Junction of Dulwich Common and Lordship Lane

Responses to issues raised
May 2019
The main comments we have received in response to this consultation have been categorised into themes. Our responses to the key issues raised, how we intend to use them, or why we do not intend to act upon them has been provided.

**Pedestrian crossing should be introduced at the southern arm of the junction**

Following the feedback received from the consultation, we are currently revisiting the design of the scheme to investigate the possibility of introducing a crossing at this arm of the junction. As part of this, we will consider how the junction might work and any associated impacts including any changes to general traffic, public transport, walking and cycling. We will inform local residents and stakeholders of any design changes before any construction takes place.

**Pedestrian crossings should be straight-across rather than staggered**

Following the feedback received from the consultation, we are currently revisiting the design of the scheme to investigate the possibility of introducing straight across rather than staggered crossings as part of the design. As part of this, we will consider how the junction might work and any associated impacts including any changes to general traffic, public transport, walking and cycling. We will inform local residents and stakeholders of any design changes before any construction takes place.

**Provide widened footway on Dulwich Common South side**

Unfortunately we are unable to provide this at this time as footway widening is outside of the scope of the scheme. Additionally, the limited carriageway width on this section of Dulwich Common means we would be unlikely to be able to extend the footway even in a future scheme.

**Provide widened footway on Dulwich Common North side**

Unfortunately we are unable to provide this at this time as footway widening is outside of the scope of the scheme. Additionally, the limited carriageway width on this section of Dulwich Common means we would be unlikely to be able to extend the footway even in a future scheme.

**Scheme should provide more for cyclists including bigger ASLs**

We are currently developing proposals for a cycling-focused scheme at the junction of Lordship Lane / Barry Road (north of this scheme) as part of the Peckham to Streatham cycling route. If this work goes ahead, we will be able to consider interventions such as early release for cyclists in order to facilitate connection to a wider formal cycling network. In the meantime, we will evaluate the potential for including low level cycle signals as part of this scheme. With regard to the size of the Advanced Stop Lines (ASLs) proposed, the 5m boxes within our design are within the London Cycle Design Standards guidance and are considered acceptable given the nature of the road network in this part of Dulwich. With significant vehicle flows during peak hours,
increasing the size of the ASLs is liable to reduce compliance as vehicles entering the junction will either accidentally overshoot them in trying to pass a green signal, or else deliberately ignore them in order to get closer to the stopline.

**Scheme will impact motor traffic negatively**

The Mayor’s Healthy Streets plan prioritises walking, cycling and public transport in order to create a healthy city. We do not anticipate that the changes to the junction proposed within this consultation would have a significant impact on local motorised traffic; however they would significantly improve conditions for cyclists and pedestrians.

**Two right-turn lanes unsuitable because of bus lane**

Our proposals allow sufficient space for vehicles to merge on Lordship Lane (Southbound) after making the right turn from Dulwich Common. However, we will continue to monitor this as our design develops.

**Provide keep clear sign outside Streatham and Malborough Cricket Club**

We will consider the introduction of Keep Clear markings as part of this scheme, alongside our investigation of straight-across crossings and signalisation of the southern crossing arm.