

Dulwich Village, College
Road and Woodyard Lane
Residents Association

Impact of Southwark's
Phase 1 and Phase 2
road measures

Our Complementary
Proposal

Issued by the Committee - Draft 12 October 2020



Our Residents' Association

- Our residents' association covers residents living in Dulwich Village Ward on Dulwich Village (road, north and south), College Road (north of the A205) and Woodyard Lane
- Those streets include a large number of residential houses as well as 3 schools and many walking and cycling children, plus many pedestrians walking to Dulwich Park and Dulwich Picture Gallery
- We fully support actions which will genuinely reduce through-traffic and air pollution, and make the streets safer for cyclists and pedestrians; we also understand that some interventions are necessary during the Covid-19 emergency
- Our views and ideas as set out in this presentation have been informed by a large number of face-to-face discussions with our members

Southwark's actions to date

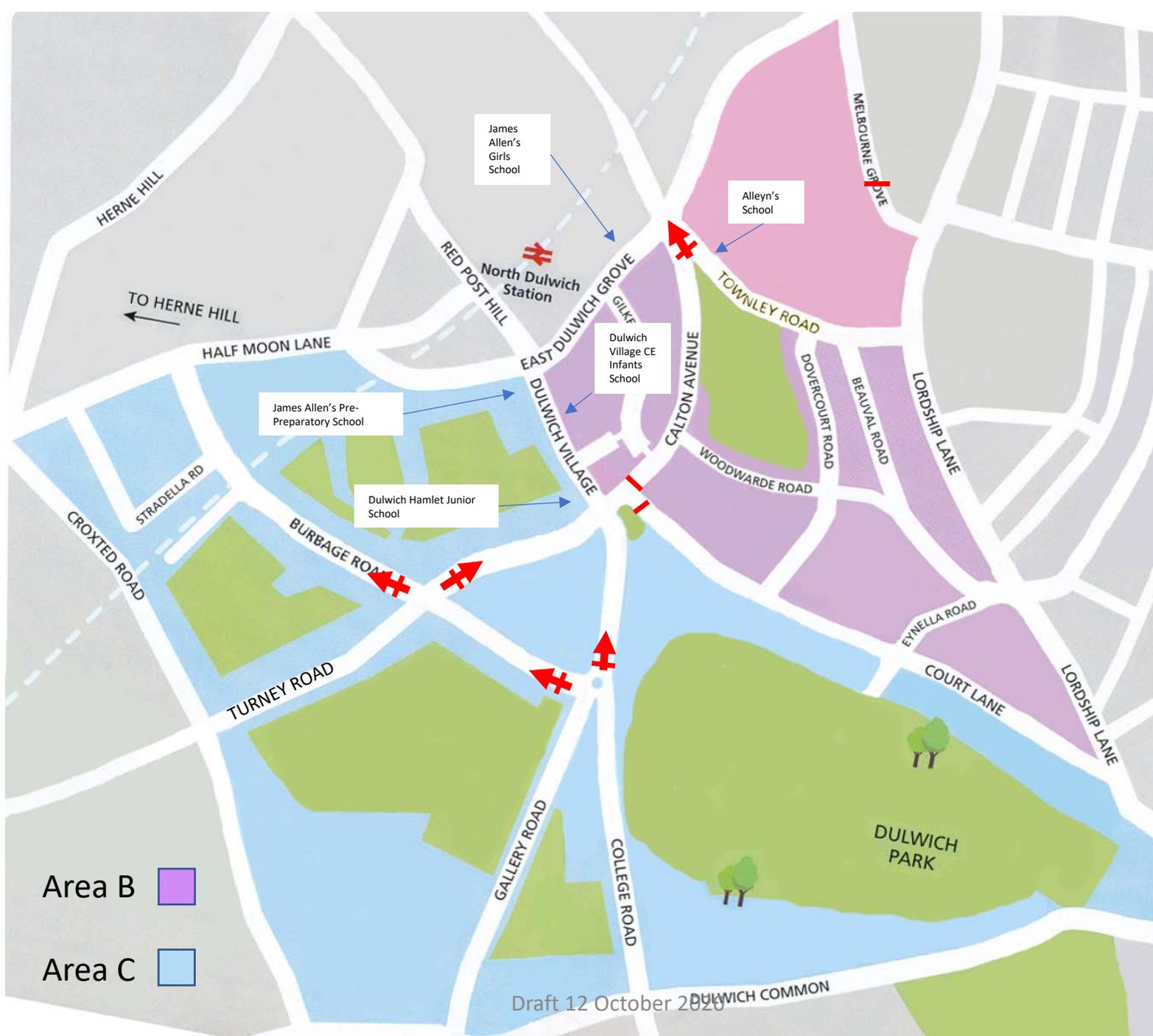
- Southwark consulted on a 'holistic' plan – 'Our Healthy Streets Dulwich' in March 2020 – which had the objective of reducing 'only through traffic at peak hours' (see Appendix 2)
- The results of that consultation have not been published
- Our perception is that Southwark are implementing a variant of the 'Our Healthy Streets' plans using Covid-19 emergency powers
- In 'Phase 1' the Dulwich Village junction has been closed, eliminating traffic in a tiny area, **dividing Dulwich** and creating significant displacement traffic on Dulwich Village and elsewhere, including **stationary traffic outside 3 primary schools** on Dulwich Village north
- Southwark have approved a series of 'Phase 2' restrictions to relieve certain streets of the displacement traffic caused by the junction closure; to be implemented later this year, date tbd

Southwark's current plan – combining phases 1+2⁽¹⁾

— = 24/7 road closure ('phase 1')

➔ = timed camera restriction (weekdays 8am-10am, 3pm-6pm); vehicles cannot pass in this direction ("phase 2")

⁽¹⁾ includes the additional northbound camera on south Burbage announced by Southwark on 30/9/20, still for decision



No permit access for residents or businesses

Our view of likely impact of Southwark's plans

- **24/7 traffic displacement from the junction to accessible alternative routes**
 - Outside the 'restricted hours' that means Dulwich Village (road), with overspill to Burbage Road, and East Dulwich Grove
 - During the 'restricted hours', **all** traffic currently trying to access Dulwich Village from the south or to traverse Dulwich northbound will be forced onto Croxted Road, Lordship Lane, Half Moon Lane and East Dulwich Grove, or further afield
- **Access issues for residents and businesses**
 - **24/7** junction closure **divides Dulwich**
 - **During restricted hours**, lengthy round trips required for residents and business owners needing to access from the south to avoid £100+ fine; significant issues arising with services and deliveries
 - **Business customers likely to be put off by 'peril' of fines**

Our Complementary Proposal - overview

Our proposal was shaped by objectives we share with Southwark – to reduce through traffic at peak hours and promote walking and cycling

- Targets **northbound** through traffic **during peak times only** (this is consistent with Southwark's stated objectives in the OHS consultation, see Appendix 2)
- 24/7 traffic displacement from junction closure eliminated
- Junction can operate properly given reduced load at peak times
- **Dulwich is no longer divided**
- All residents can access their homes at all times
- Significant reduction in negative impact on Village businesses as all Southwark residents can access them from all directions at all times
- Displacement traffic *within the ward* and *outside the ward* will *only* occur during the restricted hours and will be very much reduced by re-opening the junction and allowing all Southwark residents access

Our Complementary Proposal

- Retains Southwark's existing plan to install northbound timed restrictions on Dulwich Village, Burbage, Turney and Townley
- Re-opens the Dulwich Village junction and installs a westbound timed camera restriction at the south end of Calton Avenue
 - this simple measure, combined with Southwark's proposed 'Phase 2' restrictions, would obviate the need to close the junction; **it would no longer be overloaded at peak times**
- **Allows access through all restrictions to vehicles registered in Southwark**

We believe our Complementary Proposal could attract wide support, which would considerably reduce the risk that this scheme would need to be abandoned at the end of the trial period

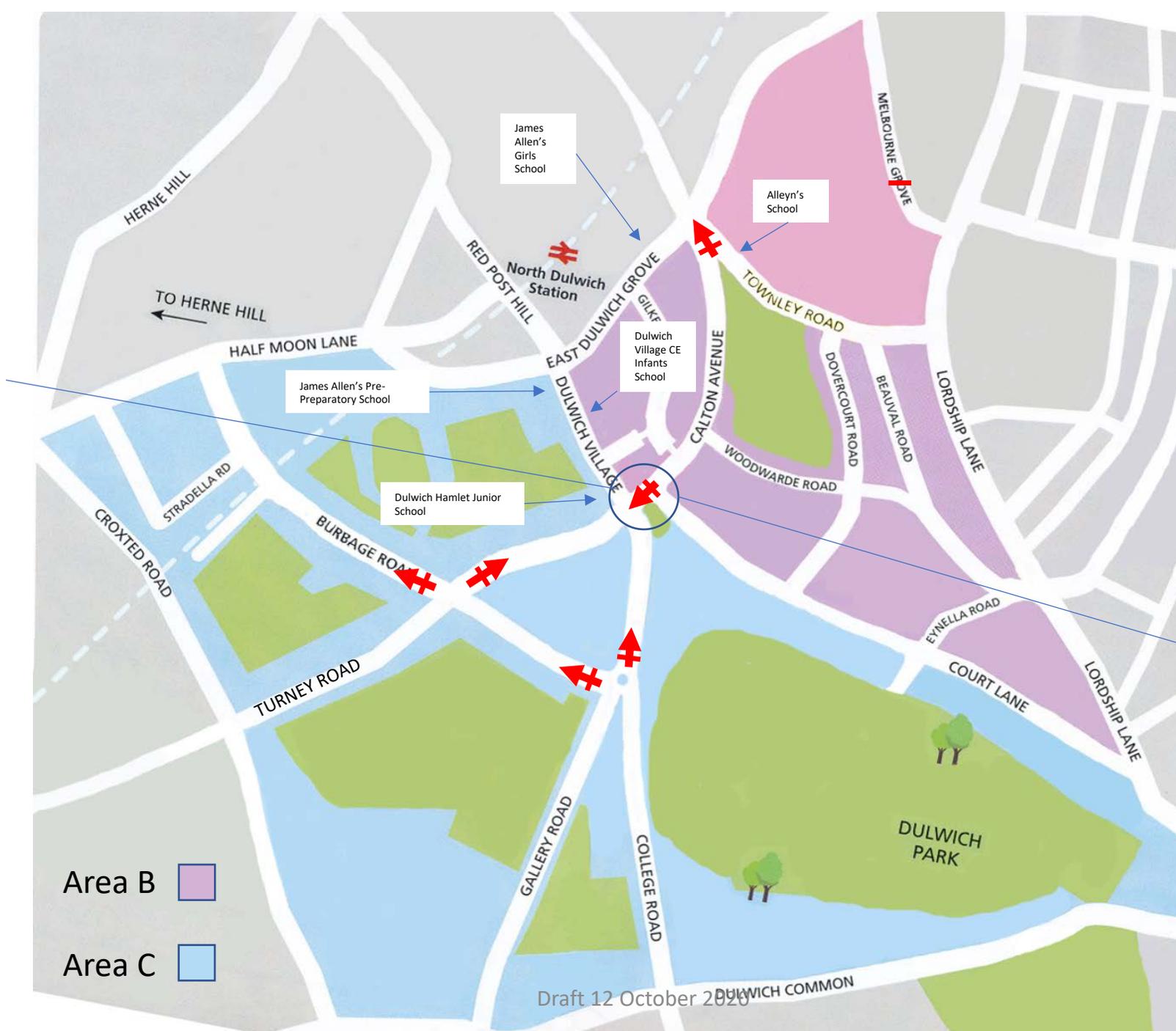
Our Complementary Proposal

○ Re-open Village junction and install westbound timed camera restriction at south end of Calton Avenue at junction with Dulwich Village

➔ = timed camera restriction (weekdays 8am-10am, 3pm-6pm); *only Southwark registered vehicles can pass in this direction*

Area B 

Area C 



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Access through all restrictions to all residents of Southwark

Cameras check number-plates against DVLA records



- Camera restriction operates at Calton Avenue/ Dulwich Village junction
- Calton Avenue and Court lane re-connected

Re-imagining the Village Junction

- Our Complementary Proposal would radically transform peak time traffic flows through the junction, rendering the junction viable
- Of the 20 'routes across the junction' which are possible when the junction is fully open, **under our Complementary Proposal only 3 would be likely to attract through traffic** (during the restricted peak hours), and **of these, 2 would anyway be open under Southwark's plan** ⁽¹⁾
- Our analysis of Southwark's data on peak time traffic flows across the junction prior to any of the recent interventions⁽²⁾ clearly supports this conclusion; see Appendix 1

(1) These routes are Dulwich Village north to Dulwich Village south, Dulwich Village north to Court Lane and Dulwich Village north to Turney; the first and last of these are already open under Southwark's plan

(2) This data was prepared by Southwark to support the case that prior to interventions, the junction was overloaded

Access – a critical issue

- Southwark councillors have stated that *‘we are told by officers that there is no prospect of delivering resident permits without a CPZ – it is not possible to obtain the necessary data without a CPZ’*
- **We find this very hard to accept; we think that it is within Southwark’s powers to solve this critical issue for residents and businesses**
 - The OHS consultation earlier this year proposed a ‘permit system’ which was **clearly NOT linked to a CPZ**
 - Hammersmith & Fulham have implemented a scheme which is **NOT linked to a CPZ**, which allows access to all residents of the Borough (see over)
 - The camera system Southwark are anyway proposing **MUST** somehow link to DVLA’s database in order to issue fines; it should be **a simple tweak to ‘exempt’ addresses in Southwark from being fined**, which is all we are asking

Access – the H&F scheme



Do it online

Home > Transport and roads > **SW6 traffic reduction scheme**

SW6 traffic reduction scheme

To make our roads safer, more pleasant and to reduce air pollution, we're creating 'Low Traffic Neighbourhoods' in many residential streets by restricting non-local traffic from passing through selected roads.

The controlled areas will be monitored by Automatic Number Plate Recognition (ANPR) cameras which will check whether a vehicle using that road has an access permit.

The scheme went live on Monday 20 July.

H&F residents who hold an H&F parking permit and H&F residents whose vehicle is registered to their H&F home address will automatically be granted a borough access permit.

This permit allows you to pass through any restricted access points to roads in the borough.

Vehicles registered to an H&F address will be added to a permitted list, exempt from the restrictions and the registered keeper of the vehicles will not be sent a fine.

If a vehicle is not exempt from the restrictions, the registered keeper of the vehicle will be sent a fine.

This permit is only to gain access to restricted roads in the borough. Only residents or businesses who hold a valid parking permit for each restricted road, or who pay the appropriate parking charge, are entitled to park on the street in these roads. [Find out about parking permits](#)

The permit is virtual and you do not need to display anything in your car.

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Vehicles registered to an H&F address will be added to a permitted list, exempt from the restrictions and the registered keeper of the vehicles will not be sent a fine.

Our proposal - impact on non-local through traffic during restricted periods – Area B

- No northbound 'through route' through Area B due to combination of Townley Road restriction and our proposed Calton Avenue restriction
- Calton Avenue relieved both northbound and southbound as it ceases to serve as a bypass for the East Dulwich Grove/ Dulwich Village junction in either direction
- Court Lane relieved northbound as no exit to East Dulwich Grove or Dulwich Village via Calton
- School 'drop off' traffic can still enter the area and leave, but the attraction of the area for such traffic is reduced for those combining a 'drop-off' with an onward northbound journey
- **Resident access issues eliminated**

Our proposal - impact on non-local through traffic during restricted periods – Area C

- No 'through route' north via Dulwich Village, Burbage (south), Turney (west) or Calton Avenue
- School 'drop off' traffic can still enter the area from the north, and from the south as far as College Road and Gallery Road, but the attraction of the area for such traffic is reduced for those combining a 'drop-off' with an onward northbound journey
- Customer access to Village businesses significantly improved over Southwark's plans
- **Residents access issues eliminated**

Summary

- Southwark's plan **completely eliminates traffic in a very small area** (mainly the Village ends of Calton Avenue and Court Lane) while creating **significant displacement traffic and pollution 24/7** across a wide area, together with **major access issues for residents and businesses**
- **We do not feel that this is a fair, balanced or equitable approach**
- Our complementary proposal is **moderate and fair**; it seeks to **relieve Dulwich of northbound 'flyover' through traffic at peak times** while **taking account of the needs of residents and businesses**. It renders the **Village junction viable**, removes the **'Dulwich divide'**, and provides **significant traffic relief to Calton Avenue in both directions**, enabling safer cycling and walking to the schools in the area