

Dulwich Streetspace review engagement session questions

SESSION 1 – SUNDAY 23 MAY & SESSION 2 – WEDNESDAY 26
MAY

Improvements

1. What improvements have been made to public transport in Dulwich?

The installation of bus gates to improve bus journey times.

2. How will changes to road safety - for all road users including pedestrians - be factored into the evaluation?

One of the main objectives of the streetspace schemes is to provide safer roads for pedestrians and cyclists by providing less potential for conflict with motor vehicles. One of the potential downsides raised by one or two ladies is that they think the roads where traffic have been removed or significantly reduced are now perceived as unsafe to walk alone during the hours of darkness

3. Have more or less people died on the roads since these measures were implemented?

This information is available on Southwark Maps with information provided by the Police. However, there is usually a 6-9 month lag in the information being provided to the council due to Police investigation timescales.

4. What alternative options are you creating for parents to get children to school?

Where appropriate, public transport or active travel measures.

5. Where is the plan for school transport?

Each individual school has its own school travel plan.

6. Are there any plans to put bike lanes along East Dulwich Grove?

As part of the review we were seeking to understand peoples' views on how the current changes are working and if there are any other improvements that residents would like to see. If the review shows that there is widespread support for certain extra measures then we would carry out further work to see if this can be addressed.

7. What's the plan to improve residents' life?

One of the overall objectives of the Streetspace measures is to improve safety and pollution levels.

8. How is the switch from the car to cycling or walking or public transport being assessed?

We have asked people in the consultation survey.

9. How do you know if more of the same people are cycling or walking or if new people are cycling or walking?

We do ask people directly about their behaviour change. We are keen to know the overall number of journeys being taken using sustainable travel options, which is measurable.

10. Who is doing the modelling?

The modelling will be carried out by an independent consultant.

Parking

11. I don't have access to a smartphone. How else can I use free parking on echelon parking?

There is a telephone number included on signage, so is not entirely app/internet based. We understand some people may not have access to the internet but it is very rare that someone does not have access to a phone which can make calls. In most locations payment can be made at Paypoint equipped shops as well as by phone/app/internet.

12. How much money has the council made so far from fines issued in Dulwich Village post-scheme?

£2,094,714 (as of end of June 2021). The money collected goes into Highways related environmental improvements including the costs of the review of Streetspace measures and any subsequent changes.

13. Can we take out free parking on places such as Turney Road and Alleyn Park?

The Our Healthy Streets survey in spring 2020 did show significant support for potential controlled parking in many parts of Dulwich. The development of controlled parking schemes has been suspended during the pandemic, but this is something that we may revisit in the future.

14. When will borough wide CPZs (Controlled Parking Zones) be introduced in line with policy?

By 2025, as outlined in Borough policy.

Measures

15. How do you decide which roads to close?

We have prioritised roads for filtering that previously took disproportionate levels of traffic compared with similar road types in Southwark; these filters also need to permit a network of low-traffic routes for safer cycling and walking. We are monitoring traffic on both filtered and unfiltered roads as part of this review.

16. How much is a parklet bench?

£1,752

17. Can you use the ANPR cameras to exempt electric vehicles from PCNs?

The overall intention is to reduce total vehicles. Plus it would be problematic to identify electric vehicles from registrations alone without tying in with the DVLA.

18. When did the 'Our Healthy Streets - Dulwich' project begin?

2019

19. Can you use ANPR cameras at restricted junctions to allow registered residents to use roads immediately nearby their homes?

This would be contrary to the overall objective of the schemes, which is to reduce vehicle use.

20. Why do trade vans park on Peckham Rye West?

There is currently no CPZ in operation on Peckham Rye (West). This is due to the significant majority opposing such a measure in the East Dulwich area.

21. Why are you doing any of this?

Southwark has experienced significant increases in motor vehicle journeys. We need to apply measures that encourage people, where possible, to switch to healthier, less polluting forms of transport, especially for the many shorter journeys that could easily be walked or cycled by most people.

22. Do the options include reversal of the measures if the objections are upheld and the outcomes are not upheld, not just implementation of permanent orders?

The options include reversal of the measures in full or part.

23. Will safety be directly looked at in relation to these measures?

Yes, we keep road safety under constant review and will always act if a particular location is shown to be unsafe however is unlikely that data will be statistically significant, given the period of the trial.

24. Why is the signage placed where it is on the gates?

The signage is placed in accordance with national guidance and regulations.

25. Why haven't you considered measures other than traffic measures to encourage people to drive less?

There are relatively few measures that are within our power. These do include measures to restrict parking, which we consult on regularly. We engage regularly with Transport for London around improving public transport options. We also have a large programme of cycle improvements across the borough, including new cycle lanes and additional bike hangars

26. Why are the LTNs in place where housing density is low whereas the displacement traffic goes to areas with a higher housing density?

We have a number of major low traffic schemes across the borough, including in areas of high housing density such as Walworth, Peckham and Camberwell. Dulwich is a particular case because of a high number of schools in the area, and the higher than average motor vehicle ownership. We want to encourage local residents to make short journeys using sustainable, healthy transport wherever possible.

27. Where is the full consultation?

We have published a consultation, which provides a clear choice on every single aspect of these schemes, the results of which will be published with transparency and be used to inform decision-making on the future of the schemes.

28. Are you able to restrict camera operating hours around the local school opening and closing?

The camera hours of operation are based on traffic flows.

29. How are you ensuring compliance with the Traffic Management Act 2004?

Please see the following Government guidance issued in May 2020. We are fully complying with the guidance with respect to the implementation of the streetspace measures.

<https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19>

Equality

30. Are the measures taking into account different protected characteristic groups and the impact on them?

Yes. We are mindful of our Public Sector Equality duties at all times, both in the design of traffic measures and in this review. In response to earlier requests, we have already adjusted the camera controlled junctions to allow access for registered blue badge holders resident in the area. Our survey as part of this review includes a full set of equalities questions, which will allow us to analyse the results with regards to protected characteristics, as well as specific questions about the experiences of older and disabled residents.

31. Will you be visiting and speaking to children attending schools who are suffering from the displaced pollution caused by the Low Traffic Neighbourhood schemes?

We will approach all schools in the local area with an opportunity to engage with us.

32. Are you consulting with any specific road users/drivers/motorists groups?

No, however we are happy to hear from any organisations/individuals in this category.

33. Are you able to fine non-residents who are creating cut-through traffic by driving through from the south circular into central London?

We would always have to give very careful consideration, logistically, legally and ethically, to any scheme that gave privileged access to one group of citizens over another.

34. Will you give more importance to the responses from people living within the Streetspace area, over people who live outside the area?

No, we will necessarily consider both. People who are affected because they travel through the area or who live on adjacent roads are as valid as stakeholders as those living on roads with traffic filters. Results of the consultation will be published as transparently as possible with full regard to the geographical location of respondents.

Working with partners

35. How is Southwark working with TfL and neighbouring boroughs on the impact of the measures?

Southwark council officers are regularly meeting with our Lambeth colleagues and senior officers from TfL. We are working together to determine potential solutions to the issues raised concerning traffic congestion and associated traffic pollution on Croxted Road

36. Which organisations need to be involved in dealing with signalling, particularly at Townley Road and East Dulwich Grove?

We are working with Transport for London. We have engaged on this with them already at Dulwich Village/Red Post Hill and at Croxted Road/Norwood Road where signals were amended.

37. What scrappage scheme is available for car users?

We are working with Transport for London to assist their communications efforts around the ULEZ.

38. Which organisation(s) are involved with optimising the traffic flow spacings and traffic light timings?

Transport for London in conjunction with the borough officer requests

39. Are you able to put in cameras rather than closures for the emergency services?

We are working with the emergency services to develop appropriate responses in each situation. In some of our schemes we have already installed camera closures in place of planters, partly at emergency service request.

40. When are the fortnightly meetings with emergency services and can we find out the issues being discussed at them?

The meetings have not been directly minuted as the format of the meetings is for the emergency services to provide details on any delays or incidents and the council responds with proposals as to how any delays/incidents are to be dealt with. The information is recorded on an emergency services controlled spreadsheet, which includes confidential information. If people want to access the spreadsheet, they would need to contact the originator, ie the emergency services.

41. Is there any crime related data given?

We meet regularly with the police where all relevant traffic related incidents or delays attending crime events are discussed.

42. How are you recording and dealing with near misses?

We rely on reports from police and members of the public followed by investigation by our Road Safety Team where applicable.

43. Could a bus be considered in the area to improve public transport to offer alternative travel options for those who aren't able to cycle or for long distance journeys?

Public transport is the responsibility of Transport for London. However, the council is actively lobbying Transport for London for public transport improvements.

44. How have the bus companies reacted to the delays in bus journeys on Norwood Rd & Croxted Rd since the measures have been in place?

The bus companies have not provided a reaction. However, we are working closely with Lambeth and Transport for London on looking at possible solutions.

Data and Monitoring

45. How are you monitoring displacement on East Dulwich Grove & Red Post Hill?

It is detailed in the Monitoring Plan which can be found [here](#)

46. What action is being taken to address the deterioration of public transport on Croxted Road which shows significant increase in delays?

We are monitoring traffic levels on Croxted Road and are in regular discussion with TfL around the impact of various traffic measures in Lambeth

and Southwark and possible solutions. We are committed to ensuring an efficient public transport network amongst other alternatives to private car use.

47. Is there any pollution monitoring?

There is pollution monitoring on many key streets. The challenge however with pollution monitoring is that it is relatively inaccurate and does not distinguish well, especially at a local and short-term level, between pollution caused by traffic and other sources of pollution. We are therefore using traffic monitoring as a more reliable proxy measure of the pollution impact of motor vehicles.

48. Can you supply pollution monitors to roads that request them?

Additional pollution monitors are being provided within reason. However, the emphasis is on pollution modelling based on traffic flows, a similar approach to that taken in Lambeth

49. How are you monitoring delays to emergency services?

We meet regularly with emergency services who advise us on delays and specific areas of concern. We will also meet with them as part of this review.

50. What monitoring and assessment is being made regarding efficiency of general motor traffic and the effects of the measures on this – ref to Traffic Management Act 2004?

The Traffic Management Act requires the council to ensure the expeditious movement of traffic. For more information please see the following [Government guidance](#) issued in May 2020

51. Are vehicle journey times being monitored?

No however ATCs, SCOOT data and junction counts will indicate saturation and congestions which will impact journey times.

52. Have you got baseline traffic counts?

Yes – the majority of our baseline data comes from Sept 2019, with some older where there was no other comparative data to use. We have tried to use most recent data where possible. Transport for London permanent counts also provide baseline data that can be used as a proxy for COVID-19 impact on travel.

53. How are the monitoring indicators weighted and what is the success criteria?

This is detailed in the Monitoring Plan which can be found here – www.southwark.gov.uk/DulwichStreetspaceReview

54. Can we have the Burbage Road data from 2020?

This is included in the monitoring data and published to the website in July

55. Is the review qualitative or does it include to technical data?

The review considers qualitative data from consultation and technical data from monitoring.

56. When can diffusion tube data be released for Croxted Road?

We will consider how traffic levels have contributed to local air quality through modelling using current traffic data. Air quality data will be added to the web pages as soon as this has been validated.

57. How is bus performance being monitoring?

Ibus data shows bus journeys and degree of deviation from average journey times. We have liaised with Transport for London to determine a criteria for when bus performance issues is a cause for concern.

58. If healthy journeys especially for children going to school is a key aim, isn't real time pollution monitoring essential? Peak monitoring outside schools?

Air quality modelling will be used for this. Air quality modelling will be used for this

59. Where can we view the monitoring data?

We are publishing information as soon as it becomes available at:
www.southwark.gov.uk/dulwichstreetspacereview -

60. Was there modelling or data collection prior to introduction of LTN?

Modelling had been planned as a next step from the Our Healthy Streets project, but the pandemic prevented this. Data collection would have been impacted by COVID-19.

61. How will changes to road safety for all road users including pedestrians be factored into evaluation?

KSI statistics require longer data sets to be of value from a technical point, however we can gather views from consultation.

62. Are various traffic incidents that have/are occurring during the experimental period being monitored?

Yes

63. Is crime related data included in evaluations?

It is difficult to link crime statistics to Low Traffic Neighbourhood schemes. Would need to have further analysis on different types of crime, and consider impact of COVID-19 on certain types of crimes.

64. Will ULEZ change road usage and emissions and therefore make the data irrelevant?

We are specifically looking at the impact the Low Traffic Neighbourhood schemes is making on the local area, as ULEZ won't be introduced till October. We can still effectively make this assessment based on datasets programmed/collected.

65. Were the now congested roads monitored before the closures began?

Given the pandemic, we were not able to undertake our usual baseline monitoring and modelling processes. However we are focusing our monitoring efforts on the many roads for which pre-pandemic data is available. Please see [Monitoring Plan](#) for more information.

66. When will you be releasing the data that has already been collected?

The traffic data was published to the Dulwich Review web page in July 2021, with further data to follow.

67. Is real time pollution monitoring essential to assess the increased idle traffic in peak times near schools/nurseries?

We will consider how traffic levels have contributed to local air quality through modelling using current traffic data.

68. Was anything been done to anticipate the pattern and extent of traffic displacement when planning these measures?

There was no pre-modelling undertaken due to the timescales for the implementation of the measures.

69. How do you count pedestrians?

We have baseline pedestrian count at some key junctions, and we are monitoring pedestrian count using Vivacity sensors at some locations

70. How can you measure and compare traffic over COVID period?

We have statistical tools, used by Transport for London and other London boroughs, to match our data with pre-COVID levels. Generally this involves increasing the numbers that we actually record.

71. What is the legality of implementation without modelling it?

There is no legality as pre-modelling is not a legal requirement.

72. What has been the increase in cycling since their introduction?

The full results of cycling changes have been published to the council web pages as part of the monitoring data.

73. Could you measure the impact of the restrictions by only applying them during the peak travel times so that when they do operate you can see the increased traffic in the roads that aren't covered?

This would lead to incredible levels of people getting fined.

74. Does the council currently consider these measures to have been a success?

We are currently reviewing the monitoring data and the results of the consultation. It would be wrong for us to pre-judge these.

75. Are pollution levels being recorded on the roads which surround the restriction areas?

We have included a map of pollution monitors in the Monitoring Report.

76. Can you please define principal roads and the inner area?

The details of the definitions of principal roads and inner roads is provided in the monitoring data.

77. Are you assessing the effect of the measures on journey lengths and times?

We are only accessing this for buses using bus travel and delay times data given to us by Transport for London.

78. Will you publish the full air quality data?

Yes, this will be published to the council web pages.