

Item No.	Classification: Open	Date: 17 September 2021	Decision maker: Cabinet Member for Transport, Parks and Sport
Report title:		Dulwich Streetspace Review – outcome of experimental trial measures and decision on the next phase of measures	
Ward(s) or groups affected:		Dulwich Village, Goose Green, Dulwich Hill, Dulwich Wood and Champion Hill	
From:		Head of Highways	

RECOMMENDATION(S)

1. That the Cabinet Member for Transport, Parks and Sport approves:
 - The implementation of the proposals shown in Appendix G subject to statutory requirements.
2. That officers:
 - Engage with the community to develop proposals that enhance the public realm at certain modal filter locations together with complementary measures that promote the 'Streets for People' initiative.
 - Continue to monitor the impact of the recommendations and engage with the community if further modifications are needed.

BACKGROUND INFORMATION

3. Southwark Council (LBS) has made Experimental Traffic Management Orders (ETMOs) under s.9 of the Road Traffic Regulation Act 1984 (RTRA 1984) to facilitate the introduction of a series of temporary traffic reduction measures in the Dulwich area. These Orders form part of the London Streetspace Programme (LSP), and to meet the objectives of Southwark's Streets for People initiative. The objectives are to:
 - Improve road safety.
 - Reduce carbon emissions to help tackle the climate emergency.
 - Make walking and cycling an enjoyable, safe and easy way to get around.
 - Reduce inequalities in health and wellbeing.
 - Reduce the amount of cut-through traffic.
 - Reduce parking pressure for local residents.
 - Encourage people to shop locally to support businesses and reduce car use.

- Improve air quality and reduce pollution and noise levels.
 - Make more space on our pavements for social distancing to help keep everyone safe from COVID-19.
4. The government, in response to the Covid-19 pandemic, issued guidance for local authorities on the amended Traffic Orders Procedure (Coronavirus) (amendment) (England) regulations 2020 (statutory instrument (SI) No. 536) which came into force 23rd May 2020. This was further updated on 13 November 2020. The amendments included in the SI are intended to speed up the time it takes for traffic authorities to make traffic orders that put in place measures to deal with the effects of coronavirus, and to encourage social distancing and promote active travel, for example, walking and cycling. The government further updated its guidance on 30 July 2021 and set out the approach to be adopted when monitoring and evaluating schemes introduced under a temporary or experimental traffic order.

To summarise, the guidance is as follows:

- Experimental schemes should be left in place for the full duration of the ETMO until at least 12 months' traffic data is available.
 - Authorities should build a robust evidence base consisting of, but not limited to, traffic counts, pedestrian and cyclist counts, traffic speed, air quality data, public opinion surveys and consultation responses.
 - Consultation and community engagement should always be undertaken whenever authorities propose to remove, modify or reduce existing schemes.
 - Objective measures of evaluation should be considered where there are high-levels of public controversy.
 - If the scheme is made permanent there needs to be a valid, transport-related reason for the measures in place.
 - If schemes are removed prematurely or 'watered' down without proper monitoring and evaluation the local authority may receive a funding reduction.
5. In July 2020, the Department for Transport (DfT) published a report entitled "Gear Change: A bold vision for walking and cycling ", which outlined the government's priorities with regards to walking and cycling. The report stated a commitment to create 'Better Streets for Cycling and People', and encouraged the introduction of "low-traffic neighborhoods" to tackle through-traffic and to help create a network of cycling, walking and bus corridors. Transport for London's (TfL) London Streetspace plan (LSP) published in May 2020 responded to the change in travel behaviour during the Covid-19 pandemic and detailed the London-wide response for local authorities. The plan urged Council's to reconsider the use of street space to provide safe and appealing spaces to walk and cycle as an alternative to car use in the context of reduced capacity on the public transport network. The LSP recognised low-traffic neighborhoods as a key part of this this response and outlined funding support for such interventions which could be bid for. Low-traffic neighbourhood schemes are therefore supported and encouraged by national and pan-London transport policy.
6. The Council has also adopted a number of strategies and policies that encourage less traffic and more active travel, improve air quality, tackle the climate emergency and reduce the instances of obesity and inequalities in health and wellbeing. These are summarised at Appendix A. The measures proposed aim to achieve many of these

strategic objectives.

7. With regards to Dulwich, residents and other stakeholders were extensively consulted as part of “Our Healthy Streets (OHS) Dulwich” scheme in 2019. Phase 1 of the engagement highlighted the key transport issues and priorities for the community as being:
 - Improving air quality.
 - Measures to help school pupils walk and cycle by improving safety at junctions.
 - An area-wide approach to traffic management to ensure traffic stays on main roads and away from local residential streets.
8. Additionally, the engagement exercise identified the Calton Avenue and Dulwich Village junction as a key area of concern for the community. Any scheme introduced here however would need to be considered holistically due to the potential impact on surrounding streets.
9. Phase 2 of the engagement exercise built upon the evidence base that was established in Phase 1 and looked at a variety of interventions that could be considered in the Dulwich Village area. We sought community opinion on what type of intervention local people would like to see in key locations.
10. Using the feedback received during Phase 2, Phase 3 presented an area-wide low-traffic scheme proposal and sought public support for the proposals.
11. The overall conclusion was that there was a community aspiration for tackling key transport issues in the Dulwich Village area and public support for certain low-traffic interventions. This included the need to provide safer and greener school travel links and to encourage more people from the school community to adopt active travel modes.
12. Stakeholders in the Champion Hill area were also consulted on the ‘No-entry’ trial scheme on Champion Hill in February– March 2020. This showed a majority in favour of the measures. The trial period was extended to allow for additional monitoring of the impact of the scheme to be carried out.
13. Due to government legislation and guidance for transport authorities following the Covid-19 pandemic and as a result of the extensive OHS Dulwich exercise, the Council introduced three measures using four ETO’s in Dulwich Village, East Dulwich and Champion Hill, (details are shown at Appendix B). These measures are referred to as the Dulwich Streetspace scheme.
14. The key objectives of the Dulwich Streetspace scheme are to:
 - Create safe and healthy active travel routes for young people particularly at key locations such as the Dulwich Village and Calton Avenue junction, Melbourne Grove and the strategic Cycleway 17 route. This is to be achieved by reducing high-levels of through-traffic.
 - Tackle the climate emergency by encouraging the uptake of walking, cycling and public transport amongst residents and reduce the use of

- private car use for those that can.
 - Re-purposing and re-prioritising the street space for the community and local economy.
15. The Dulwich Streetspace measures consist of:
- Dulwich Village/Calton Avenue/Court Lane: No access for motor vehicles between Dulwich Village and Calton Avenue/Court Lane, with full access for walking and cycling.
 - Junction of Dulwich Village/Burbage Road with College Road/Gallery Road: No motor vehicles permitted, except buses, and taxis northbound between the hours of 8-10am and 3-6pm Mon-Fri (Camera controlled).
 - Junction of Burbage Road with Turney Road: No motor vehicles permitted, except buses, and taxis northbound between the hours of 8-10am and 3-6pm Mon-Fri (camera controlled).
 - Junction of Turney Road and Burbage Road: No motor vehicles permitted, except buses, and taxis eastbound between the hours of 8-10am and 3-6pm Mon-Fri (camera controlled).
 - Townley Road junction with East Dulwich Grove: No motor vehicles permitted, except buses, and taxis northbound between the hours of 8-10am and 3-6pm Mon-Fri (camera controlled).
 - Melbourne Grove (South): No access travelling north to East Dulwich Grove or Tell Grove for motor vehicles but full access for walking and cycling.
 - Melbourne Grove (North): No access to Grove Vale for motor vehicles but full access for walking and cycling.
 - Tintagel Crescent: No access for motor vehicles into Grove Vale but full access for walking and cycling.
 - Elsie Road: No access to Grove Vale for motor vehicles but full access for walking and cycling.
 - Derwent Grove: No access to Grove Vale for motor vehicles but full access for walking and cycling.
 - Champion Hill: No motor vehicles permitted northbound on Champion Hill.
 - Amendments to parking and waiting restrictions have also been made in specific location to accommodate the above changes.
 - Introduced light segregation for cyclists at the junction of Dulwich Village and East Dulwich Grove, and a right-turn filter for all traffic.
 - Introduced parklet features (seating and planting) to the junction with Calton Avenue and Dulwich Village, 80 Dulwich Village, Melbourne Grove (North) and Elsie Road.
 - Introduced two disabled bays; Court Lane and Gilkes Crescent.
16. The measures were introduced in 2020 and a review began in May 2021. This review consisted of an analysis of monitoring data, air quality modelling, a public consultation exercise from 17th May to 18th July and a post-implementation equality impact assessment.
17. Due to the Covid-19 pandemic different approaches to monitoring and

community engagement were adopted as part of this review:

- Monitoring – the Covid-19 pandemic changed people’s travelling behaviour. Using contextual traffic data from TfL however, we can make an assessment as to whether trends in the Dulwich area are aligned with trends in Southwark and London. The Dulwich Streetspace review monitoring plan can be found at www.southwark.gov.uk/dulwichstreetspacereview
- Community engagement – due to social distancing restrictions and for health and safety reasons, community engagement exercises and events in the Dulwich area have primarily been through online media. We have also utilised postal media wherever required to ensure the less digitally-enabled have not been excluded. The Dulwich Streetspace review engagement plan can be found at www.southwark.gov.uk/dulwichstreetspacereview

KEY ISSUES FOR CONSIDERATION

18. Challenges in Dulwich Village, East Dulwich and Champion Hill:

- The average number of cars per household in 2019 for SE21 was 0.84¹, this is much higher than the Southwark average which is 0.50. Data collected from 2011 showed car ownership in the Village ward was 72.1%², College ward was 59.5% and East Dulwich 58.5%, this is above the Southwark average of 41%.
- Over 13,000³ school pupils travel through the Dulwich area each school day.
- There were high levels of through-traffic. Prior to 2020, approximately 7000⁴ vehicles were entering and exiting the area within a 10-15 minutes period on a typical day.
- Some streets experienced more traffic at peak times than some A-roads.
- A strategic cycle route developed by Southwark and TfL through Champion Hill and Dulwich Village did not meet the cycling standard design quality criteria due to high-levels of traffic and congestion, particularly at the Calton Avenue junction and Champion Hill.
- A road safety audit highlighted concerns about conflict between pedestrians and cyclists at Calton Ave junction due to the signal configuration.
- There are poor East to West public transport links and a need for more bus services.
- Melbourne Grove is a key walking and cycling route that connects to East Dulwich station and bus routes. This route experienced high levels of through traffic and turning at the side roads, creating safety issues for vulnerable road users.

The above challenges and the wider strategic objectives outlined in Appendix A resulted in the Dulwich area being prioritised for measures that reduce traffic and car

¹ <https://www.gov.uk/government/collections/vehicles-statistics>

² <https://www.nomisweb.co.uk/census/2011/ks404ew>

³ <https://stars.tfl.gov.uk/>

⁴ <https://www.southwark.gov.uk/assets/attach/6887/Dulwich-TMS-SDG-Full-Report-Final-April-2018-.pdf>

use, encourage walking and cycling for those that can, and creating safe and healthy active travel routes for all.

Monitoring of the Dulwich Streetspace scheme

19. In accordance with DfT guidance and the requirements of introducing an ETMO the Dulwich Streetspace measures were subject to an extensive monitoring programme. This included gathering data on:

- Traffic volumes on internal and external roads
- Cycle volumes on internal and external roads
- Air Quality modelling
- Bus journey times
- Vehicles speeds
- Pedestrian activity and key locations
- School travel surveys
- Contextual traffic data for London

20. Using comparative baseline information, the data collected, and the responses to public consultation, an assessment of the effectiveness of the scheme against the following monitoring criteria was undertaken:

- a. Reducing traffic, considering principal roads and the inner area together.
- b. Encouraging residents to use active travel modes and improve the experience of those who already actively travel.
- c. Encouraging walking, cycling and active travel modes for the journey to school and improve the experience of those who already actively travel.
- d. Re-allocate kerbside space to create social spaces and encourage physical activity.
- e. Improve or maintain bus reliability.

21. Full details of the monitoring undertaken is shown at Appendix C(1) to C(5) with the headlines detailed below:-

22. Traffic, cycle volumes and pedestrian activity

- i. In June 2021 traffic in Southwark was 8% lower than pre-pandemic levels (based on TfL permanent count sites).
- ii. Traffic continues to increase however, as Covid-19 restrictions are eased. Based on TfL's permanent counters within Southwark the rate of increase on strategic roads has been:
 - March to April +0.3%
 - April to May +7.4%
 - May to June + 0.7%
- iii. The number of people cycling during 2020 increased by approximately 38%

across London. Data for England in 2021 however is showing cycling levels are now closer to pre-pandemic levels.⁵

- iv. Traffic data collected in June 2021 using Automatic Traffic Counts (ATCs) and compared with baseline data shows:
- Traffic is down 10% (on average -16,201 per day) in the Dulwich area overall
 - Cycling is up 66% (on average an additional +4062 journeys per day) in the Dulwich area overall
- v. Specifically, in June 2021, cycling journeys had doubled or more on average, per day, on the following streets⁶:
- Calton Avenue (+266%, +688)
 - Burbage Road N (+85%, +400)
 - Eynella Road (+124%, +327)
 - Turney Road E (+102%, +310)
 - Dulwich Village (+266%, +688)

Vivacity Sensors were located at key junctions in Dulwich Village, East Dulwich and Champion Hill to record cycling and pedestrian activity.

The cycling data gathered in June 2021⁷, and compared with baseline data at the following locations shows:

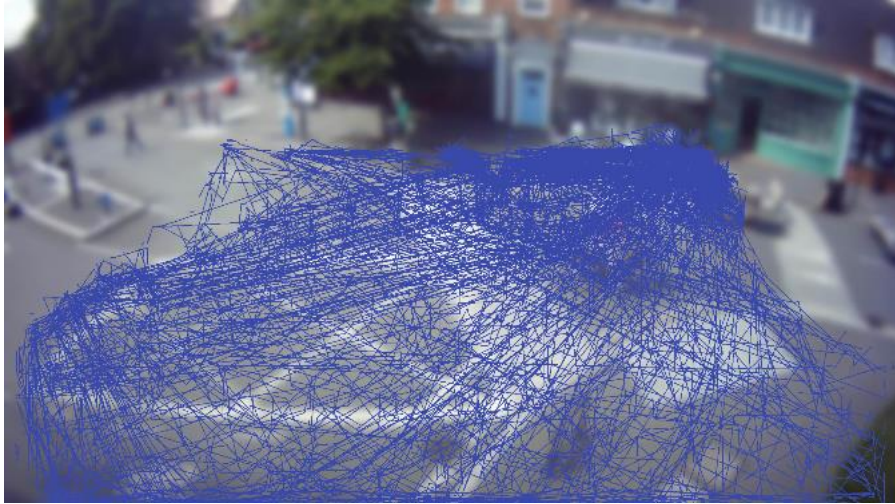
- Calton Avenue at the junction with Dulwich Village and Court Lane there was a 119% increase in cycling
- Townley Road there was a 50% increase in cycling
- Champion Hill there was a 247% increase in cycling
- Burbage Road there was a 77% increase in cycling
- Melbourne Grove there was a 79% increase in cycling

The pedestrian activity captured at Calton Avenue and Dulwich Village junction in June 2021 showed that pedestrians were utilising the re-allocated kerbside space with over 1000 pedestrians using this space in its busiest hour.

⁵ <https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic>

⁶ Baseline data used for comparison from ATCs

⁷ Average total number of cycles recorded 7AM – 7PM, school term time weeks compared only. Baseline data used for comparison from manual counts.



- vi. There were large decreases in traffic, on average each day, on:
- Calton Avenue (-80%, -4762)
 - Court Lane (-70%, -2936)
 - Eynella Road (-43%, -1204)
 - Melbourne Grove North (-87%, -3666)
 - Melbourne Grove South (-66%, -1050)
 - Turney Road West (-61%, -2941)
 - Woodward Road (-49%, -593)
- vii. Some roads have however seen increases in traffic, on average per day on:
- Burbage Road North (+18%, +563)
 - East Dulwich Grove East and South (+28%, +2762) and (+17%, 2485)
 - Lordship Lane Central (+6%, 741)
 - Grove Lane (+6%, 686)
- viii. Junction turning counts were carried out in various locations as shown in Appendix C(2). The following locations are the areas where notable increases were recorded:
- East Dulwich Grove to Lordship Lane at peak hours (+222%, +819)
 - East Dulwich Grove (West) to Townley Road at peak hours (+77%, +679)

23. **Monitoring results: School travel surveys**

- ix. Schools in the Dulwich area carried out hands up surveys to monitor change in travel behavior amongst school pupils and staff. These surveys were compared with surveys collected prior to the streetspace measures being installed. The results showed a 5.9% (-612) shift away from car use. Walking had decreased slightly (1.5%, -289), but cycling and scooting has increased by 5.4% (+405).

24. **Monitoring results: Bus journey times**

In June 2021, bus journey times:

- Decreased northbound on Red Post Hill and southbound on Dulwich Village
- Increased in both directions on East Dulwich Grove and the South Circular
- Increased northbound on Croxted Road and southbound on Red Post Hill
- There was no change on all other routes in June

25. **Monitoring results: Air quality modelling**

- Full details of the modelling undertaken is shown at Appendix C(7) with the headlines as follows:
 - i. In most locations there has been no negative impact of the schemes as measured on building façades
 - ii. There are several locations where there is a slight or moderate beneficial impact (reduction in NO₂ concentrations)
 - iii. East Dulwich Grove, near junction with Lordship Lane is the only location where there is a slight adverse impact although levels remain less than the permitted NO₂ annual mean concentration of 40µg/m³
 - iv. The impact of the predicted changes in annual average PM₁₀ and PM_{2.5} concentrations are classed as “Negligible” throughout the scheme area.
 - v. The predicted changes in concentrations at schools in the area are classed as “Negligible”.

26. **Public consultation**

- i. Full details of the public consultation undertaken is shown at Appendix D with the headlines detailed below:
- ii. A public consultation exercise was held between 17th May and 18th July 2021. An online consultation form was publicised via 2 newsletters that were circulated to 19,729 addresses. Paper forms were also made available to people who requested them.
 - 7542 responses were received during the consultation period, of which 7333 were from unique individuals.
 - 4 community meetings were held with residents, at which there were c.370 attendances in total (some people attended more than one meeting)
 - Two meetings were held with the heads of residents’ associations from the Dulwich area.
 - Separate meetings were held with resident representatives for Croxted Road, Townley Road, East Dulwich Grove and Turney Road.

- Email representations were received from several community organisations, including proposals for alternative approaches to traffic management in Dulwich.
- iii. The consultation data has been analysed and commonalities of response identified. These have then been grouped to show the overall views of the respondents towards the scheme in general, as well as individual aspects of the scheme. These have been further sorted to distinguish the strength of feeling within the consultation zone and outside, and in those streets most directly affected by specific measures. The data has also been analysed to identify any differences in approach based on protected characteristics. This forms the core of the quantitative analysis. Feedback from consultation meetings and received via email is appended to the quantitative analysis.
- iv. Core findings from the consultation show:-
- Broad agreement on the Council's 'Streets for People' aims
 - An observation that many people have made changes in how they travel, with more walking and cycling, and less car driving, since the changes were implemented
 - Disagreement on the overall effectiveness of the measures in Dulwich towards achieving the Streets for People aims
 - Concerns about the specific impacts on older people and people with disabilities
 - Concerns about the impacts on local businesses

27. **Equality Impact assessment and public sector equality duty**

- i. Full details of the equality impact assessment (EqIA) undertaken is shown at Appendix E but a summary is provided below:
- ii. An initial EqIA was carried out of the Dulwich Streetspace measures to consider the potential scheme's impact against the Public Sector Equality Duty and provisions within the Equality Act, 2010.
- iii. The initial EqIA summarised possible positive and negative impacts that may be experienced by certain protected characteristic groups but highlighted a need for further engagement with these groups and extensive monitoring to determine if these experiences materialised.
- iv. In response and in addition to a detailed monitoring programme, Southwark Council held three focus group meetings. Each meeting focused on a specific protected characteristic group; Black, Asian and Minority Ethnic, older people and disabled people. A summary of the feedback of these meetings is provided below:
- Feedback from Black, Asian and Minority Ethnic meeting:
 - Reported negative impacts on ability to drive to work.

- Local business owners reported negative impacts on their trading / local Black, Asian and Minority Ethnic owned businesses
- Feedback from meeting with older people:
- Reported negative impacts on their ability to travel by car, and corresponding increases in fatigue, pain, stress, anxiety, and mental health issues; this included essential visitors and service providers trying to reach them by car.
 - Signage is confusing with multiple and unclear signs about road closures, and timed closures on certain streets causing stress.
 - The streetspace schemes have encouraged many to walk and cycle more, drive less and to shop locally.
 - Increase in cycling levels is mainly reported as a dis-benefit to older people due to fear of cyclists' not following the highway code.
- Feedback from meeting with disabled people:
- Disabled people felt excluded from exercise and active travel due to physical mobility or poor accessible street environments.
 - More clarity and an expansion on the blue badge holder exemptions was requested.
 - Reported that bus journey times had been made worse due to the measures.
- v. The initial EqIA has been updated with the outcome of the monitoring and focus group sessions and monitoring data.
- vi. The final EqIA report (Appendix E) proposes ways to actively consider advancing equality as part of the scheme and identifies unintended consequences and provides possible options to mitigate them. This has been considered in the development of the recommendations contained in this report.

28. Representations and objections made at 6-month statutory consultation

In accordance with ETMO legislation, representations either in support or in objection of the order can be made up to 6 months from the ETMOs live date. A high-level summary of the representations received during this statutory consultation period are below:

- i. TMO2021-EXP02_LSP Dulwich (Dulwich Streetspace Phase 1):
- 501 objections
 - 225 representations in support.
 - Key themes identified:-
 - Increased pollution
 - Impact on businesses
 - Negative impact on less abled
 - Traffic displacement

- Unfair/socially unjust
- Increased congestion
- Impact on emergency and refuse vehicles
- Longer journeys
- Lack of transparency in consultation/decision making
- Negative impact on elderly

ii. TMO2021-EXP06_Champion Hill 2' (Dulwich Streetspace Phase 2):

- 0 objections
- 21 representations in support
- Key themes identified:
 - Filter restriction should be extended to restrict Southbound movements

iii. TMO2021-EXP10_LSP E Dulwich (Dulwich Streetspace Phase 3):

- 159 objections
- 115 representations in support
- Key themes identified:-
 - Displaced traffic and pollution on to East Dulwich Grove and Lordship Lane
 - Displaced traffic on Matham Grove and Zenoria/Oxonian Street
 - Negative impact on elderly
 - Longer journeys for key workers
 - Negative impact on businesses
 - Access for emergency services
 - Socially unjust/unfair
 - Created safer routes for walking and cycling, particularly for school

v. TMO2021-EXP16_LSP Dulwich 2' (Dulwich Streetspace Phase 4):

- 201 objections
- 11 representation in support
- Key themes identified:-
 - Does not meet Council objectives
 - Socially unjust/unfair
 - Discriminates against protected characteristic groups
 - Displaced traffic and pollution, particularly on Croxted Road
 - Damaging local businesses
 - Longer bus journey times
 - Longer car journey times
 - Created safer routes for walking and cycling, particularly for school

Monitoring and review conclusions and key issues

29. The data and feedback collected and analysed as part of the Dulwich Streetspace review allows us to draw some indicative conclusions about where the scheme has achieved its set objectives and monitoring criteria and also where further work and

amendments are required to ensure the scheme works for the community. Indicatives results show:

- a. Traffic has reduced when considering the inner roads and boundary roads together and there has been negligible impact on air quality in the scheme area. However, the monitoring has highlighted key areas of concern most notably East Dulwich Grove whilst the public consultation has highlighted Lordship Lane and Croxted Road as a concern. These have been considered in the recommendations contained in this report. Traffic data must also be considered in the context of Covid-19 pandemic and that the results are indicative.
- b. Monitoring data for cycling and public consultation are indicating a trend towards an increase in the uptake of active travel amongst residents. However, public consultation highlighted that a majority of respondents did not feel the measures helped to improve the experience of walking and cycling.
- c. School travel surveys indicate a modal shift away from cars and a slight increase in cycling/scooting and public transport for the school journey. Surveys carried out with pupils showed mixed responses on the impact the measures were having on the journey to school but 26% of respondents said they were walking or cycling more.
- d. Pedestrian activity data shows that particular locations such as Calton Avenue at the junction with Dulwich Village junction experienced successful re-allocation of street space towards pedestrians. Cycling data also indicates an increase in cyclists of all ages using the junction. Localised consultation on the parklet measures installed highlight some concerns regarding litter and choice of location, which will be considered during co-design of the permanent public realm enhancement proposals.
- e. Monitoring indicates increased bus journey times on some corridors, with improvements in others. This has been considered in the recommendations contained in this report.

Key issues identified and review of options

30. Following the outcome of the Dulwich Streetspace review a number of key issues were identified, the main issues are:
 - Longer car journeys
 - Car journeys for those with mobility issues, disabled, ill and attending essential services have been made more difficult.
 - Displacement of traffic and pollution
 - Access for emergency services
31. Officers have investigated a number of options that respond to these issues and concerns raised. This included considering options proposed by consultees. These options were reviewed using the following criteria:
 - Feasibility/buildability
 - Transport Policy
 - Public realm
 - Road safety
 - Reduced carbon emissions

- Encouraging walking and cycling
- Reduce inequalities in health and well being
- Reduce cut-through traffic
- Reduce parking pressure for local residents
- Encourage people to shop locally – reduce car use
- Improve air quality, reduce pollution and noise levels
- Impact on surrounding highway network particularly East Dulwich Grove and Croxted Road
- Impact on bus journey times
- Enforceability

32. The results of this review are detailed in Appendix F(2) and F(4).

33. The outcome of the review are the recommendations shown in Appendix G. These seek to mitigate some of the key issues identified whilst ensuring the Council's strategies are fulfilled and key successes of the scheme maintained.

34. Emergency services were also consulted on the proposals (Appendix G). These responses are detailed in Appendix F(3).

35. The key recommendations are as follows:

Dulwich Village streetspace proposal

Location	Recommendation	Timeline	Key issues addressed
Calton Avenue, Court Lane and Dulwich Village junction	<ul style="list-style-type: none"> • Retain no motor vehicle prohibition at all times but provide an exemption for emergency services (ES). • Convert closure from a physical closure to camera-enforced, using Automatic Number Plate Recognition (ANPR). • Retain waiting and loading restrictions, and parking bays as per trial layout. 	<ul style="list-style-type: none"> • December 2021 - Trial layout to be revised to provide two-way cycle track and increase pedestrian space, signage to be revised accordingly and camera-enforcement installed. • Late 2021/Early 2022 – Community engagement/consultation on public realm enhancement proposals 	<ul style="list-style-type: none"> • Addresses concerns about ES access at key location • Foster good relations with the community by ensuring permanent designs are co-designed with local people. • Ensures accessibility needs for permanent proposals are considered at design phase.
Townley Road, Burbage Road, Turney Road, Dulwich	<ul style="list-style-type: none"> • Retain bus, taxi and cycle gate as per trial layout. • Reduce the hours of 	<ul style="list-style-type: none"> • December 2021 – Signage to be revised and improved accordingly. 	<ul style="list-style-type: none"> • Reducing the hours of restrictions helps

Village and Burbage Road (College Road roundabout)	<p>restrictions to only apply during school hours, 8-9am and 3-4:30pm.</p> <ul style="list-style-type: none"> • Improve signage on the highways network to notify drivers of restrictions, including the installation of map-type signs. 		<p>to distribute traffic more evenly and reduces displacement onto main roads particularly East Dulwich Grove and Croxted Road.</p> <ul style="list-style-type: none"> • Ensures vulnerable road users are protected at peak hours.
Melbourne Grove (South)	<ul style="list-style-type: none"> • Retain motor vehicle prohibition but introduce timed restrictions during school hours, 8-9am and 3-4:30pm • Convert closure from a physical closure to camera-enforced, using Automatic Number Plate Recognition (ANPR). • Retain waiting and loading restrictions as per trial layout. 	<ul style="list-style-type: none"> • December 2021 – Signage to be revised accordingly and camera-enforcement installed. • Early 2022 – monitor impact on Chesterfield Road and Ashbourne Grove. 	<ul style="list-style-type: none"> • Reduce hours of restriction. • Protects Townley Road with a school located on it from becoming main link between Lordship Lane and East Dulwich Grove. • Helps to distribute traffic more evenly and reduce displacement onto main roads particularly East Dulwich Grove and Lordship Lane.

East Dulwich (Grove Vale) streetspace proposal

Location	Recommendation	Timeline	Key issues mitigated
Melbourne Grove (North)	<ul style="list-style-type: none"> • Relocate permeable road closure to junction of East Dulwich Grove. • Review waiting and loading restrictions, and parking bays as per new trial layout. • Introduce the above as an Experimental Traffic Order. • Officers to investigate and engage on school street for entirety of Melbourne 	<ul style="list-style-type: none"> • December 2021 – Amend closure location and revise signage accordingly. • Late 2021 – engage with local community on school street proposal. • Summer 2022 – review measure 	<ul style="list-style-type: none"> • Foster good relations with the community and businesses by allowing access via Grove Vale • Continues to protect key walking and cycling route to local transport links.

	Grove (North).		
Derwent Grove	<ul style="list-style-type: none"> Retain motor vehicle prohibition in current location. Convert closure from a physical closure to camera-enforced, using ANPR. Retain waiting and loading restrictions, and parking bays as per trial layout. 	<ul style="list-style-type: none"> December 2021 – Signage to be revised accordingly and camera-enforcement installed. 	<ul style="list-style-type: none"> Addresses concern about emergency service access at key location.
Elsie Road and Tintagel Crescent	<ul style="list-style-type: none"> Retain motor vehicle prohibition as per trial layout Retain waiting and loading restrictions, and parking bays as per trial layout Retain school street closure and introduce camera-enforcement. 	<ul style="list-style-type: none"> Late 2021/Early 2022 - Work with the community to design a permanent scheme that enhances the public realm. 	<ul style="list-style-type: none"> Addresses concern about safety for school children

Proposal: Champion Hill

Location	Recommendation	Timeline	Key issues mitigated
Champion Hill	<ul style="list-style-type: none"> Retain no-entry to motor vehicles northbound as per trial layout. 	<ul style="list-style-type: none"> November 2021 - Improve enforcement by re-introducing an ANPR camera. Early 2022 - Officers to engage with the community and local ward Councillors on C17 improvements. 	<ul style="list-style-type: none"> Improve safety along Cycleway 17 route Enforcement issues improved

Proposal: Exemption policy for Dulwich Streetspace measures

Location	Prohibition ⁸	Restriction and exemptions

⁸ <https://tsrgd.co.uk/pdf/tsrgd/tsrgd2016.pdf>

Dulwich Village (College Road roundabout) Burbage Road (College Road roundabout) Burbage Road Turney Road Townley Road	Route for use by buses, taxis and cycles only (Diagram 953)	8 – 9am and 3 - 4.30pm Monday to Friday West and Northbound Access for: <ul style="list-style-type: none"> • Buses⁹ • Taxis (Hackney Carriage) • Rapid response health care workers (subject to consultation with NHS) • All Southwark Blue Badge Holders • SEND vehicles • Emergency Services • Refuse vehicles
Melbourne Grove (South)	Motor vehicles prohibited (Diagram 619)	8 – 9am and 3 – 4.30pm Monday to Friday Access for: <ul style="list-style-type: none"> • Taxis (Hackney Carriage) • Rapid response health care workers (subject to consultation with NHS) • All Southwark Blue Badge Holders • SEND vehicles • Emergency Services • Refuse vehicles
Derwent Grove	Motor vehicles prohibited (Diagram 619)	Access for: <ul style="list-style-type: none"> • Taxis (Hackney Carriage) • Rapid response health care workers (subject to consultation with NHS) • All Southwark Blue Badge Holders • SEND vehicles • Refuse vehicles • Emergency Services
Calton Avenue, Dulwich Village, Court Lane junction	Motor vehicles prohibited (Diagram 619)	Access for: <ul style="list-style-type: none"> • Emergency Services only

Additional measures

Location	Recommendation	Timeline	Key issues mitigated
Dulwich Village – north parade of shops	<ul style="list-style-type: none"> • Retain echelon parking restrictions 	<ul style="list-style-type: none"> • Late 2021 – Officers to engage with the community on permanent proposal. 	<ul style="list-style-type: none"> • Ensure parking bays for north parade of shops

⁹ Vehicles with 9 seats or more

			are allocated for customers.
Court Lane and Gilkes Crescent	<ul style="list-style-type: none"> Retain disabled bays as per trial layout 	<ul style="list-style-type: none"> Late 2021 – Officers to engage with the community on permanent proposal. 	<ul style="list-style-type: none"> Improve accessibility for BBH to Dulwich Village amenities such as businesses and Dulwich Park.
Gilkes Place	<ul style="list-style-type: none"> Retain existing closure pending outcome of planning application 		
Ruskin Walk	<ul style="list-style-type: none"> Retain existing one-way subject to further monitoring and investigation. 		

36. The above recommendations will continue to be monitored to determine how the revised proposals impact on external roads such as East Dulwich Grove, Croxted Road and residential streets such as Matham Grove and Oxonian/Zenoria Street. This will determine any additional measures that may be required.
37. Officers will also be carrying out investigations and feasibility into other possible complementary measures that will be subject to further community engagement. The measures are as follows:
- Cycle facilities along East Dulwich Grove, Village Way and Half Moon La
 - Green screening along the East Dulwich Grove corridor
 - Continuing work with TfL and the London Borough of Lambeth to tackle congestion issues at the Herne Hill junction
 - Work with Transport for London to explore measures to improve bus journey time along these corridors and make cycling safer.
38. The impact of the recommendations contained in this report will be monitored, during 'normal' traffic conditions and any further amendments will be considered. This will include further engagement with the community. Any proposed amendments will be brought forward for Cabinet Member decision.
39. During the period of this exercise a number of broader issues and considerations have also arisen. This provides the opportunity for a review of current policies in order to support similar schemes and help meet the Councils aspirations. Details of these opportunities are shown at Appendix F(4).

Policy framework implications

40. The recommendations contained within this report are consistent with the following policy documents:

- i. Movement Plan, 2019, London Borough of Southwark. Particularly in regards to the following missions:
 - M2 Action 1 - Reduce noise pollution
 - M2 Action 2 - Create simple and clear streets
 - M2 Action 3 - Create things to see and do in our streets
 - M3 Action 4 - Deliver infrastructure to support active travel
 - M4 Action 7 - Reduce the number of cars owned in the borough
 - M4 Action 8 - Use kerbside efficiently and promote less polluting vehicles
 - M4 Action 9 - Manage traffic to reduce the demand on our streets
 - M5 Action 11 - Introduce time restricted street closures and reallocate space for people
- ii. Climate Strategy, July 2021, London Borough of Southwark.
- iii. Air Quality Strategy, April 2017, London Borough of Southwark.
- iv. Healthy Weight Strategy, 2016 – 2021, London Borough of Southwark
- v. Borough Plan (updated), 2020, London Borough of Southwark
- vi. Mayor’s Transport Strategy, 2018, Greater London Authority
- vii. Gear Change, 2020, Department for Transport

41. Expected outcomes and timeline

- i. The expected outcomes and timescale for the outcomes to be achieved for the recommendations contained in this report are:

Outcome	Timeline
Fewer motor vehicle journeys	1 year +
More people walking/ cycling generally	1 year +
More people walking/cycling to school	1 year +
More space created for social activity	1 year +
Improving air quality/reduce pollution	2 year +
Improving road safety/reducing accidents	2 year +
Improving health and wellbeing e.g. reducing obesity	3 year +
Helping address poverty by providing cheap/free ways to travel around the borough	3 year +
Assisting the Council’s response to the Climate Emergency	2 year +
Increasing social cohesion	2 year +
Stimulating/supporting the local economy	2 year +
Improvement in access for emergency services	1year +

- ii. Progress against meeting the outcomes listed above will be monitored on an annual basis and captured via engagement exercises.

Community impact statement

42. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it.
43. An Equality Impact Assessment has been undertaken (Appendix E) and the recommendations have been taken into consideration when devising the proposals outlined in Appendix G.
44. An Equality Impact Assessment of the trial measures highlighted risk to the following groups:

Risk	Group	Mitigation
Worsened bus journey times	Black, Asian and Minority Ethnic Older people Younger people (students) Disabled people	Investigate bus priority measures on external roads and work with TfL to improve public transport provision.
Poor street environment for accessibility	Older people Disabled people	Co-design with the community the public realm enhancement proposals and ensure protected characteristic groups are involved in this design process.
Longer car journeys	Older people Disabled people Pregnancy and maternity	Expand the blue badge holder exemption scheme. Continue to encourage modal shift to ensure those that need to use vehicles are less likely to be impeded by congestion or high traffic volumes. Reduce the hours of restrictions.
Difficulty accessing essential services	Older people Disabled people	Expand the blue badge holder exemption scheme and additional exemptions. Reduce the hours of restriction.

Anxiety and stress caused by timed restrictions	Older people Disabled people	Improve signage to map-type
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45. An Equality Impact Assessment of the trial measures highlighted benefits to the following groups:

Benefit	Group
Increase in walking and cycling to school	Young people (students)
Improved access for coaches at timed restrictions	Young people (students)
Public seating	Older people Disabled people
Reduced car use and improved air quality	All groups
Safer and healthier streets through traffic reduction	All groups
Improved pedestrian and cycle access to local facilities	All groups

46. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate effect on any particular community group.

47. The recommendations support the council’s equalities and human rights policies and promote social inclusion by:

- a) Improving road safety, in particular for vulnerable road users including pedestrians and cyclists, on the public highway.
- b) Improving existing shared use facilities by improving road surface, road markings, and signage.
- c) Improving existing pedestrian and cycle facilities by improving surfaces, road markings, and signage.
- d) Improving access for pedestrians and cyclists to local facilities.
- e) Providing street furniture which accommodates the needs of certain demographic groups.

Equalities (including socio-economic) impact statement

48. The proposals are not considered to have any significant adverse effect on socio-economic equalities. There has been various feedback from local businesses about the effect of loss of passing traffic and vehicular access to shops. However, this would potentially be offset by increased cycle traffic and pedestrian footfall. There is currently no quantitative data to support the reported feedback.

Health impact statement

49. The proposals support the council’s mission to have zero people killed or injured on our

streets by 2041 by introducing traffic reduction measures.

50. The air quality monitoring and modelling results have indicated that in isolated sections of some roads within the Dulwich area there has been an increase in pollutant levels. These areas will continue to be monitored and investigations and analysis undertaken to determine potential mitigation measures.
51. For other roads, particularly those where modal filters have been installed, there has been a quantifiable reduction in pollutant levels. Overall across the full Dulwich area there has been a reduction in the total number of vehicle movements. The proposals identified in Appendix G will further support the trend towards reduced overall vehicle movements.

Climate implications

52. The report has clearly considered the proposed measures impact on climate change. The measures support the aims of the council's Climate Change Strategy under Priority 2 – Active and Sustainable Travel. Key aims of the council's Climate Change Strategy include to 'reduce car journeys to a minimum by 2030' and to 'be a borough where the walking and cycling becomes the default way to get around'. Part of meeting the borough's ambition of net zero emissions by 2030 includes a reduction in vehicle km's travelled and a shift to active and public transport; road transport currently accounts for 15% of the borough's emissions. These measure strongly support that ambition.
53. The data provided indicates a positive shift towards active travel modes during the trial period. Data should continue to be collected to inform the ongoing development of the scheme. As permanent measures are considered the use of additional planting, sustainable urban drainage or rain gardens on the highway is further in line with the Climate Change Strategy's Priority 3 – Thriving Natural Environment which include actions to 'create greener streets'.
54. A just and inclusive transition is at the heart of the council's emerging climate policy. These proposals prioritise the movement of people first and foremost, while retaining vehicle access for those who require it. In delivering a safer and more equitable highway network, the measures are in accordance with the council's approach to addressing the climate emergency.

Staffing implications

55. There are no additional staffing implications as provision will be made from the Highways department to deliver the recommendations included in this report.

Financial implications

56. The estimated cost for the delivery of the recommendations contained in this proposal is £770,000.
57. The estimated costs of the scheme will be contained within the Parking Services Revenue Account.

58. There are no additional budget or staffing requirements arising from the recommendations in this report.
59. The Department for Transport issued a letter to local authorities clearly stating a commitment to continue to assess authorities' performance in delivering schemes and, following the precedent already set, streetspace schemes which have been prematurely removed or weakened should expect to receive a reduced level of funding. The recommendations contained in this report are a fair and balanced approach with the aim of ensuring Council, London and national policy objectives are fulfilled. However the recommendation will need to continue to be monitored to assess impact on active travel and amended if necessary to maintain our commitment to traffic reduction and to creating healthy and safer streets.

Legal implications (Permanent TMO & Experimental TMO)

60. An unmodified ETO may be made permanent any time after the first 6 months of its being in force, or in the case of an ETO modified under the provisions of s.10(2) of the RTRA 1984, any time after a period of 6 months has elapsed from the last modification, subject to the following requirements:
 - the provisions of the permanent TMO do not add to or exceed the effects and extents of the ETO as originally advertised.
 - The Order-making authority has considered any objections made in relation to the ETO during the first 6 months of its being in force, or in the case of an ETO modified under the provisions of s.10(2) of the RTRA 1984, during the 6 months following that modification.
 - Following the making of the permanent TMO, the Order-making authority must write to all objectors within 14 days of the making of the Order notifying them of the making of the Order and stating the Order-making authority's reasons for overruling their objections, where these have not been acceded to – said decision to overrule being taken according to the Order-making authority's scheme of delegation.
61. ETMOs would be ceased under powers contained with the Road Traffic Regulation Act (RTRAT) 1984.
62. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
63. Should the recommendations be approved the council will give notice of its intention to make a traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales Regulations 1996).
64. These regulations also require the Council to consider any representations received as a result of publishing the draft order for a period of 21 days following publication of the draft order.
65. Should any objections be received they must be properly considered in light of administrative law principles, Human Rights law and relevant statutory powers.

66. By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and provision of suitable and adequate parking facilities on and off the highway.
67. These powers must be exercised so far as practicable having regard to the following matters
 - The desirability of securing and maintaining reasonable access to premises.
 - The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
 - The national air quality strategy.
 - Facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
 - Any other matters appearing to the Council to be relevant.

Statutory consultation

68. For the recommendations in paragraph 1, the implementation of changes to parking and prohibitions on the network requires the making of a traffic order. The procedures for making a traffic order are defined by national Regulations which include statutory consultation and the consideration of any arising objections.
69. Should the recommendations be approved, the Council must follow the procedures contained with Part II and III of the Regulation which are supplemented by the Council's own processes. This process is summarised as:
 - publication of a proposal notice in a local newspaper (Southwark News).
 - publication of a proposal notice in the London Gazette.
 - display of notices in roads affected by the orders.
 - consultation with statutory authorities.
 - making available for public inspection any associated documents (eg. plans, draft orders, statement of reasons) via the council's website or by appointment at 160 Tooley Street, SE1.
 - a 21 day consultation period during which time any person may comment upon or object to the proposed order.
70. Following publication of the proposal notice, any person wanting to object must make their objection in writing, state the grounds on which it is made and send to the address specified on the notice.
71. Should an objection be made that officers are unable to resolve so that it is withdrawn, it will be reported to the cabinet member for determination. The cabinet member will then consider whether to modify the proposal, accede to or reject the objection. The council will subsequently notify all objectors of the final decision.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Transport Policy

72. The Movement Plan (2019) focusses around three central themes of people, place and experience and sets nine missions to help to achieve its ambitions. Paragraph 33 above sets out how the planned initiatives deliver against Movement Plan missions and actions. The Movement Plan is underpinned by 11 targets, of which the most relevant to this project include;
- **80% of people walking, cycling or taking public transport by 2041** through measuring how residents choose to travel, journey destination and purpose as well as how children travel to school
 - **Reduce overall traffic levels** through measuring annual vehicle kilometres (millions)
 - **Improve bus journey speed by 15% by 2041** considering annualised average bus speeds and excess wait time
73. As noted in paragraph 18, car ownership within the scheme area is higher than other parts of the borough as well as higher traffic levels than expected for the residential nature of the area making the need for traffic reduction and uptake in active travel a priority in this part of the borough
74. People have chosen to travel differently over the implementation and monitoring period as a result of the pandemic, however the monitoring report shows progress towards the targets set in the Movement Plan and identified above. Of note is the 10% reduction in traffic across the area, significant increases in people cycling (particularly on Burbage Road, Turney Road, Calton Avenue and Townley Road), improved bus journey times through Dulwich Village and uptake in children cycling and scooting to school. These increases should be seen in context of the historical trends of relatively static car ownership and usage and how people are choosing to travel.
75. The monitoring also shows a correlation between the increase in people walking and cycling and the timed road closures, indicating that people are accessing this space alongside the closures, particularly children who make up over 20% of people cycling during the timed closures. These measures are working within the council's Vision Zero safe systems approach to protect more vulnerable road users therefore maintaining the timed closures (as introduced) will continue to support and embed this increased active travel window.
76. Paragraph 59 sets out the advice given to local authorities by central government when considering changes to traffic reduction measures implemented and advises schemes weakened or prematurely removed could impact on future funding levels. This should be referenced when considering any changes.

Director of Law and Governance

77. The Cabinet Member for Transport, Parks and Sport is asked to approve the proposed measures in Dulwich Village, East Dulwich and Champion Hill for implementation, which are summarised in paragraph 34 and shown in Appendix G, subject to the necessary statutory procedures.

78. The Council has made a number of ETMOs under section 9, Road Traffic Regulation Act 1984 to facilitate the introduction of a series of temporary traffic reduction measures in the Dulwich area. The report summarises the public consultation which has taken place with all stakeholders in the Dulwich Village East Dulwich and Champion Hill area, regarding the proposed measures, as detailed in the consultation report (Appendix D) and additional comments in the appendices to this report.
79. The proposed highway improvements will be implemented in accordance with powers to construct traffic calming works under the Highways Act 1980. Paragraph 4 of the report comments on the recent guidance issued by the Government to assist Local Authorities in the issuing of traffic orders.
80. There has been extensive consultation as reported at paragraph 26 and there was then a public consultation between May and July 2021 with the responses shown at Appendix D annexed to this report.
81. The Equality Act 2010 introduced the public sector equality duty, which merged existing race, sex and disability equality duties and extended them to include other protected characteristics; namely age, gender reassignment, pregnancy and maternity, religion and belief and sex and sexual orientation, including marriage and civil partnership. In summary those subject to the equality duty, which includes the Council, must in the exercise of their functions: (i) have due regard to the need to eliminate unlawful discrimination, harassment and victimisation; and (ii) foster good relations between people who share a protected characteristic and those who do not. Paragraph 27 of the report details engagement which has taken place with certain groups.
82. Bearing these considerations in mind, and the mitigations considered, paragraph 45 of the report confirms that the implementation of the proposed measures in Dulwich Village, East Dulwich and Champion Hill is not considered to have a disproportionate effect on any particular community individual or group. It is therefore the view of officers that the proposals do not affect persons with shared protected characteristics. However it is for the decision maker to be satisfied that the equality duty has been met and should refer to the Equality Impact Assessment included at Appendix E of this report.
83. The Human Rights Act 1998 imposed a duty on the Council as a public authority to apply the European Convention on Human Rights; as a result the Council must not act in a way which is incompatible with these rights. The most important rights for highway and planning purposes are Article 8 (respect for homes); Article 6 (natural justice) and Article 1 of the First Protocol (peaceful enjoyment of property). The implementation of these proposals is not anticipated to breach any of the provisions of the Human Rights Act 1998.
84. Council Assembly on 14 July approved a change to the Council's constitution to confirm that all decisions made by the council will consider the climate and equality (including socio-economic disadvantage and health inequality) consequences of taking that decision. This has been considered in the report at paragraph 47 - 51, above.

85. Should the Cabinet Member be satisfied with the contents of this report then they have the power to make the decisions recommended at paragraph one by virtue of paragraph 3d of the Council Constitution.

Strategic Director of Finance and Governance

86. This strategic director of finance and governance notes the recommendation to the Cabinet Member for Transport, Parks and Sport to approve the proposed highways improvements outlined in this report.
87. The strategic director of finance and governance also notes financial implications and the source of funding for the proposals.
88. Staffing and any other costs connected with these recommendations to be contained within existing departmental revenue budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Movement Plan 2019 http://modern.gov.southwark.gov.uk/ieDecisionDetails.aspx?ID=6809	Southwark Council Environment and Leisure Highways 160 Tooley Street London SE1 2QH	Dale Foden
Southwark's Climate Strategy 2021 https://www.southwark.gov.uk/environment/climate-emergency?chapter=3	Southwark Council Environment and Leisure Highways 160 Tooley Street London SE1 2QH	Chris Page

APPENDICES

No.	Title
Appendix A	LTN schemes contribution to Council strategies
Appendix B (1)	Dulwich Streetspace Phase 1 ETMO measures
Appendix B (2)	Dulwich Streetspace Phase 2 ETMO measures
Appendix B (3)	Dulwich Streetspace Phase 3 ETMO measures
Appendix B (4)	Dulwich Streetspace Phase 4 ETMO measures
Appendix C (1)	Dulwich Streetspace June infographic report
Appendix C (2)	Dulwich Streetspace main report
Appendix C (3)	Dulwich Streetspace traffic flow analysis
Appendix C (4)	Dulwich Streetspace data collection timings
Appendix C (5)	Dulwich Streetspace bus journey times
Appendix C (6)	Dulwich Streetspace FAQs
Appendix C (7)	Dulwich Streetspace Air Quality modelling report
Appendix D	Dulwich Review Consultation Report
Appendix E	Dulwich Streetspace EqlA Final report
Appendix F (1)	Response to Dulwich Streetspace review main themes
Appendix F (2)	Options review Report
Appendix F (3)	Response from emergency services
Appendix F (4)	Options and mitigations considered – borough-wide/policy
Appendix G	Revised proposed scheme for Dulwich Streetspace

AUDIT TRAIL

This section must be included in all reports.

Lead Officer	Dale Foden – Head of Highways	
Report Author	Rachel Gates – Project Manager, Transport Projects Clement Agyei-Frempong - Principal Project Manager, Transport Projects	
Version	Final	
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CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Governance	Yes	Yes
Climate Change Director	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
Cabinet Member	Yes	No
Date final report sent to Constitutional Team / Scrutiny Team		16 September 2021