

# Cabinet

Tuesday 13 June 2023

11.00 am

Rooms GO2A, B and C, 160 Tooley Street, London SE1 2QH

## Appendix

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Date: 5 July 2023

**PUBLIC QUESTION – CABINET 13 JUNE 2023****2. Jane Lyons**

Given Sadiq Khan's recent comments about LTNs, in particular that 'they are not permanent or fixed in stone' and that 'good councils will try to ameliorate any unintended consequences', is Southwark planning to review the Dulwich LTN and remove it if the known harmful consequences cannot be ameliorated?

**Response by Councillor James McAsh, Cabinet Member for Climate Emergency, Clean Air and Streets**

Residents have consistently told us that they want fewer cars on the roads, cleaner air, more trees, and for us to help tackle the climate emergency. We can only do this by reclaiming space on our streets for the things we all value: community interaction, safe and healthy journeys, a thriving local economy, and our natural world.

A consultation was carried out in November and December 2022 on the Dulwich Streets for People proposals, which included the existing traffic restrictions at the Dulwich Village, Calton Avenue junction.

The feedback from the consultation was supportive in relation to the objectives of the permanent scheme at the junction of Calton Avenue and Court Lane with Dulwich Village following the decision to permanently remove vehicle access, except for emergency services.

Under our Streets for People programme all of our Streetspace schemes are subject to regular review in relation to traffic and air quality. Changes, improvements and enhancements have been made where necessary and as a result of reviews and community feedback. An example in the Dulwich Streetspace scheme is the reduction from 5 to 2.5 hours of traffic restrictions following such reviews.

**PUBLIC QUESTION – CABINET 13 JUNE 2023****3. Lindsay Chathli**

Can the new cabinet member for streets please confirm that, going forward, Southwark's consultations will give residents a genuine opportunity to reject the council's proposals, for instance relating to road closures and CPZs, and will in each case honour the result ?

**Response by Councillor James McAsh, Cabinet Member for Climate Emergency, Clean Air and Streets**

Residents have consistently told us that they want fewer cars on the roads, cleaner air, more trees, and for us to help tackle the climate emergency. Therefore we are committed to delivering the Council's Streets for People programme and associated vision for Southwark to be a clean, green and safe borough. We will reclaim space for our communities to connect and socialise; for safe and healthy journeys; a thriving local economy, and our natural world. Fewer cars will lead to better air quality and a healthier environment.

The council's plans to extend parking permits to cover the whole borough are not a new approach, but something we set out in our 2019 Local Implementation Plan, which we consulted extensively on at the time (over 1,000 residents responded to our survey). Therefore we are no longer at a stage of asking whether we should make these changes, but instead are working with local people to get the measures right for their area, and deliver the associated benefits they most want, whether that's more cycle hangars, more trees, green seating areas, safer crossings, cycle lanes, or something else.

This also follows our commitment to implementing controlled parking across the borough as set out in the council's Climate Change Action Plan.

We are keen to hear from residents regarding their views on how these changes can best work in local areas and results of consultations are always given due consideration in any decision making process. When the views or needs of residents are mixed, Cabinet will continue to reflect on these responses to balance conflicting priorities.

**PUBLIC QUESTION – CABINET 13 JUNE 2023****4. Clive Rates**

The cabinet member for streets has recently restated Southwark’s target of 100% CPZ coverage by 2024. What is the democratic mandate for this, and what assurances can he give that parking charges will not rise further, or that available parking spaces will not be reduced once CPZs are in place?”

**Response by Councillor James McAsh, Cabinet Member for Climate Emergency, Clean Air and Streets**

Residents have consistently told us that they want fewer cars on the roads, cleaner air, more trees, and for us to help tackle the climate emergency. We can only do this by reclaiming space from parking to use for the things we all value: community interaction, safe and healthy journeys, a thriving local economy, and our natural world. Fewer cars will lead to better air quality and a healthier environment.

Therefore, this commitment is one element of the Council’s Streets for People programme and associated vision for Southwark to be a clean, green and safe borough. Our streets are publicly-owned spaces and should be used for the benefit of all. Most Southwark residents do not own a car so are unable to make use of this space when it is used for private parking.

The council’s plans to extend parking permits to cover the whole borough are not a new approach, but something we set out in first made in the 2019 Movement Plan and more recently stated in the council’s Climate Action Plan. Both of these were subject to extensive consultation. The current administration was elected on the basis of, amongst other things, a commitment to improve our air quality, make our borough greener, and reduce health inequalities locally.

An assurance that we will not reduce available parking spaces would run contrary to this vision: if space can be better used otherwise then that is what we will do. Parking charges are benchmarked against neighbouring boroughs. This follows our commitment to borough-wide coverage of parking permits.

**PUBLIC QUESTION – CABINET 13 JUNE 2023****5. Alex Hamilton**

Given that Southwark's objectives regarding Turney Road and the Dulwich Village junction were roundly rejected in both the recent consultation and the earlier consultations, how can Southwark justify the continuing closure of the junction at Calton Avenue - Court Lane, even to Blue Badge holders and other vulnerable road users?

**Response by Councillor James McAsh, Cabinet Member for Climate Emergency, Clean Air and Streets**

Residents have consistently told us that they want fewer cars on the roads, cleaner air, more trees, and for us to help tackle the climate emergency. We can only do this by reclaiming space on our streets for the things we all value: community interaction, safe and healthy journeys, a thriving local economy, and our natural world.

A consultation was carried out in November and December 2022 on the Dulwich Streets for People proposals which included the existing traffic restrictions at the Dulwich Village/Calton Avenue junction.

The feedback from the consultation was supportive in relation to the objectives of the permanent scheme at the junction of Calton Avenue and Court Lane with Dulwich Village following the decision to permanently remove vehicle access, except for emergency services.

These changes to the junction have seen significant increases in walking and cycling which is a key objective of our Streets for People programme.

**PUBLIC QUESTION – CABINET 13 JUNE 2023****6. Tristan Honeyborne**

The recent consultation relating to the proposed closure of Turney Road and the Dulwich Village junction demonstrated a clear lack of support for Southwark's objectives of 'safety, community and connection'; why do you think that was, as these seem to be objectives that should attract a lot of support?

**Response by Councillor James McAsh, Cabinet Member for Climate Emergency, Clean Air and Streets**

Residents have consistently told us that they want fewer cars on the roads, cleaner air, more trees, and for us to help tackle the climate emergency. We can only do this by reclaiming space on our streets for the things we all value: community interaction, safe and healthy journeys, a thriving local economy, and our natural world. The feedback from this consultation was supportive in relation to the objectives of the permanent scheme at the junction of Calton Avenue and Court Lane with Dulwich Village following the decision to permanently remove vehicle access, except for emergency services, at this location was made in January 2022.

The aspect of the proposals that generated a significant response was to ban vehicle access along Turney Road from the junction with Dulwich Village.

The council have considered these responses, alongside the traffic data and survey work, and determined that the next phase of the consultation process will develop final designs that retain vehicle access at this Turney Road location and not ban vehicles.

We continue to pursue other opportunities to improve the Turney Road environment between Boxhall Road and Dulwich Village to support the needs of the community.

**PUBLIC QUESTION – CABINET 13 JUNE 2023****7. Jean Cary-Elwes**

Why is Southwark Council ignoring residents' concerns and complaints about the dangerous state of the Dulwich Village junction where there are now no safe crossing places where there used to be three, and where cyclists ride through at speed on pavements and pedestrianised area?

**Response by Councillor James McAsh, Cabinet Member for Climate Emergency, Clean Air and Streets**

Residents have consistently told us that they want fewer cars on the roads, cleaner air, more trees, and for us to help tackle the climate emergency. We can only do this by reclaiming space on our streets for the things we all value: community interaction, safe and healthy journeys, a thriving local economy, and our natural world.

Therefore, as part of the Streets for People programme the Council continues to listen to residents' views and concerns through consultation exercises. Following the Phase 2 consultation for the specific Dulwich Streets for People proposals, the council is currently working with TfL on the design for the Dulwich Village/Calton Avenue junction including the crossing points.

It is intended that once this is complete the design proposals will be consulted on in autumn 2023 as part of the Phase 3 element to the Dulwich Streets for People proposals. The proposals will include measures to ensure compliance with traffic legislation.

**PUBLIC QUESTION – CABINET 13 JUNE 2023****8. Charles Cary- Elwes**

Southwark Council marketed the Dulwich LTN as being to ‘help tackle the Climate Emergency, reducing carbon emissions from vehicles in Southwark’. When will Southwark Council provide the evidence that the Dulwich LTN has reduced emissions and journey miles in the Dulwich area?

**Response by Councillor James McAsh, Cabinet Member for Climate Emergency, Clean Air and Streets**

Polluting vehicles contribute to nearly half the air pollution in journey so reducing these journeys is an important part of cleaning the air and tackling the climate emergency.

Evidence showing the reduction in traffic counts on streets across the area is published on the Dulwich Streetspace web page:

**Link:** <https://www.southwark.gov.uk/transport-and-roads/improving-our-streets/live-projects/streetspace/dulwich-review>

The web page contains links to traffic monitoring results, raw traffic data, and further links to the overall effects on traffic levels.

With respect to air quality, please see the “Dulwich Streetspace Air Quality Modelling (June 2021 traffic monitoring)” report that can be found at the following web page:

**Link:** <https://www.southwark.gov.uk/transport-and-roads/improving-our-streets/live-projects/streetspace/dulwich-review?chapter=2>