

Our Healthy Streets Dulwich: FAQs & facts

Why Healthy Streets in the Dulwich area?

1. Residents have told us that they have concerns about the volume of through traffic using their residential streets
2. Calton Avenue / Court Lane/ Dulwich Village junction has been identified as a safety hotspot by residents
3. The Dulwich Village area has one of the highest concentrations of pupils in Southwark. Many are keen to actively travel to and from school but don't feel safe due to traffic volume at peak hours
4. Most of the traffic through the area is through traffic using residential streets as short-cuts to avoid congestion on the main roads
5. The profile of traffic movement on roads in the area shows that the peak hours are 7:00am-10:00am and 3pm-8pm.
6. The profile for air quality at some junctions in the area shows that pollution is worse around 07:00am -10:00 and 3-7pm. This is when pupils are travelling to and from school
7. Residential streets in the area carry far more traffic than similar ones in the borough, especially on Court Lane, Calton Avenue, Townley Road Dulwich Village and Burbage Road. Burbage Road and Dulwich Village are carrying comparable traffic with major road like Lordship Lane, during the peak hours
8. The signal junction at Calton Avenue/ Dulwich Village / Court Lane is saturated and cannot cope with the volume of traffic through the junction. This results in long queues, road safety problems, air and noise pollution, especially during the peak hours
9. Measures recently introduced to encourage cycling in the area need further improvements to make them safer

Which residential streets or roads are we focusing on?

Some streets within the area shown below, excluding the A-Roads.
The A-roads are major roads designed to carry more traffic than residential streets.

Map showing extent of phase 3



What are our objectives?

Area wide objectives

Reduce through traffic and make the area safer to walk and cycle on residential streets within the area, especially *during the peak hours*

Create area-wide healthy streets conditions that will encourage more walking and cycling, improve air quality and make the **roads safer for everyone living, working in and visiting the area.**

Improve safety and operation at Dulwich Village / Calton Avenue / Turney Road junction. **This will also reduce congestion, reduce pollution due to excessive queues and improve journey time for the P4 bus**

Specific locations:

Location	Objectives
Calton Avenue / Court Lane	Make junction safer for the large number of pupils crossing the street. Simplify this saturated five arm junction, improve the efficiency of the junction making it safer and better for road users
Townley Road	Make it safer for the large number of pupils using the streets by removing through traffic
Dulwich Village	Reduce the volume of traffic using Dulwich Village, especially northbound traffic which is higher in the morning and afternoon peak hours
Eynella Road junction with Lordship Lane	Make the junction safer for the large number of pupils crossing the roads and make it safer for cyclists to cross Lordship Lane
Burbage Road	Discourage the use of this road as a short-cut avoiding congestion around the Herne Hill area (600 vehicles per hour going northbound in the morning peak)

Turney Road	Make it safer for pupils using the road , for walking and cycling
Melbourne Grove	Discourage traffic from using it as a short-cut and improve healthy streets conditions

What may be contributing to through traffic using Dulwich Village?

The right turn from the South Circular into Croxton Road is banned .This may be encouraging northwest bound traffic to use Dulwich Village.

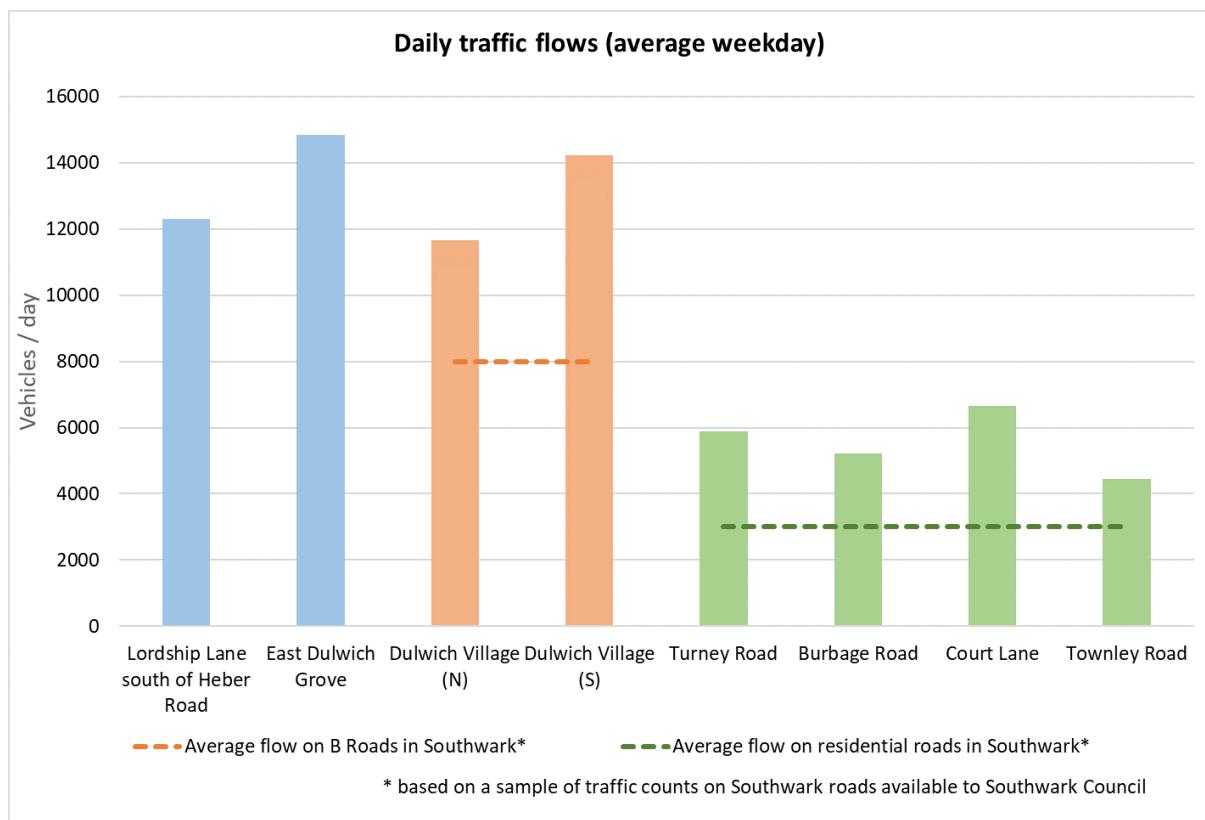
The right turn ban from Thurlow Park into Croxton Road may be encouraging southbound traffic to use Dulwich Village.

How does traffic volumes on major roads compare with local roads?

In the peak hours some residential streets are carrying more traffic than major A-roads

Category	Road	AM peak hour		PM Peak hour		Weekday average
		Northbound (vehicles per hour)	Southbound (vehicles per hour)	Northbound (vehicles per hour)	Southbound (vehicles per hour)	
A-Road major road	Lordship Lane	500	350	400	500	12310
B- Road	Dulwich Village –north of Calton Avenue	800	400	600	600	14000
Residential Street	Burbage Road	600	200	200	350	5000
		Eastbound	Westbound	Eastbound	Westbound	

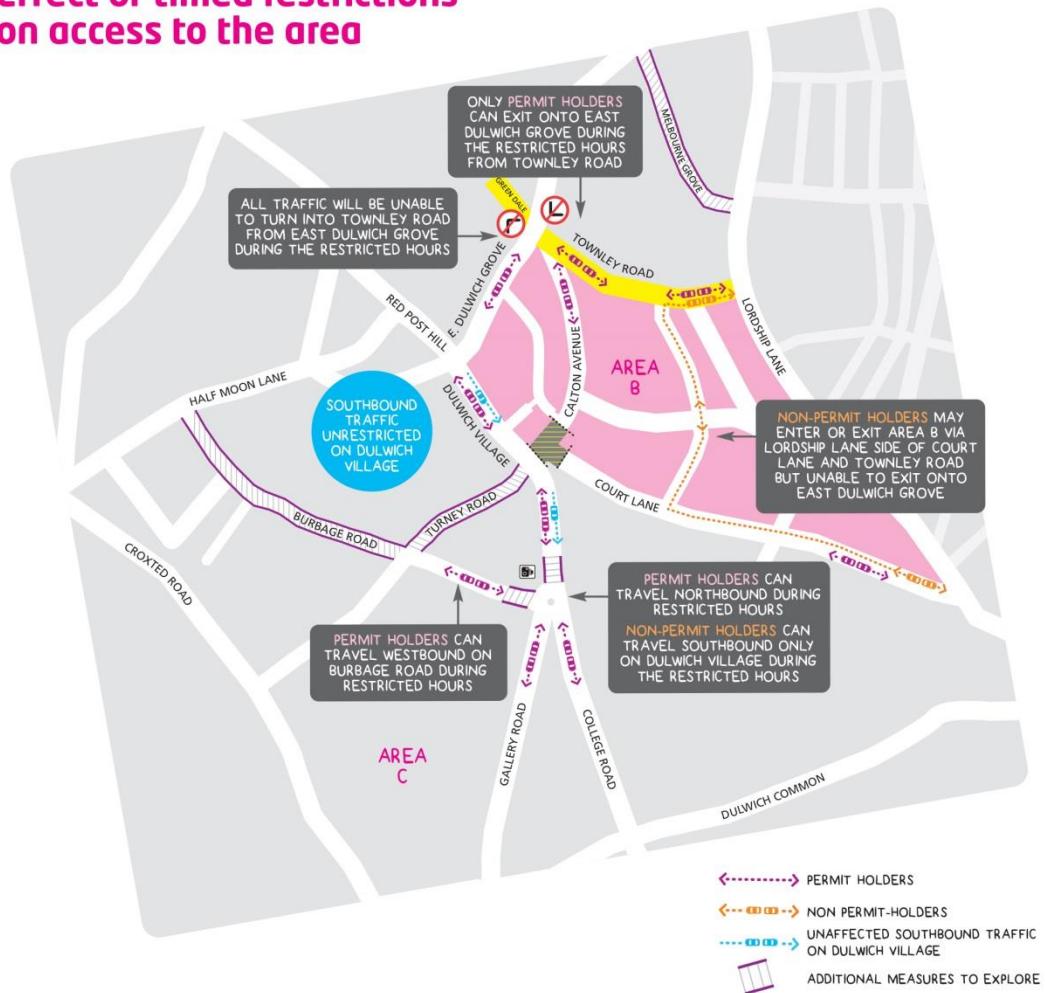
		d (vehicles per hour)	(vehicles per hour)	(vehicles per hour)	(vehicles per hour)	
A-road – major	East Dulwich Grove	500	600	600	500	16000
Residential Street	Court Lane	250	350	400	200	6000



Streets in the Dulwich Village area carry much higher than the average traffic on similar residential streets in the borough

How will the timed restrictions affect access to the area?

Effect of timed restrictions on access to the area



Area B

- Only **permit holders** will be able to exit Townley Road onto East Dulwich Grove during the restricted peak hours
- All traffic** will be unable to turn into Townley Road from East Dulwich Grove during the restricted hours .The traffic light is unable to exempt permit holders
- Non-permit holders entering from Lordship Lane, via Court Lane and Townley Road , but will not be able to exit onto East Dulwich Grove end, and

will have to return in the same direction they came (**this will stop the through traffic**)

- Restrictions will be enforced with a camera

Dulwich Village, near junction with Burbage Road:

- Only permit holders traffic will be allowed northbound on Dulwich Village or westbound on Burbage Road during the peak hours.
- Southbound traffic on Dulwich Village **unaffected**.

Burbage Road –Subject to outcome of Phase 3 engagement

Turney Road – Subject to outcome of Phase 3 engagement

Why do we need a form of parking control for timed access restrictions to work?

- The timed restrictions would require a permit system to allow residents continued access. This would work best in conjunction with parking controls
- Permit system will incur considerable administrative and maintenance cost to operate.
- Without parking controls the area could become a destination for parking.
- Surrounding areas will soon have parking controls, which may displace parking to the area
- Parking controls will complement the **heathy streets environment**, reduce traffic, and improve road safety conditions

Will it take me longer to drive in and out?

To stop through traffic, some residents' car journeys will be more indirect and may take a few minutes longer. Some local journeys could be switched to cycling or walking.

Will there be a net traffic reduction on Dulwich Village due to these changes ?

We expect a net reduction on Dulwich Village, due to the northbound restriction and traffic flows patterns. (Refer to Evidence Pack page 5 and 12). However the level of traffic reduction is dependent on the suggested measures on Burbage Road and Turney Road. If northbound traffic on Burbage Road and eastbound traffic on Turney Road are restricted this could improve the level of traffic reduction on Dulwich Village. The proposals will be subject to modelling and this will give amore precise indication of the level of traffic reduction on Dulwich Village.

Doesn't this just displace traffic onto main roads?

This is the first question most people ask: won't all the through traffic be displaced onto other roads and cause gridlock?

People tend to think that traffic is like water – block one route, and it will flood another. But traffic is the result of human choices. When walking and cycling are made safer and more convenient, and driving less convenient for short trips, fewer people choose to get in their cars.

Traffic evaporation

Experience reveals that predictions of traffic problems caused by low-traffic neighborhoods almost always fail to materialise, and that significant reductions in overall traffic levels across an area can happen as a result of people making a wide range of behavioural responses to the new traffic configurations.

The most comprehensive study of the phenomenon of disappearing or “evaporating” traffic was carried out by Sally Cairns, Carmen Hass-Klau, and Phil Goodwin in 1998 and followed up in 2002. See below and [here](#).

This brought together experience from 70 case studies of roadspace reallocation from general traffic, across 11 countries, with opinions from 200 transport professionals. It shows that traffic does not behave like water moving through pipes, finding an easier path as another narrows. Instead it is a force of human choice,

driven by people making all sorts of different decisions when driving conditions change. The respondents in the Cairns study, for example, changed their mode of travel, chose alternative destinations or the frequency of their journey, consolidated trips, took up car sharing or didn't make the journey at all.

In half of the case studies, there was an 11% reduction in the number of vehicles across the whole area where road space for traffic was reduced, including the main roads.

This research shows that low-traffic neighborhoods do not simply shift traffic from one place to another, but lead to an overall reduction in the numbers of motor vehicles on roads. In Waltham Forest this meant there were considerable reductions on streets within the neighborhood – some streets have seen 90%+ reductions in motor traffic and 56% on average. On the surrounding roads there have been increases, but they have not taken all the displaced traffic. [**More here.**](#)

In Southwark measures to reduce traffic volume along Champion Hill and Rye Lane have resulted in net reduction of traffic volume in the immediate and overall areas and some traffic evaporation. Not all the traffic removed was displaced onto the main roads

Champion Hill No entry trial:

Automatic Traffic Count Analysis

	BEFORE: (Typical Weekday Car /Trailer / Caravan/Van)	AFTER: (Typical Weekday Car /Trailer /Caravan/Van)	REDUCTION (%):
Overall Area	109236	107497	1.59%
Immediate Area	86507	82054	5.15%
Immediate Area Non-A-Roads	40311	34900	13.42%
A-roads	46195	47154	-2.08%

What if I live on a main road?

The Council is keen to make our main roads healthier for everyone as these roads serve residential purposes, which are often just as much places where people live as those on residential streets. It would not be practical to remove motorised traffic altogether from major through routes, but they can be made healthier in a number of ways. For instance:

- a 20mph limit
- more and better pedestrian crossings
- better, wider pavements
- safe space to cycle
- Seating, greenery, shelter.

The council is developing proposals along Lordship Lane to improve healthy streets conditions on this road. As part of our highways and road safety local implementation

programme we will be exploring measures along the mains roads to improve healthy street conditions.

The traffic reduction measures are a step towards reducing *overall* volumes of motor traffic, not just in neighbourhoods. We hope that the effect they have on encouraging people not to drive short journeys will benefit all of Southwark's roads in the long term.

How will the traffic impact of the changes be assessed?

So far we have undertaken high level manual assessment that gives some indication of the level of **traffic reduction** in the scheme area

Once we know what residents want we will undertake an **area reassignment model** of the measures most supported.

The results will give the best indication of the level of **traffic displacement** in the area and impact on journey times

We hope to have this ready for the next phase of engagement in autumn 2020

What are the key milestones

Phase 3 engagement –Winter 2020

Model the likely impact of measures – Summer 2020

Phase 4 engagement -Autumn 2020

Decision on the way forward –Winter 2021

Statutory consultation-Spring 2021

Construction-Summer / Autumn 2021

Will all the measures be funded and are there any conditions to be met before implementation?

We intend to implement all the measures at the same time.

Most of the measures will be funded. Funding may have to be sought for some features of the public realm measures, but this should not affect the delivery of the project.

Implementation will be subject to modelling approval by Transport for London.

What about the businesses?

The measures will make it easier and more pleasant for people to walk or cycle to their nearest shops. This should make shopping locally more attractive, rather than driving to shops further afield. There is plenty of evidence that good walking/cycling access to shops is good for business.

Access will be maintained for business activities.

The Council recently carried out a survey on Lordship lane, which showed higher frequency of visits and therefore more regular spending habits for those who walked, cycled or took public transport.

Improved public spaces around some local businesses, including possible seating areas and new planting, should also support increased footfall.

HIGHER SPENDS



High street walking, cycling and public realm improvements can increase retail sales by up to **30%**

Source: Lawlor, 2013

People who walk and cycle take more trips to the high street over the course of a month

Source: TfL 2014

Average number of visits to local town centre each month, by mode



Cycle parking delivers



5x
the retail spend per square metre than the same area of car parking

Source: Raje and Saffrey, 2016

Over a month, people who walk to the high street spend up to

40% more



than people who drive to the high street

Source: TfL, 2013

Source: <http://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>