



# Dulwich Upper Wood Wall

First public consultation report

## Introduction and Background

- Dulwich Upper Wood is a 2.4 hectare local nature reserve and Site of Borough Importance for Nature Conservation, located in Crystal Palace.
- Most of the woodland is enclosed by fencing however along the western boundary there is a 50m long brick wall, which has become unsafe due to severe deterioration. Part of the wall has been taken down for safety reasons and must be rebuilt. The wall is located at the southern end of Farquhar Road near the junction with Jasper Road. The footway has been closed off.

## The Project

- A feasibility study was undertaken in 2018 to determine the most economic proposal to replace the failed wall. Various construction options were considered but all would require the removal of trees. One option, which provided access for disabled people in line with the Equality Act 2010, would require the removal of a small number of trees, whereas the other options would require the removal of 34 trees.
- The Council have investigated another two options that could allow the replacement of the failed wall, with a new wall built out into the pavement area of the public highway, with no tree removal. These options are:

### Option A

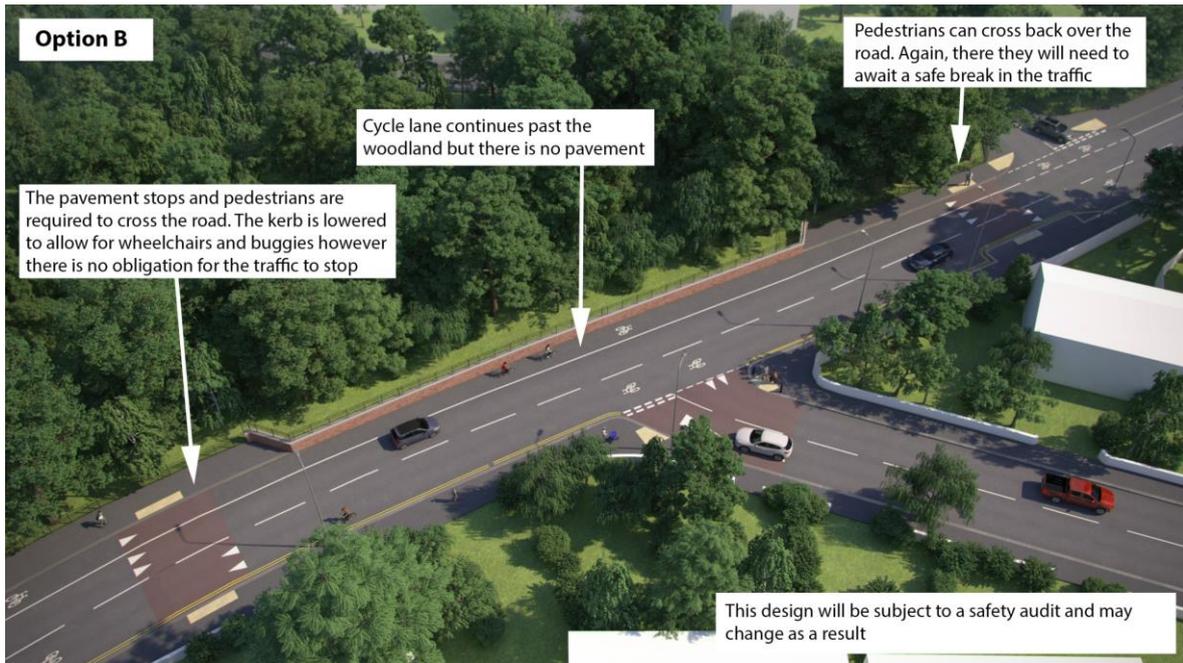
This option involves the construction of a new wall within the existing pavement area, approximately where the kerblines lie. A new pavement would be built out into the road, and the road carriageway will be made narrower. The new pavement would be shared-use between pedestrians and cyclists travelling uphill towards Crystal Palace, as there will not be space in the road for a dedicated cycle lane.



## Option B

Option B also involves the construction of a new wall within the existing pavement area, approximately where the kerblines lie. The pavement would be removed and so the woodland will be adjacent to the road carriageway and there would be no pavement for the 50m length, alongside of the wall.

Pedestrians would be required to cross the road to the pavement on the western side. A raised table would help slow traffic at the point they need to cross. Pedestrians would have the option to cross back to the eastern side once they have passed the wall, with another raised table to slow traffic in this location.



- Both options will require a Stopping Up Order under Section 116 of the Highways Act. This is because part of the existing pavement will be incorporated into the woodland and no longer available for public passage.

### Consultation activity

- The community consultation period was open from 28 August to 11 October 2020.
- The following information was published on the project webpage:
  - The two proposed option illustrations, shown above
  - A description of the project
  - The feasibility report
  - The scoping report
- Ward Councillors and local stakeholders on the mailing list received an email with the link on the Council project webpage with all the above information.
- 210 residents in close proximity of the scheme were sent a letter with the website link and invited to take part on the consultation.
- Posters were attached to the fence.

- An online event was held on 5 October 2020 to discuss the two options and clarify any questions.
- Ward Councillors (Andy Simmons and Catherine Rose), Pippa Krishnan (Southwark Programme Manager), Alwyn Samuel (Southwark Highways Manager), Adolfo Gonzalez (Southwark Project Manager) and other 9 participants attended the online meeting.
- The deadline was extended from 20 September to 11 October 2020 to allow residents to ask questions about the options on the online zoom event organised on 5 October 2020.

## Results and Summary of Key Points

- This summary highlights the key findings from the first public consultation. See appendix 1 for some comments/suggestions received.
- 99 responses were received by email.
- 83% of respondents preferred option A.
- 9% of respondents preferred option B.
- The remaining 8% either liked both options or neither of them.
- Almost 40% of respondents commented the importance of building the wall without the removal of the trees.
- 7 respondents are concerned about the safety of cyclists and pedestrians sharing the same pavement in Option A.
- 7 respondents have concerns about loss of parking spaces.
- 3 respondents have suggested adding speed bumps or tables to slow traffic.
- 3 respondents suggest that in option A, cyclists should use the road instead of sharing the pavement with pedestrians, however this would be dangerous for cyclists as the road would be narrower.
- 3 respondents are suggesting to create an additional footpath in the woodland on top of the new build out with stairs or ramp to access, in option A.

- 3 respondents have suggested closing Farquhar Road and Jasper Road to traffic.
- 1 respondent has suggested a diversion for cyclists, requesting that they first dismount and then follow Jasper Road to avoid cycling pass the wall.
- 1 respondent has suggested adding a dropped kerb to make it easier for cyclists to make a right turn into Jasper Road.
- 1 respondent has suggested making Farquhar Road one way only for vehicular traffic.
- 1 respondent has suggested narrowing this section of the road to one lane, so that oncoming traffic must give way to each other, leaving more space for cycling lanes and pavements.
- 1 respondent has suggested we look into an enhanced gabion wall which could be cheaper and could have longer lifetime than a standard one.

## Conclusion

- More respondents to the consultation preferred option A, over option B.
- Interesting suggestions have been made which will be explored in the next stage of the design.

## Next steps:

- The external consultant will progress the design for option A, including a safety audit.
- We will meet with the external consultants to discuss suggestions made.
- A Stopping Up Order application will be made to the Magistrates Court, seeking permission to incorporate part of the pavement into the woodland.
- We will keep interested parties updated as the project progresses, via the project mailing list.

## Appendices

- Appendix 1 Residents' responses

## Appendix 1 All consultation responses

I would prefer Option A with a short shared space for cyclists and pedestrians. Cyclists going uphill are less likely to be travelling fast and to have to cross Farquhar Road twice (as a pedestrian) under Option B would be more hazardous.

Great to hear that you are working to preserve the trees.

I would vote for option a (road narrow and preserve the pavement). This road attracts joy riders and fly tipping so any measures to make drivers more cautious/reduce appeal for drivers would be welcomed.

My preference would be to maintain pedestrian access on this side of the road , safety audit permitting. As an alternative has there been any consideration of ramping and raising the footpath onto the section of the build-out with segregated cycling being maintained at the current level?

I would reject both option A and Option B on the grounds that both options discriminate against and disadvantage pedestrians, making it less safe for us to walk along Farquhar Road.

Option A requires pedestrians to share a pathway with cyclists. This is dangerous for pedestrians because cyclists will regard it as their right of way and not slow down for, or give way to, pedestrians, many of whom may be old and/or infirm. My own personal experience of cyclists in London generally is that they do not respect the rights of pedestrians.

Has Southwark council done any research into how many injuries are caused to pedestrians by cyclists riding on pavements and areas that are exclusively reserved for pedestrian traffic?

Option B eliminates the footpath altogether and requires pedestrians to cross the road - at their own risk - as you point out. Farquhar road is an increasingly busy road and the fact that it is on a steep incline means that traffic travelling downhill frequently exceeds the 20 mph speed limit. This makes it hazardous to cross Farquhar Road without an official zebra crossing.

Finally I want to question why the both proposals prioritise cyclists over pedestrians. Why isn't there an Option C where a cycle lane going uphill stops before the new wall, leaving the footpath exclusively for pedestrians and requiring cyclists to walk the length of the new wall - or perhaps use the road, as cyclist have always been required to?

Alternatively cyclists can circumvent this section of Farquhar Road by going down Jasper Road.

I hope you will abandon both option A and B and come up with a better plan that does not

discriminate against or disadvantage pedestrians.

As a local resident I prefer option A

Traffic zooms up and down this road. It is a rat run Any way of slowing the traffic is win win situation with option A In fact why not make it one way and stop the constant traffic using it as a short cut from the Crystal Palace parade towards gipsy hill

With covid reality I do not think you should force people to the other side of the road and the other pavement, where it is not possible to social distance with others on the other side

On the options presented for Farquhar Road which I've had sight of via our residents' group I strongly object to Option B.

I regularly walk with my 2 children, or run if I'm out for exercise, up Farquhar Rd to go to Crystal Palace Park. The fact that the pavement is out of use on the side of the road that we live on is a major irritation. Option B would make this annoyance permanent. I am also a cyclist and I support measures to make cycling more attractive, but I fear that implementing Option B would stoke resentment between pedestrians and cyclists.

This is my neighbourhood, I don't have a car, and I want my pavement back please! On this basis, of the two options, I support Option A.

Thanks for putting forward plans to improve the pavement on Farquhar Road and retain the trees in Dulwich Upper Wood.

I would support Option A if I were forced to choose between A and B; however, I would recommend not putting cyclists and pedestrians into potential conflict, if that can be avoided. Instead, I would recommend narrowing the road for motor vehicles, such that oncoming traffic would have to give way to each other through a single lane section of road, thus making ample room for cycle paths and pedestrian paths on both sides of Farquhar Road.

Another option may be to close Farquhar Road and Jasper Road to through traffic...? This would be ideal for many residents on Farquhar Road, who suffer motorists proceeding at high speeds and in heavily polluting vehicles.

Sorry for being brief. If my proposal isn't clear, please let me know and I'll attempt to describe it more fully.

I've looked at the proposals for the plans for Farquhar Road, and as a resident, am relieved that after 2.5 years of disruption, litter and blight, something is to be done.

Firstly, I'm puzzled about the provision of a cycle lane\_\_ all summer we've had the noise and disruption of a very complicated and expensive cycle lane being constructed in the adjoining Dulwich Wood Park, which will take segregated cyclists up to the Parade. Do we need yet another grand project to duplicate the facility? FARQUHAR Road is already part of National route 23, and is a much quieter road. In addition, there is already a cycle path

at the top of the hill, (where traffic has to do the very awkward swizzle round Jasper road and a difficult entry into the traffic flow on the one-way system.) I wonder if your department tries out these developments that we have to live with subsequently?

A priority must be to save the trees; no plan should destroy our little green city space.

Having said that, if the plans have to go ahead, version A is to be preferred. We've walked up on the side of the wood for 2.5 years, stepping out into the traffic lane around your barrier, so are used to some risk, but having to cross then recross the road is not satisfactory (Version B)

In Version A, cyclists, sharing the footpath, would need to be alerted to the nature of the path along the section in question.

Thank you for asking for feedback.

I am writing to give me opinion on the preferred option for the Dulwich Upper Wood wall repair as per <https://www.southwark.gov.uk/transport-and-roads/highways-defects-and-improvement-maintenance/bridges-subways-and-walls?chapter=4>

I am in favour of option A since I do not think it is acceptable for pedestrians to be without a pavement.

I have read your proposed repair to the wall; it has taken Southwark over 2 years to come up with two simple plans. However, **Plan A**, is the best proposal, as cyclists up and down this road is few and far between, and as it's up hill they usually go very slow/or walk. **So PLAN A would be a much better plan.**

I would strongly object to any more Trees being removed, a lot has already been removed and making the woods look ridiculous. It is not appropriate for the wild creatures in the woods, having to live with all the traffic noise and pollution that the felling of trees and brushes have done. The Queen had said "Plant more trees" not cut them down.

Option A please.

However, either option would be preferable to present situation.

So please go ahead ASAP with either.

I'd like to express my preference for option B.

Foot traffic along the road is light and people are already used to crossing over, and despite the hill cyclists regularly cycle up the road (labelled as down the road in diagram a?). Introducing a mixed cycle/footpath seems like its inviting trouble.

The road is also a 20 mile an hour road that regularly sees cars speeding up and down so the additional traffic calming in option B might help that problem.

The only issue might be parking, currently, the area of the northern raised crossing will see cars parked at that point, this plan eliminates at least 4 active parking spots.

In addition vehicles park on the eastern side of the road where the cycle lane will be, this

doesn't seem to have been addressed in the plans.

Of the two options proposed for the repair of the Dulwich Upper Wood wall, I prefer option 1.

- 1) The narrowing of the road will help deter the speed of many of those who use Farquhar Road as a rat run ( in spite of of the speed bumps in place).
- 2) Pedestrians can easily walk down on the opposite footpath if necessary but as a shared space for cyclists and pedestrians - especially as cyclists will be travelling uphill and therefore not at speed- it will be fine.
- 3) This option seems to require less street furniture and painting of pedestrian crossings - there is already way too much unnecessary street furniture in place, less is better.
- 4) Option one appears to separate the woodland reserve more from the traffic- having the pedestrian/cycle route as a buffer.

In response to your letter dated 2nd September 2020 inviting comments on the two options for the cycle and pedestrian use of the pavement area adjacent to the proposed new wall, I prefer Option A, the combined pedestrian and cycle lane. I think this is the safest and most practical of the two options. Pedestrians using the eastern side of Farquhar Road whether walking northwards or southwards will inevitably continue their journey on that side of the street rather than cross to the opposite side of the street just for the 50 metre stretch that will pass the new wall, and this could lead to confrontations with cyclists if it were for cycle only usage. Many cyclists think they have more rights than any other type of road user and take a self-appointed 'moral high ground' and might object to pedestrians using a cycle-only lane. By making the lane combined use and having either a sign at both ends or markings on the lane will establish that it is for use by both pedestrians and cyclists.

I am a local resident, living at Spinney Gardens which is located just a few hundred yards from the location, on the western boundary of Dulwich Upper Wood Local Nature Reserve, and I regularly use that section of Farquhar Road as both a pedestrian, a car driver and a motorbike rider.

Thank you very much for your letter dated 2 September 2020 and for giving us the opportunity to comment. We have studied the two proposed options for the wall repair. Our top priority is that there should be no removal of trees. We feel very privileged to have this beautiful wood close by. Either option you propose would be acceptable to us if it avoids the need to remove any trees.

I would prefer option B for the repair of the wall next to Dulwich woods.

I live at Cotman Court on Farquhar Road. My property is almost directly opposite the above wall. I would like to register my support for option A. This will not only preserve the wood but also increase cycling options along the road and hopefully reduce the speed of

traffic which is at times dangerous on the road. The road is often used as a rat run and vehicles travel at high speed which is dangerous. The current speed bumps also do not reduce traffic speed.

Having looked at the plans, I think Option A is the better one.

I see no reason why this stretch of the road could not be shared between cyclists and pedestrians, as long as adequate signage is in place. The fact the the hill is quite steep at this point means there would also be little chance of cyclists dangerously hurtling into pedestrians, which would be the case on the opposite side of the road.

In my opinion, the saving of those ancient trees should be paramount in the decision making.

In response to the 2 proposals provided for the repair to the wall on Farquhar Road (Dulwich Under Wood Wall Repair), we are not in favour of either of the 2 proposals.

Option A is for pedestrians to share a lane with bicycles, I'm sure you realise that this is incredibly dangerous and will result in collisions between bicycles and pedestrians at some point.

Option B requires pedestrians to cross 3 roads in order to continue up the same side of the street. Across Farquhar, then across Jasper Road and the across Farquhar again, I'm also don't believe this is a satisfactory solution.

Ultimately the trees have become too big for the area and hence should be removed.

Whilst I appreciate the councils desire to keep old growth, I don't see a better alternative than removal without endangering pedestrians.

Further to your recent letter, I have looked at the proposed options. My preference is for option B, for two reasons :

(1) As a frequent pedestrian, I am not a fan of mixed cycle and pedestrian paths - I tend to find cyclists don't really make too much accommodation for pedestrians and it often feels unsafe.

(2) As both a frequent motorist and walker, the feeling of the wide space of Farquhar Rd is one of the pleasures of it in terms of both safety and aesthetics - thus narrowing it to create a mixed cycle/pedestrian pathway would not be my preference.

I would prefer Option B please. I live on Jasper Road at the end which joins with Farquhar Road. Option A narrows Farquhar Road at the junction with Jasper Road. As you drive down Farquhar, if you have to turn left into Jasper, as I do, you have to slow down quite a bit as the turn is very sharp. That leads to people speeding and overtaking you if they are continuing down Farquhar Road. If the road were narrowed at this point it would be extremely dangerous when people do this.

I prefer option b because it's safer for cyclists

thanks for giving local residents the opportunity to have their say how to resolve issues

with the collapsed wall on Farquar Road

I live on Dulwich Wood Avenue and I walk past this area several times a week. It is a quiet green route to Crystal Palace triangle and the park.

I prefer **option A WITH a speed table** - bikes travel slowly up the road as it is on an incline. The fitter "lycra" cyclists tend to use the road anyway hence pedestrian/bike conflict will be minimised on this small section. I am not keen on option B as cars and bikes come down the hill very fast (despite the speed cushions) and I avoid crossing the road at that point.

Just to note that I avoid using this road in the dark due to the closed frontage opposite (hedges with buildings set back and a high fence) and some better lamps in the street light would help.

First of all, I do not recognise the photos of both options of Farquar Road/Jasper Roads. Despite that, I prefer option A as we do want to force pedestrians to cross and recross to use the pavement safely, knowing behaviours of walkers they do not like to keep crossing a road and it is less safe as the cars still drive down Farquar Road too fast. Further slowing down and reducing of traffic using Farquar Road as a rat run should be a priority. The uphill part of Farquar Road with the junction of Bowley Close is an NHS facility which fits artificial limbs to patients (and adapted wheelchairs) and some of these patients walk down the pavements, with their walking aids. We must make sure pavements, dropped kerbs are wide and even for them and everyone.

Having reviewed the proposals on the Southwark website, I lend my support to Option A. It makes sense for pedestrians to be able to remain on the Woods side of the road without having to navigate traffic (effectively Opt B forces them to cross the road twice).

Opt A means that the road will be narrowed, although this will serve to slow traffic on what is already a 'rat run'. This can only be a good thing for residents and pedestrians.

After nearly three years it is good to see you are apparently at last getting down to the necessary repairs.

I would point out incidentally that the "protected area of the carriageway" has not existed for nearly two of those years as the pathway discharges straight into the road since the extra row of fencing was removed.

For this family (of 46 years residence here) Option A would be preferred although it is difficult to see why a substantial number of trees would need to be cut down to achieve it. Enough have already been cut down within the wood in recent years.

So, definitely Option A, and as soon as possible given the time we have been waiting already.

I would like to express my support for option A in the consultation.

I live in Cotman Court directly opposite this wall, and am very much in favour of the new

proposals. I favour A one B as I don't believe it's acceptable for pedestrians to cross over the road at this point. Alternatively is there a possibility of a ramp to take pedestrians up to the top of the wall level? Thus allowing continued separation between cyclists and pedestrians. I have previously noted on your interactive commonplace page, Farquhar Road suffers from rat-running and speeding, and these options would at least help to partly address this issue by narrowing the carriageway, and therefore reducing speeds.

I have a couple of questions relating to the scheme.

Is there allowance for southbound cyclists to make a right turn into Jasper Road, by means of dropped curb etc?

Will reduction of width of carriageway also mean no parking on the woodland side? This side only tends to have parking when there are events in the park, otherwise it is little needed.

One of the issues with the wall, I believe, is that it is listed. Is the proposed wall therefore made up of material from the existing wall?

Just to sum up, I am in favour of these plans as they avoid the need for tree felling, while also improving the street for cycling and at the same time reducing the road width.

Your proposed option A for repair work is definitely my preference.

It saves the inconvenience of having to cross the road and there is plenty of space to accommodate the proposal. Together with the suggested improvements to speed humps, the narrower road here should result in much improved traffic calming.

Further to the recent information about the proposals for the repair to the wall of the woodland bordering Farquhar Road: I think Option A is preferable. I am a local resident with young children: the current situation is dangerous, and I do not want any long-term solution that would necessitate pedestrians to cross the road.

I live at the top of Farquhar Road, I am a cyclist who cycles up and down this section of Farquhar Road daily, I also own a car and regularly drive up and down this section of road, and frequently walk this section of road with a pushchair. I have had a look at the proposals for the wall repair online and would make the following comments:

Option A:

Better than Option B. relatively few pedestrians use the east footpath, so there is likely to be little conflict between pedestrians and cyclists on the shared section. As this is a significant uphill section, cyclist will generally be travelling slowly.

However, keen cyclists (of which there are a lot in the area) may prefer to use the road than a shared footway. I cycle this road every day and would likely use the roadway if the new cycle path is even slightly more difficult to navigate and/or slower than the road.

#### Option B:

Pedestrians on the east footpath will not cross the road and will simply walk in the cycle path. This in turn may encourage cyclists to use the road rather than the cycle path.

Therefore I would look at moving the cyclists onto the roadway. Whilst I am generally in favour of segregated cycle lanes, the road currently is wide and not especially busy and there is adequate room for cyclists and cars on the roadway. I rarely encounter more than a few cars in the morning and evening rush hours. I would think that an alternative would be to have a dedicated footpath alongside the new wall (1500mm would be adequate for this relative short and sparsely used section), meaning the roadway would remain at approximately 7.2m, with cyclists sharing the roadway for this short section, with a mandatory (on road) marked cycle path above and below the wall section. I'd note that segregated cycleways on hills need to be wide to allow faster cyclist to overtake slower (and therefore less stable) cyclists, and in some respects, an on road cycle route allows for much more room for cyclists.

We have looked at the Council's two proposed options to repair the wall and alter the pavement etc.

We would be in favour of the council going ahead with option A.

Neither suggestion looks ideal.

Pedestrian safety seems unacceptably compromised in each, hence both, proposals.

If pressed, I select option B, with prioritised, obligatory pedestrian crossings.

I live on Farquhar Road, opposite the Rehabilitation Centre at Bowley Close.

As a motorist, I find the flow of traffic along that section of Farquhar Road; despite the presence of road calming measures (i.e. Sleeping police'persons'); to be too fast.

Joining Farquhar Road from Jasper Road and/or Dulwich Wood Avenue present partial blind spots. I often have to incrementally edge into Farquhar Road, further than I should safely have to, to check if it is safe to pull onto the road and join the traffic.

The view from Jasper Road is partially, significantly obstructed by the Royal Mail box situated on the corner of Farquhar Road and Jasper Road. To relocate the mail box (even by a few metres) would increase the visual safety aspect of that junction.

Also, those areas of Farquhar Road are on a curve, which compromises a clear and safe vehicle entrance (or pedestrian crossing) onto Farquhar Road.

Regarding the Dulwich Upper Wood wall repair, if there are just two options then my preference is Option A with the shared cycle-pedestrian stretch. It is a steep hill so I normally come up it at not much more than walking speed anyway so hopefully that should not be too intimidating to pedestrians.

We are local residents of Spinney Gardens and are very pleased to see that the

Council is considering options that aim to retain the mature trees of Dulwich Upper Wood. I have discussed the your proposal with my secondary school children who use the pavement as part of their way to school. We agree that the suggestion of moving the wall out onto the pavement is a great idea. With regards to the proposed options, we believe option A is the best solution. More pedestrians than cyclists going up the hill so it would be more burdensome for them to cross the road. As the hill is quite steep, the speed of cyclists going up is generally slow and we don't have any safety concerns with sharing the space with cyclists. It would be great, however, if the shared cycle/pavement areas could be physically separated from the road.

I'm a local resident on Lymer Avenue and frequently walk up Farquar Road to the triangle. I also really respect and am grateful for the work being carried out in Upper Norwood Woods and am definitely for older trees not being felled in order to rebuild the wall.

Regarding the 2 options, I'm not keen with sharing the same surface with cyclists (option A) - could they not go on the road just for that stretch, so a cycle lane going uphill stopping before the new wall, leaving the footpath exclusively for pedestrians and requiring cyclists to cycle on the road for the length of the new wall It's not a particularly busy road either.

Re Option B, I'd rather not cross the road, and am thinking more of my 83- year old Mother and other residents who fall into the vulnerable category, including Mums with push chairs.

As someone who lives in Spinney Gardens, this is an area very close by and well known to me.

My sense is option B is better. Given it clearly creates s space for pedestrians and cyclists separately. My concern would be in Option A, the space is shared however people who are passing through and are not aware or signage not clear, might result in confusion as cyclists think it is their space only.

option a -thanks

I'm a resident on Gipsy Hill, Se191nl and regularly use the woods with my two young children and dog. I would heavily support either option to maintain the trees in the area but would be more in favour of option A.

Option A please with its cycle lane/footpath and extra preserved trees

Thanks for consulting and being reasonable and creative in this process.

Thank you for your excellent options to move the retaining wall in to the footway. Reducing the wide road to accommodate a joint cycle and pedestrian footpath is an excellent idea.

On that basis I absolutely endorse Option A. Retaining the trees and providing an extra piece to wood is a great idea.

Thank you for reconsidering your options and should you need any assistance in obtaining the stopping up order then please let me know and I will muster the Friends of Gipsy Hill to

help.

Option A is my preference in keeping these valued mature woodland trees while making a new wall that opens up a once tarmac surface ground to a new area/green space that can absorb rain fall.

I am writing regarding the proposals to repair the damaged wall on Farquhar Road.

I am very glad that two solutions have been found which avoid destroying any trees within Dulwich Upper Wood. As a parent who often visits the woods on foot with my young children, I am keen for the footpath to reopen along that side of the road, and as a regular cyclist I also recognise the need for safe cycling routes. I believe that Option A offers the best proposal to meet the needs of local residents.

I support the cycle path and pavement. It would be not cutting down mature trees and safer and more sustainable ways to get around. Dulwich wood is so important for the local community and cutting down trees should be the last resort.

As a local resident I'd like to offer my request for Option A in the two proposals. It is great that you are consulting with the residents to protect these mature trees. Option A I feel benefits pedestrians, cyclists and motorists and of course the trees.

With regard to objections to the plans to cut down trees along the edge of Farquhar Rd I favour option A. I am a local resident.

I prefer option A.

I heard about the proposed improvement works at Farquhar Road in Dulwich Upper Wood. This may involve removing trees from the woodland. As you know, trees are critical to our own and our city's health. We should be doing everything we can to protect them.

As such, the two options put forward by the council to avoid cutting any trees down are good. I particularly think Option A which involves moving the wall line out to the existing kerb edge and creating a joint cycle path and footpath is a good one. It protects the woodland and its habitat, while creating a path for us all to enjoy.

Option A Farquhar Rd.

prefer Option A is it gives a little more priority to walkers and cyclists without walkers having to cross the road.

I have lived in Cotman Court, opposite the location of the proposed wall repair, for the last 20 years.

Of the two proposals, I prefer option A, in which the footpath and cycle path are merged to form a shared space for the length of the new section of wall.

My reasons are:

1. I don't think it is safe to coerce pedestrians into crossing the road when they reach the new section of wall. Despite the traffic calming measures currently in place, traffic

continues to pass down Farquhar Road at high speed. This makes crossing the road difficult, even for the able-bodied, let alone anyone with a physical or visual impairment. It is worse at busy times, such as the morning and evening rush hours. The problems for pedestrians are made worse by the fact that both schemes require the removal of the traffic island at the South end of the scheme's extent.

2. If the pedestrian route is removed from the East side of Farquhar Road I would expect many pedestrians to walk along the cycle path rather than cross the road. I disagree with a scheme that has the unintended consequence of putting cyclists and pedestrians into conflict with one another when the council's policy is, presumably, to encourage both modes of travel.

My husband and I have looked at the two options proposed for repairing the wall to Dulwich Upper Wood and on balance, would favour Option A.

We are very happy that options are being proposed that do not require any existing trees to be cut down, however we have noticed that the drawings online seem to include the addition of double yellow lines on Farquhar Road. We recognise that these are necessary if the road is to be narrowed, but are concerned about where cars will be able to park instead. We live further down Farquhar Road in Lowood Court and spaces near us are already at a premium ....

We are residents of Lowood Court on Farquhar Road and aware of the new proposals for the repair to the Dulwich Upper Wood wall.

We are very supportive of both options in that they preserve the majority of the mature trees with all the benefits that brings in terms of air quality and green space. We believe the best option for all road users is Option A - the shared pedestrian/cycle pavement. The cyclists' slow speed at that uphill section is unlikely to pose a significant risk to pedestrians and the option is still there for pedestrians to walk uphill on the other side of the road if they prefer.

Thank you for looking at the options for replacing the wall whilst also minimising the loss of trees. Whilst I am disappointed that a safe green path option through the woods was not present (as I suggested at an on-site stakeholder meeting) I would definitely back option A

Farquhar Road is a 20mph starts uphill coming off Crystal Palace Parade as a one way street. The junction with Farquahar Road and Jasper Road is a dangerous junction as many people don't understand or choose to ignore the give way. This has been raised with highways and local

Councillors. Traffic then regularly drive down the 20mph road at speed, often thinking it is a one way still or driving down the centre or on the other side to avoid the speed cushions. People also overtake at speed to pass people doing the correct speed limit.

So.....option A: narrowing the road and even making that whole section one where traffic

coming uphill has priority will save trees and impact positively on traffic safety.

I just want to support the proposals to keep the trees and extend the pavement on Farquhar road, but object to it's conversion for cyclists at all.

We have been presented with two options, where either the side is shared with cyclists or it is entirely given to cyclists, but no option where it is reserved entirely for pedestrians.

I think there needs to be an assessment of priority here.

A cyclist is perfectly capable, and used to, using the road and would not be inconvenienced by 50m of road use.

Pedestrians, including the invalid and mobility scooters, are seriously inconvenienced by road use or having to cross sides or having to joust with cyclists.

The area is extremely well provided now with cycle paths.

The road has been a successful London cycle network and designated quiet route for many years without any need whatsoever for cycle path.

Only 100m from here, on this side of the road, is an amputee and mobility rehabilitation unit. Surely of all locations that would give priority to pedestrians it is here!

Please stop unnecessarily feeling trees. Please stop prioritising cyclists over pedestrians.

Please stop reducing parking. Please assess properly on a case by case basis rather than blanket borough wide decisions.

Option A please.

I live near Farquhar Road where there are plans for road replanning along with the building of a new wall along Dulwich Upper Wood.

Having assessed the 2 proposed options, I would be in favour of Option A with shared pedestrian/cycling path along the wall, as this provides a much better, continuous experience for pedestrians, especially considering this is along woods that are visited by pedestrians. Given this is a strong uphill slope cyclists don't go very fast along the road so this should limit collision risks between cyclists and pedestrians.

Thank you so much for finding these two options for rebuilding the wall that retains the trees and for consulting over them. However, I do wonder why the consultation period is so short since the webpage states that 'work cannot begin until 2021 at the earliest'. As your webpage also says, retaining mature trees is a priority for the Council and local residents as well as the planet! I think that Option A which retains the pavement as shared space for pedestrians and cyclists is the better option. Requiring pedestrians to cross sides unnecessarily is never a good idea, particularly so close to a junction.

Option A please - safer for everyone as crossing the road is not required.

Thank you for publishing the options for resolving the issues concerning the Dulwich Upper Wood wall repair.

For the record my favoured option is Option B.

I think Option A is great, I prefer it to Option B.

Having signed the petition requesting a better solution to the problem of trees compromising the boundary wall on the woods road boundary, I am delighted to see the council's options to save the trees.

Living locally and walking up and down Farquhar Road both to see neighbours and customers and to visit the woods, I feel very strongly that option A with the sidewalk/cycle lane projection out in to the road is by far the best. The traffic that uses this road is often speeding, partly the result of the road being disproportionately wide and curving like a race track. Narrowing the road would help reduce the vehicular traffic's dominance in the area which is always busy with elderly pedestrians and young families.

Thank you for coming up with alternative arrangements for the wall repair that protect the trees.

We favour option A, as it will narrow Farquhar Rd. This road is used as a cut through for traffic seeking to avoid Crystal Palace parade and Dulwich Wood Park/College Rd. This results in through traffic, in a residential area. I have often seen drivers overtake cars that are respecting the speed humps and 20MPH restrictions. Any narrowing would be a benefit before someone gets injured.

Hi, in relation to the above both option A and option B look good - I have a slight preference for option A.

Farquhar road option A is much better as it does not involve chopping down trees

I am a regular visitor (pedestrian) to my daughter's flat at Lowood Court on Farquhar Road SE19 and a user of the wood for walks and activities with my grandsons.

I have looked at the two proposals and support Option A - a joint cycle and footpath. As cyclists are going relatively slowly uphill I think this will minimise safety concerns.

Just writing to note my support for option A, shared cycle lane and pavement for a short stretch. Very glad the trees won't be cut down.

I am a local resident living opposite Dulwich Upper Wood on Farquhar Road and would like to comment on the proposals for repairing the wall.

I'm pleased that both proposals involve retaining established trees in the woods. I also think that narrowing the road at this point could help to slow traffic. We have had problems with speeding cars on this road for some time now, and there have been several nasty hit and run incidents with parked cars in recent years.

Of the two proposals, I strongly prefer option A, for keeping a path open to pedestrians and cyclists, and not forcing people to cross over. With some demarking of pavement space, I think this shared use would work fine - cyclists are moving up the hill so will be going fairly slowly.

I would like to lend my support for option A (<https://www.southwark.gov.uk/transport-and-roads/highways-defects-and-improvement-maintenance/bridges-subways-and-walls?chapter=4>) for this initiative. Clearly we can't have pedestrians walking in the road, and as long as the merged pavement/cycle lane is clearly marked it seems like the best solution.

Having read the article I am in support of option A whereby cyclists and pedestrians will share a portion of the pavement so the wall can be extended to protect the ancient trees and adjacent road.

Please could you record my support for Option A proposal to extend the wood boundary to the kerb then provide a shared cycle path and pedestrian pavement.

I totally agree with not removing the established trees and support this 100%.

As a resident of the upper end of Dulwich Wood Avenue I am very aware of the particular nature of Farquhar Road traffic, which informs my feedback to the proposals.

In general, much more traffic comes down from the Parade and Westow hill than goes up to Jasper road. In addition, the downward gradient of Farquhar Road and the shallow depth of the speed humps often result in faster than safe traffic driving down towards the Dulwich direction.

Therefore I would wholeheartedly support Option A over option B, as the safety risks between the occasional pedestrian and any cyclists who will, by nature of the steep gradient, be riding uphill slowly are very low.

Even if a cyclist has to move slightly off the cycle lane to pass a pedestrian, there is unlikely to be traffic coming uphill behind them.

By contrast, crossing Farquhar Road on foot requires some careful timing, because of the downhill traffic mentioned above. Therefore Option B poses more risk to pedestrians than is necessary.

I would however submit that the new wall should be as close to the existing line as possible. Expanding to the kerb line seems overkill to me.

Feeding back on option A or B, I would say option A looks the best with shared space for bikes and pedestrians. It is good that a solution has been found that doesn't involve the removal of any mature trees.

On that matter I would like to inform you that I prefer Option A.

Dear Sir/ Madame,

I hope I am e-

mailing the correct department, Dulwich Upper Wood Trees, Farquhar Road, Road I think I signed a petition to prevent the trees being felled to repair a wall. This was on 38%. I cannot access the proposed new designs to save the trees. However while the trees are important, the wall looks from the images like old red brick

therefore without seeing any new design to keep conservation and be aesthetic should bear strongly in mind that old red brick is vastly diminishing I think and therefore the wall should not be destroyed, the bricks should be kept and built in such a way to keep aesthetic. I have seen a similar case where a nice looking red brick wall was taken down or partly and then the bricks were retained in keeping with the tone of the neighbourhood which was good but the beautiful curve of the wall which was built in line with the curve in the road. This now straight wall I lost its old age aesthetic and grace. Therefore it has not been done already it may be useful to look at designs of old red brick walls, I do not know what period these designs belong . I have attached an article on brick work which I assume has been done by brick consevationists and they should know what they are doing for your perusal, hope not patronising. I also have a strong opinion that the curve of the wall if any should be kept to retain character and that the wall should not be destroyed or replaced with new brick but treated. In the awful event this happened, the old bricks should be recycled, I have done my best to comment unable to see the plans, bad computer today, plan A looks the best to me if cyclists are made aware not to go crazy accidently knocking down pedestrians, e.g. a proper large notice. I have found a minority of cyclists forget that a bike coming too fast from behind is disconcerting , however could they dismount or is that what was in mind ?Either way plan A? However I do not live in the vicinity,

I'm a resident of Spinney Gardens, which borders the woodlands to the other side of Farquhar Road. As a cyclist, pedestrian and driver, I think option A is the best option. with Option B having no pavement you would end up with pedestrians in that cycle lane rather than crossing over, as that is a hassle - unless a pedestrian crossing was added, but I'm not sure there is the volume of pedestrians there to justify that. Also the cycle lane in Option B wouldn't be as wide as the shared cycle/pedestrian lane in Option A, so it would potentially be congested. Option A re the road being slightly narrowed would also be fine as the road is relatively wide there.

Also it looks like from the feasibility report that some trees would need to be removed in Option B, which presumably isn't as desirable as no trees being affected.

I'd prefer Option A therefore.

Thank you for consulting with the community about this.

Hi, as a resident of Farquhar Road I support option A and the narrowing of the road with cycle path and bringing the retaining wall further out with no tree felling.

I do wish the scheme would carry on and meet up with cycle lane in the 1 way section at the top of the road in Lambeth. Or at least past Bowley Lane. Motorists tend to speed down the hill and from my window I see many overtake on the wrong side of the traffic island (illegally) so hopefully extra traffic calming or at least a visible narrowing of the carriageway might prevent this.

Also if the cycle lane continued up past Bowley lane non residents would not park up and sit with idling engines.

This is a separate issue I have previously contacted the council regarding and 'no idling' signs should be going up soon but if the cycle lane continued then it would cease to be an issue. There is enough space for residents to park but it attracts vans/tradesmen/taxis to this part of Farquhar Road who never turn their engines off.

Many thanks for developing the two options for the Dulwich Upper Wood Wall Repair. I'm replying on behalf of The Conservation Volunteers who manage the site in partnership with Southwark Council. We're supportive of both options listed with a preference for Option A to maintain a pedestrian footpath (shared in part with bikes) alongside the border of the Woods. Traffic does come downhill at speed so avoiding pedestrians crossing the road in two places would be preferable. We imagine that pedestrians would just end up walking up the cycle path anyway which could cause conflict between the two user groups.

Re. any impact on the Woods itself, we're very grateful that the options look to retain all trees along the stretch. We want to put a request in that the contractors selected for the works put in place safe working practices to avoid damage to the trees whilst the works are taking place. We'd be happy to work with the contractors to review method statements or enable this to happen.

I am writing to express my support for Option 1 in the proposal to rebuild the wall of Dulwich Upper Wood on Farquhar Road. I am a resident of Jasper Road and regularly cycle up the road with my family so am supportive of this scheme.

I am replying to the consultation on the Dulwich Upper Wood wall repair.

My wife and I are local residents who have enjoyed the wood since 1981.

The trees along the edge of the wood are an essential part of the wood and of the local environment. We are relieved that they will be protected.

We do not believe that Plan B is practical. It not only requires pedestrians to cross this busy road twice, but additionally to walk across the end of Jasper Road - which does not have a central refuge at the junction.

We see daily that under the existing temporary arrangement, pedestrians (and cyclists who are pushing their cycles up the hill) walk in the road alongside the barrier rather than cross over the road to the opposite pavement. Under Plan B there would be improved crossing arrangements but vehicles will still have priority. It is very likely that pedestrians will continue to walk in the road alongside the new wall

rather than wait for traffic to clear so they can cross. Also Plan B does not help with them crossing the end of Jasper Road. Pedestrians would have to cross six traffic lanes in total.

Whichever plan is adopted, it is essential that the present access to the wood from Farquhar Road is maintained.

We look forward to Plan A being implemented as soon as possible.

Thank you for making these plans public and available for comment, and for preferring options that mean the least amount of damage to trees.

My preference is for option A.

Expecting people to cross over for that section doesn't seem practical and the route is not so busy that this shared section would cause problems. Cyclists will be travelling up hill and generally not at a fast pace. I hope you are successful with the stopping up order.

I have lived in the SE19 area for 30+ years although not on any of the affected roads. I drive/cycle/run and walk in the local area. I walk/run along the affected roads about 5 times a week and so I'm very familiar with this section.

I am a resident of Drake Court, Tylney Avenue, and I have reviewed the plans for the repairs to the Dulwich Upper Wood wall on Farquhar Rd.

As someone who uses Farquhar Rd. on a daily basis - as a pedestrian - I wish to express a strong preference for Option A as detailed on your online project website.

Southwark Cyclists are happy with either plan A or B but we think it is likely if we go for plan B people will walk in the cycleway anyways. However if we go for plan A we want to be ensured that it won't be at risk from cycling being banned there and pushed back into the dangerous road.

We would also like to suggest that filtering the street is likely a better outcome for all user groups.

Also, please thank the parks team for looking at new ways to preserve the existing trees and repair the wall.

1. I live on the very large residential estate at the bottom of Farquhar Road for over 50 years, and prefer to walk on the on the footway uphill by Dulwich Upper Wood, and so avoid crossing both Dulwich Wood Avenue and Jasper Road to access my local shops and my nearest District Centre by foot. The Dulwich Upper Wood side typically feels safer than the downhill side to walk on, with less busy roads to cross, and is more pleasant to walk by the woods. Also with more pedestrians on this wood side footway of Farquhar Road, this gives greater feeling of security when in and using Dulwich Upper Woods, especially in evenings, and adds to Dulwich Upper Wood safety generally by making the woods more overlooked.
2. Since this footway closure, I typically use the uphill side and walk in the carriageway to continue, instead of crossing to the other side of the road. I also note the officer's comment "*pedestrians injudiciously use the carriageway to continue instead of crossing to the other side of the road.*". I am concerned that **if Option B is adopted**, many pedestrians will continue to injudiciously use the new cycle track in conflict

with cyclists, based on the known local behaviour seen on this road. With Option B having the cycle track expanding up 2m to 2.25m wide (up from 1.8m wide on its preceding section), this will attract pedestrians to share this space to walk on. I also note that Option B is estimated as considerably cheaper than Option A. A key risk on the Option B not shown, is that it will:

- a. *Increase conflict between pedestrians and cyclists by new wall on the segregated cycle track.*

3. Consequently, I would welcome if Officers could consider a hybrid of Option A and B, if feasible, adapted as follows:

- a. Construct a new wall in front of the existing wall similar as proposed to Option A and Option B, and
- b. add raised tables as shown in Option B **each side of the new wall** on Farquhar Road, and
- c. add a fence by Dulwich Upper Wood in line with the current boundary, and
- d. add a simple Local Green Space pathway with steps up and down to access the new green build out and Local green area by the new wall.
- e. The new local green space will become part of the public realm on Farquhar Road. See a rough sketch as attached.
- f. This concept allows many pedestrians to use the new local green space and path by Dulwich Upper Woods if able to use the steps. Those disabled or mobility impaired unable to use the steps, have an alternative route option similar to planned in Option B.
- g. Please note going uphill on Farquhar Road from the large residential estate by Dulwich Wood Park is **not step free** on the side of Dulwich Upper Woods. The Tylney Avenue junction on Farquhar Road has no dropped curbs. It would be beneficial dropped curbs were installed at this junction.
- h. Please note that at the top Farquhar Road is Lambeth managed highways, and on the uphill side (next to medical centre) it has a steep gradient beyond 1 in 12 to access bridge on Farquhar Road. Many who are mobility impaired need to use the other side of the road (next to the houses) as this side of the road as a less steep gradient to access the bridge and to proceed to Crystal Palace Parade and local shops.

4. A lot of the current parking areas on Farquhar Road will be lost as part of this proposal. Lower down Farquhar Road, parking is needed on the downhill and uphill side and where cyclists already arrive downhill fast and often over

20mph. A revised highways design by this wall that risks downhill cyclists on Farquhar Road gaining speeds to over 20mph in advance of the large residential estate (after Dulwich Wood Avenue) is not supported. Adding raised tables maybe beneficial in helping to slow down cyclists, as used on Fountain Drive nearby, and help alert cyclists this is a residential road with many children and a local school nearby (Paxton Primary).

5. I also note that the whole **lifetime cost** (over 120 years) of “*Option 4: Construct Gabion baskets in front of the existing wall*” has not been assessed, nor assessed with enhanced gabion designs. These are serious omissions in the Feasibility Study & Options Report. This overall lifetime cost may be materially cheaper than either Option A or Option B over 120 years, when enhanced gabion solutions are used. Eg. appropriate anti-graffiti & vandal proof stainless steel gabions used, or appropriate Gabion Baskets with anti-graffiti integrated vegetated wall system are used, or appropriate green gabion basket system is used. Having a vegetated wall system or vandal proof **green gabion** design will enhance the public realm and will be an improved aesthetic fitting for its woods setting. It would be beneficial to assess the lifetime cost and options in using an enhanced gabion system as suggested.
6. Design options that maintain exiting trees in Dulwich Upper Woods are supported. Of the proposed two options A and B, Option A is preferable. However, please review other suggested types of *enhanced* and green gabions for their lifetime costs compared to Option A and Option B, and the hybrid option (in pt 3 above) that will be cheaper than Option A.

- I would favour Option A of the two proposals, it is only a short stretch of road/pavement which is affected and I think this would be the fairest option.

I am responding to your consultation on two options for the repair of the wall bounding Dulwich Upper Wood in Farquhar Road.

I prefer your option A because pedestrians will not need to cross the road as in Option B. I note that the new pavement will be a shared space for pedestrians and cyclists but there are few cyclists and they will be going uphill and therefore slowly and therefore posing minimal risk to pedestrians.

Option B gives dedicated space to cyclists going up hill but forces pedestrians to cross the road. However the number of pedestrians far exceeds the number of cyclists. So Option B gives the welfare of cyclists an undue gain at the expense of a far greater loss of welfare for pedestrians. The pavement is used by many children and I am particularly concerned

about the welfare of small children if they have to cross the road, with or without a parent or guardian.

However if for some reason you find that Option A is not feasible I would be happy to accept Option B. Either option would be a great improvement on the current situation and I hope you will be able to make progress quickly with one or other of them.

Thank you for access to the proposed A and B options out for consultation to address the long-standing pathway restriction on Farquhar Road at the Jasper Road junction.

I would favour Option A with the following concerns:

1. Due to the narrowed highway travelling north on Farquhar Road, exiting the off-road parking at “\*\*” Farquhar Road safely (in reverse) will be much less safe.
2. I do not favour the raised crossing just before the narrowing of the highway heading south as this would have an impact on parking and would appear unnecessary (unless point 4 considerations below trump this).
3. Large trucks and lorries travel up and down Farquhar Road regularly and use Jasper Road as their turning point. The narrowing of this entry will restrict this option.
4. I have observed the massive increased use of electric cycles and stand-up scooters. The speed they travel on the road would be a serious hazard to pedestrians sharing the southbound (uphill) section where the cycle-pedestrian path narrows to 2.1m.
5. In the past few years, Thames Water have regularly patched significant watermain eruptions in this stretch of road. The chance of ongoing flooding and needed repairs is high (I think) and will severely disrupt the highway. I look forward to seeing some progress in the coming months

Many thanks for consulting on this matter and for moving the issue forward.

Of the two options, I am in favour of option A mainly because it doesn't require pedestrians to cross the road to continue their journey on that side. While that section has been cordoned off, it has actually become more and more irritating to have to cross the road, especially as I walk up and down the road at least twice most days.

However, the idea of a shared space for pedestrians and cyclists does feel a little unsafe. While many cyclists do indeed go uphill quite slowly, there are many fit enthusiasts who go up pretty fast. At the weekend, there can be many groups of cyclists travelling uphill at a fair speed. There are also several people on electric bikes who can travel at some speed. Therefore, I am a bit nervous about sharing the road, especially as I'm often with two young children. Would it be possible to incorporate into option A the raised table that is mentioned for option B? And what would the safety monitoring consist of?

If option A is not possible without an accompanying raised table, I may prefer the

inconvenience of crossing the road as per option B, just for additional safety.

my husband and I (residents of "\*\*\*"), immediately opposite [the area in question](#) would just like to advocate strongly on behalf on Option A. We haven't been able to use the sidewalk in years, so at this point our priority is to have the repairs completed without causing any damage to the woodland. Option A seems to cover all the bases; the sidewalk is not usually busy so the shared section should not be a problem at all.

I would also just like to reassure you that parking for our building, Cotman Court, should not be an issue as every flat as a garage/parking spot, and there is plenty of parking available on Farquhar Road overall.

Can you please register my Preference for Option A.

As a resident of Cotman Court, which is directly opposite Dulwich Upper Wood at "\*\*\*", I have a definite interest in the outcome of the wall repair.

I have looked at both proposed options, and am concerned that both involved a reduction in the width of the carriageway. One option involves the creation of a marked pedestrian crossing outside Cotman Court, which would necessarily mean a loss of parking space outside Cotman Court. This stretch of road is currently used by CC residents for parking on the side of the road opposite the wood. I would therefore prefer an option that does not involve reduced parking capacity on the Cotman Court side of the road. It is very rare that cars are parked on the wood side of the road, so yellow lines on that side might be a feasible option.

I'm aware that the consultation officially closed for this on the 20 September but I have only just found the link. We would support Option A rather than Option B as Option A doesn't require pedestrians to cross the road.

I would vote for option A with regard to the repair of the wall

I have reviewed the documentation on the two proposed options for the wall repair on Farquhar Road/Dulwich Upper Wood and I strongly support Option A.

I am a resident of Farquhar Road and use this pathway every day to take my children to and from school, to access Crystal Palace Park and to go to the shops in Crystal Palace triangle. At present I walk on the road next to the temporary fencing when I need to get up the road and, although dangerous, I prefer doing this to crossing multiple roads to get to the top of Farquhar Road (especially when motorists and cyclists are not required to stop). I would continue to do this, as I'm sure others would too if Option B was selected. This would create more a more dangerous environment for all road users.

We should be promoting shared spaces as much as possible, so I strongly support the option that allows both pedestrians and cyclists to use the path on the wood side of the road. The other option clearly prioritises cyclists and car drivers, which is not a message that should be sent to road users.

Of the two proposed options. I favour **Option A**.

There is not a huge number of pedestrians and cyclists in Farquhar Road. I think Option A is the safer option for the following reasons:

- The requirement for pedestrians to make three road crossings to circumvent this stretch of the wood would seem to be more dangerous than for them to share a pathway with cyclists.
- In fact if option B were implemented most pedestrians probably wouldn't bother crossing the road and would walk in the cycle lane anyway.

I am pleased that a solution which preserves as many trees as possible is likely to be implemented.

I am aware that you were seeking views on this by last Friday. I hope my views can still be taken into consideration.

I would prefer option B, although in general, given the constraints of this site, I would have preferred an approach which delivered a two way segregated cycling and footpaths on both sides of the road by making the road one-way for motor vehicles.

I feel this would have been an approach which was more mindful of the Department for Transport's recent guidance on Cycle infrastructure design (Local Transport Note LTN 1/20) which was published in July.

I know this is past your deadline but let me briefly explain why - after however many years the wall has been unsafe, I no longer walk up to the fencing before I have to cross the road and so I missed your minuscule sign. Someone only just mentioned it to me. Your effort to consult with the local residents whom this most effects is disappointingly poor.

I live on Tylney Avenue and we have two small children who have required to be pushed in a buggy during the entire time the fencing has obstructed use of the pavement. It has been bothersome at best, dangerous at worst. Originally as you'll remember pedestrians were routed onto the road, then protected by some barriers which quickly became displaced. Now we simply have to cross a large and busy thoroughfare while in my case often pushing a buggy and holding another child by the hand. That's fine but ever time I've made that journey I think about people who are old, infirm or for whom additional and unnecessary road crossings are a genuine hazard or impairment. Especially in bad weather.

The council has not protected those people and I want to go on record to say how disappointed I am at this lack of care.

Much as I love trees and the environment it beggars belief that Southwark's only plans are to route the road around the problem. This just kicks the problem into the long grass: the

wood will continue to beautifully try to reclaim its natural ground. Either you maintain the original wall and boundary or you will surely be forever moving it.

Your option for people to still cross the road doesn't mention any improvement to how speed is dealt with on the road. Both cars and cyclists use it to travel far beyond the speed limit. Which should rule it out, unless and until your proposal includes credible provision to decrease speed on the road, or provide proper crossings.

The other option A of pedestrians and cyclists sharing the pavement seems marginally preferable but as you'll know, there are many keen cyclists in this area and albeit uphill they won't coexist well with pedestrians.

It does beg the question about whether Southwark cares more about people's safety than the removal of a tree...

With apologies for missing the deadline, my view is that it has to be option A (shared), as I see a significant number of pedestrians using the road adjacent to the closed section of pavement now, and this would no doubt continue (albeit using the cycle lane) if option B were to be adopted. On reflection following my previous email, I should like to add that either proposal is likely to lead to significant traffic delays and extra pollution due to the road narrowing where vehicles park outside Cotman Court, leading to single lane traffic with vehicles unable to pass in both directions at once (especially with option A).

I am emailing to ask that you keep the two trees that stand either side of the foot bridge in upper dulwich wood. I am in favour of the first option that save Cox's walk footbridge's oaks.

The one that involves moving the wall line out to the existing kerb edge and creating a joint cycle path and footpath. The road is reduced in width and then the other footpath.