

From:

Sent: Sunday, December 11, 2016 3:38 PM

To: Subject: Re: Objections to traffic order H/ND/TMO1617-012, on Farquhar Road

Farquhar Road
London,

My objections to traffic order **H/ND/TMO1617-012, on Farquhar Road**

10th Dec 2016

Dear Traffic Orders Team, Andy Simmons and Jon Hartley,

I am writing as a resident, who has lived for many years on Farquhar Road, to strongly **object** to **all** the proposed double yellow lines on Farquhar Road, apart from for 7.5m, right at the end of Farquhar Road just before it junctions with Dulwich Wood Park, where I accept there are legitimate safety concerns. I give my grounds, along with my views, below.

Firstly, it has been brought to my attention that alterations to significantly reduce parking are being planned to be made to upper Farquhar Road as part of the Quietway project. These would adversely impact on my household lower down on Farquhar Road as the high parking stress at the top end of the road would result in vehicles migrating lower down the road to park. Indeed the combination of both the Quietway and this Traffic Order (with significant extent of parking restrictions on Farquhar Road) would at certain times almost certainly result in it becoming completely impossible to find parking spaces near where I live or further up Farquhar Road. However, no mention of the reduced parking higher up on Farquhar Road have been made in this public area-wide consultation, and I question how you can do a proper consultation if the people effected are not in possession of all the pertinent facts.

It is currently only just about possible for residents of nos [REDACTED] Farquhar Road (and health-workers visiting them) to find a parking space close to their homes. The loss of parking space that would occur from the introduction of the proposed yellow lines in this Traffic Order, would result in people needing to regularly walk several hundred metres to reach parked vehicles. A distance that would be impractical for the many elderly residents in the neighbourhood, and also for families with young children. However, as already described, if combined with the planned Quietway parking restrictions, it would become practically impossible to find a vacant space anywhere in the vicinity. This would not only directly affect residents but would also leave nowhere to park for visiting doctors, nurses, and other health professional, or for other service providers like plumbers, electrician etc. While it would additionally cause problems for family and friends visiting, particularly if they were elderly or had young families.

On a personal level, I myself have Parkinson's syndrome, which leaves me sometimes completely reliant on taxis and family member for lifts, and if there was nowhere for them to park, it would create major complications for both myself and the drivers who I require to be parked very close to my house. In addition, my 85 year old mother has severe rheumatoid arthritis (as well a number of other medical conditions) and other than to attend hospital appointments now never goes out. She is dependent on home visits by chiropodists, hairdressers etc, and at times has been so poorly that she has also needed daily carers to help wash and dress, while nurses periodically come to take blood samples. And I am very concerned that it will become impractical for many of these people to visit, if the proposals are implemented in full.

Please acknowledge to me that this objection has been registered.

Yours sincerely,

Sent: Thursday, December 01, 2016 9:10 AM

To: traffic orders

Subject: Consultation response

[Title]

Mrs

[Firstname]

[Lastname]

[Telephone_number]

[Email_address]

[Areyou]

A resident

[Whichconsultation]

Borough Wide Junction Notice for College Ward relating to junctions on Park Hall Road and Croxted Road.

[overallresponse]

5. I wholly object to

[response]

The order states that double yellow lines will be painted at the junctions of Croxted Rd (near service road and numbers 2-10 croxted Rd). This location is adjacent to the local shops and the cross roads at Park Hall Rd - this junction is well managed by traffic and pedestrian lights. From what I can see, parking here is not dangerous as the lights control the traffic and provide safe crossing for pedestrians. I think painting double yellow lines here will not bring any benefit to the local community other than causing difficulty for people wanting to park to use the local shops. This will mean people wanting to use the local shops are more likely to park further down Croxted Rd which will mean less parking space for local residents.

There's also a proposal to put double yellows on Acacia and Ildersley Groves where they meet Park Hall Rd. These are very quiet junctions, parking is not a problem here and nor is visibility and I write this as a cyclist, I don't drive.

Painting double yellow lines on these junctions is in my view completely unnecessary and will just disadvantage the local shops and residents while giving an advantage to know one. It will be a total waste of money.

What local people would like is a speed camera on Croxted Road between the south circular and Park Hall Rd junctions to stop the speeding and dangerous driving that happens here particularly late at night on Friday and Saturdays. Now that would help with a genuine problem and probably raise additional revenue for the council and make the road safer.

Dear Michael

I trust you had an enjoyable and relaxing Christmas (and didn't suffer too many withdrawal symptoms from lack of contact with ratepayers and Council business!). I also wish you, your colleagues and families a Happy New Year.

I await hearing from you on the matters raised in numbered paragraphs 1 – 3 of my email to you of 22nd December 2016, which I amplify as follows:

1. It seems parking restrictions outside or adjacent to both my house at 2(B) (2b) Alleyn Road and the adjoining houses of 2a and 2c are included in the proposals. I have obtained confirmation of this when going through the plans attached to the full copy of the Public Notice and attachments. I attach to this email pdf of three plans at pages 68 – 70. Page 68 shows that parking will be prohibited on the kerb fronting 2a Alleyn Road.

Due to the scale of the plan it is not quite clear to me where it is proposed the double yellow lines stop. However, it seems, subject to confirmation from you, that it is at the point arrived at by projecting the boundary line between 2(B) (my house) and 2a to the kerb. This clearly has implications for the owner and occupants of 2a, me and my wife and also those at 2c. That is because there is already insufficient curtilage at present for all three of us to park cars at once. Only two of us can. There is just about room for my wife to park her Astra estate and the owners of 2c to park their Ford estate. These are not large or long cars. Even then I'm concerned that the end of the car parked closest to 2a/the service road, may impinge on the yellow lines or else there will simply be insufficient room to park.

In case you query why we cannot simply move our cars slightly further down the road to the South, the second car, outside 2c, has to avoid obstructing the exit drive to the much larger original house at 4 Alleyn Road. The space further down on our side of the road or on the opposite side of the road is usually taken up during the day and often in the evening and night by visitors, customers and people working at the business and retail premises at Park Hall Road or the tenants of the flats over the same. Both sides of the road are often completely full for quite a stretch down Alleyn Road i.e. to the South, which makes matters very inconvenient for us at 2a – 2b, the only owners of premises on Alleyn Road thus affected.

That incidentally is why I'm also concerned at the loss of present de facto parking spaces outside the shops. Any spaces removed (which I appreciate you and your colleagues regard as not legitimate parking spaces) will lead to even more pressure on parking at the top/North end of Alleyn Road. Indeed, on all roads around the Croxted/South Croxted and Park Hall Road junction.

Of course, I realise the intention of you and your colleagues and the Council. It is to ensure there is sufficient sight line clear for cars coming out of the service road to see traffic and vice versa. It does seem that the red line on the plan extends more to the right/South of the service road than to the left/North. Is that because traffic is coming from the South?

I am wondering if there can be an adjustment to the length of the yellow lines as shown by the red line outside 2a by these stopping at either:

- (i) The northern boundary of 2a (if this were projected to the service road); or,
- (ii) The boundary between 2a and 2(B) or such shorter length as enables two modest estate cars to be parked outside 2a – 2c Alleyn Road?

2. Your email seems to confirm that pay and display parking restrictions are or will be proposed for the east side of Croxted Road. The plans at pp 69 and 70 of the attached make this clear.

I should be grateful if you or the appropriate colleague would kindly provide me with full details of these proposals although I note they fall outside this particular consultation. I trust I haven't missed any previous notification of these or opportunity to comment on them.

3. The information requested here (which I think you can provide off the cuff) would be appreciated.

Kind regards

Sent: Thursday, December 01, 2016 8:36 PM
To: traffic orders
Subject: Consultation response

[Title]
Mr

[Firstname]

[Lastname]

[Telephone_number]

[Email_address]

[Areyou]
A resident

[Whichconsultation]
Borough-wide junction protection:
College, East Dulwich and Village wards

[overallresponse]
5. I wholly object to

[response]

I live on the corner of Crystal Palace Rd and Goodrich Road, the double yellow line proposals are excessive. I have lived here for 5 years and have had (nor heard of) any problems with the safety of the junction. Goodrich road has room for parked cars on either side, the junction narrows anyway to ensure users are slow and careful where using the junction. Your quote in the rationale for implementing this of cyclists deaths at junctions has nothing to do with cars parked near junctions! It is due to large vehicles turning left and cyclists being caught on the nearside blindside.

Sensible parking restrictions in these wards have been an attraction to homebuyers in the area. Adding unnecessary double yellow lines will decrease available parking throughout the entire area consequently increasing pressure significantly elsewhere.

Not providing a link from the notice page to this objection page adds another level of frustration as residents have to search your website to object.

Regards

From: Administrator, Information
Sent: Thursday, December 01, 2016 8:36 PM
To: traffic orders
Subject: Consultation response

[Title]

Mr

[Firstname]

[Lastname]

[Telephone_number]

[Email_address]

[Areyou]

A resident

[Whichconsultation]

Borough-wide junction protection:

College, East Dulwich and Village wards

[overallresponse]

5. I wholly object to

[response]

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Sensible parking restrictions in these wards have been an attraction to homebuyers in the area. Adding unnecessary double yellow lines will decrease available parking throughout the entire area consequently increasing pressure significantly elsewhere.

Not providing a link from the notice page to this objection page adds another level of frustration as residents have to search your website to object.

Regards, P. Bailey

Dear Sir/Madam,

I write to implore you not to proceed with instituting double yellows on this corner. There have been no safety incidents and it will further reduce parking spaces to a catastrophic level. The council's obdurate refusal to institute a resident's zone allied to a huge increase in Loading areas (unnecessary in an area with no restrictions), electric points and disabled spaces, mean that residents of East Dulwich Grove etc are now frequently forced to drive around for over 20 minutes before finding a

space. A CPZ that was for a fixed and short time daily (eg 11-12) would prevent the lazy commuters who drive in both from Kent and further flung areas of East Dulwich dumping their cars all day and providing no benefit whatever to the local economy. I urge you please to take some responsibility on this issue.

Yours faithfully,

Subject: Consultation response

[Title]

Mrs

[Firstname]

[Lastname]

[Telephone_number]

[Email_address]

[Areyou]

A resident

[Whichconsultation]

The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. *) Order 201*

Archdale Road

[overallresponse]

5. I wholly object to

[response]

Parking is saturation point for residents.

Sent: Monday, December 19, 2016 9:10 PM

To: traffic orders

Subject: H/ND/TM01617-012

Hi

I am writing in reference to the recent notice to add new double yellow lines in the East Dulwich area. I am a resident of Crawthrew Grove

Name of the road junctions affected

Crawthrew Grove/Lacon all sides

Crawthrew Grove/Worlingham Road all sides

Crawthew Grove/Frogley Road/Archdale Road all sides

Overall response

I wholly object to this proposal

Please give details

I do not believe we need these new parking restrictions. Parking currently is increasingly in short supply and already problematic if I have to return by car to the house on a weekday and have some faith I may find a spot at a reasonable distance from the house

Whilst I understand and support any need to drivers and pedestrians safe I am not aware of any issues at these junctions. As a driver I feel there is good visibility and as a parent I am confident crossing the road with my two small children. And as the current speed limit is 20 mph

I therefore do not see any merit in taking away much needed parking spaces. If anything it may encourage cars to drive more quickly if there is more space on the roads

Finally if there is a compelling safety reason to introduce these yellow lines, as I do understand cyclist, pedestrians and drivers safety is paramount. I would wish to consider residence parking as losing a number of parking spaces I feel may only increase dangers at current time if people are not able to safely access their houses

Kind Regards

Hi James,

I just opened January's SE22 magazine that arrived this morning and read your column about the ridiculous parking proposals. I followed the link in your article to go and respond to the consultation and unfortunately it says that the consultation is closed.

I live at [REDACTED] and came to the parking meeting last January where double yellow lines were being proposed just near my house for the new builds at 240 and you supported my objection. I hope that you will be able to do the same with this suggestion. Parking is already a nightmare and even 7.5m of double yellows at each junction will make the problem even worse.

Do let me know if there is anything else I can do.

Best wishes

Dear Mr Barber, yes I agree with you on the double yellow lines, Its over the top !. I spoke to the office regarding this matter and as you have printed in the SE22 they have apparently changed their mind on the 10m to 7.5m.

I was told this is a compromise of safety and 7.5m is regarded suitable in view of the

20mph speed limit in the Victorian roads. I asked about accidents that have been recorded in the area, answer.....something like none, there has not been any to list that has brought this matter to a head !.

The same old, old.....safety for children and wheelchair users so they can be seen more easy by approaching traffic. Plus they will be able to see the traffic.

Well its good to know the pedestrians are taking responsibility as they know the Highway Code to use the junctions, and not be looking at their iPhones !.

There are Double Yellow Lines in the area at a few junctions for some time now. At these places there are no notices about the pending 7.5m.

At two of them I have taken measurements.

Fellbrigg Road jn with Whateley Road.....one side of the junction going towards Lordship Lane near to 3m and going down Fellbrigg Road near to 4.75m.

At Hansler Road jn with Fellbrigg Road ...one side of the junction going towards Whateley Road near to 6m and going down Hansler Road to Lordship Lane near to 4.5m.

On the other side of the road, its near to 4.5m on both sides of the junction.

So whats going to happen at these locations ?. Other roads in this area have double yellow lines all about the same. If its worked so far at these junctions why are they going for 7.5m !.

I have tried to make comment on the council site, but as this consultation is closed its not been possible.

Hi James,

In response to your request to copy you in to our replies to the council my input is below. Also, Thank you for delivering a DNA marker kit to my home recently. Happy Christmas to you and all of your family.

re jnctns *Landcroft / Pellatt and Landcroft / Rodwell roads*

"Whilst agreeing that corners should be protected for the width of the pavement (about 2-2.5 metres) I think that any length more than that is not required in residential roads that now have a compulsory 20 mph speed limit. There is no history of accidents at this or most of the other residential junctions in recent years. It will increase stress on parking which is already under more pressure due to the new school at the bottom of the road which opened a few months ago. To use the argument that it is cheaper to do them all at once neglects the needs or desires of the residents who see their money spent/wasted on other things that happen to meet the councils desires but not their own."

dear sir or madam

I live on Silvertown Road number 11. I am apposing the above on the grounds that this will reduce parking.

I would request statistics around the area that causes more accidents.

As reduced parking may create double parking and arguments around parking.

I also believe that this may generate an avenue for Southwark to propose bay parking, where there is a request for payment revenue.

unfair way of gaining more money.

Thank you.

Sent: Sunday, November 20, 2016 10:04 AM

To: traffic orders

Subject: Consultation response

[Title]

Mr

[Firstname]

[Lastname]

[Telephone_number]

[Email_address]

[Areyou]

A resident

[Whichconsultation]

Druce Road. Proposed yellow lines

[overallresponse]

5. I wholly object to

[response]

The proposal is for 7.5m of yellow lines along Druce Road where parking is already limited. Parking for about 8 cars will be lost. The suggestion is that this will assist pedestrians which it would, but a proper balance needs to be struck. Druce Road is not a main road and not the problem. The parking restriction should only apply to Woodward Road and Court Lane

Sent: Thursday, December 15, 2016 11:08 AM

To: traffic orders

Subject: Consultation response

[Title]

Mr

[Firstname]

[Lastname]

[Telephone_number]

[Email_address]

[Areyou]

A resident

[Whichconsultation]

Borough wide junction protection College, East Dulwich nd Village Wards November 2016

[overallresponse]

4. I object to part

[response]

Milo road is not a thorough-fare (it is a no through road) so the traffic is minimal and limited to cars parking/departing over a short distance of 50 metres. Given the SEVERE parking problems for all residents in Beauval Road and Milo Road perhaps consideration can be given to excluding this junction from double yellows.

Sent: Sunday, December 18, 2016 9:01 PM

To: traffic orders

Subject: Consultation response

[Title]

Mr

[Firstname]

[Lastname]

[Telephone_number]

[Email_address]

[Areyou]

A resident

[Whichconsultation]

Hillsboro Road/Thorncombe Road

[overallresponse]

5. I wholly object to

[response]

The area in concern does not present problems in relation to parking and therefore should be excluded from the plans.

The only problem that I would identify is the nuisance caused by parents of Alleyns not respecting parking regulations and causing congestion during the school run.

In addition many many parents and teachers leave their cars parked badly causing nuisance for both residents and passers by.

It would be wrong to penalise residents of the area when all the nuisance is caused by Alleyns staff and parents and this is what the Council should be tackling.

Dear,

I am writing strongly to oppose the proposed double yellow lines at the junction of Burbage and Turney roads for the following reasons:-

- 1) the existing pedestrian mid road islands deter any vehicle from parking/stopping close to the junction which is fully visible from each of the footpaths leading up to the junction.
- 2)the imposition of yellow lines of the length proposed would create increased parking congestion for local residents which is already very `tight` not least because of the increased parking restrictions

at the Herne hill end of Burbage road and the increasing number of cars parked by non residents en route to Herne Hill and North Dulwich stations.

- 3)the cost cannot be justified as there has been no history of accidents during the 40 odd years I have lived in Burbage road.The biggest danger,by far, at the present time is the significant increase in the

number of cars,particularly early morning/early evening, using Burbage road as a `cut through`often at 50/60 miles an hour or more.The existing road painted 20mph limit signs are totally ineffective.

I suggest that any available funds would be better spent addressing this increasing problem in a more effective way.

Yours sincerely

Dear Sir

With regard to the proposed double yellow lines in Woodwarde road (reference H/ND/TMO1617-012) I wish to object particularly to the proposed length of these which if introduced will severely limit the parking on this road.

I have lived on Woodwarde road for 35 years and can usually park in front of my house except late at night when everyone is parking. The extension of 7.5 metres of double yellow lines on all junctions is in my mind excessive.

Those who have thought up the policy clearly have not considered how many cars spaces are needed on the road when everyone is at home. As we have had a number of thefts from cars in this area quite recently I think it is very important that our cars are able to be outside our own homes. Recently a neighbour interrupted a burglar trying to get into my car which would not have happened if my car was round the corner.

I would also like to point out that I have never seen an accident at this junction (Woodwarde road crossing Dovercourt road) and it is not a major route at any time either for pedestrians or cars and because of the humps there is no speed issue.

From personal observation I really feel that these lines are unnecessary but if they have to be there could you reconsider the length of them for the sake of the residents who live here?

Yours sincerely

Sent: Saturday, December 17, 2016 8:04 AM

To: traffic orders

Subject: Consultation response

[Title]

Ms

[Firstname]

[Lastname]

[Telephone_number]

[Email_address]

[Areyou]

A resident

[Whichconsultation]

20161124 Borough-wide junction protection: College, East Dulwich and Village wards - public notice dated 24 November 2016

[overallresponse]

5. I wholly object to

[response]

1. The double yellow lines are unnecessary – no history of accidents or bad parking.
2. The changes are too sweeping at a time of so many other local traffic and parking space changes.
3. They are a waste of taxpayers' money – because this "costly exercise" isn't needed.
4. They remove parking spaces – making parking a future problem when it's not at present.

Subject: Consultation re double yellow lines Woodwarde Road

Woodwarde Road
19/12/2016

Dear Mr Gellard

I object to the proposed double yellow lines for the following reasons.

1. The proposal will reduce the number of parking spaces on the road. This will encourage residents to park their vehicles in their front gardens, which will be detrimental to the character and appearance of the street, much of which is within a conservation area.
- 2 At a time of severe financial constraints the expenditure would appear to be not justified.

Regards

From:

Sent: Wednesday, December 21, 2016 5:14 PM

To:

Subject: Yellow Lines

Dear,

I am not in favour of 7.5 metre double yellow lines at the junction of Court Lane and Desenfans Road. It will limit parking and result in residents having to park on both sides of Court Lane at the lower end. This will be far more dangerous to pedestrians and cause more traffic jams along this section.

Yours sincerely,

Dear Sirs,

I am writing to state my objection to the proposed introduction of double yellow lines in Thorncombe Road

I have been a resident here for the last 5 years and the loss of parking spaces in this area would be a disaster for residents and visitors alike.

I believe that this move is unwarranted and unacceptable given the fact that Thorncombe Road is a 'Dead end' where it meets East Dulwich Road and any drivers using it and surrounding roads drive slowly and with caution.

I look forward to hearing from you in the New Year.

Yours Faithfully,

From:

Sent: Wednesday, December 21, 2016 11:29 AM

To:

Cc:

Subject: Double yellow lines proposed for the junction of Thorncombe Road/East Dulwich Grove

Dear all

I have objected to the proposal to introduce double yellow lines on the corners of Thorncombe Road/ East Dulwich Grove/ Trossachs Road on the Southwark Council website as copied below. I'm not just objecting because I happen to live on the road as I do understand that dangerous parking needs to be controlled. However, the junction of Thorncombe Road and East Dulwich Grove has been blocked off to traffic for at least twenty years and is a dead end so I don't believe it should be subject to the same rules as normal junctions. Parking is already limited in the area and with the introduction of the new school it will only get worse.

I would appreciate it if you could look into this and ask for it to be reviewed.

Yours sincerely

Dear Councillors

I live in Burbage Road and understand there is an on-going consultation on double yellow lines in Dulwich. I have been meaning to get in touch with you - my councillors - for some time about the roundabout for Gallery Road/College Road/Burbage Road/Dulwich Village and the exit off the roundabout onto Gallery Road. I am not sure whether this is part of the consultation or not but it seems a timely moment to get in touch.

There is often traffic queuing to get from Gallery Road onto the roundabout (going into town). At the same time there after often lots of cars parked on both sides of the road, in particular the side going away from the roundabout (going out of town). These parked cars are right by the exit from the roundabout - not a bit along, in the parking bays near the Gallery - but right by the exit from the roundabout. This is really dangerous. A driver exiting from the roundabout has to suddenly stop -

partly on the roundabout - as there is no space to take a car through. All the road space is taken by cars queuing to get into the Village and the parked cars.

I have reservations about huge quantities of road markings/yellow/white paint and so on. As a driver and cyclist around Dulwich, this is the only junction where I have felt in real danger of an accident - either to myself (as a cyclist trying to come off the roundabout and a car in front of me suddenly stops as it cannot exit the roundabout) or as a driver (when trying to exit the roundabout having to process the parked cars/lack of road space/pedestrians crossing ahead of the zebra crossing). Therefore this seems to me a junction where a bit of paint to prohibit parking along both sides of the road would be very helpful.

Yours faithfully

From:
Sent: Sunday, December 18, 2016 9:15 PM
To:
Subject: Proposed Parking Restriction

Dear

I just wanted to take a moment to express my concern at the proposed double yellow lines at the junctions around Hillsboro Road/Thorncombe Road which I believe would unfairly penalise residents through inconvenience and possibly adversely effect property prices. If you have ever visited the area during the weekends or after 4.30pm in the week days you will know that there is no issue with congestion, obstructions or any other nuisance warranting the introduction of double yellow lines.

Any congestion or parking nuisance in this area is wholly due to the behaviours of staff and parents of children at Alleyn's and as such the Council should be looking at introducing residents only parking or restrict parking during school run hours and I hope we can rely on your support in opposing the plans.

Thank you for your time and I look forward to your support.

regards

From:
Sent: Monday, December 12, 2016 8:42 PM
To:
Subject: Borough Wide Junction Protection - SE22

Dear

You are no doubt aware of the Borough Wide Junction Protection scheme that Southwark are planning to implement and are currently consulting on. While I appreciate the sentiments of what Southwark are trying to achieve in terms of a cost-saving exercise, on quiet side roads its broad-brush approach is going put massive pressure on parking for residents whilst doing little to reach its objective of increased road safety.

I am writing in respect of my own road, Thorncombe Road, where Southwark are not only planning to put the yellow lines at the junctions but they are also planning to put about 40m of lines at the "dead-end" where it meets East Dulwich Grove. This seems entirely

unnecessary at it is unrelated to the so-called safety issues that are behind the yellow lines on the corners and will cause a great deal of aggravation for nearby residents of not only Thorncombe Road but East Dulwich Grove and Trossachs Road as well.

This is in addition to the loss of 30m of parking on each junction that is going to cause significant inconvenience for residents too and is an overkill solution to a non-existent problem.

I am appealing for your support in objecting to this plan or at the very least requesting that Southwark review the junctions at which they plan to place the double yellow lines more closely to see whether the volume and speed of the traffic really warrants what they plan to do.

With regards

Which road junction(s) are you contacting us about? - Type the title of the notice, reference number (if you have it) or the name of the road junction/area affected.	Ward	Please select your overall response (you can only choose one) - Please select your overall response (you can only choose one)	Please give details of your response. - Please give details of your response.
Village and College Wards - Proposal for double yellow lines around corners	All	1. I wholly support this proposal	I support this proposal in order to improve visibility and therefore safety for drivers and pedestrians, particularly vulnerable pedestrians attempting to cross roads obstructed, as well as to overcome the problem of pedestrians being forced into the road when vehicles obstruct safe crossing.
	All	1. I wholly support this proposal	
I am in favour of borough wide junction protection.	All	1. I wholly support this proposal	I believe that car parking should be restricted for the benefit of other road users
All the junctions in Dulwich and East Dulwich.	All	1. I wholly support this proposal	These tightly parked residential junctions are very dangerous. Drivers have to pull out a long way to see if anything is coming. I cycle and drivers come right across my path before they are able to see me (if they look). Longer sightlines are essential for safety
	All	1. I wholly support this proposal	
1. Junctions with Melbourne Grove from East Dulwich Grove to Lordship Lane. 2. General principle of enforcing Highway Code guidance on highway parking.	All	1. I wholly support this proposal	This proposal, if implemented, will allow safer turning into and out of junctions and will also allow for more passing spaces on roads increasingly congested with larger cars driven by people who appear to be unable to judge the width of their own vehicle.
	All	1. I wholly support this proposal	
all junctions	All	1. I wholly support this proposal	It will improve road safety to have clearer sight lines at road junctions
All of Dulwich and East Dulwich	All	1. I wholly support this proposal	By installing Double Yellow Lines It will make all the junctions much safer
All	All	1. I wholly support this proposal	
Resident of Village Way living within the Dulwich Area. The introduction of Double Yellow lines at all junctions. Will make it much safer for pedestrians, drivers and cyclists. It may also put an end to nuisance car parking at road junctions which is a hazard for everyone.	All	1. I wholly support this proposal	Resident of Village Way living within the Dulwich Area. The introduction of Double Yellow lines at all junctions. Will make it much safer for pedestrians, drivers and cyclists. It may also put an end to nuisance car parking at road junctions which is a hazard for everyone As stated above I fully support this proposal, which will be of benefit for everyone

All junctions within Village and College Wards, particularly those on walking routes to local schools.	All	2. I support this proposal, but would like the council to consider additional or alternative measures	Cars parked at junctions are in conflict with the recommendations of the Highway Code and significantly reduce the visibility of children and others with mobility issues when crossing the street. We are flexible as to the length of lines and understand that there may be junctions where double yellow lines may not be necessary, due to specific circumstances and / or local knowledge. However, where the absence of double yellow lines and pedestrian safety, particularly children's safety given their height differential, conflict, we would always prioritise pedestrian safety.
All junctions in 20mph zones	All	4. I object to part of the proposal, but support or am neutral to other elements of it	I believe enforcing 10m of parking prohibition at junctions is excessive and will result in the loss of too many parking spaces. In a 20mph zone, 3 or 4m of no parking zones are adequate.
Proposed double yellow line markings for junction of Colwell Road with Melbourne Grove.	All	4. I object to part of the proposal, but support or am neutral to other elements of it	I have seen for years what is causing the problem here. There are regular road rage incidents which I have witnessed and even gone outside to diffuse. The problem is the narrowness of the road which is exacerbated by cars parking around the bend across from the junction. Bollards were installed on the bend years ago because vehicles were parking on the pavement which was caving in and causing damage as a result. So, although the proposed double yellows will create a passing point on either side of the junction itself, this will only displace the pinch point down to a location outside my front door, it won't resolve the problem. I have been trying to get an engineer to come out and speak to me about the genuine problems on Melbourne for years. Instead, Cllrs are supporting implementation of speeding measures even though our problems are logistical, not speeding.
My main objection is that there will be even less parking in the roads for residents of East Dulwich .	All	4. I object to part of the proposal, but support or am neutral to other elements of it	My main objection is that there will be even less parking in the roads for residents of East Dulwich . I often have to park on a different road as it is . If you are going to restrict parking for proven safety reasons please also consider putting controlled parking on the roads you know that have a parking / congestion problem
Borough wide junction protection - East Dulwich Ward	All	4. I object to part of the proposal, but support or am neutral to other elements of it	I am opposed to the blanket application of double yellow lines. Specifically with regarding to double yellow lines, the Southwark Streetscape Manual advises that increasing visibility may lead to increasing speed thereby increasing danger. The blanket use of double yellow lines at junctions therefore defeats the purpose of safety measures already in place such as speed limits and humps. Furthermore, increased speed at junctions through residential streets will encourage through-traffic. Increased flow, in particular rush-hour rat-running, will also increase dangers.

All the junctions in Village Ward affected by Southwark Council's intention to put double yellow lines around them to a depth of 7.5 metres.	All	4. I object to part of the proposal, but support or am neutral to other elements of it	I accept the principle of road safety. However, I do not accept the Council's need to impose this restriction, without adjustment, to all the junctions in Village Ward of Dulwich Village.
Colwell Road	All	5. I wholly object to this proposal	The proposed double yellow line markings are wholly unnecessary on Colwell Road. The road is not particularly busy and is not generally used as a through road. Introducing yellow lines will significantly reduce parking spaces, which is already very limited.
All	All	5. I wholly object to this proposal	Increasing the space at junctions Will increase speeding And make for more danger Idiotic proposal!!!
All the road junctions in Dulwich Village, West Dulwich and East Dulwich	All	5. I wholly object to this proposal	I object to the reduction in parking spaces in our area. This idealistic view that people will stop using their cars is misguided. They will just use up more spaces in residential roads to the detriment of the residents' interests. Also they will deter people from using the shops which will lead to the blighting of the area if shops cannot survive. I am not aware of vast numbers of accidents in the 31 years I have lived in Dulwich so this proposal seems ideologically driven. Please do not do this.
All the junctions covered by the notice	All	5. I wholly object to this proposal	Parking spaces in our area are increasingly difficult to find, in part because of the new North Dulwich CPZ. This proposed one-size-fits-all policy of a massive 7.5m splay at each road junction will remove parking spaces without materially increasing junction visibility and safety, making life for vehicle users even more difficult than recent policies have made it.
Lordship Lane / Melbourne Grove Lordship Lane / Colwell Road Lordship Lane / Whateley Road Lordship Lane / Pellatt Road	All	5. I wholly object to this proposal	It is already incredibly to park on this stretch of Lordship Lane where I live. If you do this (against what I believe was general public opinion after an earlier consultation) it will not just make it close to impossible to park near to my home, but as I have a toddler, it will make it unsafe for us, and the many other parents in the area. It will be an expensive exercise for what purpose based on what evidence? I have not received any information from the council regarding this matter. I have learnt about it only through word of mouth.
Tyrrell Road All of the junctions concern me, this is a general concern. I worry this is the thin end of the wedge and will make parking unbearable, when it is already difficult.	All	5. I wholly object to this proposal	7.5 metres is ridiculous
ALL proposed new double yellow line extensions at all junctions.	All	5. I wholly object to this proposal	Not required excessive cost Will result in Increased traffic speeds No evidence it will reduce accident rates Will result in further reduction in available parking

<p>Borough-wide junction protection: College, East Dulwich and Village wards</p> <p>The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. *) Order 201*</p>	All	5. I wholly object to this proposal	<p>My objections are below</p> <ol style="list-style-type: none"> 1. The double yellow lines have been proposed to increase visibility and safety when the residential areas considered for double yellow lines (or have some already place)have no evidence of serious accidents, in particular since the introduction of 20mph zones. The Southwark Streetscape Design Manual advises that increasing visibility does not always improve safety, because it can increase speeds. It suggests that providing excessive visibility can also introduce dangers as it may increase the speed that people drive or ride at. Speeds will increase where drivers imagine that moving into an intersection does not require them to slow enough to be sure the junction is clear. It is speeds in excess of 20mph approaching a intersection that causes the danger 2. It will impact on parking spaces creating a case for CPZ by stealth when residents have previously fought against introduction of CPZ 3. A case by case approach to assess need of double yellow lines is optimal to target dangerous areas rather than a blanket application, that will impact on residents ability to park. The idea that it is more cost effective to add double yellow lines over the majority of Dulwich rather than target the small number of areas that need consideration is unbelievable in a time of austerity and budget cuts. When there is data easily available, that highlights areas that experience a high level of traffic incidents whether slight or serious, it should target those areas then monitor the success of the implemented traffic calming measure to see if it warrants further measures thus ensuring the budget is used where necessary. 3. Environmental degradation will be a knock on effect of reduced parking availability. Many more people will seek crossovers for car parking on front garden spaces. This will mean more hard standing less vegetation leading to greater storm water runoff into drains, and flooding in low lying areas of the Borough, and more absorbed passive heat from increased paving stone and concrete. More pollution through exhaust emissions will be a result of cars unsuccessfully locating/seeking an available space and subsequent traffic noise increased 4. Local businesses will suffer from less trade where customers need a minimal distance to carry goods to a vehicle. Delivery drivers will be forced to double park in order to supply businesses or deliver to customers, creating road blockages (more frequent than is happening now)
H/ND/TM01617-012	All	5. I wholly object to this proposal	I do not wish to see restriction of the parking spaces available on my road. As it stands it is difficult to find a parking space and this proposal will make this even more difficult.
Upland Road/Dunstans Road	All	5. I wholly object to this proposal	It is pointless. The road junction is clearly visible from all approaches and the only thing this will achieve is reducing parking for locals and making the other areas of the road more dangerous. Please do not do this, it doesn't make sense and is a waste of time and money.
Borough-wide junction protection: College, East Dulwich and Village wards - public notice dated 24 November 2016	All	5. I wholly object to this proposal	I wholly object to this proposal as the changes are too sweeping, are not evidence based and will cause ensuing problems great than the (unproven)

issues it seeks to address.

1) Lack of evidence of benefit:

- Analysis of the Crash Map website (<http://www.crashmap.co.uk>) demonstrates that there have not been traffic incidents on the majority of the junctions proposed for 7.5 meters of double yellow lines.
 - As a resident, experience on my road (Landells Road) is that due to the shape of the roads the view at the junction of Silvester Road and Landells Road is not obstructed when cars park within 7m of the corner, in addition residents rarely park cars on the corners due to the risk of damage from passing cars. Adding 7.5m of double yellow lines is unnecessary and will only cause problems for residents – both in lack of parking and by increasing the speed of traffic.
 - Residents' experience is that cars park at a sensible distance from junctions and that cars slow down at junctions to see if side roads are clear.
- 2) Negative consequences outweigh any benefits:

- Pressure on residents parking

The proposed plans will remove hundreds of parking spaces – making parking a future problem when it is just about adequate currently (bar Lordship Lane/Northcross road surrounding streets which have an acute shortage of spaces). On Landells Road where I live in particular, a new cycle hangar has recently removed a parking space on the southern end of the road. Adding lines on the junction of Goodrich Road and Silvester Road as proposed will put unmanageable pressure on parking in the street.

- Increased traffic speed

Installing 7.5m of double yellow lines on each side of junctions may encourage cars to take corners faster, with longer sight lines increasing the propensity to drive faster.

3) Support for targeted installation of double yellow lines on a limited number of junctions:

There are some roads in East Dulwich which do suffer from repeat dangerous parking on corners which and one would hope these junctions have been highlighted in this public consultation. Parking on the corners of these streets exacerbates the issue of restricted line of sight due to the curved shape of the roads and leads to drivers having to 'inch out' to get a view. I believe the junctions that have been flagged as dangerous by residents should be addressed on an individual basis. The roads which I struggle with and other residents have reported to me too are:

- Areas within the proposed plans:

- CRYSTAL PALACE ROAD, (vii) on both sides at its junction with Goodrich Road

- MELBOURNE GROVE, (i) on the north-east side at its junction with Tell Grove, (ii) on the north-east side at its junction with Ashbourne Grove, (iii) on the north-east side at its junction with Chesterfield Grove, (iv) on the

			<p>north-east side at its junction with Blackwater Street;</p> <p>- Areas not under the proposed plans:</p> <ul style="list-style-type: none"> • LORDSHIP LANE, on the corner of Goodrich Road (currently not included in the consultation due to existing double yellow lines that aren't adequate)
<p>All of the roads detailed in the proposal.</p>	<p>All</p>	<p>5. I wholly object to this proposal</p>	<p>I am against this proposal.</p> <p>While I agree in principle that these junctions can cause a hazard when drivers break the highway code and park too close to the corner, I feel this proposal is a sledgehammer to crack a nut and is an unimaginative and expensive 'solution' to a relatively small problem.</p> <p>Certainly the concept of placing yellow lines opposite every junction is, aside from being patently absurd in most of the locations that are detailed in the proposal, it is simply not required.</p> <p>Why can't the council put more effort into enforcing the current and perfectly adequate regulations?</p> <p>A local 'blitz' of corner parking enforcement in the area would raise awareness of the issue and educate people to not park dangerously on corners.</p> <p>Why haven't / can't the mobile Southwark parking enforcement officers police these junctions? I have witnessed an officer ticket a car on a dropped kerb, yet ignore cars parked on corners. Surely by (expensively) painting yellow lines at every local junction Southwark will have to police this anyway?</p> <p>This approach doesn't even seem to have been considered before a this expensive 'solution' came to light.</p> <p>No consideration seems to have been put into the reduction of parking space this proposal would cause. Has that even been part of the thought process?</p> <p>Overall this would be a massive waste of money and not actually solve a problem that only exists at a small amount of junctions.</p> <p>Please do not proceed with this ill thought out proposal and re-think this. Thanks.</p>

All junctions	All	5. I wholly object to this proposal	This blanket proposal is not appropriate when there is no evidence to suggest that 7.5m of double yellow lines are required at every junction. Each should be considered in turn to determine whether there is any specific issues that need to be addressed. Hiding behind the general statements in the Highway Code does not take into consideration the speed limits in force and the broader needs of all users including residents parking. I have never seen any issues as things stand and would therefore, absent any evidence, spend taxpayers money on more valuable projects for the local community such as schools.
All	All	5. I wholly object to this proposal	As stated this anti car policy will affect all. To remove road parking space for hard working people, is just another decision by an out of touch council.
New proposed double yellow lines around Dulwich and East Dulwich	All	5. I wholly object to this proposal	I 100% object to this proposal for the below reasons: This would really effect the residential feel of the area - parking is already limited and this would compound the problem by un-necessarily removing parking spaces. There is absolutely no need for this and the council's money would 100% be better invested elsewhere. To my mind, this would be a waste of tax payers money. Finally, it has to be said that too often, the views of the actual residents who will live with any bad decisions are ignored. Please take heed to the voices of Dulwich and East Dulwich or this public consultation will be a farce.
The road junctions in East Dulwich specifically, Borough wide road junctions in the round.	All	5. I wholly object to this proposal	There are too many cars to rob them of road space on which to park.
All junctions in East Dulwich and surrounding areas	All	5. I wholly object to this proposal	You cannot impose a blanket double yellow on all junctions without considering the merits of each one. There are plenty of places where people park close to junctions where that causes no problem at all for cyclists, motorists and pedestrians. It makes no sense at all to apply this in the way suggested. It will cause pressure on parking which currently does not significantly exist and it will also damage many businesses.
123 Junctions in Dulwich with specific reference to Woodwarde Rd.	All	5. I wholly object to this proposal	Double yellow lines are unnecessary - there is no history of accidents or bad parking. They will destroy the residential character of the street. They remove parking spaces, making parking a future problem. They are a complete waste of tax payers' money. Southwark are flagrantly ignoring the views of its residents and local politicians.

All junctions in East Dulwich.	All	5. I wholly object to this proposal	<p>This measure is disproportionate, unwise and on balance I believe it will negatively impact residents. It will massively reduce parking availability without commensurate benefits to roadusers and pedestrians. I can see the simplistic benefit that this will increase visibility for pedestrians at a small number of junctions where there is an issue. But I do not believe that many of the junctions where changes are proposed have a real issue with visibility. Indeed it seems likely this will increase average speeds around junctions. Moreover, 7.5m seems excessive for the backstreets of East Dulwich where traffic rarely gets above 15mph anyway.</p> <p>As a general point, what cost-benefit analysis has been done to see whether the potential benefits (quantifying the reduction in potential accidents) is worth the actual cost of very materially reduced parking? Where is the evidence of accident blackspots that are being eradicated? Finally, this is the 4th consultation concerning parking on which I have commented. On balance it seems to me that Southwark Council would be much happier if its residents didn't have cars. If so, then the Council will forever be disappointed since it seems to me that a very large majority of its residents does not agree.</p>
All of them especially on Landcroft Road	All	5. I wholly object to this proposal	No need for it. Complete waste of time and money and will reduce much needed parking space.
I object to the plans to introduce parking restrictions in the East Dulwich ward overall.	All	5. I wholly object to this proposal	<p>I am a resident of Crystal Palace Rd (leisure centre end) and shop on Lornsdship Lane. Parking is already difficult in these areas and further restrictions will only exacerbate the problems, undermining the culture of the area and promoting even more corporate businesses which are unwanted by the majority of residents.</p> <p>The LA made provision for the expansion of use of the leisure centre facilities which are not unwelcome but has taken no account of the need to provide parking resources for the gym and pool which means that parking on a Saturday and at certain times in the evening is already problematic bordering on impossible. There is in my personal experience a higher risk of criminal damage to vehicles parked a long way away from the owners' homes overnight. I suspect that this is another Trojan horse for the council's attempts, thwarted so far, to introduce parking permit schemes for residents as a fundraising exercise. These areas do not appear dangerous and people generally park responsibly. I do not consider there is any need for further parking restrictions.</p>
Village Ward Double Yellow lines order of 24 November 2016.	All	5. I wholly object to this proposal	There is no safety or other need or requirement for a blanket introduction of standard distance double yellow lines when the circumstances of each junction varies. The Order treats all circumstances alike when they are not. This is a fundamental flaw in the Order which undermines its rationality.

Village Wards double yellow lines order of 24 November 2016.	All	5. I wholly object to this proposal	Double yellow lines are totally unnecessary for parking prevention in Court Lane and the adjoining roads. If there will be less parking overall, there will be more residents having to find parking spots or park in other near by roads.
Yellow Lines at almost every Junction across the Borough	All	5. I wholly object to this proposal	<p>There is NO evidence at all that this is a problem across Southwark nor in Village Ward.</p> <p>There is a 20 mph speed limit and that is enough.</p> <p>There are very few (if any) accidents recorded at these junction and even fewer injuries. Any accidents that have occurred are often due to speeding or other factors.</p> <p>I consider this a complete waste of money and effort.</p> <p>I am NOT against road safety and am probably one of the few people that stick to the 20 MPH speed limit but I consider this proposal to be totally unnecessary.</p> <p>If this is considered a top priority for spending I am starting to doubt the councils words when they moan about being 'strapped for cash'</p>
123 Junctions in Dulwich with specific reference to Woodward Rd.	All	5. I wholly object to this proposal	Double yellow lines are unnecessary - there is no history of accidents or bad parking. They will destroy the residential character of the street. They remove parking spaces, making parking a future problem. They are a complete waste of tax payers' money. Southwark are flagrantly ignoring the views of its residents and local politicians.
Traffic Management Order 2016 No. xx, Item no. (1) 318 Dulwich Wood Park and Schedule 2 Item No. (1) Farquhar Road.	College	2. I support this proposal, but would like the council to consider additional or alternative measures	<p>The number of junctions on the northern section of Farquhar Road between Dulwich Wood Park and Dulwich Wood Avenue number 10 in all (1 house crossover at xxx Dulwich Wood Avenue has not been included). Over such a short distance this produces 11 pairs of separately proposed yellow lines.</p> <p>I am very concerned that this will have an effect of relocating cars onto side roads such as Tylney Avenue that itself could suffer as a result of reduced road safety and by consequence create over crowding and further parking issues with the limited space currently available. This is a private road owned by The Dulwich Estate but street lighting for it is supplied and maintained by LB Southwark. Have LBS consulted directly with The Dulwich Estate on such shared locations and if so and a response has been forthcoming what is have been the comments and will they be published and when?</p>

Protected junction "T" junction of Overhill Road with Underhill Road SE22.	College	2. I support this proposal, but would like the council to consider additional or alternative measures	I totally support the proposed double Yellow line addition at this junction, but respectfully request that consideration be given to the installation of a mirror be installed on the crematory side opposite to the junction to visually assist drivers when turning out of Overhill Road onto Underhill Road. When turning from Overhill Road on to Underhill road a slight bend approx 100M from the junction on the right will still be blocking clear driver vision if vehicles are permitted to park outside residents homes. As it would appear unfair to restrict parking directly outside homes and almost impossible to police, the simple erection of a mirror should alleviate the accident potential from driver restricted view/vision of on coming nearside traffic.
Farquhar Road	College	2. I support this proposal, but would like the council to consider additional or alternative measures	Fully support measures that discourage private car use in general and clear the way for cycle paths, for environmental reasons However, I am very concerned that the true purpose behind the proposed parking restrictions might be to clear the way for larger vehicles to travel through Farquhar Road, a use which I wholly object to. I would therefore like to see the parking restrictions accompanied by vehicle size restrictions.
Title Reference Dulwich College Ward 1080_DD_1.0 Junction Belvoir Road on to Underhill Raod.	College	2. I support this proposal, but would like the council to consider additional or alternative measures	Further to your proposed double yellow lines, at the junction of Belvoir Road and Underhill Road, I would like to bring to your attention that opposite this Junction is a Royal mail post box. I would like to suggest that yellow lines are also placed opposite the junction, in front of 52 Undehill Road and 54/56 Underhill Road. The reason for this at this junction there is currently a Royal Mail post box, which acts as a hazard as drivers tend to stop suddenly. Also if large vehicle are turning right or left from Belvoir Road into Underhill Road and cars are parked either side of the junction, the road has been blocked whilst the driver waits for the parked vehicles to be moved. From a safety point if the yellow lines are not applicable, it would be sensible to stop large good vehicles access to Belvoir Road and arrange for the Royal mail box to be moved further along Underhill Road where it may not be as obstructive.
FARQUHAR ROAD, (i) on both sides at its junction with Dulwich Wood Park (26 metres), (ii) on the north-east side at the entrance to garages adjacent to No. 78 Farquhar Road (14 metres), (iii) on the south-west side at its junction with the access road to Glenhurst Court, (iv) on the north-east side at the entrance to garages adjacent to No. 64 Farquhar Road (14 metres), (v) on the north-east side at its junction with Tylney Avenue (24 metres on the north side of the junction), (vi) on the south-west side at its junction with the access road to Lowood Court, (vii) on the north-east side at the entrance to garages at the rear of Nos. 1-12 Tylney Avenue (10 metres);	College	4. I object to part of the proposal, but support or am neutral to other elements of it	There are legitimate road safety issues at the immediate junction of Farquhar Road with Dulwich Wood Park, particular in the vicinity of the pedestrian traffic island. The proposal above to extend 'at any time' waiting restrictions to all parts of the lower part of Farquhar is excessive, and potentially damaging to road safety. As well as inconveniencing residents, such restrictions are likely to increase the speed of motorists and cyclists using the road to cut through from Crystal Palace Parade. Speeds are already excessive and unimpeded with entirely by current traffic calming measures (partial speed bumps). Improvements to safety would be better served by more effective traffic calming measures, and 'at any time' restrictions at the immediate Farquhar Road/Dulwich Road junction.

Farquhar Road/Dulwich Wood Park	College	4. I object to part of the proposal, but support or am neutral to other elements of it	I support the restrictions at junction of Farquhar Road and Dulwich Wood Park and at junction of Farquhar Road and Tylney Road but strongly oppose the restrictions at exits of garage blocks and of high rises opposite. They are quite unnecessary.
Farquhar Road SE19 Traffic Order Reference: H/ND/TMO1617-012	College	4. I object to part of the proposal, but support or am neutral to other elements of it	<ol style="list-style-type: none"> 1. Against this there would be a large disbenefit to local residents. Many residents of lower Farquhar Road will find that they have to park far from their homes in the upper end of Farquhar Road. 2. This will cause particular hardship to those who are infirm or disabled, of whom there are several. They would simply not be able to walk to and from upper Farquhar Road for transport in cars or ambulances. 3. Similar hardship and danger would apply to families with babies and small children, of whom there are many. 4. And there will be problems for all residents with visitors and deliveries.
Traffic Management Order Reference: H/ND/TMO1617-012 Farquhar Road Lower end and junctions with Tylney Ave and Garage Courts.	College	4. I object to part of the proposal, but support or am neutral to other elements of it	<ol style="list-style-type: none"> 1. My. wife has lived in this road for 43 year and I over 10. 2. We object to all of the double yellow lines parking restrictions on Farquhar Road proposed in this TMO with the exception of the yellow lines where the road joins Dulwich Wood Park 3. For the entrance to Dulwich Wood Park we will gain huge safety benefits as this turning is too often blocked by badly parked cars. 4. It is strange to raise the issue of safety given that the garages built in 1950s are not used by more than a couple of residents due to their size and therefore rarely is anyone driving into of out of them. I have NEVER in 10 years experienced a garage court blocked. 5. We agree that there is a case on safety grounds for some restrictions at the junction with Dulwich Wood Park where there have been accidents. But the proposed 14m of yellow lines is disproportionate. 7.5 m would be sufficient to ensure adequate visibility at the junction and thereby secure the safety benefit. 6. On all the other proposed locations – the 5 garage area exits, the Glenhurst Court entrance and the Tylney Road junction – there is no safety case for double yellow lines at all. There have been no accidents at these locations. The exits are never blocked. Cars leaving these areas move very slowly and have perfectly adequate vision of traffic in Farquhar Road. 7. Against this there would be a large disbenefit to local residents. I estimate that the effect of the TMO proposals would be to reduce the number of vehicles that could park in lower Farquhar Road (from the

Tylney Road garage exit to Dulwich Wood Park) by up to 50%. Many residents in lower Farquhar Road will find that they have to park far from their homes in upper Farquhar Road.

8. This will cause particular hardship to those who are infirm or disabled, of whom there are several. (In my row of 7 houses there are 2 wheelchair users and 2 people with Parkinson's Disease whose mobility is limited. They would simply not be able to walk to and from upper Farquhar Road for transport in cars or ambulances).

9. Similar hardship and danger would apply families with babies and small children of whom there are many.

10. And there will be problems for all residents with visitors and deliveries.

11. All of which will reduce residents' quality of life substantially.

12. Also we consider that the process of consultation with residents has been inadequate and misleading.

13. The proposals were published locally via obscure notices on lampposts that did not illustrate the scale of the proposals and left many residents unaware of their impact.

14. Even those of us who read the TMO on your website were misled because it contains no reference to other proposals you are developing for a "Quietway" in upper Farquhar Road. According to your documents this would remove 33 parking spaces there. These would be among the very parking spaces that residents of lower Farquhar Road would need if your yellow lines proposals were to go ahead.

15. So where would the elderly, infirm and families with small children park then? And why have you not explained this? Your failure to do so would be grounds for a judicial review.

16. The two main issues for consideration in terms of safety on Farquhar Road would be a) to consider how we manage speeding drivers who do not observe the 20 zone, using Farquhar as a cut through. b) before considering double yellows consider how to manage parking given the garages are nearly 70 years old and not suitable.

<p>ALLEYN PARK</p> <p>ALLEYN ROAD,</p> <p>CROXTED ROAD</p> <p>PARK HALL ROAD</p> <p>FOUNTAIN DRIVE</p> <p>COLLEGE ROAD</p>	College	<p>4. I object to part of the proposal, but support or am neutral to other elements of it</p>	<p>In respect of the first set of roads, this proposal appears to remove a substantial part of the parking in the vicinity of the West Dulwich shops. This can only impact on their viability as many of the users of the shops will need to visit by car. The area around the shops is not unsafe. I can see no benefit to these proposals.</p> <p>In respect of the second set of roads, there is no real issue with parking at these points and so the proposal seems to be a complete waste of money.</p>
<p>http://www.southwark.gov.uk/downloads/file/14244/borough-wide_junction_protection_college_east_dulwich_and_village_wards_-_public_notice_dated_24_november_2016</p>	College	<p>5. I wholly object to this proposal</p>	<p>The areas affected service the houses on Farquhar Road whereby owners are not able to park outside their houses - They have to access their house by walking down a lane, which is already complicated when unloading shopping/buggies etc. But on the whole is not abused by people outside the area. Where are we supposed to park if there are double yellow lines? There is no alternative parking!</p> <p>However if each household was issued with a parking permit, that maybe more reasonable. But there are a lot of flats at the bottom of Farquhar Road, how can they be offered parking - the flats have limited parking spaces.</p>
<p>FARQUHAR ROAD SE19, (i) on both sides at its junction with Dulwich Wood Park (26 metres), (ii) on the north-east side at the entrance to garages adjacent to No. 78 Farquhar Road (14 metres), (iii) on the south-west side at its junction with the access road to Glenhurst Court, (iv) on the north-east side at the entrance to garages adjacent to No. 64 Farquhar Road (14 metres), (v) on the north-east side at its junction with Tylney Avenue (24 metres on the north side of the junction), (vi) on the south-west side at its junction with the access road to Lowood Court, (vii) on the north-east side at the entrance to garages at the rear of Nos. 1-12 Tylney Avenue (10 metres);</p> <p>TMO1617-012_PN1.</p>	College	<p>5. I wholly object to this proposal</p>	<p>I object to the proposal on two counts:</p> <ol style="list-style-type: none"> 1. That as nearby on-street parking space for local residents on Farquhar Road is at a premium already, this proposal will only exacerbate the problem, creating a situation whereby some residents will be forced to park some considerable distance from where they live and simply add to parking congestion in another location. 2. Currently, I am not aware of any instances where access to communal off-street parking have been obstructed. Equally, through traffic is mostly fairly light and the road is wide enough for pulling out into the road to be relatively easy and safe. <p>Therefore, I believe the introduction of yellow lines is unnecessary and detrimental to the amenity of local residents.</p> <p>As Farquhar Road is badly potholed and has ineffective segmented speed bumps, both of which cause some drivers to weave across the road to avoid them, a more effective way of keeping road-users safe would therefore be to resurface the road and to introduce better traffic-calming features, thus better ensuring the safety of local residents, whilst not inconveniencing them to no good effect.</p>

Church Approach junction with Croxted Road SE21	College	5. I wholly object to this proposal	I wholly object to the proposal to add double yellow lines to Church approach, this is used by family and friends when they visit, Croxted road is far too busy to park on, I don't see why as a resident I should have this right of parking removed from outside my property. Church approach is a quiet residential road with only one or two accesses to private garages which are always respected by parkers.
Proposals for double yellow liner in Church Approach.	College	5. I wholly object to this proposal	Hi, This a short section of road which is wider than the main South Croxted highway. This seems a waste of public money to make this no parking when this is a practical and save location to park for nearby residence. There has never been a conjestion issue here.
Farquhar Road	College	5. I wholly object to this proposal	<p>Traffic Order Notice: yellow lines on Farquhar Road</p> <p>Comments:</p> <p>I wish to object to these proposals on the following grounds:</p> <ul style="list-style-type: none"> • Although we have garages they were built in 1960 when cars were smaller. These garages are now unusable for their original purpose even for a small modern car – I can just get my car into the garage but because I have mobility problems caused by Parkinsons Disease I am then unable to get out of the car. • There has been a recent increase in the number of parked cars belonging to residents in the area affected by these proposals. • There has been a marked increase in the number of parked vehicles belonging to users of the St Margaret Clitherow Church Hall on Dulwich Wood Park, especially in the evenings (Mondays are particularly bad). • This forces residents such as those in my household to park further along Farquhar Road, away from our houses. I frequently find myself forced to park more than 500 yards from my home and to have to walk with difficulty an unreasonable distance. I foresee that all these proposals will achieve is to force the parked cars in the road further up it. Moving the parking in this way is in no way a solution to the problem. • Since I already have difficulties caused by Parkinsons Disease, walking any distance causes me problems; I contemplate with alarm the prospect of being forced to live, as a disabled resident, with the proposed restrictions. I am currently applying for a disabled driver's badge. • In the foreseeable future I shall be forced to apply for a designated disabled parking bay close to my home • I would welcome the introduction of residents' parking permits only if

			<p>there were no costs to residents. I do not wish to see here anything comparable to the restrictions in Lewisham affecting wide areas to that borough and making it difficult for visitors</p> <ul style="list-style-type: none"> • We cannot and do not find that our neighbours use the garage forecourt Delivery or trade vehicles that briefly use the forecourt are not a major problem since they either use the forecourt very briefly or (if they are working or delivering to us) their whereabouts can usually be readily identified • We face further increases in traffic in Farquhar Road resulting from recent proposals to control bicycle routes, and from traffic caused by the significant development of the Paxton Schools. The real need is to take traffic away from Farquhar Road and to reduce its volume and speed • Although this does not affect us to the same degree, the junction of Tylney Avenue with Farquhar Road is very badly designed, especially when one has to use it for turning; it is made worse by vehicles badly parked close to this junction <p>The only part of these proposals that I welcome is that which prohibits parking where Farquhar Road joins Dulwich Wood Park outside Glenhurst Court. Parking occurs far too close to the junction; which is regularly parked so that it restricts visibility and restricts access past the traffic island.</p>
Farquhar Road, junction with Dulwich Wood Park	College	5. I wholly object to this proposal	<p>The proposal to restrict parking for almost the entire lower section of this road will have a significant adverse impact on residents of these houses both in terms of amenity and property value and, in my opinion, do not offer any material benefit. The impact for me and my neighbours will be significant as it will mean that we are unable to park or unload near our properties, which will make life very difficult for those of us with young children as well as my elderly and mobility impaired neighbours. The proposed restrictions to other nearby roads will put excessive pressure on parking in the neighbourhood and will, in aggregate, cause residents significant inconvenience and loss of amenity.</p> <p>Farquhar Road is a quiet road and the currently parking arrangements work perfectly well, with no impairment to road safety. The one exception to this where I do see some value in a much smaller area of restriction is that a large commercial vehicle (a lorry) frequently parks almost directly on the junction with Dulwich Wood Park, which obstructs two-way traffic. As such, a small restriction directly on the main junction has value. However, the proposal to restrict parking on the junctions with Tylney Avenue, Lowood Court, Glenhurst Drive and the garage areas makes no sense at all. These are all private roads with no-through access used only by residents</p>

			<p>on the (private) Dulwich Wood estate - they are really more in the nature of shared private driveways and I question whether they can or should properly be considered junctions. There is practically no traffic on these turnings and any perceived benefit to road safety or access will be far outweighed by the adverse impact on residents' access (and only the residents access these roads anyway!).</p> <p>I note that the consultation itself acknowledges that this measure is to avoid the need for proper case by case analysis of the costs and benefits of the proposed changes but this is exactly what is required (and I believe this is what the council is obliged to do in exercising its powers). I urge Southwark to reconsider the proposals specifically in respect of Farquhar Road and indeed more generally as regards the reduction of parking places in this area.</p>
Alleyn Road Park hall road	College	5. I wholly object to this proposal	Unnecessary Cause new parking problems
Traffic Order Reference: H/ND/TMO1617-012, relating to Farquhar Road SE 19	College	5. I wholly object to this proposal	The lower end of Farquhar Road consists of several terraces of houses connected only by footpaths. In consequence, access to the road is already restricted even if parking is permitted. Deliveries of heavy articles can be difficult. Ambulances may have to carry stretchers for up to fifty yards. I accept that double yellow lines at the junction with Dulwich Wood Park would significantly improve safety. Any other restrictions would make life very difficult for residents.
Traffic Management Order H/ND/TMO1617-012 Farquhar Road SE19 1LT	College	5. I wholly object to this proposal	<ol style="list-style-type: none"> 1. My wife and I have lived on Farquhar Road for 45 years. 2. We object to all of the double yellow lines parking restrictions on Farquhar Road proposed in this TMO. 3. In evaluating the proposals we consider that any gains to safety to road users must be identified and then weighed against the loss of amenity to residents from loss of parking spaces. There is no evidence in the TMO that this has been done. 4. We agree that there is a case on safety grounds for some restrictions at the junction with Dulwich Wood Park where there have been accidents. But the proposed 14m of yellow lines is excessive. 7.5 m would be sufficient to ensure adequate visibility at the junction and thereby secure the safety benefit. 5. On all the other proposed locations – the 5 garage area exits, the Glenhurst Court entrance and the Tylney Road junction – there is no safety case for double yellow lines at all. There have been no accidents at these

locations. The exits are never blocked. Cars leaving these areas move very slowly and have perfectly adequate vision of traffic in Farquhar Road.

6. Indeed there could be a reduction of safety from your proposals because with fewer parked cars some of the through traffic may drive faster.

7. Against this there would be a large disbenefit to local residents. I estimate that the effect of the TMO proposals would be to reduce the number of vehicles that could park in lower Farquhar Road (from the Tynley Road garage exit to Dulwich Wood Park) by up to 50%. Many residents in lower Farquhar Road will find that they have to park far from their homes in upper Farquhar Road.

8. This will cause particular hardship to those who are infirm or disabled, of whom there are several. (In my row of 7 houses there are 2 wheelchair users and 2 people with Parkinson's Disease whose mobility is limited. They would simply not be able to walk to and from upper Farquhar Road for transport in cars or ambulances).

9. Similar hardship and danger would apply to families with babies and small children of whom there are many here.

10. And all residents will experience problems with their visitors and deliveries.

11. All of which will reduce residents' quality of life substantially.

12. Also we consider that the process of consultation with residents has been inadequate and misleading.

13. The proposals were published locally via obscure notices on lampposts that did not illustrate the scale of the proposals and left many residents unaware of their impact.

14. Even those of us who read the TMO on your website were misled because it contains no reference to other proposals you are developing for a "Quietway" in upper Farquhar Road. According to those documents this would remove 33 parking spaces there. These would be among the very parking spaces that residents of lower Farquhar Road would need to use if your yellow lines proposals were to go ahead.

15. So where would the elderly, infirm and families with small children park then? And why have you not explained this? Your failure to do so could render your process open to legal challenge.

<p>Farquhar Road/Dulwich Wood Park SE19</p> <p>H/ND/TMO 1617 - 012</p>	<p>College</p>	<p>5. I wholly object to this proposal</p>	<p>Where Farquhar Road meets Dulwich Wood Park is a problem area. The road opens out and the actual corner is unclear. This leads people to park close to the corner with a resulting lack of visibility. There is a perpetual offender who parks a large refrigerated van on either side of the road. Double yellow lines on the corners would be welcome but they should not be extended unnecessarily.</p> <p>Double yellow lines extended, especially by Glenhurst Court, however, would not be welcome. There could be room left for two or three cars. Nobody parks in front of the entrance to the garages. There is no need to put double yellow lines and certainly not to extend them. You may argue that this would improve visibility but very few people are garaging their cars, as the garages were built in 1960 when cars were narrower. Delivery vehicles use the forecourts but not for long. There is room for an ambulance to pull in if necessary.</p> <p>Tylney Avenue also has poorly designed corners. The introduction of the traffic island has prevented parking on one corner but not on the other. Here, double yellow lines would be welcome but they should not be extended. Sharpening the corner might be helpful.</p> <p>Double yellow lines on other corners, further up the road, have not been considered in this proposal as they are part of the proposed cycle lane/quiet way. Objections have already been raised as Farquhar Road is not a quiet road.</p> <p>Farquhar Road is used as a rat-run in order to cut off a corner. Cars come down fast. The sleeping policemen do not calm the traffic. Drivers use the middle of the road, regularly following the hazard markings and many go the wrong side of the bollard to steal a march on another car. At present parked cars act as traffic-calmer and will not do so if parking spaces are removed.</p> <p>Pedestrians tend to cross diagonally, using the dropped kerbs by the garages. They may start at Glenhurst Court but do not cross to a point directly opposite. I have not noticed anybody using the small island just below Tylney Avenue.</p> <p>While it may look as if I am in favour of your proposals, I am concerned about the additional pressure put on residents' parking by these measures. If the Quietway proposals go ahead much available parking would be lost. Thirty-three places have been mooted. Now the suggestion is for more places to be lost. Places were lost when the island near Tylney Avenue was created.</p> <p>As residents, no longer in the first flush of youth, we find that we are being forced to park increasingly further from our property. This regularly happens of an evening, especially when there are functions at St Margaret Clitherow Church or Hall or at Crystal Palace. My husband has Parkinson's and walking a distance is difficult for him. Even if we could get the car in the garage he would not be able to get out of the car. He is applying for a Blue</p>
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			Badge and would then need to apply for a disabled parking space.
Lordship Lane - Mount Adon Park and Melford Road	College	5. I wholly object to this proposal	There is no sensible reason to restrict parking further in this area. This is one of the few places where residents and visitors to the Lordship Lane estate can park. This proposal seems designed to increase parking pressure in the area and intended to lead to pressure to introduce controlled parking zones as per Council policy. The Borough wide policy fails to take account of the characteristics and nature of the Dulwich area and is inappropriate to be applied here. This proposal is also against the direct wishes of local councillors and the Dulwich Community Council and is being carried out via an inappropriate process as a way to force the decision through.
Farquhar Road SE19 Traffic Order Reference: H/ND/TMO1617-012	College	5. I wholly object to this proposal	<p>Traffic Management Order Reference: H/ND/TMO1617-012</p> <p>Although we are relatively new residents in Farquhar Road SE19 we have already found parking to be difficult. This is complicated by the fact that my husband has Parkinson's, is registered disabled, and is a Blue Badge holder. As he has limited mobility and uses a wheelchair, it is paramount that we can park as near to our house as possible. As the TMO proposals would make parking considerably worse for all the residents, we therefore strongly object to the double yellow line parking restrictions proposed for Farquhar Road.</p> <p>Safety concerns</p> <ol style="list-style-type: none"> 1. We agree that there is a case on safety grounds for some restrictions at the junction with Dulwich Wood Park where there have been accidents. But the proposed 14m of yellow lines is disproportionate. 7.5 m would be sufficient to ensure adequate visibility at the junction and thereby secure the safety benefit. 2. We do, however, see merit in a serious traffic calming measure aimed at reducing the speed with which traffic exits Dulwich Wood Park into Farquhar Road. Here, ironically, at present, the parked vehicles have the effect of slowing down the traffic. 3. On all the other proposed locations – the five garage area exits, the Glenhurst Court entrance and the Tylney Road junction – we can see no safety case for double yellow lines at all. There have been no accidents at these locations. The exits are never blocked. Cars leaving these areas move very slowly and have perfectly adequate vision of traffic in Farquhar Road. <p>Parking</p> <ol style="list-style-type: none"> 4. A fellow resident has estimated that the effect of the TMO proposals would be to reduce the number of vehicles that could park in lower Farquhar Road (from the Tylney Road garage exit to Dulwich Wood Park) by

			<p>up to 50%. We are very concerned that many residents in lower Farquhar Road would have to park a considerable distance from their houses.</p> <p>5. This will cause particular hardship to those who are infirm or disabled, of whom there are several. They would simply not be able to walk to and from the top of Farquhar Road for transport in cars or ambulances. There will be also be problems for the many families with babies and small children.</p> <p>6. The proposed reduction in parking spaces will also impact on residents receiving visitors and deliveries. The increase of on-line shopping will result in more deliveries being required.</p> <p>All of the above will reduce residents' quality of life substantially.</p> <p>Lack of consultation</p> <p>7. We share with others a concern that the process of consultation with residents appears to have been inadequate.</p> <p>8. The proposals were published locally via notices on lampposts that did not illustrate the scale of the proposals and left many residents unaware of their impact.</p> <p>9. Even those of us who read the TMO on your website were misled because it contains no reference to other proposals you are developing for a "Quietway" in upper Farquhar Road. According to your documents this would remove 33 parking spaces there. These would be among the very parking spaces that residents of lower Farquhar Road would need if your yellow lines proposals were to go ahead.</p>
<p>PROPOSED DOUBLE YELLOW LINE MARKING at junction of Church Approach and Alleyn Road SE21</p>	<p>College</p>	<p>5. I wholly object to this proposal</p>	<p>The junction of Church Approach and Alleyn Road is not a problem junction. Both roads have light traffic use. Church Approach has no residential addresses and is used as a much needed parking area by residents of South Croxted Road which is a very busy road and bus route. Alleyn road has very little on street parking as all the properties have driveways. Alleyn Road has private driveways very close on both sides of the junction. Vehicles parked close to the junction of Church Approach do not hinder drivers' views of the junction .</p>

<p>Farquhar Road with Dulwich Wood Park and the lower part of Farquhar Road up to Tylney Avenue.</p>	<p>College</p>	<p>5. I wholly object to this proposal</p>	<p>There is a need for yellow lines at the Farquhar Road/ Dulwich Wood Park junction but much shorter than those proposed. The other parking restrictions are entirely unnecessary and would reduce the parking area by about a half. This would seriously affect many residents, many of whom are elderly or have young families. This is, I am afraid, a case where the situation on the ground was not studied before drawing up the proposal.</p> <p>A more detailed case was made by my neighbour, which I support fully.</p>
<p>Areas in Rouse Gardens SE21</p>	<p>College</p>	<p>5. I wholly object to this proposal</p>	<p>There is no explanation as to why Southwark Council thinks it necessary to impose these restrictions in Rouse Gardens SE21 where parking and access are generally good. What issues there are, are a direct result of recent arbitrary parking restrictions on Alleyn Park: increasingly, casual visitors to this area (i.e. to the schools in Alleyn Park) park in Rouse Gardens, often in the residents bays. This is not acceptable and the council should now look to suspend/re-think the parking restrictions already in place on Alleyn Park. I should add that the whole of the Dulwich Village area is now blighted by traffic blockages which are entirely the result of the various misguided traffic management schemes.</p>

<p>ACACIA GROVE, on both sides at its junction with Alleyn Park</p> <p>ALLEYN ROAD, (i) on both sides at its junction with Park Hall Road (13.5 metres on the north-east side, 12 metres on the south-west side), (ii) on the north-east side at its junction with Alleyn Crescent, (iii) on the south-west side across the vehicular access adjacent to Nos. 2a-c Alleyn Road (15 metres), (iv) on the west side at its junction with Church Approach (13.7 metres on the south side);</p> <p>CROXTED ROAD, (i) on the north-east side at its junction with the service road fronting Nos. 2-10 Croxted Road, (ii) the service road fronting Nos. 2-10 Croxted Road, on both sides of between its junction with the main carriageway of Croxted Road and the boundary of Nos. 8 and 10 Croxted Road;</p> <p>ILDERSLY GROVE, on both sides at its junction with Park Hall Road</p> <p>PARK HALL ROAD, (i) on the north-west side at its junction with Acacia Road, (ii) on the south-east side at its junction with Alleyn Park (19 metres); (iii) on both sides at its junction with Alleyn Road and Ildersly Grove, (iv) on the north-west side at its junction with the service road fronting Nos. 2-10 Croxted Road;</p>	College	5. I wholly object to this proposal	<p>I object to these proposals because in reducing the kerb space where people can park (often commuters using West Dulwich Station) will encourage the commuters to seek parking in the roads away from the junctions, and thus inconvenience the residents of the roads. All the roads around the junction of South Croxted and Park Hall roads will further be affected by additional traffic that will come to the area when the new doctor's surgery opens in Croxted Road.</p> <p>AND WE DO NOT WANT to have parking restriction in our street.</p>
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Farquhar Road, SE19 (near junction with Dulwich Wood Park)	College	<p>5. I wholly object to this proposal</p>	<p>regarding the nature of the proposals by the London Borough of Southwark to curtail parking in Farquhar Road SE19. Although the Society concedes that some restrictions may be appropriate in the immediate vicinity of the junction with Dulwich Wood Park. we are very concerned about the extent of the parking restrictions the Council is proposing. In particular, are concerns are:</p> <p>1) The introduction of double yellow lines will cause considerable problems for disabled people and those with mobility problems, not only residents in Glenhurst Court, but for those in neighbouring houses and blocks of flats.</p> <p>2) Similarly, it will lead to significant problems for visitors (including health visitors) and the frequent delivery services, resulting in vehicles either having to park in front of garages (and thereby obstructing access) or parking a considerable distance away.</p> <p>The proposals will exacerbate problems already evident (e.g. on Monday 19th December at 2.00pm in the first 50 yards of the junction with Dulwich Wood Park in addition to resident's cars there were four vans parked both sides of Farquhar Road belonging to tradespeople undertaking work in the flats and houses, together with two delivery vans that had parked in front of garages. Where would such people park in future?)</p> <p>3) We are especially concerned that the proposed restrictions will result, inevitably, in those vehicles passing downhill through Farquhar Road increasing their speed as, currently, parked vehicles require many drivers and cyclists to slow down. There is already a problem as the speed humps do not appear to be an obstacle to some commercial vehicles and thoughtless drivers. Moreover, some cyclists already treat the downhill run through Farquhar Road as a race track (I was almost run over by one recently). Contrary to the Council's expectations, we consider the proposed restrictions will actually lead to an increase in accidents in Farquhar Road and, especially at the junction with Dulwich Wood Park, as some vehicles will not brake in time to take account of whether the latter is clear of oncoming traffic (much of which already exceeds the 20mph limit).</p> <p>4) The extent of the proposed parking restrictions seems excessive and will put additional pressure on an area with insufficient parking and/or require residents, visitors and delivery vehicles etc to park further up the road, e.g. close to Dulwich Upper Wood, which is not only very inconvenient, but may make some residents feel more vulnerable at night.</p> <p>5) As indicated in the introduction, while we can accept the imposition of some parking restrictions in the IMMEDIATE vicinity of the junction with Dulwich Wood Park, we cannot accept there is a need to introduce double yellow lines across the whole frontage of Glenhurst Court.</p>
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<p>Overhill Road/Underhill Road junction</p> <p>H/ND/TMO1617-012</p>	<p>College</p>	<p>5. I wholly object to this proposal</p>	<p>Provided this junction is approached with caution it is safe.</p> <p>IF you are going to put down double yellow lines then they should ONLY be on the side of Underhill Road NOT on Overhill Road. This would stop some of the vans that park right on the corner, which can make it difficult to enter Underhill Road. They are not necessary on Overhill Road as they do not block any sight lines. ALSO by putting double yellow lines on BOTH roads it is going to make it even more difficult for residents to find space to park their cars.</p>
<p>H/ND/TMO1617-012</p>	<p>College</p>	<p>5. I wholly object to this proposal</p>	<p>We object to the extensive double yellow line parking restrictions proposed in the TMO as worsening rather than improving safety.</p> <p>1. Currently the junction of Farquhar Road and Dulwich Wood Park is already dangerous, especially for pedestrians, and especially for vulnerable pedestrians such as ourselves and our neighbours. this corner, we use daily and observe daily pedestrians using this junction. Aside from ourselves, we are personally acquainted with at least 11 households of 22 people among our near neighbours who are elderly or children, require mobility assistance, or have Parkinson's Disease.</p> <p>This junction is already dangerous because:</p> <ul style="list-style-type: none"> • Motorists exceed the signposted 20mph speed limit on Dulwich Wood Park at all times. The only exception is when traffic congestion prevents speeding. During 2016, we already witnessed two serious car crashes at this point on DWP, neither of which were at peak times. We suffered power outages from both of these car crashes. • Motorists are using Farquhar Road as a rat-run both to and from DWP. In the morning peak we observe one-third of northbound vehicles turning from Dulwich Wood Park onto Farquhar Road. Our road is supposed to be a residential road! • When Dulwich Wood Park is congested, as it is between 8:00 am and 9:00 am on all school days, some impatient drivers illegally use the bus lane to undertake the queued vehicles, then turn onto Farquhar Road or squeeze back into the queue. • DWP curves away from Farquhar Road south and north of the junction, so drivers' line of sight, especially at speed, is AWAY from pedestrians, especially short pedestrians such as children or people in wheelchairs. • Since the junction is at the bottom of hills on BOTH Farquhar Road and DWP, cyclists and most drivers are approaching the junction from all directions at speed. • The mouth of Farquhar Road at this junction is especially wide. It takes vulnerable pedestrians more than the average length of time to cross to

the mid-point and then to the other side.

- Even more pedestrians, including vulnerable pedestrians, cross Farquhar Road between the driveway of 68-90 garages and the Glenhurst Court access road, than use the formal crossing. This is the shortcut to / from Gipsy Hill rail station and the shops on Gipsy Hill, our closest high street.

Currently, legally parked vehicles serve as a visual deterrent to speeding and encourage drivers to exercise at least some degree of care in turning into / out of and using Farquhar Road. Reducing legal parking on Farquhar Road will encourage even greater speeding and abuse of Farquhar Road and this junction. It will worsen our safety.

2. The current legal on-street parking is used at all times by local residents and visitors. If this is restricted at the driveway of Farquhar Road garages, the Glenhurst access road, and Tylney, it will drastically eliminate the nearest parking available to our near neighbours, who include elderly, infirm, wheelchair and other mobility aid users, and young children. These residents would have to seek parking much further on upper Farquhar Road.

Your consideration of a "Quietway" in upper Farquhar Road would further restrict parking very significantly, making nearby parking virtually impossible for residents of both upper and lower Farquhar Road. This Quietway proposal, and the interactive impact with this TMO, have not been well publicised to us.

3. As it is, numerous ambulances and other medical transport, delivery vans, and workmen's vans park in the on-street parking spaces and in Farquhar Road garage forecourt 7 days a week., we observe 3-10 vehicles a day parking in forecourt. If on-street parking were further restricted, this use of forecourt would be even worse.

4. There is no safety reason to restrict parking at garage entrance and the other 4 garage entrances, Glenhurst Court and the Tylney Road junction. There have been no accidents at these locations, and the exits have not been blocked.

5. There is only a safety benefit to having double yellow lines at the junction of Farquhar Road & DWP of 7.5m, which is the legal minimum anyway – not the proposed 14m! This would help but not address all the reasons why this junction is dangerous.

<p>Borough-wide junction protection:</p> <p>College, East Dulwich and Village wards</p> <p>I am contacting you about the Dulwich Wood Avenue junctions and the Farquhar Road junctions, but widely about all your junctions plans.</p>	College	<p>5. I wholly object to this proposal</p>	<p>As a resident of Dulwich Wood Avenue, I object to the additional double yellow lines. There are already some planned as part of the Quietway scheme. And on a road as wide as Dulwich Wood Avenue, which has an existing complement of speed bumps, plus a forthcoming comprehensive set of further speed calming measures planned by the council, the proposed length of the double yellow lines is massive overkill. Overkill which is made even more pronounced by the fact that the road has a 20 MPH speed limit!</p> <p>This is just unnecessary and pointless cutting back of parking spaces for no realistic benefit in safety.</p> <p>I would extend my point to the rest of the changes as a whole. I do not support the proposed length of 7.5m double yellow lines anywhere where there is a 20MPH limit. It is far too long. I would strongly suspect that most of the proposed junctions will have reasons why a one-size-fits-all policy is inappropriate, but there is not the time to assess every one from my perspective as a resident.</p> <p>Furthermore, I do not believe that the consultation as been given wide enough coverage (I just spotted these proposals in an email from a council member) and I strongly request that the scheme has an extended period of consultation applied so that more residents can input their views.</p>
<p>Borough-wide junction protection: College ward</p> <p>Junction of College Road and Fountain Drive SE19 1XD</p> <p>ref: H/ND/TMO1617-012</p>	College	<p>Not Answered</p>	<p>Dear sir/madam,</p> <p>I do recognise the need for some junction protection. I am though at a total loss to understand why you have chosen to double yellow line this junction. There is excellent visibility no matter which way you approach or leave this junction. I and my mother have lived at for approaching 60 years and are therefore well qualified to comment. I don't believe this quiet corner needs any "protection" at all. I can honestly say I have NEVER seen anyone park at the locations shown. It is to any intents and purposes, self governing.</p> <p>Lastly, more yellow lines, posts and signage only detract from the pretty vista that we have been so privileged to enjoy for all these years.</p> <p>So, yes, where there is real need and let's be a little more selective. It is after all, my Council Tax that's paying for this.</p> <p>Yours</p>

Para 321 Dunstans Road Para 426 Goodrich Road	East Dulwich	1. I wholly support this proposal	My 7 year old children walk from Colyton Road to Goodrich Primary School on school days. Cars are often parked or stopped on the roundabout outside the school on Dunstans Road/Goodrich Road. Cars are often parked or stopped against the dropped kerbs on Dunstans Road and Goodrich Road. My children are often forced to walk out onto the roundabout on Dunstans Road when cars are parked or stopped against the dropped kerbs. Often the cars are driven by parents of children at Goodrich school. When challenged, the drivers have refused to move on and have shown their ignorance of the Highway Code and they have shown disregard for the safety of other pupils at the school. We would welcome the proposed measures by Southwark Council to improve the safety for local pupils who are walking rather than being driven to school.
Upland Road/Dunstans Road	East Dulwich	1. I wholly support this proposal	And, please bring in a Controlled Parking Zone. Too many commuters parking here and getting a bus down to Peckham Rye/East Dulwich.
Melbourne Grove / Lordship Lane Melbourne Grove /Blackwater St.	East Dulwich	1. I wholly support this proposal	The 7.5 metre double yellow lines are definitely needed at the above mentioned junctions as well as many other in East Dulwich. Cars drive faster than the 20 MPH speed making turning around these junctions precarious at best.
Melbourne Grove and all subsidiaries, eg Tell Grove, Chesterfield, Blackwater	East Dulwich	1. I wholly support this proposal	Unfortunately as parking pressures due to commuter parking increase in the local area, some drivers don't currently respect the Highway Code of not parking at a junction and therefore make it very dangerous for pedestrians to cross and reduces sight lines. I've personally experienced difficulties when pushing my toddler in a buggy and cars are parked blocking the dropped kerb at a junction, so if I want to cross the road I have to cross into the wide neck of the junction rather than just across one road. Putting in clear road markings to prevent this is much needed and overdue, at last the council will be able to legally enforce against this type of parking and hopefully over time that will drive a change in behaviour.
CRYSTAL PALACE ROAD, On the Northwest Side at its Junction with the Access Road to 158-172 Crystal Palace Road, SE22 9EP. Order 201. The Access Entrance to the Car Park of the Crystal Palace Road Estate. 146-172 Crystal Palace Road, SE22 9EP.	East Dulwich	1. I wholly support this proposal	It is absolutely paramount that double yellow lines are implemented here to protect the users of the Junction. Visitors park at this junction as no parking restrictions are present, this causing a visibility hazard and danger to pedestrians and other road users. When vehicles are parked at this junction it causes serious visibility problems to motorists entering or exiting the car park of the Crystal Palace Road Estate as you cannot see safely around these parked vehicles. Traffic flow on Crystal Palace Road has increased significantly and It is only a matter of time until a serious accident takes place. Double Yellow Lines at the junction will make it 100% safer for all pedestrians and motorists using the junction and will act as a duty of care by Southwark Highways. The dangers of the Junction have been reported to Council Officer Mr Richard Rochester and the local ward Councillor Mr James Barber over a period of time and through 2016.

jennings road/ landcroft road/ crystal palace road/ goodrich road	East Dulwich	1. I wholly support this proposal	<p>I have a child that walks to school on their own. I walk with a baby in a buggy/toddling. I use my car. Parents of the local school park on the surrounding streets wherever there is a space to drop their children off. Van and delivery drivers park across the junctions diagonally sometimes. Some people park RIGHT on the junctions with no consideration for pedestrians or drivers (I am a pedestrian, driver and cyclist). Visibility is OFTEN if not ALWAYS very poor at all of the junctions in this area.</p>
Silvestar Road and barry Road and those along Crystal Palace road	East Dulwich	1. I wholly support this proposal	<p>I drive or cycle on these routes daily. The lack of visibility is a serious safety issue with parked cars forcing those pulling onto relatively busy roads without any line of sight.</p>
Bassono/Blackwater	East Dulwich	2. I support this proposal, but would like the council to consider additional or alternative measures	<p>I agree with the need to address the parking in the whole of the East Dulwich Ward. The last few years have seen a rise in traffic due to the increased popularity of Lordship Lane. Whilst I welcome this in terms of business success, the traffic/parking has to now be regulated more thoroughly, because an element of renegade parking has become commonplace. I have plenty of photographs as evidence. In order to remain positive I created a tongue in cheek 2017 calendar which I have sold to raise money for Kings College Hospital. If you are interested in seeing the photo's please get in touch. Further to your proposals, I would like you to consider controlled parking; including residents only parking. A lot of residents in East Dulwich, including myself, have two small children. I often cannot park anywhere near our house, whichever day of the week it is. If I have gone out in the car to go to the supermarket or visit family I cannot park near to the house, making unloading the kids and the car very challenging. I would welcome residents parking and be happy to pay a modest fee. I think that introducing permit based parking would also help eliminate abandoned cars, road tax evasion etc. Also, we might be able to have a stress free experience when arriving home. Please do consider this as I am sure I am not the only one who would be willing to pay for a permit!</p>
Tell Grove Borough wide junction protection	East Dulwich	2. I support this proposal, but would like the council to consider additional or alternative measures	<p>Given that Rule 243 of the Highway code states: 'do not stop or park opposite or within 10 metres (32 feet) of a junction' I fail to see how yellow lines are necessary. If this truly is a problem, perhaps consider enforcing the highway code rather than wasting money on redundant yellow lines. Yellow lines to the extent proposed will massively impact on parking on our road, which is regularly used by non-residents for the railway station and high street.</p>

			If yellow lines are added, can we please have some form of controlled parking zone so that we can still park near our homes (we have small children, which raises issues of safety in far off parking).
East Dulwich double yellow lines at various junctions.	East Dulwich	2. I support this proposal, but would like the council to consider additional or alternative measures	<p>After reading the consultation, I feel it is wonderful the yellow lines are being put in place and hopefully then the highway code will be heeded ie parking 10 from the junction, no one ever took notice of that,. and I am pleased. I was wondering if residence were wondering where to park when the double yellow lines are painted. They'll all have to get smart cars . I am in support of disabled and the blind being able to negotiate a junction, and having it clear of cars, they would definitely feel so much safer. And emergency vehicles to gain access to junctions would be better. It may cause road rage, and fighting over parking spaces. I hope not. Many thanks</p> <p>Best wishes</p>
Goodrich/Dunstans	East Dulwich	2. I support this proposal, but would like the council to consider additional or alternative measures	<p>I fully support double yellows here as this junction is made extremely dangerous at school pick up and drop off by people parking right on the roundabout. However, as a resident of Dunstans Road I feel strongly that if we have yellow lines at this junction there should not be any at the Crebor junction as it would restrict residents parking too much.</p>
<p>between a point 7.5 metres north-east of the northeastern kerb-line of the access road to Belvoir Lodge,</p> <p>Underhill Road and a point 7.5 metres south-west of the south-western kerb-line of the access road to Belvoir Lodge, Underhill Road;</p>	East Dulwich	3. I neither support or object to this proposal, but would like the council to consider another related matter in this area	<p>There is a bus stop on Underhill Road by the access Road to Belvoir Lodge so are you proposing that this bus stop be moved as otherwise the buses will not be allowed to stop?</p> <p>The bus stop and its pavement extension are not shown on your map.</p>
Landcroft road junctions, (heber, pellatt etc)	East Dulwich	4. I object to part of the proposal, but support or am neutral to other elements of it	<p>The specific area around Landcroft and heber road, has several junctions. Blanketing all junctions with double yellow lines, no parking at any time, would cause major parking issued for the local residents, it is strained as it is during the day time.</p> <p>I am happy for increased junction safety, but would like the council to consider smaller no parking zones, or no parking only on the "major" junctions, or at worst, no parking on these areas 8 - 4.</p>

Junction protection at Friern /Goodrich road East Dulwich se22	East Dulwich	4. I object to part of the proposal, but support or am neutral to other elements of it	<p>I think it is important to make junctions safer for road users, cyclists and pedestrians.</p> <p>However while at some more major junctions it may be necessary to put in yellow lines, there are alternative measures which can be taken at others.</p> <p>At Friern/Goodrich road</p> <ol style="list-style-type: none"> 1. There is already a curved kerb [dont know the proper name] at each junction which has significantly improved visibility and risk of accidents ,as this means you cannot park right next to the junction. Having been resident here for 30 plus years I have witnessed accidents at the junction of Friern and Goodrich road , but not thankfully since these new kerbs have been put in, which show me that they are working. 2. If the lines are put in to 9/10 meters , the parking for residents will be greatly reduced , and this will lead to more people converting their front gardens to parking areas. This will greatly reduce green space for wildlife and I know the London Wildlife trust encourage people not to use their front gardens in this way. 3. In terms of safety for drivers and cyclists and pedestrians, would it not be better to improve road signage and possibly put in small roundabouts as at other nearby junctions. 4. Can the amount this will cost overall be justified in the current climate of austerity?
Bassano Street and Blackwater Street	East Dulwich	4. I object to part of the proposal, but support or am neutral to other elements of it	<p>I am a resident - I have lived at Bassano Street for about 15 years.</p> <p>I object to the proposal to put double yellow lines around the elbow of Bassano Street. Parking is often difficult in the area, and this will exacerbate the problem. I do not see advantage in terms of safety, since the road is a dog-leg and I'm not aware of traffic moving quickly along it or around the elbow (and I have two children, so do not say this lightly). If anything, having more traffic milling around looking for parking poses a greater risk and inconvenience.</p> <p>I can see the value of double yellow lines at the end of Bassano Street where it connects with Blackwater Street. It can be difficult to see into Blackwater Street as you are exiting Bassano Street. However, I am not convinced that this is an urgent requirement, given the fact that traffic flow in this area, to my knowledge, is slow. If this option is chosen, I believe that a single car-length of double yellow lines is sufficient.</p>
Cyrena Road/Heber Road	East Dulwich	4. I object to part of the proposal, but support or am neutral to other elements of it	<p>I am concerned about the loss of parking at this junction, especially given that there remains a proposal to site a dedicated electric vehicle charging point in the immediate vicinity of this same portion of Cyrena Road, which I have already raised my objections, and for the same reason: the Primary School in Heber Road has staff and support worker parking compounding parking problems for residents. This remains my objection to the scheme: I have 2 blue badge holders in my family and they are already finding parking difficult close to my house. New double yellow lines will exacerbate this</p>

			problem, I believe.
Bassano Street	East Dulwich	4. I object to part of the proposal, but support or am neutral to other elements of it	I consider the safety concerns valid given the restricted visibility. There is however a trade off with the number of parking spots available and this area is already very busy given popularity of Lordship Lane and local church. The proposal impacts both the inside and the outside of the bend in Bassano St. The inside is valid but there is no visibility impact from cars parked on the outside of the bend. I therefore suggest this be removed from the proposal thus creating a few extra parking spaces without compromising safety.
Tell Grove	East Dulwich	5. I wholly object to this proposal	<p>To whom it may concern,</p> <p>I am extremely disappointed to see your proposal for yellow lines on Tell Grove. I have two major objections to this plan.</p> <p>1. Yellow lines are entirely unnecessary on Tell Grove. I have lived here for several years now and I have never seen or heard of anything dangerous happening. The proposed yellow lines outside No. 2 Tell Grove are unnecessary as even when cars are parked there, vehicles are still able to navigate around the bend in the road. Cars have to go a bit slower around the bends, but surely this can be no bad thing.</p> <p>These proposals represent a waste of taxpayers' money. In the current economic climate it is scandalous to think that money is being wasted in this way when I'm sure there are so many other needy projects.</p> <p>2. This proposal will have a disastrous impact on residents' parking in our road. For many months now it has been impossible to park in Tell Grove for large parts of the day. I estimate that your proposal will remove between six and 10 parking spaces, and this is unacceptable. I frequently have to park in other roads in the area, and your proposal will make this situation even worse. Furthermore, the yellow lines that you are proposing elsewhere will only add to the pressure on parking spaces in our road.</p> <p>In summary, there is no problem that needs fixing here so please save our money and spend it in a useful way.</p> <p>Regards,</p>

<p>CRAWTHEW GROVE AND WORLINGHAM</p> <p>CRAWTHEW GROVE AND CRYSTAL PALACE ROAD</p> <p>CRAWTHEW GROVE AND LACON ROAD</p> <p>CRAWTHEW GROVE AND ARCHDALE ROAD</p>	<p>East Dulwich</p>	<p>5. I wholly object to this proposal</p>	<p>I have lived in Crawthrew Grove for over twenty five years and believe this proposal to be completely unnecessary. Sight lines are perfectly adequate at these junctions. Parking is already a growing problem due to the increasing popularity of Lordship Lane and the Gym on Crystal Palace Road and this will be get much worse resulting in increased traffic with people looking for more parking spaces! A considerable number of residents will no longer be able to park close to their homes - many of whom are elderly and infirm. I believe this to be a ridiculous proposal contrary to Southwark's community based ethos.</p> <p>Let's have Resident Parking.</p> <p>Best wishes,</p>
<p>Bassano Street junction with Blackwater Street. Also Bassano Street south and north east side of the bend in the road outside number 22 Bassano Street</p>	<p>East Dulwich</p>	<p>5. I wholly object to this proposal</p>	<p>I am extremely concerned that the Borough is seeking to introduce these frankly ludicrous proposals across the general area. The groundswell of opinion is that it is a thinly veiled attempt to create additional pressure on parking which the Borough will then use as support for the introduction of a CPZ.</p> <p>The proposal for Bassano Street would appear not only to involve adding double yellow lines to the junction with Blackwater Street, but also to the centre of the street, where the road bends. This is completely unnecessary. As justification perhaps you would be so kind as to let me know exactly how many accidents have occurred within Bassano Street attributable to the current parked cars. In my nearly 15 years of living here, I am not aware of any! I look forward to your response.</p> <p>The street is already busy, benefiting from a cinema, a gym and an active church, furthermore there is a mooted proposal to redevelop the garage site into additional housing.</p> <p>To seek to reduce the current number of parking spaces is unnecessary, short sighted and stupid, and is likely to lead to more dangerous driving, as drivers become increasingly frustrated whilst seeking out parking.</p> <p>Please reconsider this ill-placed proposal.</p>
<p>Upland Road junction with Dunstons</p>	<p>East Dulwich</p>	<p>5. I wholly object to this proposal</p>	<p>There is absolutely no need for double yellow lines at the junction of Upland Road with Dunstons. This is a very wide junction with clear visibility. If there is any need for yellow lines this is at the junction of Upland road and Lordship Lane where there is a clear issue with parked cars by non residents who then commute into London from there.</p> <p>The no through Road at the end of Upland Road at the junction with Frien Road means that there is minimal traffic passing through Upland Road as it is. I can see no clear benefit to spending council budget in this way. If this does happen we will have to pave over our front garden thus reducing on road parking further and causing people to park in more and more risk places.</p>

<p>Junction of Goodrich Road and Dunstans Road.</p>	<p>East Dulwich</p>	<p>5. I wholly object to this proposal</p>	<p>The proposal to add yellow lines to the affected junction is wholly inappropriate. We live on the portion of Goodrich Road between Dunstans Road and Hillcourt Road.</p> <p>Parking is already constrained on this section of road. The addition of yellow lines to the extent proposed would substantially reduce the parking available to residents and increase traffic circulation issues in the area, particularly during school drop-off times.</p> <p>Additional yellow lines would inevitably lead to school parents blocking the middle of the road and other residents' driveways when dropping off children, due to the decrease in available spaces.</p> <p>It is not clear what the proposal is aiming to improve. We have lived by the junction for nearly two years and are not aware of any car/pedestrian incidents during that time.</p> <p>If there is hard data from the specific area to support the safety case then we would advocate a CPZ rather than yellow lines.</p> <p>The approach taken seems arbitrary and does not adequately take into consideration the specifics of each section of road in the wider area.</p>
<p>Specifically, all of those on court lane.</p> <p>Also more generally those round East dulwich eg onCrystal palace Road.</p>	<p>East Dulwich</p>	<p>5. I wholly object to this proposal</p>	<p>The introduction of double yellows round all these junctions will cause a massive inconvenience to residents. It has to be remembered that most people do not have off street parking. The introduction of these double yellows will have a massive impact on the number of spaces available (as they will extend far too far from each corner) and therefore the ability of residents to park anywhere near their homes. The council needs to give better consideration to residents.</p> <p>Also, I do not believe there is a need to introduce these double yellows form a safety perspective. I am a very regular pedestrian in this area and I have never considered there to be a safety issue. People are sensible about not parking too close to junctions without needing to have yellow lines telling them so. It is massive overkill to put the double yellows on all junctions. The only conclusion that residents can draw is that this is a money making exercise for the council (through parking fines) rather than for safety.</p>
<p>Dunstans Road and Goodrich</p>	<p>East Dulwich</p>	<p>5. I wholly object to this proposal</p>	<p>It will block access/egress to our back gate (Goodrich)</p> <p>We will not be able to park outside our house (Dunstans)</p>

Pellatt Road	East Dulwich	5. I wholly object to this proposal	<p>I am writing to object to the introduction of double yellow lines at junctions on Pellatt Road, East Dulwich Ward.</p> <p>Firstly, I think it is ridiculous that this is simply a blanket proposal. Surely each junction should be considered individually based on traffic volume, speed limits prior accidents, etc.</p> <p>If this is really about safety surely money would be better spent concentrating on areas in the borough where safety really is an issue.</p> <p>With regards Pellatt Road, this is a quiet road with a 20mph speed limit. Traffic volume is low and I don't know of any accidents occurring at the junctions with this road - please provide any evidence you have to the contrary.</p> <p>I use my car frequently and have not experienced issues with sight lines at Pellatt Road junctions. By introducing yellow lines it may improve sight lines slightly but it could also increase the speed at which cars navigate the junctions. This could increase the danger to pedestrians crossing.</p> <p>I also walk my kids to school each morning and have not experienced any issues crossing the junctions with Pellatt Road.</p> <p>Introducing 7.5m of double yellow lines to the junctions of Pellatt Road is excessive and unnecessary. I don't think it will improve safety and it could lead to cars travelling faster and pulling out at junctions at greater speeds.</p>
Landcroft Road - double yellow lines.	East Dulwich	5. I wholly object to this proposal	<p>I would suggest that restricted parking is implemented during school drop off times (when the dangerous parking is occurring) to prevent parents from driving their children to school or parking badly. I regularly see parents parking in the disabled bay when dropping children off. There should be a warden present to prevent this.</p> <p>Or permit parking should be introduced for residents based near the new primary school.</p> <p>I believe that residents have been fully supportive of the school but have long voiced concerns over increase in traffic, issues with parking etc which were not addressed during the planning period. There are several elderly neighbours with disabilities who live near to the school and they should not be persecuted due to selfish parents for a couple of hours of the day.</p> <p>Landcroft Road is already a busy road to park on during the day and to introduce yellow lines is going to make the issue much worse. Restricted parking during school drop off and collection time would resolve the issue of dangerous parking without having a negative effect on the residents.</p> <p>There was never an issue with dangerous parking before the school opened and so it is the parents/staff who have started to park dangerously since it opened in September that should be penalised. And not those of us who have been living on the road for several years and been consistently parking legally.</p>

Borough wide junction protection. Crawthew Grove / Frogley Road.	East Dulwich	5. I wholly object to this proposal	<p>As a resident on Crawthew Grove I regularly experience the severe pressure for parking spaces and while road safety is the right objective, the proposed solution is completely the wrong answer.</p> <p>The proposal will simple reduce parking spaces further, and make transferring my family from home to car more dangerous.</p> <p>The parking pressure and dangerous parking is caused by non residents. Simply visit the road on a Sunday versus Monday morning and the influx of cars from builders / commuters is significant. The solution that we should be looking at is some form of restricted parking.</p> <p>I appreciate this gets lots of attention from local shops, but I regularly see cars arriving in the morning and not leaving until the evening. Lordship Lane simply doesn't have that many shops.</p> <p>What we should be putting forward is restricted parking between 8am and 10am for example. This will remove the commuter traffic.</p> <p>I do not support making residents lives more difficult with a proposal that ignores the underlying problem.</p>
Juntions of both (i) Lacon Road and Crawthew Grove, and (ii) Lacon Road and North Cross Road	East Dulwich	5. I wholly object to this proposal	<p>I do not believe it is necessary to change the yellow lines at these junctions from their current length - extending them as per the proposed plan would severley limit parking in Lacon Road for residents of this road.</p>
Tell grove	East Dulwich	5. I wholly object to this proposal	<p>Double lines are totally unnecessary. There were no accidents or bad parking on our street. They will remove parking spaces which are already very limited.</p>
Tell Grove/Melbourne Grove and Tell Grove/East Dulwich Grove	East Dulwich	5. I wholly object to this proposal	<p>The reason for my objection is that this will not resolve the issue it is purported to resolve, namely accidents. Visibility is fine on all corners. We have lived on tell Grove for 9 years. I have yet to see an accident at either of the intersections or corners discussed.</p> <p>The proposal as it stands will only serve to reduce parking spaces and will not reduce accidents "which do not take place."</p> <p>This will also create the need for parking restrictions as the new Charter school becomes operational as the school will create massive pressure on an already stressed parking environment regardless of what the study claims.</p> <p>This is the result of a proposal too reduce traffic flow on Melbourne Grove (also unnecessary) and has morphed into a reduction of parking spaces which will necessitate the revisal of a previous study, i.e. restricted parking (which would be welcomed by residents)</p>
Landells road	East Dulwich	5. I wholly object to this proposal	<p>I have two young children so regularly walk with a double buggy and also drive daily and have no visibility issues turning or crossing the junction between Goodrich and landells road. However there is a huge issue getting a parking space on Landells road and losing so much parking space to</p>

			unnecessary yellow lines would mean I would have to park a long way from my house and try and carry a baby and walk with a toddler and cross roads on foot which is far more dangerous. People use landells road to park for the Sainsbury's local on lordship lane and all day it is clogged with builders vans. Residents would be fighting even more for space to park their cars.
Landcroft road/ Pellatt Road/ Rodwell road	East Dulwich	5. I wholly object to this proposal	Whilst agreeing that corners should be protected for the width of the pavement (about 2-2.5 metres) I think that any length more than that is not required in residential roads that now have a compulsory 20 mph speed limit. There is no history of accidents at this or most of the other residential junctions in recent years. It will increase stress on parking which is already under more pressure due to the new school at the bottom of the road which opened a few months ago. To use the argument that it is cheaper to do them all at once neglects the needs or desires of the residents who see their money spent/wasted on other things that happen to meet the councils desires but not their own.
Borough wide junction protection. Junction of Underhill Road and Upland Road.	East Dulwich	5. I wholly object to this proposal	This action would seem to be unnecessary and I would be interested to know if there is any proof that this junction is unsafe because of parking. Cars are not parked close to the junction and I am not aware of any unsafe parking. This is not a busy junction/mini roundabout and the traffic is quite slow. This is a quiet residential area and the proposal will affect parking for residents. Elderly residents and those with mobility problems will be particularly badly affected if they cannot park close to their homes. They will no longer feel able to carry out normal everyday activities. It will encourage more residents to turn front gardens into parking bays. I feel this is unnecessary in quiet residential areas and will cause a lot of discontent among residents.
Dunstans Road/ Credor Street	East Dulwich	5. I wholly object to this proposal	Proposed length of yellow lines (7.5m) is totally unnecessary and would reduce parking for residents.
Heber Road/Cyrena road	East Dulwich	5. I wholly object to this proposal	There is no history of accidents involving this junction. The change is wholly necessary and a waste of taxpayers money. It will add to parking stress in the area.

Underhill Road/Friern Road	East Dulwich	5. I wholly object to this proposal	<p>My primary means of transport is bicycle. In East Dulwich, and no doubt other parts of the borough, problems with traffic flow are caused by roads being narrowed at junction approaches and the humps in the middle of the road. These are the issues that need to be addressed and changed. Sleeping policemen that stretch the length of the road might be more helpful in reducing speeding than the current arrangement of '3 humps' which just encourage drivers to speed up and drive down the centre of the road (over the middle hump) forcing oncoming traffic to pull over to the side or engage in a confrontational face-off.</p> <p>Similarly, narrowing the lanes at road junctions makes drivers focus on oncoming traffic and those potential confrontations rather than giving way to the traffic on the perpendicular road.</p> <p>No amount of yellow lines will alleviate the associated traffic flow issues and poor driving practices encouraged by the combination of narrowing the lanes at road junctions and the poorly thought out '3 hump' traffic calming measures.</p>
Crystal Palace Road/Heber	East Dulwich	5. I wholly object to this proposal	<p>Totally un-necessary and unjustified. Have lived here for 11 years and this is a non issue. This is simply a scam to (1) spend budget so it does not disappear in future years (2) over-regulate/control (3) force a controlled parking zone for East Dulwich. The amount of parking spaces reduced by these ridiculous measures will be reduced massively for residents that will have a HUGE knock on effect. 7.5 metres is totally un-necessary either side of a junction. Come on! This total obsession with 'health & safety' has gone too far. Reduce my council taxes instead.</p>
Junction of Crystal Palace Road with Pellat Road and Silvester Road and Rodwell Road. These 3 junctions are minor residential streets and do not need more yellow lines. As they are so close together the impact on parking will be terrible.	East Dulwich	5. I wholly object to this proposal	<p>Is over the top and a "one size fits all" approach is wrong. Look where the problem is, do not apply to all. No yellow lines for Crystal Palace Road/Pellat Road/Rodwell Road/Silvester Road.</p>
Melbourne/Ashbourne Grove All the other junctions on Melbourne Grove.	East Dulwich	5. I wholly object to this proposal	<p>This is an utterly pointless waste of money. There is NO problem with accidents. I am furious to have my Council Tax wasted on this. It will naturally massively reduce parking, which of course is a thoroughly political project of this local authority, so as to introduce new revenue streams in CPZs (which here have been redoubtably rejected several times). It makes life more inconvenient and less pleasant generally. It does nothing to help the environment, as it means cars will drive further looking for parking, or on the Melbourne/Ashbourne junction, it will actually encourage large trucks to come down and turn here, as they will have a clearer turning circle. Really this is not based on any commonsense or evidence, merely on political posturing. Anyone responsible for this should listen to the will of the people, the petitions against it, as they are not representing their constituents at all well. I am sure this will be reflected at the ballot box, since they are local reps from comparative parties who are thoroughly opposed to this idea, and will no doubt benefit for their stance electorally.</p>
Thompson Road, SE22	East Dulwich	5. I wholly object to this proposal	<p>It's a very quiet road with junctions on to minor roads with traffic travelling at slow speeds supported by other traffic calming measures (road humps).</p>

			There is no history of collisions at these junctions so double yellow lines towards the junctions are wholly unnecessary. Parking is at a premium and double yellow lines will restrict parking further for next good reason.
Crawthew Grove/Frogley Road Frogley Road/Archdale Road Frogley Road/Nutfield Road Crawthew Grove/Worlingham Road Crawthew Grove/Lacon Road	East Dulwich	5. I wholly object to this proposal	<p>First of all, the proposal for a blanket scheme in which all junctions of all types are treated similarly is completely inappropriate. The streets of East Dulwich and those in surrounding areas are all individual, all have their particular requirements, and should all be treated as such. The idea that implementing a one-size-fits-all approach saves money assumes they would all ultimately be treated in the same way and that's far from likely given the varied situations involved.</p> <p>I have specific objections on the following grounds:</p> <ol style="list-style-type: none"> 1. On-street parking at most times of the day is at 100% capacity in the above roads and every street within half a kilometre's radius. We frequently find we have to park more than 500m walk from our own house due to lack of availability. With shopping and young children to ferry about, this often makes life intolerable. If you reduce the available local parking (as inevitably you will do) by many hundreds of spaces, you will turn what is already a highly stressed parking situation into total chaos. Any imagined improvements in safety will be eliminated by increasing the amount of endlessly circulating traffic looking for fewer spaces and drivers willing to take greater and greater risks as a result. We urgently need a CPZ to cover the entire area just as every other zone 2 sector of London has. This is by far the more pressing issue and money should be spent implementing that, not painting pointless yellow lines. 2. I can find no data (nor has this consultation provided any) indicating that there has been a level of accidents at the junctions above that would warrant the measures you propose. 3. By creating so called sight-lines around junctions you will inevitably (and perhaps counter-intuitively) increase traffic speeds. Vehicles already drive at unacceptably high speeds in this neighbourhood and making it easier for them to do so will actually increase the likelihood of accidents. 4. Particularly, the junction of Frogley Rd/Crawthew Gv/Archdale Rd is currently very hazardous indeed and needs fundamental redesign - putting yellow lines around the corners of junctions is a waste of time and money. 5. Our local councillors and members of the public have already indicated to the council that they reject these proposals. Carrying out a consultation in the face of such overwhelming and established opposition is a frankly belligerent way to behave.
Crystal Palace Rd/Landcroft Rd proposed double yellow lines	East Dulwich	5. I wholly object to this proposal	This junction is not dangerous as cars are travelling very slowly. This proposal will make parking very difficult.

<p>Lacon Road / Crawthw Grove</p> <p>Lacon Road / North Cross Road</p> <p>Crawthw Grove / Crystal Palace Road</p> <p>Crawthw Grove / Worlingham Road</p> <p>and all surrounding areas</p>	<p>East Dulwich</p>	<p>5. I wholly object to this proposal</p>	<p>-Wholly ineffective use of taxpayer money</p> <p>-Unnecessary as the area is already 20 mph</p> <p>-Will reduce parking spaces for local residents where parking is already a struggle</p>
<p>Borough-wide junction protection:</p> <p>College, East Dulwich and Village wards</p> <p>Lacon Road</p>	<p>East Dulwich</p>	<p>5. I wholly object to this proposal</p>	<p>I believe that such changes would lead to traffic increasing in speed, right now sight lines means drivers take it slow around the junctions. It will lead to more double parking as people will not be able to park as easily on the street, our street is quite short. There is not history of accidents, this is therefore an unnecessary cost and is wasteful. As a cyclist and moped driver and car driver the best way to decrease speed is to us speed warning signs that show drivers when they are going over 20mph, theses work and as the council is no longer maintaining the one on Crystal Palace Rd the traffic is not speeding much more often, jumps don't work. Mor double yellow lines will be unsightly and detract for the character of our streets.</p>
<p>Crawthw Grove/Lacon Road. Item#247 b, iv.</p> <p>Crawthw Grove/Worlingham Road & 556 b, i.</p> <p>Drawing 1080_DD_1.0 page 101 of the main notice period.</p>	<p>East Dulwich</p>	<p>5. I wholly object to this proposal</p>	<p>I am resident of Crawthw Grove.</p> <p>The proposal 247, b, iv to put yellow lines on 7.5metres north west of the western kerb line of Lacon Road, on the south side of crawthw grove. This will prevent me from parking outside of my Garage (drawing number 1080_DD_1.0) on page,101 of the main notice document).</p> <p>Proposal 556b, i, to yellow lines 12 metres south of Crawthw grove along Lacon road is removes 3 valuable car park spaces and is overly excessive in my view.</p> <p>The total changes in the area, including the Worlingham road/Crawthw Grow changes - will remove 8 car parking spaces.</p> <p>My objections are:</p> <ol style="list-style-type: none"> 1, Is this an issue? This is a quiet residential area - what is the history of accidents on this junction? I am not aware of any. 2, On the whole, People drive carefully. Cars parked on the road actually forces drivers to be careful. I propose that clearing junctiuons encourages cars to drive faster. 3, Finding a car park spot is already a huge challenge. These changes will remove EIGHT spaces and have a material impact on the quality of life for residents in the area.
<p>Landells Road and Silvester Road but across East Dulwich generally</p>	<p>East Dulwich</p>	<p>5. I wholly object to this proposal</p>	<p>Waste of tax payers money</p> <p>Already 20 mph speed limit which means driving is slow anyway</p> <p>Takes away parking spaces</p>

<p>Crawthew Grove / Lacon Road - All sides</p> <p>Crawthew Grove / Worlingham Road - All sides</p> <p>Crawthew Grove / Frogley Road / Archdale Road - All sides</p>	<p>East Dulwich</p>	<p>5. I wholly object to this proposal</p>	<p>I do not agree that new double yellow lines are needed on either the junction between Crawthew Grove and Lacon Road or the junction between Crawthew Grove and Worlingham Road.</p> <p>Unsurprisingly the reason for my objection primarily stems from the fact that parking is in very short supply in the area, particularly on week-days when those streets become very popular with people working on and visiting Lordship Lane, and so by removing substantial parking space, as proposed, this will mean that this shortage will become even more acute. Equally I do understand that you need to consider the way that the junctions operate generally and that the safety of cyclists, children and road users generally should be paramount. Clearly neither of the two extremes (i.e. not allowing any parking on any streets and having no restrictions whatsoever as to parking) would work, so there needs to be a middle ground compromise.</p> <p>Personally I think that the current position, where there is a high degree of visibility from all angles at the junctions, most effectively reaches that middle ground compromise of being both safe for existing road users and providing residents and visitors with enough places to park. My reasons for coming to this view are as follows:</p> <ol style="list-style-type: none"> 1. the current speed limit in the area is 20mph (recently changed from 30mph), which means that cars are not generally travelling especially fast on the roads and so the stopping distances are relatively short; 2. as far as I am aware there have not been any accidents at either of these two junctions in recent memory (and much of this was when it was still a 30mph zone), which goes to show that this is not a particularly dangerous junction (although I do appreciate that we need to prevent accidents in the future rather than simply only reacting once accidents have happened); 3. a particular quirk of these junctions (because the north side of Crawthew Grove between the two junctions is already all double yellow) means that there is quite a lot of additional space at these junctions which means that passing between cars is possible, so the safety concerns at these junctions is significantly reduced because you already have one side of the road clear; 4. by having more cars parked, it means that cars that are travelling down the street and turning are forced to slow down and stop more than they would do if they had perfect visibility, which might encourage some speeding along these sections; and 5. I note that no evidence has been provided justifying the view that the safety of these specific junctions are in question, which may be because no one has really thought through the reasons for these particular junctions or it maybe because there simply are no compelling arguments as to why the additional double yellow lines are needed for these particular junctions. <p>If the change has been driven purely by a desire to comply with the 10m rule in the Highway Code, then can I suggest that designated parking pays are marked on the roads to comply with the necessary guidance, rather than blindly following a rule which has been written to prudently apply to</p>
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			<p>ALL roads in the country. Clearly some roads, like Crawthwe Grove, where there is a lower volume of traffic and cars are travelling at slower speeds will not need as much visibility as other roads where the conditions may be different.</p> <p>I do however have some sympathy for introducing double yellow lines as proposed at the junction between Crawthwe Grove, Archdale Road and Frogley Road (although the additional yellow lines along both sides of Archdale Road are, I believe, superfluous). Due to the way that the junction operates (i.e. that the natural straight line - Crawthwe Grove - is actually a turning), some cars come through this junction faster than they should do, so I think that having some additional visibility would be beneficial, although I would also worry that this means they will come through even faster because they are less concerned. Having said that, in order to really improve safety, personally I think that any money would be even better spent by adding in some warning signs such as a stop sign for people driving south-east along Crawthwe Grove, and warning signs for those travelling east along Frogley Road and, especially, those travelling north-west along Crawthwe Grove and who are also 'turning right' to continue going north-west along Crawthwe Grove. I think that this would be best achieved with new signs and additionally some new white paint on the road clearly delineating the fact that continuing along Crawthwe Grove requires a turn for which you would need to stop.</p>
Borough wide junction protection: East Dulwich Ward Crystal Palace Road junctions with Pellatt Road, Sylvester Road, Heber Road, Rodwell Road	East Dulwich	5. I wholly object to this proposal	These quiet residential roads do not need this intrusive action. There is no history of a problem. Double yellow lines would increase parking difficulty and if anything reduce safety.
Underhill and Upland Roads junction	East Dulwich	5. I wholly object to this proposal	<p>I live very close to this I and my neighbours have not experienced any problems with parking or with junction access and I have lived here for more than 30 years.</p> <p>The extent of the double yellow lines proposed will make a significant difference to parking availability with a knock on effect for the whole street.</p>

<p>Bassano Street</p> <p>Bassano Street/Blackwater Street</p> <p>but more generally all of the proposals</p>	<p>East Dulwich</p>	<p>5. I wholly object to this proposal</p>	<p>1. They are unnecessary – no history of accidents or bad parking within Bassano Street</p> <ul style="list-style-type: none"> • This is not evidence based – either on grounds of safety or traffic flow <p>The proposed double yellow lines to the middle of Bassano Street are completely unnecessary.</p> <ul style="list-style-type: none"> • As far as I am aware there is no history of requests for road markings, or complaints received about obstructive or inconsiderate parking or accidents that have occurred in Bassano Street. • 20 MPH speed limit is working/preventing accidents. • Raised junctions, white road markings are a sufficient alternative measure. • Residents’ experience is that cars park at a sensible distance from junctions and that cars slow down at junctions to see if side roads are clear. Installing over 15 metres of DYs at junctions may encourage cars to take corners faster. <p>2. They destroy the residential character of the street – turning a quiet area into an urban thoroughfare</p> <ul style="list-style-type: none"> • Increasing the provision of double yellow lines in Bassano Street is out of keeping with a quiet residential street. This is not a main road and making it look like one will not only spoil the visual aspect of the streetscape but might encourage drivers to treat it as a highway. <p>3. The changes are too sweeping at a time of so many other local traffic and parking changes</p> <p>4. They are a waste of taxpayers’ money – because “this costly exercise” isn’t needed</p> <ul style="list-style-type: none"> • It is Kafkaesque – spending taxpayers’ money on a solution to a problem that doesn’t exist • The proposal is based on the false premise that it would save the Council money to install DYs at every junction in the Dulwich area, because the unit cost of each set of road markings would come down. However, there is no evidence that requests for DYs would be made for any of these junctions (the current reactive basis on which junctions are assessed). So the total cost of installing DYs at 123 junctions – estimated at over half a million pounds in total – is based on an entirely speculative hypothesis. • Although the unit cost may be marginally more expensive to do them individually, it would be more logical to spread the cost over years rather than incur such a massive hit to the Council’s budget. • It also assumes that all 123 junctions need them. However, not all junctions are the same and, unsurprisingly, most of the 238 junctions in the Dulwich area that have them already are main roads and most of those that do not are residential ones. It is therefore a false assumption to suppose that every junction needs them and, consequently, the financial argument doesn’t stand up to scrutiny <p>5. They remove parking spaces – making parking a future problem when it’s not at present</p> <ul style="list-style-type: none"> • This is a residential street with few garages (themselves subject to
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potential redevelopment) with no off-street parking.

- Painting yellow lines makes parking illegal. (Currently, although Highway Code advises against, it's not illegal).

- Elderly residents are concerned they will not be able to park near their homes, preventing them from going out, especially after dark. Those hampered by poorer mobility are at more at risk of tripping and slipping.

- Parents are also concerned - carrying babies/ supervising toddlers is difficult if they have to park some distance away.

- It would create extra noise and pollution as cars drive round and round looking for spaces.

- It will put off visitors to local amenities – shops, church and cinema - at a time when these are under threat from online shopping and, ironically, council funding cuts.

- There is concern that this could lead to, or force, controlled parking when it doesn't have to.

6. They ignore residents' views , making a mockery of consulting the public, increasing public distrust of local politicians

- Despite, in the words of the Traffic Officers, "the vast majority of responses opposed to proposals" in the April general consultation, "officer recommendations remain unchanged". Residents understandably feel their views are being ignored and that the public consultation is undemocratic and disingenuous.

- There is a strong and growing concern that proposals to eliminate parking spaces by making parking illegal near junctions is part of a systematic plan to target cars and car owners as a source of Council revenue and that once DYs have been installed at every junction, the next step will be to make every part of Dulwich a Controlled Parking Zone. With residents' parking permits costing £125 per car and charging for vans on service visits to houses, this is a major tax-raising revenue earner for the Council.

I am wholly hearted against these proposals both for Bassano Street, Bassano Street/blackwater Street and the wider area proposals, please reconsider.

Bassano Street junctions with Lordship Lane and Blackwater Street alongside No.22	East Dulwich	5. I wholly object to this proposal	<p>The proposals are made on the grounds of safety. I have lived in Bassano Street for 15 years and am unaware of any accidents either involving cars or pedestrians.</p> <p>If car owners are parking 'dangerously' the Council has powers to deal with this through its 'wardens' often seen in the area.</p> <p>The proposals will reduce the availability of residents parking in Bassano Street .</p> <p>The proposals will have a disproportionate affect for residents when compared to other proposals in the area, being at both ends and in the middle of a relatively short street .</p> <p>The 'elbow' of Bassano Street is not a 'junction' under the scheme.</p> <p>The 'clear sight ' provided by the removal of cars may increase speeding (already a problem) and this will have an adverse effect on safety</p>
The junction is between Underhill Road & Upland Road in East Dulwich. Drawing Reference 1080_DD_1.0	East Dulwich	5. I wholly object to this proposal	<p>I don't agree with the double yellow line proposal at this junction for the following reasons...</p> <ul style="list-style-type: none"> -This is a safe a junction and doesn't require additional safety measures. -It is entirely unnecessary and will be highly inconvenient from a parking perspective. -The big plus of living in this area /road is the freedom to park without restrictions, and I will want this to continue. -There are quite a number of drop kerb entrances already on this road, which are free from parked traffic, and this decision will only add to the lack of parking space not only at this junction but also the roads leading to this junction. - Regarding road safety, there are already an uncomfortable quantity of speeds bumps in place on this road, and on the artery roads leading off, so by adding yellow lines at these junctions, it actually gives drivers more space on this residential road to actually increase speed between the road bumps. <p>In short, I am in total disagreement with this proposal at both this junction and in the East Dulwich area, and object to these plans being implemented.</p>
<p>ARCHDALE ROAD, on both sides at its junction with Crawthow Grove and Frogley Road;</p> <p>ASHBOURNE GROVE, on both sides at its junction with Melbourne Grove;</p> <p>BARRY ROAD, (i) on the north-west side at its junction with the access road to Halliwell Court, (ii) on the north-west side at its junction with Silvester Road;</p> <p>BASSANO STREET, (i) on the south and north-east sides of the bend in the road outside No.</p>	East Dulwich	5. I wholly object to this proposal	<p>1. They are unnecessary – no history of accidents or bad parking</p> <ul style="list-style-type: none"> • This is not evidence based – either on grounds of safety or traffic flow • There is no history of requests for road markings, or complaints received about obstructive or inconsiderate parking or accidents that have occurred in Woodwarde Road.

22 Bassano Street, (ii) on both sides at its junction with Blackwater Street;

BLACKWATER STREET, (i) on the north side at its junction with Bassano Street, (ii) on both sides at its junction with Melbourne Grove;

CHESTERFIELD GROVE, on the north side at its junction with Melbourne Grove;

CRAWTHEW GROVE, (i) on the south-west side at its junction with Archdale Road and Frogley Road, (ii) on the north-east side at its junction with Worlingham Road, (iii) on both sides at its junction with Lacon Road;

CREBOR STREET, (i) on both sides at its junction with Upland Road, (ii) on both sides at its junction with Dunstan's Road;

CRYSTAL PALACE ROAD, (i) on the north-west side at its junction with the access road to Nos. 158-172 Crystal Palace Road, (ii) on the north-west side at its junction with Landcroft Road, (iii) on both sides at its junction with Silvester Road, (iv) on the west side at its junction with Pellatt Road, (v) on the west side at its junction with Rodwell Road, (vi) on the west side at its junction with Heber Road, (vi) on the north-west side at its junction with Jennings Road, (vii) on both sides at its junction with Goodrich Road (12.5 metres south-west of the junction on the north-west side), (viii) on the north-west side at its junction with Thompson Road;

CYRENA ROAD, (i) on both sides at its junction with Silvester Road, (ii) on both sides at its junction with Pellatt Road, (iii) on both sides at its junction with Rodwell Road, (iv) on both sides at its junction with Heber Road;

DUNSTAN'S ROAD, (i) on both sides at its junction with Goodrich Road, (ii) on the north-west side at its junction with Crebor Street, (iii) on the north-west side at its junction with Upland Road;

ETHEROW STREET, on the south-west side at its junction with Norcroft Gardens;

FRIERN ROAD, (i) on both sides at its junction with Goodrich Road (9 metres south-west of the junction), (ii) on the south-east side at its junction with the access road to Nos. 343-437 Friern Road;

FROGLEY ROAD, (i) on the south-east side at its junction with Nutfield Road, (ii) on both sides at its junction with Archdale Road and Crawthrew Grove;

GOODRICH ROAD, (i) on both sides at its junction with Landcroft Road, (ii) on both sides at its junction with Crystal Palace Road (13.5 metres east of the junction on the north side, 9.5 metres east of the junction on the south side), (iii) on both sides at its junction with Landells Road, (iv) on both sides at its junction with Friern Road, (v) on both sides at its junction with Upland Road, (v) on both sides at its junction with Dunstan's Road;

- 20 MPH speed limit is working/preventing accidents.

- Raised junctions, white road markings are a sufficient alternative measure.

- Residents' experience is that cars park at a sensible distance from junctions and that cars slow down at junctions to see if side roads are clear. Installing over 15 metres of DYLS at junctions may encourage cars to take corners faster.

2. They destroy the residential character of the street – turning a quiet conservation area into an urban thoroughfare

- Having nearly 100 metres of double yellow lines is out of keeping with a quiet residential street in a conservation area. This is not a main road and making it look like one will not only spoil the visual aspect of the streetscape but might encourage drivers to treat it as a highway.

3. The changes are too sweeping at a time of so many other local traffic and parking changes

- With the new Controlled Parking Zone (CPZ) in N. Dulwich; proposed QuietWay (for which no modelling has been done on traffic diversion from Court Lane to Woodwarde Road should priority change to Calton Avenue); proposed reserved parking for electric charging points; houses unable to install parking in front gardens, there is a high risk these changes could have unintended consequences.

4. They are a waste of taxpayers' money – because "this costly exercise" isn't needed

- It is Kafkaesque – spending taxpayers' money on a solution to a problem that doesn't exist

- The proposal is based on the false premise that it would save the Council money to install DYLS at every junction in the Dulwich area, because the unit cost of each set of road markings would come down. However, there is no evidence that requests for DYLS would be made for any of these junctions (the current reactive basis on which junctions are assessed). So the total cost of installing DYLS at 123 junctions – estimated at over half a million pounds in total – is based on an entirely speculative hypothesis.

- Although the unit cost may be marginally more expensive to do them individually, it would be more logical to spread the cost over years rather than incur such a massive hit to the Council's budget.

HEBER ROAD, (i) on both sides at its junction with Landcroft Road, (ii) on the north side at its junction with Cyrena Road, (iii) on both sides at its junction with Crystal Palace Road;

JENNINGS ROAD, (i) on both sides at its junction with Landcroft Road, (ii) on both sides at its junction with Crystal Palace Road;

LACON ROAD, on both sides at its junction with Crawthrew Grove (12 metres on the west side);

LANDCROFT ROAD, (i) on both sides at its junction with Whateley Road, (ii) on the south-east side at its junction with Silvester Road, (iii) on both sides at its junction with Pellatt Road, (iv) on the east side at its junction with Rodwell Road, (v) on both sides at its junction with Heber Road, (vi) on the north-east side at its junction with Jennings Road, (vii) on both sides at its junction with Goodrich Road, (viii) on the north-east side at its junction with Thompson Road, (ix) on both sides at its junction with Crystal Palace Road;

LANDELLS ROAD, (i) on both sides at its junction with Goodrich Road, (ii) on both sides at its junction with Goodrich Road;

MATHAM GROVE, on both sides at its junction with East Dulwich Grove;

MELBOURNE GROVE, (i) on the north-east side at its junction with Tell Grove, (ii) on the north-east side at its junction with Ashbourne Grove, (iii) on the north-east side at its junction with Chesterfield Grove, (iv) on the north-east side at its junction with Blackwater Street;

NUTFIELD ROAD, on both sides at its junction with Frogley Road;

OXONIAN STREET, on both sides at its junction with Zenoria Street;

PELLATT ROAD, (i) on both sides at its junction with Landcroft Road, (ii) on both sides at its junction with Cyrena Road, (iii) on both sides at its junction with Crystal Palace Road;

RODWELL ROAD, (i) on both sides at its junction with Landcroft Road, (ii) on both sides at its junction with Cyrena Road, (iii) on both sides at its junction with Crystal Palace Road;

SILVESTER ROAD, (i) on both sides at its junction with Landcroft Road, (ii) on both sides at its junction with Cyrena Road, (iii) on both sides at its junction with Crystal Palace Road, (iv) on both sides at its junction with Landells Road;

TELL GROVE, (i) on both sides at its junction with East Dulwich Grove, (ii) on the west and north sides at the bend in the road outside No. 2 Tell Grove, (iii) on both sides at its junction with Melbourne Grove;

THOMPSON ROAD, (i) on both sides at its junction with Landcroft Road, (ii) on both sides at its junction with Crystal Palace Road;

• It also assumes that all 123 junctions need them. However, not all junctions are the same and, unsurprisingly, most of the 238 junctions in the Dulwich area that have them already are main roads and most of those that do not are residential ones. It is therefore a false assumption to suppose that every junction needs them and, consequently, the financial argument doesn't stand up to scrutiny

5. They remove parking spaces – making parking a future problem when it's not at present

• This is a residential street with few garages and a ban on future off-street parking.

• Even at 7.5 metres it removes nearly 100 metres of kerbside space in Woodward Road alone

• The Court Lane, Calton, Beauval, Townley and lengths are even longer - up to 28m.

• Painting yellow lines makes parking illegal. (Currently, although Highway Code advises against, it's not illegal).

• Elderly residents are concerned they will not be able to park near their homes, preventing them from going out, especially after dark. Those hampered by poorer mobility are at more at risk of tripping and slipping.

• Parents are also concerned - carrying babies/ supervising toddlers is difficult if they have to park some distance away.

• It would create extra noise and pollution as cars drive round and round looking for spaces.

• It will put off visitors to local amenities – shops, park, church and library - at a time when these are under threat from online shopping and, ironically, council funding cuts.

• There is concern that this could lead to, or force, controlled parking when it doesn't have to.

<p>UNDERHILL ROAD, (i) on the south-west side at its junction with Victoria Close, (ii) on both sides at its junction with Upland Road;</p> <p>UPLAND ROAD, (i) on both sides at its junction with Underhill Road, (ii) on the south-east side at its junction with Crebor Street, (iii) on both sides at its junction with Goodrich Road (9 metres south-west of the junction on the north-west side), (iv) on both sides at its junction with Dunstan's Road;</p> <p>WHATELEY ROAD, on the south-west side at its junction with Landcroft Road;</p> <p>WORLINGHAM ROAD, on the north-west side at its junction with Crawthrew Grove;</p> <p>ZENORIA STREET, on both sides at its junction with Oxonian Street;</p>			
<p>Dunstans rd se22</p>	<p>East Dulwich</p>	<p>5. I wholly object to this proposal</p>	<p>Dunstans rd is a residential area with limited parking for residents. there is no safety issues related to this junction ?? (its a basic residential street)</p> <p>The proposal of yellow lines in this area would in fact cause residents to have to park far away from their house. the frustration of parking so far away could only result in people parking badly and creating safety issues way beyond the safety issues currently present at this junction. (which I find hard to see and have no idea why the council would be proposing this) please please see this makes no sense at all and the result would be to badly affect locals and create a far bigger safety issue.</p> <p>Just a note it is really hard to find this consultation about this junction which seems wrong i expect 1/2 the people that tried to comment gave up trying to find the correct place to do so. I don't get putting up notices and not creating a straight forward path to make a comment?</p> <p>To be honest having to make a comment to stop a totally ill considered proposal is wrong in the 1st place.</p>
<p>Bassano street bend and the junction with blackwater street</p>	<p>East Dulwich</p>	<p>5. I wholly object to this proposal</p>	<p>over the years it has become increasingly more difficult to park in our street, obviously due to the popularity now of East Dulwich shopping. When you consulted on the new cinema and flats we complained that parking was already difficult but were overruled. Your new proposals suggest reducing the parking even further. Why? Who has said there is a safety problem, how many victims have there been? Who has complained of unsafe parking and what damage has this caused.? the road is wide enough on the bend to drive around if the cars are not racing. Is this being done for the council's bin men?</p> <p>What consultation has taken place. I live in the road and have had no consultation, no letter or any information from the council. A neighbour brought this to our attention yesterday saying there was a poster on a lamppost at the end of the street (outside where the proposed double yellow lines are going) which I read today and I am certain it has not been</p>

			<p>there for the whole of the alleged consultation period. Is a poster at the end of the street classified as consultation with residents these day? I am totally opposed to reducing our parking even further and I have not heard of any major safety issues or accidents caused it the street that would warrant the change.</p>
<p>Rodwell Road / Cyrena Road</p> <p>Pellat Road / Cyrena Road</p> <p>Sylvester Road / Cyrena Road</p> <p>Plus all side roads junctions that are not junctions on to main route roads (e.g. Lordship Lane, Crystal Palace Road, Barry Road, East Dulwich Grove) within the area</p>	<p>East Dulwich</p>	<p>5. I wholly object to this proposal</p>	<p>This is a residential area and this type of traffic marking is not in keeping with the area</p> <p>It would serve to change the personality of quiet residential roads adding pressure to available parking spaces and potentially causing neighbourhood disputes.</p> <p>We have not been provided with any evidence to demonstrate why this is deemed a ubiquitous requirement across the area so this seems an unnecessary, costly and poorly thought through exercise</p>
<p>Borough-wide junction protection: College, East Dulwich and Village wards - public notice dated 24 November 2016</p>	<p>East Dulwich</p>	<p>5. I wholly object to this proposal</p>	<p>As a resident of Landells Road I object to the proposed changes to introduce double yellow lines as proposed across College, East Dulwich and Village wards.</p> <p>I will comment specifically on the proposals which affect my road, but believe these comments are applicable to the majority of other proposed junctions too.</p> <ul style="list-style-type: none"> - LANDELLS ROAD, (i) on both sides at its junction with Goodrich Road, (ii) on both sides at its junction with Goodrich Road; - SILVESTER ROAD, (iv) on both sides at its junction with Landells Road; <p>Adding 7.5m of double yellow lines will lead to a lack of parking for residents in an area already overstretched.</p> <p>There is also a risk that it will be counterproductive, increasing the speed of traffic by increasing the line of site (currently drivers do reduce speed on approach to these junctions).</p> <p>These proposals are not evidence-based, indeed there have been no traffic incidents on these junctions (see Crash Map for example), and as a resident</p>

			I can report no concerns to merit the introduction of double yellow lines. The negative consequences of these proposals far outweigh any benefits.
Silvester Road/Landells Road	East Dulwich	5. I wholly object to this proposal	The traffic is slow enough anyway. there are so many parked cars you have to drive slowly, taking these away means you can actually drive faster which is a bad idea.
All the proposed double yellow lines in the 20mph area in East Dulwich			Taking away parking spaces will just increase parking issues on all the roads.
Crystal Palace Road and intersections with Pellatt Road, Heber Road and Silvester Road	East Dulwich	5. I wholly object to this proposal	With ever increasing pressure on available car parking spaces, the impact on elderly residents and those with young children will be disproportionately harsh. There is limited merit to the proposal (preclusion of parking immediately on corners/intersections) on a safety basis but the extension to 10m is disproportionate.
BLACKWATER STREET	East Dulwich	5. I wholly object to this proposal	The restrictions are unnecessary and excessive. I have driven around this area for the last 18 months and have never had a safety concern on this road. Further more the council are removing the parking on Bassano street, leaving extremely limited options for those who rely on their car. At least 2 of my neighbours are elderly and need access to a car; the residents of the rest of the street have young families. If this is to go ahead, additional parking for residents needs to be provided. Finally, local businesses (ESPH, William Rose butcher etc) rely on shoppers being able to find space nearby. I strongly believe these independent businesses make East Dulwich a pleasant and popular area to live, and that any action that would have an impact on their trade should be strongly reconsidered.
Landells road/sylvester road	East Dulwich	5. I wholly object to this proposal	I do not reject yellow lines, but the length is far beyond what is necessary. Please amend to two metres.

Melbourne grove	East Dulwich	5. I wholly object to this proposal	Where are people expected to park their cars - it is very difficult at the moment especially for pensioners and the disabled who rely on a car for transport. This will get worse when the new school and health centre are built on th dulwich hospital site.
Rodwell Road and Landcrof road.	East Dulwich	5. I wholly object to this proposal	Personally I think that the current markings and restrictions work on the smaller residential streets. I don't think it's an issue at all. I feel that to introduce yellow lines will reduce the parking space and before long permits will be introduced. East Dulwich residents and businesses have for years fought against parking permits and restrictions in the area. It's what makes East Dulwich special. It works as it is. I strongly oppose the introduction of double yellow lines. Regards.
Matham grove	East Dulwich	5. I wholly object to this proposal	Matham grove is a one way street and the entry from east Dulwich grove has no history of accident. There is already a raised junction. Your decision is not backed by any evidence or reason. There is no evidence of cars parking dangerously at this junction. The cost of works is unnecessary. There has been no demand for this from residents and no detailed consultation with residents. Parking is already stretched on our road. This will greatly increase that problem
Spurling road/Crawthrew Grove	East Dulwich	5. I wholly object to this proposal	over the top revenue generator and unnecessary expense for which the money could be diverted elsewhere to more essential services
barry rd	East Dulwich	5. I wholly object to this proposal	accident rate is very low not reason enough to a/ lose parking b/ destroy the residential look of area

<p>Crystal Palace Road, junctions with Landcroft Road, Thompson Road, Goodrich Road.</p>	<p>East Dulwich</p>	<p>5. I wholly object to this proposal</p>	<p>As a DRIVER: Road parking is already constrained on Crystal Palace Road. I often need to park 5 minutes walk away from my flat in order to find a space (often on Landcroft Road, I live on Crystal Palace Road). The plan to add double yellow lines to junctions will remove spaces for hundreds of cars. There is nowhere for these cars to go, so they will have to park on double yellow lines anyway thus liable for fines. Our daily lives and happiness will be reduced as a result of this. I have not had any problems with parked vehicles causing a danger on this road. I do have problems with visibility exiting onto LORDSHIP LANE however.</p> <p>As a CYCLIST. I cycle everyday along the length of Crystal Palace Road (1800 miles total in 2016). I do not believe the current road parking situation poses a danger to myself in comparison to other more significant dangers (e.g. AIR QUALITY).</p> <p>I am also aware that SOUTHWARK would eventually like to introduce a North/South Cycle Superhighway potentially going down Crystal Palace Road. This is great, and I think should be more than possible with the forthcoming AUTONOMOUS vehicles industry about to explode in London (see note below).</p> <p>As a PEDESTRIAN with a 3yr old toddler: the car parking at junctions does not affect me or my child.</p> <p>Finally, TfL are pushing for autonomous vehicles which will be on the roads of London with increasing vigour from at least 2020. This will have a major impact on road parking, as for many Londoners, on-demand autonomous services will offer great convenience and value for money than the current privately owned model. Many Londoners will forgo owning a car and prefer the ease of the on-demand model.</p> <p>This will REDUCE street parking across the capital with increasing strength. Therefore, lets just wait till then and not spend any money or cause any pain when this should resolve itself. As you are planning a cycle superhighway, I think it will be best to hold back your strategy until we see what impact autonomous vehicles have on Southwark as a whole.</p> <p>Thank you,</p>
<p>The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. *) Order 201*</p> <p>Generally for those proposed across the East Dulwich ward, but in particular those relating to items in the draft order numbered 66, 258, 321, 346, 385, 387, 426, 477, 563, 602, 994, 1014, 1016 and 1060.</p>	<p>East Dulwich</p>	<p>5. I wholly object to this proposal</p>	<p>We object to the double yellow lines proposed because:</p> <ol style="list-style-type: none"> 1. They are unnecessary – The proposal does not appear to be evidence based – either on grounds of safety or traffic flow. Enforcing the 20 MPH speed limit would have a far more positive effect. In our experience cars park at a sensible distance from junctions and cars slow down at junctions to see if side roads are clear. Installing over 15 metres of DYs at junctions is likely to encourage cars to take corners faster and generally speed more. 2. They destroy the residential character of streets. Having hundreds of metres of double yellow lines is out of keeping with quiet residential streets and will not only spoil the visual aspect of the streetscape but is likely to encourage drivers to treat each road as a highway. 3. They are a waste of taxpayers’ money – given the exercise isn’t needed. <ul style="list-style-type: none"> • The proposal is based on the false premise that it would save the Council money to install DYs at every junction in the Dulwich area, because the

unit cost of each set of road markings would come down. However, there is no evidence that requests for DYs would be made for any of these junctions (the current reactive basis on which junctions are assessed). So the total cost of installing DYs at 123 junctions – estimated at over half a million pounds in total – is based on an entirely speculative hypothesis.

- Although the unit cost may be marginally more expensive to do them individually, it would be more logical to spread the cost over years rather than incur such a massive hit to the Council's budget.
- It also assumes that all 123 junctions need them. However, not all junctions are the same and, unsurprisingly, most of the 238 junctions in the Dulwich area that have them already are main roads and most of those that do not are residential ones. It is therefore a false assumption to suppose that every junction needs them and, consequently, the financial argument doesn't stand up to scrutiny

5. They remove parking spaces – making parking a future problem when it's not at present

- Painting yellow lines makes parking illegal. (Currently, although Highway Code advises against, it's not illegal).

- Supervising young children is difficult and potentially dangerous when people have to park some distance away from their home. Basic tasks like unloading shopping whilst keeping children safe become a logistical nightmare.

- It would create extra noise and pollution as cars drive round and round looking for spaces.

- It will put off visitors to local amenities – shops, park, church and library - at a time when these are under threat from online shopping and, ironically, council funding cuts.

- They seem likely to lead to, or force, controlled parking when they don't have to.

6. The proposals seem to be ignoring residents' views , making a mockery of consulting the public.

- Despite, in the words of the Traffic Officers, "the vast majority of responses opposed to proposals" in the April general consultation, "officer recommendations remain unchanged". It appears the Residents views are being ignored and that the public consultation is undemocratic and disingenuous.

- It seems highly likely that the proposals to eliminate parking spaces by making parking illegal near junctions is part of a systematic plan to target cars and car owners as a source of Council revenue and that once DYs have been installed at every junction, the next step will be to make every

			<p>part of Dulwich a Controlled Parking Zone. With residents' parking permits costing £125 per car and charging for vans on service visits to houses, this would be a major tax-raising revenue earner for the Council, to the detriment of the local community.</p>
<p>The junction of Goodrich Road and Friern Road: proposal to install double yellow lines</p>	<p>East Dulwich</p>	<p>5. I wholly object to this proposal</p>	<p>This blanket proposal is being put forward without examining the 360 degree impact on the local community and the particular safety restrictions/measures needed, or not, on specific local roads. Junctions need to be looked at individually to ensure more problems are not created by blanket measures</p> <p>Safety measures already in place have already had impact yet more are needed at certain junctions, for example. Underhill Road and Barry Road</p> <p>I live near the junction of Friern Road and Goodrich Road and have done so for over 30 years. During that time the introduction of traffic calming measures have made the road considerably safer. These have included:</p> <ul style="list-style-type: none"> - road humps which have reduced speed and this rarely exceeds 20 mph - the closing of the end of Friern Road near Peckham Rye which has stopped it being a 'rat run' - extended corners on the junction of Friern and Goodrich Roads (as well as other junctions) which has increased visibility. There used to be frequent accidents at this junction but drivers now stop and look because of the need to. <p>The creation of cycle routes has to be done alongside improvements in cycling proficiency. Cyclist safety is important but I would be interested to see the data on cycle safety on my road. Having made Friern Road safer and being less at risk from cars, my recent near misses as both a pedestrian and driver have been from cyclists travelling at some speed down the road, regardless of junctions, safe practice and the necessity to be visible both in the day and at night.</p> <p>The dramatic increase in double yellow lines will restrict considerably the</p>

			<p>street parking availability.</p> <p>The number of dropped kerbs in the area has increased recently. These usually take up far more than a car length, especially if there are several together. This has meant that I can rarely park outside my own house. We are fortunate in having Goodrich Road around the corner where there is some parking availability because on one side there is only one house facing the road. (There are also, however, extensive zig-zag school parking restrictions on Goodrich Road.) Recently I have been unable to park even there on several occasions late at night. I frequently have shopping to carry and/or my four-year-old grandson to manage on my own. On one day recently there was only one parking space in Goodrich Road and none in Friern Road for 100s of metres at lunchtime!</p> <p>If the proposal for 10 m x 4 x 2 x 34 junctions = 2,720 m of road taken up by double yellow lines goes ahead the impact on local parking in East Dulwich will be untenable.</p> <p>Although everyone appreciates the need for quiet cycling ways this has to be balanced against the impact on the local community: people with babies and small children, the elderly, the infirm and those with disabilities. Although there may be disabled parking bays for residents there may be no parking for disabled visitors. All will be put in the position of having nowhere to park within reach of their front door.</p> <p>My daughter used to live in Elsie Road in East Dulwich. When additional double yellow lines were put around that area parking became nigh impossible. If I drove because of other reasons I often had to park many streets away. With a small baby, pushchair, shopping and all the things a small baby needs it became a real problem transferring from home to car and vice versa. Visiting until late at night became stressful for me as I was having to walk along many streets in an area where there had been attacks on lone women. My daughter moved to Beckenham - with difficult parking being a prime reason for doing so. I don't wish to repeat that problem near my own home, especially as an older lone woman.</p>
<p>Crawthow Grove, Lacon and Worlingham roads specifically, but also objecting to the swinging application of excessive parking restrictions in East Dulwich generally.</p>	<p>East Dulwich</p>	<p>5. I wholly object to this proposal</p>	<p>The elongated sight lines at junctions with extended Double Yellow lines means higher speeds at junctions.</p> <p>The reduction of parking spaces also means more competition for those spaces.</p> <p>I therefore object en-masse to this scheme being implemented</p>

Worlingham Road, Crawthrew Grove	East Dulwich	5. I wholly object to this proposal	<p>The elongated sight lines at junctions with extended Double Yellow lines means higher speeds at junctions.</p> <p>The reduction of parking spaces also means more competition for those spaces.</p> <p>I therefore object en-masse to this scheme being implemented</p>
Goodrich/Friern Rd.	East Dulwich	5. I wholly object to this proposal	<p>As a resident and parent of the local school not 2 streets away this proposal simply ignores better remedies to the dangers and problems at this junction and some others like it locally. This proposal in my view totally focusses on the wrong local traffic safety issue and could unintentionally add to the problem and further raise risks to motorist cyclist and pedestrian alike.</p> <p>Increasing visibility at junctions could actually encourage greater risks taken by stressed motorists especially at give way junctions. By increasing visibility at junctions the capacity for greater speed use could be inadvertently allowed to increase.</p> <p>The problems observed in and around this junction and surrounding area are mainly defined as :</p> <ul style="list-style-type: none"> careless driving at all times not only at junctions crosstown traffic from outside the neighbourhood heavy traffic at peak commuter times (combined with) school drop off lack of any zebra crossings around schools multiple trade vehicles and HGV using Friern Rd as a cut through from Lordship Lane frequent abuse of 20 mph zones lack of enforcement of speed use speeds on up to 40-50mph witnessed with no slowing at junctions insufficient enforcement to existing parking on zigzag lines around and drop kerbs parking stresses increased by council's reduction in on street parking <p>To increase safety at this junction restricting traffic flow at peak times would be the most sensible option. Increasing visibility at the junction is probably one of the least effective and most irrelevant .</p>

Southwark's statement of reasons document states that there are:
"1000 junctions without yellow line restrictions where inconsiderate or unsafe parking cannot be enforced against by civil enforcement officers."
This is false as traffic enforcement officers have ticketed several cars for blocking the drop kerb at this junction. Reasonable policing of existing behaviours has done its job.
The document states that it would be costly to review junctions on a "case-by- case basis".
This is entirely appropriate and fair to each of the Southwark residents at each location who will each have a different experience of each junction. Not all junctions are the same but you are treating them as such. This is not treating the residents fairly.

But were an individual assessment to be made at this junction it would observe that certain hedge heights are a major factor in visibility that would make parking changes an irrelevance.
It states that costly exercise items include:
"site assessments, preparation of drawings, public consultation, council decision making, project management, road safety audits, traffic order statutory consultation and, finally, the actual installation of road markings."

This statement is misleading and no evidence is provided of any cost savings to taxpayers. Some of these listed items are having to be done in any case whatever the method and the costs identical. (eg. Painting). The other savings are dubious.

No analysis/evidence is given to the "cost saving" or of not carrying out any unnecessary and unpopular works contrary to local wishes that may offer no individual safety benefit. No cost benefit analysis is offered in the document.
It is rather unfortunate that in the document cost saving is given priority mention over safety and local resident consultation. If the council was serious about saving money the cheapest option is to do nothing and that has been ignored.

Much of the document states the simplicity of using double yellow lines to enforce a "safe parking" standard. But this fails to address the fact that the majority of cars parked cause no safety compromise.
No analysis is offered as to what proportion of "inconsiderate parking" is causing any problem at all. I suggest very little or none.

Walking my children to school most days and witnessing the driver behaviour toward other drivers and pedestrians alike I would suggest these blanket proposals are an irrelevance and could even cause greater risks. Hazards to my children en route to school are caused by speeding

			<p>motorists and unrestricted heavy traffic not by inconsiderate parking.</p> <p>I would urge the council to save its money for smarter solutions.</p>
Dunstans road /Crebor street	East Dulwich	5. I wholly object to this proposal	<p>Dunstans road/Crebor street.</p> <p>This is a minor junction where any benefits to traffic of the double yellows will be greatly outweighed by the impact on parking. The number of dropped kerbs along this stretch, together with necessary parking restrictions at the Upland and Goodrich junctions will mean only a very small proportion of residents will be able to park on this stretch of road.</p>

Upland Road and Goodrich Road, East Dulwich SE22.	East Dulwich	5. I wholly object to this proposal	<p>This junction has two schools on it, every day during term time there is absolute chaos caused by parents delivering child to the COMMUNITY school. These people do not bother about parking; blocking drives, obstructing crossing points, and even on the zigzag yellow lines so they are hardly likely to care about double yellow lines. There is limited parking in this area, losing some will only compound the problems.</p> <p>So far we have been relatively lucky and have not had any serious accidents these proposals put those using this area at serious risk especially the children.</p> <p>A better solution would be resident parking.</p>
Druce Road / Court Lane	Village	1. I wholly support this proposal	<p>This prioritises the safety of my children as they walk to school at Dulwich Hamlet and The Charter School.</p> <p>I do feel that there is a rather selfish local car lobby that is highly vocal in its views against this proposal and that they might 'shout louder' than the more passive 'pedestrian lobby'.</p> <p>The car lobby are generally wealthier and consist of a large proportion of people with a lot of time on their hands so they can lobby for what they want. The pedestrians consist of generally less wealthy and much busier people that simply do not have the resources to put into such campaigning. Dulwich feels like the kind of place that would vote in favour of Donald Trump if it had half a chance. Its all about the rights of the individual for them.</p>
Beauval and Woodwarde Road, SE22	Village	1. I wholly support this proposal	<p>Cars currently park all over this junction, on both sides of the road. There is nowhere except between cars for children to cross. Although there is a lot of pavement space here for pedestrians to pick their way between all these cars to walk to school is difficult and visibility is reduced.</p> <p>The whole junction shouldn't be double lined but some of it should be at the apex. A build out in the pavement would also help as this is a very wide road to cross currently and cars are capable of slowing to turn more sharply if required to do so by the road shape. This would reduce vehicle speeds and reduce the distance for pedestrians to cross also.</p>
COURT LANE/EASTLANDS	Village	1. I wholly support this proposal	<p>Strongly support proposal for double yellow lines of 10m at junctions.</p> <p>Often large vans and large cars either prevent you from crossing or restrict visibility making it dangerous for children walking to school, elderly and cyclists. Public benefit overrides the fact that the proposal will probably inconvenience us. The proposal simply confirms what the Highway Code requires so do not see what is controversial. A size restriction on cars using street parking would overcome complaints about space being taken up to make junctions safer.</p>

Road Junction Safety - Proposed double yellow line markings (Including Desenfans Road, SE21 7DN)	Village	1. I wholly support this proposal	Double yellow lines at our residential T-junctions are required URGENTLY. It is extremely dangerous trying to emerge from our side roads with cars parked right up to the apex of junction, causing extreme blind spots. Please go ahead with the makings as soon as you can !! We now also need residents' parking zones to cut down the amount of commuter parking in our streets.
Eastlands Crescent with Court Lane and with Dovercourt Road Dovercourt Road with Woodward Road and with * road	Village	1. I wholly support this proposal	I strongly support the implementation of double yellow lines in Eastlands Crescent, Woodward Road and at the junction of Dovercourt Road with Townley Road. Currently it is very difficult when driving or cycling to safely enter or leave those roads. One has to pull some way across the road being entered in order to see round the corner. This is particularly the case when cars park extremely close to the corner as in Townley Road and Dovercourt Road. In Eastlands Crescent cars park on both sides of the road near to the exits to Court Lane and Dovercourt Road, which makes it dangerous when cars try to enter Eastlands. Double yellow lines would be of great help to improve visibility and thereby reduce danger to pedestrians, cyclists and car drivers alike.
Eastlands Crescent (SE21) junctions on Court Lane and Dovercourt Road sides.	Village	1. I wholly support this proposal	I support the implementation of double yellow lines in Eastlands Crescent, Woodward Road and at the junction of Dovercourt Road with Townley Road. In Eastlands Crescent cars park on both sides of the road near to the exits to Court Lane and Dovercourt Road, which makes it dangerous when cars try to enter Eastlands. Double yellow lines would be of great help to improve visibility and thereby reduce danger to pedestrians, cyclists and car drivers alike.
Junction of Dovercourt Road and Townley	Village	1. I wholly support this proposal	Especially if it means re-instating the double yellow lines that have been worn away by cars parking on them. Big cars associated with school parking park right on the corners both side of the road and it is difficult/dangerous for pedestrians crossing the road here to see what is coming down Dovercourt Road.
Court Lane / Court Lane Gardens. Yellow lines on junctions	Village	1. I wholly support this proposal	Court Lane / Court Lane Gardens I particularly support this as a resident and am fed up with people parking too close to the junction and obscuring the view of approaching traffic I generally support the overall proosal
Borough wide junction protection.	Village	1. I wholly support this proposal	Please install double yellow lines at the junctions of Eastlands Crescent with Dovercourt and with Court Lane. Double yellow lines should also be installed on Dovercourt at the junctions with Woodward Road and with Townley Road
Eastlands Crescent - Dovercourt Road Eastlands Crescent - Court Lane	Village	1. I wholly support this proposal	I live in Eastlands Crescent . It is a cycle route and is used by many cyclists and in particular children on their way to local schools. Often cars are parked close to the junctions on either side and it is very difficult for car drivers to see cyclists and pedestrians when entering or exiting Eastlands Crescent. The same applies to all other roads in the area and I strongly support the current proposal.

Roseway	Village	1. I wholly support this proposal	
Desenfans Road junctions with Court Lane and Woodward Rod.	Village	1. I wholly support this proposal	A resident for 14 years, it is obvious that traffic densities have grown and parking at junctions has increasingly compromised driving sightlines and impeded pedestrians in what is effectively a wholly unregulated situation. The Council's statement of case is well and soundly argued. No responsible highway authority could allow the present situation to continue. The plans for Desenfans Road and the whole neighbourhood seem well considered and proportionate in all the present circumstances which demand the comprehensive response the Council is proposing.
Desenfans Road junctions at Woodward Road and Court Lane.	Village	1. I wholly support this proposal	A resident at this address for 14 years, it is obvious that traffic densities have grown and parking at junctions has increasingly compromised driving sightlines and impeded pedestrians - including the many children waling to local schools - in what is effectively a wholly unregulated situation. The Council's statement of case is well and soundly argued. No responsible highway authority could allow the present situation to continue. The plans for Desenfans Road and the whole neighbourhood seem well considered and proportionate in all the present circumstances which demand the comprehensive response the Council is proposing.
Turney Road/Burbage Road junction (crossroads) - Village Ward.	Village	1. I wholly support this proposal	I have no objection to the double yellow lines at the corners of the Turney/Burbage crossroads. It is not really possible to park there anyway because of junction islands and a pedestrian crossing. The double yellow lines will ensure that no-one attempts to park at that spot. Note that the traffic island in Burbage Road SE21 at the Turney Road junction is missing from the traffic drawing attached to the consultation. It is important that residents who live at the crossroads and who have access onto the crossroads are consulted. These include 118 Burbage Road and those in the Burbage Alley which exits onto the roundabout (numbers 151 and 153 Turney) plus possibly 155 to ensure there are no unforeseen issues for them.
ALL junctions, but specifically those I use frequently which are all of those along Townley Road, Woodward Road and Court Lane.	Village	1. I wholly support this proposal	I have frequent experience of both exiting from and entering roads at these junctions in a vehicle. Usually the line of vision is seriously reduced by vehicles being parked far too close the corners of these junctions. This means that one has to emerge or enter when one cannot see oncoming traffic until one is effectively blocking the oncoming lane. It is a most dangerous and uncomfortable experience, further exacerbated by those who exceed the speed limits on these roads. As a pedestrian I observe others having to nervously ease out while trying to look both ways around the "offending" parked vehicles. Pedestrians, many of them young children accompanied by adults with pushchairs, have to proceed on to the roads to "peep" round the parked vehicles and this is very dangerous. Ideally I would like to see pedestrian crossings at all junctions, but this is no doubt a long way off. I do NOT consider as valid counter-arguments to the proposal (a) the

			sanctity of parking spaces (b) creeping council interference with our freedom and our neighbourhood or (c) the argument that double yellow lines at junctions actually make them MORE dangerous by encouraging drivers to speed up! THESE CANNOT OVERRIDE SAFETY!
Court Lane and Calton Avenue	Village	1. I wholly support this proposal	I support the proposal to install yellow lines on Court Lane between the junction with Calton Avenue and the junction with Dekker Road - at present parked cars on the Calton/Dekker side of Court Lane cause a considerable obstacle at busy times, which leads to traffic wanting to travel south up Court Lane backing up over the yellow box at the Calton/Court junction, obstructing flow of traffic down Calton towards the lights, and even preventing cars on the main road from turning left or right on to Calton because cars already there cannot move beyond the junction. This is dangerous for cars and also for very dangerous for cyclists and pedestrians. In addition I think the area outside Knight Frank and the Bookshop at the bottom of Calton Ave should have double yellow lines not single as cars stopping there especially at weekends when they feel able to do so as it is only a single yellow at the moment cause obstruction to cars and bicycles wanting to turn onto or out of Calton Avenue
Turney Road / Burbage Road All junctions on walking routes to schools.	Village	1. I wholly support this proposal	Cars parked at junctions are in conflict with the recommendations of the Highway Code and significantly reduce the visibility of children and others with mobility issues when crossing the street.
Woodwarde Road	Village	2. I support this proposal, but would like the council to consider additional or alternative measures	My daughter walks to school along Woodwarde Road and is faced repeatedly by cars and other vehicles parked right up to the kerb. This includes Dekker Road, Desefans Road, Dovercourt Road and Beauval Road. I do not want to unnecessarily and negatively impact on car owners, but it is important that double yellow lines are installed at these junctions, perhaps with slightly shorter length than currently proposed, so that children can cross safely on their way to school. My daughter can not see over the top of a car and therefore has to put herself in danger on a weekly basis from drivers whizzing around the corners of roads that she can't see.

<p>DULWICH VILLAGE:</p> <p>THORNCOMBE ROAD & HILLSBOROUGH ROAD JUNCTIONS: Addition of double yellow lines to street corners.</p>	<p>Village</p>	<p>2. I support this proposal, but would like the council to consider additional or alternative measures</p>	<p>I live at Thorncombe Road I have observed and been victim of the dangerous driving, parking and road blocking by Alleyn's parents every morning and every afternoon. The width of these streets does not allow for vehicles to pass. I would like to ask if proper observation and study of the traffic flow through these streets could be carried out to improve the safety of school traffic with regard to residents and other road users. The school pick-up and drop off times are making life unbearable for residents, as there is no provision for cars to pass, let alone stop and drop. Has Southwark any power to discuss with Alleyn's to find a solution to this? As a resident who suffers from sever asthma and chronic bronchial problems, this static volume of fume choking traffic has been unacceptable for years. Problems no doubt will only increase once the new Charter School on the Old Dulwich Hospital site comes on stream. Has any feasibility study taken place to look at the possibility of changing or restricting traffic flow? Or to look at perhaps even to single direction only along the narrow streets Trossachs, Tarbert and Glengarry, to find a solution to reduce the speed of cars from East Duwlich Grove along Hillsborough where the visibility is impaired by the curve of the road. Thorncombe Road has been closed at one end at the East Dulwich Road end for many years, perhaps it is time the traffic management is reviewed to take into account that most children coming to Alleyn's Junior School are not local, and it would appear need to be driven to and from the school twice daily. The roads were not designed for this volume of traffic and I ask Southwark to look a this area very carefully. Tensions are very high between parents and residents. It is only a question of time before someone s seriously hurt.</p>
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<p>Borough-wide junction protection:</p> <p>College, East Dulwich and Village wards</p> <p>THORNCOMBE ROAD, (i) on both sides at its junction with Glengarry Road (8.8 metres on the south-west side), (ii) on the south-west side at its junction with Hillsboro Road, (iii) on the north-east side at its junction with Tarbert Road, (iv) on the south-east side at its junctions with the access roads to No. 23-41 Hillsboro Road and Velde Way and Delft Way, (v) on the north-east side at its junction with Trossachs Road, (vi) on all sides of the turning head at the north-western end of Thorncombe Road (extending north-westward from a point 2 metres south-east of the north-western boundary of No. 1 Thorncombe Road on the north-east side);</p> <p>TMO1617-012_PN1.docx</p> <p>Page 5 of 6</p>	<p>Village</p>	<p>2. I support this proposal, but would like the council to consider additional or alternative measures</p>	<p>At the proposed junctions noted above and other adjoining junctions to Thorncombe road, I am very concerned with the impact on parking for local residents including myself. There are quite a number of road junctions within a small area at this point which means with the proposed length of 8.8 metres from each junction, there will be a significant area of vastly reduced parking spaces for local residents who live in houses with no drive access, particularly the last block of local authority and former local authority housing on Hillsboro road (33-41) who use this section of Thornecombe Road (between Hillsboro road and the access road for garages) for parking. The strain on parking access in the area is made worse during school hours as parents and teachers who attend Allyens school already use the surrounding area to park their cars during school time making it mostly impossible to find a space normally during school hours. Out of school term time, the road is much quieter and parking is fairly easy. I realise this is a safety issue and an access issue for large vehicles and council collection services and that there are junctions where parking is often right up to and across the junction, which needs to be tackled, I would request that the possibility of a smaller extension of the double yellow lines beyond these junctions be considered, perhaps to no more than 4-5 metres to minimise the impact on local residents but still allow the freeing up and improved safety at junctions. Also, the access road to the garages on Hillsboro road is infrequently used by the owners of the garages and has not been a problem. I would request that this junction is exempt from the proposal altogether.</p> <p>If these changes go ahead as detailed in the current proposal, the added impact of the new school about to be located at the nearby Dulwich hospital, the changes will have a serious detrimental impact on local residents and would perhaps warrant the possible introduction of a permit parking scheme for local residents in order to protect the limited car parking space.</p>
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Druce Road, SE21 7DW	Village	2. I support this proposal, but would like the council to consider additional or alternative measures	<p>I believe that the 7.5m length of the proposed double yellow lines at the four corners of Druce Road lines is unnecessarily long. I support lines of half that length that would keep the pedestrian crossing points clear of obstructions.</p> <p>As almost all vehicles proceed carefully at the moment it is not necessary to have the additional visibility afforded by longer lines.</p> <p>The longer lines will also, by my calculation, result in an additional 6-7 cars attempting to park in the available spaces in Druce Road. There is simply not the spare capacity to do this - and nor would it be possible to park on adjoining roads because they will be suffering from the same problem.</p> <p>I therefore strongly object to the imposition of these lengths of double yellow lines throughout Dulwich. My understanding is that this also goes against the stated wishes (as expressed in surveys) of the majority of local residents. It indicates a lack of understanding on the part of the Council about how traffic around here works. And if the scheme proceeds I believe that it will represent the deliberate thwarting of local opinion.</p>
Eastlands Crescent/ Court Lane Eastlands Crescent/ Dovercourt Road and all surrounding roads.	Village	2. I support this proposal, but would like the council to consider additional or alternative measures	<p>The length of the proposed lines is too long and will put unnecessary strain on parking in an area that is already heavily used to park in by people using Dulwich Park. Plus Southwark has already proposed 3 electric car charging points on Eastlands Crescent which is a small quiet road already heavily used by users of Dulwich Park, thereby putting further strain on the parking spaces. Double lines of half the length would achieve the Council's aims without putting unnecessary strain on parking.</p>
The 'dead-end' on Thorncombe Road; Dwg No. 1080_DD_1.0.	Village	2. I support this proposal, but would like the council to consider additional or alternative measures	<p>Dear Sir, Madam,</p> <p>The 'dead-end' on Thorncombe Road; Dwg No. 1080_DD_1.0. I would like to see the 'dead-end' with East Dulwich Grove remain free of yellow lines. This area is a useful parking area for residents and without any through traffic the yellow lines feel unnecessary.</p> <p>Thank you for you consideration.</p> <p>Regards</p>
Court Lane and Dovercourt Court Lane, Dekker and Calton Avenue pinch point	Village	3. I neither support or object to this proposal, but would like the council to consider another related matter in this area	<p>1. Court Lane - Dovercourt - I did not see where the proposal for this junction was shown.</p> <p>2. I do not understand how this proposal relates to/solves the pinchpoint issue we have at the northside bottom of Court Lane, between Calton Avenue and Dekker Rd junctions, where parking on Court Lane creates a terrible pinch point for traffic coming down/up Court Lane.</p>

Townley Road/ Beauval Road and Dovercourt Road/Townley Road	Village	4. I object to part of the proposal, but support or am neutral to other elements of it	<p>Clearly, safe pedestrian crossings are vital.</p> <p>The issue is that because the Council has done nothing to stop people on Beauval Road destroying their front gardens to create driveways instead there are no longer enough car making spaces for local residents to park. Thus, if you arrive at home late the last places to park vaguely close to your home are at the corners of the road at a time when there is virtually no traffic around.</p> <p>Double yellow lines would mean these potential parking spaces would be denied to residents in the evenings when they most need them. By the time schools start the majority of cars have left the road, which would then release parking spaces for those who had to park on the corners of the road.</p> <p>Are you able to find a more creative solution to this wider problem, rather than creating another? For example, could there be parking restrictions imposed at certain times of the day?</p>
Eastlands Crescent	Village	4. I object to part of the proposal, but support or am neutral to other elements of it	<p>Park visitors use the Court Lane end. With the proposed electric car bays as well as double lines they will inevitably park on both sides of the near ninety degree bend of the crescent.</p> <p>Driving out of drives on the bend will be more difficult. We can manage with things as they are especially at the Court Lane end. Spending money here merely transfers the problem.</p>
<p>Public Notice: Borough wide junction protection.</p> <p>2. Village Ward: Woodwarde Road (ii)</p>	Village	4. I object to part of the proposal, but support or am neutral to other elements of it	<p>Woodwarde road junctions with Desenfans and Dekker need protection as there is no visibility for cars coming out of those junctions. Further up Woodwarde road is wider, visibility is better and there is less traffic. 7.5 meters at Dovercourt and Beauval roads is too long and unnecessary and will cause major parking headaches for home owners. Shorter restrictions such as 2 meters would seem a lot more sensible, whilst helping to improve visibility.</p>

Dovercourt Rd junction with Woodwarde Rd	Village	4. I object to part of the proposal, but support or am neutral to other elements of it	<p>The stated reason for the proposal is "to improve junction visibility and facilitate access for all road users".</p> <p>Consideration must be given to the width of the road and junction visibility. There is currently no issue with cars parked on the Junction of Dovercourt and Woodward as the visibility around the corner is excellent due to the width of the Junction.</p> <p>Further because of the curve on the pavement and the dropped pavement at the junction cars naturally do not park close to the end of the junction. There is absolutely no reason to add 7.5m lines to this junction and to do so would cause a headache for residents parking cars as there is not much off street parking on this section on the road. If you must add lines - I would suggest 2m would suffice. Visibility is fine as it is and would be excellent with 2m lines.</p> <p>The consultation also states that "It is not good practice and is certainly poor value for money to implement junction protection as and when they arise."</p> <p>This statement is wrong and does not take into account the long term maintenance costs. Applying the lines at all junctions adds needless cost as you have to paint and maintain lines on many junctions that dont need it. Surely it is more cost effective to wait and see which junctions need the lines based on when residents ask for them.</p> <p>I support adding lines to junctions which need it. For example the Desenfans junction with court lane.</p>
Court Lane	Village	4. I object to part of the proposal, but support or am neutral to other elements of it	
Court Lane proposed double yellow lines	Village	4. I object to part of the proposal, but support or am neutral to other elements of it	<p>I object to part of the proposal, because, whilst having double yellow lines on some Court Lane Junctions could be an advantage to all road users, the proposed length of these lines is excessive and will severely curtail the amount of parking available on Court Lane, in some cases preventing householders from parking in front of their own houses.</p> <p>The only stretch of Court Lane which would positively benefit from having double yellow lines is at the junction with Calton Avenue, where cars parked between the junction and Dekker Road often cause hold ups at the lights, creating problems for road users and pedestrians alike.</p>
Eastlands Crescent/Court Lane Eastlands Crescent /Dovercourt Dovercourt/Woodwarde	Village	4. I object to part of the proposal, but support or am neutral to other elements of it	<p>I object in principal to a blanket policy of yellow lines without individual consultation. However I can see the benefit of these at particular junctions that I am familiar with.</p>

Eastern junction of Court Lane and Court Lane Gardens (near Dulwich Park entrance)	Village	4. I object to part of the proposal, but support or am neutral to other elements of it	<p>The eastern junction of Court lane and court lane gardens does not require yellow lines or double yellow lines:</p> <ul style="list-style-type: none"> - it is not a problem at the moment there are a number of driveways which limit the parking naturally - the driveway of 112 court lane meet on the junction and acts to prevent parking - adding yellow lines will reduce the parking available to visitors to the park, especially in summer. The park is a fabulous local amenity and there is no real problem with parking at the moment. Adding yellow lines wil crest a problem where is no need of a solution. <p>The consultation does not address the rea problem in court lane, which is the need for yellow lines between Carlton avenue and Decker Road, as parked cars create dangerous jams at peak times.</p> <p>Please, please do not put yellow lines outside 112-116 Court Lane. There is no problem at present - spend the money on lines near decker road.</p> <p>Thanks</p>
Colwell Road junctions	Village	4. I object to part of the proposal, but support or am neutral to other elements of it	<p>Colwell Road is a small residential road which has barely enough parking spaces for the residents at present. The house frontages are narrow which means that there there is proportionaly less kerbside parking per house than many streets. There is no possibility of off-street parking. I frequently have to park, as I did this evening, at the far end of the road and often have to leave heavy shopping in the car until I can find a closer space, sometimes days later. Most residents who do park close to corners do so sensibly and traffic using the road is slow because of the corners and junctions.</p> <p>Restrictions would seriously reduce our ability to park close to our houses and each time we park further away, it is inconveniencing the residents where we do find space.</p>
Specifically Court Lane and Calton Avenue	Village	4. I object to part of the proposal, but support or am neutral to other elements of it	<p>I object to the blanket proposal of extending double yellow lines on all of the junctions in the area.</p> <p>However, I believe that if double yellow lines were added on Court Lane (as far as the junction with Dekker Road) much of the congestion at the Court Lane/Calton Aveune junction would be eradicated.</p>

<p>Borough-wide junction protection: College, East Dulwich and Village wards</p> <p>The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. *) Order 201*</p> <p>Reference : H/ND/TMO1617-012</p> <p>Objections raised in relation to proposed restrictions on Thorncombe Road, Hillsboro Road, Trossachs Road, Tarbert Road and Glengarry Road.</p>	<p>Village</p>	<p>4. I object to part of the proposal, but support or am neutral to other elements of it</p>	<p>I live on Thorncombe Road, and have a number of concerns about this proposed Traffic Order insofar as it will affect Thorncombe Road and the surrounding streets:</p> <ul style="list-style-type: none"> - the impact on safety for residents, and children attending the local school on Hillsboro Road - the impact on parking facilities, in what are a quiet set of streets outside of school start and finish times - the proposal to introduce parking restrictions in safe, quiet, non-through roads <p>1. Safety The streets around Thorncombe Road and Hillsboro Road become very congested during school start and finish times, with parents dropping off their children for school. Restrictions on parking in this area are likely to lead to more dangerous (and illegal) parking and blocked roads outside the school, as parents will still need to drop off their children and may simply stop in the road to do so, increasing rather than reducing safety concerns.</p> <p>2. Parking facilities Whilst busy during school opening and closing times, the roads around Thorncombe Road, Trossachs Road, Tarbert Road, Hillsboro Road and Glengarry Road are usually very quiet, with no need for traffic restrictions to improve the safety of residents, pedestrians or cyclists. These roads are rarely used except by residents. As a car driver, I have had no cause for concern about parking arrangements or visibility when driving in the 13 years I have lived here. However, parking spaces are often in short supply for residents. Adding parking restrictions will create inconvenience for residents with cars, with no benefit, and lead to congested parking in surrounding roads.</p> <p>3. Parking restrictions proposed on non-through roads I was particularly surprised by the proposals to introduce restrictions "(iv) on the south-east side at its junctions with the access roads to No. 23-41 Hillsboro Road and Velde Way and Delft Way" and "(vi) on all sides of the turning head at the north-western end of Thorncombe Road (extending north-westward from a point 2 metres south-east of the north-western boundary of No.1 Thorncombe Road on the north-east side)". The access roads, and the "turning head" at the end of Thorncombe Road, experience virtually no traffic (but provide useful parking capacity, which is used safely), as they are non-through roads. The so-called "turning head" is not a turning area, and is not used as such, but simply for additional parking space. Parking here is safe, visibility is not an issue, and there is no benefit from introducing parking restrictions in these areas - but would create a substantial impact on parking capacity for residents.</p>
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<p>Colwell Road and Colwell Road / Playfield SE22</p> <p>Village ward</p>	<p>Village</p>	<p>4. I object to part of the proposal, but support or am neutral to other elements of it</p>	<p>I understand the concern about protecting some junctions but the scheme as designed seems far more than is necessary. I object to the proposed changes opposite my property on the corners (within street) on Colwell Road.</p> <p>The parking situation for residents is tough at the best of times with the new school round the corner and this will only make things worse. This is not an area with parking permits (nor do we want them) and we fear that the council is creating a problem here that in time it will then claim that the answer is parking restrictions.</p> <p>I am not convinced that the junctions on Colwell / Playfield need this.</p>
<p>The junction of Playfield Crescent and Lytcott Grove</p>	<p>Village</p>	<p>4. I object to part of the proposal, but support or am neutral to other elements of it</p>	<p>This is not a junction in a traditional sense. It is more of a hairpin bend for which any vehicle has to proceed slowly. Therefore the risk is very low. In the 16 years that I have been resident I am not aware of any accidents or near misses. Visibility is affected if vehicles are parked on the inner curve of this bend but not affected by parking on the outer edge. I would therefore asked that double yellow lines are considered for the inner curve of this junction only.</p>
<p>GILKES CRESCENT, on both sides at its junction with Calton Avenue;</p> <p>WOODWARDE ROAD</p>	<p>Village</p>	<p>4. I object to part of the proposal, but support or am neutral to other elements of it</p>	<p>Local Parking Amendment: Ref 1080</p> <p>I object to 7.5 metre double yellow lines at the junction of ANY minor junction on a residential street. I define a residential street as any quiet street where residents park their cars outside their house and the traffic is relatively infrequent and slow moving.</p> <p>I specifically object to these double yellow lines:</p> <p>1) Junction of Gilkes Crescent and Calton Avenue: Gilkes Crescent is a dead end. People only use this stretch of road to park and occasionally turn. The presence of parked cars ensures that they drive in to the road a do a U turn at the dead end, rather than trying to do a more dangerous manoeuvre at the junction itself. Also the village cannot afford to lose the parking spaces on Gilkes crescent once the proposed double yellow lines are drawn.</p> <p>2) All the junctions on Woodwarde Road (e.g. junction with Dekker, Desenfans, Druce, Dovercourt and Beauval Roads). Currently this is a very residential street with slow moving traffic due to the large numbers of parked cars. Adding 7.5m double yellows at each of these junctions means losing nearly 200m worth of parking spaces on this stretch of Woodwarde road, which would remove a significant % of the residents parking, especially at the Calton Avenue end. Given the parking pressures in the local area with multiple schools, an active parish church, the park and village shops, it is unclear how the residents will ever find a place to park near their homes. And, since there are parking pressures and parking restrictions in all the surrounding areas, the concern becomes residents having nowhere to park at all. Bringing in residents' parking restrictions would not be desirable either because of the cost to residents, but also because it may not actually relieve the parking pressures depending on the</p>

			<p>timing of the restriction . In addition to the parking concerns it is quite obvious that driver behaviour will change - absence of parked cars will allow the traffic to move faster and especially take the bends into the side roads at higher speed. Today people turn extremely slowly into these side roads.</p> <p>I do not disagree to double yellow lines where they are necessary. I do think they are necessary at the junction of Calton Avenue/Court lane, for example. I also think short double yellow lines would be appropriate at minor junctions . My main objection is the length of the double yellow lines proposed. And an apparent lack of evidence as to why the council considers them necessary e.g. where is the proof of complaints about bad parking, accidents at these junctions etc. - residents should be presented with this concrete data, along with data from similar projects done in other areas that prove why these double yellow lines have been beneficial, and that these benefits outweigh the obvious concerns of residents.</p> <p>Finally this proposal must be done in conjunction with the 'Quietway' proposal which would change the priority on the Calton Ave/Court Lane junction and remove significant numbers of parking spaces on Calton Avenue. The combination of these proposals will change Calton Ave and Woodwarde road from residential streets into arterial routes and make it impossible for residents to park anywhere near their homes.</p>
<p>Colwell Road intersecting with Lordship Lane, Melbourne Grove and Playfield Crescent and bend in Playfield Crescent by Colwell Road</p>	<p>Village</p>	<p>4. I object to part of the proposal, but support or am neutral to other elements of it</p>	<p>Increasing visibility at some junctions is a good idea, but rolling out double yellow lines at the corners of all junctions is overkill. It will result in parking problems that in all likelihood will lead to a consultation on whether to have controlled parking zones and out of that study I anticipate a finding that double yellow lines should be reduced at some corners.</p> <p>I believe there should be no double yellow lines at the junction of Playfield Crescent and Colwell Road. This is not an accident hot spot at all and cars leave enough space for the dropped curbs, so the corners are as free as they need to be. I also don't believe any double yellows at the internal bends of Playfield Crescent are needed. This is a residential street and cars drive accordingly.</p> <p>On Colwell Road, I think some double yellows would be sensible, but 7.5 metres is excessively long. A car length would definitely suffice, so 4.8 metres. On junctions where a residential road intersects with a main road, such as Colwell Road onto Lordship Lane, I do think the longer distance of 7.5 metres on the main road (Lordship Lane) is more sensible, as it is hard to see around cars and more dangerous when pulling out into faster flowing traffic (although technically no car should be exceeding 20mph), but the double yellow that wraps onto the Colwell Road part of the corner should be just 4.8metres.</p>

			<p>Where Colwell Road intersects Melbourne Grove, a double yellow of a single car space on both Colwell Road and Melbourne Grove would help ease congestion/improve visibility as larger vehicles find it harder to negotiate the bend in Melbourne Grove.</p> <p>On the internal bend in Colwell Road, I can see putting double yellow lines of no more distance than 4.8 metres on the northern bend just outside number 10 as it's a very tight bend, but there's absolutely no need to put a corresponding restriction on the opposite side of the street as the turn is not too tight there.</p>
<p>Eastlands Crescent with Dovercourt Rd</p> <p>Eastlands Crescent with Court Lane</p>	Village	<p>4. I object to part of the proposal, but support or am neutral to other elements of it</p>	<p>I understand that for the safety of pedestrians/cyclists and car drivers double yellow lines at the road junctions will help people to see oncoming traffic.</p> <p>I am concerned that 7.5 metres of double yellow lines down every road (about 2/3 cars) will mean there will be much more parking congestion down roads that are already very full. There will be more residents applying for off street parking and the problem this brings for water drainage with more concreted front drives.</p> <p>I presume extensive surveys and research for implementing this have been carried out as to how many accidents have occurred on all the many and varied junctions in the area put forward for these double yellow lines</p>
<p>Eastlands Crescent-Court Lane</p> <p>Eastlands Crescent-Dovercourt Road</p> <p>and other junctions in Dulwich Village</p>	Village	<p>4. I object to part of the proposal, but support or am neutral to other elements of it</p>	<p>I am in favour of much shorter double yellow lines at junctions, 7.5m is far too long. Too much parking space will be lost and there is the danger that cars will speed round the corners with so much empty space.</p> <p>Please ignore my earlier response wholly supporting this proposal - I was not aware of the length of the double yellow lines.</p>

<p>Druce Road and Woodwarde Road London SE22 8UT</p>	<p>Village</p>	<p>4. I object to part of the proposal, but support or am neutral to other elements of it</p>	<p>I am opposed to the plan to put double yellow lines at junctions in Woodwarde Road and roads off Woodwarde Road (Druce, Dovercourt, Desenfans, Dekker Roads)</p> <p>Now speed humps are in place in Woodwarde Road - there are NO RECORDS of accidents, or pedestrians being, in any way, at risk - by EITHER PARKED OR MOVING CARS.</p> <p>This is a domestic area:</p> <ol style="list-style-type: none"> 1) a very quiet and peaceful area 2) a proven safe area 3) a family area where friends are constantly visiting by car - parking for visitors is heavily used and provision for these visitors needs providing close to or in front of the homes of their friends 4) Houses do not have garages - so on street parking is essential 5) No problem of safety exists which would be addressed by double yellow lines - in fact the opposite is TRUE: a problem of parking would be CREATED by the introduction of double yellow lines at junctions 6) the proposals REMOVE necessary parking space - this removal is unacceptable because no problem of safety exists or needs to be solved - we are a totally safe area as we are currently 7) In my immediate vicinity this proposal is unhelpful and cause more problems that it solves 8) Is a totally un-necessary WASTE of public money. 9) I do know these proposals are TOO SWEEPING in this immediate area - and my own views are expressed here. But they are also the views of many, many others. These views of mine are shared by ALL the neighbours and residents I have spoken to, and contacted. These proposals are deeply objected to and resented by this community. 10) We (the local residents) are being ignored and our voice DISREGARDED. 11) this is not consultation - when this sheet is not even read or considered - this is railroading and forcing a plan that the local people simply DO NOT WANT TO HAPPEN. <p>Please listen to us, take notice of what I'm writing here. Don't make a "mockery" of so-called "consulting the public".</p>
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I wholly object to double lines on the road junction of Woodward Rd with: Dekker Road; and Desenfans Road	Village	4. I object to part of the proposal, but support or am neutral to other elements of it	I take the view double yellow lines are unnecessary at these junctions and would remove much needed parking spaces.
Dovercourt/Townley and the proposals in general	Village	5. I wholly object to this proposal	Yet again Southwark Council have put forward proposals which will have far reaching implications for local residents without any evidence based rationale nor thought for the knock on effects. You are using a sledgehammer to crack a nut. Surely these plans should be done on a case by case needs basis? This will have significant impact on parking. What is the evidence to back this up? We are very and worried about a whole series of transport plans for the area. But I have no doubt that you will steam roll them through without listening to residents in the affected streets.
201 - re double yellow lines. Dovercourt Road and it's connected roads.	Village	5. I wholly object to this proposal	My comments are valid for the scheme as a whole rather than just my road and surrounding area. Parking places are already severely restricted and reducing the area to park in these roads is going to increase this issue. One of the great things about the neighbourhood is that people can visit easily and most times a place can be found to park near to home. I am concerned that this will no longer be possible to do and that the pressure will be increased to have residents parking which I am against for many reasons - expense and increased congestion and signage on the streets.
Dovercourt Road and Townley Road Dovercourt and Woodward	Village	5. I wholly object to this proposal	Agree to prove the sight lines but must be accompanied by managing the coaches and congestion on Townley Road. They all interlink
Both ends of dovercourt road i.e. joining with Townley rd and Woodward Rd	Village	5. I wholly object to this proposal	I do not want changes to the yellow lines as we are getting two new schools in the area soon and there is insufficient parking already, SO DONT CHANGE THINGS NOW
Road Safety Junction Top of Beauval Road SE22 and corner of Woodward Road SE21 v	Village	5. I wholly object to this proposal	As a resident of Beauval Road, I am extremely unhappy about the proposal of double yellow lines at the top of Beauval and corner of Woodward Road. Thanks to the planning department, about 10 residents have built drive ways in their front garden this year making it harder for the rest of us to find parking spaces. This plan will only exacerbate the issue. In addition Southwark's new Design Standard means that no trees will be replanted in our road. The result is the end of a lovely , leafy suburban road and something that looks harsher, uglier and not desirable. Your planning notice mentions road safety. I do not believe there have been any accidents at this junction in the 12 years I have lived in the street . This is a complete waste of our money and should not be allowed to proceed . Plant trees instead.

<p>Beauval Road/Woowarde Road</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>The top of Beauval and Woodward roads have been used for residents parking for as long as the houses have been there. There are no issues with cornering due to the width of the turning. I am particularly concerned that currently there is dipped disabled access further down, which whilst takes up two car parks is patrolled at 8am every morning by parking inspectors who view it as a cash cow. I would suggest that the double yellow lines are being introduced for exactly the same reason. Thanks</p>
<p>Junction of Druce Road with Court Lane</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>I have lived in Druce Road for 35 years and to my knowledge there have not been any accidents due to parking. People either entering or leaving the junction take greater care. The proposal will encourage drivers to enter Druce Road faster which could increase the potential of an accident.</p>
<p>There is no reference number on the poster. The junction is between Woodward Road and Beauval Road SE22.</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>I would like to register my opposition to the Proposed Double Yellow Markings at this junction. The junction is very wide and the area proposed for yellow marking is not a suitable place for pedestrians to cross, so from that point of view it would not increase safety. There are disabled access crossing points nearby which provide a better crossing point. For turning cars the junction is wide enough for the parked cars not to cause any problems. There is not a lot of on-street parking in the area due to a large amount of drop kerbs so any on-street parking is at a premium. To reduce on-street parking would cause a lot of chaos in other part of the area.</p>

<p>Proposed yellow lines:</p> <p>(i) around the corner outside 10 Colwell Road;</p> <p>(ii) on the junction of Colwell Road with Playfield Crescent; and</p> <p>(iii) on the junction of Colwell Road with Melbourne Grove.</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>Re: proposed yellow lines:</p> <p>(i) outside 10 Colwell Road; and</p> <p>(ii) on the junction of Colwell Road with Playfield Crescent.</p> <p>on Colwell Road directly opposite one of the new proposed double yellow lines, each of which is unnecessary and will have a detrimental impact on residents. It appears that they are a negative by-product of the council's misguided "one size fits all" policy.</p> <p>The proposed significant reduction of available parking will have an obvious impact on residents. In particular, those with properties which are opposite the new restrictions will be disproportionately affected.</p> <p>In particular, the proposed new restriction on the corner of Colwell Road outside No 10 is totally unnecessary. As it currently stands, this corner is wide and visibility is good and is within a 20 mph zone. Parking on the proposed restriction would not be contrary to the Highway Code, so the introduction of this restriction goes beyond the council's stated purpose of this project. I've lived on Colwell Road for a number of years, and have never seen anyone struggle with the corner - other than the occasional HGV. Unless the intention is to encourage access for HGVs (which would seem an odd policy given that it is a residential road) there is simply no need for this restriction. The only circumstance in which an issue could arise on this corner is if a driver was not paying attention - removing parked cars would not assist this and would possibly cause drivers to take the corner at greater speed).</p> <p>Parking on Colwell Road is already congested owing to its proximity to Lordship Lane and lack of any existing restrictions. Removing a significant proportion of the available parking where there is no need to do so will result in a detrimental impact on the residents of Colwell Road for no real gain. As I will no longer be able to park outside my own house, I may now have to park several streets away and walk with shopping and young children across busy roads - all for no gain.</p> <p>I'd urge the council to reconsider this aspect of the project, which seems unnecessary and ill conceived.</p>
<p>The junctions on Woodwarde Road</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>The proposed action is disproportionate. There is no problem with parking on the corners of these roads, and no accident has occurred to my knowledge in the 25 years I have lived on this road. Southwark is proposing other changes which will interact with this proposal including the Quietway, the Foundation Schools Coach study and the implementation of the electric vehicle charging points. The interaction between these four proposals has not been adequately considered.</p>

<p>Beauval Road / Milo Road & Beauval Road / Woodward Road</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>Available parking space in Beauval Road is highly challenging as it is. This has been exacerbated by the recent rapid increase in approval of dropped curbs and off street parking in front of properties on Beauval Road. I am one of a minority of residents who prefers to maintain a 'green' area on the street which contributes to the original presentation of this Conservation area.</p> <p>Milo road is a no through road and therefore very quiet, there is no logical reason to have double yellow lines on this junction.</p> <p>Woodward road has a very wide entrance to Beauval road and therefore excellent visibility again meaning there is no benefit to double yellow lines at this junction.</p> <p>Double yellow lines on the aforementioned junctions will lead to a significant further reduction in available parking spaces. Please do not impose this on the residents of the street and please stop approving anymore dropped curbs/off street parking on Beauval Road.</p>
<p>I am referring to the junction of Woodwarde Road and Dekker Road.</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>This proposal needs to consider the wishes of local residents, who are used to dealing with the current conditions daily and indeed 24/7. They know what is best for the neighbourhood.</p> <p>This junction is not dangerous. The ability for the cars to park in the current position means that cars slow down as they have to be careful before they turn the corners. If the proposed yellow lines were implemented cars would undoubtedly speed up as they turn these corners. This is a busy junction with many children walking to and from school, it is important that cars slow down as they currently do.</p> <p>At this "T" junction introducing yellow lines on the corners would result in a loss of possible 12 parking spaces and this together with the proposed yellow lines at other junctions will result in a large parking in these usually quiet residential roads.</p>
<p>Pickwick road and Turney Road and all other junctions in Dulwich where you are proposing double yellow lines at junctions.</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>I am very concerned by the proposal to introduce double yellows at junctions in the Dulwich area on the basis of achieving road safety benefits. While I recognise that most collisions happen at junctions, currently the parking situation in Dulwich contributes to speed reduction and extra caution by drivers. This is crucial as currently your 20mph zones are ineffective and unenforced.</p> <p>If you improve sight lines at junctions by removing parking you will speed up traffic negotiating these junctions and likely worsen collisions and reduce pedestrian priority.</p> <p>I suggest that double yellows are only introduced at the busier junctions and only with the introduction of raised tables to ensure speeds are reduced. Otherwise, this looks like a cheap and ineffective means of trying to improve safety, which is likely to be counterproductive.</p> <p>Secondary concerns include: contributing to urban clutter through extra</p>

			lining and pressure for local parking.
Dovercourt Road / Townley Road and Dovercourt Road / Woodward Road	Village	5. I wholly object to this proposal	I do not believe there is a sufficient issue on Dovercourt to justify having double yellow lines at the junctions of Dovercourt Road.
My comments apply to many of the junctions within the proposed traffic order but in particular to the junctions between Woodward Road with Beauval Road and Dovercourt Road and between Townley Road with Beauval Road and Dovercourt Road.	Village	5. I wholly object to this proposal	<p>- No evidence is provided on why this traffic order is actually necessary</p> <p>- Proposals will put pressure on the space available for on-street parking for both residents and visitors in the area (it is already difficult to find parking space).</p> <p>- Proposal</p>
Woodwarde Road / Dovercourt Road	Village	5. I wholly object to this proposal	There is not a great deal of parking available here as most people have converted front gardens to parking space. We are a family as are our neighbours who live on this corner and it would have a huge impact on us and potential safety of our children.
Woodwarde/Dovercourt road junction proposed double yellow lines	Village	5. I wholly object to this proposal	<p>have NEVER witnessed a pedestrian OR vehicle accident due to inconsiderate parking on the corners of the junction.</p> <p>The road is ONLY seriously congested with inconsiderate parking deployed on the very corners of the road when there is an unusual function at Alleyns school OR in the park.</p> <p>The introduction of such long stretches of double yellow lineage will make parking outside the front of the houses on all four corners impossible.</p> <p>With the loss of car parking up and down Woodwarde due to the suggested lines AND the proposed 3 electric car charging bays at the junction with Carlton Avenue, parking in our road will become more problematical and more applications for 'off street parking' will be inevitable, greatly reducing the ecology and the visual appeal of the area.</p> <p>Dulwich is a conservation area - does it REALLY need more road graffiti - what with the speed hump triangles, the 20 MPH markings the solid white lines AND the disabled bays there is already an overload of information - yellow lines will only add to the visual overload and in my opinion reduce the charm of the area.</p>

<p>Village Ward - all junctions belonging to all sections of:</p> <p>Beauval Road</p> <p>Court Lane</p> <p>Dekker Road</p> <p>Desenfans Road</p> <p>Dovercourt Road</p> <p>Druce Road</p> <p>Eastlands Crescent</p> <p>Milo Road</p> <p>Townley Road</p> <p>Woodwarde Road</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>The Highway Code gives guidance on parking close to junctions. There are no legal requirements. Double yellow lines on all junctions (whether major or minor roads) throughout Southwark means that the Council is now turning guidance into law. I am very concerned about this, and its implications - both for the Council and for the residents and businesses the Council serves - particularly as the blanket policy (which includes the length of the double yellow lines) is based on opinion, not on evidence.</p>
<p>Colwell road se22</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>Not necessary and will cause many problems due to lack of space for parking.</p>
<p>Proposed double yellow lines on junction of Dovercourt Road and Woodwarde Road specifically.</p> <p>More generally, the proposals for seemingly all junctions on roads off Woodwarde Road and Court Lane for double yellow lines.</p> <p>I do not have the reference number.</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>These proposals for double yellow lines on the junctions of roads off Woodwarde Road strike me as wholly unnecessary and indiscriminate. Having lived in the immediate area for many years, these are hardly accident blackspots and traffic in Woodwarde Road is very slow due to the effective speed bumps. Indeed, I struggle to recall any accidents at these junctions.</p> <p>A proliferation of double yellow lines will lead to an estimated loss of at least four four safe parking spaces in Dovercourt Road, possibly eight. I can't help wondering whether this is a pre-cursor to a CPZ when residents complain about parking being more difficult.</p> <p>In summary, the traffic planners seem to have gone completely overboard while the facts do not warrant a parking clampdown.</p>

All junctions with Woodwarde Road in the proposals for Village Ward	Village	5. I wholly object to this proposal	<p>My wife and I have lived on Woodwarde Road for 33 years. In all that time I have not experienced any reason for the introduction of double yellow lines and I do not do so now. This proposal is totally unsympathetic to the unique quality of the Road and area and the Council is seeking to introduce the restrictions as it wishes the whole of this diverse borough to look and feel the same. No consideration has been given to the appropriateness of restrictions based on the nature of junctions or their use. My use of the Road is primarily as a walker and sometimes as a driver. I am over 60 . I was profoundly disappointed by the walk to view the proposals with council officials yesterday. It was clear that the council officer had decided what was appropriate before arriving in the Road. The walk was also organised on the day before major resurfacing work on the Road so that parking usage on the day of inspection was far from typical. The walk also took place at a time of day characterised by low parking use. I urge those on the council to reconsider these unnecessary and poorly considered plans as a matter of urgency.</p>
Woodwarde Road / Dovercourt road and others in the Dulwich village area.	Village	5. I wholly object to this proposal	<p>I object to the parking restrictions. There seems to be no evidence that the residents actually want the restrictions or there is a need for the restrictions. Dulwich is a village and double yellow lines are not in keeping with the look and feel of the area. There is already a drop pavement on the junction between Woodwarde and Dovercourt road - so whether or not there are parking lines , parking there can already now lead to a ticket. This is policed by parking wardens on motorbikes and tickets are given. The lines will be the start of a creep towards more lines on the roads and more restrictions. The present situation works , there is no need to fix something that is not broke.</p>
Order 201 - Thorncombe Road	Village	5. I wholly object to this proposal	<p>While I appreciate the sentiments of what Southwark are trying to achieve in terms of a cost-saving exercise, on quiet side roads its broad-brush approach is going put massive pressure on parking for residents whilst doing little to reach its objective of increased road safety. I am writing in respect of my own road, Thorncombe Road, where Southwark are not only planning to put the yellow lines at the junctions but they are also planning to put about 40m of lines at the "dead-end" where it meets East Dulwich Grove. This is entirely unnecessary at it is unrelated to the so-called safety issues that are behind the yellow lines on the corners and will cause a great deal of aggravation for nearby residents of not only Thorncombe Road but East Dulwich Grove and Trossachs Road as well. This is in addition to the loss of 30m of parking on each junction that is going to cause significant inconvenience for residents too and is an overkill solution to a non-existent problem. I strongly object to this plan and request that Southwark review the</p>

			junctions at which they plan to place the double yellow lines more closely to see whether the volume and speed of the traffic really warrants what they plan to do.
Referring to two junctions: Beauval Road / Milo Road Beauval Road / Woodwarde Road	Village	5. I wholly object to this proposal	I object to the proposed yellow lines for two reasons: 1. There is no requirement for them at these junctions Beauval Road / Milo Road - this is a no through road, so cars only turn into Milo Road to park. They drive very slowly coming in and out of Milo Road, and in my 10 years of living in this street, I have never seen an accident or issues at this junction. Removing parked cars from this corner would make no difference to the safety of this junction. Beauval Road / Woodwarde Road - this is an extremely wide junction and there are absolutely no problems with visibility here. Removing parked cars from this corner would make no difference to the safety of this junction. 2. Parking is severely restricted in this area. Due to an increasing number of cars per household on Beauval Road, and a recent increase in the number of parking spaces lost due to off-street parking/dropped kerb approvals, residents are finding it increasingly difficult to park on the street let alone near their own property. Introducing yellow lines will exacerbate this problem. The council should be considering parking permits in this area.
Woodwarde Road and it's junction with Calton Avenue and also with Dekker Road	Village	5. I wholly object to this proposal	These junctions are already very safe. There is also enormous pressure on parking.
New proposed yellow lines Playfield Crescent SE22 8QS	Village	5. I wholly object to this proposal	Currently the parking and the traffic flow on Playfield Crescent is very good, residents have enough space to all park their cars and the mums using the local schools and people shopping on Lordship lane also have space to park too. If the yellow lines are painted there wont be enough space to park at all, hideous if you actually live here, but also I expect stopping people coming to Lordship Lane to shop, Saturday browsers etc. Where are the additional cars supposed to park? If there was an alternative offered id be keen to hear it. Public Transport isnt great in the area so it will cause a huge upheaval for no reason.
Woodwarde Road/ Beauval Road in particular, all junctions on residential roads in the areas concerned.	Village	5. I wholly object to this proposal	The Woodwarde Road/Beauval Road junction is particularly wide and provides road users with ample opportunity to see oncoming traffic. The dimpled area for the pedestrian crossing point is well away from the proposed yellow lines, so they have no beneficial impact on pedestrians either. Therefore the proposed application for yellow lines is unreasonable, it is even more objectionable that the lines on the north east side of the junction are to be longer than the standard length. The proposed yellow lines at this junction and others in Dulwich remove parking spaces without improving the safety of the area, which already has

			<p>traffic calming measures in operation. Residents have a reasonable expectation to park vehicles outside their houses, as it is not designated an urban area, and to have sufficient parking for incoming visitors to park safely as well. It is not reasonable for parking to be restricted as Southwark Council proposes through a blanket borough-wide application. Applications for hard standing in front gardens are also frowned upon by Southwark Council. If changes to the area are not to be seen as an unwarranted assault on residents' peaceful enjoyment of their property, an application for yellow lines at junctions should be based on specific reasons applicable to the particular junction in question.</p>
Playfield Crescent	Village	5. I wholly object to this proposal	Wholly unnecessary. There is close to zero traffic on this road. Lines would be disruptive, unnecessary, and put pressure on parking.
Woodwarde Road yellow lines	Village	5. I wholly object to this proposal	The plan to increase yellow line provision does not appear to be based on any evidence of actual accidents or causing problems for pedestrians or cyclists. Introducing yellow lines will dramatically reduce parking options for residents in the area and I believe increase frustration for those who are visiting Dulwich park, Alleyns school, shops in Woodwarde Road etc
Borough wide junction protection – responding to statutory consultation notices All junctions with Woodwarde Road	Village	5. I wholly object to this proposal	This proposal is a waste of taxpayers money. There is no need for any further road marking in the area. Road users and those parking in this area are overwhelmingly considerate and law abiding and there is no history of problems in the area which require this solution to fix. The proposal also has the potential for creating a (wholly unnecessary) need for patrolling and enforcement of these restrictions, wasting more taxpayers money into the future.
Colwell Road, SE22. There are several notices in the area. concerns a sharp bend in the middle of Colwell Road which, currently, has residents' cars parked on either side.	Village	5. I wholly object to this proposal	The residents here do not have driveways. Their cars are parked on the road. There is not an abundance of free spaces where residents may park. Putting double yellow lines down the road will make it wholly impossible for residents to park their cars in any sort of proximity to their homes. In any event, I am not aware of any safety issues associated with this bend (in a 20mph zone) so I do not believe the proposals may be soundly put on the basis of safety.
Borough-wide junction protection: College, East Dulwich and Village wards name of road: MILO ROAD, on both sides at its junction with Beauval Road.	Village	5. I wholly object to this proposal	Parking is already difficult on the road. Even with cars parked around the junction, there is still plenty of space for cars to manoeuvre given its not a through road.

<p>Borough-wide junction protection: College, East Dulwich and Village wards - public notice dated 24 November 2016</p> <p>Junction referred to is Milo Road/Beauval Road</p>	Village	5. I wholly object to this proposal	<p>There is insufficient space already for residents to park. This problem is exacerbated by a local resident using Milo Road as a car park to sell private vehicles (min 4-6 cars at all times). As the area is not permit controlled, there is abandoned cars and non-resident cars clogging up vital spaces. More drop curbs are appearing as residents are asking the Council to install off-street parking (without consultation with other residents) meaning parking is further restricted. Further parking restrictions will only mean residents have to walk further between their cars and households and due to recent 'child-kidnapping' attempts in this local area, see below, this is now a major safety concerns for me, my family and other local residents. The approach you are taking is wholly unacceptable and counter-productive and I would far rather see permits being introduced as a safety measure. http://www.southwarknews.co.uk/news/police-patrol-dulwich-schools-four-year-old-boy-nearly-kidnapped/</p>
<p>Double yellow lines at all junctions in Dulwich, particularly Court Lane, Woodwarde Road.</p>	Village	5. I wholly object to this proposal	<p>Excessive lengths of double yellow lines around every junction. Unnecessary particularly when coupled with all the other traffic proposals for the area.</p>
<p>1. Woodwarde road/ dovercourt road ; 2. Woodwarde road /druce road ; 3. Woodwarde road / desenfans road ; 4. Woodwarde road / dekker road; 5. Court lane junctions</p>	Village	5. I wholly object to this proposal	<p>1. I feel the double yellow lines at these junctions are unnecessary because in more than 15 years of living on Woodwarde Road, I can not remember any history of accidents or bad parking. 2. I feel they destroy the character of a quiet residential road in a conservation area and make it increasingly urbanised. 3. They are a costly waste of precious resources which could be better spent elsewhere . 4. The removal of parking spaces will cause problems of parking in adjacent roads when there isn'y any presently making it harder in those streets for householders and pedestrians. 5. They appear to ignore the majority views of residents questioning the value of public consultation. Is this just lip service and yet more waste of public money ?</p>
<p>Woodwarde Road/Calton Avenue Woodwarde Road/Dekker Road Woodwarde Road/Dovercourt Road Woodwarde Road/Beauval Road</p>	Village	5. I wholly object to this proposal	<p>Unnecessary and remove parking spaces making future parking a big problem, when it is not at present. It is a costly exercise which is unjustified.</p>
<p>I am writing about the proposed double yellow lines on Woodwarde Road and the road leading off namely Druce Dekker Desenfans Dovercourt Beaval.</p>	Village	5. I wholly object to this proposal	<p>I have not seen any evidence that absence of yellow lines causes a danger to the public, nor increases safety. There is no history of accidents because of the lack of yellow lines. They will destroy the residential character of the local streets, remove much needed parking spaces which may result in parking inappropriately as there is no where else to park. It is a waste of tax payers money. Residents have already objected to these proposals and it would seem that this has been ignored by the council.</p>

431> Gilkes Crescent	Village	5. I wholly object to this proposal	A waste of money, unnecessary fiddling about with the road, while the pavements are a disgrace and unsafe for pedestrians.
<p>Regarding proposed yellow lines for:</p> <ul style="list-style-type: none"> - the junctions between Playfield Crescent and Colwell Road - Colwell Road and Melbourne Grove - The corners at the right-angle bend on Colwell Road 	Village	5. I wholly object to this proposal	<p>As a resident on this road since 1993, I can recall no incidents caused by parking close to the above junctions. The proposed new road markings will gratuitously deprive the road of much needed parking spaces, and will be of no benefit in terms of safety or other amenity. Indeed I believe these markings will create more problems than they claim to solve because:</p> <ul style="list-style-type: none"> - by opening up the junctions, it will encourage more cars to use this road as a rat run; - it will enable cars to take the right-angle blind corner outside No.10 Colwell Road at greater speed. <p>The only junction on this road that is a hazard is the one between Colwell Road and Lordship Lane - occasionally vans park on Lordship Lane close to that junction, and create a blind spot. I can see an argument for putting yellow lines of ONE METRE length at the end of Playfield Crescent where it joins Colwell Road, and at the corners between Colwell & Melbourne to prevent people from parking across the pavement where pedestrians cross. The proposal of 7.5 metres is simply ludicrous and has no justification.</p>
<p>Dovercourt Road at the junction with Woodwarde Road</p> <p>Beauval Road at the junction with Woodwarde Road</p>	Village	5. I wholly object to this proposal	<p>The proposals are over and above what's required given that this is quiet residential area with limited traffic and there have been no accidents at these junctions. The council are spending money that would be better spent on other services in order to solve a problem that doesn't exist. The reduction in parking spaces will have serious consequences on those using the library and the shops on Lordship Lane and tightening up the parking will eventually cause people to go elsewhere and mean losing valuable community facilities. The loss of community facilities will cause job losses and hardship for local residents.</p>

<p>WOODWARDE ROAD, (i) on the north-east side at its junction with Beauval Road, (ii) on both sides at its junction with Dovercourt Road, (iii) on the south-west side at its junction with Druce Road, (iv) on the south-west side at its junction with Desenfans Road, (v) on the south-west side at its junction with Dekker Road</p> <p>BEAUVAL ROAD, (i) on both sides at its junction with Townley Road, (ii) on the northeast side at its junction with Milo Road, (iii) on both sides at its junction with Woodwarde Road</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>There is no need for double yellow lines along the length of Woodwarde Road and its adjoining roads. There is no evidence that any of the junctions are dangerous. This is a quiet residential street. There presently no or at least minimal problems for residents' parking outside their homes. These proposed measures will reduce the amount of on-street parking spaces available for no obvious reason but at considerable expense. The double yellow lines will be very unsightly and detrimental to the overall appearance of the whole area.</p>
<p>WOODWARDE ROAD, (i) on the north-east side at its junction with Beauval Road, (ii) on both sides at its junction with Dovercourt Road, (iii) on the south-west side at its junction with Druce Road, (iv) on the south-west side at its junction with Desenfans Road, (v) on the south-west side at its junction with Dekker Road</p> <p>BEAUVAL ROAD, (i) on both sides at its junction with Townley Road, (ii) on the northeast side at its junction with Milo Road, (iii) on both sides at its junction with Woodwarde Road (8.6 metres on the north-east side)</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>The proposal is unnecessary and will impact adversely on residents. These are not busy streets. Traffic moves slowly through them because of the speed restrictions and the bumps. There is no evidence of which we are aware that the current lack of markings creates any significant problem or safety hazard. Indeed if anything it makes cars or cyclists more cautious in turning into and exiting these roads - which can only be welcome. On the other hand the new markings will unnecessarily restrict parking on the road and displace vehicles to other surrounding roads. I am a strong supporter of the ban on off street parking in this area and fear that this wholly pointless exercise will increase pressure for the ban to be uplifted. Given all the other demands on over pressurised public resources this piece of pointless and wholly irritating fiddling seems, quite apart from its lack of merits, an obvious waste and misuse of public money.</p>

<p>All junctions within Dulwich Village affected by this proposal.</p> <p>eg</p> <p>Burbage Road/Dulwich Village</p> <p>Burbage Road/Turney</p> <p>Pickwick/Dulwich Village</p> <p>Boxall/Dulwich Village</p> <p>Pickwick/Turney</p> <p>Boxall/Turney</p> <p>Dulwich Village/Turney (can't access map so not sure if this is to be left as is or not)</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>This is a relatively quiet residential area. There is no history of accidents of any significance in these areas.</p> <p>Parking in Dulwich village is already difficult - there are many restaurants, etc and people come from outside to them. These proposals will seriously impact the availability of parking to residents.</p> <p>It changes the character of what is a quiet conservation area into an urban one.</p>
<p>Woodwarde Road yellow lines</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>This decision does not seem to be evidence based. There is no history of accidents in our road. Parking anywhere near my home is difficult enough as it is and off street parking is very difficult to get permission for from Dulwich Estates.</p>
<p>Hillsboro Road/Thorncombe Road</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>Having double yellow lines of up to 7 m at these junctions will severely affect parking for residents. As it is, we have difficulty finding a parking space on a school day owing to parents parking in the area and going off to work after dropping their children. Currently, on any school day, the car population increases by over 40 on Hillsboro Road, with some cars irresponsibly parked very close to junctions.</p> <p>The solution is to introduce parking permits for residents which will immediately stop all non-residents' parking - and will also mean that residents can freely go about their business without fearing that they will not have somewhere to park upon return.</p>
<p>The proposal in general but particularly the junctions off Woodwarde Road i.e. Dekker, Desendfans, Druce, Dovercourt (both sides) and Beauval</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>a) I consider it unnecessary</p> <p>b) They are a waste of money which could be far better spent i.e. on social care</p> <p>c) They remove large numbers of parking spaces - there is no problem at the moment but there will be if this proposal is put into operation. Personally, I am very elderly (82) and I shall be unable any longer to take my car out at night as I cannot risk coming home and having to park a distance away and then be forced to walk home in the dark.</p> <p>d) They are being implemented in a totally arrogant and arbitrary way without ANY regard to the views of the majority of the residents.</p>

<p>H/ND/TM01617-01 Thorncombe Road SE22. Introduction of double yellow lines at turning head joining East Dulwich Grove.</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>I have been parking my car in this area for 35 years. By putting in double yellow lines at the junctions in Thorncombe Road the amount of parking space will already be reduced . So including this dead end area is unacceptable to residents, especially as non-residents connected with Alleyne's School also use these spaces. I have parked in East Dulwich Grove in the past and have twice had my parked car smashed up by passing vehicles. I don't agree with the statement on your plan that there is a 'substantial obstructive parking problem ' in this turning head. In my lengthy experience the people who park here are on the whole considerate and careful of others, including pedestrians . The spaces are currently being used by people escaping the road works in East Dulwich Grove.</p>
<p>Junction of Woodwarde Road and Dovercourt Road, SE22</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>Double Yellow Lines into Woodwarde Road are entirely unnecessary, will impact negatively on resident ability to park near home and have just not been properly thought through. Woodwarde Road is wide enough to easily accommodate two lanes of traffic and parked cars, the proposals are unnecessary and unhelpful.</p>
<p>Woodwarde Road - junctions with Beauval, Dovercourt, Desenfans and Dekker</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>I do not think yellow lines are necessary at the these junctions at all, and will restrict parking even further on what are already busy roads. I do, however, support the yellow lines already installed at the junction between Woodwarde and Eynella Road, and the traffic calming and width restriction already imposed at the junction of Woodwarde and Calton Ave</p>
<p>In particular, junction of Beauval Road and Townley road, and Beauval and Woodwarde road.</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>It would make parking for householders much more difficult. I live at the bottom end of the road, and therefore get all the cars parking for the surgery and dentist on the corner of townley road and Lordship Lane. Most of them have Southwark exemptions and when parking is tight (and it often is) they park on the present double yellow lines, right up to and around the corners. When the new yellow lines come in they will still do that! My other big objection is that with parking spaces at more of a premium more people will get off street parking. This year in the past 14 months or so , 8 properties on Beauval road have had them put in! If that carries on at the same rate the whole look of the road will change completely not to mention the loss of front gardens.... Modern cars are also longer and many of the newly completed off street parking have enormous cars hanging over the pavement making it very awkward for pedestrians. All in all the loss of parking spaces will make life more difficult for residents, and will not improve our area at all</p>

<p>WOODWARDE ROAD, (i) on the north-east side at its junction with Beauval Road, (ii) on both sides at its junction with Dovercourt Road, (iii) on the south-west side at its junction with Druce Road, (iv) on the south-west side at its junction with Desenfans Road, (v) on the south-west side at its junction with Dekker Road.</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<ol style="list-style-type: none"> 1. DYLS at junctions in our road are unnecessary – there is no history of accidents or bad parking, the 20 MPH speed limit is working well and people currently park sensibly 2. They destroy the residential character of the road – turning a quiet conservation streetscape into an urban thoroughfare. This is not a main road and we don't want it to look like one or for drivers to treat it like one. 3. The changes are too sweeping at a time of so many other local traffic changes. With the CPZ in N. Dulwich displacing parking, proposed Quiet Way likely to divert Court Lane traffic down Woodwarde Rd, electric charging points, etc, this could cause parking chaos. 4. This would be a waste of taxpayers' money – because this "costly exercise" isn't needed. To suggest it would save money because DYLS would eventually be needed is illogical when there is no evidence they are needed and car ownership is in decline 5. They remove parking spaces – making parking a future problem. Many residents believe this will lead to all Dulwich becoming a CPZ, raising tax revenue by stealth. 6. In April, 63 out of 65 Woodwarde Rd residents objected (97%). Please don't ignore us a second time and make a mockery of holding a public consultation.
<p>All in Woodwarde Road where it intersects with Dekker Road, Desnfans Road, Druce Road and Beauval Road.</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<ul style="list-style-type: none"> > In the 28 years I have lived in Woodwarde Road there is no record of Road Traffic Accidents and no complaints about the junctions. > Installing Double Yellow Lines is an unnecessary waste of taxpayers' money and will be to the detriment of the visual aspect and character of the road and is not in keeping with quiet, residential roads in a conservation area. > When consulted, 97% of residents were against the proposal. > In the last 40 years that I have been an architect, at one time employed by Southwark on residential developments, design of road layouts has moved away from wide roads with large, sweeping radius junctions to narrower roads with smaller radius corners as it was realised that this slows vehicle speeds and improves safety. > This has been further confirmed by The Manual for Streets: evidence and research by TRL - Transport Research Laboratory - published in 2007. The opening conclusion of its executive summary states that "Lower vehicle speeds are associated with reduced road width and reduced visibility, both on links and at junctions." This conclusion is based on careful scientific research and should not be ignored. Instead it should influence the Council to rethink it's proposals to widen the effective carriageway at junctions with an inevitable increase in vehicle speeds approaching and negotiating junctions. > Having cars parked on either side of roads reduces the distance and hence time that people are exposed when crossing the road. > At the DCC meeting in Kingswood House on 15 March we were promised that a blanket approach to installing DYLS would not be taken but , instead, each junction would be considered on its merits. However, having

			<p>attended a walk up Woodward Road to review each junction it was clear from what was said by the Traffic Engineers who were present that they still intend to install DYLS at all junctions, which goes completely against what we were promised at the DCC.</p> <p>> It was also confirmed that the Council had not taken a blanket approach elsewhere in the borough but had, in places, used shorter than 7.5 m lines.</p>
The Woodward Road/Beauval Road junction - and more generally, all the junctions in the Corut lane Woodward Rd/ Beauval Rd network of streets.	Village	5. I wholly object to this proposal	<p>I believe yellow lines at the Beauval Rd /Woodwarde Road junction are unnecessary for road safety reasons. I have lived on Woodward Road for over 30 years and cannot recall any accidents at this junction, whether caused by parked cars or otherwise. The road junction is a very wide one and the corner in question is a gentle curve so visibility turning the corner is not a problem..</p> <p>Yellow lines will moreover cause a substantial amount of inconvenience to local residents because of the loss of valued parking spaces. Parking is now very tight on Woodward Road, and losing even a few parking spaces will detract considerably from our enjoyment of living here. This would be particularly galling given that the changes appear to be a result of bureaucratic convenience rather because of a genuine need.</p>
WOODWARDE ROAD, (i) on the north-east side at its junction with Beauval Road, (ii) on both sides at its junction with Dovercourt Road, (iii) on the south-west side at its junction with Druce Road, (iv) on the south-west side at its junction with Desenfans Road, (v) on the south-west side at its junction with Dekker Road.	Village	5. I wholly object to this proposal	<ol style="list-style-type: none"> 1. DYLS at junctions in our road are unnecessary – there is no history of accidents or bad parking, the 20 MPH speed limit is working well and people currently park sensibly 2. They destroy the residential character of the road – turning a quiet conservation streetscape into an urban thoroughfare. This is not a main road and we don't want it to look like one or for drivers to treat it like one. 3. The changes are too sweeping at a time of so many other local traffic changes. With the CPZ in N. Dulwich displacing parking, proposed Quiet Way likely to divert Court Lane traffic down Woodward Rd, electric charging points, etc, this could cause parking chaos. 4. This would be a waste of taxpayers' money – because this "costly exercise" isn't needed. To suggest it would save money because DYLS would eventually be needed is illogical when there is no evidence they are needed and car ownership is in decline 5. They remove parking spaces – making parking a future problem. Many residents believe this will lead to all Dulwich becoming a CPZ, raising tax revenue by stealth. 6. In April, 63 out of 65 Woodward Rd residents objected (97%). Please don't ignore us a second time and make a mockery of holding a public consultation.
Local Parking Amendment: Ref 1080	Village	5. I wholly object to this proposal	<p>Local Parking Amendment: Ref 1080</p> <p>I object to 7.5 metre double yellow lines at the junction of ANY minor</p>

I object to 7.5 metre double yellow lines at the junction of ANY minor junction on a residential street. I define a residential street as any quiet street where residents park their cars outside their house and the traffic is relatively infrequent and slow moving.

I specifically object to these double yellow lines:

1) Junction of Gilkes Crescent and Calton Avenue

2) All the junctions on Woodward Road (e.g. junction with Dekker, Desenfans, Druce, Dovercourt and Beauval Roads).

junction on a residential street. I define a residential street as any quiet street where residents park their cars outside their house and the traffic is relatively infrequent and slow moving.

I specifically object to these double yellow lines:

1) Junction of Gilkes Crescent and Calton Avenue: Gilkes Crescent is a dead end. People only use this stretch of road to park and occasionally turn.

The presence of parked cars ensures that they drive in to the road to do a U turn at the dead end, rather than trying to do a more dangerous manoeuvre at the junction itself. Also the village cannot afford to lose the parking spaces on Gilkes Crescent once the proposed double yellow lines are drawn.

2) All the junctions on Woodward Road (e.g. junction with Dekker, Desenfans, Druce, Dovercourt and Beauval Roads). Currently this is a very residential street with slow moving traffic due to the large numbers of parked cars. Adding 7.5m double yellows at each of these junctions means losing nearly 200m worth of parking spaces on this stretch of Woodward Road, which would remove a significant % of the residents parking, especially at the Calton Avenue end. Given the parking pressures in the local area with multiple schools, an active parish church, the park and village shops, it is unclear how the residents will ever find a place to park near their homes. And, since there are parking pressures and parking restrictions in all the surrounding areas, the concern becomes residents having nowhere to park at all. Bringing in residents' parking restrictions would not be desirable either because of the cost to residents, but also because it may not actually relieve the parking pressures depending on the timing of the restriction. In addition to the parking concerns it is quite obvious that driver behaviour will change - absence of parked cars will allow the traffic to move faster and especially take the bends into the side roads at higher speed. Today people turn extremely slowly into these side roads.

I do not disagree to double yellow lines where they are necessary. I do think they are necessary at the junction of Calton Avenue/Court Lane, for example. I also think short double yellow lines would be appropriate at minor junctions. My main objection is the length of the double yellow lines proposed. And an apparent lack of evidence as to why the council considers them necessary e.g. where is the proof of complaints about bad parking, accidents at these junctions etc. - residents should be presented with this concrete data, along with data from similar projects done in other areas that prove why these double yellow lines have been beneficial, and that these benefits outweigh the obvious concerns of residents.

Finally this proposal must be done in conjunction with the 'Quietway' proposal which would change the priority on the Calton Ave/Court Lane junction and remove significant numbers of parking spaces on Calton Avenue. The combination of these proposals will change Calton Ave and Woodward Road from residential streets into arterial routes and make it impossible for residents to park anywhere near their homes.

Thorncombe Road (H/ND/TMO1617-01)	Village	5. I wholly object to this proposal	The proposed double yellow line arrangements would significantly reduce the parking space in the neighbourhood. This is not acceptable in my view. Specifically, as a road user, I don't think current arrangements cause any visibility issues at all.
Woodwarde Road	Village	5. I wholly object to this proposal	<p>(i) Much of the road/traffic related change in Dulwich seems to be universal application, regardless of local conditions or local feeling, of centralised political rather than practical agendas. (They might originate from either central government or Southwark cabinet, but it's about time we saw a proper "Roads and Traffic Strategy" for Southwark which sets out principles and objectives for managing these resources and how requirements might change in the future, with electric cars, self drive cars etc...)</p> <p>(ii) There is simply no evidence for the need to introduce extended double yellow lining at all junctions along Woodwarde Road .</p> <p>(iii) There is no obvious problem to solve. It is very rare to see irresponsible parking along Woodwarde. There is no justification for costly, heavy handed methods to police mature residents in this way</p> <p>(iv) The 20 mph speed limits and speed humps mean that traffic travels slowly along Woodwarde Road. All junctions have decent visibility in these circumstances.</p> <p>(v) Blanket application of extended double yellow lines along Woodwarde Road would significantly reduce car parking available for residents and visitors. This is likely to cause more traffic cruising the streets, more emissions, and more potential for accidents as well as less access to public services (such as the Library, Dulwich Park), less access to local shops and businesses, more difficulty for trades and delivery services, and more difficulty for visiting health and care services. It might also generate pressure for households to convert front gardens into parking which is extremely undesirable. That would severely damage today's attractive streetscape.</p> <p>(vi) The cynical amongst us might see a borough strategy with the eventual aim of stimulating demand for a CPZ which could then generate huge revenue for the borough. A CPZ is unnecessary and should not be treated as a supplement to council tax.</p> <p>(vi) I would support short yellow lining for say 1.5 meters in each direction around junction corners in order to ensure that pedestrian traffic such as baby buggies, wheelchairs, and mobility scooters could never be blocked.</p> <p>(vii) Finally, the degree of road/traffic related change proposed for this locality is now too great to be managed successfully in a short time. Traffic management in response to change is unpredictable. I understand no modelling has been done. A scientific approach where only one variable at a time is changed should be adopted</p>
Woodwarde Road/Dovercourt Road	Village	5. I wholly object to this proposal	This is a proposal to meet a non existent mischief. There is no evidence base defining a need for itcertainly as it affects these two junctions. Vehicles are already controlled at these junctions : if they park across the pedestrian crossing points an offence is committed. This proposal smacks not only of" nannying "to an unacceptable degree but is quite clearly a

			revenue raising measure based on spurious grounds. In any event it will lead to even greater problems for residents in finding a parking spot. Why disturb a state of affairs that is working reasonably well?
<p>BEAUVAL ROAD, (i) on both sides at its junction with Townley Road, (ii) on the northeast side at its junction with Milo Road, (iii) on both sides at its junction with Woodwardde Road (8.6 metres on the north-east side);</p> <p>BURBAGE ROAD, on both sides at its junction with Turney Road (15 metres southwest of the junction);</p> <p>CALTON AVENUE, on the north-west side at its junction with Gilkes Crescent;</p> <p>COLLEGE ROAD, on the east side at its junction with Frank Dixon Way;</p> <p>COURT LANE, (i) on the north-east side at its junction with Dekker Road, (ii) on the north-east side at its junction with Desenfans Road, (iii) on the north-east side at its junction with Druce Road, (iv) on the south-west side at its western junction with Court Lane Gardens, (v) on the south-west side at its eastern junction with Court Lane Gardens, (vi) on the north-east side at its junction with Eastlands Crescent, (vii) on both sides at its junction with Lordship Lane (12 metres on the north side, 19 metres on the south side);</p> <p>DEKKER ROAD, (i) on both sides at its junction with Woodwardde Road, (ii) on both sides at its junction with Court Lane;</p> <p>DESENFANS ROAD, (i) on both sides at its junction with Woodwardde Road, (ii) on both sides at its junction with Court Lane;</p> <p>DOVERCOURT ROAD, (i) on both sides at its junction with Townley Road, (ii) on both sides at its junction with Woodwardde Road, (ii) on the south-east side at its junction with Eastlands Crescent,</p> <p>DRUCE ROAD, (i) on both sides at its junction with Woodwardde Road, (ii) on both</p>	Village	5. I wholly object to this proposal	<p>These road markings are wholly unnecessary as there is no history of accidents. Moreover it will destroy the character of the streets involved. In particular Woodwardde Road will just be a collection of road markings rather than a beautiful residential street. Furthermore I strongly believe that the removal of so many parking spaces in the area will have a negative impact on residents. There are a number of frail residents on Woodwardde Road who will be impacted by the lack of parking spaces. Access to parking spaces is also required for people visiting Dulwich Village and its facilities - not everyone will be able to use public transport and it will have a knock on impact if these parking spaces are removed.</p>

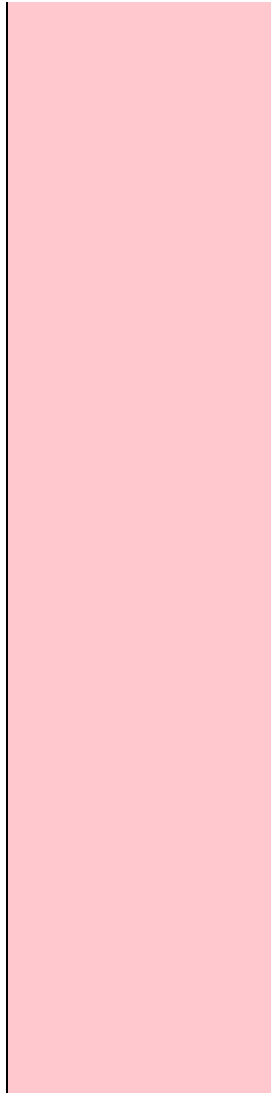
sides at its junction with Court Lane;

EASTLANDS CRECENT, (i) on both sides at its junction with Dovercourt Road, (ii) on both sides at its junction with Court Lane;

GILKES CRESCENT, on both sides at its junction with Calton Avenue;

MILO ROAD, on both sides at its junction with Beauval Road;

WOODWARDE ROAD, (i) on the north-east side at its junction with Beauval Road, (ii) on both sides at its junction with Dovercourt Road, (iii) on the south-west side at its junction with Druce Road, (iv) on the south-west side at its junction with Desenfans Road, (v) on the south-west side at its junction with Dekker Road



<p>BEAUVAL ROAD, (i) on both sides at its junction with Townley Road, (ii) on the northeast side at its junction with Milo Road, (iii) on both sides at its junction with Woodwarde Road (8.6 metres on the north-east side);</p> <p>BURBAGE ROAD, on both sides at its junction with Turney Road (15 metres southwest of the junction);</p> <p>CALTON AVENUE, on the north-west side at its junction with Gilkes Crescent;</p> <p>COLLEGE ROAD, on the east side at its junction with Frank Dixon Way;</p> <p>COURT LANE, (i) on the north-east side at its junction with Dekker Road, (ii) on the north-east side at its junction with Desenfans Road, (iii) on the north-east side at its junction with Druce Road, (iv) on the south-west side at its western junction with Court Lane Gardens, (v) on the south-west side at its eastern junction with Court Lane Gardens, (vi) on the north-east side at its junction with Eastlands Crescent, (vii) on both sides at its junction with Lordship Lane (12 metres on the north side, 19 metres on the south side);</p> <p>DEKKER ROAD, (i) on both sides at its junction with Woodwarde Road, (ii) on both sides at its junction with Court Lane;</p> <p>DESENFANS ROAD, (i) on both sides at its junction with Woodwarde Road, (ii) on both sides at its junction with Court Lane;</p> <p>DOVERCOURT ROAD, (i) on both sides at its junction with Townley Road, (ii) on both sides at its junction with Woodwarde Road, (ii) on the south-east side at its junction with Eastlands Crescent,</p> <p>DRUCE ROAD, (i) on both sides at its junction with Woodwarde Road, (ii) on both sides at its junction with Court Lane;</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>This is a waste of taxpayers money and will negatively impact the character of the area. Moreover there will be a negative impact on both businesses and residents in the area. In particular Woodwarde Road residents, of whom I am one, will suffer from the lack of parking spaces. There are a large number of traffic and parking changes in the area at this time and it is still uncertain how these changes will impact each other (e.g. changes to Dulwich village junction with Turney Road traffic lights). I strongly believe that this is an unnecessary change and will not lead to a positive impact on locals.</p>
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<p>EASTLANDS CRECENT, (i) on both sides at its junction with Dovercourt Road, (ii) on both sides at its junction with Court Lane;</p> <p>GILKES CRESCENT, on both sides at its junction with Calton Avenue;</p> <p>MILO ROAD, on both sides at its junction with Beauval Road;</p> <p>WOODWARDE ROAD, (i) on the north-east side at its junction with Beauval Road, (ii) on both sides at its junction with Dovercourt Road, (iii) on the south-west side at its junction with Druce Road, (iv) on the south-west side at its junction with Desenfans Road, (v) on the south-west side at its junction with Dekker Road</p>			
<p>woodwarde road, se22 8uj</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>It is a real benefit to have unrestricted parking on our street - it is part of the reason we bought our house.</p>

<p>The junctions of Dekker, Desenfans and Druce Road with Woodward Road.</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>Dear Southwark Council,</p> <p>We have read your ‘Borough-wide junction protection Village Ward’ proposal and would like to comment that we do not believe it to be appropriate to install 7.5m double yellow lines at the junctions of Woodward Road with the junctions of Dekker, Desenfans and Druce Road. We live at Woodward Road, opposite to the junction with Desenfans Road and so have good knowledge of these streets.</p> <p>We have a family who regularly walk themselves around these roads, including to school and back, and we have no safety concerns about the current situation, nor are we aware of anyone local to the area raising any concerns of their own. These streets we refer to are quiet roads in a residential conversation area. To our knowledge there is no legal requirement to install yellow lines and we believe that as well as being totally unnecessary the proposed level of engineering associated with it would be completely out of keeping with the area and the expense unjustified.</p> <p>We also note the phrase in your proposal document that says ‘The Highway Code makes it clear that motorists must not park within 10 metres of a junction’. In fact rule 243 that of the Highway Code says ‘do not’ not ‘must not’ and is a piece of advice rather than a law (hence we presume that is why you are suggesting lines 7.5m length rather than 10m). To be clear we do not think yellow lines are needed at all, however if they were implemented 7.5m would be very excessive and would have a profound impact on the number of car parking spaces.</p> <p>I appreciate the temptation to implement a simple and easy blanket-wide policy across the borough but surely this flies in the face of making evidence-based decisions that I believe is modern practice in government. We strongly believe, based on our 14 years living at this property, that there is no evidence that points to the need for yellow lines at the junctions we refer to above and if it were implemented it would be a waste of council tax payers money that could be spent on other important services.</p> <p>Yours sincerely,</p>
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<p>Woodwarde Road - corner of Desenfans specifically but also other proposals along Woodwarde Road for double yellow lines</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>I think that this is a totally unnecessary spend and will cause all sorts of parking problems on Woodwarde Road and adjacent roads.</p> <p>I agree that parking on the corners should not be allowed (but it is prohibited under the Highway Code anyway.) The 7.5m length of double yellow lines is too much and unnecessary.</p> <p>If the Council insists on some double yellow lines then shorter double yellow lines around the kerb to ensure limited obstruction to visibility should be considered, if they are warranted at all and Southwark are genuinely thinking about safety.</p> <p>This also seems to be another case of trying to solve a problem that doesn't exist. Southwark Council should be spending its money solving real problems.</p> <p>There is also a Cycle Superhighway being proposed close by (Calton Avneue) and no one at Southwark appears to be joining the dots or thinking about traffic issues in a joined up way. You ask for consultation and then you keep moving the posts and then not listening to the residents. If we still live in a democracy then you must listen to the local residents who do not want these or believe they are required.</p>
<p>776. PICKWICK ROAD</p> <p>(b) both sides, between the south-eastern kerb-line of Turney Road and a point 7.5 metres south-east of that kerb-line.</p> <p>At any time</p> <p>1009. TURNEY ROAD</p> <p>(a) the north-west side</p> <p>(i) between the south-western kerb-line of Dulwich Village and a point 33 metres south-west of that kerbline;</p> <p>8.30 am to 6.30 pm</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>The council's blanket approach of borough wide junction protection takes no account whatsoever as to how the roads are used both by local residents and visitors. The imposition of yellow lines at the junction of Turney Road and Dulwich Village in 2015, has placed considerable pressure on the few "on street parking" places that are available viz. not obstructing the off street parking that is available to some residents. This is particularly so at school "drop off" and "pick up" times. Further restriction of parking - with no allowances for the residents such as restricted parking controls - will only add to this pressure. By converting sections of roads that used to have an abundance of "on street" parking to one that severely limits parking in an uncontrolled manner, is more likely to result in 'unsafe' rather than 'safe' parking with drivers pulling in and out of such spaces at short notice. Indeed, I was recently nearly knocked over by a parent in a car at school "drop off" time who reversed rapidly into the only available space on Turney Road between Aysgarth and Pickwick roads.</p> <p>Furthermore, parking restrictions on Burbage Road, Stradella Road, Winterbrook Road and in the North Dulwich "triangle" have effectively made the Village end of Turney road a carpark for Herne Hill Station and North Dulwich Station commuters. The daytime parking of train commuters' cars makes it very difficult for residents on Pickwick Road,</p>

Monday to Saturday

(ii) between a point 76.5 metres south-west of the southwestern kerb-line of Dulwich Village and a point 8.5 metres north-east of a point opposite the northeastern kerb-line of Boxall Road;

At any time

(iii) between a point opposite the western kerb-line of Aysgarth Road and a point 7.5 metres south-west of the south-western kerb-line of Roseway (at its eastern junction with Turney Road);

At any time

(iv) between a point 7.5 metres north-east of the northeastern kerb-line of Roseway (at its western junction with Turney Road) and a point 7.5 metres south-west of the south-western kerb-line of Roseway (at its western junction with Turney Road);

At any time

(b) the south-east side

(i) between the south-western kerb-line of Dulwich Village and a point 27 metres south-west of that kerbline;

8.30 am to 6.30 pm

Monday to Saturday

Aysgarth Road, Boxall Road and Turney Road (in those houses without off-street parking) to park during the day or early evening. Further imposition of double lines will cause even greater difficulties and I urge the Council to consider applying timed restriction to parking on these roads for all non-residents if new yellow double lines are to be applied.

I do feel that the local residents and businesses should be allowed to have considerable input into how their local roads are used. It seems ridiculous that restrictions are to be imposed on residents merely in the name of consistency across the borough.

<p>(ii) between a point 34.5 metres north-east of the northeastern kerb-line of Boxall Road and a point 5 metres south-west of the south-western kerb-line of Boxall Road;</p> <p>At any time</p> <p>(iii) between a point 7.5 metres north-east of the eastern kerb-line of Aysgarth Road and a point 24 metres south-west of the western kerb-line of Aysgarth Road;</p> <p>At any time</p> <p>(iv) between a point 7.5 metres north-east of the northeastern kerb-line of Pickwick Road and a point 7.5 metres south-west of the south-western kerb-line of Pickwick Road;</p>			
<p>Double yellow lines on all Court Lane (SE21) junctions.</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>I object to the yellow lines for the following reasons:</p> <ul style="list-style-type: none"> (i) I will not be able to park outside my house, or anywhere near it, because there will be yellow lines (ii) Park visitors will be tempted to park their cars across driveways - mine and my neighbours. There will not be enough parking for Park visitors which is a shame as it is a popular attraction on summer days. (iii) I am not aware of there ever being problems, danger or accidents at the junctions. (iv) These lines are unnecessary and a waste of public money.
<p>Court Lane SE21 proposed double yellow lines on all junctions</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>There are no issues reported on any junction of court lane and proposed double yellow lines on all junctions is a blanket proposal without due consideration which will increase pressure on parking along the length of court lane and surrounding roads.</p>

Court Lane junctions with Druce Road, Desenfans Road, Court Lane Gardens	Village	5. I wholly object to this proposal	<p>There is no problem with visibility at these junctions, as evidenced by the fact that there have been no complaints or accidents. Moreover, the great length of yellow lines proposed is entirely arbitrary, bears no relation to view-lines at a junction, is far greater than in other boroughs and towns and has no research basis whatsoever. The reduction in parking space will place severe pressure on residents who may be elderly, or have small children; and this will be even worse when borough residents are using Dulwich park - as is their right.</p> <p>I also have a particular concern at the consequent direct harm to my household. We are at the point in the drainage system where water breaks out when the drains are overloaded in severe rain. We have had a number of floods and although we have done expensive additional work to drain flood water from our garden we have reached the end of affordable possibilities. This measure will inevitably further increase the number of householders concreting over their front gardens. This is contrary to borough policy, I believe; clearly harmful to the environment; and will further worsen the flooding threat to our home and others in a similar position.</p>
Woodwarde Road and Dovercourt Road	Village	5. I wholly object to this proposal	<ol style="list-style-type: none"> 1. They are unnecessary—no history of accidents or badparking 2. They destroy the residential character of the local streets – turning a quiet conservation area into an urban thoroughfare 3.The changesaretoosweepingat a time of somanyotherlocaltrafficandparkingspace changes 4. Theyareawasteoftaxpayers’money—because this“costlyexercise”isn’tneeded 5. Theyremoveparkingspaces—makingparkingafutureproblemwhenit’snotatpresent 6. Theyignorethemajorityviewsofresidents—makingamockeryofconsultingthepublic
Court Lane and Druce Rd	Village	5. I wholly object to this proposal	<p>A strategy and impact assessments have not been made available .</p> <p>My belief is that the implementation of DY lines will have an adverse impact on the the residents in the general area, not just in immediate proximity, due to the shift in parking patterns, but to our health due to pollution as drivers of vans and other vehicles will see this as a favourable route and traffic volumes increase. Parked vehicles create a natural calming and thoroughfare deterrent.</p> <p>The lower end of Court lane has restricted parking due to the islands and</p>

			<p>sidewalk garden beds. Would the council consider removing these and convert to parking as a fair compensation to the residents for lost areas around junctions?</p> <p>This is an area for families - the majority of families use cars to support their children's activities. It is going to make it harder for families with young children to get to and from their houses.</p> <p>In the months when the Dulwich Park is frequented by people from other areas, Court Lane becomes heavily used for parking, the removal of space due to DYL will reduce available parking spaces and this extra parking load will not be able to be distributed easily as there will be fewer spaces and residents will suffer again.</p>
Double Yellow Lines on all Southwark Junctions. Court Lane all junctions.	Village	5. I wholly object to this proposal	<p>Parking in the area is extremely difficult now, reducing the possible number of spaces will make this more difficult. There is no evidence to suggest any danger or problems at these junctions and this is an unnecessary waste of tax payers money that could be much better spent elsewhere (on social care for example).</p>
Woodwarde Road /Beauval Road	Village	5. I wholly object to this proposal	<p>Completely unnecessary on safety grounds. Drivers approach this junction with caution. There is a need for parking , by adding yellow lines as proposed you reduce the available parking. People already park carefully .</p>
Court Lane, Dulwich and Dulwich village junction - plus surrounding roads.	Village	5. I wholly object to this proposal	<p>That amount of double yellow lines and the length of the lines proposed is excessive.</p> <p>It will be impossible for residents like myself to park anywhere near our house - most of our neighbours, on this side of the road, don't have driveways or garages either.</p> <p>We have three very young children. The notion of having to walk with them and carry shopping bags - therefore not being able to attend to the children - hundreds of metres is dangerous in itself.</p> <p>I would propose more than halving the length of the yellow lines or introducing residents parking.</p> <p>The proposal will probably increase traffic and the amount of cars as people will circle around the road looking for somewhere to park. Ludicrously excessive proposed amounts and lengths of yellow lines.</p>
Court Lane and all its junctions	Village	5. I wholly object to this proposal	<p>I object to the proposal to add yellow lines to the junctions on Court Lane to Dekker Road, Druce Road, Desenfans Road, Dovercourt Road and Eastlands Crescent. Parking is of a premium and to reduce space will cause massive problems for residents and for visitors to Dulwich Park. It is unnecessary as there are no reports of accidents caused by there not being in existence yellow lines. To waste council money on this whilst libraries and amenities are cut is a disgrace. Residents will not be able to park near</p>

			<p>their houses if this proposal goes ahead. Were safety to be improved dramatically I would support the proposal but this is clearly not the case. Please listen to those who are most affected and bin the proposal.</p>
Court Lane and proposed double yellow lines, Dulwich, SE21	Village	5. I wholly object to this proposal	<p>I come to Dulwich once a week, if not more, to help with my grandchildren. This proposal of 7.5m double yellow lines will make it near impossible for me to park anywhere near their house and possibly prevent me from finding a parking space in time to help take the three of them to school and nursery (they go to three different schools and nurseries due to their ages and it is hard enough as it is without introducing a scrum for parking within a mile of the house). I therefore fully object to these plans and urge reconsideration, taking into account residents' views.</p>
Beauval Road & Woodwarde Road SE22	Village	5. I wholly object to this proposal	<p>There are no safety issues at this junction. There have been no accidents in the last 29 years Parking is at a premium at the moment. The proposal will make it worse. There is no statutory requirement for this proposal.</p>
Court Lane, Court Lane Gardens, junction with Calton Avenue and Village Way	Village	5. I wholly object to this proposal	<p>People will not be able to park outside their own houses. There is no evidence of any hazard from the current parking arrangements and it is therefore unnecessary and a waste of tax payers money.</p>
Court Lane and Druce Road junction	Village	5. I wholly object to this proposal	<p>Court Lane and Druce Road junction. I object to the yellow lines. We already have issues with parking out side our house. we have small children and elderly and it is not humane to leave us without parking.</p>
DWG No. 1080_DD_1.0 - Thorncombe Road/East Dulwich Grove/Trossachs Road.	Village	5. I wholly object to this proposal	<p>I am a resident at East Dulwich Grove and Thorncombe Road. Parking is limited on Thorncombe Road/Trossachs Road anyway, in particular at peak times for parents picking up and dropping off at Alleyns School. This will only get worse with the opening of the new Charter School near the hospital. I appreciate that in general it can be dangerous to have cars parked near a junction as it reduces visibility but I genuinely don't think it is an issue on Thorncombe Road. The part of Thorncombe Road that joins East Dulwich Grove isn't actually a junction as it is a dead end and has been so for at least the last twenty years I believe. Therefore, usual rules concerning junctions shouldn't apply as you can't turn out of Thorncombe Road onto East Dulwich Grove or vice versa. In conclusion, I understand the need to remove dangerous parking in the borough but genuinely feel that the junction outside my flat is a dead end and should be treated differently.</p>

Court Lane junctions with side roads	Village	5. I wholly object to this proposal	Blanket installation of Double Yellow Lines on all Court Lane junctions is both unnecessary and a waste of time, effort and money. No evidence appears to have been adduced of existing danger or instances of accidents at the junctions concerned. The removal of safe parking places outside their own houses will cause great inconvenience to residents on corners, with a knock-on effect for residents elsewhere due to 're-located' parking infringing on their own frontages (including from visitors to the area).
Double Yellow Lines on all Court Lane junctions.	Village	5. I wholly object to this proposal	(I) people will not be able to park outside their houses; (II) visitors to the Park will park their cars across residents' driveways; (Iii) the removal of parking spaces in Court Lane, Dekker Road, Desenfans Road, Druce Road, Dovercourt Road and Eastlands Crescent will cause great inconvenience to local residents; (Iv) there is no evidence to suggest there is danger or there have been any problems or accidents at the junctions; and (v) it is unnecessary and a waste of money
Mainly the junction between Woodwarde Road and Dovercourt road, But am also concerned about all the junctions on Woodwarde road	Village	5. I wholly object to this proposal	<p>The yellow lines proposed are unnecessary as there is no history of accidents or bad parking and the traffic flow is minimal and slow due to the humps.</p> <p>They remove parking places which will make it a problem whereas at present it is alright. The proposed 7.5 metres will remove at least 100 metres of residential parking and this may increase if the other proposed electric car charging points goes ahead.</p> <p>I am concerned that I may not be able to park near my house.</p> <p>They destroy the residential character of the street. This is not a main road it is a quiet residential road in a conservation area.</p> <p>I am saddened that the proposal takes no account of the majority residents view which in a meeting in April was opposed. It appears that it was thought f as a "good idea" by someone who does not live here and has no idea of what it is like. It makes a mockery of the democratic process.</p> <p>It is also completely unreasonable to make a blanket decision as not all the junctions are the same and many of the tricky ones already have double yellow lines.</p> <p>Finally it is an incredible waste of money which should be going into keeping libraries and local post offices open for example.</p>

<p>Roads running off Court Lane, SE21. Yellow lines.</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>I am a local resident and am concerned about the impact this will have on myself and neighbours in terms of us being able to park outside our houses. On busy summer weekends when there are large amounts of visitors to Dulwich Park I often have to ask people to move cars from in front of my driveway. It is change for changes sake, there is nothing wrong with the current amount of yellow lines and therefore a waste of taxpayers money.</p>
<p>Local Parking Amendment: Ref 1080 - Double Yellow Lines at junctions Specifically Woodwarde Road and Roads intersecting with Woodwarde Road.</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>I live with my family including young children at Woodwarde Road. You would expect that this would be a particularly busy junction as its a cross roads - however the Road is generally very quiet even during the typically busy morning and evening rush hours due to the road calming speed bumps situated the length of the road, as well as the residents and users awareness of being in a residential area. In all the years I have lived in the house I have never been aware of a single incident involving either a car or pedestrian at the junction. Cars are always parked appropriately and users are very aware of distance from the corners of the road - all without yellow lines.</p> <p>THEREFORE I OBJECT: to 7.5 metre double yellow lines at the junction of ANY minor junction on a residential street. I define a residential street as any quiet street where residents park their cars outside their house and the traffic is relatively infrequent and slow moving.</p> <p>I specifically object to these double yellow lines: All the junctions on Woodwarde Road (e.g. junction with Dekker, Desenfans, Druce, Dovercourt and Beauval Roads). Currently this is a very residential street with slow moving traffic due to the awareness of car users, effective speed calming bumps. Adding 7.5m double yellows at each of these junctions means losing nearly 200m worth of parking spaces on this stretch of Woodwarde road, which would remove a significant % of the residents parking.</p> <p>Given the parking pressures in the local area with multiple schools, an active parish church, the park and village shops, it is unclear how the residents will ever find a place to park near their homes. And, since there are parking pressures and parking restrictions in all the surrounding areas, the concern becomes residents having nowhere to park at all. Bringing in residents' parking restrictions would not be desirable either because of the cost to residents, but also because it may not actually relieve the parking pressures depending on the timing of the restriction. In addition to the parking concerns it is quite obvious that driver behaviour will change - absence of parked cars will allow the traffic to move faster and especially take the bends into the side roads at higher speed. Today people turn extremely slowly into these side roads.</p> <p>I do not disagree to double yellow lines where they are necessary. I do think they are necessary at the junction of Calton Avenue/Court lane, for example. I also think short double yellow lines would be appropriate at</p>

			<p>minor junctions . My main objection is the length of the double yellow lines proposed. And an apparent lack of evidence as to why the council considers them necessary e.g. where is the proof of complaints about bad parking, accidents at these junctions etc. - residents should be presented with this concrete data, along with data from similar projects done in other areas that prove why these double yellow lines have been beneficial, and that these benefits outweigh the obvious concerns of residents. Finally this proposal must be done in conjunction with the 'Quietway' proposal which would change the priority on the Calton Ave/Court Lane junction and remove significant numbers of parking spaces on Calton Avenue. The combination of these proposals will change Calton Ave and Woodward road from residential streets into arterial routes and make it impossible for residents to park anywhere near their homes." Thank you for your consideration.</p>
1119- Woodward Road /Druce Road	Village	5. I wholly object to this proposal	<p>I wholly object to the double yellow lines. Totally unnecessary as we haven't had any accidents or bad parking , we are a communal neighbourhood that takes everyone into consideration and I never park too close to where the junctions meet.</p> <p>This road is a residential road catering to people who live in these roads, this is not an area for shopping where you have visitors who disrespect the road etiquette. Most people are extremely responsible.</p> <p>This would be money ill spent when it could go to much better causes, ie Alzheimer's where money is terribly short!</p> <p>This will only make parking harder than it already is, what is the point? I am an Alzheimer's carer who needs to park outside my house that is on the corner of Woodward. I am not allowed an off Street parking on my front garden and I do not want alternative parking options taken away from me!</p> <p>Who makes these decisions? Do they live on our street? If they don't why are they allowed to make these changes.</p>

<p>Double yellow lines on Court Lane at junctions.</p> <p>Formal objection ...</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>VERY unnecessary. Waste of public purse. Budget must have money to waste. Has been as it for 100+ years. Have lived here over 20 years, generally not a problem.</p> <p>ONLY parking issue when rare events on at park. In such events, suggestion will only move issue elsewhere in area.</p> <p>Park is for public to use. Comes with territory. Suggest.</p> <p>ONLY at Eyenella. Though NOT a problem here either.</p> <p>ENFORCED time single yellow on Court Lane and bottom intersection with lights (Calton) as far as Decker / Desenfans as traffic blocked by parked cars when Court La busy with school run.</p> <p>AND/OR part time traffic lights at top of Court La to stop use as cut through. BUT traffic needs to go somewhere.</p> <p>Else, Court La quiet.</p>
<p>Court Lane SE217DH _ introduction of double yellow lines at junctions</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>There is little or no off street parking in the area and parking for residents is already at maximum capacity. Restricting parking further with the introduction of double yellow lines will only exacerbate an already very difficult parking situation and increase congestion and pollution as residents drive round fruitlessly searching for somewhere to park. I totally oppose the introduction of double yellow lines at 7.5 m from junctions in this area.</p>

<p>Title of notice - " 'Public notice - Borough-wide junction protection: College, East Dulwich and Village wards' (The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. *) Order 201* " (Document Reference TMO1617-012_PN1.docx).</p> <p>Road junction/area affected - Woodwarde Road on the south west side at its junction with Druce Road.</p> <p>Road junction/area affected - Woodwarde Road on the north-east side at its junction with Beauval Road.</p> <p>Road junction/area affected - Woodwarde Road on both sides at its junction with Dovercourt Road."</p> <p>Road junction/area affected - Woodwarde Road on the south-west side at its junction with Dekker Road."</p> <p>Road junction/area affected - Woodwarde Road on the south-west side at its junction with Desenfans Road."</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>I am a long-term enfranchised freeholder of a property on Woodwarde Road between Druce and Dovercourt. I am a Consulting Engineer. My job takes me all over the country. I depend upon driving and parking a car near to my home.</p> <p>I was one of the attendees of the 7th December meeting on Woodwarde Road. It was observed on that occasion that there were not many cars parked on Woodwarde Road. That was because there were signs up all down the road directing cars to find other parking to enable Woodwarde Road to be resurfaced (in part to provide fresh surfaces for Southwark to decorate with yellow borders)! Return at night-time and you will see that many commuters return home and park, practically filling the available parking spaces.</p> <p>Remember we do not have a tube station in Dulwich. As such parking is at a premium. Please don't restrict parking by disfiguring the roads with double yellow lines. There have been no accidents. A thoroughfare is maintained for emergency vehicles. There is no need for double yellow lines.</p> <p>We were told that Southwark Council has set up a department whose raison d'être is to paint double yellow lines on all corners in Southwark. What a ridiculous broad-brush "group-think" way to squander taxpayers' money. If it's not broke, don't fix it.</p> <p>Dulwich Village is still smarting from the ridiculous waste of taxpayers' money for the aborted crossing near the old College fountain roundabout, the unnecessary delays caused by the village traffic light at all hours including before pedestrians take to the roads and the extraordinary sums squandered at the JAGS junction.</p>
<p>Please note that this response was submitted five times for five junctions</p> <p>I am not in favour of 7.5 metre double yellow lines at the junction of Court Lane and Desenfans Road.</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>Please don't add the unnecessary menace of double yellow lines at Woodwarde Road on the south west side at its junction with Druce Road. I am not in favour of 7.5 metre double yellow lines at the junction of Court Lane and Desenfans Road. It will limit parking and result in residents having to park on both sides of Court Lane at the lower end. This will be far more dangerous to pedestrians and cause more traffic jams along this section.</p> <p>Yours sincerely,</p>
<p>All junctions round Dulwich Village shops.</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>For every car parking space removed close to shops then the fewer customers there are likely to be and the more difficult it will be for them to thrive.</p>

<p>All 4 arms of the junctions at the following:</p> <p>Woodwarde Rd/Calton Ave</p> <p>Woodwarde Rd/Dekker Rd</p> <p>Woodwarde Rd/Druce Rd</p> <p>Woowarde Rd/Desenfans Rd</p> <p>Woodwarde Rd/Dovercourt Rd (North)</p> <p>Woodwarde Rd/Dovercourt (South)</p> <p>Woodwarde Rd/Eynella Rd</p> <p>Woodwarde Rd/Beauval Rd</p> <p>Calton Ave/Townley Rd</p> <p>Calton Ave/Court Lane</p> <p>Dovercourt Rd/Eastlands Crescent</p> <p>Court Lane with Desenfans Rd, Dekker Rd and Druce Rd</p> <p>Townley Rd with Beauval Rd</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>I object on the following points and for what I consider to be an ill considered consultation and an abuse of statutory process because of its scale and lack of evidence.</p> <ol style="list-style-type: none"> 1. They are unnecessary – no history of accidents or bad parking <ul style="list-style-type: none"> • This is not evidence based – either on grounds of safety or traffic flow • There is no history of requests for road markings, or complaints received about obstructive or inconsiderate parking or accidents that have occurred in Woodwarde Road. • 20 MPH speed limit is working/preventing accidents. • Raised junctions, white road markings are a sufficient alternative measure. • Residents’ experience is that cars park at a sensible distance from junctions and that cars slow down at junctions to see if side roads are clear. Installing over 15 metres of DYs at junctions may encourage cars to take corners faster. 2. They destroy the residential character of the street – turning a quiet conservation area into an urban thoroughfare <ul style="list-style-type: none"> • Having nearly 100 metres of double yellow lines is out of keeping with a quiet residential street in a conservation area. This is not a main road and making it look like one will not only spoil the visual aspect of the streetscape but might encourage drivers to treat it as a highway. 3. The changes are too sweeping at a time of so many other local traffic and parking changes <ul style="list-style-type: none"> • With the new Controlled Parking Zone (CPZ) in N. Dulwich; proposed QuietWay (for which no modelling has been done on traffic diversion from Court Lane to Woodwarde Road should priority change to Calton Avenue); proposed reserved parking for electric charging points; houses unable to install parking in front gardens, there is a high risk these changes could have unintended consequences. 4. They are a waste of taxpayers’ money – because “this costly exercise” isn’t needed <ul style="list-style-type: none"> • It is Kafkaesque – spending taxpayers’ money on a solution to a problem that doesn’t exist
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• The proposal is based on the false premise that it would save the Council money to install DYLS at every junction in the Dulwich area, because the unit cost of each set of road markings would come down. However, there is no evidence that requests for DYLS would be made for any of these junctions (the current reactive basis on which junctions are assessed). So the total cost of installing DYLS at 123 junctions – estimated at over half a million pounds in total – is based on an entirely speculative hypothesis.

• Although the unit cost may be marginally more expensive to do them individually, it would be more logical to spread the cost over years rather than incur such a massive hit to the Council's budget.

• It also assumes that all 123 junctions need them. However, not all junctions are the same and, unsurprisingly, most of the 238 junctions in the Dulwich area that have them already are main roads and most of those that do not are residential ones. It is therefore a false assumption to suppose that every junction needs them and, consequently, the financial argument doesn't stand up to scrutiny

5. They remove parking spaces – making parking a future problem when it's not at present

• This is a residential street with few garages and a ban on future off-street parking.

• Even at 7.5 metres it removes nearly 100 metres of kerbside space in Woodwarde Road alone

• The Court Lane, Calton, Beauval , Townley and lengths are even longer - up to 28m.

• Painting yellow lines makes parking illegal. (Currently, although Highway Code advises against, it's not illegal).

• Elderly residents are concerned they will not be able to park near their homes, preventing them from going out, especially after dark. Those hampered by poorer mobility are at more at risk of tripping and slipping.

• Parents are also concerned - carrying babies/ supervising toddlers is difficult if they have to park some distance away.

• It would create extra noise and pollution as cars drive round and round looking for spaces.

• It will put off visitors to local amenities – shops, park, church and library - at a time when these are under threat from online shopping and, ironically,

			<p>council funding cuts.</p> <ul style="list-style-type: none"> • There is concern that this could lead to, or force, controlled parking when it doesn't have to. <p>6. They ignore residents' views , making a mockery of consulting the public, increasing public distrust of local politicians</p> <ul style="list-style-type: none"> • Despite, in the words of the Traffic Officers, "the vast majority of responses opposed to proposals" in the April general consultation, "officer recommendations remain unchanged". Residents understandably feel their views are being ignored and that the public consultation is undemocratic and disingenuous. • There is a strong and growing concern that proposals to eliminate parking spaces by making parking illegal near junctions is part of a systematic plan to target cars and car owners as a source of Council revenue and that once DYLS have been installed at every junction, the next step will be to make every part of Dulwich a Controlled Parking Zone. With residents' parking permits costing £125 per car and charging for vans on service visits to houses, this is a major tax-raising revenue earner for the Council.
<p>This is in response to the double yellow lines proposal for the Woodwarde Road area.</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>1 They are unnecessary – no history of accidents or bad parking</p> <p>2. They destroy the residential character of the local streets – turning a quiet conservation area into an urban thoroughfare</p> <p>3. The changes are too sweeping at a time of so many other local traffic and parking space changes</p> <p>4. They are a waste of taxpayers' money – because this "costly exercise" isn't needed</p> <p>5. They remove parking spaces – making parking a future problem when it's not at present</p> <p>6. They ignore the majority views of residents – making a mockery of consulting the public</p>

<p>Proposed Double Yellow Lines on all the road junctions with Court Lane SE21 7EA being:</p> <p>Dekker Road</p> <p>Druce Road</p> <p>Desenfans Road</p> <p>Dovercourt Road</p> <p>Eastlands Crescent</p> <p>Court Lane Gardens</p> <p>I also object to the blanket installation of DYLines throughout the Borough. There is no justification for this.</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>I have lived in Court for 30 years. There have not been any accidents in Court Lane at the junctions since we moved here. The DYL proposal has no justification on any grounds, is unnecessary and a waste of money. TfL have stated that the junction with Calton Avenue and Turney Road at the end of Court Lane is one of the safest in London.</p> <p>If the proposal were to go ahead:</p> <p>Some residents people will no longer be able to park outside their homes Visitors to the Park (whose presence we applaud and enjoy) will park their cars across residents' driveways or take up spaces outside residents' houses Removal of parking spaces on all these corners will cause great inconvenience to local residents and further traffic displacement There is no evidence that there is any danger at any of the junctions Indeed, the Council has not received any complaints about any of the junctions in Dulwich.</p> <p>The Council have not made public , still less discussed, any reason or justification to install DYLines over the whole Borough.</p>
<p>Junction Thorncombe Road with private access road for Velde Way</p> <p>Turning head at the end of Thorncombe Road</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>The double yellow lines at the junctions named above are excessive and would have a substantial impact on the availability of parking in Thorncombe Road. My detailed reasons for objecting are:</p> <p>Firstly, I am not aware that residents are complaining about not being able to turn at the end of Thorncombe Road. I don't think there is even sign to say that this is a turning point - the current signs only indicate it as a 'no through road'. To retrospectively claim this is a turning point and introduce yellow lines because people are parking there seems disingenuous.</p> <p>Secondly, the access road to Velde Way is a private road and so not subject to the Highway Code and I therefore query whether its junction with Thorncombe Road is an official road junction. There are already a number of cars from surrounding roads who (unauthorised) park in the access road and this will no doubt increase if the measure is implemented to this extent.</p> <p>Thirdly, I am not aware of many cyclists using Thorncombe Road (it's not a designated quiet way) and being a regular cyclist myself I don't believe there are currently any safety issues coming in and out of the access road and cycling into Trossachs Road. Traffic along Thorncombe Road, and certainly out of the access road, is mainly residential and in my experience moves at a speed which is entirely appropriate to the road layout and I am not aware of any accidents having taken place.</p>

			<p>If the council is seriously concerned about road safety, and in particular safety for cyclists, it should look at more effective speed limit enforcement along East Dulwich Grove. The majority of cars, and also buses, drive a lot faster than the 20mph speed limit and as a cyclist I often feel very unsafe cycling along this road.</p>
<p>THORNCOMBE ROAD SE22 8PX</p>	Village	5. I wholly object to this proposal	<p>Dear Sirs,</p> <p>I am writing to state my objection to the proposed introduction of double yellow lines in Thorncome Road SE228PX</p> <p>I have been a resident here for the last 5 years and the loss of parking spaces in this area would be a disaster for residents and visitors alike.</p> <p>I believe that this move is unwarranted and unacceptable given the fact that Thorncome Road is a</p> <p>'Dead end' where it meets East Dulwich Road and any traffic drivers using it and surrounding roads drive slowly and with caution.</p> <p>I look forward to hearing from you in the New Year.</p> <p>Yours Faithfully,</p>
<p>Woodwarde Road/ Dovercourt Road and all junctions along Woodwarde Road</p>	Village	5. I wholly object to this proposal	<p>I have never known of any history of accidents at these junctions, I would like to know why these lines are being proposed if there is no history or evidence of accidents? I am all for safety on roads as I have 3 young children but I don't believe this is the reason or will help make roads safer, if anything it enables cars to swing round corners quicker and at greater speeds.</p> <p>They destroy the residential character of the local streets – turning a quiet conservation area into an urban thoroughfare.</p> <p>There seems to be an obsession with increasing road signage and lines on roads which ruins the conservation/ aesthetic of the area.</p> <p>This is a pointless exercise and one that costs the council money where it could be better spent elsewhere, it will also need to be undertaken in the future and reduce all future budgets.</p> <p>Don't try and fix what is not broken! It is a blessed relief to be able to park but the council seems hell bent on reducing the quality of their residents'</p>

			lives irrespective of what we say in this consultation or any other. LISTEN TO THE PEOPLE IT WILL EFFECT!
Woodward Road/Beauval Rd junction, and Woodwarde Road /Dovercourt Junction double yellow lines TMO1617-012	Village	5. I wholly object to this proposal	Waste of tax payers money, no need to disrupt parking that is doing no harm, no proof of accidents occurring at these junctions, will lead to a reduced number of parking spaces which WILL lead to traffic disruption and problems that currently don't exist.
Woodward Road/Beauval Rd junction, and Woodwarde Road /Dovercourt Junction double yellow lines TMO1617-012	Village	5. I wholly object to this proposal	Waste of tax payers money, no need to disrupt parking that is doing no harm, no proof of accidents occurring at these junctions, will lead to a reduced number of parking spaces which WILL lead to traffic disruption and problems that currently don't exist.
<p>Road Junctions I wish to comment on in Village Ward:</p> <p>Both sides of junction of Dovercourt Road with Woodwarde Road</p> <p>South-west junctions of Druce Road, Desenfans Road and Dekker Road with Woodwarde Road</p> <p>Both sides of the junction of Beauval Road with Woodwarde Road</p>	Village	5. I wholly object to this proposal	<p>I have read the rationale given by Southwark Council for planning to implement a Borough wide protection of junctions with Double Yellow Lines and cannot see that it is a good use of taxpayers money to place DYLS at all junctions irrespective of whether or not it is necessary from the standpoint of preventing accidents.</p> <p>I have lived in Woodwarde Road for 31 years (my husband, who died last year, had lived here for 54 years) and neither of us had any experience of accidents occurring at the junctions I have listed above. I think, therefore, that it is utterly unnecessary and thus a serious waste of precious Council resources to protect the junctions I have specified above with DYLS.</p> <p>This is a residential area and provision for parking is necessary; the unnecessary reduction of parking spaces is bound to cause problems to householders. There have already been instances of people in the area converting front gardens into hard standing so as to park off-road and this is wholly undesirable from an environmental point of view.</p> <p>My experience of living here is that residents are respectful of one another and park their vehicles responsibly. It would be good to experience Council Officers showing a similar level of respect to the views of local residents.</p>

<p>consultations.southwark.gov.uk/environment-leisure/borough-wide-junction-protection/ Public notice</p> <p>Borough-wide junction protection: College, East Dulwich and Village wards</p> <p>The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. *) Order 201*</p> <p>The name of my road is eastlands crescent and it is this road I am principally concerned with regarding the fitting of double yellow lines</p>	Village	5. I wholly object to this proposal	<p>Parking spaces are already limited in dulwich and it is a residential area not a town area and so parking restrictions should not apply in my opinion.</p> <p>I have lived in my road, eastlands crescent, for nearly 50 years and seen a great many changes in the area as a whole.</p> <p>Our road used to be relatively car free. However with the overall area being affected by many factors affluent people have moved in and the level of cars per household has risen causing more and more cars to use not only their drives but kerbside road space also.</p> <p>The idea of putting double yellow lines at the ends of eastlands crescent at the junctions at dovercourt road and court lane for a distance of 7.5m is simply too much and will simply force the cars there at present to move further along the street where there are no double yellow lines, a street that is already becoming full of cars and that is before taking into consideration hot summer days when overflow for visiting the park fills up eastlands crescent from morning until evening.</p> <p>In my 50 years of living in eastlands crescent there has "never" been an accident of any kind that I remember and to enter at each end to get into eastlands crescent you have to be moving very slowly anyway so in my opinion there is little to be gained from double yellow lines.</p> <p>Again in my humble opinion this is badly thought out as is the quietways proposal for the area which would seriously inconvenience residents in my area in many ways.</p>
<p>Proposal to paint Double Yellow lines at every corner of every junction in Court Lane SE21 7EA and throughout the borough.</p> <p>Road junctions affected off Court Lane are Dekker Road, Druce Road, Desenfans Road, Dovercourt Road and Eastlands Crescent and also Court Lane Gardens.</p>	Village	5. I wholly object to this proposal	<p>The plan is a total waste of taxpayers' money. The junctions in Court Lane are not dangerous and no evidence has been produced by Southwark Council to show that they are.</p> <p>Many residents including families with small children will not be able to park outside their homes.</p> <p>Vital parking spaces will be lost.</p> <p>In Court Lane, visitors to Dulwich Park will be discouraged from coming if parking is reduced.</p> <p>The officer who made the recent site visit said that there had been no complaints whatsoever of problems at junctions in Dulwich so the DYLS are not needed.</p>

<p>Double yellow Lines in Court Lane</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>Dear Sirs</p> <p>We are the residents of Court Lane, SE21 7DH</p> <p>We would like to fully object the installation of yellow lines on all junctions in Southwark and specifically in Court Lane street. As a family we own only one car and DO already struggle sometimes to find a parking space in nearby streets around the house. Having two very young children in different schools (suburbs) requires the necessity for owning the vehicle (Please keep in mind middle of the night doctor emergencies and school emergencies and so on) .With the nearby park attracting visitors it does get full quickly BUT it will become very dramatic and unpractical . Please take this in to consideration and please avoid the installation of the DYLines!</p> <p>With very best wishes</p>
<p>Woodwarde Road and Beauval Road.</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>There is no need for double yellow lines at this junction, even with current cars parking ther is no problem with sight lines.</p> <p>The area where Beauval merges with Woodwarde is very wide. Removing parked cars from this junction is likely to encourage vehicles to travel faster through the junction increasing risks to pedestrians, cyclists ad other vehicles.</p> <p>The council has provide no evidence of previous accidents or complaints at this junction and this proposal is expensive and unjustified.</p>

<p>I am contacting you about the notice:</p> <p>Borough-wide junction protection: College, East Dulwich and Village wards</p> <p>While I object to the general nature of this proposed measure, I have specific objection to the proposed new double yellow lines in the junctions with WOODWARDE ROAD, namely with Dekker Road, Desenfans Road, Druce Road, Dovercourt Road (both directions) and Beauval Road, also the junction between Dovercourt Road and Eastlands Crescent.</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>The proposal is wrong both in principle and practice. There is no evidence of specific public danger quoted to support the proposal. If it is carried through against local opposition it will have real adverse effects , and is a misuse of public funds.</p> <p>A The consultation document misleads both the Councillors and the public: it misquotes the Highway Code. The document says "The Highway Code makes it clear that motorists MUST NOT park within 10 metres of a junction, unless in a designated parking bay" . This is WRONG: The Highway Code only uses the words MUST NOT where the requirement is a legal requirement supported by legislation. It does NOT use those words here. It makes clear that the actual words used are only guidance.</p> <p>B The consultation document also states "As well as the council's internal design procedure we also consider:</p> <p>Existing laws (e.g. Highway Code rule 243 - parking is not allowed within 10m of a junction) [COMMENT: as noted above it does not say "not allowed". It simply gives blanket GUIDANCE for all roads regardless of size speed and width]</p> <p>National research and guidance (e.g. Chapter 7.7 of the Manual for Streets)</p> <p>[COMMENT: However, Chapter 7 of the Manual for Streets quotes the following:</p> <p>7.8.5 Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. Ideally, defined parking bays should be provided outside the visibility splay. However, in some circumstances, where speeds are low, some encroachment may be acceptable.</p> <p>Nor does the Manual for Streets make any call for painting yellow lines in the street.]</p> <p>Stakeholder guidance (e.g. London Fire Brigade's access guidance)" [COMMENT: LFB's access guidance says NOTHING about parking in visibility splays. However Southwark completely ignores a more fundamental requirement of the access guidance for removal of speed bumps or at least minimising to not more than 50mm height.</p> <p>It is wholly wrong for the Council to mislead by misquoting recognised public documents.</p> <p>C As well as the misleading consultation document there are real practical</p>
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objections to the yellow lines:

1. They are unnecessary – no history of accidents or bad parking. Modern public policy is that public expenditure and action should be evidence based. No evidence whatsoever has been quoted for any of the specific streets I have referred to, and from 44 years of living in Woodwarde Road I have plenty of evidence to the contrary that there is no history of accidents or safety problem here that would be addressed by these yellow lines.
2. They destroy the residential character of the local streets – turning a quiet conservation area into an urban thoroughfare. There is already a 20mph speed limit in Woodwarde Road - and generally in Southwark - and this is generally observed. This low speed environment is best supported by ensuring that motorists need to drive with caution. Double yellow lines enforced no-parking have the opposite effect of making it easier to speed.
3. The changes are too sweeping at a time of so many other local traffic and parking space changes. It is wrong to be gratuitously reducing parking in quiet residential roads at the same time as putting through measures such as QW7 and CPZs which will be putting more pressure on parking spaces nearby.
4. They are a waste of taxpayers' money – because this “costly exercise” isn't needed.
5. They remove parking spaces – making parking a future problem when it's not at present. There will be typically 2 safe parking spaces lost for every corner with 7.5m yellow lines round it.
6. They ignore the majority views of residents – making a mockery of consulting the public. I believe you will find that most residents in the area I refer to object to the proposal that is ostensibly being made for our "benefit". We are the main users of the streets in question, as drivers, pedestrians and car parkers. We are also big contributors to Council Tax. It is totally inappropriate for the Council to be "protecting" us from ourselves at our expense.
- 7 Finally it is clear that Southwark is simply trying to put through this blanket measure because it is unwilling to look at any real issues involved and real risks. This is the wrong approach to public action particularly at a time of constrained public financial resources. All public action and expenditure needs to be closely focussed on REAL and justified needs. The present proposal totally fails this test. It is a misdirection of scarce funds away from real needs.

Woodwarde Road and Dovercourt Road	Village	5. I wholly object to this proposal	<p>There is no need for 7.5 m double yellow lines at this junction and indeed, the presence of cars parked near the junction may actually increase danger of collisions.</p> <p>I cycle along Woodwarde Road through this junction twice a day and I am concerned that making the junction more open will encourage cars exiting Dovercourt Road (both North and South bound) to travel more quickly through the junction. At present, due to the presence of parked cars, they normally stop and cross the junction carefully after checking for oncoming traffic.</p> <p>I cycle daily down Herne Hill Road where Lambeth Council have imposed similar parking restrictions to those proposed at this junction. My experience is that because of the yellow lines, cars frequently pull out from side roads into Herne Hill Road too fast and without sufficient care because the junction is easier for them to negotiate. I do not want this danger created along Woodwarde Road</p> <p>The council has provided no evidence of previous accidents or complaints at this junction and this proposal is expensive and unjustified.</p>
Woodwarde Road and Desenfans road	Village	5. I wholly object to this proposal	<p>There is no need for 7.5 m double yellow lines at this junction and indeed, the presence of cars parked near the junction may actually increase danger of collisions.</p> <p>I cycle along Woodwarde Road through this junction twice a day and I am concerned that making the junction more open will encourage cars exiting Desenfans to travel more quickly through the junction. At present, due to the presence of parked cars, they normally stop and exit the junction carefully after checking for oncoming traffic.</p> <p>I cycle daily down Herne Hill Road where Lambeth Council have imposed similar parking restrictions to those proposed at this junction. My experience is that because of the yellow lines, cars frequently pull out from side roads into Herne Hill Road too fast and without sufficient care because the junction is easier for them to negotiate. I do not want this danger created along Woodwarde Road</p> <p>The council has provided no evidence of previous accidents or complaints at this junction. The council is attempting to impose a blanket treatment across all junctions which is expensive, unjustified and appears to be opposed by many residents</p> <p>This objection is similar to my objection to other junctions along Woodwarde Road. because they share the same characteristics.</p>

Woodwarde Road and Druce Road	Village	5. I wholly object to this proposal	<p>There is no need for 7.5 m double yellow lines at this junction and indeed, the presence of cars parked near the junction may actually increase danger of collisions.</p> <p>I cycle along Woodwarde Road past this junction twice a day and I am concerned that making the junction more open will encourage cars exiting Druce Road to travel more quickly through the junction. At present, due to the presence of parked cars, they normally stop and exit the junction carefully after checking for oncoming traffic.</p> <p>I cycle daily down Herne Hill Road where Lambeth Council have imposed similar parking restrictions to those proposed at this junction. My experience is that because of the yellow lines, cars frequently pull out from side roads into Herne Hill Road too fast and without sufficient care because the junction is easier for them to negotiate. I do not want this danger created along Woodwarde Road</p> <p>The council has provided no evidence of previous accidents or complaints at this junction. The council is attempting to impose a blanket treatment across all junctions which is expensive, unjustified and appears to be opposed by many residents</p> <p>This objection is similar to my objection to other junctions along Woodwarde Road. because they share the same characteristics.</p>
Woodwarde Road and Dekker Road	Village	5. I wholly object to this proposal	<p>There is no need for 7.5 m double yellow lines at this junction and indeed, the presence of cars parked near the junction may actually increase danger of collisions.</p> <p>I cycle along Woodwarde Road through this junction twice a day and I am concerned that making the junction more open will encourage cars exiting Dekker Road to travel more quickly through the junction. At present, due to the presence of parked cars, they normally stop and exit the junction carefully after checking for oncoming traffic.</p> <p>I cycle daily down Herne Hill Road where Lambeth Council have imposed similar parking restrictions to those proposed at this junction. My experience is that because of the yellow lines, cars frequently pull out from side roads into Herne Hill Road too fast and without sufficient care because the junction is easier for them to negotiate. I do not want this danger created along Woodwarde Road</p> <p>The council has provided no evidence of previous accidents or complaints at this junction. The council is attempting to impose a blanket treatment across all junctions which is expensive, unjustified and appears to be opposed by many residents</p> <p>This objection is similar to my objection to other junctions along Woodwarde Road. because they share the same characteristics.</p>

<p>Court Lane Gardens, southern junction with Court Lane (i.e. the junction closest to Dulwich Park's Court Lane Gate)</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>A double yellow line on this junction will encourage visitors to Dulwich Park to park across local residents' driveways, and the general reduction in parking spaces will cause great inconvenience both to local residents and to Dulwich Park visitors from further afield. There is essentially no local demand for these double yellow lines and strong local opposition, nor is there any evidence suggesting there is danger or there have been any problems or accidents at this junction. Furthermore, when I attended the recent site visit by Southwark Council officers, they openly admitted that the blanket installation of double yellow lines on all Southwark junctions is driven by the desire to save money by avoiding further consultations, rather than as a considered response to local circumstances and needs.</p>
<p>BEAUVAL ROAD, (i) on both sides at its junction with Townley Road, (ii) on the northeast side at its junction with Milo Road, (iii) on both sides at its junction with Woodward Road (8.6 metres on the north-east side);</p> <p>BURBAGE ROAD, on b</p> <p>CALTON AVENUE, on the north-west side at its junction with Gilkes Crescent;</p> <p>COLLEGE ROAD, on the east side at its junction with Frank Dixon Way;</p> <p>TMO1617-012_PN1.docx</p> <p>Page 4 of 6</p> <p>COLWELL ROAD, (i) on both sides at its junction with Melbourne Grove, (ii) on the north-west side at its junction with Playfield Crescent, (iii) on the south-east and northeast sides at the bend in the road outside No. 10 Colwell Road;</p> <p>COURT LANE, (i) on the north-east side at its junction with Dekker Road, (ii) on the north-east side at its junction with Desenfans Road, (iii) on the north-east side at its junction with Druce Road, (iv) on the south-west side at its western junction with Court Lane Gardens, (v) on the south-west side at its eastern junction with Court Lane Gardens, (vi) on the north-east side at its junction with Eastlands Crescent, (vii) on both sides at its junction with Lordship Lane (12 metres on the north side, 19 metres on the</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>They are unnecessary - no history of accidents or bad parking they destroy the residential character of the local streets the changes are to sweeping at a time of so many other local traffic and parking changes they are a waste of taxpayers money they remove parking spaces they ignore the majority views of the residents - making a mockery of the consulting the public.</p>

south side);

DEKKER ROAD, (i) on both sides at its junction with Woodwarde Road, (ii) on both sides at its junction with Court Lane;

DESENFANS ROAD, (i) on both sides at its junction with Woodwarde Road, (ii) on both sides at its junction with Court Lane;

DOVERCOURT ROAD, (i) on both sides at its junction with Townley Road, (ii) on both sides at its junction with Woodwarde Road, (ii) on the south-east side at its junction with Eastlands Crescent,

DRUCE ROAD, (i) on both sides at its junction with Woodwarde Road, (ii) on both sides at its junction with Court Lane;

EASTLANDS CRECENT, (i) on both sides at its junction with Dovercourt Road, (ii) on both sides at its junction with Court Lane;

GILKES CRESCENT, on both sides at its junction with Calton Avenue;

GLENGARRY ROAD, (i) on the west side at its junction with Tarbert Road, (ii) on the south-west and north-west sides at the bend in the road outside No. 34 Glengarry Road, (iii) on both sides at its junction with Thorncombe Road;

HILLSBORO ROAD, on both sides at its junction with Thorncombe Road;

LORDSHIP LANE, on the south-west side at its junction with Court Lane (15 metres either side of the junction);

LYTCOTT GROVE, (i) on both sides at its junction with Melbourne Grove, (ii) on both sides at its junction with Playfield Crescent;

MELBOURNE GROVE, (i) on the west side at its junction with Lytcott Grove, (ii) on the south-west side at its junction with Colwell Road;

MILO ROAD, on both sides at its junction with Beauval Road;

PICKWICK ROAD, on both sides at its junction with Turney Road;

PLAYFIELD CRECENT, (i) on both sides at its junction with Colwell Road, (ii) on the west and north-west side at the bend in the road outside No. 4 Playfield Crescent, (iii) on both sides at its junction with Lytcott Grove;

ROSEWAY, (i) on both sides at its eastern junction with Turney Road, (ii) on both sides at its western junction with Turney Road;

TARBERT ROAD, (i) on both sides at its junction with Glengarry Road, (ii) on both sides at its junction with Thorncombe Road;

THORNCOMBE ROAD, (i) on both sides at its junction with Glengarry Road (8.8 metres on the south-west side), (ii) on the south-west side at its junction with Hillsboro Road, (iii) on the north-east side at its junction with Tarbert Road, (iv) on the south-east side at its junctions with the access roads to No. 23-41 Hillsboro Road and Velde Way and Delft Way, (v) on the north-east side at its junction with Trossachs Road, (vi) on all

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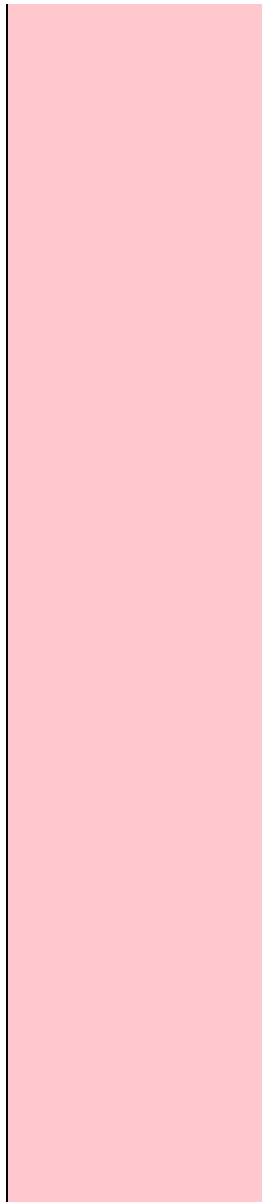
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sides of the turning head at the north-western end of Thorncombe Road (extending north-westward from a point 2 metres south-east of the north-western boundary of No. 1 Thorncombe Road on the north-east side);

TOWNLEY ROAD, (i) on the south-west side at its junction with Dovercourt Road, (ii) on the south side at its junction with Beauval Road;

TROSSACHS ROAD, on both sides at its junction with Thorncombe Road;

TURNEY ROAD, (i) the north-west side, at its eastern junction with Roseway, (ii) the



<p>south-east side, at its junction with Pickwick Road, (iii) the north-west side, at its western junction with Roseway, (iv) on both sides at its junction with Burbage Road (20 metres north-east and 15 metres south-west on the north-west side, 15 metres northeast and 18 metres south-west on the south-east side);</p> <p>WOODWARDE ROAD, (i) on the north-east side at its junction with Beauval Road, (ii) on both sides at its junction with Dovercourt Road, (iii) on the south-west side at its junction with Druce Road, (iv) on the south-west side at its junction with Desenfans Road, (v) on the south-west side at its junction with Dekker Road.</p>			
<p>Road affected: Thorncombe Road, London SE22 8PX</p> <p>Reference number: H/ND/TMO1617-01</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>I was extremely disappointed to see the proposals for double yellow lines in Thorncombe Road, particularly around the 'dead-end' zone backing onto East Dulwich Grove. This seems a completely unnecessary proposal. It would result in the loss of a huge number of parking spaces, having a significant negative impact on resident and their visitors.</p> <p>I understand that the objective of the implementation of yellow lines across Southwark is to improve visibility and enhance safety for driver and pedestrians. I would like to see, however, any evidence of there having ever been a safety issue on Thorncombe Road - a very quiet, residential side street. There is no 'through-traffic' at the 'dead-end' junction. Its primary use is as parking for residents.</p> <p>There does not look to be any underlying issue that is being addresses by these plans, meaning the proposals are unnecessary and poor use of taxpayers' money.</p> <p>We live close to East Dulwich Grove. There is no parking outside our house. Parking spaces further down East Dulwich Grove are usually not available, and certainly not ideal given it is such a busy road - particularly for families with babies and young children. The Thorncombe Road area provides a much safer parking option and there is usually some space available. Introducing these plans would create a new, severe issue with parking that does not currently exist.</p> <p>I hope that residents' view are taken into account during this consultation, and that a sensible approach is taken, only implementing changes where an issue truly exists - which is not the case in this particular area.</p>

Thorncombe Road, East Dulwich	Village	5. I wholly object to this proposal	<p>The proposals for double yellow lines around Thorncombe Road are unnecessary and will have a huge impact on the availability of parking spaces for local residents - particularly around the 'dead-end' area backing onto East Dulwich Grove.</p> <p>The proposals are not appropriate for the volume of traffic that uses these streets.</p> <p>The initiative would be an inappropriate use of taxpayers' money.</p>
Woodwarde Road/ Dovercourt & Woodwarde Rd / Beauval double yellow lines and electric spaces	Village	5. I wholly object to this proposal	<p>Not necessary, waste of taxpayers money, will cause more problems and not solve any, will lead to less parking spaces which will lead to haphazard parking practices. Why mend when it is working fine!!</p>
Dovercourt Road with Eastlands Crescent. Dovercourt Road with Court Lane.	Village	5. I wholly object to this proposal	<p>The Dovercourt Road junction with Court Lane has lowered pavement to road for disability access which it is illegal to park across. This gives adequate pedestrian protection to cross the road.</p> <p>The Dovercourt Road junction with Eastlands Crescent has lowered pavement to road for disability access which it is illegal to park across. This gives adequate protection for pedestrian crossing. There is additional pedestrian and cyclist protection at the junction by the road humps near the junction in both Dovercourt Road and Eastlands Crescent.</p> <p>The length of the proposed parking restriction is excessive and will unjustifiably reduce parking spaces.</p> <p>The Dovercourt Road junction with Woodwarde Road has lowered pavement to road for disability access which it is illegal to park across. This provides adequate cycle and pedestrian protection for crossing. There are also road humps near the junction which reduce traffic speed.</p>
Dovercourt Road with Eastlands Crescent.	Village	5. I wholly object to this proposal	<p>The proposal is unnecessary for safety reasons and will reduce resident parking without good cause. There is no road traffic accident record as far as I am aware at this junction. There is good visibility at the junction for cyclists and pedestrian. There are speed humps in both Dovercourt and Eastlands Crescent near the junction and disability ramps which restrict parking near the junctions.</p>

<p>Double yellow lines on Woodwarde Rd and adjoining roads.</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>Not evidence based - no history of accidents or issues with traffic flow Complete waste of council funds which are sorely needed elsewhere This is a quiet residential road, not a main road, and this will affect the character of the road and encourage more traffic It removes parking spaces for no good reason, making this a problem. Residents will spend more time, fuel and pollution driving round looking for somewhere to park further from their homes. It is a completely false economy to introduce DYL as a blanket measure on the grounds that the unit cost is less. The vast majority of the junctions under consideration will never require DYL. Residents views are being completely ignored</p>
<p>Southwark (Waiting & Loading Restrictions) Amendment No* Order 201*</p> <p>Calton Avenue: North-West side at Gilkes Crescent; Gilkes Crescent: both sides at Calton Avenue; Roseway: both sides at both junctions with Turney Road; Turney Road: North-West side at junction with Roseway and South-East side at junction with Pickwick Road; Woodwarde Road: all junctions listed.</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>In all the locations I refer to, pressure on parking due to the position of the nearby schools means that with extended yellow lines, visitors will park further along the streets concerned, actually increasing the existing problem. There is, in addition, no grounds for concern over cyclists' range of visibility, in the case of the junction of Calton Avenue and Gilkes Crescent as Gilkes Crescent is closed to through traffic. Thus, there is no existing problem with moving traffic there. Effectively closing that section to parking will exacerbate pressure on residents and visitors alike, and push the problem further up Calton Avenue. It will also mean that residents at the North-West end of Calton Avenue will have no parking. Several have small children - including one who attends hospital regularly - and will be therefore unfairly discriminated against.</p>
<p>The roads in Dulwich, especially off of Court Lane.</p>	<p>Village</p>	<p>5. I wholly object to this proposal</p>	<p>We already find it horrendous at weekends and in the summer with cars from Dulwich Park visitors squeezed along Court Lane and surrounding roads. The introduction of these yellow lines will mean motorists will become even more irrate and park across residents' drives more often.</p> <p>There will be less spaces for residents and their visitors on an already busy road.</p> <p>Yellow lines everywhere look unsightly in what is supposed to be a conservation area.</p>

<p>SE22 junctions with (1) Woodwarde Road and (2) Court Lane of (a) Dekker Road, (b) Desenfans Road, (c) Druce Road, (d) Dovercourt Road and (e) Eynella Road;</p> <p>junction with (1) Woodwarde Road of (f) Beauval Road;</p> <p>junctions with (3) Townley Road of (g) Calton Avenue, (d) Dovercourt Road and (f) Beauval Road;</p> <p>junctions with (2) Court Lane and (d) Dovercourt Road of (h) Eastlands Crescent.</p>	Village	5. I wholly object to this proposal	<p>To begin with there is no need whatever for these proposed alterations. There have been NO accidents at the junctions, NO complaints about parking adjacent to the junctions and NO requests by residents for DYLS (Double Yellow Lines). The author of the proposals seems to have a fetish about imposing unnecessary parking restrictions on unwilling residents. There is already pressure on parking in the area. Implementing these proposals would substantially increase the frustration of residents in finding parking spaces for their vehicles. That frustration would lead to many residents resorting to paving over their forecourts in order to be able to park their vehicles, thus promoting the DE-GREENING of Dulwich. DYLS are a brash eyesore that are visually inappropriate for quiet, residential roads in a conservation area, and will tend to spoil their character.</p>
<p>SE22 junctions with (1) Woodwarde Road and (2) Court Lane of (a) Dekker Road, (b) Desenfans Road, (c) Druce Road, (d) Dovercourt Road and (e) Eynella Road;</p> <p>junction with (1) Woodwarde Road of (f) Beauval Road;</p> <p>junctions with (3) Townley Road of (g) Calton Avenue, (d) Dovercourt Road and (f) Beauval Road;</p> <p>junctions with (2) Court Lane and (d) Dovercourt Road of (h) Eastlands Crescent.</p>	Village	5. I wholly object to this proposal	<p>To begin with there is no need whatever for these proposed alterations. There have been NO accidents at the junctions, NO complaints about parking adjacent to the junctions and NO requests by residents for DYLS (Double Yellow Lines). The author of the proposals seems to have a fetish about imposing unnecessary parking restrictions on unwilling residents.</p> <p>There is already pressure on parking in the area. Implementing these proposals would substantially increase the frustration of residents in finding parking spaces for their vehicles. That frustration would lead to many residents resorting to paving over their forecourts in order to be able to park their vehicles, thus promoting the DE-GREENING of Dulwich.</p> <p>DYLS are a brash eyesore that are visually inappropriate for quiet, residential roads in a conservation area, and will tend to spoil their character.</p>
<p>Beauval Road junction with Woodwarde Road in Village ward, Dulwich SE22</p>	Village	Not Answered	<p>This proposal would severely restrict parking along Woodwarde and Beauval Roads which are already overcrowded as very few houses have driveways or garages. This would lead to a parking congestion all around the area spilling onto surrounding roads which would endanger pedestrians crossing at other parts of the road.</p>