

FAQ

Q: What are you doing to address the concerns that arose in the consultation?

A: The feedback from the consultation has been considered in the context of council policies on transport and the climate emergency. We have also assessed the data on traffic, active travel and air quality.

Collectively these indicate clear benefits overall from the measure, in an area which also has the highest car ownership rates in the borough.

- We are achieving the objectives that were set out for the whole borough in the Movement Plan which was widely supported by Southwark residents and stakeholders.
- A network of active travel routes and timed restrictions across the Dulwich area, provides important support to the borough wide need of 300,000 residents to reduce through traffic and the number of car journeys being made overall.
- The ULEZ extension to the South Circular is a strategic measure that we need to support and strengthen locally, but relying on ULEZ alone to improve our borough's air quality is not an option. Local borough measures are also needed if we are reach our key targets on carbon emissions by 2030.
- Our aim at this stage is to adopt a balanced approach that addresses the remaining issues and concerns, particularly where they involved people with protected characteristics and/or the emergency services.

Q: Has the consultation been carried out sufficiently?

A: The consultation was carried out fully in accordance with council standard procedures and in line with the developing government guidance over the past 12 months, this was most recently updated in July 2021. The Government made clear that a full 12 month of monitoring data is required before considering the removal of schemes.

Q: Why are the changes being made despite the concerns raised in the feedback from the consultation?

A: Feedback from consultation shows that:

- Broad agreement on the Council's 'Streets for People' aims (55%)
- Strong support for improving air quality and road safety for local schools (82%) and the streets where respondents live (77%).
- Evidence that many people have made changes in how they travel, with more walking and cycling, and less car driving, since the changes were implemented

- We are addressing the main and most common concerns raised from the consultation: access for emergency services/ reducing hours of restrictions/ exemptions/changing some permeable closures to timed cameras to ensure traffic is more evenly distributed / improving signage.

Q: When will all the proposed changes be made?

A: Those with Experimental Traffic Management Orders will be installed by end of the year, but those with permanent Traffic Management Orders will be ready early next year once any objections are dealt with. The hours of the timed closures will be changed in late 2021, subject to statutory consultation.

Q: Are you proposing any more changes to the area?

A: We will engage with the community on any further changes to be made to the recommendations at this stage. People are able to comment, support or object to the proposed TMO's. *Engagement lasts for 3 weeks from 21 October (see Newsletter).* We will also consult on any other interventions outside of the TMO's that will complement the current measures.

Q: Will this plan benefit a wider area other than Dulwich Village?

A: Yes the aim to create a network of safe walking and cycling routes across the whole of the borough and improve access to the local transport links in the south.

- There is a real opportunity to connect the surrounding wards of Dulwich Hill, Dulwich Wood, Champion Hill, Rye Lane, Nunhead and Queens Road and Peckham to this network and the walking and cycling infrastructure of our whole borough and beyond.
- The plan benefits the people (including many school children) who walk and cycle through Dulwich Village on their way to one of 17 schools in the wider area.
- Some of the key objectives of the scheme are to encourage walking and cycling, reduce car use particularly for short journeys, and tackle through-traffic. These objectives aim to create healthier streets, improve air quality and help tackle the climate emergency which all Southwark residents and visitors will benefit from.
- Dulwich is a destination for many others living elsewhere to enjoy parks, a large cluster of schools, shops, leisure and hospitality and key services such as health care.

Q: Are you going to remove the closure at Calton Avenue/Court Lane?

A: Our data shows a considerable increase in walking and cycling through this area in the centre of Dulwich Village particularly by children.

- At the busiest hour, we have recorded over 1000 pedestrians walking in this area and it is well used by cyclists throughout the day.
- Before the measures, there was considerable conflict between motor vehicles and vulnerable road users. Therefore we will retain the closure and provide access to emergency vehicles only.

Q: Will you implement a permit scheme for residents?

A: A permit scheme does not align with current council policies to encourage active travel for shorter journeys. Additional to this, residents have previously been resistant to permits as a mechanism to control parking in the area.

Q: Are you going to reduce the hours of the timed closures?

A: Yes. We are reducing the hours of timed closures Monday to Friday, 8-9am and 3-4.30pm

Q: Are you going to institute a full closure to motor traffic on Turney Road?

A: This has been proposed by residents on Turney Road and would be one way to resolve traffic flows on Turney and Burbage Roads. However, this would most likely lead to additional congestion on Croxted Road and reduce access for residents.

Q: What are you doing about Croxted Road?

A: Our data shows that while there hasn't been an increase in traffic on Croxted Road, bus journey times have increased, which indicates increased congestion at peak times. This is something that we working hard to resolve.

We have joint tasking meetings with Transport for London to improve traffic signals and will monitor the impact of this under normal traffic conditions. We will continue to work with Transport for London and Lambeth Council to consider ways to improve traffic flow on Croxted Road and the wider Herne Hill area. We will also continue to monitor the impact of the revised timings and propose additional measures if required.

Q: What are you doing about the traffic on East Dulwich Grove?

A: Traffic data on East Dulwich Grove indicates that traffic has increased during the trial period and there is congestion at peak times, we know this is a concern for residents and those who use the road for school, shops, or medical facilities.

We put in additional monitoring locations to understand the origin and destination of this traffic and to ensure that build up a more accurate picture of traffic patterns over time.

To address these concerns, we will be reducing the hours of restrictions in the Dulwich Village area and we have also recommended introducing the same time limited restrictions to Melbourne Grove (south).

We will also be investigating additional measures such as providing funding for green screening, improving cycling infrastructure and junction and road measures to improve bus journey times and traffic flow.

Q: Are you retaining the closures on both sections of Melbourne Grove?

A: We are retaining closures on either side of Melbourne Grove however there is a proposal to significantly change the closure on Melbourne Grove (south) which will be changed to a timed closure (Monday to Friday, 8-9am and 3-4.30pm). The timed nature of the restriction ensures that traffic is distributed more evenly across the area whilst protecting active travel times to schools.

Q: Why are you proposing to make Derwent Grove camera-controlled?

A: We are proposing to make Derwent Grove camera-controlled to allow access for emergency services. This has been specifically requested following engagement with the emergency services.

Retaining restrictions to non-permitted motor vehicles will maintain the benefits of increased healthy travel in this area that have been realised. We chose Derwent Grove for the access route because the other roads that are closed to traffic are either a school street and in the case of Melbourne Grove, a significant corridor for cycling and walking.

Q: Have measures to protect Townley Road from traffic been considered?

A: The revised proposals distribute traffic more evenly across the area, providing a more balanced approach.

- We want to strengthen and align the school streets that support all the schools along East Dulwich Grove, especially at the Calton Ave junction with Townley Road.

- Other options were investigated but had the potential risk to displace traffic onto East Dulwich Grove and surrounding residential streets.
- We will be engaging with residents and the schools on the school streets proposals and what other measures can be introduced.

Q: What are you doing to tackle the displacement of traffic in Dulwich?

A: We are reducing the hours of restrictions by half to help to distribute traffic more evenly and reduce displacement onto main roads.

Q: What advice have you taken into consideration with regard to climate and equality and air pollution impacts?

A: Air pollution is one of the biggest environmental threats to human health, alongside climate change. Southwark Council are following advice from the World Health Organisation (WHO) in order to achieve new targets for air quality.

- WHO have recently set, September 2021, even more ambitious targets for air quality that the whole of London will have to work hard to meet.
- We will also be adhering to council climate strategy policies and will continue to monitor air quality data and prioritise those areas which don't yet meet the key targets on air quality.
- The introduction of ULEZ will also complement the Dulwich Streetspace measures and potentially further reduce the number of vehicles on the network.
- But ULEZ alone will not be sufficient to reach the new WHO guidelines, which will be challenging to meet without more interventions.
- We are working to meet and fulfil the GLA and London Mayor's targets for air quality and emissions by 2030.

Q: What are you doing about the visibility of the signage?

A: We will install easy-to-read, map-based signs providing clear indications about the school travel timings and indicating which roads have these restrictions, helping drivers find the best routes at all times. We will also work with Transport for London on the ULEZ signage that is also being implemented.

Q: What are you doing to support businesses?

A: Timed restrictions across Dulwich Village (and East Dulwich) to be reduced to 2.5 hours a day, focused on school travel times.

- This will allow access for vehicle-based customers unable to walk or cycle from 9 am, and provide more flexibility for deliveries, loading, and stock

movements. Additionally, we are planning to change the location of the filter on Melbourne Grove (North) to allow easier access to the businesses situated there.

- We will also be looking at ways to improve the public realm to create attractive spaces for the community and shoppers to enjoy to help support the local economy.
- Since the measures were put in place, we have reviewed the parking provisions and found that there was capacity to increase the parking. We will be doing some ongoing monitoring and engagement in Dulwich Village and will be reviewing the differences in footfall since the measures have been in place.
- We have also given out over £20m in COVID support grants and provided additional support to 112 businesses across Dulwich during the pandemic.

Q: What are you doing to improve public transport in Dulwich?

A: We are liaising with TfL to establish what funding opportunities exist to improve public transport infrastructure in the area.

- There have been many suggestions submitted during the consultation about strengthening public transport, especially the frequency of train and bus services. However, the Streetspace schemes help provide a safe alternative mode of travel which is walking and cycling, for those that can.

Q: What are you doing to make roads more accessible to people with disabilities?

A: We currently have Blue Badge exemptions to the camera-controlled closures, which we are planning to extend to all Southwark resident Blue Badge holders across all Streetspace areas.

These exemptions will now also apply to Melbourne Grove (South) and Derwent Grove, adding two extra points of access. Overall reducing the hours of the timed closures will address concerns around accessibility for all road users.

Q: What are you doing to help people who are disabled, limited in mobility but don't meet the criteria for a Blue Badge?

A: The reduction in timed restrictions means that people who do not meet the criteria for a Blue Badge can also travel through the area more easily throughout the day, the restrictions are in line with school streets locally.

The measures have been designed to ensure access to every street is still permitted but safeguards the most vulnerable road users at key times.

Encouraging a reduction in car use for short journeys for those that can, will enable those who do rely on their cars to be prioritised.

Q: What are you doing to assist teachers, healthcare workers, and carers who need their cars to get to Dulwich and have to travel at peak times?

A: The exemptions as part of the Dulwich Streetspace scheme have been revised to include an exemption for rapid healthcare workers, subject to further consultation with the NHS.

The scheme aims to safeguard the most vulnerable road users at key times of the day which are children and pedestrians and cyclists, but access to each street is still permitted during this time.

We have considered the needs of teaching and support staff to get to and from schools, by reducing the timed restrictions. Similarly for care workers they will be able to access appointments more readily without restrictions.

Q: Does the EqIA follow the guidelines set by the Equalities and Human Rights Commission?

A: Yes we did follow the Equality Human Rights Commission guidelines on the EqIA completed.

Q: What additional measures are you going to introduce to encourage cycling?

A: There are proposed increases to cycle parking, with more cycle hangars being rolled out towards the end of the year and the beginning of next year in a range of locations across Dulwich to meet local demand.

We are also committed to adding additional cycle lanes and segregated routes across the wider Dulwich area to create a much larger network of routes across the borough over time.

We are also talking to TfL about other strategic improvements and measures to encourage more cycling.