

All issues – arranged by level of agreement on map (some duplicate entries have been merged – indicated by numbers in brackets)

Southwark Movement Plan – missions



issue_location	issue_title	Details	agrees	comments	Movement Plan Missions	Key comments
Junction Calton Avenue - Court Lane	Poor Air Quality	Average N02 Concentration is approximately 55 µg/m3 - above the National legal limit of 40 µg/m3	43 (5) (2) (2) (2) (1) (0)	9 (0) (0) (0) (0) (0) (0)	M1 Equity M4 – Reduce traffic M7 – Reduce exposure to air pollution	Terrible air quality here and it's a major pedestrian route for children at the 4 schools at either end of Calton Avenue but also for children walking to other nearby schools.
Junction Dulwich Village - Turney Road	Junction Dulwich Village - Turney Road: Road Safety Hotspot	Road Safety Hotspot: Several collision recorded in the last 3 years	31 (2) (1) (0)	22 (1) (0) (0)	M1 Equity M7 – Improve safety and sense of safety on our streets	I witness a near miss daily with cars not stopping when turning right into Court lane.
Junction Calton Avenue - Townley Road	Poor Air Quality	Average N02 Concentration is approximately 55 µg/m3 - above the National legal limit of 40 µg/m3	26 (3)	14 (1)	M1 Equity M4 – Reduce traffic M7 – Reduce exposure to air pollution	Pollution is over the legal limit. Reduce the volume of traffic to stop breaking legal limits.
Calton Avenue	Dangerous Crossing	Dangerous junction with cars regularly not respecting the red lights, and often long queues of traffic	23 (14) (8) (8) (7) (6) (5) (5) (4) (2)	10 (5) (5) (1) (1) (2) (1) (0) (0) (0)	M1 Equity M7 – Improve safety and sense of safety on our streets	This junction is awful to navigate and often feels like a free for all, signage for drivers needs to be clearer over right of way. Safer crossing needed for pedestrians that use this junction

			(2) (2) (1) (1) (0) (0) (0)	(0) (0) (0) (0) (0) (0)		
Calton Avenue	High traffic volume	<ul style="list-style-type: none"> <li>Through traffic is particularly bad for a residential street. The use of the road by school coaches in the morning creates congestion, increases pollution and makes it unsafe for cyclists, especially children cycling to school.</li> <li>The average daily traffic volume recorded along this road is 6055 veh/day</li> <li>The road is used by through traffic in the AM and PM peak to avoid congestion at busy junctions</li> </ul>	23 (22) (18) (5) (1) (1) (0) (0)	8 (13) (7) (1) (0) (0) (0)	M3 – Deliver infrastructure to support active travel M4 – Reduce traffic M7 – Reduce exposure to air pollution	Far too much traffic uses the road as a cut-through. At peak times traffic queues well over half the length of the road, the vast majority idling.
East Dulwich Grove	East Dulwich Grove - High Speed	The recorded average speed along the road is 27.7 mph, significantly above the 20mph speed limit.	22 (3) (1)	10 (0) (0)	M1 Equity M7 – Improve safety and sense of safety on our streets	Very high speeds on East Dulwich Grove. I regularly witness speeds in excess of 40mph (in a 20mph zone) as no traffic enforcement. Speed camras are urgently needed here.
Junction Barry Road - Underhill Road	Road Safety Hotspot	Road Safety Hotspot: Several collision recorded in the last 3 years involving cyclists	20 (0)	13 (0)	M1 Equity M3 – Deliver infrastructure to support active travel M7 – Improve safety and sense of safety on our streets	Cars block the junction, impede sightlines and make this very difficult to cross
South circular/lordship lane	Terrible crossing	There is NO safe way for pedestrians to cross - no crossings; very little idea of the traffic sequence - miracle there haven't been more accidents. Realise this is down for work by TfL hopefully for a good solution to be found.	19	9	M1 Equity M3 – Deliver infrastructure to support active travel M7 – Improve safety and sense of safety on our streets	This is a deadly crossing which I'm sure will claim the life of a pedestrian soon. Last week I saw a pedestrian hit and injured here. Completely impassable for the elderly and disabled.
Dulwich Village, Dulwich, London SE21 7AL	School street	It is exceptionally polluted in the morning. You can see the fumes. For the sake of the children the council needs to help the school. School street is a solution.	18 (9) (0)	6 (5) (0)	M1 Equity M4 – Manage traffic to reduce the demand on our streets M5 – Introduce time restricted street closures and reallocate space for people M7 – Improve safety and sense of safety on our streets	A school street is needed here to make the street a safe zone for children both in terms of road safety and air pollution. One school street would benefit children across 3 different schools - JAPS, DVIS & Hamlet as well as the local community.
Junction East Dulwich Grove - Dulwich Village:	Junction East Dulwich Grove - Dulwich Village: Road Safety Hotspot	Road Safety Hotspot: Several collision recorded in the last 3 years	17	13	M1 Equity M3 – Deliver infrastructure to support active travel M7 – Improve safety and sense of safety on our streets	A big safety issue, and cause of various near-misses I have observed, is that many drivers simply ignore the box junction. That impedes line of sight for drivers and is dangerous for cyclists.
Townley Road- Calton Avenue	Walking	Area of high pedestrian activity (school children)	17	7	M1 Equity M3 – Deliver infrastructure to support active travel M7 – Improve safety and sense of safety on our streets	JAGS student: very difficult for students to cross the road here, quite dangerous in the morning as lots of traffic. Should be a crossing here.
Townley Road	Coaches parking	School coaches park with their engines running and obstruct the road, making it difficult to drive or cycle in two directions plus increasing air pollution from the	16 (5)	4 (0)	M1 Equity M7 – Reduce exposure to air	Up to 13 coaches here 3-4pm, leading to traffic backed up onto Dovercourt Road.

		coaches but also cars being obstructed and not moving along road quickly			pollution	
Barry Road (North)	High traffic speed	The recorded average speed along the road is 30.2 mph, significantly above the 20mph speed limit.	16 (4) (2) (1) (1)	4 (0) (0) (0) (0)	M1 Equity M7 – Improve safety and sense of safety on our streets	Traffic calming measures are urgently required on Barry Road - the 20mph limit is barely noticed by most drivers
Junction Lordship Lane - Townley Road	Poor Air Quality	Average N02 Concentration is approximately 58 µg/m3 - significantly above the National legal limit of 40 µg/m3	16	1	M1 Equity M4 – Reduce traffic M7 – Reduce exposure to air pollution	Biggest issue are coaches that cannot turn into road due to parked cars so blocking traffic both ways. Road not big enough for so many coaches..
East Dulwich Grove	Traffic	Traffic from the red lights is backed up every day during rush hour from the red lights all the way up to Melbourne Grove.	15 (4) (1)	6 (0) (0)	M1 – Equity M4 – Reduce traffic	Every morning there is severe congestion along east dulwich grove stretching back to lordship lane with idling cars raising pollution levels and driver frustration making them take risks
Dulwich Village	ASL zone	ASL safety zone for bicyclists often useless because access is blocked or it is occupied by motor vehicle	15 (12) (2) (1) (0)	5 (1) (0) (0) (0)	M1 – Equity M3 – Deliver infrastructure to support active travel	Very difficult for cyclists, need to do more to separate cyclists and cars at this junction
East Dulwich Grove - Townley Road	Walking	Area of high pedestrian activity	14	5	M1 – Equity M3 – Deliver infrastructure to support active travel	This junction needs to be made safer for pedestrians and cyclists - traffic should be deprioritised significantly
East Dulwich Grove	Road well used by cyclists	700 cycle movements recorded on an average day	13	1	M1 – Equity M3 – Deliver infrastructure to support active travel	Encourage more by discouraging vehicles on Calton Avenue
Townley Road	High Traffic volumes	The average daily traffic volume recorded along this road is 6832 veh/day	12 (7)	8 (3)	M1 – Equity M4 – Manage traffic to reduce the demand on our streets	why not make this and other roads next to schools 'school streets' with closure to traffic in the morning and afternoon?
Calton Avenue	Dangerous junction	This junction is chaos in the morning. The cycling lights are also confusingly positioned - many cars seem to think that the red/green applies to them, not the bicycles	12 (2) (2)	2 (1) (0)	M1 – Equity M3 – Deliver infrastructure to support active travel	Cars often obey the cycling lights rather than the main lights, causing confusion, aggression and danger.
Dulwich Village	Light sequencing - Right turn (heading north on Dulwich Village) too short for traffic	The right turn feed for traffic heading north has a very short duration after the southbound traffic is stopped...	12 (0) (0)	1 (1) (0)	M1 – Equity M3 – Deliver infrastructure to support active travel M7 – Improve safety and sense of safety on our streets	Cars often continue to turn right when the pedestrian crossing is on green. Very dangerous - seen numerous misses. Only a matter of time before child is hurt.
Court Lane	High traffic volumes	The average daily traffic volume recorded along this road is 6841 veh/day	12 (9) (5) (2)	1 (1) (0) (1)	M1 – Equity M4 – Manage traffic to reduce the demand on our streets	As long-time resident of Court Lane, I noticed in the last two years how the traffic flow has increased notoriously.
Dovercourt Road	High Traffic speed	The recorded average speed along the road is 24.6 mph, significantly above the 20mph speed limit.	11	8	M1 Equity M7 – Improve safety and sense of safety on our streets	Cars rush down this road as its too narrow for 2 way traffic with cars parked either side. Speed reducing measures needed or management of parking should be considered.
Lordship Lane	High traffic Speed	The recorded average speed along the road is 30.4 mph, significantly above the 20mph speed limit.	11	4	M1 Equity M7 – Improve safety and sense of safety on our streets	I see this on a daily basis, cars race off from the lights at Barry Road junction. Particularly bad in this stretch due to double parking often leads to cars slamming breaks as buses or large trucks block the road around the bus stops and junctions.

East Dulwich Grove (Townley Road jnct)	Polluted air because of school drop-off	parents should not drop children off to the gate of the school. These roads should be a 'clean air' area around congested times.	11 (10) (9) (3) (2) (0)	4 (2) (2) (0) (0) (0)	M1 – Equity M3 – Deliver infrastructure to support active travel M5 – Introduce time restricted street closures and reallocate space for people M7 – Reduce exposure to air pollution	Parents should be encouraged to park further away and walk to the school gates - healthier for everyone.
Dulwich Village	Hazardous parking spaces	The parking spaces here are poorly designed - drivers have zero visibility of oncoming traffic when reversing out. They also obstruct access for cycles to the virtually unusable ASL.	11 (7) (1)	3 (0) (0)	M1 Equity M7 – Improve safety and sense of safety on our streets	Cars are now bigger and longer, it's extremely difficult to cycle past the back of these cars upto the ASL at the junction. Feels v unsafe as a cyclist here.
Junction Underhill Road - Dustans Road	Road Safety Hotspot	Road Safety Hotspot: Several collision recorded in the last 3 years involving cyclists	11	2	M1 Equity M7 – Improve safety and sense of safety on our streets	This junction is used by children and parents going to Goodrich School on Dunstans Road. At the same time of day it is a cut through for commuter traffic along Underhill Road. I am fearful that a child will be seriously injured. There needs at the very least to be a "lollipop person" at the junction when schoolchildren are crossing in the mornings and evenings.
Dulwich Village	Road well used by cyclists	561 cycle movements recorded on an average day	10	7	M1 – Equity M3 – Deliver infrastructure to support active travel	The provision for cyclists needs to be improved especially for younger users. A lot of cyclists use the pavement because the road is too dangerous.
Junction East Dulwich Grove - Dulwich Village	Junction East Dulwich Grove - Dulwich Village: Poor Air Quality	Average N02 Concentration is approximately 55 µg/m <sup>3</sup> - significantly above the National legal limit of 40 µg/m	10	5	M1 Equity M4 – Reduce traffic M7 – Reduce exposure to air pollution	Air pollution from the sheer volume of cars here at school pick up and drop off times is unreasonable
Underhill Road	High Traffic volumes	The average daily traffic volume recorded along this road is 4351 veh/day	10 (0)	4 (0)	M1 – Equity M4 – Manage traffic to reduce the demand on our streets	There is a very high degree of traffic on this road causing issues of safety and congestion. The problem is compounded at points along the road where vehicles are parked along both sides (such as at the junction with Henslowe Road) .
Lordship Lane	Walking	Area of high pedestrian activity	10	3	M1 – Equity M3 – Deliver infrastructure to support active travel	needs to be more pedestrian friendly - I would favour a 'shared space' solution, which works elsewhere, with islands to help pedestrians, and move away from traffic lights.
Barry Road (South)	High traffic speed	The recorded average speed along the road is 30.1 mph, significantly above the 20mph speed limit.	10 (4)	3 (0)	M1 Equity M7 – Improve safety and sense of safety on our streets	Perhaps mini roundabouts at junctions with Goodrich, underhill and upland, plus speed cameras, would slow cars down
Dunstans with goodrich	Unsafe junction during school pick up	A busy junction with cars parking to pick up children from school. Very dangerous	9	7	M1 – Equity M3 – Deliver infrastructure to support active travel M5 – Introduce time restricted street closures and reallocate space for people M7 – Reduce exposure to air pollution	Despite double yellows and very occasional attendance by traffic wardens, inconsiderate and selfish drivers still stop and park right on this mini roundabout at school drop off & pick up times, often across dropped kerbs, which causes chaos & danger for pedestrians.
Eynella Road - Dulwich Park	Walking	Area of high pedestrian activity	9	6	M1 – Equity M3 – Deliver infrastructure to support active travel	High number of pedestrians, buggies & children trying to cross this road from Dulwich Park. Please consider a zebra crossing.
Greendale	Idling cars		9	3	M1 – Equity M3 – Deliver infrastructure to support active travel	A school street is needed here to solve the idling / illegal parking drop off issues

					M5 – Introduce time restricted street closures and reallocate space for people M7 – Reduce exposure to air pollution	
Junction Lordship Lane - Eynella Road	Poor Air Quality		9	2	M1 Equity M4 – Reduce traffic M7 – Reduce exposure to air pollution	Biggest issue are busses queuing at bus stop and blocking traffic from proceeding up Lordship lane. Free flowing traffic would cause less air pollution
Whateley Road	High Traffic Speed	The recorded average speed along the road is 27.1 mph, significantly above the 20mph speed limit.	9 (2)	1 (2)	M1 Equity M7 – Improve safety and sense of safety on our streets	Drivers hammer down Whately Road towards Lordship Lane, some clearly exceeding 40mph. Very dangerous to cross particular for children getting to and from Heber school
Court Lane	Need a zebra or puffin crossing to help pedestrians cross the bottom of court lane	This is a very difficult to cross due to traffic in conflict and no pedestrian priority.	9 (8) (6) (4) (0)	1 (2) (1) (1) (0)	M1 – Equity M3 – Deliver infrastructure to support active travel	Very hard to cross since you took away the island
Townley Road	Zebra Crossing	Cars regularly don't stop at the crossing	9 (0)	1 (0)	M1 – Equity M3 – Deliver infrastructure to support active travel	Drivers often drive without stopping to get through the light's before they change
Calton Ave and Townley Roads	Illegal U Turns at junction Calton Ave and Townley Road	Often by parents dropping off children at Alleyn's and JAGS - children dropped off while parents at Give Way lines on Calton Ave, and then parents do U turn around centre island to drive back up Calton. Or drop off on Townley (heading towards East Dulwich Grove) and do 3-point turn around Townley pedestrian crossing to head back in the opposite way along Townley; or swing from Townley into Calton to do the U turn around the traffic island there to head back down Townley towards Lordship Lane	9	0	M1 – Equity M3 – Deliver infrastructure to support active travel M5 – Introduce time restricted street closures and reallocate space for people M7 – Improve safety and sense of safety on our streets	
Calton Avenue	Parking	Parking across driveways makes it either impossible for residents to exit/enter drive or dangerous to do so especially with the increased traffic at school times and cyclists using pavements. Controlled parking would be welcomed.	9	0	M1 Equity M4 – Manage traffic to reduce the demand on our streets M7 – Improve safety and sense of safety on our streets	
Forest Hill Road	Forest Hill Road: Road Safety Hotspot	Several collision recorded in the last 3 years involving cyclists	8 (2)	7 (0)	M1 – Equity M3 – Deliver infrastructure to support active travel M7 – Improve safety and sense of safety on our streets	The crossing at the crossroads here does not allow nearly enough time for pedestrians to cross so most do it diagonally - far from safe.
Uplands Road, Dunstons Road	School Street needed	There seems to be a relatively high volume of children driven to this school and the parents park dangerously/illegally and ignore school entrance markings. This makes it dangerous and unpleasant for the children and parents who do walk to school and for other road users	8 (7)	3 (2)	M1 – Equity M3 – Deliver infrastructure to support active travel M5 – Introduce time restricted street closures and reallocate space for people M7 – Improve safety and sense of safety on our streets	Upland rd- drop off and pickup times for Goodrich school are a complete nightmare and very dangerous for pedestrians. Parents park however they want to- blocking driveways, over double yellow lines, over school zigzag markings and sometimes with half their car sticking out into the road. Something needs to be done.
Greendale	Waiting on double yellow lines		8	3	M1 – Equity M3 – Deliver infrastructure to support active travel M5 – Introduce time restricted street closures and reallocate	This is mainly due to the lack of available short term parking in the area and the number of parents rushing to pick up/drop off their children. Perhaps a controlled parking zone on Greendale would help alleviate the lack of available parking spaces and enable a calmer and more civilised environment for the parents

					space for people M7 – Improve safety and sense of safety on our streets	who wish to briefly park there.
Townley Road	Council designation of Townley Road as preferred route for HGVs	Documents produced by Southwark Council when the junction of Calton and Dovercourt was reconfigured for the cycle way, and when traffic consultations re. congestion in this local area were carried out, has Townley Road as a preferred route for HGVs. This is dangerous and nonsensical given that Townley has the main entrance for a school on it - Alleyn's - and that children from Alleyn's and other local schools and Saturday sports groups need to use it to get to the St Barnabas playing fields. Townley Road is also a route to school for other local schoolchildren - Dulwich Infants, the Hamlet, Heber, Goodrich, Charter, St Anthony's	8	1	M1 – Equity M3 – Deliver infrastructure to support active travel M7 – Reduce exposure to air pollution M7 – Improve safety and sense of safety on our streets	Vehicles queue up on this approach and it is like playing chicken just trying to overtake the idling engines queuing (undertaking being too dangerous). Fumes are unpleasant and the lanes being narrowed by cars dropping off and the traffic island forces bikes into oncoming traffic. This entire section of the street should have white zig zag lines.
Red Post Hill	ASL safety zone	Safety zone (ASL) for people on bicycles frequently occupied illegally by motorists (i.e. they enter and stop in the zone on amber/red traffic light).	8 (3)	1 (0)	M1 – Equity M3 – Deliver infrastructure to support active travel	the cycle lane is often occupied by cars straddling the cycle lane
Junction Barry Road - Goodrich Road	Poor Air Quality	Average N02 Concentration is approximately 58 µg/m3 - significantly above the National legal limit of 40 µg/m3	8	1	M1 Equity M4 – Reduce traffic M7 – Reduce exposure to air pollution	Lots of parents are driving to Goodrich schools -this must be a major contributing factor to high pollution levels.
Calton Avenue	The removal of the double yellow lines has made the road hazardous	The removal of double yellow lines and the cars parked on both sides means that cars are forced to wait idling as only one stream of traffic can pass at one time, they also overtake cyclist too close due to the narrowness of the road. It causes chaos when the school coaches come down (including a private hire double decker!) with traffic backed up idling all through the rush hour - and all on what is supposed to be a quiet route!	8 (6) (3) (3) (3) (2)	1 (0) (1) (0) (0) (0)	M1 – Equity M3 – Deliver infrastructure to support active travel M4 – Manage traffic to reduce the demand on our streets	The removal of the double yellow lines has significantly worsened congestion on this road. They need to be reinstated asap for the traffic to flow better and it be safer for cyclists.
Dulwich Village junction	Movement of traffic	As the traffic coming from Turney Road moves off first, sometimes you can't turn right on to Dulwich Village from Court Lane/Carlton Avenue before the lights go red again.	8	0	M1 – Equity M3 – Deliver infrastructure to support active travel	
Dulwich village	Idling traffic	Since the removal of the additional lane at the traffic lights with Carlton / Turney the volume of idling traffic has significantly increased and air pollution is noticeable outside the school.	8	0	M1 – Equity M3 – Deliver infrastructure to support active travel M7 – Reduce exposure to air pollution	
Junction Barry Road - Etherow Road	Poor Air Quality	Average N02 Concentration is approximately 58 µg/m3 - significantly above the National legal limit of 40 µg/m3	7	4	M1 Equity M4 – Reduce traffic M7 – Reduce exposure to air pollution	Concern for health of primary school children who walk to St Anthony's school. Their playground is next to Barry Road, a high traffic and emission area.
Court Lane	Needs a zebra crossing for safer access to the park	Court lane is busy and the road here is raised and cobbled, but there is no zebra crossing to make it safer for crossing.	7	2	M1 – Equity M3 – Deliver infrastructure to support active travel M7 – Improve safety and sense of safety on our streets	A zebra crossing is definitely needed. Amazing this was never done for entrance to such a busy park.
Forest Hill Road	Road well used by cyclists	476 cycle movements recorded on an average day	7	1	M1 – Equity M3 – Deliver infrastructure to support active travel M7 – Improve safety and sense of safety on our streets	We cycle here every day to take our two young children to school. It is so dangerous I sometimes wonder if it'd be better for them to take the car (the school is in Peckham). I have been assaulted by car drivers on a couple of occasions and told I should "go to jail" for cycling with a large box bike. Something must be done URGENTLY to improve to safety for cyclists. I am dismayed that the urban layout seems to ensure convenience for car drivers over the safety for people who can be bothered to keep the air cleaner for everyone else.

Corner Dovercourt and Townley Roads - both sides of Dovercourt	Cars parked on double yellow lines, blocking Safe Route to Schools and dropped kerb for mobility access	Vehicles are frequently illegally parked on the double yellow lines that mark the dropped kerb and traffic-calming hump on Dovercourt Road at its junction with Townley Road. The road hump and dropped kerb were put in as part of traffic calming for the Safe Routes for School scheme, with the dropped kerb additionally maintaining access for people with mobility problems. When vehicles are parked on the double yellow lines, they block pedestrian access to the road crossing and the Safe Route to School/dropped kerb for mobility access. This illegal parking is often ignored by Southwark's parking enforcement team, even if they are in the vicinity (e.g. outside Alleyn's at drop-off and pick-up times)	7	1	M1 – Equity M3 – Deliver infrastructure to support active travel M7 – Improve safety and sense of safety on our streets	I cycle down this road every week day. I have had cross drivers flap their hands at me to make me get out of the way when their are parked cars on each side and their is nowhere to go. I struggle up hills and go as fast as I can and try to get out of the way but repeatedly have cars overtaking me far too fast and close.
Whately Rd (Fellbrig jnct)	Unsafe to cross	When cycling or walking it is difficult to cross and cars drive too quickly. It feels unsafe and intimidating.	7 (3)	1 (0)	M1 – Equity M3 – Deliver infrastructure to support active travel M7 – Improve safety and sense of safety on our streets	Cars travel too quickly along this road, especially late at night & early morning. High number of pedestrians with buggies & children due to Harris Primary school. Difficult to cross Whately Road at Lordship Lane junction.
East Dulwich Grove - Red Post Hill	Walking	Area of high pedestrian activity	7	0	M1 – Equity M3 – Deliver infrastructure to support active travel	
Dulwich Library junction	High levels of pollution	I regularly experience exceptionally high levels of pollution around Dulwich Library Junction	7	0	M1 Equity M4 – Reduce traffic M7 – Reduce exposure to air pollution	
Dovercourt Road	Coaches backing up Dovercourt Road to make 3-point (or more!) turns	The schools' coaches sometimes use the bottom end of Dovercourt Road to back into so they can make 3-point turns to change direction along Townley Road. This is clearly dangerous for pedestrians, including school children using the Safe Route to School along Townley/at the Dovercourt and Townley T-intersection. It also leads to congestion on Dovercourt and Townley Roads as other vehicles have to wait for the coaches to complete this manoeuvre.	7	0	M1 – Equity M4 – Manage traffic to reduce the demand on our streets M7 – Improve safety and sense of safety on our streets	
Court Lane/Village junction	Dangerous driving	Regularly people drive down the wrong side of Court Lane in order to join the right turn queue at the lights. This is dangerous for traffic turning up Court Lane and pedestrians.	7	0	M1 – Equity M4 – Manage traffic to reduce the demand on our streets M7 – Improve safety and sense of safety on our streets	
Calton Ave	Ban Coaches from Calton Ave	Calton Ave is too narrow for Coaches and Large Vehicles - especially at peak times. They cannot navigate the road with traffic coming in opposite directions. Ban them or put width/weight restriction traffic controls at peak times.	7	0	M1 – Equity M4 – Manage traffic to reduce the demand on our streets	
Townley Road	The west side of the speed bump at junction is too severe	Cars often bottom out or bounce uncomfortably as they go over this bump. This isn't traffic calming but suspension destroying. The bump needs relaying.	7	0	M1 – Equity	
Gilkes Crescent	Traffic speed and volume	Since the junction of Gilkes Crescent / Dulwich Village was closed to traffic, we have seen much less traffic using Gilkes as a rat run to avoid the traffic lights on East Dulwich Grove / Dulwich Village. Please can we keep it closed even when the construction work is completed?	7 (4) (2)	0 (0) (0)	M1 – Equity M3 – Deliver infrastructure to support active travel	
Court Lane	Road too dangerous to Cycle On: Narrow and Congested	The Approach to Calton Av is highly dangerous at peak times. Due to congestion and the narrowing of Court Lane, there is no safe way to negotiate traffic to make your way to the intersection without high risk. This is either riding on RHS of road as the cars are too close to the curb to filter past OR riding on footpath which is illegal and endangers pedestrians. Not passing; Stopping and starting as cars move is also dangerous and also there seems to be more fumes from vehicles stationary with engines on.	6 (1)	2 (0)	M1 – Equity M3 – Deliver infrastructure to support active travel M7 – Improve safety and sense of safety on our streets	

Junction Pellett Road - Lordship Lane	Poor Road Safety	Poor visibility exiting Pellett Road onto Lordship Lane by car. Due to traffic not adhering to 20mph limit and due to parking reducing visibility	6	1	M1 – Equity M4 – Manage traffic to reduce the demand on our streets M7 – Improve safety and sense of safety on our streets	Vehicles frequently park on double yellows on the corner of Pellatt Road and Lordship Lane making exiting extremely difficult.
Gilkes Crescent	Unsafe roads	The recent changes to parking that have restricted commuters from parking on East Dulwich Grove have pushed traffic and parking into Gilkes Crescent. There has been an increase in the number of incidents between drivers, especially given drivers cannot drive through the road but need to turn around to exit if they can't find a space. It looks a dangerous mix of children and aggravated, competing drivers... (Especially true in morning as schoolchildren for Dulwich Hamlet, the Charter School, JAGS, and Alleyns are also dropped off/leave their buses/coaches etc. as commuters look for space)	6 (4)	1 (1)	M1 – Equity M4 – Manage traffic to reduce the demand on our streets M5 – Introduce time restricted street closures and reallocate space for people M7 – Improve safety and sense of safety on our streets	This is completely true. The schools are also not helping - they are advising parents to park in adjoining roads when they drive their kids to school, to avoid pollution and congestion in the immediate school area. Their advice should be changed to "don't drive your kids to school".
Court Lane	Parking is dangerous and causes congestion	Double Yellow lines need to extend as far as Dekker Road on both sides of Court Lane. The parking allowed here (alongside the pavement planted beds) frequently causes traffic heading south on Court lane to back up across the Calton Avenue junction adding to the problems there. It also causes danger for pedestrians and cyclists. There are no houses with frontage here (the two close to Calton Avenue have off street parking) and there is ample parking outside properties on Dekker Road.	6 (0)	1 (0)	M1 – Equity M3 – Deliver infrastructure to support active travel M7 – Improve safety and sense of safety on our streets	
Court Lane	Cars idling	Cars get stuck here and sit with their engines running for ages.	6	1	M1 – Equity M4 – Manage traffic to reduce the demand on our streets M7 – Reduce exposure to air pollution	the tailback up Court Lane at school-drop rush hour is horrendous--it often backs all the way up to Court Lane gardens. Court Lane residents often can't get into or out of their driveways, though this is obviously a secondary concern to the pollution. The fumes seem to build up more on this road, perhaps because of the long and high flanking wall?
woodwarde/dekker	air quality/ safety	Mornings are a nightmare navigating this intersection. Builders/delivery cars park on the corners making visibility poor for little ones crossing. Pollution is high as everyone waits to merge on Calton. Lots of idling cars and people parking to drop off kids to the local private and state schools.	6 (3)	1 (0)	M1 – Equity M4 – Manage traffic to reduce the demand on our streets M7 – Reduce exposure to air pollution	Since the changes to the main Dulwich Village intersection, traffic now backs up in Woodwarde Road for several hundred metres between 0800-0900 on school days. This raises local pollution and noise levels, drivers often use their horns as an indication of their frustration. Consideration should be given to reducing the bottleneck in Calton Avenue by imposing some form of parking ban at least between 0730-0930 and enforcing HGV/coach restrictions.
Woodwarde/Druce	Air quality and safety is poor at drop off and pick ups	Mornings are a nightmare navigating this intersection. Builders/delivery cars park on the corners making visibility poor for little ones crossing. Pollution is high as everyone waits to merge on Calton. Lots of idling cars and people parking to drop off kids to the local private and state schools.	6 (3)	0 (0)	M1 – Equity M4 – Manage traffic to reduce the demand on our streets M7 – Reduce exposure to air pollution	
Townley Road (entire length)	High area of pedestrian activity		6	0	M1 – Equity M3 – Deliver infrastructure to support active travel	
Dulwich Village	Cycling and Traffic	This road should have segregated cycling provision and calmed traffic - there shouldn't be commuters using it to go to London and back, nor kids being driven to school (much healthier to take the bus, cycle, or walk!).	6	0	M1 – Equity M3 – Deliver infrastructure to support active travel	
Court Lane / Lordship Lane	Difficult to cross	How do you cross this junction safely as a pedestrian?	6	0	M1 – Equity M3 – Deliver infrastructure to support active travel M7 – Improve safety and sense of safety on our streets	



Calton Avenue	Pedestrians	Area of high pedestrian activity, mostly school children walking to one of the four nearby schools or those further afield.	6	0	M1 – Equity M3 – Deliver infrastructure to support active travel	
Calton Ave	Turnover of Lollipop Staff due to Pollution/Aggressive Drivers	Our safety conscious Lollipop team are often ignored or worse abused by drivers. Not only that, the stress of the job has seen a high turnover and their health is being impacted by the pollution. This will make the intersection even more dangerous if its unattended - turning it into an effective killer.	6	0	M1 – Equity M4 – Manage traffic to reduce the demand on our streets M7 – Reduce exposure to air pollution	
Barry Road	High emissions and sitting traffic	Detrimental to the long term health of school children. An easy to implement suggestion would be to plant air purifying ivy next to the school playgrounds as seen in other boroughs across London.	6	0	M1 – Equity M4 – Manage traffic to reduce the demand on our streets M7 – Reduce exposure to air pollution	
Calton Avenue	Road needs to be filtered to remove through traffic	Calton Avenue is part of Quietway 7 but the stated traffic volumes (6000vpd) are above TfL's limit for cycle routes (5000) and massively over the 2000 that London Cycling Campaign want (based on the Dutch standard). This is made worse by the fact that it's a narrow road and a hill - riding uphill here is just horrible.	5	5	M1 – Equity M3 – Deliver infrastructure to support active travel M4 – Manage traffic to reduce the demand on our streets	<ul style="list-style-type: none"> <li>It is absurd that a quietway doesn't have better protections for cyclists - perhaps make it one way but with two way protected cycling?</li> <li>One-way will only encourage the cars surely? Move the cars onto main roads and off residential roads.</li> </ul>
Townley Road, near junction with Dovercourt Road	Cars parking too near to traffic island, completely blocking carriageway	Cars often park too close to the traffic island near the corner of Townley and Dovercourt Rds, completely blocking one or both of the carriageways. This means that vehicles - often larger ones, i.e. coaches or lorries have to drive onto the wrong side of the road, around the island and into oncoming traffic. This leads to congestion and road rage - and is very dangerous for the school children using the crossing at this point too, as traffic movement is unpredictable (e.g. vehicles are travelling on the wrong side of the carriageway/island)	5 (5)	3 (1)	M1 – Equity M3 – Deliver infrastructure to support active travel M7 – Improve safety and sense of safety on our streets	lots of junior school-aged children use this crossing (and older ones too!) - as a mum of young children, it is useful to have the island as protection and a halfway point to stop to regroup. Given the volume of traffic and the speed and size of the vehicles at times (e.g. the coaches), I would not count on vehicles stopping for children to make the full journey across Townley Road safely if it was a zebra crossing only
Lordship Lane near the junctions of Goodrich Road and Milo Road	Pedestrian Crossing Request	There are frequently pedestrians crossing this section of Lordship Lane to reach bus stops, doctors surgery, church and to do the school run to the Dulwich Village schools from East Dulwich residences. The route through Milo Road offers a pedestrian shortcut to Dulwich Village from East Dulwich. As cars travel fast along this road, I would propose a light activated pedestrian crossing along this stretch of Lordship Lane.	5 (3) (3) (2) (1)	3 (0) (0) (0) (0)	M1 – Equity M3 – Deliver infrastructure to support active travel M7 – Improve safety and sense of safety on our streets	I agree with the comment above and would also add that something to stop cars travelling so fast at this point in the road is needed too. By having a lights system this would help but also perhaps a speed camera? Cars have often been far too fast at this bit.
Court Lane	Give way	Court Lane used to have priority and it seemed to flow better as it has a greater volume of traffic. It's also hard for Court Lane traffic enter the Calton junction and get into the right turn lane which also slows things down and has some cars crossing over the road in frustration.	5	3	M1 – Equity M4 – Manage traffic to reduce the demand on our streets	This has always been a difficult bottleneck especially at morning and evening peaks. I think the new arrangements have actually improved overall throughput as the two different traffic streams tend to cross and the give way reduces the conflict
Whateley Road / Crystal Palace Road / Underhill Road	Dangerous junction	Visibility is poor here and with buses trying to manoeuvre, cars trying to turn too fast, cyclists and pedestrians trying to cross it can get a bit dicey.	5 (3)	2 (2)	M1 – Equity M3 – Deliver infrastructure to support active travel M7 – Improve safety and sense of safety on our streets	It's dangerous for school children (and everyone else) to cross - with traffic including the P13 bus coming from 4 directions. Really should have a zebra crossing across Underhill by Great Exhibition. Current lollipop man is not allowed to help people cross either Underhill or Whately - pretty pointless as that is the direction many need to go to get to school.
Townley Road	Driving on pavement causing damage	Coaches are regularly mounting the pavement to negotiate the traffic island as cars are parked too close to the island to allow them to pass normally. This causes damage to the pavements and creates a hazard to pedestrians.	5	1	M1 – Equity M3 – Deliver infrastructure to support active travel M7 – Improve safety and sense of safety on our streets	Townley Road should redesigned with a zebra crossing to replace the large traffic island and a more effective use of double yellow lines to deter anti- social parking by Alleyns parents and visitors.
friern/goodrich	dangerous junction	This is less used than the Underhill Friern junction further down the hill but suffers from the same issues. ie rat-running and cars/vans parked too close to the junctions, blocking sight-lines.	5	1	M1 – Equity M4 – Manage traffic to reduce the demand on our streets	the Junction of Friern Road and Goodrich Road is one of the most dangerous roads in Dulwich, we have over the 40 year that I have lived here seen many accidents with drivers of cars and

						M7 – Improve safety and sense of safety on our streets	lorries and bikes crossing the junction without looking and seeing that there is a small junior school in Goodrich Road we have always been fearful that some youngster or even elderly people are going to get hit. We watch people going straight across the junction/ both ways without looking and it is alarming.
Lordship Lane	Cars turning into side roads	Cars regularly turn into side roads with little concern for the number of pedestrians who are walking up Lordship Lane going to the shops	5	1		M1 – Equity M4 – Manage traffic to reduce the demand on our streets M7 – Improve safety and sense of safety on our streets	There is a primary school on this junction!
Calton Avenue	Should be off-road cycling here	JAGS student: Lots of students cycle on this road, but we're not allowed to use the pavement and there's no protection from the traffic, which is very busy. Students would feel safer and more likely to cycle if there was a proper cycle lane or shared use pavement.	5 (2)	1 (0)		M1 – Equity M3 – Deliver infrastructure to support active travel M7 – Improve safety and sense of safety on our streets	Cyclists already dangerously use the pavement. The pavements are too narrow to take pedestrians, children on scooters, parents on scooters and normal pedestrians
Townley Road	Speeding	Cars regularly speed down Townley Road despite the road humps. Your data has no speed data for Townley Road, which is a real omission given that this is the route past a school (Alleyn's) and a walking and cycling route to school for many local children - e.g. DVIS, Dulwich Hamlet, Charter, Goodrich, Heber, JAGS, Alleyn's	5	0		M1 – Equity M3 – Deliver infrastructure to support active travel M7 – Improve safety and sense of safety on our streets	
Lordship Lane	Lordship Lane: Road Safety Hotspot		5	0		M1 – Equity M3 – Deliver infrastructure to support active travel M7 – Improve safety and sense of safety on our streets	
Lordship Lane	Heavy traffic area/Litter/begging	This stretch of road has had an increase in traffic and pollution over the years. Recently more solicitation is also taking place in front of the Local Sainsbury. The pavements need to be improved, parking limits enforced and no idling to reduce air pollution by delivery trucks and take away bikes. The litter and general upkeep of the road has also gotten worse. It is grimy and intimidating to walk through this corridor on both sides of the road. The take away places do not look after their rubbish, the phone boxes are just places for all sorts of activities, and the noise and air pollution is very bad and unsafe.	5	0		M1 – Equity M4 – Manage traffic to reduce the demand on our streets M5 – Create places that encourage sense of belonging M7 – Reduce exposure to air pollution	
Landells Road	Speeding	Speeding cars using the speed bump lacking Landells Road as a short cut to get around the higher congested surrounding roads. It is unclear to me why this road has to date not been provided with traffic calming measures.	5 (3)	0 (2)		M1 – Equity M4 – Manage traffic to reduce the demand on our streets M7 – Improve safety and sense of safety on our streets	Landells used as a cut through to avoid lights at lordship / Barry road, london plus no speed bumps like surrounding roads. Lots of speeding cars on whole stretch of Landells
Dulwich Grove	Safe space for cycling needed here	Space for cycling, with protected lanes, is needed here. Speeds are currently far too high - well above the 20mph limit	5	0		M1 – Equity M3 – Deliver infrastructure to support active travel M7 – Improve safety and sense of safety on our streets	
Junction Lordship Lane - Eynella Road	Walking	Road Safety Hotspot: Several collision recorded in the last 3 years involving pedestrians	4 (0)	4 (0)		M1 – Equity M3 – Deliver infrastructure to support active travel M7 – Improve safety and sense of safety on our streets	This junction and the immediate area needs a rethink. There are too many vehicles and too many parked cars for children to walk out from behind. The junction feels polluted and dangerous. It seems to encourage poor driving behaviour including red light running and corner cutting. Many pedestrians do not use the junction because the desire line runs from Sainsbury's to the bus stop. An additional crossing should be placed opposite Sainsbury's.

Lordship Lane	Previous feedback	Previous engagement highlighted 72% of residents are dissatisfied with current layout	4	3	M1 – Equity M3 – Deliver infrastructure to support active travel	A pedestrian island in this location would act as a traffic speed calming measure and also make it easier for pedestrians to cross.
Landells	Dirty and high traffic area	This road gets a lot of traffic with people parking to go to the local shops around the corner and this results in rubbish, beer cans, bottles often left here for children to walk through on their way to school. Please put a parking ban on this road so that only residents can park here. There is plenty of parking on LL. Builders will unload their rubbish here and leave a mess. It is a bit more hidden away than the neighbouring CPR.	4	2	M1 – Equity M5 – Create places that encourage sense of belonging M4 – Manage traffic to reduce the demand on our streets	This is used as a cut through to Dulwich / Peckham as no speed bumps, unlike Crystal Palace Road and others. Residents voted no to CPZ in recent survey which is not the issue here. It is speeding motorists on Landells Road.
Beauval Road	Unnecessary double yellow line	The unnecessary double yellow line on Beauval Road, just south of Milo Road, does nothing for the junction, but removes yet another parking space for residents, forcing cars into spaces further away from homes, and often dangerously crowded.	4	2	M1 – Equity	Agree. Milo Road takes no traffic so no need for double yellow lines.
Upland Road / Lordship Lane	Proper crossing needed	There's a few traffic islands here but crossing the road with children / elderly is a really hazard - traffic is way too fast and few drivers stop to let you cross	4	1	M1 – Equity M3 – Deliver infrastructure to support active travel M7 – Improve safety and sense of safety on our streets	There is a definite need for a proper pedestrian crossing at the junction of Upland Road and Lordship Lane
Turney Road/Calton Avenue	Quietway Improvements	Ensure this cycling quietway meets the new Cycling Quality Standards published by TfL. This will mean making it much safer for cyclists.	4	1		
Lordship Lane	Speeding traffic	I believe this is the border between 20mph limit and 30mph limit. As such vehicles speed up early/slow down late and are travelling far too fast at the Court Lane junction which makes it difficult and dangerous for both pedestrians and cyclists.	4	1		Cars try to dash out of court lane and are impatient with cyclists. A pedestrian crossing may also help cars move through this junction at a safe speed.
Friern/Underhill	dangerous junction	this junction is used for rat-running, traffic does not stop at the give way lines, platooning (cars follow closely behind one another, following traffic not looking first) cars/vans parked close to junction	4 (1)	1 (1)		Cars going west-east and east-west aren't very good at stopping and checking (they don't have right of way) before crossing Friern Road.
Eynella Road	fast traffic on narrow road with blind corner	traffic is fast down this road which is parked on both sides and has a blind corner. It is accessing the rat run down Court Lane towards Dulwich Village and probably onward towards Brixton while avoiding Lordship Lane etc.	4	1		Since extra traffic light pedestrian crossings were added to Lordship Lane, it has encouraged more traffic to head down Eynella, Woodward and Court Lane and through Dulwich Village. The Lordship Lane crossings should be coordinated so they permit pedestrians to cross at the same time. Currently you can get caught at all three crossings which encourages traffic onto other roads.
Dulwich Common/Lordship Lane	lack of pedestrian infrastructure	Zero facilities for pedestrians - long waits and need to cross between flowing traffic. Westbound arm of Dulwich Common has no point in light sequence where traffic is not entering.	4	1		Impossible to cross here safely. Many pedestrians with children and dogs using this crossing to get to Dulwich/Sydenham woods.
Beauval Road	Poor road surface and ineffective speed bumps	Cars race up Beauval Road as the speed bumps are not full width and are so badly worn they do nothing.	4 (2)	1 (0)		Speed bumps on Beauval Rd are not effective - should be larger and across the entire roadway.
Dovercourt Road	Poor speed bumps	The speed bumps are ineffective and need broadening	4	1		Fine as they are. Just slows down traffic enough and doesn't do undue damage to cars and no vibrations for residents now. Wider humps a nightmare.
Woodward/Deans	air quality and safety for pedestrians is poor in the mornings at school drops and pick ups	Mornings are a nightmare navigating this intersection. Builders/delivery cars park on the corners making visibility poor for little ones crossing. Pollution is high as everyone waits to merge on Calton. Lots of idling cars and people parking to drop off kids to the local private and state schools.	4 (4)	0 (0)		

Silvester Road	Road used as a rat run	Traffic uses the top section of Silvester Road to avoid Underhill Road. Cars race at a surprising speed and accelerate hard down this short stretch of Silvester Road which has a very poor visibility junction with Llandells Road.	4 (4)	0 (0)		
Lordship Lane	Too many cars	Far too many vehicles passing through and parking make for unappealing environment for both people cycling and walking to spend time in	4	0		
Lordship Lane	Previous feedback	Previous engagement raised concerns about existing poor pedestrian facilities	4	0		
Forest Hill Road	Horrific air quality	We live on Forest Hill Road in a beautiful house we purchased only last year. We love the area and are frequent customers of the local shops. Sadly, after reading yet another study about the absolutely terrifying effects of poor air quality on children, as a mother I feel forced to consider a move outside of London. I am finding it harder and harder to stay here with a good conscience when ULEZ only comes to the area in 2021. PLEASE, do something!!	4	0		
Eynella Road	Crossing	Please put in a zebra crossing (without lights) so people can cross into the park safely.	4	0		
Etherow Street	Bicycles turning right	A really scary right-turn for a bicycle: blind corner, on a bend that cars and buses cut. I often use the pavement (and feel guilty about it).	4	0		
Court Lane	Speeding	Poor compliance with the 20 limit here.	4	0		
Corners of Beauval Road, near junction of Townley Road (both sides of Beauval)	Parking on double-yellow lines, across Safe Route to School/dropped kerb for mobility access	Vehicles are frequently illegally parked on the double yellow lines that mark the dropped kerb and traffic-calming hump on Beauval Road at its junction with Townley Road. The road hump and dropped kerb were put in as part of traffic calming for the Safe Routes for School scheme, with the dropped kerb additionally maintaining access for people with mobility problems. When vehicles are parked on the double yellow lines, they block pedestrian access to the road crossing and the Safe Route to School/dropped kerb for mobility access. This illegal parking is often ignored by Southwark's parking enforcement team, even if they are in the vicinity (e.g. outside Allyn's)	4	0		
Calton Avenue	Foundation buses to Dulwich College	So many foundation buses try to get down Calton Avenue in the school rush hour. There is only room for one vehicle at some sections of Calton Avenue. The coaches should be made to drive down East Dulwich Grove and Dulwich Village instead of Calton Avenue.	4	0		
calton ave	Bollards/Sleeping Policemen needed	Something is needed to stop vehicles riding up the footpath and having near misses with pedestrians	4	0		
Junction Barry Road - Underhill Road	Poor Air Quality		3	3		
Lordship Lane/Mount Adon Park & Upland Road junction	Pedestrian crossing	Cars and large trucks speed along this segment of Lordship Lane. It is very difficult to cross safely, especially with children. Could a pedestrian crossing be added?	3	2		One of my sons was nearly knocked down here by a speeding car illegally using the bus lane (a car in the normal lane had slowed to let us cross). This desperately needs a pedestrian crossing with so many children going to and from Goodrich primary school.
Lordship Lane - Townley Road	Walking	Area of high pedestrian activity	3	2		Need a crossing on townley road - very dangerous for pedestrians getting off bus and trying to get to traffic lights on lordship lane
Eynella Road	High Through Traffic Volumes	The road is used by through traffic in the AM and PM peak to avoid congestion at busy junctions	3	2		Maybe make court lane and eynella road one way to stop ratrunning and make it safer for cyclists and pedestrians?
Calton Avenue	Quietway Improvements	Ensure this cycling quietway meets the new Cycling Quality Standards published by TfL. This will mean making it much safer for cyclists.	3	2		please stop cars parking the entire length of the east side of this road. I avoid this road as it is too tight for bikes and I get stuck behind exhausts. Please note difference in bike journeys in winter as I take this route in the dark when Dulwich Park is closed.

Dovercourt Road	Dangerous for cyclists - make one-way	Would like to see narrow roads such as Dovercourt made 1 way for dangerous cyclist meeting oncoming traffic.	3	2		Speeds would just increase further if Dovercourt Road were made one way - the only reason cars slow down at the moment is because they have to accommodate other drivers, especially on the bend. Much better to reduce overall traffic by preventing/discouraging school/commuter traffic in rush hours.
Turney Road	Dangerous too many cars	Horrible at school drop off times it is not nice to walk around with small children	3 (0)	1 (0)		School street needed.
Eastlands Crescent	Nice quite road, don't spoil it!	Dulwich Park, Eastlands Crescent, Townley Road is a quiet cycle route to avoid Calton Avenue's mad traffic. Don't spoil it!	3	1		There has been an increase in car speeds and volumes down this road since the priority of Carlton Avenue/ Court Lane has been changed. Speed bumps need to be increased in size to slow down and discourage rat running.
Dunstans road	Air quality outside school	Cars sit outside the school with engines running!	3	1		This is really annoying. It's completely unnecessary to leave your engine running and there are repeat offenders who think it is acceptable to pollute the road with little consideration towards the health of passing children - on a daily basis. There should be a no car zone around the schools. Evidence shows that this does not push the problem elsewhere but actually encourages people to make healthier and greener journeys by cycling or walking.
Dulwich Library junction	Dangerous for cycling	Dulwich Library junction is particularly dangerous for cycling. I and many students use the junction. There should be a separate light for bikes to go before cars.	3	1		Lots of children cycling down Barry Road. Could there be a separate priority light for cyclists to make it easier for them to cross?
Court Lane	Rat Run Discouragement	Lane Narrowing items should be put in to discourage Court Lane being used as a rat run. Restricting traffic entering Court Lane would assist in alleviating congestion and pollution in Dulwich.	3	1		Measures to restrict traffic in Court Lane simply shifts the problem to Woodward Road and therefore wouldn't have any impact on congestion and pollution in Dulwich. (Been in residence for 27 years so have seen it happen more than once!). Severe restrictions on using both roads could force through traffic down Lordship Lane and that might encourage some drivers to give up using cars which (apart from EVs) is the only way to bring down pollution
Beauval Road	Frequent speeding far in excess of 20mph limit	Cars rev going up the straight hill of Beauval Road and by the top are often significantly over the speed limit.	3	1		It's not great that food delivery scooters use this as a cut through to avoid LL, but I can't imagine what you'd do to curb this short of number plate cameras fining anyone not registered as living on Beauval.
Woodwarde Road	Air Quality / Traffic Jam	Every morning of the school terms without fail there will be a traffic jam around 20 cars deep on Woodwarde Road around 8.15-30. During school holidays there isn't any traffic at all. Everyone going through the area, especially parents dropping children off at school, (schools which have a local catchment area), must be pushed into taking other forms of transport, namely walking.	3	1		The schools with a very local catchment area are a source of traffic but not the main source. Stand at the corner of Court and Calton on a day when all the state school are still in and most of the private schools have broken up, and you will see a fraction of the usual volume. Encouraging local school families to walk is great of course but it won't solve the problem.
Goodrich Road/Barry Road junction	Pedestrian Safety	Drivers frequently ignore this zebra crossing making it one of the most dangerous in our area. Please replace the zebra crossing with a traffic-light controlled crossing.	3 (2)	1 (1)		as a pedestrian I frequently see drivers flying through this crossing when I've started - even during the peak hours when the average speed is ~10mph - they seem to accelerate through to beat the traffic.
Eynella Road	Road well used by cyclists	285 cycle movements recorded on an average day	3	1		Mainly adults and older kids going to the private schools. Young children and families are unable to use this route
Underhill Road	Road well used by cyclists		3	0		
Townley Road / Dovercourt Road	Cars park and/or wait on Double Yellows constantly	Cars park illegally here constantly - either permanently or waiting/idling. No parking officials ever seem to check and there is no way to get attendants there quick enough to give out tickets. Its also dangerous for man pedestrians.	3	0		

Milo Road	Frequent flytipping and dog poo	There is frequent fly tipping and dog mess on Milo Road outside the lock up garages. Items such as old car parts means it may be garage owners dumping waste on the pavement?	3	0		
Lordship Lane near junction with Friern Road	Need crossing points	I live near the intersection between lordship lane and frien road. It often takes a couple of minutes to cross over lordship lane in the morning due to the high amount of traffic and no nearby crossing points (the nearest being the traffic lights by barry road). It would be really helpful to have some zebra crossings across lordship lane to make it easier for people to cross. For example there are already islands in lordship lane by upland road coule be a good place for a zebra crossing.	3	0		
Lordship Lane	Parking	Remove on-street parking, give space to buses and people walking / cycling	3	0		
Junction Barry Road - Etherow Road	Previous feedback		3	0		
Goodrich and Friern Road	Dangerous crossing	Cars going west-east and east-west aren't very good at stopping and checking (they don't have right of way) before crossing Friern Road.	3	0		
court lane/lordship lane	ratrunning and dangerous crossing	rat-running traffic turning into and out of Court Lane. It's bad-tempered and not looking out for vulnerable road users. No safe way to cross for pedestrians. Pinch points add danger for cyclists. Obviously the volume of traffic makes for pollution both noise and poor air quality.	3	0		
Court Lane	Walking	Area of high pedestrian activity - up to 135 pedestrians/hour at peak time crossing Court Lane	3	0		
Court Lane	Poor conditions for cycling/fast rat running traffic	This road is a really useful link for cyclists and well used, but it's also a fast rat run. Ideally it would be filtered to take out motor traffic. Alternatively parking could easily be removed from at least one side of the road (nearly all houses have off street parking, often for multiple vehicles) to create a protected cycle lane (soft segregation with orca's) in the uphill direction.	3	0		
Calton Avenue	Road well used by cyclists		3	0		
Calton Avenue	Congestion, safety and air quality	Concerned about congestion which can endanger children travelling to /from school and the impact of this congestion on air quality; the speed of traffic; the volume of traffic using this route daily and the subsequent impact on air quality; cars not stopping at the zebra crossing.	3	0		
Townley Road	Prioritise school coaches here	School coaches are an environmentally friendly way of transporting a lot of pupils. It is ridiculous they have to contend with lots of individual cars collecting school pupils. The whole area should be a no parking zone at coach travel times.	3	0		
Eynella Road	High Traffic volumes	The average daily traffic volume recorded along this road is 2959 veh/day	2	3		The merge is tricky and people are often trying to cross both Eynella and Woodwarde with cars coming at speed from Barry road.
Woodwarde Road	Woodwarde used for through traffic since Dulwich junction changes	I live on Woodwarde Road which is a designated quietway. Since the change in priority between Carlton Avenue and Court Lane, most traffic turns off Court Lane on to Woodwarde Road to negotiate the junction in the village. Woodwarde Road is far narrower than Court Lane and has more on street parking as fewer houses have off street parking. This is therefore a dangerous and impractical route to encourage drivers on.	2 (0)	3 (0)		The tailbacks and traffic count numbers on Court Lane, and the congestion at the Court/Calton/DV intersection show that MOST traffic is not turning off Court or Calton. But woodwarde is definitely more of a rat-run since the junction change. Pushing the traffic back onto Calton or Court is clearly not the solution though.
Friern Road	High traffic speed	The recorded average speed along the road is 24.7 mph, significantly above the 20mph speed limit.	2 (1) (0) (0)	3 (0) (0) (0)		<ul style="list-style-type: none"> <li>As a resident with young children I don't find traffic speed an issue on our road and it is one of the things that attracted us to the road. We would absolutely disagree with any proposal to allow through traffic on Friern Road.</li> <li>There is frequent driving at too high a speed on this</li> </ul>

						stretch of Road, I assume it's used as a rat run to/from Lordship Lane avoid the lights at Dulwich Library junction.
Underhill Road	Congestion	Parked cars make it difficult for moving traffic, including the P13, to navigate this street and in rush hour traffic can get stuck.	2	2		It doesn't help that there seem to be quite a few permanently parked black cabs on the road that haven't been moved in more than 6 months
Lower Friern and Upland Road	motorbike, scooter and moped menace	offenders blatantly riding without stopping through the pedestrian/cycle access point between Upland Road (blocked with trees and a clear no vehicle/motorbike entry sign) at the junctions of upper Upland Road and Lower Friern Road I've even seen cars attempt to get over the raised curb. This is particularly dangerous as it is a high traffic cycle commuter route and used extensively by school children walking to and from the Harris Academy on Forest Hill Road 100 metres away. Our local community policeman recently filmed a scooter rider oblivious to the fact that this is three point offence	2	1		The result is that this section of Lower Friern Road whilst ostensibly a proposed and much needed Quietway has become a rat run short cut for food delivery riders and just about everyone else
Lordship Lane between Barry Road and Court Lane	Race track on Lordship Lane	I'm amazed that you haven't identified this section of road for improvement. You have created a race track where cars, motorcycles and buses reach dangerous speeds 24 hours a day, 7 days a week. The speed they race coming up from Dulwich past the lights and around the corner is frightening and only a matter of time before someone loses their life. On the other section coming into Dulwich past the A205 is essentially a free for all and race track, nearly every bus is breaking the speed limit. It can take 10 minutes to cross the road in the morning with my kids, and as I said its only a matter of time before someone is hit and seriously injured	2	1		As someone who lives on this section of road, I agree that many cars drive WAY too fast (I hear them from inside my house even when I don't see them!). And to help crossing, it would be good to have a pedestrian crossing somewhere near the Friern Road junction.
Lordship Lane	Uneven pavement due to tree roots	Very uneven pavement due to the tree stumps. Very hard with buggy or wheelchair.	2	1		Pavement too narrow
Junction of Lordship and Whateley	Railings block sightlines at junction	railings obscure sightlines and make it dangerous to pull out	2	1		very poor visibility, especially when bins have been placed to close to the junction.
Junction Lordship Lane - Dustans Road	Poor Air Quality		2	1		Connected to the 12 / 40 bus rank!
Eastlands Crescent and Court Lane	Needs a pedestrian crossing	Would like to see a pedestrian crossing at junction of Eastlands Crescent & Court Lane. It's very dangerous particularly when schools going or returning. Also too much parking in vicinity of Gates.	2	1		A pedestrian crossing in front of the park gates (close to Eynella Road) would be better as this is where the majority of people cross who are using the park.
Dulwich Village	Illegal Parking	Cars frequently parked either on the zig-zag lines outside infants school or blocking driveways at school drop off and pick up times	2	1		More enforcement needed to discourage parents.
Court Lane	Road well used by cyclists	248 cycle movements recorded on an average day	2	1		Please measure flows by the park gate on both sides, as some cyclists won't use all of Court Lane at least when the park is open.
Calton Avenue	Quietway Improvement	Ensure this cycling quietway meets the new Cycling Quality Standards published by TFL. This will mean making it much safer for cyclists.	2	1		
Beauval Road	Badly broken pavement all along Beauval Road	The pavement is in a terrible condition along the whole of Beauval Road and needs renewing. Children are often tumbling on the patchwork crumbling pavement.	2	1		Agreed, my kids have had some bad accidents (bloody knees, knuckles) from the really poor pavement south of Milo Road on BOTH sides of the street. Some quick re-surfacing would really help.
Melbourne Grove	Dangerous for cyclists - make one-way	Would like to see narrow roads such as Melbourne Grove made 1 way for dangerous cyclist meeting oncoming traffic.	2	1		Agree there is too much traffic for this narrow road and options need to be looked at to reduce.
Woodwarde Rd an Calton Avenue	Busy roads	Coaches sit over the zebra crossing on Calton Avenue- and cars speed up to it, so my children struggle to cross the road. Too many cars sit on Woodwarde Rd with their engines running unable to turn onto Calton Ave.	2	0		
Underhill Road	Road Safety	There have been multiple collisions (your study indicates only one in the	2	0		Traffic approaching the roundabout from Melford Rd. regularly

and Melford Road	Hotspot	measurement period - this is incorrect; there have been multiples of this). Cars coming down Melford Road cannot see oncoming traffic, ignore the roundabout and therefore do not give way. Clear signposts highlighting the roundabout and need to give way should be posted on Melford Road.	(0)	(0)		fails to give way to the traffic on it's right, coming south on Underhill Rd. There is poor visibility and despite recent works on the junction, the main issue is the traffic flow from Melford Rd. There should be clear signage signalling that a roundabout is imminent and prepare to give way on the approaching stretch of Melford Rd.
Townley Road	Road well used by cyclists		2	0		
Townley Road	Parking and coaches	Allowing parking on both sides of Townley Road creates jams when several school coaches try to go through. Either one or the other (or neither). A 12-2pm parking restriction might do it.	2	0		
Townley Road	Townley Road	Concerned about: congestion which can endanger children travelling to/from school and impact on air quality; idling of engines from parked traffic and subsequent air pollution; poor driving practices that endanger children travelling to/from school (i.e. driving on the other side of the road, mounting pavement due to the traffic islands in the road); traffic speeds when not congested; cyclists' safety; inconsiderate parking; daily traffic volumes and the impact on air quality. Consider removing traffic island near the main Alleen's entrance to ensure children use the safer zebra crossing and to stop poor driving (e.g. driving on the wrong side of the road which endangers children). Also consider replacing the traffic island near the school astro-turf with a zebra crossing and zigzag lines.	2	0		
Mount Adon Park	Pavement	Please resurface the pavements on Mount Adon Park, they are just about impassable with a pushchair	2	0		
melbourne grove	melbourne grove rat run	Traffic run for people trying to avoid Lordship Lane - but cars / van often speed and adds to major congestion snarl up that is melbourne grove / east dulwich grove with drivers having accidents as they try and navigate the crossing	2	0		
Lordship Lane	Littered scattered around rubbish bins every day (foxes?!)	Either hungry foxes leave the area around the rubbish bins like a tip every single morning, or the bins are allowed to overflow as a result of not being emptied enough. Not only is this a disgusting sight, it creates a highly unhygienic and also child unsafe environment. A solution would be to install underground bins that foxes cannot get into as well as ensuring regular clearing.	2 (2)	0 (0)		
Landells Road	No safe pedestrian crossing between Townley Rd & The Plough junction	There is no safe place to cross the road to get to the frequently visited 306 Medical Centre or Sainsbury's. Crossing here is particularly tricky due to the bend and incline in the road making the situation difficult to assess, worsened by very regular buses blocking the view.	2	0		
Junction East Dulwich Grove and Townley Road	Junction worse for cyclists now	since the changes to this junction coaches are frequently stuck here trying to cross, which means it is even harder for cyclists to access.	2	0		
Etherow Street	Air pollution	The combination of the bus stand and school run vehicles outside the school means this road experiences heavy levels of pollution every day. Encouraging walking and cycling to school would help. Parents park all over this short street in spots that are not parking spaces. In an ideal world the buses should not be routed to end next to a primary school and the road should be closed during 8:30am-9am as they do at Bessemer Grange.	2 (0) (0)	0 (0) (0)		
East Dulwich Grove	Crossing	Many school pupils cross the road here daily. A new pedestrian crossing is required between the existing two.	2	0		
East Dulwich Grove	Cycle Safety	Dangerous junction for cyclists turning right from East Dulwich Grove onto Red Post Hill	2	0		



Dulwich Village	Safety	Motorists speeding, far exceeding 20mph limit. Frequent dangerous overtaking when car in front tries to comply with speed limit.	2	0		
Druce Rd	Rat run for Cars from Court Lane Avoiding Congestion at Intersection	Cars drive on RHS of Court Lane, cut corners, ignoring pedestrians and drive up Druce Rd to cut through up to Woodward Rd to try and avoid congestion at the Calton/Court/Dulwich/Turney Intersection	2 (2)	0 (0)		
Desenfans	Rat Run for Cars from Court Lane Avoiding Congestion at Intersection	Cars drive on RHS of Court Lane, cut corners, ignoring pedestrians and drive up Desenfans to cut through up to Woodward Rd to try and avoid congestion at the Calton/Court/Dulwich/Turney Intersection	2	0		
Dekker	Rat Run for Cars from Court Lane Avoiding Congestion at Intersection	Cars drive on RHS of Court Lane, cut corners, ignoring pedestrians and drive up Dekker to cut through up to Woodward Rd to try and avoid congestion at the Calton/Court/Dulwich/Turney Intersection	2	0		
Calton avenue	Residents parking	The parking problems on Calton Avenue are much more acute in term time. Since Alleyns built on its car park this section of road is filled with teachers and students cars. This impacts on the residential community. Parking is now a nightmare on this road, particularly since lots more of Dulwich/north Dulwich becomes residents parking. cars that are left for the day whilst commuting to the station or to school are really adding to the problems here	2	0		
Beauval Road	Tree planting	Compared to neighbouring streets, the number, quality and maturity of trees along Beauval Road is pitiful. A further 3-4 trees on either side of the road of a variety which is good a filtering CO and CO2 would greatly add to air quality improvements.	2	0		
Barry Road	Heavy vehicle parking around entrances to off street parking and other junctions making it extremely hard to see when trying to join the road especially as traffic speed high	Cars parked very close to off-street parking areas and places like Halliwell Court make it very hard for people in cars trying to join Barry Road to see what traffic is coming and, given the volume and high speeds at which most cars are travelling - as all the other roads have bumps and other 'calming' measures which mean people choose roads where they can speed, dangerous	2	0		
All of Woodwarde	Dog poo	Find dog excrement at least everyday along this very popular school route to school.	2	0		
Townley Road	Needs a puffin crossing and road calming	Very difficult to cross here, despite being a side road due to the movement of cars into and out of Townley. There needs to be a puffin crossing, perhaps back from the junction, for anyone heading to Lordship Lane from the south/village.	2	0		
Beauval Road	Very wide road entrance	The road entrance here is very wide and difficult for pedestrians to cross safely.	1 (0)	2 (1)		It's fine, I can't see any issues as a regular user biking or walking...
Townley Rd/Calton Ave/East Dulwich Grove	Cyclist Behaviour at marked crossings and traffic lights	Frequent disregard by cyclists of other road users, both pedestrians and motorists. Several incidents witnessed of cyclists not stopping at pedestrian crossings, not giving way to motorists, despite the improvements with the traffic lights at the junctions, giving cyclists a designated cycle lane and extra time at the traffic lights. Frequent undertaking by cyclists of slow moving traffic or cyclists not using the designated cycle lane but weaving in and out of slow	1	2		cyclists must get to the front to be safe - this is good practice as taught by the advanced cycle training I undertook. It also helps to reduce the intake of toxic fumes not to get stuck behind exhausts.

		moving traffic impeding both coaches and other motorists				
Woodwarde Road	Previous feedback	Previous engagement highlighted 72% of residents are dissatisfied with current layout	1	1		
Melford Road	Permanent traffic jam	The traffic is almost always solid here in the mornings during the school run. The smallest issue on surrounding main roads and it persists all day.	1	1		This also leads to problems at junction of lordship lane and Underhill road as people turn right into lordship lane to avoid using melford road. There is also an endless stream of cars turning left at Underhill rd and lordship lane then right into highwood close and doing a u turn back on to lordship lane to avoid melford road and the right turn from lordship lane to the a205 west. This is extremely problematic and dangerous for the residents of highwood close.
Mount Adon Park	Pavement Parking	Pavement parking is endemic on Mount Adon Park making walking difficult and dangerous. Needs enforcement	1	1		Without kerb parking there would be no space for parking on the street. Unless the street layout included narrower pavements, bin locations and marked spaces this would not be a realistic option. The best way forward for this would be to resurface the street removing pavements to create a shared space street which would reduce speed of vehicles to 10mph, remove pavements completely and create a shared space for both vehicles and pedestrians - this would be the most logical approach in terms of space and for the volume of through traffic (not a lot) that the street receives - perhaps turning the street into a cul-de-sac would also further support this.
Fellbrigg Road	Electric Car bays needed	The main issue that I really wanted to address is the fitting of two charging points on the lampposts in our road. This was carried out in March and they have never been used so far because there are no dedicated bays for them. The kerbside is hardly ever clear for anyone with an electric or hybrid car to park there for the time to carry out charging.	1	1		I can see the frustration, this causes, but creating dedicated bays has issues IMO. Currently, it would effectively privatise a section of the public highway to the benefit of early adopters by reducing the available parking for other vehicles which are currently in the majority. Longer term, as lamp-post charging points are rolled out further, it looks unsustainable as it could generate significant conflict between different road users. The end state has to be that every lamp-post has a charging point which means dedicated bays should not be required. So the answer is to have a full-blooded roll-out of lamp-post charging points which would also act as a major encouragement for drivers to convert to EVs. The Infrastructure has to be developed first.
Crystal Palace Road	Islands in middle of road cause vehicles to swerve	The central islands are very dangerous for cyclists as they force drivers to squeeze the road width.	1	1		Agree and on multiple occasions I've seen drivers going the wrong side of the island to overtake
Woodwarde Rd	Busy in the mornings turning left from Woodwarde Rd to Calton Ave	This junction is always very slow moving in the morning - there is very often a long queue back past Dekker Road for cars trying to turn left into the queue of traffic down to the Dulwich village junction	1	0		
Whateley Road	Cyclists	In other areas white bicycle markings are painted on the road to remind drivers to look out at junctions, painting these on the road here and on nearby 'through' roads would be increase safety for cyclists.	1	0		
Ryedale	High speeds at top end of Ryedale	In both directions cars entering the wider end of Ryedale often do so at high speeds, well in excess of 20 mph. The traffic calming measures currently in place - very low speed cushions - do not work. The road is used as a cut-through, often by heavy goods vehicles, all of which accelerate into the space.	1	0		
Picketts Terrace	Heavy congestion	There is very heavy congestion going both ways at this pinch point at the end of	1	0		

	on narrow road	Underhill Road at the junction with Barry Road. There are also serious road safety concerns about that junction (regular near misses and unreported minor collisions). This is due in part to the volume of traffic trying to cross Barry Road from Underhill Road, partially due to the speed and volume of traffic on Barry Road, and partially due to the bad sight lines looking left from Underhill Road caused by inconsiderate parking from church goers to the local church.				
OVERHILL ROAD	VEHICLE SPEED	Cars and more and more white vans tear up Overhill Road to cut through away from Lordship Lane traffic. I feel that these drivers are frequently speeding and as there are a lot of children coming from Dawson Heights estate there are added dangers to this traffic offence.	1	0		
lordship lane/south circular	dangerous junction.	Contemptuous treatment of pedestrians. Pedestrians safety disregarded. Cars prioritised. at the expense of the lives of others. Dirty air.	1	0		
Lordship Lane near The Plough	Poor Road surface	Jonathan: Road surface around Lordship Lane at this area is very poor, so too the pavement outside The Plough with cobbles level with the road.	1	0		
Lordship Lane	Recent Gas works	Recent road works did not take into account road users that were not cars, and forced pedestrians to change their routes. The idling traffic also made Lordship lane unpleasant from an air quality perspective	1	0		
Lordship Lane	Bus stop needs updating	This is a very busy bus stop on some major routes. The shelter is very dated/grimy/dirty. There needs to be better lighting and seating for the volume of users.	1	0		
Lordship Lane	Limit speed and acceleration away from lights	Pollution and safety issue - rate of acceleration and not following 20 speed limit when heading south on Lordship Lane from junction with Barry Road and issues. I regularly witness speeding. I live on Upland Road and at night I can hear some extreme examples with cars (and even more so motorbikes).	1	0		
Landells and Goodrich	Need to improve sightlines at this junction	Vehicles, especially vans, get parked to near to this junction, when driving along Goodrich from Barry road, it is impossible to see what is coming downhill without pulling out quite far into the road.	1	0		
Junction of Townley Road and East Dulwich Grove	Traffic volumes, congestion and air quality	Concerned about: congestion and daily volumes of traffic using this route daily, and the subsequent impact on air quality; the idling of engines from stationery traffic and subsequent impact on air quality.	1	0		
Jennings	accidents	lots of accidents here	1	0		
Hillsboro Road	Air quality and safety	Concerned about the use of this road as a cut-through road which can endanger children travelling to / from school, the impact of traffic on air quality; the idling of engines from parked traffic and subsequent air pollution; inconsiderate parking. Consider zigzag lines outside the Lower School entrance of Alleyn's School.	1	0		
Goodrich and Lordship lane	Improve sightlines	It is very difficult to see up and down Lordship Lane because of vehicles parked too near to this junction, you have to pull out too far into the road, and traffic coming up from direction of Townley Rd is often too fast.	1	0		
Friern Road	Motorbike menace	motorbike, scooter and moped riders (with the occasional van and car) driving through the end of Friern Road to Forest Hill road across the yellow cross hatched roadway. There is no signage to remind riders and drivers, but there are clear signs on the Barry Road/Upland Road junction heading towards Lower Friern and Forest Hill Road advising that there is no motorised vehicle access.	1	0		
Eynella Road	Road well used by cyclists	285 cycle movements recorded on an average day	1	0		Mainly adults and older kids going to the private schools. Young children and families are unable to use this route
Etherow Street and Friern Road	Traffic calming for buses	The buses and traffic go round this corner too fast and don't have time to see people crossing. The buses particularly go at speeds too fast for those	1	0		

		coming in and out of their driveways on the immediate left. There should be a speed hump or similar road calming at the entrance to the road.				
East Dulwich Grove and Lordship Lane	(off map) ED Grove junction hard to cross	Fair 19 May: This junction very hard to cross as a pedestrian	1	0		
East Dulwich Grove	Large volume of HGV	Large volume of HGV, mostly construction traffic, often travelling at excessive speed	1	0		
Desenfans Road	High traffic speed	The recorded average speed along the road is 25.3 mph, significantly above the 20mph speed limit.	1	0		
Desenfans Rd	Rat Run for Cars from Court Lane Avoiding Congestion at Intersection	Cars drive on RHS of Court Lane, cut corners, ignoring pedestrians and drive up Druce Rd to cut through up to Woodward Rd to try and avoid congestion at the Calton/Court/Dulwich/Turney Intersection	1	0		
Dekker	Rat Run for Cars from Court Lane Avoiding Congestion at Intersection	Cars drive on RHS of Court Lane, cut corners, ignoring pedestrians and drive up Dekker Rd to cut through up to Woodward Rd to try and avoid congestion at the Calton/Court/Dulwich/Turney Intersection	1	0		
Crystal Palace Road	Longer double yellow lines	The double yellow lines should be made slightly longer at the crossing towards Whately. As it is now, sometimes cars park too close to the island and it's impossible for others to drive past without crossing the island on the wrong side of the road.	1	0		
Crystal Palace	improve sightlines / restrict parking on corners	Vehicles, especially vans, get parked too near to this junction, when driving along Goodrich from Barry road, it is impossible to see what is coming downhill without pulling out quite far into the road.	1	0		
Court Lane	Road well used by cyclists	248 cycle movements recorded on an average day	1	0		
Court Lane	Dog Excrement	Often find very inconsiderate dog walkers to and from the park who are not removing their dog's mess. Frequently have to tell little ones to avoid it on the pavement.	1	0		
Chesterfield Grove	Pollution hot spot	This area is a pollution hot spot - not only because people drive round and round trying to find a parking space but also due to the car wash. The car wash produces a huge amount of pollution and unnecessary traffic. On days when the car wash doesn't operate you see a marked reduction in traffic and therefore traffic fumes.	1	0		
Calton Avenue (onto Townley Road)	Dangerous driving onto Townley Road	Car drivers waiting to turn right in queues of traffic frequently drive on the wrong side of the road and bollards to turn right onto Townley Road from Calton avenue. This is dangerous for all road users but especially cyclists coming down quietway 7 from Denmark hill and turning onto Calton Ave. needs camera enforcement to stop before someone is killed	1	0		
Calton Avenue	Quietway Improvements	Ensure this cycling quietway meets the new Cycling Quality Standards published by TfL. This will mean making it much safer for cyclists.	1	0		
Barry/Etherow St	cycling turn into Etherow St	This right hand turn on a blind corner is part of a cycle route. It is extremely dangerous. It is right by a school. It has been scheduled for improvement and the plans are very good and will remove the danger. But they are not being implemented. They need to be put into action	1 (1)	0 (0)		
Barry Road	Road well used by cyclists		1	0		
Barry Road	Road well used by		1	0		

	cyclists					
Lordship Lane	Road well used by cyclists		1	0		
Beauval Road	Dangerous for cyclists - make one-way	Craig: Would like to see narrow roads such as Beauval made 1 way for dangerous cyclist meeting oncoming traffic.	1	0		
Townley Road	Quietway Improvements	Ensure this cycling quietway meets the new Cycling Quality Standards published by TFL. This will mean making it much safer for cyclists.	0	2		thanks for making such great improvements to this junction - it is still a gauntlet cycling straight when vehicles want to turn left but the advanced signals are a great help.
Hillsboro Road	Congestion on Hillsboro Road	Concerned about the occasional traffic jams that are created on Hillsboro Road when the voluntary one way system is not followed.	0	1		Too many cars coming out of this side street whilst pedestrians / cyclists trying to get to Greendale junction. School street on Hillsboro Road would reduce no. of journeys being made to pick up / drop off children and encourage active transport
Woodwarde Road	Cycling on Pavements	Do not agree with cycling on pavements as it presents a danger to pedestrians. Frequency of this is increasing and is likely to rise further with the advent of electric bikes, and other powered 2 wheel devices such as scooters.	0	1		The amount of cyclists using the pavements is increasing. I can understand children needing to use the pavements but I have twice knocked into a cyclist crossing my drive at great speed while exiting my driveway. Whilst I appreciate the health benefits of cycling and the benefit to reduction of air pollution by reducing the amount of cars on the road I think cyclists should be road taxed and, most importantly, insured. I have had to pay for damage to my car caused by cyclists after collisions which they have immediately admitted was their fault
Woodwarde Road	If it ain't broke, please don't try and fix it!	I have serious concerns about this exercise because (i) Southwark has ignored citizen feedback in the past (recent consultation on CPZ in East Dulwich) and (ii) I don't trust any interventions to be either proportional, minimally intrusive or without serious unforeseen consequences. What must certainly not happen is anything that further reduces the capacity of on-street parking on Woodwarde Road.	0	0		
Upland Road	Extension of double yellow lines	Double yellow lines only extend a short way up Upland Road at junction with Lordship Lane. If cars are parked on both sides of Upland Rd up to the double yellow lines then there is only room for one car in or out of the junction. If you are turning into Upland Rd when a car is looking to exit the junction you can end up stopping across the bus lane on Lordship Lane.	0	0		
Underhill Road	Speeding cars	I find cars frequently speed along here and are prone to dangerously overtaking cyclists here. It can be very intimidating.	0	0		
Underhill Road/Belvoir	Cars parked on corner obstruct visibility	Cars coming out of Belvoir Road cannot see the traffic on underhill road because parking is permitted too close to the corner	0	0		
Townley Road	Right turning vehicles	Vehicles turn right into Townley Road after the advance release light for cyclists has gone green creating dangerous conflict.	0	0		
Townley Rd	Tree replacement	Several mature trees were felled along Townley Road with no effort made to replace them.	0	0		
Parks	Better access to parks for school cyclists	The parks all close early, meaning students can't use them for their journeys home - should stay open later, as safer to cycle on than the roads.	0	0		
North Dulwich train station	Public transport in the area	Concerned about the lack of efficient public transport between East and West Dulwich e.g. a direct bus route; North Dulwich station is dimly lit and often unmanned from 5.00 pm so does not feel "safe" for children.	0	0		
Melford Road	Cycling contraflow signing	The road is two-way for cycling - not clear to motorists though judging by frequency of comments/ aggressive driving. Existing signing is inadequate/ pointing the wrong way and some physical protection for lane at junction with	0	0		

		Underhill Road would protect cyclists on that corner and make it clearer to drivers there is oncoming traffic.				
Melford Road	traffic speed/pedestrian crossing	cars parked on bend block visibility for pedestrians crossing road - and often cars speed into the corner	0	0		
Lordship lane/ Underhill road/highwood close	Pelican crossing	The time settings on this crossing are poorly set. It takes too long after pressing the pedestrian button for the traffic lights to turn to red. This results in pedestrians becoming impatient and crossing when the traffic lights are still green or not using the crossing at all which is very dangerous as this is a high speed road. The timings need to be reset. This seems to me a very simple thing to fix.	0 (0)	0 (0)		
Lordship Lane/ Underhill Road	Bus lane before junction causes problems	There shouldn't be the short bus lane before the junction with underhill road - if you are turning left from lordship lane it means you are dangerously turning across a lane frequently used by motorists to illegally undertake other traffic.	0	0		
Lordship Lane (south of Eynella)	Desperately needs to be redone	This is a bleak bus shelter. the pavement around it is a shambles and very hard for the elderly or any one with mobility issues to walk on. There is no signboard for bus arrivals, although it is serving several major routes. It needs shade trees since it is completely open to the elements and it is very hot in the summers. More seating in the shelters and bushes and trees would make this a very pleasant corner especially with the cafe.	0	0		
Lordship Lane (Melford Road)	Crossing lordship lane	It is too dangerous crossing at the island here. Too many cars ignore the bus lane here in order to undertake cars sitting in traffic jams.	0	0		
Lordship Lane	On street parking	I have had near misses with drivers pulling out/across other road users trying to get spaces on main road. I also feel Lordship Lane is horrible to walk along as it feels dirty and congested. I'd love to see parking removed and the pavement widened, for example, as I think narrowing the carriageway would reduce the average speed.	0	0		
Lordship Lane	car volumes	I don't feel confident cycling here due to traffic volumes. Otherwise it would be nice to stop off at the butchers, cheese shop and fishmongers on the way home from work. At the moment I just go via residential streets. Is it possible to reduce traffic here, or provide some sort of physically segregated cycling lane?	0	0		
Lordship Lane	Traffic	The density of cars parked either side of the road along this section mean buses can only pass one at a time, slowly public transport.	0	0		
Landells Road	Dropped kerb needed for buggies / disabled	At the junction of Goodrich/Landells dropped kerbs are only provided for pedestrians continuing on Goodrich, not those continuing on Landells Road. Lots of buggy traffic here as well!	0	0		
Landcroft/crystal pakace	Dangerous junction	Cars drive v fast up Crystal Palace road and cars parked on corner so difficult to see	0	0		
Landcroft road	Cycle parking	A bike hangar was place several weeks ago but full within 48 hours. There clearly a HUGE unmet need for on street safe cycle parking in the area, the provision of which would encourage more cyclists	0	0		
Junction of East Dulwich Grove and Red Post Hill	Right turn at lights from East Dulwich Grove into Red Post Hill	There is no right turn only lane - unlike coming the other way (from Village Way into East Dulwich Grove) - making turning right from East Dulwich Grove into Red Post Hill dangerous	0	0		
Half moon lane and Village Way	Poor air quality and poor traffic flow	Poor air quality and traffic flow could be improved by turning the triangle of roads of Village Way, the end of Half Moon Lane and Red Post Hill into a one way gyratory system to increase smooth traffic flow. Often traffic gets jammed on Village Way, with cars, buses and trucks getting stuck due to two way traffic and often not enough room to manoeuvre.	0	0		
Goodrich road	Vehicle speed	Cars travel to fast along the length of Goodrich road as there are no speed	0	0		

		bumps or speed cameras. As there are lots of on street parking this is dangerous with people trying to cross roads between parked cars and cars travelling at speed				
Goodrich Road	Trees cut down	Some very large trees were cut down without being replaced. Do it need to be stated that we need more not fewer trees?	0	0		
Friern road	Friern Road should be prioritised as cycling route	Multiple roads run North / South in this area. Friern road is a natural choice for prioritising for bikes as it serves as a park connector route between Dulwich Park and Peckham Rye via Eynella Road.	0	0		
Fellbrigg Road	Too many cars parked	My family and I live in Fellbrigg Road and have noticed the steady increase in vehicles parking in the street. Although we no longer own a car, during the last few years that we had one, we found it increasingly difficult to find a parking space. The road tends to be filled up weekdays with staff from local businesses parking here and builder's vans belonging to companies working on many of the houses and flats. At weekends, some business people still park, but then there are other vehicles owned by shoppers. From our point of view, the introduction of resident's parking bays would help the situation.	0	0		
Eynella Road	Add bicycle prioritisation lights	Cycling between Dulwich Park and Peckham Rye requires taking a right from Barry road onto Etherow St. This is a serious accident waiting to happen. Vehicles travelling south on Barry Road often cross the white line as they corner at the junction with Etherow St. Giving cyclists crossing from Eynella Road onto Barry road a little extra time would allow them to acquire a somewhat safe position before turning right. This proposal is just bandaid though. A more robust approach would involve reducing the two lanes from Barry road at the Lordship Lane junction to just one, and reallocating that space for a dedicated bike line.	0	0		
Etherow Street/Norcroft Gardens	Road safety outside primary school	The double yellow lines do not span far enough around the corner and traffic wardens let parents leave their cars there for 5/10 mins whilst they drop their children at school. This is really hazardous for young children, and those walking to school by themselves. Buses should be re-routed and Etherow Street should be closed during school opening and closing hours, like at Goodrich and Bessemer	0	0		
East Dulwich Grove / Townley Road Junction	cyclists turning right in Townley Rd	Having cycled in London including commuting daily into the city for over 35 years - this is one of the more dangerous junctions I've used Cyclists turning right from East Dulwich Road into Townley road do not have an advanced start cycle traffic light (as is the case the other way around) I've nearly been knocked off several times by cars speeding along East Dulwich Grove at way way over 20 mph in the right hand turn right lane only - in order to continue straight down East Dulwich Grove	0	0		
East Dulwich Grove	Cars in wrong lane	First car in right turn filter lane going North on East Dulwich Grove often go straight on as they have chosen that lane to skip the queue of cars in the straight on only lane	0	0		
Dulwich village/village way	Pavement too narrow	The pavement and crossing are not well suited to the number of people trying to cross the road.	0	0		
Dulwich village junction	Cycle Lights wrongly height positioned	These seem to have been positioned, perhaps only marginally at the wrong height and so in the eye line of drivers who think it is a green for cars. It is not such a problem at any other cycle area I've observed.	0	0		
dovercourt rd	Rat Run for Cars from Court Lane Avoiding	Cars drive on RHS of Court Lane, cut corners, ignoring pedestrians and drive up DoverCourt to cut through up to Woodward Rd to try and avoid congestion at the Calton/Court/Dulwich/Turney Intersection	0	0		

	Congestion at Intersection					
Darrel/upland road	Bad parking impacts visibility	Vehicles parked very close to crossroads making it hard for drivers to see and turn into the junction	0	0		
Court Lane junction with Calton Avenue	Unacceptable noise levels	Impatient drivers constantly (day and night) hooting and often shouting and swearing. Priority signage is unclear and poorly located, causing confusion and frustration, and leading to some drivers taking dangerous risks such as driving on the wrong side of the road or on the pavements.	0	0		
Court Lane	Air Quality	Poor air quality. The window frames get covered in black dust, and my daughter's asthma is noticeably worse since we moved here.	0	0		
Calton Avenue/Wood warde road	School traffic	The traffic problems in this area are worst between 8.00 and 8.45 when the private schools are starting. There is some late afternoon rush hour traffic too. But the huge amount of traffic in this area is due to parents and coaches dropping off/picking up children - the roads turn into a nightmare.	0	0		
Calton Avenue	20 mph not observed	Cars do not observe the 20mph limit. Speed bumps are ineffective and the 20mph markings are not clear.	0	0		
Barry Road/Etherow Street	New pedestrian crossing needed	There is a pedestrian desire line across Barry Road, from its junction with Etherow Street, across to the bus stop opposite the primary school on Barry Road. Children on their way to secondary school, mums with young children, and adults all cross here.	0	0		
Barry Road (north of Etherow)	Quite dingy	This bus stop needs updating and more shade trees planted. It is a major stop and often has no protection from the elements, especially in summer	0	0		
Barry Road	Speeding	Difficult to believe that the average speed along here is 30mph when there are many buses on this road, I use it several times a week on foot or bike and have rarely thought speeding to be a problem.	0	0		