

# Dulwich Streetspace update

## December 2021

### Consultations and decisions update

**Thank you for your interest in the Dulwich Streetspace review, especially everyone who responded to our consultations.**

This is an update on next steps towards the final decision making process.

In October we published a set of Traffic Management Orders (TMOs) that would make the trial measures permanent. Local people were invited to let us know their views as part of a 21 day statutory consultation period. We received more than 2,000 valid representations about the TMOs before the deadline of 11 November. This included representations of support, objection and overall comment.

As well as responses from individual residents and businesses, we also received submissions from resident associations, business representative bodies and local interest groups. We continue to engage with residents and businesses on the scheme and what more we can do to support the local economy.

All of the comments have been considered and will inform our decisions on the future of the Dulwich Streetspace measures. However the council's final decision on each of the proposed measures is not based on public perception alone - we must consider whether the measures are helping the borough improve air quality,

reduce polluting traffic, encourage active travel and make our streets safer and more pleasant for all.

### Boroughwide travel improvements

We are working with Transport for London, Network Rail and train operators to improve the public transport network, including local bus routes. We are also creating more active travel corridors, making it easier for people to walk and cycle across the borough.

Dulwich is one of ten Streetspace or similar low traffic schemes in Southwark. Walworth is the largest scheme and we have others across areas in Peckham, Camberwell and Bermondsey. These schemes have brought benefits to some of our most diverse and low income communities. Collectively all these schemes have delivered significant reductions in traffic and car use in these areas and surrounding roads.

Whilst all homes and premises can still be accessed by car, this small shift that prioritises streets for people, has led to significant increases in walking, cycling and other forms of active travel.

If we are to achieve more and reduce our car journeys, that does mean changing the way we design and use our streets, and we hope residents can appreciate this and work with us to make our borough a greener and safer place to live, visit and work in.

## Achieving our aims

We introduced Streetspace measures to reprioritise streets for people, improve the public realm and increase the road space for walking, for assisted mobility, encouraging more cycling across all ages and active travel to school, on bike, foot or scooter.

Across all 10 schemes, we have created safer walking and cycling routes along 49 roads - which is less than 4% of the total public highway that the council manages.

The measures have helped with reducing traffic and cutting down air pollution, which is something Dulwich residents previously raised as a concern. The measures have made streets more pedestrian-friendly, and have supported a change in people's travel habits.

Of course walking and cycling aren't always possible for some people and we do not claim to have got it all right, which is why we have recommended changes. However we have seen real benefits and hope local residents continue to choose walking, cycling to local places as their preferred way of getting around.

While we listen to local concerns, we also have a responsibility to all our residents to tackle the climate emergency, make our air and our streets cleaner and safer, and to help residents live healthier lives. We have really listened to local people in making many changes to the schemes for example to improve accessibility for people with disabilities and lower mobility. Our ultimate aim remains to change local travel habits - Streetspace measures don't cause pollution or congestion, cars do.

## Dulwich September data

September 2021 data shows **motor traffic is down -12%** compared to **-10% in June 2021**

September data shows a 12% decrease for all motor traffic compared to pre-scheme level across monitored sites.

We have also seen an increase in pedestrian and cycling activity across Dulwich and have recorded particularly high increases in cycling since the measures have been in place.

For example, cycling across Dulwich is up by 61% compared to before the measures were introduced.

## Safe Hubs for Walking and Cycling

Using our sensors that record the level of movement, we also saw lots of people walking in locations such as Calton Avenue at the junction with Dulwich Village and Court Lane, which is also a cycle hub for routes along many surrounding roads.

September 2021 data shows

**Over 1000 people walk through the Calton Avenue / Dulwich Village Junction**  
at the busiest periods  
between 8-9am and 3-4pm



We also see similar at the Melbourne Grove North junction with Grove Vale, linked to both the school, sixth-form and health centre given its proximity to East Dulwich station. We have seen increases in the number of people walking at these locations throughout the whole day and this is a positive sign for our local high streets.

September 2021 data shows

**Over 900 people walk through Melbourne Grove (North)**  
at the busiest periods  
between 8-9am and 3-4pm



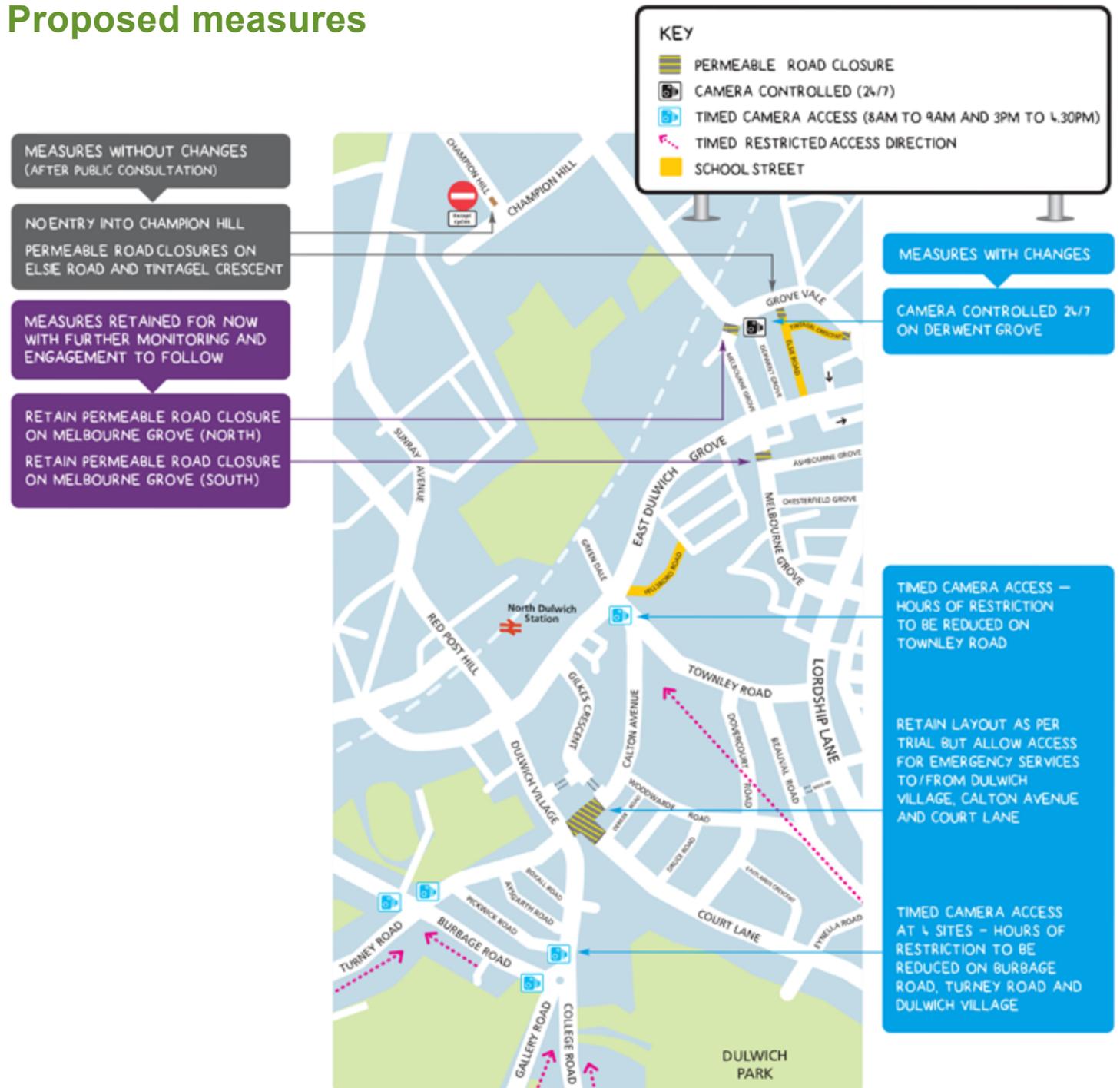
## Air quality and congestion

We have been closely monitoring air quality data and this has improved in most locations. The recent ULEZ extension to the South Circular will help improve air quality, but we need to do more locally. We know that traffic congestion and vehicle idling increases short-term exposure to vehicle emissions, especially at peak traffic times. We'll continue to work towards improving traffic flow along Croxted Road, and work with

Transport for London and Lambeth to improve congestion in the wider Herne Hill area. We will also do the same in East Dulwich Grove, from Lordship Lane to Matham Grove, as this was the only area that showed a slightly negative impact from the measures.

We will continue detailed monitoring along the full length of East Dulwich Grove and Townley Road to inform what other measures we can take to reduce any congestion in support of the scheme.

## Proposed measures



## Local response

It has been stated that around two-thirds of respondents to the Dulwich consultation in July wanted the original schemes removed. The reasons given for removal or change at that time varied. We have listened to those concerns and made several key changes to respond as far as possible to deliver a balanced outcome for all. But this was never intended to be a ballot. This initiative is about improving the whole borough and creating a network of safe active travel routes throughout Southwark from the Thames down to Crystal Palace. The vast majority of the road network is unaltered by the Streetspace measures.

Over time these measures, along with the wider work we are doing with the Mayor of London on public transport, freight and vehicle emissions will continue to support change that benefits local people.

## Next steps

You can respond to the published report addressing any formal objections to our proposals by emailing [streetspace@southwark.gov.uk](mailto:streetspace@southwark.gov.uk) before 11 December. Your comments will inform the decision made by the Cabinet Member to implement these changes. If you do not have access to the internet and would like to make your recommendation by post, you can do so by sending a letter to:

**Environment & Leisure,  
Highways Southwark Council,  
Third Floor,  
Hub 2 London  
SE1P 5LX  
PO BOX 64**