

Dulwich Streetspace - Monitoring Plan



The monitoring plan sets out the quantifiable data points we will measure to ensure the scheme meets the policies and plans currently published by Southwark Council and being used as our policy.

This is a public document, available to colleagues, partner organisations and anyone with an interest in the programmes described.

Any scheme that affects the strategic road network (SRN) must be discussed with Transport for London, and agreement reached on any specific data required by them to achieve approval from the Road Space Performance Group (RSPG) where required.

1. Introduction

Background

Our Healthy Streets Dulwich commenced in 2018 to address concerns over traffic levels and the adverse effect that these were having on local life.

In developing the scheme with the community we found;

- Streets in the Dulwich Village area carry more traffic on average than similar residential streets in the borough.
- In the peak hours some residential streets carry more traffic than major A roads.
- The peak hours are between 7am to 10am and 3pm to 8pm. This traffic pattern shows that there is a significant amount of commuter traffic.
- The pollution profile shows that air pollution is worse between 7am to 10am and 3pm to 7pm.
- There are very high numbers of pupils crossing the roads during the peak hours.
- Over 7,000 through journeys are made in the area in a typical day. They enter and exit the neighbourhood within less than 10 to 15 minutes.

Therefore, an area-wide approach was proposed in Dulwich, to reduce traffic volumes and make the streets safer and healthier in order to encourage active travel such as walking and cycling.

As a direct result of the response to the COVID-19 pandemic, the council is trialling experimental Streetspace measures to enable social distancing, support active travel and prevent an increase in traffic and pollution as we come out of lockdown.

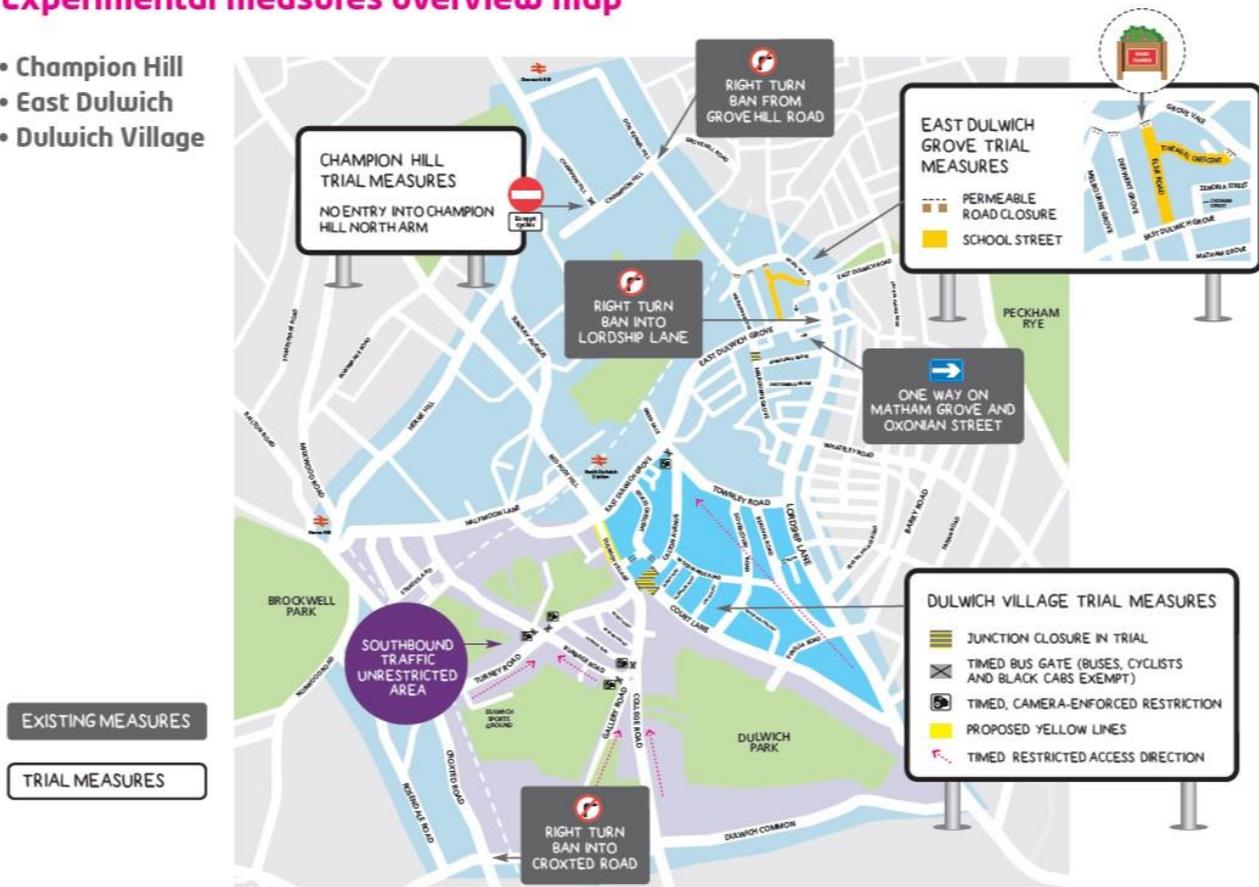
Experimental measures in Dulwich Village and East Dulwich were delivered. The following sets out the study area and provides an overview of the measures installed.

The measures are broadly split into three areas as follows:

- Dulwich Village
- East Dulwich
- Champion Hill

Experimental measures overview map

- Champion Hill
- East Dulwich
- Dulwich Village



Scheme objectives

The main objectives of the Dulwich Streetspace programme are to:

- Improve road safety.
- Reduce carbon emissions to help tackle the climate emergency.
- Make walking and cycling an enjoyable, safe and easy way to get around.
- Reduce inequalities in health and wellbeing.
- Reduce the amount of cut-through traffic.
- Reduce parking pressure for local residents.
- Encourage people to shop locally to support businesses and reduce car use.

- Improve air quality and reduce pollution and noise levels.
- Make more space on our pavements for social distancing to help keep everyone safe from COVID-19.

Monitoring criteria

- Reduce traffic, considering principal roads and the inner area together **(MC1)**
- Encourage residents to use active travel modes and improve experience of those who already actively travel **(MC2)**
- Encourage walking, cycling and active travel modes for the journey to school and improve the experience of those who already actively travel. **(MC3)**

- Re-allocate kerbside space to create social spaces and encourage physical activity. **(MC4)**

Movement Plan

The Movement Plan sets out Southwark’s wider strategic approach to improve peoples’ experience of travel, within and around the borough. The plan places people and their wellbeing at the heart of our policy and sets our vision for the future (2041).

The Movement Plan was developed with a human-centred approach placing the people that live in, work in, and visit the borough at the heart of the plan. It is based around nine missions as shown in the following figure.

This work is in line with our priorities to improve air quality and tackle Climate Change, reducing carbon emissions to net zero by 2030.

PEOPLE	M1 Equality	M2 Mental Wellbeing	M3 Physical Wellbeing
PLACE	M4 Reduce Traffic	M5 Social Streets	M6 High Streets
EXPERIENCE	M7 Journey Experience	M8 Managing Change	M9 Working Together

Mission 1, our Equity Framework guides us in delivering the Movement Plan, ensuring that the needs of all those living, working or studying in the borough are considered. The framework considers access to transport (cost of travel or physical access), peoples’ experience (how long it takes, how crowded it is) and the impact of movement (air and noise

pollution, safety) and how this affects peoples’ wellbeing.

Equity and Equality Impact

We will undertake an Equity and Equality Impact assessment following the approach within the council’s Movement Plan and best practice. An independent organisation will work with protected characteristic groups during the consultation process to evaluate the impact of the measures.

Healthy Street Approach

The aim of the Healthy Streets Approach is to put people and their health at the heart of decision making by creating a healthier city where people choose to walk, cycle and use public transport. The Dulwich Streetspace measures are based on this approach which is promoted and supported by Transport for London (TfL).



Source: Lucy Saunders

Dulwich Streetspace review

This Monitoring Plan details what we will monitor, how we will monitor, where we will monitor and when we will monitor in response to the scheme objectives and the challenges the scheme is trying to tackle.

A number of measures delivered through the scheme were introduced under experimental traffic management orders (ETMOs). This review will contribute to the assessment of the scheme, alongside the community engagement, and will inform decision making of the future of the ETMOs.

Experimental Traffic Management Orders

ETMOs are intended to allow a trial of a potential traffic management change to take place in order to assess the impact it has on the highway network.

Following the initial six month 'bedding in' period, and before 18 months, the authority may consider any objections received and decide to either make the order permanent (by publishing a notice of making in the press) or rescind it. Upon expiry of the maximum 18 month period the order lapses and is no longer enforceable.

Monitoring Plan

This Monitoring Plan aims to set out how we measure our delivery against what we set out to achieve and provide details of how and when we will do this. The Monitoring Plan focusses on the areas that are within Southwark's highway control, which are:

- How local authority roads are used
- Space and prioritisation of transport modes on residential and strategic borough roads
- Behaviour change campaigns and activities offered by the Council
- Vehicle access and parking provisions provided by the Council

Factors which are not in Southwark's highway control but will be used as contextual data in measuring success are as follows:

- Traffic trends London-wide and on the strategic network, Transport for London Road Network (TLRN)
- Air Quality diffusion tube readings within Southwark
- Traffic trends relating to traffic schemes introduced by other authorities including TfL and Greater London Authority (GLA), with particular note to the Ultra Low Emission Zone (ULEZ) and Congestion Charge
- Economic impact of Covid-19 on local economies and businesses
- Government enforced Covid-19 travel restrictions and lockdown measures

2. Monitoring Criteria

Reduce traffic, considering principal roads and the inner area together (MC1)

Description: Review of experimental measures implemented and how these measures have contributed to reducing traffic both within the scheme area and the surrounding network. We will also consider the impact of traffic levels on how roads perform, such as road safety, congestion and delay and also consider how traffic levels have contributed to local air quality through modelling using current traffic data.

What we are trying to achieve

- Net reduction in car journeys within LTN area
- An equitable change in the volume of traffic on boundary roads
- No increase in bus journey times that bus operators deem unacceptable

What we will measure

Vehicle movements on local streets and peripheral roads will be measured using baseline (pre-Covid), and post implementation traffic counts. Post-implementation traffic counts will be increased ('normalised'¹) to counteract the impact of Covid-19 on travel patterns.

It is important to consider the impact that traffic levels have on our streets.

Operational issues such as congestion, delay and vehicle speeds can impact air quality, safety on our roads and take up of active travel. We will use measures including;

- Traffic mapping services & Telematics
- TfL bus performance data from IBus
- Feedback from waste collection
- Feedback from emergency services
- Junction counts
- Road safety audits
- Air quality modelling

Details of the traffic count locations can be found in the Appendix.

When we will measure

A series of traffic counts were undertaken in June and September 2020.

Further traffic counts will be taken on roads within the low-traffic neighbourhood area in March/April, June and September 2021.

Continuous traffic counts on peripheral roads to the low-traffic neighbourhoods were installed in January 2021 for a period of 12 months.

¹ 'Normalisation' process will be further detailed in future monitoring reports.

Encourage people to use active travel modes and improve experience for those who already actively travel (MC2)

Encourage walking, cycling and active travel modes for the journey to school and improve experience for those who already actively travel (MC3)

Description: Review of experimental measures implemented and how these measures have contributed to active travel use and local experience.

How have measures implemented contributed to people walking, scooting and cycling to school?

What we are trying to achieve

- Net increase in cycle journeys within LTN area
- Increased active travel amongst residents
- Increased active travel amongst school pupils

What we will measure

Cycle movements on local streets and peripheral roads will be measured using baseline (pre-Covid), and post implementation counts and active travel monitors.

Undertake manual cycle counts at key locations to determine the demographic composition of cyclists.

Active travel will be assessed using information from a range of sources including), the London travel demand survey. As part of the earlier consultation on the measures, respondents were asked about their own travel and this will also inform the baseline assessment. These questions will be included in the post implementation consultation questionnaire.

To understand how pupils travel to school we will use baseline (pre-Covid), and post implementation Hands up surveys. To build understanding of wider context, we will survey local schools about their experience of the measures.

When we will measure

A series of traffic counts were undertaken in June and September 2020.

Further traffic counts will be taken on roads within the low-traffic neighbourhood area in March/April, June and September 2021.

Continuous traffic counts on peripheral roads to the low-traffic neighbourhoods were installed in January 2021, for a period of 12 months.

Active Travel monitors have been installed at specific locations within the LTN area in Spring 2021.

Hands up surveys are taken regularly and surveys from the past two years will be reviewed alongside a post implementation survey in Spring 2021.

People will be asked about their experience of active travel as part of the consultation to be undertaken in May 2021.

Re-allocate kerbside space to create social spaces and encourage physical activity. (MC4)

Description: Review of measures implemented, how people have responded to and experienced these changes.

What we are trying to achieve

- Increased dwell, leisure and shopping time

What we will measure

Evaluate the operation of benches and seating at various locations where street space is reclaimed.

To understand how people are using and experiencing our streets, we will undertake TfL's Healthy Streets assessment

How people experience the space created and how they use the space e.g. for dwell, leisure, shopping.

When we will measure

Baseline Healthy Streets surveys were undertaken as part of phase two of the Our Healthy Streets Dulwich scheme and will be retaken in Spring 2021.

Active travel monitors have been installed at specific locations within the LTN area in Spring 2021 which will measure pedestrian footfall.

People will be asked about their experience of re-allocating kerbside space as part of the consultation to be undertaken in May 2021.

This will then be considered holistically to evaluate success equitably

3. Evaluating Success

Scheme objectives will be carefully assessed against the data collected.

Summary

What we will measure	Measurement tool	Comparative data	When we will measure	Where we will measure
Vehicle movements on roads within low-traffic neighbourhood	<ul style="list-style-type: none"> Automatic Traffic Counts TfL permanent traffic counts 	Baseline (pre-Covid)	<ul style="list-style-type: none"> June 2020, September 2020, March/April 2021, June 2021 September 2021 	See appendix
Vehicle movements on peripheral roads to low-traffic neighbourhood	<ul style="list-style-type: none"> Automatic Traffic Counts TfL permanent traffic counts 	Baseline (pre-Covid)	<ul style="list-style-type: none"> June 2020 September 2020 January – December 2021 	See appendix
How roads perform (traffic delays, congestion)	<ul style="list-style-type: none"> TfL bus performance data (IBus) Impact on waste collection Impact on emergency services Junction counts Air quality modelling Traffic mapping services and telematics 	Baseline (pre-Covid)	As available	See appendix
People cycling	<ul style="list-style-type: none"> Automatic Traffic Counts Active Travel Monitors 	Baseline (pre-Covid)	<ul style="list-style-type: none"> June 2020 September 2020 January – December 2021 	See appendix
How pupils travel to school and the impact on young people	<ul style="list-style-type: none"> Hands Up Surveys School surveys Young people engagement work 	Baseline (pre-Covid)	<ul style="list-style-type: none"> Spring 2021 	See appendix
Active Travel uptake amongst residents	<ul style="list-style-type: none"> Consultation 	Partial baseline (OHS Dulwich,	<ul style="list-style-type: none"> Spring 2021 	N/A

		Census 2011)		
Dwell time in high street areas	<ul style="list-style-type: none"> • Consultation • Active Travel Monitors 	Baseline (OHS Dulwich Phase 2)	<ul style="list-style-type: none"> • Spring 2021 	See appendix
How people view the scheme	<ul style="list-style-type: none"> • Consultation 	Partial baseline	<ul style="list-style-type: none"> • Spring 2021 	

4. Appendix

Traffic monitoring sites - Key



Traffic filter – restrictions to motorised vehicles using planters, bollards and cameras, in some cases timed and with additional exemptions, but fundamentally allows pedestrians and cyclists to filter through.



Long-term Automatic Traffic Count – located outside the LTN area on the **boundary roads with continual monitoring** for 12 months, January to December 2021. These counts will be used to primarily monitor traffic volumes (motor vehicles and cyclists) outside the LTN area against baselines to determine the degree of deviation.



Tranche Automatic Traffic Count – located **within the LTN area to be carried out in tranches**; June 2020, September 2020, March/April 2021, June / July 2021, September 2021 – with the duration of each tranche being 4 weeks. These counts will be used to determine net changes within the LTN area by monitoring traffic volumes (motor vehicles and cyclists) in conjunction with active travel trends.



Active Travel Monitors – located at **key active travel hotspots within the LTN area**. The sensors will continually monitor from Spring 2021 to Autumn 2021 and will be used to capture active travel trends.



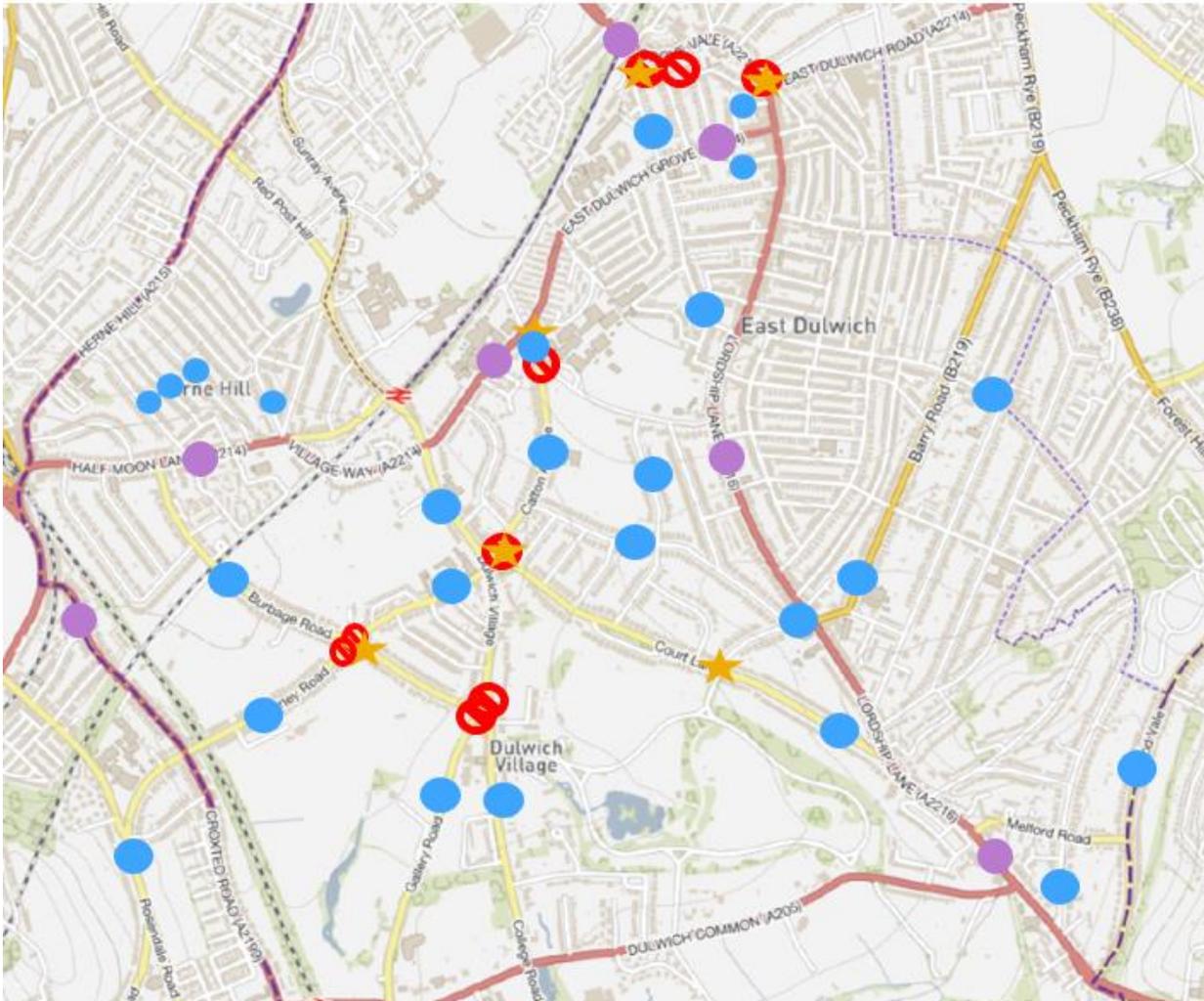
Junction Counts – located at key junctions in the area to monitor traffic flows at junction arms. The junction counts will be carried out in June 2021.

Dulwich Village & East Dulwich

Long-term ATCs = 7 sites

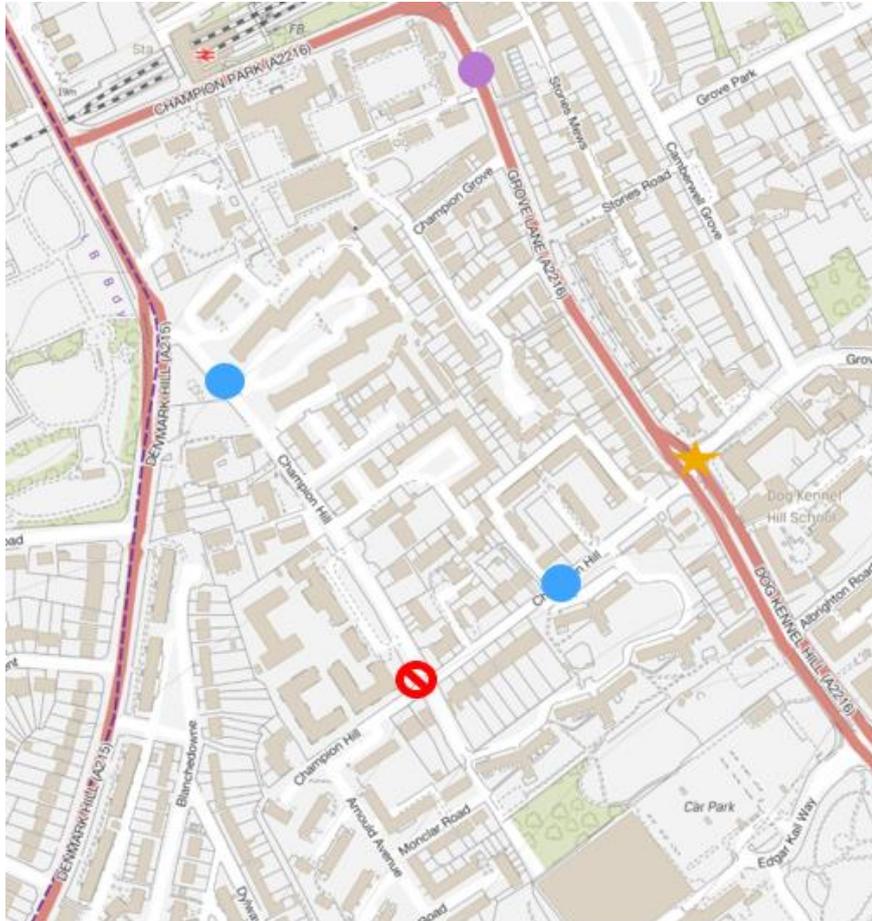
Tranche ATCs = 25 sites

Active Travel Monitors = 6 sites (Including 1 already installed)

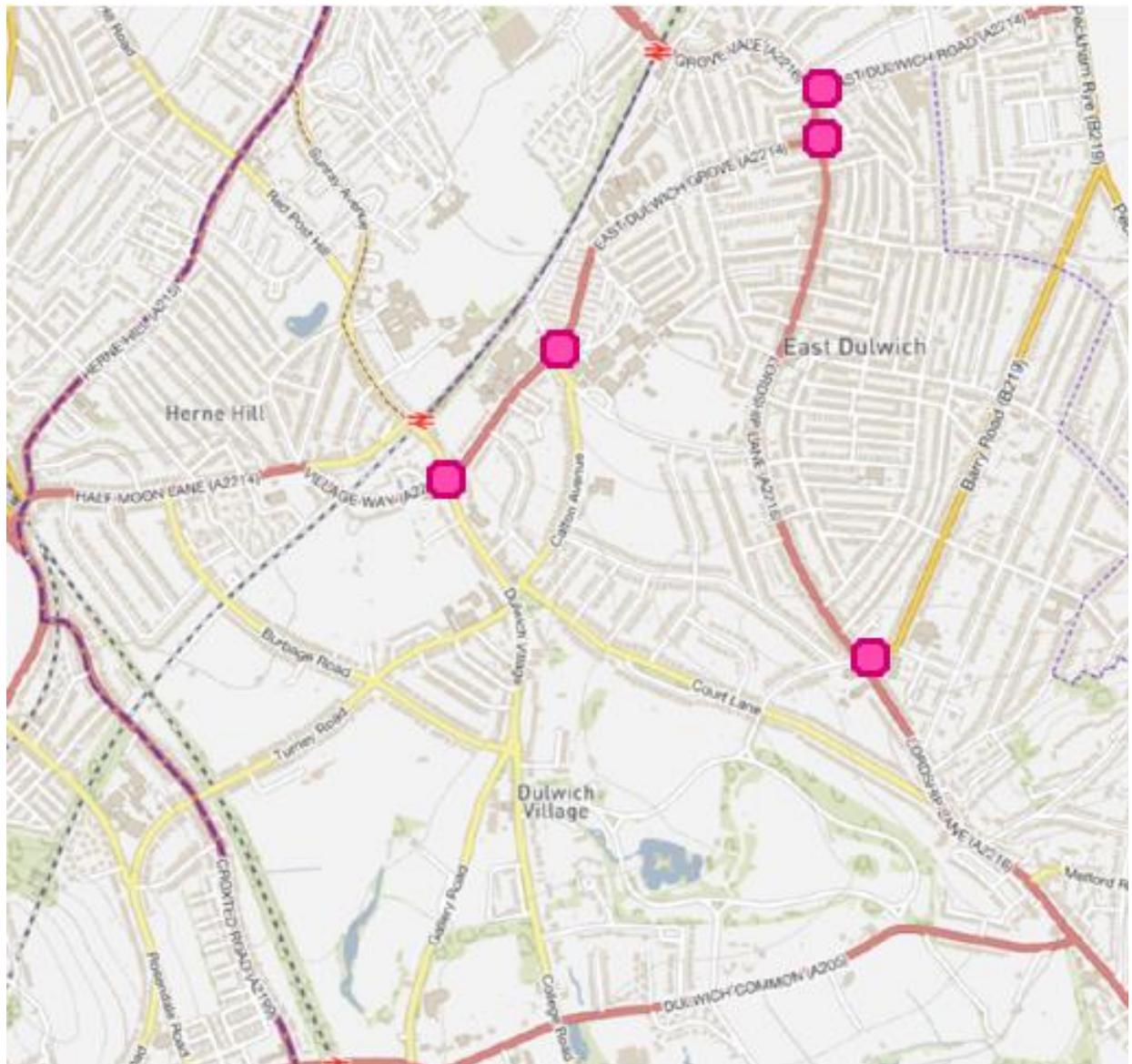


Champion Hill

- Long-term ATCs = 1 site
- Tranche ATCs = 2 sites
- Active Travel Monitor = 2 sites (Including 1 already installed)



Junction counts



Air quality diffusion tube locations

2



3

Baseline data

All baseline data is available at link below. Select traffic count map layer

<https://geo.southwark.gov.uk/connect/analyst/mobile/#/main?mapcfg=Southwark%20Highways>

³ Due to the long-term nature of diffusion tube measurements it is not possible to distinguish any isolated traffic impact at specific times of the day on NO₂ concentrations.