

There is not a parking issue in these roads. There will be a cost to Dulwich residents and their visitors. There will also be a cost to implement the CPZ which is not warranted given that all local residents objected even in these roads - the only road wanting any restrictions was Gilkes Crescent and the knock on impact in adjacent roads has not been properly evaluated and is unwarranted. No account has been taken of residents who need to use their cars for accessibility and the impact of double yellow lines and other areas of free parking being taken away will be unnecessarily severe given there was not a parking issue in the first place. I believe this is a divisive and extreme measure in which the council is seeking to fund raise via parking charges/fines by wrapping its policy in green washing

there was no parking issue in these roads, there will be a cost to residents and their visitors, there is a cost to the council which is unwarranted, it will cause parking pressure unnecessarily eg where they will be drawing double yellow lines, residents objected to the original consultation but have been ignored, there will be problems for disabled/mobility impaired people, there will be a knock on impact to surrounding roads.

This whole scheme is a total waste of money. It will not improve the lives of residents. All Southwark's so called "consultation" is a total waste of time. Our local councillors do not listen to objections from residents.

As a visitor to Dulwich I require freedom of access as a pedestrian, cyclist and driver. These proposals -which appear to have already been implemented despite the consultation period not having closed will serve to displace traffic to other less well-off areas of the Borough. This is a morally unethical proposal which seeks to create a peaceful urban environment for the wealthier voters in the borough at the expense of the less well-off and less vocal majority who will be the on the sharp end of the massive traffic displacement generated (as we have already seen)

we object as it is wholly unnecessary and you are ruining Dulwich

There is a garage who parks his unfinished cars on the street up to 7 cars. There are cars that are not roadworthy , 13 counted last month. Cars are parked for months whilst people go on holiday from north Dulwich station. Local schools and tennis clubs added to the above make it impossible to park outside one's house , these people have no connection to the street and make it hostile.

Please introduce timed parking to stop , holiday makers from ND station, weeks on end, schools clogging parking spaces from 7:00 onwards .tennis clubs from 8:00 am and now the restaurants where there is ample parking supplied outside by Southwark

Parking is a nightmare re parking for schools. Holidays from ND station, weeks on end , garages parking their unfinished cars,local restaurants where ample parking supplied. We are are a free for all !!!

To date, the impact of the traffic changes in Dulwich has hugely increased traffic in the area, has caused additional pollution on roads with schools on (both the roads themselves and those used by children travelling to/from school), has negatively impacted local shops and has massively increased the amount of traffic and parking on side roads (such was Trossachs Road, where I live). This change will exacerbate all these issues.

I object to point p (ii) of this proposal. If we want to improve visibility and safety on Woodwarde Road's junctions with its 5 side streets , we need to add 2.5m of DYLS on each side of each junction. In Woodwarde Road, that would add up to 30 meters of DYLS (and not the proposed 113.5m). It looks like the plan is to add 280m of extra DYLS in Woodwarde and its 5 side streets, which is excessive and will unnecessarily contribute to parking shortage for residents in this area.

The parking and loading restrictions on Turney road seem undually restrictive at weekend when lifting them completely would support local businesses who have already been greatly adversely affected by the changes to the viillage and junction. A village relies on shops/ cafes and restaurants and much has happened to undermine their businesses.

It is surprising that the structural changes for site H are being enacted before the consultation process has finished. Having just 3 disabled parking slots, and none in front of the shopping arcade, is restrictive and discriminatory; by definition people who have a blue badge have mobility that limits their walking to < 50 m or makes it unsafe for them to be left alone whilst their carer goes to park elsewhere . The overall reduction in parking along Turney road, which was not supported in the previous consultation, will also undermine local businesses. There is a limit to how much Dulwich residents are likely to eat out, and people coming form further afield will need to have much better transport links or the means to park

Its unclear that you have allowed good access for emergency vehicles into Calton Avenue and Court lane. Is this not a statutory requirement?

The bulge at the NW end of the physical barrier B lining the cycle lane on Dulwich village at the DV junction will cause challenge and accidents , especially for people with cargo bikes for their children and for deliveries ; its poorly designed given the intention of the project

Unless measures are enacted to compel the scooter and bike companies to collect their vehicles, they will litter the pavements causing a hazard for others; this is something that the council could usefully focus on

There are not enough disabled bays and nor are they near enough to the chemist and the post office. My husband is disabled, and this will stop him being able to pick up his medication s as the disabled parking is too far from the chemist. Also, he will not be able to enjoy eating out at restaurants in the village as one disabled parking bay is nothing like enough near the restaurants. This plan is discriminatory to disabled people . I strongly object to it.

I strongly object strongly to the proposed parking restrictions.

The number and location of the disabled parking is totally unacceptable. The profile of local residents means that many are disabled or have reduced mobility and/or can't carry stuff. 2 disabled places remotely located means people won't be able to access the chemist and post office.

I am disabled and I feel that this proposal will totally ruin my life. I won't be able to get to the chemist, post office and dry cleaners. I will have to rely more on other people and it will significantly reduce my social life as I won't be able to socialise and use the local shops, coffee bars and restaurant. I believe that this proposal is discriminatory and has not taken into account the impact on the elderly , the reduced mobility and disabled people of Dulwich. The lack of general parking and disabled parking in particular will result in the disabled and less mobile people having to walk much further which will result in more risk of tripping and falling making the local amenities less safe and accessible for the less able local people.

I reiterate that I very strongly object to this proposal and find it discriminatory and thought less. How many disabled people actually physically contribute to developing these plans? Obviously their provision is not taken seriously into account.

There is no need for Double yellow lines on the south side of Dovercourt Road. Please stop spending council money on schemes that residents are opposed too

I object to all the DYLS in Dulwich Village on Village Way . These will severely affect the business of the shops and will mean they will go bust and become empty . It is just not necessary . There will be nowhere for people to park when visiting the shops and restaurants . This is particularly important for the aged and disabled residents who access the post office and pharmacy and other shops .

The prolific use of long DYLS on many roads will remove too many parking places, where the roads were not under parking pressure previously.

I feel that the double yellow lines that are currently in place at the junction of Eastlands Crescent and Dovercourt Road are fit for purpose and should be replicated elsewhere in the LTA . I find however that the measures proposed by the council are unreasonable, excessive and unnecessary and will only lead to conflict within the area. I would urge the council to adopt such measures that ensures both the safety and well being of its citizens.

The whole plan is a massive expense , creates more traffic on boundary roads and displaces parking elsewhere when controlled parking not necessary

Please see my email below about the permanent Court Lane road closure, the most recent proposal bring in controlled parking on Townley rd., Gilkes Crescent, Gilks Place, Carlton Avenue and East Dulwich Grove will put more pressure on streets like mine as Desenfans road is one of the closest roads to the outrageous road closure of Court Lane. It is wrong that residents have been stopped from using the Court lane access into the village. I have no alternative but to sit in traffic and drive to either the south circular or North Dulwich. It is already increasingly challenging to park my car outside my house because of these badly thought out measures. I will not be able to charge my car up if these proposals go ahead as it will become increasingly difficult to park in Desenfans road. Soutwark's road closures and traffic restrictions are not democratic and are destroying what was previously a lovely place to live. I am very angry about it.

The measures are actually causing more pollution not less, it is absolute lunacy.

I am writing to you as a resident and committed cyclist who rarely uses a car and mostly relies on cycling and public transport.

I strongly disagree with the reduction of parking spaces and especially the removal of short stay/ waiting spaces in the village. The beating heart of the village are the small businesses that are located on Dulwich Village and around Carlton Avenue (e.g. the independent coffee shops/hairdressers/book shop etc). Whilst there are parking spaces for the large pub, this plan would entirely remove the ability for people who are passing through the village on their way elsewhere, or people who come to visit the particular shops (such as the hairdresser) to park their cars. This could prove fatal for the smaller businesses, which are cherished by the community, in particular the smaller food/coffee establishments which rely on people who come for brief visits. Large chains like Gails or Pizza Express – which are owned by private equity firms - may be able to cushion smaller revenue in a location like Dulwich the establishments owned by small businesses owners may not.

I would hope that a Labour Council would bear in mind the needs of the community and small businesses over private equity giants.

While I generally support measures to improve cycling access and safety, I do think that it is of utmost importance to bear in mind the local idiosyncrasies of the Village.

I also do not see how the cycle lane by the Dulwich Village crossing with Turney road will improve safety. It appears to me to potentially have the opposite effect as many cyclists turn right to drive up Carlton Road, and so need to be on the right hand side of the street in order to be able to do this safely. Is there a cycle-specific traffic light?

It is also unclear what the measures are for providing parking for the residents on Dulwich Village i.e. 70-74 or 76. Where will the residents keep their cars? It doesn't appear to have been thought through.

In short - PLEASE do consider the small businesses in the village. I would find it very disappointing for Labour to potentially put small companies out of business.

Further, and I have made this point previously to Council members: I understand that the overall objective of the traffic restrictions is to reduce traffic, lower emissions and encourage people to use public transport or cycling. I support this idea.

However, some of the measures taken in Dulwich have the opposite effect. For instance the barrier for cyclists at the corner of East Dulwich Grove and Dulwich Village may provide a marginal amount of extra safety for cyclists, BUT it consistently backs up traffic, all the way to the two local schools on Dulwich Village, with cars idling with their engines on... thereby producing pollution. An alternative would be to have the cycle lane go through the area with the trees on the right-hand side, with a separate light.

P.S> I forgot to mention --- rather than removing parking spaces, a greatly more important measure for safety would be to install speed bumps in the Village (e.g. by the zebra crossing) and along College Road and Gallery Road. There are many kids crossing the roads from multiple nearby schools, as well as elderly people - and I frequently see drivers speed on these roads with no regard for pedestrians, including some that don't stop at the zebra crossing at all. This is a huge safety issue that has been consistently ignored. There are traffic cameras to catch people coming into the village during the restricted times, but none catching people speeding.

[MULTIPLE online consultation portal 3 responses received on 20/09/2024, but this is counted as an objection, the other 2 responses are 'in support'] There is a garage who parks his unfinished cars on the street up to 7 cars. There are cars that are not roadworthy , 13 counted last month. Cars are parked for months whilst people go on holiday from north Dulwich station. Local schools and tennis clubs added to the above make it impossible to park outside one's house , these people have no connection to the street and make it hostile.

Any measure that disincentivises and inconveniences drivers, thereby reducing traffic, is a good thing as protection of the environment and safeguarding the health of children and adults who walk along the road is paramount. East Dulwich Grove is still far too polluted and full of traffic. There are so many drivers, many of whom could walk / cycle / use public transport but do not do so as driving is the expedient option. Please make these changes to safeguard the health and safety of all the children that walk along the road every day.

Fully support the proposals

It appear to be further restrictions on accessing this part of Dulwich, closed roads, timed access and further removal of any short parking bays or loading areas.

I object