

Design Proposals Booklet

# West Dulwich

Street Improvements

**Design  
proposals:  
Read more  
about it**

Three projects are being proposed in the West Dulwich area:

- West Dulwich Controlled Parking Zone (CPZ)
- West Dulwich Street Improvements
- Brockwell Park to Gypsy Hill Healthy Route extension (Phase 3)



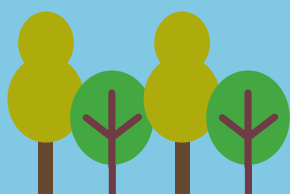
# Consultation period : 11 April - 14 May 2023 (extended)

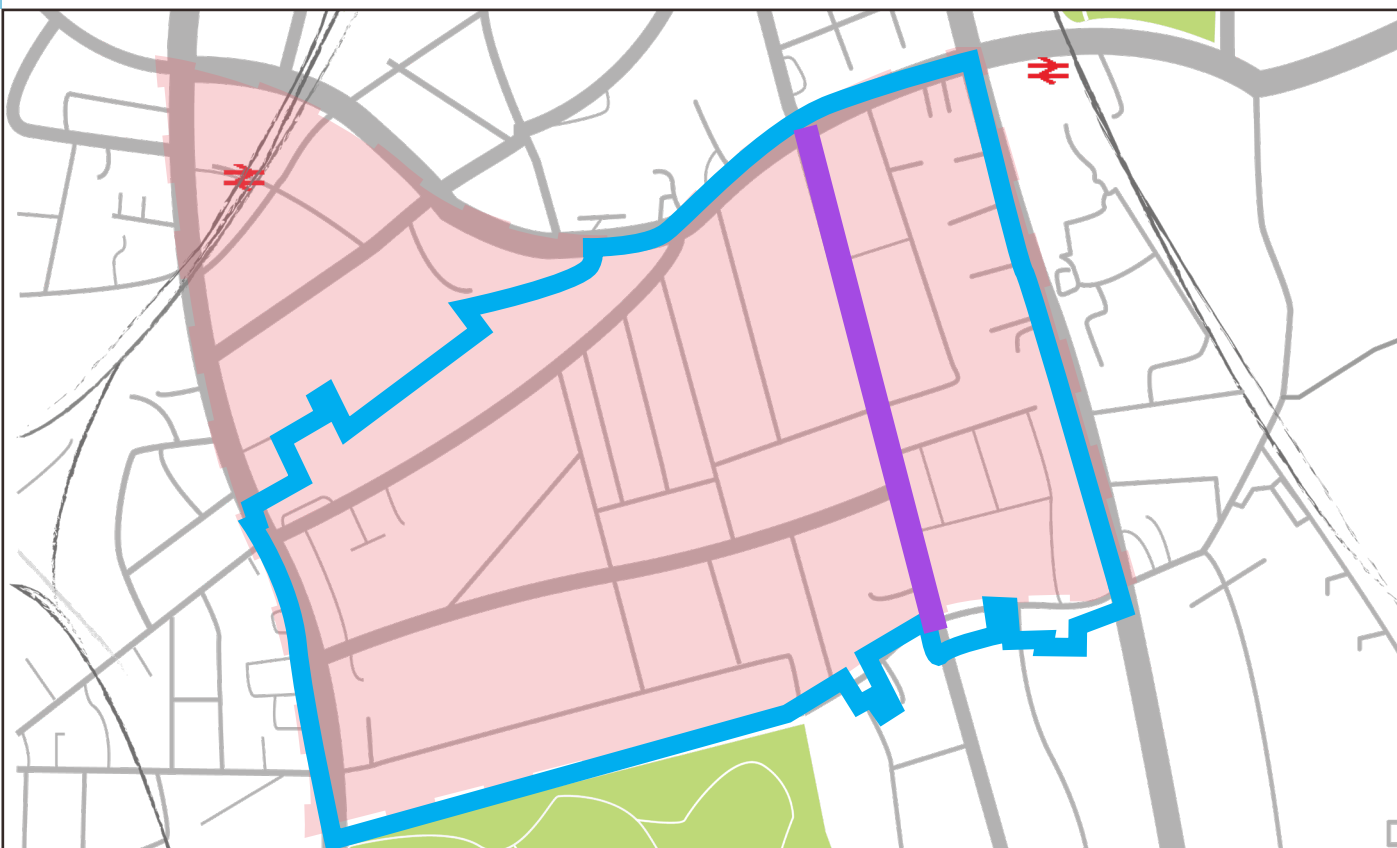
We understand that there may be postal delays due to the May bank holidays, therefore **we will accept contributions on the commonplace website or by post up to a week after the consultation period closes.**

Lambeth is committed to creating streets and neighbourhoods that are healthy, safe, inclusive, pleasant and that support walking/wheeling, cycling and use of public transport. Enabling the community to travel more actively benefits public health and wellbeing and is part of the Climate Action Plan to become net zero compatible and climate resilient by 2030.




We are consulting on three projects in the West Dulwich area.

**Have a look and tell us what you think. Your feedback is important - it will help us improve the design.**





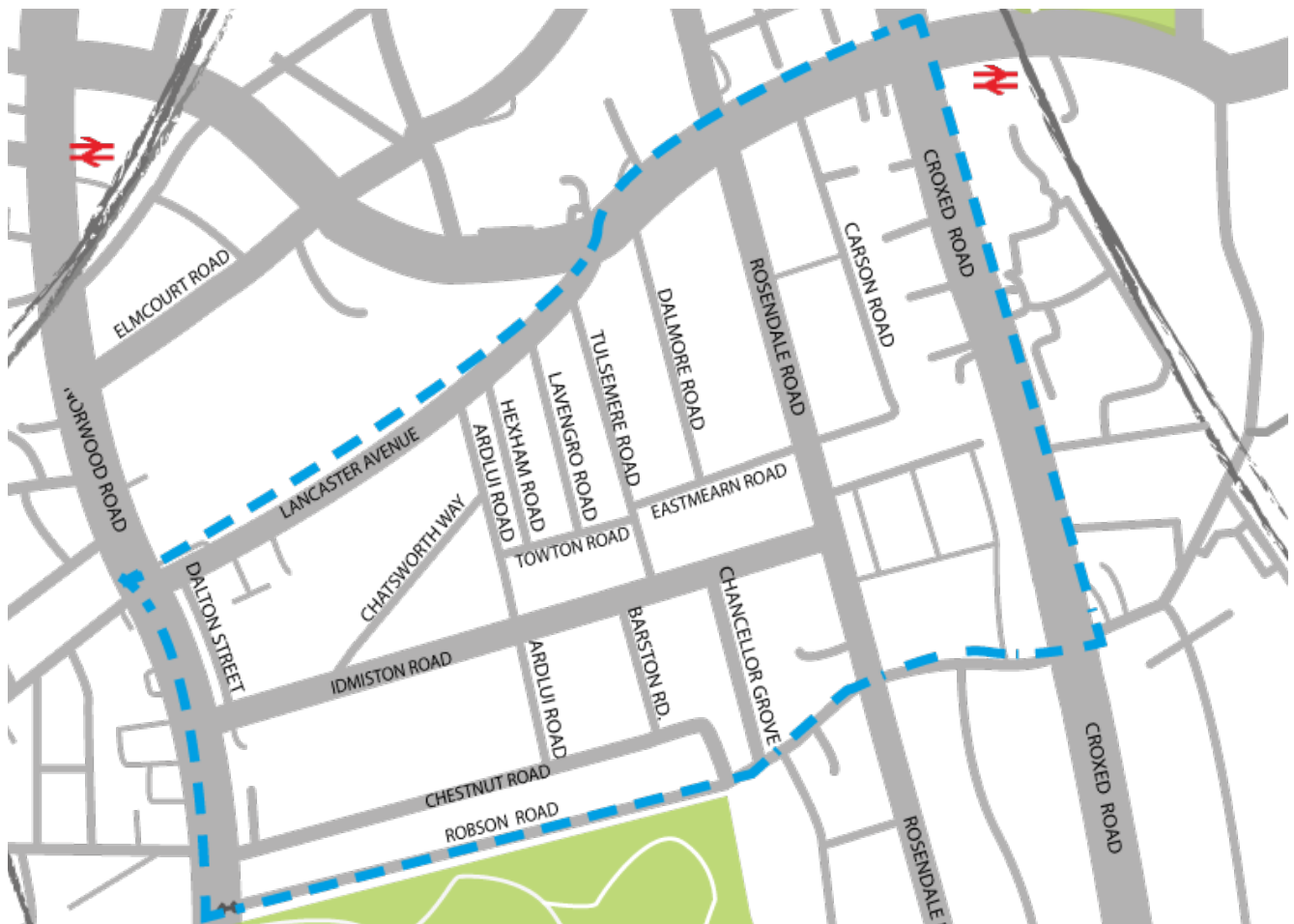
## Key

-  Controlled Parking Zone
-  West Dulwich Street Improvements
-  Brockwell Park to Gipsy Hill Healthy Route Phase 3



# Proposal Controlled Parking Zone

We are proposing a new Controlled Parking Zone (CPZ) in the West Dulwich area.



Lambeth Council is taking a local lead in the response to the **Climate Crisis** in order to clean up our air and help residents be healthier and more active. Vehicle emissions are among the biggest sources of pollution in Lambeth, despite low overall car ownership levels. We believe a CPZ is the best way to manage the number of polluting vehicles. We cannot tackle the Climate Crisis alone, or solely rely on national governments to take action. That is why we are encouraging residents to give their input into these proposals. Parking controls allow us to regulate the use of the kerbside, ensuring reasonable access, but also to incentivise cleaner vehicles

that result in fewer harmful emissions. However, on nearly a third of Lambeth streets, there are few controls, little regulation of access and no difference whether you drive a petrol, diesel or a zero emissions vehicle. **'Free parking' comes at a cost to everyone;** carbon emissions, dangerous pollution and road collisions can all be exacerbated by driving incentivised by free parking.

These schemes also help to manage our kerbside to support the use of more sustainable transport, improve the local environment and mitigate the effects of climate change.

## **Controlled Parking Zone (CPZ) benefits**

- Prioritises parking for local residents and businesses;
- Removes commuter and other long stay parking;
- Removes abandoned or left long term vehicles;
- Controls parking overspill from new developments;
- Prioritises car parking for disabled people;
- Enables cycling for residents by providing secure on-street cycle parking for those without other storage options;
- Enables a shift to low and zero emissions vehicles by providing easy access to on-street electric vehicle charge points for residents without other charging options;
- Discourages the ownership and use of more polluting vehicles through emissions based pricing.

## **Transport Strategy**

The implementation of parking controls through a kerbside policy is a priority action identified in the borough's **Transport Local Implementation Plan, Transport Strategy** and **Transport Strategy Implementation Plan** which aims to improve parking access for local residents and businesses, whilst supporting the shift towards more sustainable travel modes, improving air quality and mitigating the impact of climate change. The Council's website has more information at [www.lambeth.gov.uk/transport-strategy](http://www.lambeth.gov.uk/transport-strategy).



## Clean air

Although Lambeth is one of the leading boroughs for sustainable travel with almost 80% of trips by residents made by walking, cycling and public transport, and 60% of households being car free, emissions from transport still make up almost a quarter of the total emissions from the borough.

### **Lambeth's Air Quality Action Plan** and **Climate Action Plan**

identify road transport as the main source of air pollution in Lambeth and national limits on emissions are still being exceeded in locations within the borough. CPZs and parking schemes play an important role in improving air quality by reducing the number of unnecessary vehicle trips and reducing the level of pollution from exhaust emissions which benefits the public health of residents. The impact of poor air quality are often felt by the most vulnerable including children and elderly residents, and those already suffering existing health conditions.

### **Other kerbside priorities**

Do you cycle or have an interest in cycling, but lack the space to accommodate a bike at home? A cycle hangar may be the answer. The introduction of cycle hangars is part of the council's work to promote healthy and green travel options and provide opportunities for residents to safely park their bikes.

Whether you own an electric vehicle or are considering getting one, we want to hear your views. If you don't have easy access to a charging point, then we may be able to provide an on-street electric vehicle charging point on a nearby street lighting column. The Council is committed to supporting the use of low and zero emission vehicles to reduce pollution caused by emissions from engines using fossil fuels.

## Share your feedback!

Your feedback is important - it will help us shape and improve the design. The CPZ layout and operation times will be considered based on analysis of the consultation.

The best way to comment is via the survey connected to each project on the commonplace consultation page [westdulwich.commonplace.is](https://westdulwich.commonplace.is).

However, if you're not able to get online, you can request a paper version of the questionnaire by calling **020 7926 6799**.

Please complete and submit your views by the consultation closing date of **14 May 2023**. You will need your **Unique Reference Number (URN)** to authenticate your submission. Your URN is on the letter we sent with this booklet. Please note, only one submission will be accepted per household.

We understand that there may be postal delays due to the May bank holidays, therefore **we will accept contributions on the commonplace website or by post up to a week after the consultation period closes**.

## What happens next

The results of the consultation, along with officers' recommendations and updated designs will be presented in a report to the Cabinet Member for Sustainable Lambeth and Clean Air and shared with the community.



# Proposal West Dulwich Street Improvements



## Background

Lambeth's 2019 Transport Strategy sets out priorities for the local transport network:

- **SUSTAINABLE GROWTH:** For Lambeth to continue to thrive we need new homes, jobs and investment in our borough. We need to ensure this growth is not car-led.
- **INCLUSIVE AND ACCESSIBLE:** Many of our roads have been designed without considering the needs of people who aren't drivers. We need to make it easier for people walking, wheeling and cycling.
- **EFFICIENT AND CONNECTED:** We know we have limited space and as we plan for the future, we need quick and reliable routes to travel around Lambeth. We need to take advantage of new technology.
- **ACTIVE AND SAFE:** Transport is both a cause and a potential solution to public health issues. By discouraging traffic we can reduce road danger, the risk of poor health due to pollution and encourage daily exercise.
- **CLEAN AIR AND CARBON NEUTRAL:** We need to move swiftly towards carbon neutrality by 2030 to respond to the climate emergency we face.

Between 25 January and 25 March 2022, people in West Dulwich were asked which improvements they would like to see on their streets. As well as speaking to people, traffic data was gathered across the area. Community feedback and data collected showed that some streets experience high volumes of traffic travelling through the neighbourhood, often to/from the A205 south circular.

As well as reducing traffic, community members told us that they would like the plants and greenery in their area to be better maintained. We also heard that people would be encouraged to walk/wheel and cycle more by providing more cycle parking, more places to stop and rest and for the pavements to be repaired where they have been damaged by tree roots. Based on these findings, a variety of street improvements are proposed.

## **Street Improvements**

West Dulwich Street Improvements are designed to make the neighbourhood safer, healthier and more climate resilient. To achieve this, a range of street improvements are proposed, which aim to:

- improve conditions for walking/wheeling and cycling
- reduce road danger, congestion and emissions
- improve the street environment and create more community spaces.

Some street improvements can be introduced easily and placed on top of the existing street layout, and others take longer to design and install, and require reconstruction of the street. Some improvements can be introduced on a trial basis and others are more permanent. The proposed improvements have been divided into 3 phases:

**Phase 1** improvements are designed to support people to walk/wheel, scoot, cycle and enjoy the local area, by providing:

- cycle parking
- resurfacing uneven sections of the pavement
- maintaining plants and greenery
- parklets that provide places to rest and play

**Phase 2** is a trial of traffic management improvements to reduce road danger, congestion, and emissions from motor-vehicles, using:

- camera-operated traffic filters
- banned turns
- one-way sections

**A third phase is planned**, consisting of further street improvements, such as pedestrian crossing facilities, junction upgrades and improvements to public realm. Proposals for phase 3 are being developed and will be published at a later date.

## **Phase 1 and 2 Proposals**

After collecting and analysing traffic data, engineers explored options for:

1. Prohibiting external motor traffic cutting through the neighbourhood, whilst ensuring that all addresses within the neighbourhood remain accessible by car
2. Improving conditions for walking/wheeling and cycling around the neighbourhood, and improving the street environment

To achieve these goals, the following ideas are proposed as a trial:

- Traffic filters – Automatic Number Plate Recognition (ANPR) cameras allow access to cycles, emergency and waste vehicles, and vehicles with registered dispensation (e.g. blue badge holders), and prohibit motor vehicles that do not have registered dispensation (by issuing a fixed penalty notice). Where traffic filters are used, all addresses remain accessible by car.
- One way traffic filters – allow access to cycles, emergency and waste vehicles, and vehicles with registered dispensation. They also allow access to motor vehicles without registered dispensation in one direction and prohibit motor vehicles without registered dispensation in the other direction.
- Banned turns – prohibited motor vehicles from turning in a certain direction
- One-way streets with cycle contraflow – all vehicles can travel in

one direction, with cycling permitted in the opposite direction

- Coloured surfacing is used to suggest a pedestrian-focused area and to encourage vehicles (including cycles) to move with caution and give priority to pedestrians within these areas. It can also be used to show where more permanent changes could be made (as part of phase 3), such as widened footways.

### The following ideas are proposed on a permanent basis:

- A Parklet is community space that sits on the kerbside. They are great for bringing people together and providing local green space. Lambeth have partnered with Living Streets to find out what people would like in their parklets.
- Pavement resurfacing uses a flexible material called 'flexi-pave' to repair sections of pavement damaged by tree roots. It allows tree roots to grow and thrive without disrupting the pavement surface
- Dropped kerbs are sections of kerb that are gently sloped so that they are flush with the road, making it easier for people using pushchairs, wheelchairs or other wheeled mobility aids to cross
- Cycle Parking – 'Sheffield stands' are free, fixed cycle parking.

It was clear from initial consultation that residents were worried about the risk of traffic being displaced onto streets which are currently quiet, as a result of installing traffic filters. The proposed design uses a range of traffic management measures to both reduce traffic where volumes are already high, and to prevent traffic displacing onto neighbouring streets.



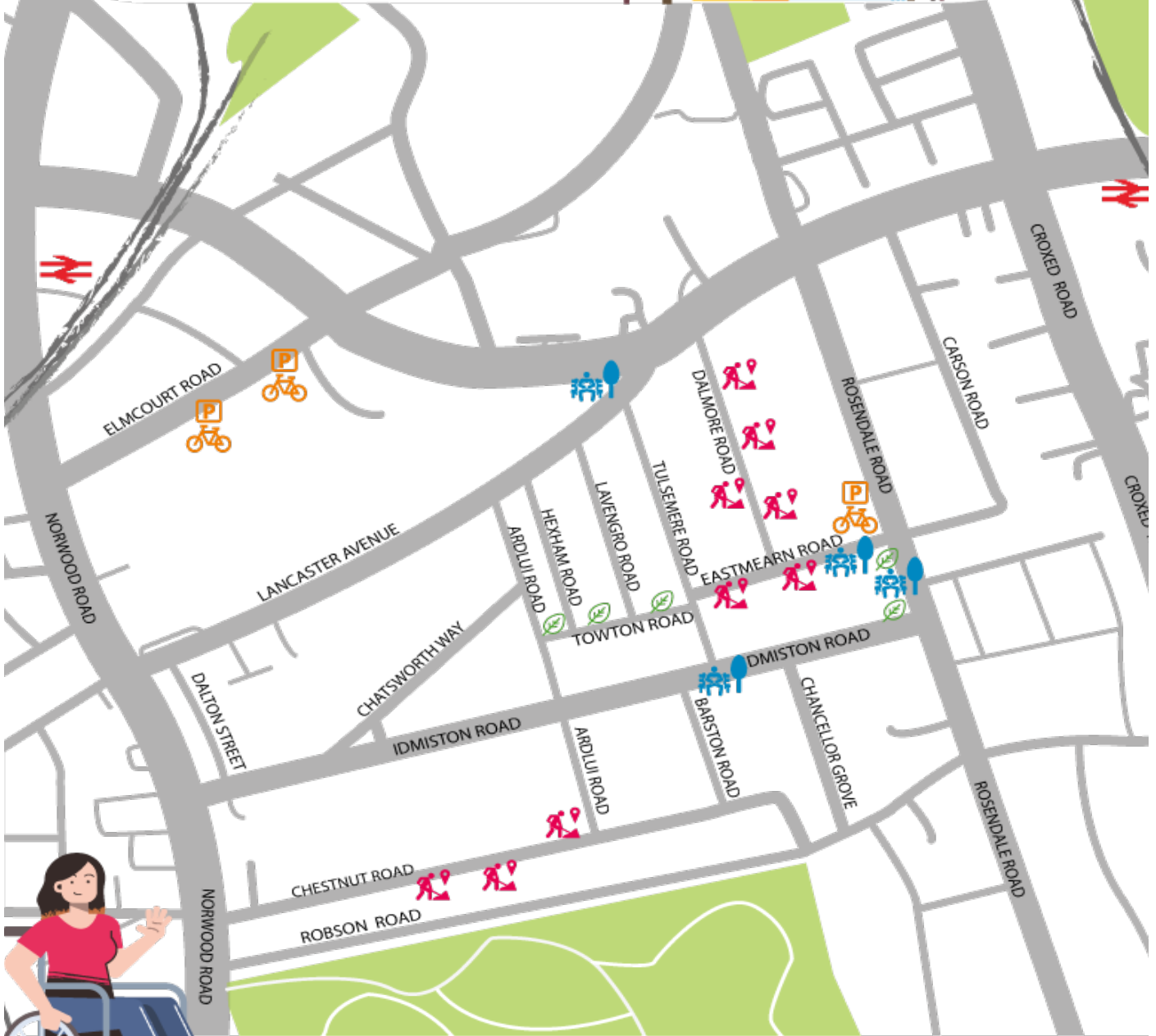
Example of parklet.  
Picture of a parklet in Lower Marsh



Example of Traffic filter.  
Picture from traffic filter in Streatham Hill

# PROPOSED STREET IMPROVEMENTS

-  Parklet
-  Maintenance of existing planting
-  Footway resurfacing
-  Cycle parking



Design Proposals Booklet



# PROPOSED TRAFFIC FILTERS



Camera enforced traffic filter



Camera enforced one-way traffic filter

- The "No Motor Vehicles" sign indicates no motorised vehicles can go through a closure point.
- Emergency and waste vehicles are exempt
- Specific dispensations and exemptions are available for blue badge holders, taxis and accessible private vehicles.



- Proposed banned right turn from Carson Road onto A205
- Proposed banned right turn from Dalton Street onto Lancaster Avenue



- Existing banned right turn from Rosendale Road onto A205
- Existing banned right turn from A205 onto Croxeted Road



Existing School Street

- Elmcourt Road School Street: pedestrian and cycle only zone 8.15-9.30am
- 3-4pm (term time)

↔ Two-way access

→ On-way access



## Elmgreen Road

- **Free cycle parking** (Sheffield stands) is proposed outside Elmour school to serve parents, teachers and students

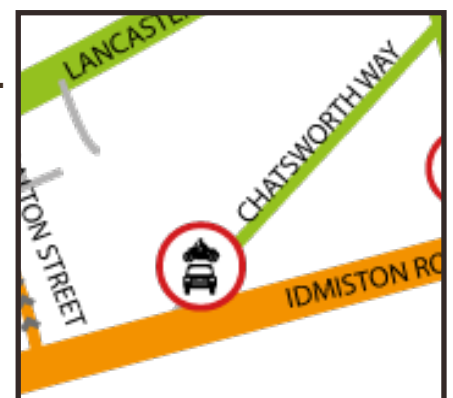
## Dalton Street:

- A **one-way system** is proposed on Dalton Street, due to it being narrow (5m between parked cars), which is well below the minimum distance required for two-way traffic. The proposal is intended to improve traffic flow by removing conflict between vehicles travelling in opposite directions in insufficient space.
- A **contraflow system for cycles** is proposed. There is space to allow cycles to travel in the opposite direction to the one-way system. Islands are provided at each end of Dalton Street to protect cycles using the contraflow by separating them from north bound traffic.
- A **banned right turn** prevents northbound vehicles using Dalton Street as a cut-through to access Lancaster Avenue.



## Chatsworth Way

- A **camera-enforced traffic filter** is proposed at the south end of Chatsworth Way to prevent motor traffic cutting through. All addresses remain accessible by car. Space is provided next to the filter for larger vehicles (e.g., delivery vans) to turn around safely.
- A **physical traffic filter** is proposed across the small arm of the junction to create space

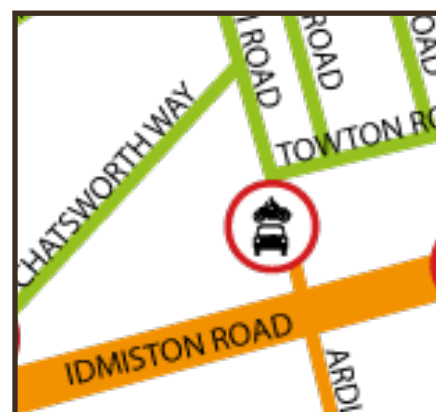


for vehicles to turn and to prevent traffic cutting through.

- New **dropped kerbs** are proposed to make crossing easier for people using pushchairs, wheelchairs or other wheeled mobility aids
- **Coloured surfacing** is proposed to suggest that this is pedestrian-focused area and encourage vehicles (including cycles) to move with caution and give priority to pedestrians.

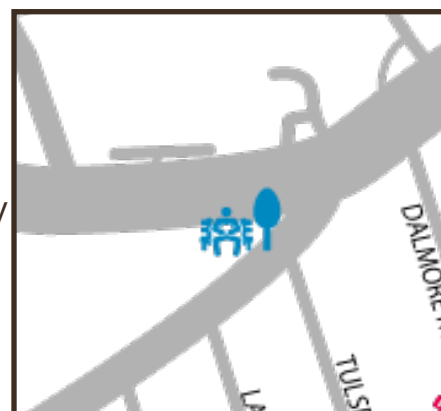
### Towton Road/Ardlui Road

- A **camera enforced traffic filter** is proposed on Ardlui Road immediately south of the junction with Towton Road to prevent motor traffic cutting through. All addresses remain accessible by car
- **Coloured surfacing** is proposed to show where the footway could be built out to provide more space for pedestrians
- **Maintenance** is proposed to address damaged or overgrown plants in planters along Towton Road



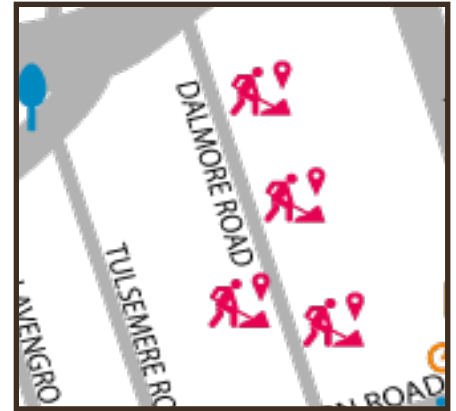
### Lancaster Avenue

- The Lambeth team are exploring options to reduce traffic speeds and improve safety for walking/wheeling and cycling on Lancaster Avenue. These proposals will be shared as part of Phase 3
- A **Parklet** is proposed on Lancaster Avenue near Rosemead School. The design of the parklet will be determined through community engagement led by Living Streets.



## Dalmore Road/Eastmearn Road

- **Resurfacing** sections of pavement that have been damaged by tree roots is proposed
- A **pedestrian and cycle only zone** (using two camera-enforced traffic filters) is proposed at the east end of Eastmearn Road, to create an area focused on pedestrians and cycles that also provides a parklet and cycle parking. Emergency and waste vehicles and vehicles with registered dispensation can still pass through this zone. All addresses remain accessible by car.



## Tulsemere Road

- A **camera-enforced traffic filter** is proposed on Tulsemere Road, immediately south of the junction with Towton Road to prevent motor traffic cutting through. All addresses remain accessible by car



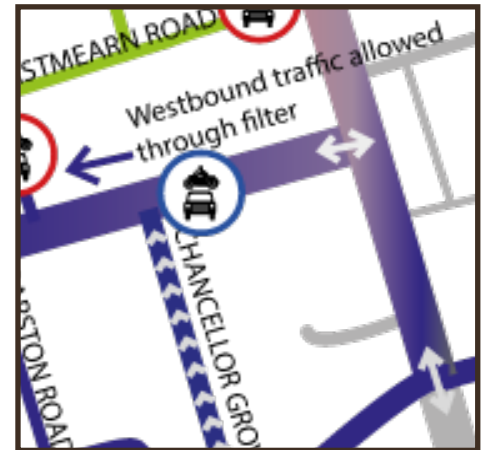
## Idmiston Road/Chestnut Road

- A **camera-enforced traffic filter** is proposed on Idmiston Road, immediately west of Barston Road to prevent motor traffic cutting through. All addresses remain accessible by car
- A **camera-enforced traffic filter** is proposed on Chestnut Road, immediately west of Barston Road to prevent motor traffic cutting through. All addresses remain accessible by car.
- **Resurfacing** sections of pavement that have been damaged by tree routes is proposed



## Idmiston Road/Chancellor Road

- A westbound one-way traffic filter (enforced by cameras) is proposed on Idmiston road, immediately east of Chancellor Grove. This will allow westbound motor traffic to pass through the filter and prohibit eastbound motor traffic, except emergency and waste vehicles and vehicles with registered dispensation. The section of Idmiston road east of the filter will remain two way.
- A **one-way system with cycle contraflow** is proposed on chancellor grove.



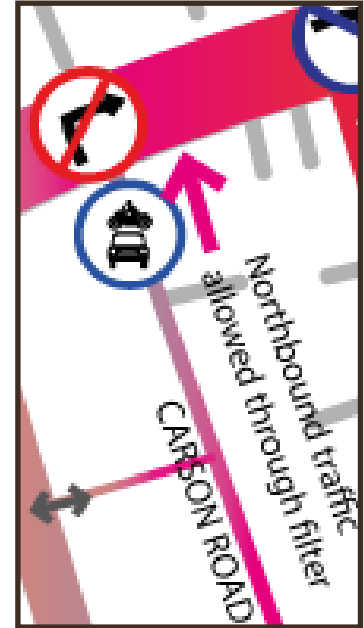
These two interventions are designed to prevent vehicles cutting through, while allowing access to all addresses and creating a loop, to mitigate the risk of larger vehicles (e.g., delivery vans) having to turn around or reverse unreasonable distances. This also enables parking and loading bays to be retained at the east end of Idmiston Road.

## Rosendale Road

- A **Parklet** is proposed on the pavement between trees (opposite Elmworth Grove). Design of the parklet will be determined through community engagement led by Living Streets.
- **Maintenance** is proposed to address damaged or overgrown plants in planters along Rosendale Road
- The Brockwell Park to Gipsy Hill Healthy Route proposals can be found later in this booklet

## Carson Road

- A **one-way traffic filter** (enforced by cameras) is proposed at the north end of Carson Road. This will allow northbound motor traffic and prohibit southbound motor traffic, except emergency and waste vehicles and vehicles with registered dispensation.
- A **banned right turn** from Carson Road onto the A205 south circular.
- These two measures will prevent motor traffic cutting through Carson Road to avoid the traffic lights and the banned left turn at the north end of Rosendale Road.



## Robson Road

- We are proposing to extend the existing double yellow lines on Robson Road to create wider passing places to improve flow of traffic, including the 322 bus.

## **Existing traffic and congestion issues on Lancaster Avenue and Rosendale Road**

**Lancaster Avenue:** We are aware of high volumes of motor traffic using Lancaster Avenue as a cut through between the A205 South Circular and Norwood Road, particularly at peak times. TfL will not permit a traffic filter due to the low railway bridge between Lancaster Avenue and the Tulse Hill gyratory, which tall vehicles are not able to pass underneath. Lancaster Avenue serves as the primary alternative for over-height vehicles who cannot fit under the bridge. The Lambeth team have requested a traffic filter that can exempt over-height vehicles or vehicles of 3.5tonnes or over. TfL have informed that this is not possible because:

- Signs do not exist that would allow this type of exemption
- If signs were created, they could cause confusion, as motorists are used to seeing signs that prohibit larger vehicles, not exempt them. There is a risk that over-height vehicles would interpret the sign as prohibitive and would, therefore, avoid Lancaster Avenue, increasing the risk of them striking the bridge.
- New road signs must be agreed by the Department for Transport, which could take up to 12 months.

### **Rosendale Road:**

We are aware of congestion on Rosendale Road at peak time caused by northbound traffic queuing at the junction with the A205. Lambeth are working with TfL (who are redesigning this junction) to explore options to improve signal timings and reduce northbound traffic. During the proposed trial, traffic flows will be monitored.

## The traffic management trial

If approved, the trial would be installed under an Experimental Traffic Order (ETO), which would last for 18 months.

Installing these measures on a trial basis allows for the impact of the project to be measured against the objectives, and for improvements to be made. Impact will be assessed through:

Traffic counts that will show flows, speeds, and number of vehicles on all streets within the neighbourhood and the surrounding roads

- Impact to local bus route 322
- Numbers of people cycling
- Numbers of people walking/wheeling (using Telraam citizen science counters - more information below)

The project would be monitored throughout the trial period, with traffic counts conducted at the following times:

- Initial adjustment - within 3 months of installation
- Settling down – within 6 months of installation
- Regular use – within 18 months of installation

## Next steps

We understand that there may be postal delays due to the May bank holidays, therefore we will accept contributions on the commonplace website or by post up to a week after the consultation period closes.

- We welcome your feedback on proposals between 11 April and 14 May.
- Once consultation closes, feedback will be analysed and will inform changes to the proposals
- Your feedback and traffic data collected will be captured and shared in a report along with updated proposals
- Once proposals have been agreed, the Cabinet Member for

Sustainable Lambeth and Clean Air will be asked to make decisions on:

- whether to commence an 18-month trial for the Street Improvements (under experimental traffic orders)
- whether to commence statutory consultation on permanent traffic orders for the CPZ and Healthy route
- Once decisions have been made, they will be publicised

## **What is Telraam?**

Telraam is a citizen-powered solution for collecting traffic data for multiple modes of travel with a user-friendly device. The device uses specially trained artificial intelligence to detect and count road users in a typical street environment. This includes walking, cycling and different types of motor vehicles. The device continuously updates this traffic data and uploads it to a public-facing dashboard. The only requirement for a resident hosting a Telraam device, is that the device is mounted on the inside of an upper floor window which has an unobstructed view of the street. The device does not need an internet connection.

Residents will have the opportunity to apply to host a device. This will help with the monitoring of transport schemes and provide baseline data for future projects in the borough. As this is a pilot scheme, the distribution of devices will initially be limited to specific projects and streets. Subject to a review at the end of the trial period, it is hoped that more devices that be supplied and hosted across Lambeth.

## **How to get involved?**

Residents of West Dulwich are invited to host a device and participate with this data collection. Applications will be reviewed to assess the suitability of the site. Due to a limited number of devices, not all applications will be successful. Residents who are selected will be invited to participate in a workshop which will provide training and context about the trial.

To get involved in counting levels of motor traffic, and people walking/ wheeling and cycling on your street, you can apply to host a Telraam device: <https://telraam.net/en/network/lambeth>

# Proposal Brockwell Park to Gipsy Hill (aka Rosendale Road) Healthy Route Phase 3: Between A205 – Park Hall Road



Lambeth is committed to creating streets and neighbourhoods that are healthy, safe, inclusive, pleasant and that support walking/wheeling, cycling and use of public transport. Enabling the community to travel more actively benefits public health and wellbeing and is part of the Climate Action Plan to become net zero compatible and climate resilient by 2030.

Healthy routes are part of Lambeth's Transport Strategy. They are routes that have the right conditions to enable more people to walk/wheel and cycle. They link people with places they need to get to, such as schools, workplaces, shops, amenities, and public transport. Healthy routes are convenient, safe and is accessible to all. They can be on quiet streets where traffic levels are low or on main roads where dedicated space is provided for walking/wheeling and cycling.

The Brockwell Park to Gipsy Hill (aka Rosendale Road) Healthy Route was identified as a key part of the Healthy Routes network, as it offers a north-south corridor, which connects several neighbourhoods, schools, businesses, green spaces and public transport hubs.

## Background

- Between August 2015 and November 2017 - residents and stakeholders were consulted on various proposals, as part of the TfL Quietway 7 route.
- January 2018 - the proposals were approved by the Cabinet Member for Housing and Environment. In May/June 2018, TfL reviewed the proposals for all Quietways in London. For Quietway 7, the review concluded that due to vehicle volumes on Rosendale Road, TfL would only fund a scheme which either reduced motor traffic by filtering Rosendale Road or provided separation between cycles and motor traffic.
- November 2018 - development began for dedicated space for cycling alongside other improvements to enable more walking/wheeling
- Between February 2019 and December 2019 - preliminary designs were developed for a two-way cycle track on the east side of Rosendale Road, as it was found that this would have less impact on parking loss, compared to one-way/with-flow options
- January/February 2020 - Lambeth Council conducted a public engagement programme, seeking feedback on the changes proposed to Rosendale Road as part of their Brockwell Park to Gipsy Hill Healthy Route Project. Overall, 70% of responders to the online survey were in favour of the proposals.
- January 2021 - Phase 1 was delivered, including four new zebra crossings, a new two-way cycle traffic protected by traffic wands, and a banned left-turn for general traffic from Rosendale Road into Turney Road.
- Summer 2022 – engagement was conducted on updated proposals for Phase 2
- November 2022 - Installation of Phase 2 (between Turney Road and the A205) was approved (pending the outcome of statutory consultation). Changes will include continuation of the two-way cycle tracks along the eastern side of Rosendale Road, four new zebra crossings and converting the mini-roundabout at the junction of Turney Road and Rosendale Road into priority T-junctions.

- January – February 2023 – Statutory Consultation on phase 2
- April 2023 – consultation on Phase 3 proposals launches.

## Project Phases

### The project has been divided into 4 phases:

- Phase 1 between Brockwell Park and Turney Road (installed in 2021)
- Phase 2 between Turney Road and A205 South Circular (due to be installed May – July 2023)
- Phase 3 between A205 and Park Hall Road – read on for more details
- Phase 4 between Park Hall Road and Gipsy Hill station (future phase)

In phase 3 of the Brockwell Park to Gipsy Hill Healthy Route, the **bi-directional cycle track will be extended south** down Rosendale Road from the A205 to the junction with Park Hall Road.

### Phase 3 consists of:

- Continuation of the 3metre-wide two-way cycle track, protected with traffic wands
- A new zebra crossing outside the shops
- 3 new pedestrian and cycle parallel zebra crossings at the junction with park hall Road, to enable cycles to join the cycleway safely from the east and west, and to facilitate safe pedestrian crossings.
- 1 hour free parking outside the shops
- Raised continuous footways across the minor road junctions with Carson Road (both arms), to make pedestrian priority explicit, reduce motor vehicle speeds entering and exiting the minor roads and encourage drivers to take caution crossing the cycle tracks.

Transport for London (TfL) are leading on redeisgn of the Rosendale/ A205 junction, with input from Lambeth. Designs are still being developed and will be shared as soon as possible. Lambeth and TfL are working together to install the junction and Phase 3 of the Healthy Route at the same time.

# Brockwell Park to Gipsy Hill Healthy Route

- PHASE 1 : between Norwood Road and Turney Road
- PHASE 2 : between Turney Road and A205
- PHASE 3 : between A205 and Park Hall Road



## **How to share your feedback online:**

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### **Comment on the CPZ proposal online:**

- 1) Go on: *westdulwich.commonplace.is*
- 2) Click on the tile referring to the project you want to comment on -Controlled Parking Zone Proposal
- 3) Scroll to the bottom of the page and click on 'next'
- 4) Fill the survey making sure to use your URN code. You will find your URN code on the covering letter sent with this booklet.
- 5) Submit your feedback

### **Comment on the Street Improvements proposal online:**

- 1) Go on: *westdulwich.commonplace.is*
- 2) Click on the tile referring to the project you want to comment on -West Dulwich Street Improvements Map
- 3) Click on the button 'Have your say'
- 4) Drop the pin near the design proposal you want to comment on (you can submit more than one feedback)

### **Comment on the Healthy Route proposal online:**

- 1) Go on: *rosendalrd.commonplace.is*
- 2) Click on the tile referring to the project you want to comment on - Brockwell Park to Gipsy Hill Healthy Route Phase 3
- 3) Scroll to the bottom of the page to respond to the questions
- 4) Submit your feedback

**How to share your feedback offline:**

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**If you're not able to get online, you can request a paper version of the questionnaire by calling 020 7926 6799**

**You will receive a paper copy of the surveys with a pre-paid envelope to post it back to us.**

