getting money out of traffic tickets... such a disgrace...
2. Will we have to pay to register more then one vehicle as that would not seem right due to Greendale being the only road access to deventure crescent, we have elderly people who travel by car where they could need a friend, relative or cab pick them up, how would they get to them if the only access road has cameras and restrictions, JAGs should do more to encourage their parents not to turn onto greendale in the first place, the residents shouldn't really be the ones to have their daily lives be affected.
3. There is limited parking on Green Dale currently as the school keep the area immediately outside the school clear. The benefit of 'cleaner air' will be minimal and regardless will simply relocate rather than reduce. Equally, there is no real benefit to cyclists nor walkers - only residents cycle/walk on Deventer Close and Green Dale already has a cycle lane by the lights.
4. I am opposed to all these school street closures. They only displace traffic and create more congestions elsewhere. They do not really work.
5. Completely unnecessary especially as many girls come in from outside Dulwich. It discourages diversity and inclusion. It essentially says that unless you live in the area close enough to walk or cycle you cannot have the privilege of attending the school. The whole thing is very poorly thought out alongside the road closures that also impact those unable to afford the cost of living in Dulwich and sending their children to the school of their choice.
6. Just another money making scheme.
7. I have my own car, my motorcycle, my sons car and my work van. Will all these vehicles be exempt and free of charge?
8. A significant number of cars will be displaced (I would be one as I use Green Dale about twice a week when my daughter has several bags of a morning). You should attempt a survey as if these cars decide to 'draw up outside JAGS' in some way or use other nearby side roads, you might have merely

moved the problem elsewhere. For me, the only plausible options would be earlier on E Dulwich Grove.

9. LTNs have made cycling outside the ring of steel much less pleasant and more dangerous. While cars do use Greendale to turn having dropped their children off (often with heavy bags) the cars are aware that Greendale is heavily used by pedestrians and cyclists and we co exist well enough. It seems to me, while improving the Greendale road area (and only this area) it will do so at a cost to other displaced traffic.
10. This will drive traffic on to the private road opposite the school - Great Spilmans - where inconsiderate school parents already park unlawfully and block driveways. There is already a traffic restriction entering Greendale which is sufficient.
11. The road restrictions like these - impact BUSES, DISABLED students, DISABLED residents, regular people, all in the guise of what - the fact that when children go to school the roads are crowded.
The Dulwich community should be JUMPING for joy that they have such good schools that people want to attend. In neighbourhoods where the schools are not so good, there are NO people who want to go to the schools. It is a LUXURY to have such problems. When Dulwich closes MORE and MORE roads, it means other communities bear the brunt of the closures and all the burdens of the load Dulwich residents who complain about how bad their town is.
I feel NO LONGER WELCOME in DULWICH - or the DULWICH school system. The community is becoming more and more EXCLUSIVE These kinds of policies are GHETTO building. It is unfair. Dulwich and Southwark just want to keep people out - your community is ANTI-everyone. If you want to close roads for schools and people who do not want any one on their special street, where they live, then -- we should have all roads closed to everyone. My neighbourhood could argue the same thing, and you could get a ticket for driving in my community. I think that is wrong, narrow minded, selfish and elitist.
12. Parents that use this street - which doesn't have residents - will just use the surrounding streets for drop off instead. We live 3 miles away so can't walk and have no bus network. We will still drive and stop on the double yellows on East dulwich Grove, or in front of Alleyns or in front of the main school. It will mean increased danger as younger children in the prep will have to cross the road by themselves.
13. We travel by car on a route which is not served well by public transport and no direct trains. We therefore have no option but to travel by car. Furthermore, one of those responsible for school drop offs/pick ups several times a week is disabled - this has not been considered in the proposals.
14. You need to reopen all the roads closed as part of traffic calming. It has clearly not worked the pollution alone along East Dulwich Grove is unbearable, you cannot walk on that road without inhaling stand still traffic exhaust fumes.
15. Many parents live miles away, Southwark has taken parking spaces away.

16. Unfortunately, many of us who have chosen to send our child to Jags are not lucky enough to live in walking distance to the school. The area is a lovely and an expensive area due to the popularity of these Independent schools. I do not think it's fair that parents who live further afield from the school and have to drive are penalised.
17. What I would LOVE to see the money spent on is more conversations with JAGS about implementing a safe get to school and get home initiative, whereby car pooling, school mini buses or the like were used to get kids to/from school. As a resident that has been SEVERELY affected by the LTN traffic (and I support the LTN's!) parent traffic is a major contributor to pollution in the area in the mornings and afternoons. Put it this way, school holidays are bliss! We need to spend the money on long term initiatives that have wide reaching benefits, not camera controlled areas of tiny roads.