

Quietways consultation

What do the children of Dulwich Hamlet Junior School think about the proposed changes at Dulwich Village?

Process

- In order to make the voice of the children at the Dulwich Hamlet Junior School heard on this topic the following process was undertaken
- Maps and consultation leaflets supplied to the school
- House captains and deputy head reviewed the publications and took a trip outside to review the situation and take measurements
- A meeting was held on 4th March 2016 between house captains, assistant head Mark Raven and Cllr Jane Lyons to summarise feedback and comments
- Only comments on the Village junction were sought
- All questions on the Village junction were asked and then additional comments sought from the children
- The comments were then written up and checked by the assistant head for accuracy
- The final paper is now being circulated as widely as possible ahead of consultation closure on 13th March 2016

Results

Results of the questions are as below

00	Generally, do you support the proposal?	unsure*
01	Do you support the introduction of staggered pedestrian crossings?	no
02	Do you support the provision of a segregated cycle facility with separate cycle signals?	yes
03	Do you support the removal of the pedestrian guardrail on the western side of Dulwich Village?	no
04	Do you support the widening of the footways at the junction to maximise the provision for pedestrians?	yes
05	Do you support the change of priority at Calton Ave/Court Lane	unsure
06	Do you support the new Court Lane junction layout?	unsure
07	Do you support the banned left turn from Dulwich Village northbound into Turney Road?	no

*unsures were given when there were more abstentions than yes or no votes

Comments

Response to the questions is further informed by the comments made by children. They are given below.

1. I think that some of the plan is good such as the cycle route for less confident cyclists. But I think some of it is a bad idea, like taking away the barriers from the Turney to the Village corner. And about letting Calton Avenue cars go past first. Another good idea is about taking away some parking spaces in Court Lane. If you do take away the barriers you should definitely replace it with something else. Make full use of the pavement.
2. I really enjoyed looking at the plans and support most of it but I propose that the path is extended, and the rails be moved, to make full use of the pavement. The two schools are both in a difficult position regarding safety and I think that the cycle routes are a great idea if there is space for everyone (pedestrians, bikes, cars....). One of my few worries is parking spaces and spaces for coaches to park when picking us up for trips.
3. I am all in favour of the widening of the pavement but I don't think we should take away the barrier. I like the idea of the cycle route however if you come from the Calton Avenue entrance, I'm not sure how you could turn right. Also I think we should lower the measurement of the pavement widening on the north side of Dulwich Village so drop offs and coach pickups will be swifter if the pavement was wider. I think Court Lane should have right of way because I have definitely seen it pile up before and to get it through quickly would be better. I am not sure about not being able to left turn (into Turney Road from) on Dulwich Village because of rush hour commuters to get home in time for dinner or something else that they have because then all the rat runs will be blocked up if you ban left turns.
4. I think this can be a great thing with a few adjustments if you are looking at safety - you should definitely not take down the barrier. If you don't allow cars to go through the left turn from Dulwich Village to Turney Road then it would be even more difficult for parents to drop their children off at school and park their cars. This will also be the case if you stop people from parking near the school. I think that you should not waste your money on adding more pavements by the hairdressers because there is already a lot of room for people, you are just making it more difficult for drivers, is this what you want?
5. The Hamlet and the Infant school are right in the middle of this plan. The Village has to protect its children and blocking the left turn into Turney Road puts them in danger. If there was a fire then how would the fire engine get

around the corner at high speed? We aren't taking full advantage of the width of the pavement. If we vote to remove the barrier, we definitely would have to replace it with something else.

6. I think having the railings is almost like a barrier, and for all the different transport it is very important. The cycle route, in my opinion is a good idea but it depends on how much space is left for the driver. I think the amount of parking should be reduced so there is more space for the drivers and cyclists. I think drivers should be able to run left (from Dulwich Village into Turney road) in order to drop off their children.

7. I think that the barrier surrounding Dulwich Hamlet should definitely stay because they are the things preventing children from going out on to the road. Although the widened cycle route would help cyclists, there would be hardly any room for cars to drive past and take the left turning. In my opinion the barrier and Turney Roads narrowing should all stay the same.

For further information

[Dulwich Hamlet](#)

[Quietways Consultation](#)

[Cllr Jane Lyons](#)