

# London Borough of Southwark: Dulwich Streetspace Monitoring

Champion Hill, East Dulwich and  
Dulwich Village: June 2021

**SYSTRA**





# Executive Summary

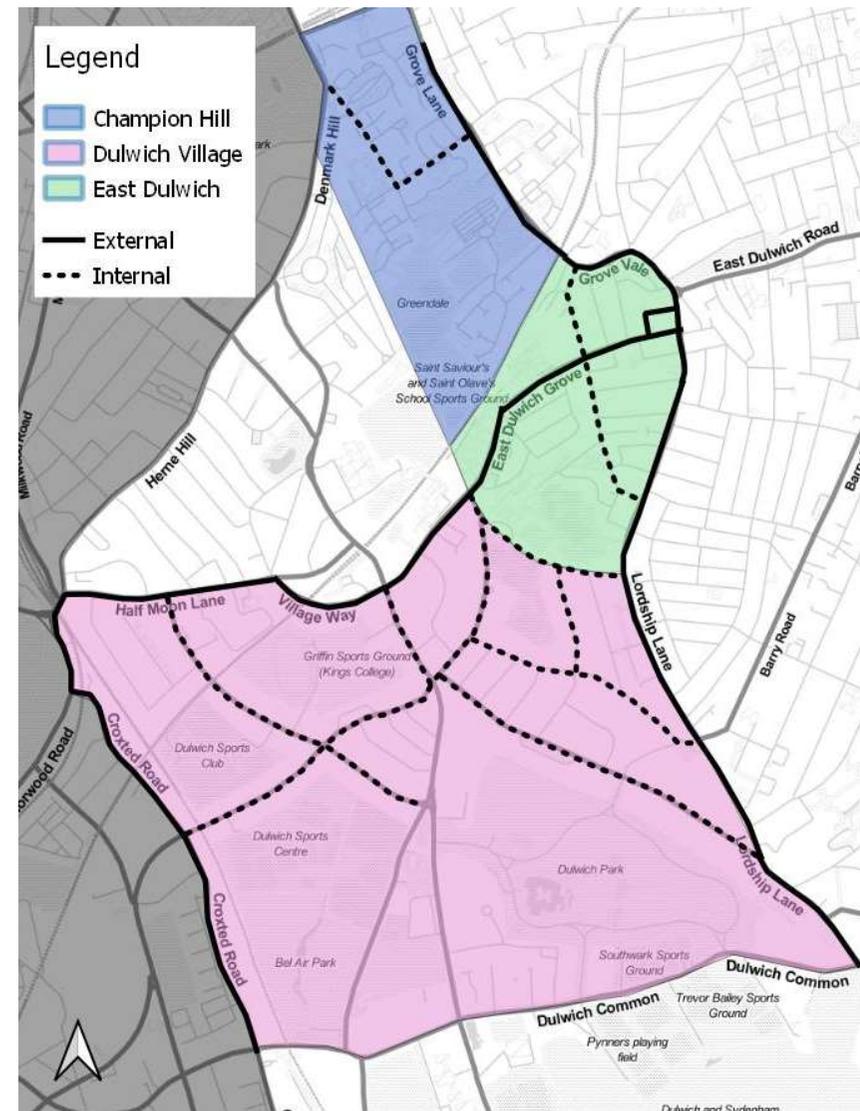
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# Executive Summary (1)

- This June monitoring report presents the results of data collected on the impact of the Streetspace trials installed in Dulwich Village and East Dulwich in 2020, and Champion Hill in 2019.
- Results should be considered in the context of overall traffic levels being down **-8%** across Southwark in June 2021 compared to June 2019, but having been consistently rising since the end of lockdown.
- For streets where data was collected both pre-implementation and in June 2021, the following impacts have been observed:
  - The **volume of motor traffic** counted on **internal streets** had **decreased** by **-30%** around Dulwich Village, and **-81%** in East Dulwich.
  - The **volume of motor traffic** counted on **external streets** had **showed negligible change** around Dulwich Village but increased by **+3%** around East Dulwich and by **+6%** around Champion Hill.
  - The **volume of cycles** on **internal streets** had **increased** by **+92%** around Dulwich Village, and **+24%** in East Dulwich and **+17%** on Champion Hill.
  - The **volume of cycles** on **external streets** had also increased by between **+3%** to **+75%**.
  - The **overall volume of motor traffic recorded across all streets** has **decreased** by **-10%**
- Data from Vivacity Sensors shows increases in the number of cycles counted of **+119%**, **+50%**, **+131%**, **+105%** and **+247%** on Calton Avenue, Townley Road, Burbage Road, Melbourne Grove and Champion Hill respectively.

# Executive Summary (2)

- The streets on which analysis has been completed are shown to the right, along with areas defined as Dulwich Village, East Dulwich or Champion Hill. It should be noted that the proximity of the three areas means each will be impacting the others, so the traffic impacts on external streets without restrictions should not be associated to a single measure. The streets marked are those on which data has been collected and reported on.
- The measures implemented are either permanent permeable road closures that do not permit through motor traffic, or timed restrictions that permit cycles, buses and taxis only in one direction during peak hours. Streets where measures implemented restrict or prevent through traffic are defined as internal, whilst those with no change has been made to throughflow are defined as external.



# Executive Summary (3)

- The total number of cars/LGVs, cycles and all motor traffic recorded on streets where a traffic count was completed in the same location both prior to the impact of COVID-19 and in June 2021 is shown below. Details of further data collected in other months are provided within the main report. Results should be considered in the context of overall traffic levels being down -8% across Southwark between June 2021 and June 2019.

		Cars/LGVs				All Motor Traffic*				Cycles			
		Pre	Post - June 2021	Change	% Change June 2021	Pre	Post - June 2021	Change	% Change June 2021	Pre	Post - June 2021	Change	% Change June 2021
Dulwich Village	Internal	42,214	28,471	-13,743	<b>-33%</b>	44,605	31,168	-13,437	<b>-30%</b>	2,842	5,452	2,610	<b>92%</b>
	External	65,280	64,620	-660	<b>-1%</b>	71,308	71,276	-32	<b>0%</b>	1,571	2,747	1,176	<b>75%</b>
East Dulwich	Internal	5,260	871	-4,390	<b>-83%</b>	5,795	1,079	-4,716	<b>-81%</b>	332	411	79	<b>24%</b>
	External	25,473	25,792	320	<b>1%</b>	27,888	28,709	822	<b>3%</b>	744	764	20	<b>3%</b>
Champion Hill	Internal	3,449	3,846	396	<b>11%</b>	3,817	4,292	476	<b>12%</b>	417	489	72	<b>17%</b>
	External	10,575	11,146	571	<b>5%</b>	12,126	12,813	686	<b>6%</b>	215	320	105	<b>49%</b>
All Counts		<b>152,252</b>	<b>134,746</b>	<b>-17,506</b>	<b>-11%</b>	<b>165,538</b>	<b>149,337</b>	<b>-16,201</b>	<b>-10%</b>	<b>6,120</b>	<b>10,182</b>	<b>4,062</b>	<b>66%</b>

# Executive Summary (4)

- A comparison of data outcomes from previous months of reporting is presented below. Note that additional data has been collected in June 2021 so comparison does not reflect the exact same streets.

		Cars/LGVs			HGVs			Motor Traffic*			Cycles		
		Change March 2021	Change April 2021	Change June 2021	Change March 2021	Change April 2021	Change June 2021	Change March 2021	Change April 2021	Change June 2021	Change March 2021	Change April 2021	Change June 2021
Dulwich Village	Internal	-44%	-33%	-33%	-7%	-2%	-1%	-41%	-31%	-30%	75%	103%	92%
	External	-20%	-11%	-1%	-8%	-18%	-4%	-19%	-11%	0%	30%	70%	75%
East Dulwich	Internal	-86%	-81%	-83%	-79%	-77%	-78%	-83%	-79%	-81%	12%	29%	24%
	External	-12%	2%	1%	36%	-20%	10%	-8%	2%	3%	-14%	45%	3%
Champion Hill	Internal	-12%	9%	11%	-17%	-8%	-8%	-10%	10%	12%	10%	19%	17%
	External	-5%	0%	5%	-6%	-28%	2%	-5%	-3%	6%	24%	43%	49%
All Counts		<b>-27%</b>	<b>-17%</b>	<b>-11%</b>	<b>0%</b>	<b>-18%</b>	<b>-2%</b>	<b>-24%</b>	<b>-16%</b>	<b>-10%</b>	<b>42%</b>	<b>74%</b>	<b>66%</b>



# About SYSTRA

# Introducing SYSTRA

- SYSTRA is a global leader in mass transportation and mobility, employing over 7,000 global employees across 80 countries.
- SYSTRA has the unique advantage of being not only a Transport Consultancy, but also Social and Market Research Consultancy. Our team members have an in-depth understanding of both the transport sector and of social and market research techniques, providing expert support in monitoring and evaluation both direct to clients and also in a peer review capacity.
- We provide a wealth of experience in conducting both qualitative and quantitative transport research with stakeholders to help understand their priorities and to inform options for future investment and policy development.

The SYSTRA logo is displayed in a bold, red, sans-serif font. The letters are thick and closely spaced, with a modern, slightly rounded appearance.

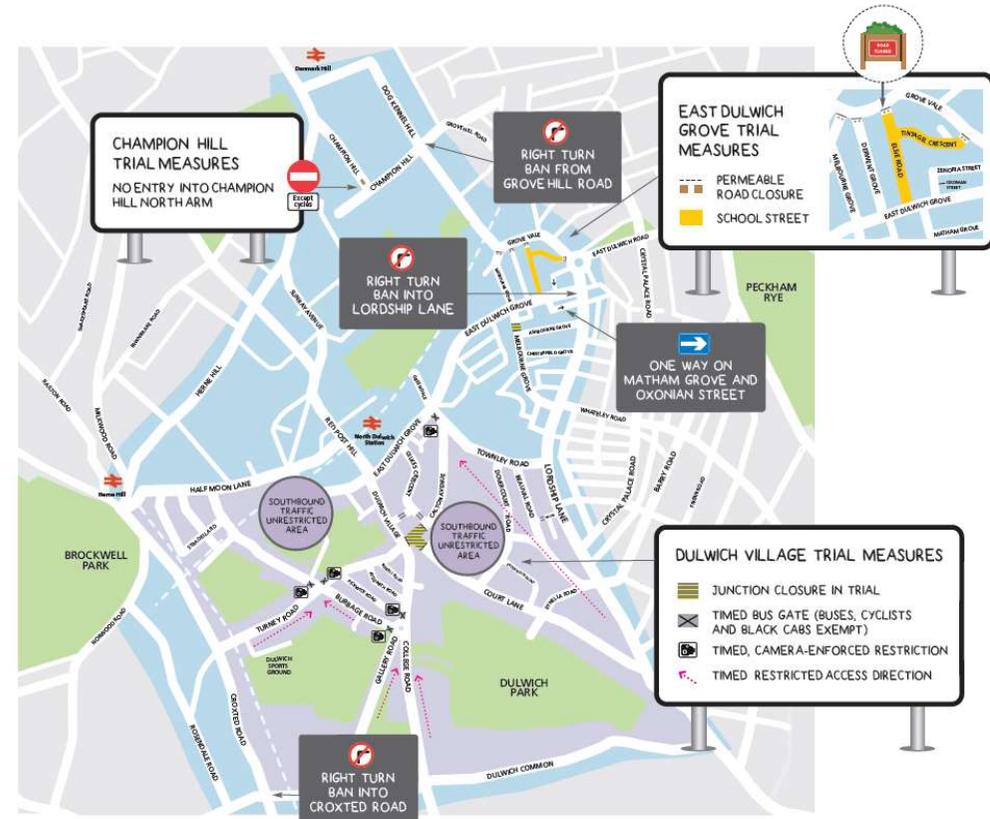


# Introduction

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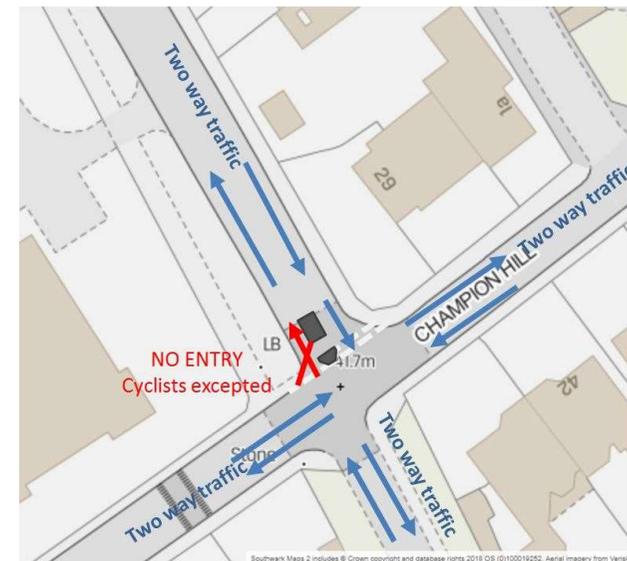
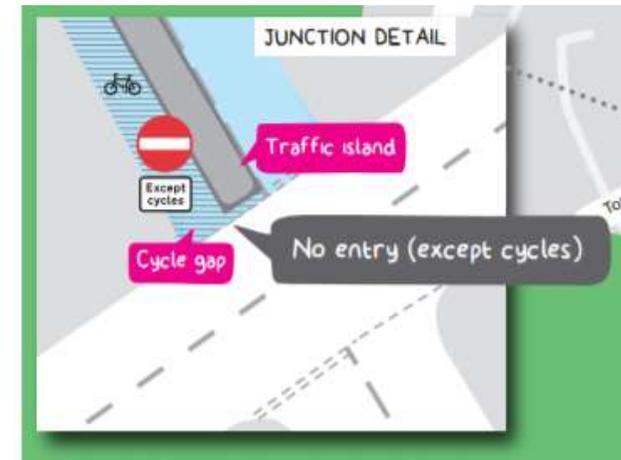
# Introduction

- This report sets out the June monitoring results on the impact of the trial measures implemented by the London Borough of Southwark in Dulwich, as part of their Streetspace programme responding to the COVID-19 pandemic.
- All results are shown as comparisons to pre-implementation data collected primarily in 2019.
- It covers the measures introduced across Dulwich, formed of three Streetspace schemes:
  - Champion Hill
  - East Dulwich
  - Dulwich Village
- The measures implemented are shown on the map on the right.



# Champion Hill Scheme

- A permeable road closure on Champion Hill was installed in February 2019, preventing motor vehicles from using Champion Hill to drive from Dog Kennel Hill to Denmark Hill. The aim of the scheme was to reduce traffic volumes to support the delivery of Quietway 7, which runs north-south along the length of the Borough.
- In early 2020, the Council consulted on making the vehicular No-Entry permanent, but as part of the COVID-19 transport response the Experimental Traffic Order for the scheme was extended an additional 18 months.



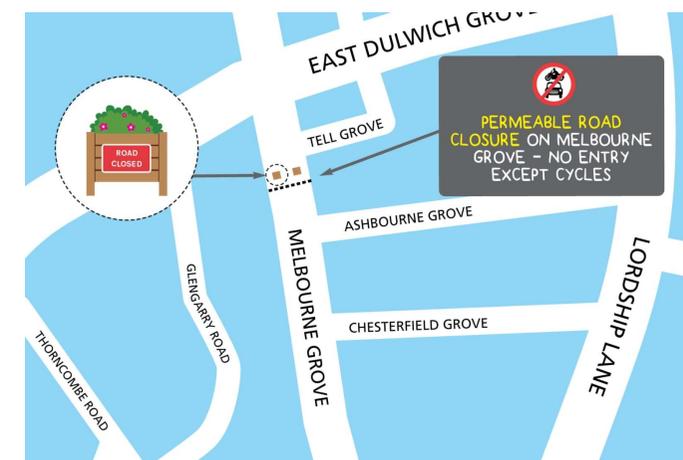
# East Dulwich Scheme

The East Dulwich scheme was delivered in two phases:

- Phase 1: **permeable road closure** on Melbourne Grove, south of Tell Grove. Implemented on 30<sup>th</sup> June 2020.
- Phase 2: **permeable road closures** on Melbourne Grove, Derwent Grove, Elsie Road and Tintagel Crescent at the junction with Grove Vale, and a **school street** closure during school drop-off and pick-up on Tintagel Crescent and Elsie Road. Implemented on 4<sup>th</sup> September 2020.

Existing measures that will also affect traffic flow in the area include:

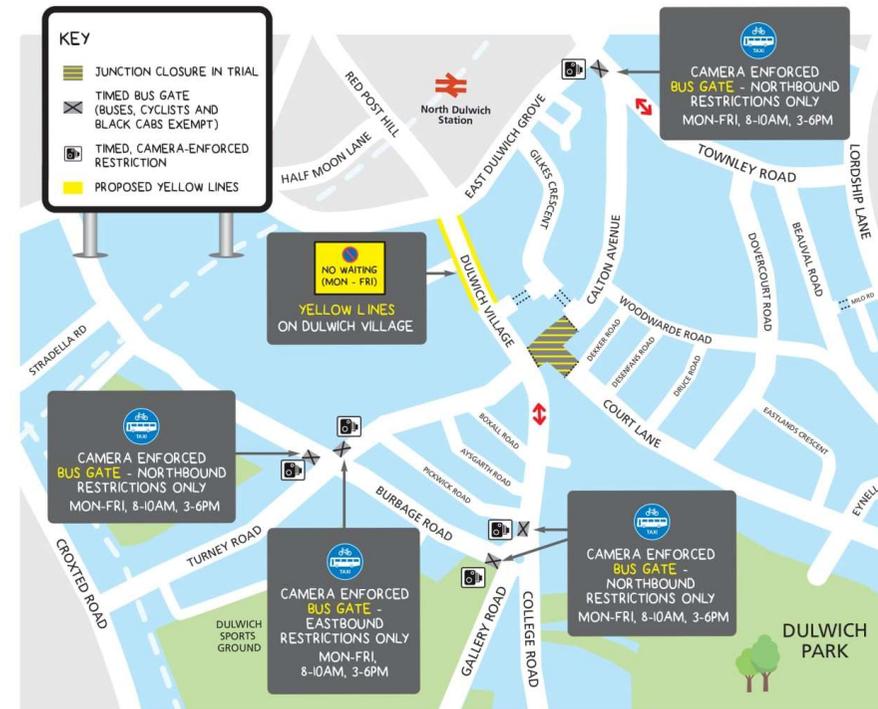
- Right turn ban from Grove Hill Road into Grove Lane.
- Right turn ban from East Dulwich Grove to Lordship Lane.
- One way on Matham Grove and Oxonian Street.



# Dulwich Village Scheme

The Dulwich Village scheme was delivered in two phases:

- Phase 1: Court Lane, Calton Avenue and Dulwich Village **modal filter**. Implemented on the 30<sup>th</sup> June 2020.
- Phase 2: camera enforced **timed restrictions** (from 8-10am and 3-6pm on weekdays) of motor traffic travelling northbound on Burbage Road, Dulwich Village and Townley Road and eastbound on Turney Road. Buses, taxis and cycles are exempt from the timed restrictions.
- Phase 2 was implemented on the 16<sup>th</sup> November 2020, but not enforced until January 2021.
- A right turn ban from A205/Thurlow Park Road to Croxted Road was already in place.





# Monitoring Study

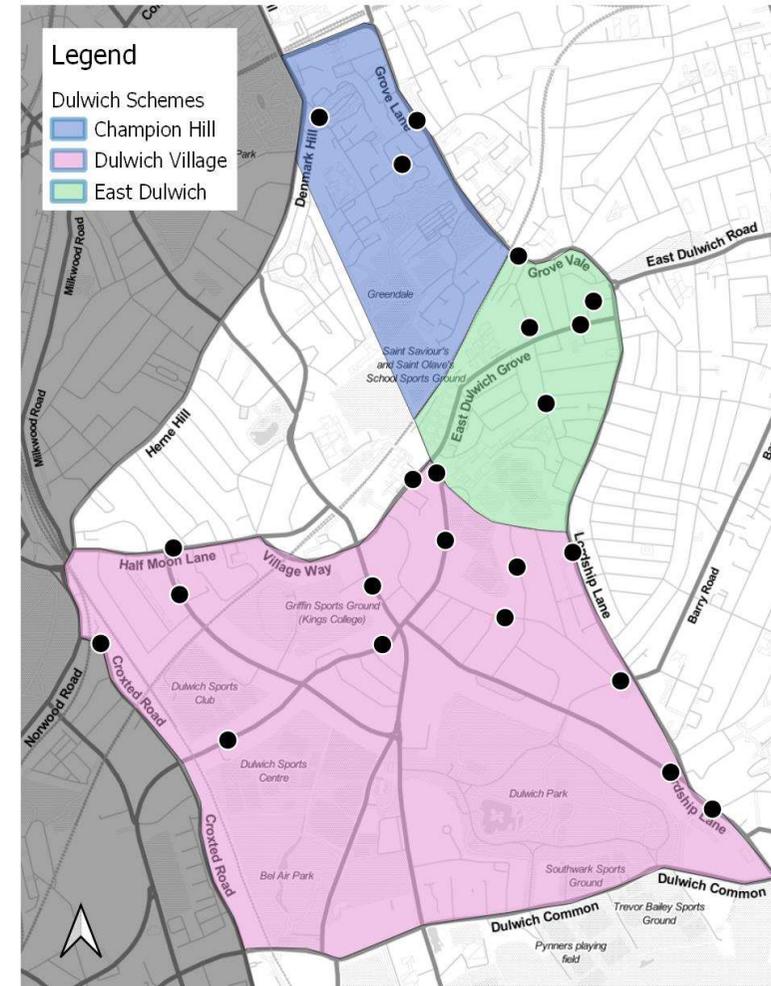
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# Monitoring Programme

- SYSTRA has been commissioned by LB Southwark to produce an independent monitoring report on the impact of the Streetspace schemes, analysing a range of data collected by the Council largely between 2019 and 2021.
- Traffic data has been collected on various roads, both within and on the edge of the scheme areas via Automatic Traffic Counters (ATCs), with a mixture of weeklong samples and continuous collection, providing cycle and motor vehicles flows, and average speeds. **It should be noted that ATCs are designed to monitor motor traffic, not pedal cycles, and data checking would suggest they consistently under report numbers of cyclists.**
- Additional vehicle data has also been collected via manual counts of vehicles at junctions and origin / destination analysis using Automatic Number Plate Recognition on East Dulwich Grove. Bus journey time data from TfL has also been analysed, along with data from Active Travel Monitors, which record and classify all road users.
- Two reports have been produced for the monitoring:
  - **Report 1:** interim report, using data collected to the end of April 2021.
  - **Report 2:** full monitoring report using data to the end of June 2021.

# Data Collection

- 23 Automatic Traffic Count (ATC) locations have been utilised to analyse the impact of the three schemes on traffic flows. These locations are shown to the right. LB Southwark has also collected data in additional locations, but only sites where counts were completed both pre- and post- implementation of the Streetspace measures, inside or on the edge of the scheme boundaries have been included in the analysis.
- The majority of ATC sites were in place in September 2019; September 2020; and March, April and June 2021. However, some count data used within this report dates from earlier periods. Data was not collected at all locations in all time periods.
- Where data has been collected for multiple weeks in a month, this has been averaged to provide the an average daily volume for the month.
- The shaded areas indicate the broad area affected by each of the Streetspace schemes.
- In addition to the traffic data, data has also been analysed with respect to bus journey times and road user types, the latter as recorded by Active Movement Sensors. A complete summary of the all data collected is shown in the appendices.



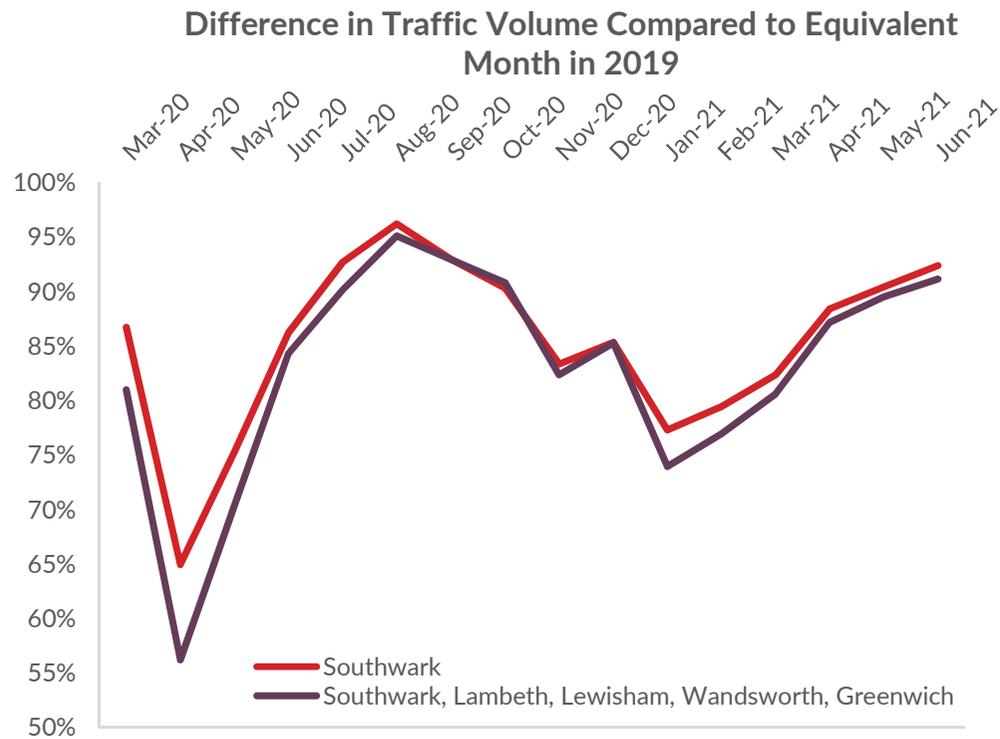


# COVID-19 Impacts on Traffic Flows

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# Impact of COVID-19 on Vehicular Traffic

- Since the onset of the pandemic, people's travel behaviour has changed significantly, with the majority making far fewer trips, particularly during national lockdowns. This has led to reductions in vehicle traffic throughout London, as can be seen in the chart below, which compares traffic volumes in Southwark and that of five south London Boroughs (excluding Central London) against traffic volumes for the same areas in June 2019, according to continuous traffic counts collected by TfL.



- Traffic has been consistently lower than pre-pandemic, with pronounced drops during lockdowns, and patterns in Southwark very similar to wider South London. Traffic has been increasingly steadily in 2021, being 8% greater in May compared to March.
- The difference between total vehicle volumes in June 2021 vs. June 2019 is presented in the table below for each area. Results for most motor vehicle flows in this report should therefore be considered in this context.

Area	Difference June 2021 to June 2019
Southwark	-7.6%
Southwark, Lambeth, Lewisham, Wandsworth, Greenwich*	-8.8%

# Impact of COVID-19 on Cycle Flows

- As with motor traffic volumes, the number of people cycling has also been affected by the pandemic. The Department for Transport's Road Traffic Statistics estimate a 38% increase in cycling in London in 2020, relative to the average for 2017-2019. Other estimates include:
  - a 35% increase in London from 2019 to 2020 among Strava users;
  - a 7% increase in Inner London and a 22% increase in Outer London from 2019 to 2020 as measured by the company Eco-Counter.
- The chart below shows the volume of cycle trips compared to a pre-COVID, March 2020 baseline across England<sup>1</sup>. A large increase is shown in 2020, although levels appear to have reverted to below or similar to pre-COVID levels in the latter part of the year and into 2021.

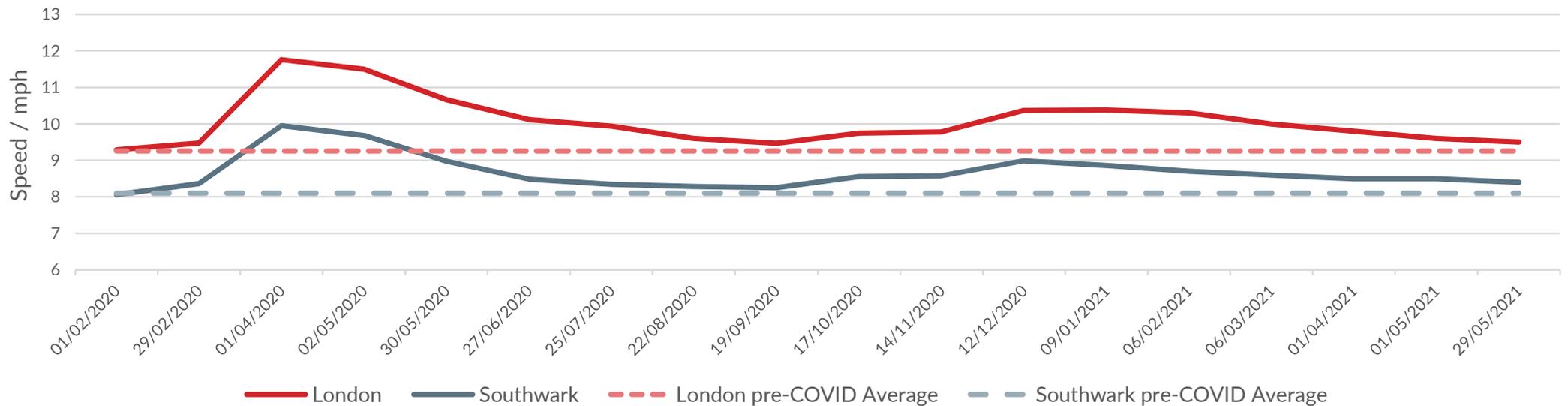
Cycle Volumes in England Compared to National March Baseline



- All differences in cycle flows throughout reporting should be considered in the context of the above observations.

# Impact of COVID-19 on Bus Journey Times

- Bus journey times will also have been affected by the pandemic, with lower traffic volumes leading to decreased journey times. The chart below illustrates average bus speeds in Southwark across the course of 2020 and 2021 against the average speed for the year pre-lockdown<sup>1</sup>.
- As can be seen, speeds significantly increased in the first lockdown, and less so in the second, before slowly returning towards pre-COVID levels. It could therefore be expected that in the absence of any other changes, bus speeds in Dulwich would have followed similar patterns.





# Pre- Implementation Flows

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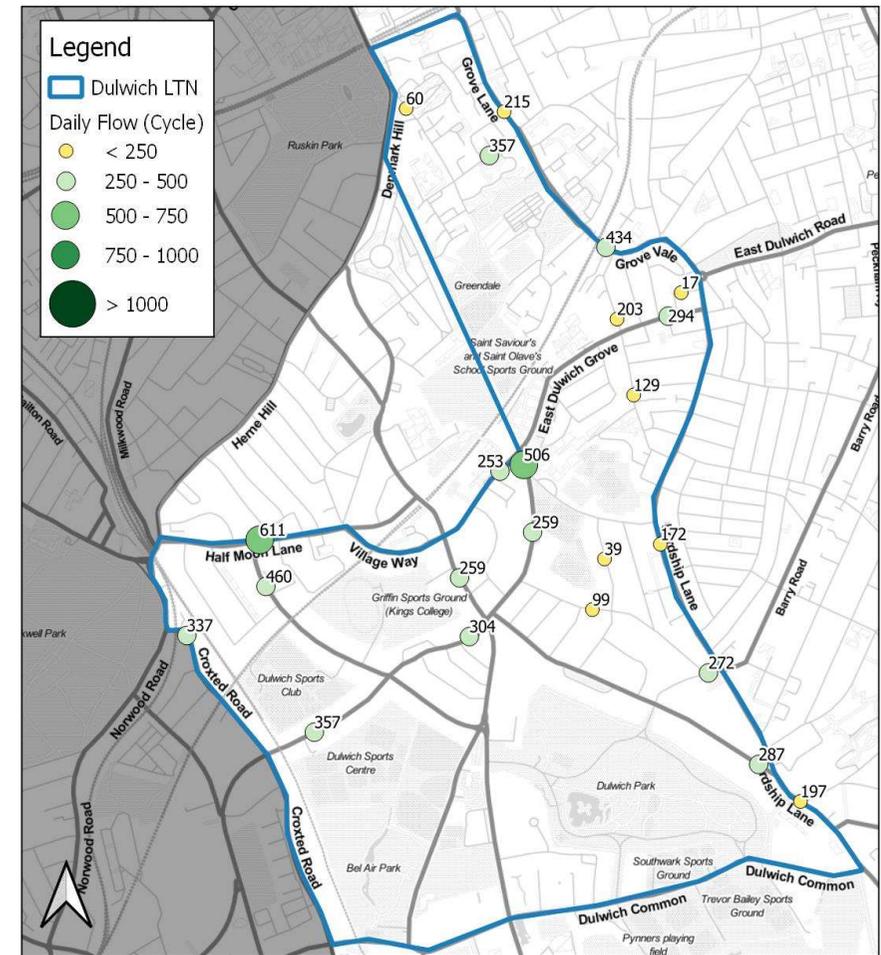
# Pre-Implementation Flows

- Pre-implementation flow data was collected across a range of months since late 2017. To provide consistency, all pre-implementation motor vehicle data (including for Burbage Road and Court Lane, where the only data available is from June 2020) has been adjusted to June 2019 levels for a fairer basis of comparison. This allows factors such as school holidays and other seasonal variation to be taken into account in comparison.
- This adjustment has been conducted based on differences in traffic flows captured by TfL counters between the month of data capture and June 2019. These TfL counters have been operating continuously for many years, and for Dulwich, the adjustment has been made using all counters in Southwark, Lambeth, Lewisham, Wandsworth and Greenwich, excluding Central London.
- Pre-implementation flows for previous round of surveys (September 2020, March 2021 and April 2021) have been similarly adjusted.
- It should be noted that these adjustments are small, the difference in traffic levels between September and June 2019 was 0.2% and September and April 2019 was 3.5%.



# Pre-Implementation Flows – Cycles

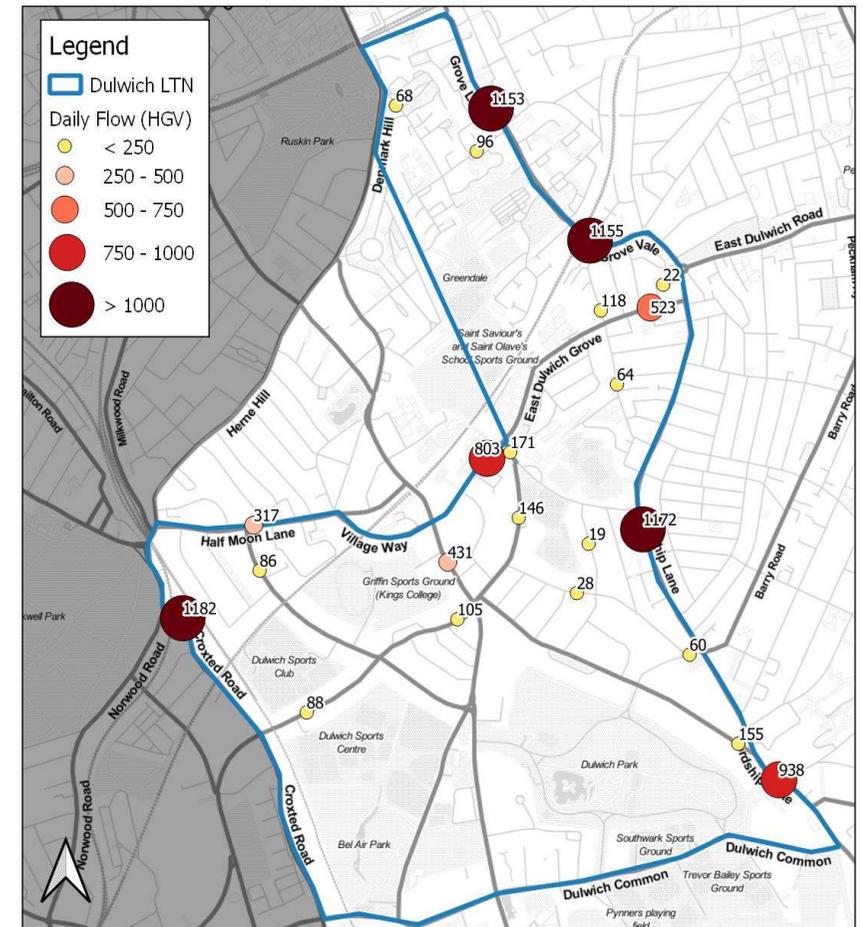
- The maps to the right shows the average total daily pre-implementation flows of cycles.
- The highest flows recorded are on Half Moon Lane (611 average cycles per day) and on Townley Road (506 average cycles per day).
- Cycle flows on roads leading to Dulwich Village are between 250 and 350 cycles per day.



Basemap: Stamen

# Pre-Implementation Flows – HGV

- The average total daily pre-implementation flows of HGVs are shown in the map to the right.
- HGV flows are high on main roads surrounding the scheme areas, with the highest volumes recorded on Croxted Road (1,182 average vehicles per day), Lordship Lane near Townley Road (1,172 average vehicles per day), Grove Vale and Grove Lane (1,155 and 1,153 average daily vehicles, respectively).
- Lordship Lane South, East Dulwich Grove and Dulwich Village all have flows of at least 400 HGVs per day.
- Flows are lower on internal roads (below 150 vehicles on average) and very low on minor residential roads (below 100 vehicles).



Basemap: Stamen

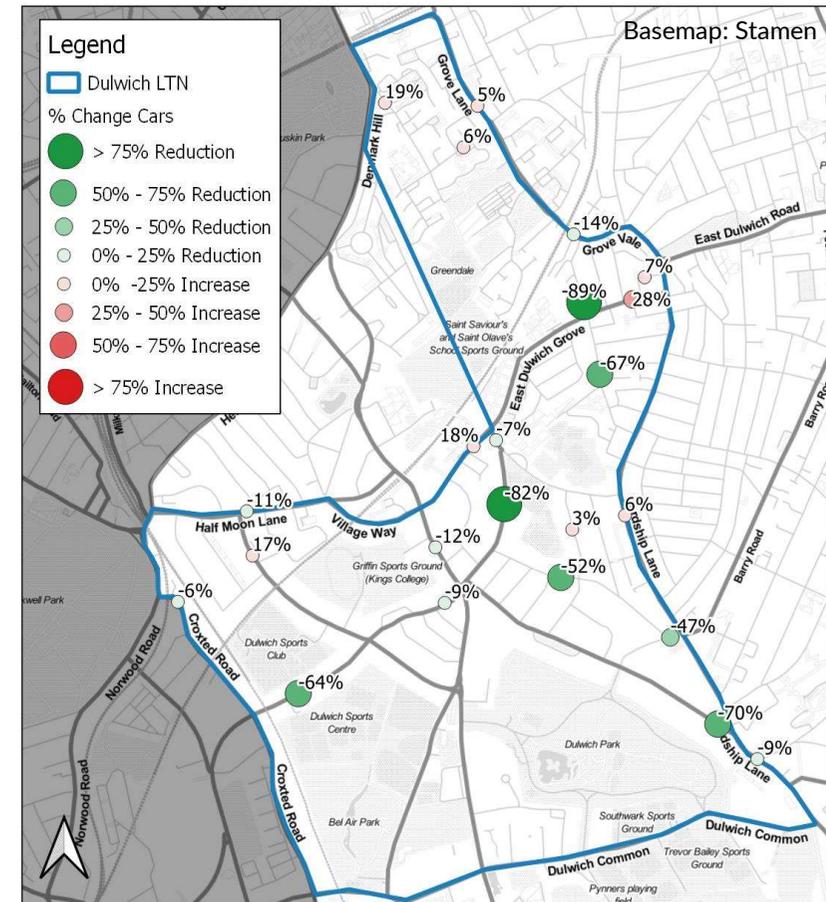
# Post- Implementation Monitoring Round 4/June 2021

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# June 2021 Flow Change – Cars/LGVs

- The map to the right outlines changes in counts of cars and LGVs (combined) compared to pre-implementation, at sites where data has been collected in June 2021.
- Increases in flows have been observed on East Dulwich Grove, Burbage Road, Zenoria Street and Dovercourt Road, the largest of these being +28% on East Dulwich Grove. These increases are similar to those recorded in April 2021 at the same sites.
- The decreases in flows on internal roads remain similar to the those recorded in April 2021.
- Lordship Lane near Townley Road has recorded a slight increase (+6%) in flows, whilst further south at Court Lane, it has recorded a slight decrease in flows (-9%).
- Note that overall traffic levels in Southwark were down 8% in June 2021 vs. June 2019.



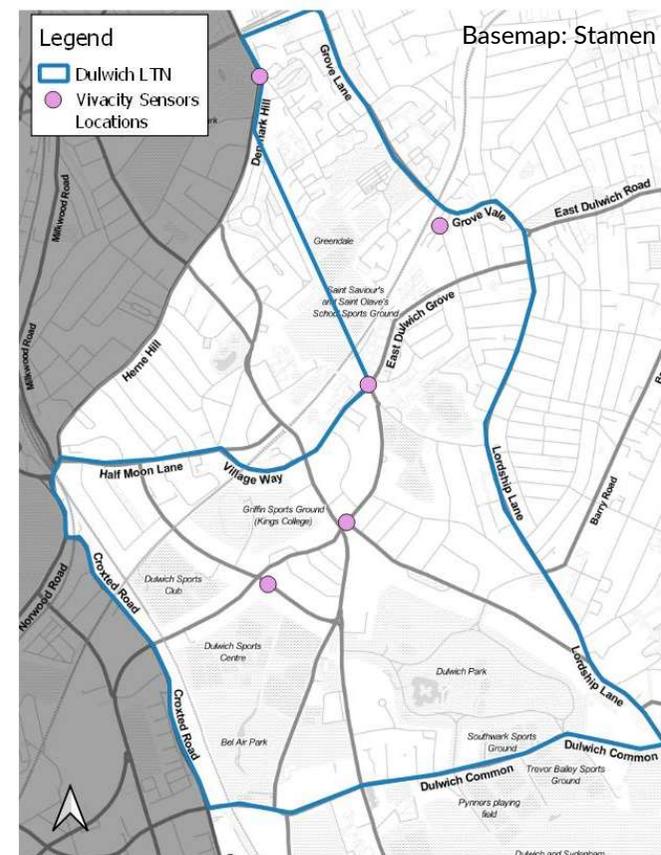


# Vivacity Data Analysis – Cycle Flow Changes

- Vivacity Data is recorded through sensors that are able to recognise and differentiate between road users. LB Southwark has placed Vivacity Sensors in key junctions around the Streetspace schemes since implementation. Where data has been collected at the same location prior to implementation, a comparison has been made.
- Vivacity Data collected in March, April and June 2021 has been compared to counts of the numbers of people cycling made in September or October 2019, either via manual turning counts or an ATC. The results are shown below\*.

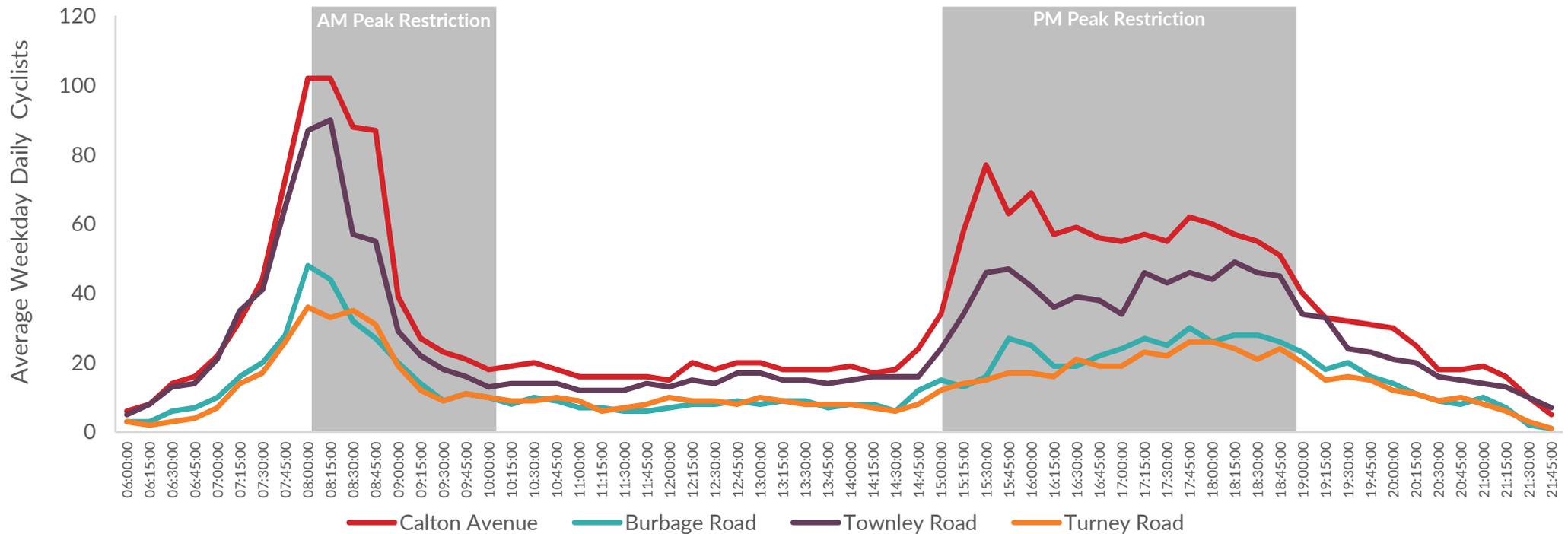
Site	Sept / Oct 2019	March 2021	Change	April 2021	Change	June 2021	Change
Calton Avenue / Dulwich Village	923 (manual count)	2,146	+133%	2,083	+126%	2,020	+119%
Townley Road	1,003 (manual count)	1,367	+36%	1,488	+48%	1,505	+50%
Champion Hill North	41 (ATC)	139	+239%	161	+292%	142	+247%
Burbage Road	352 (ATC)	855	+129%	857	+143%	813	+131%
Melbourne Grove	155 (ATC)	243	+57%	300	+94%	318	+105%

- All sites have shown increases in the number of people counted cycling between pre- and post-implementation of the Streetspace schemes. These increases are beyond what may have been expected as a result of seasonality or COVID-19 alone.



# Vivacity Data Analysis – Cycle Flow Profiles

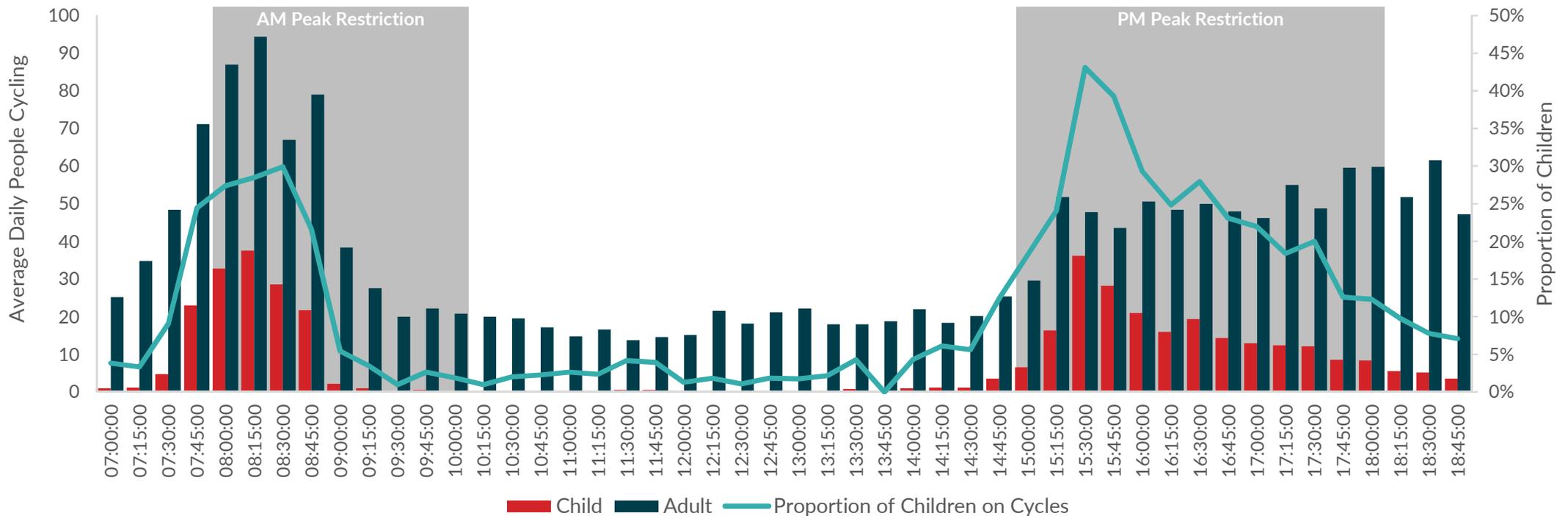
- The time profile for cycling flows at Calton Avenue, Turney Road, Burbage Road and Townley Road are shown in the chart below.



- The morning peak of people cycling is shorter, and starts from before the timed restrictions, but ends soon after 9AM. The afternoon peak is extended, starting from just after 3PM and covering the whole of the period of restrictions.

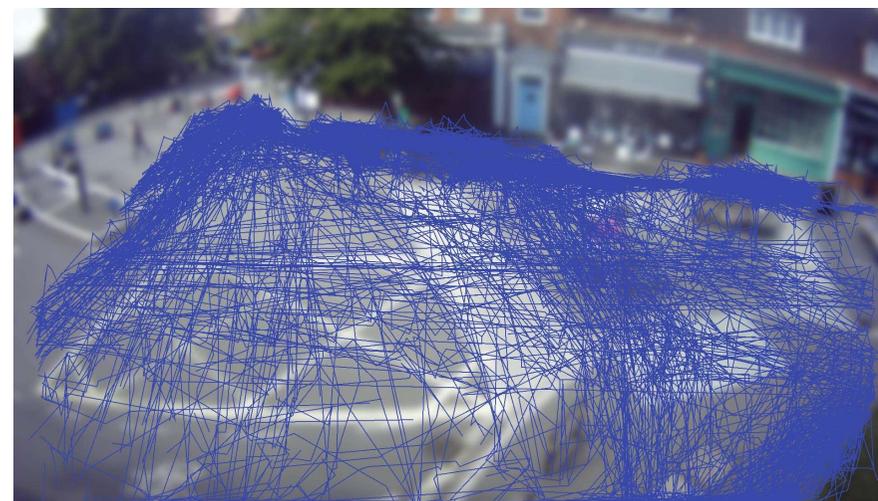
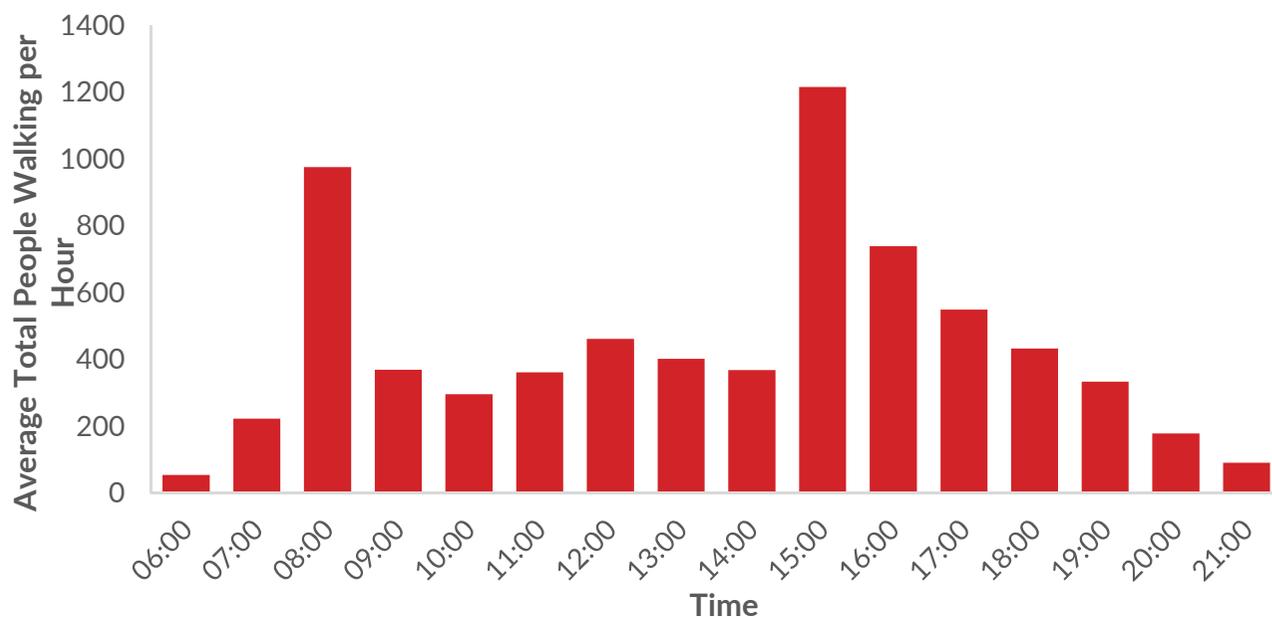
# Profile of People Cycling

- The chart below shows a breakdown of cyclists by age at the junction of Calton Avenue and Dulwich Village.
- Children make up over 20% of people cycling between 07:45 – 08:45 and 15:15 – 17:45. At peak children exceed 40% of those cycling, compared to 7% on average in London during peak hours<sup>1</sup>.
- Data from the weekend shows children making up 15% of all people cycling during the day.



# Vivacity Data Analysis – Pedestrian Volumes

- Vivacity Data can also be used to count the number of people walking, and track the paths taken. The chart below shows an estimate of the volume of people walking through the north side of the Calton Avenue / Dulwich Village Junction on an average weekday in 2021. The image to the right shows the routes taken for a sample peak hour, with each line representing the movement of one person.



- In the busiest hour over 1,000 people walk through the junction, using the full extent of the space.
- Peak times align with school opening and closing, being 8 - 9AM and 3-4PM.



# Further Count Sites

- A check has also been performed on streets east of Lordship Lane between Dulwich and Peckham. The changes in total numbers of **motor vehicles** on Barry Road and Underhill Road from data recorded prior to implementation, and pre-COVID with data collected in June 2021 is shown in the table below.
- It can be seen that on average in June 2021 on Barry Road traffic was down compared to before the Streetspace scheme, but on Underhill Road was up slightly.

Location	Pre-Implementation Daily Flow	Post-Implementation Daily Flow	Actual Change in Daily Flow	% Change in Daily Flow
Barry Road	7,813	6,963	-850	-11%
Underhill Road	4,039	4,141	+102	+3%

# Junction Turning Counts and Origin - Destination Analysis

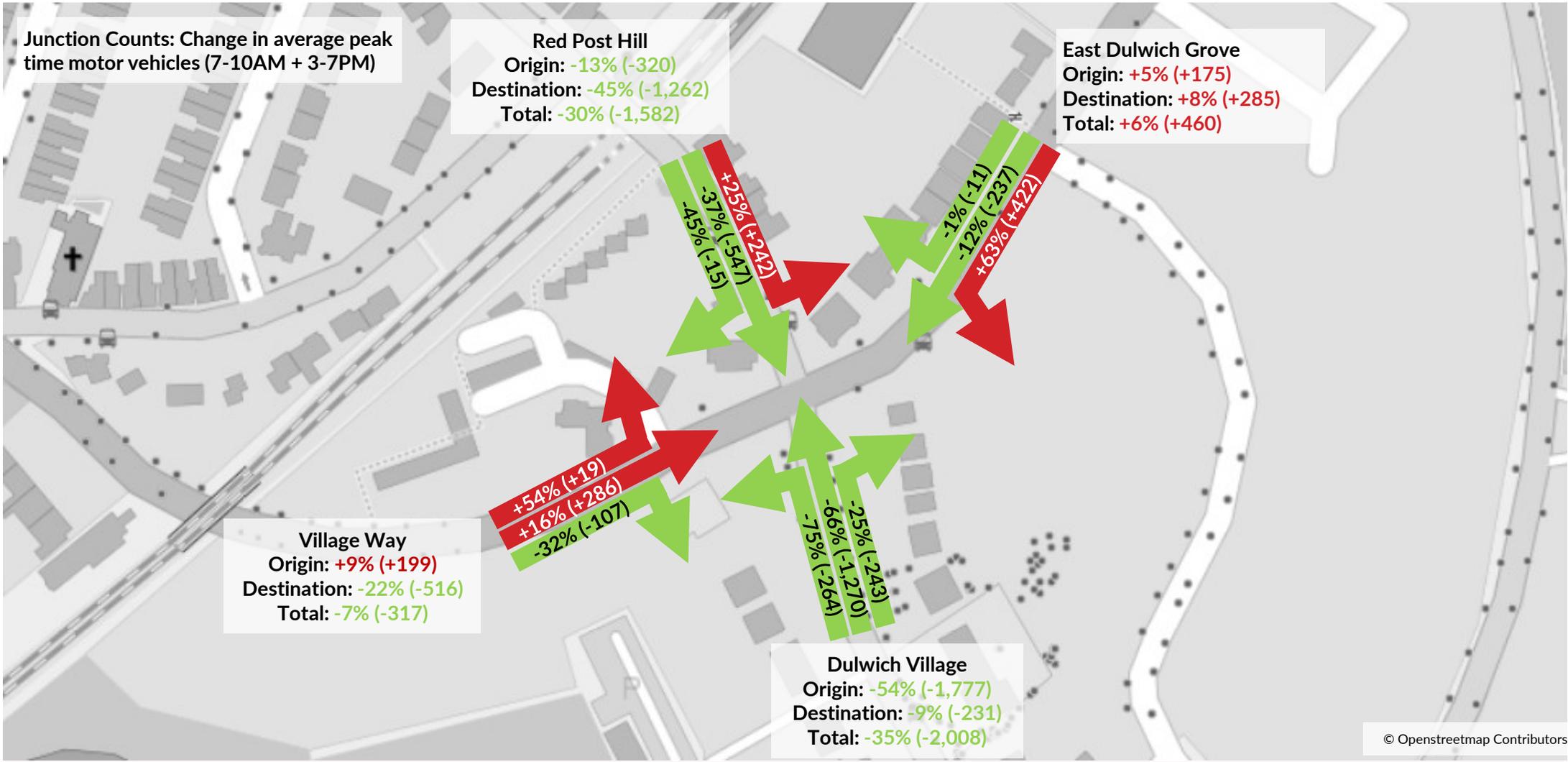
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# Junction Turning Counts and Origin-Destination Analysis

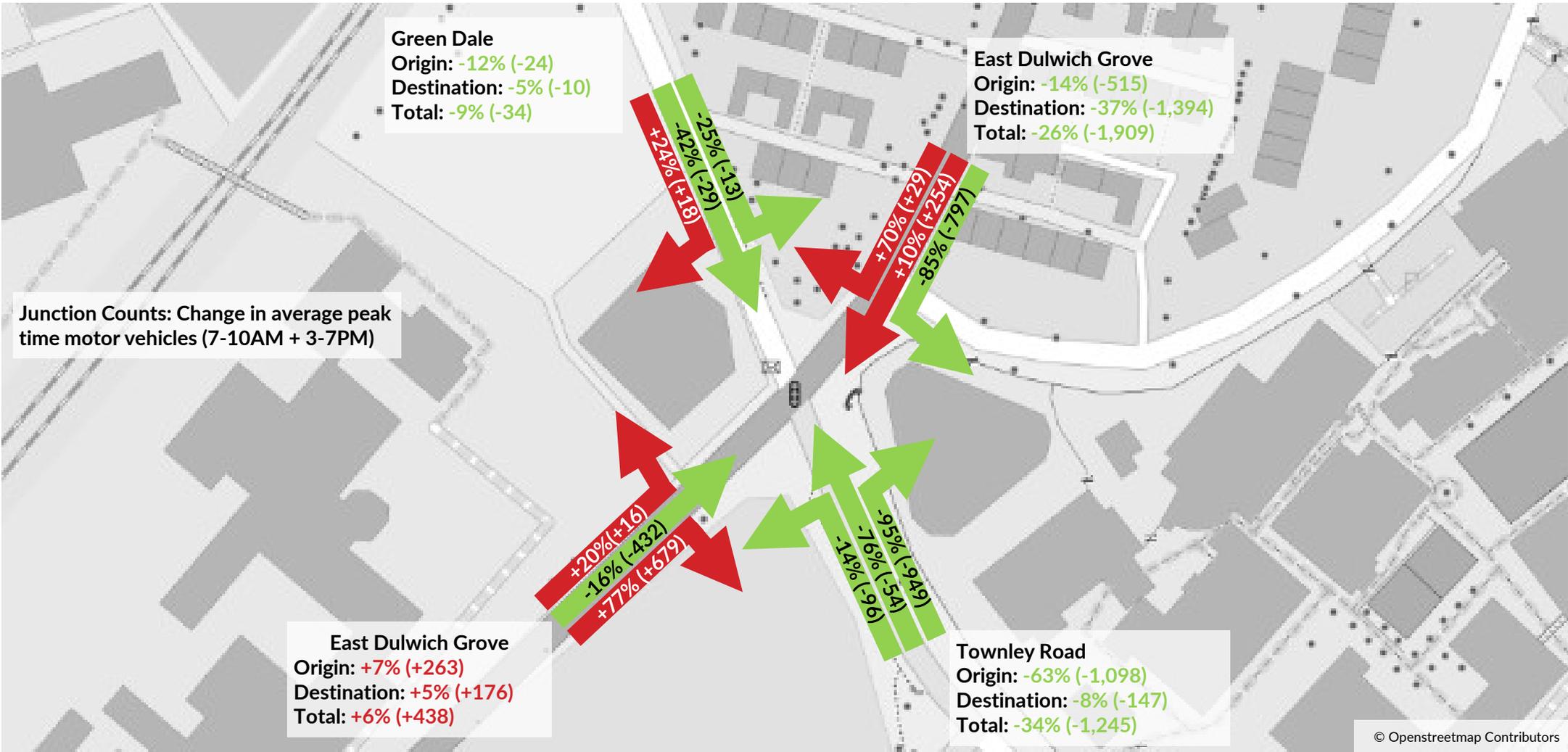
- Junction turning counts have been completed at key junctions on external roads. These record all vehicles moving through the junction and the movement made, that is the street from which each vehicle entered and exited the junction.
- Counts were completed for two weekdays in June 2021 and have been compared to counts taken prior to the implementation of the Streetspace schemes.
- Data was recorded in the peak periods only. The following slides show total motor vehicle movements, averaging the days of data collecting and combining the two peaks.
- Origin-Destination data has also been collected for East Dulwich Grove. This uses Automatic Number Plate Recognition technology to record each vehicle along the road, noting if and when they pass each camera.
- Origin-Destination data was collected for two days in June 2021 7AM – 7PM, the average of the two days is shown in the following results.

# Turning Counts: East Dulwich Grove / Dulwich Village



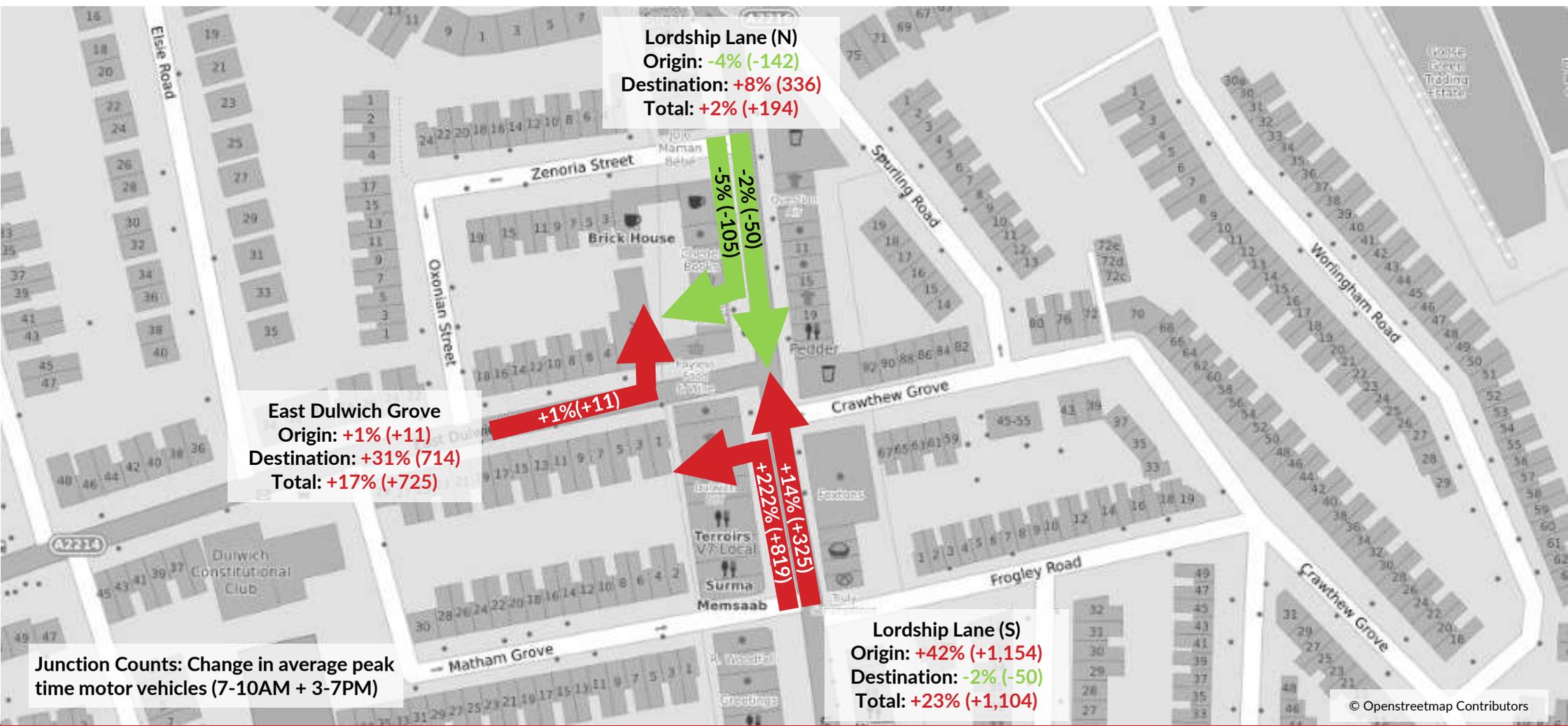
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# Turning Counts: East Dulwich Grove / Townley Road



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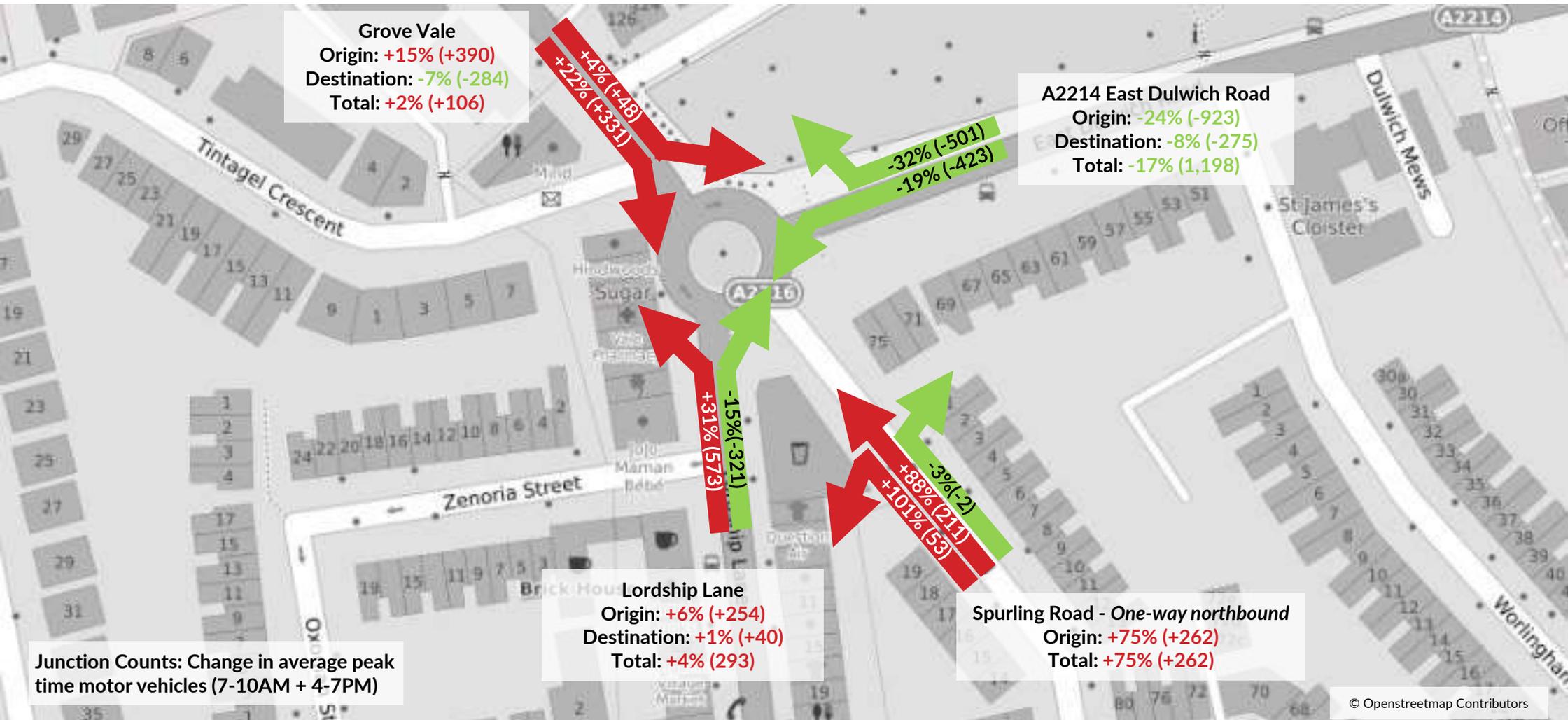
# Turning Counts: East Dulwich Grove/ Lordship Lane



Junction Counts: Change in average peak time motor vehicles (7-10AM + 3-7PM)

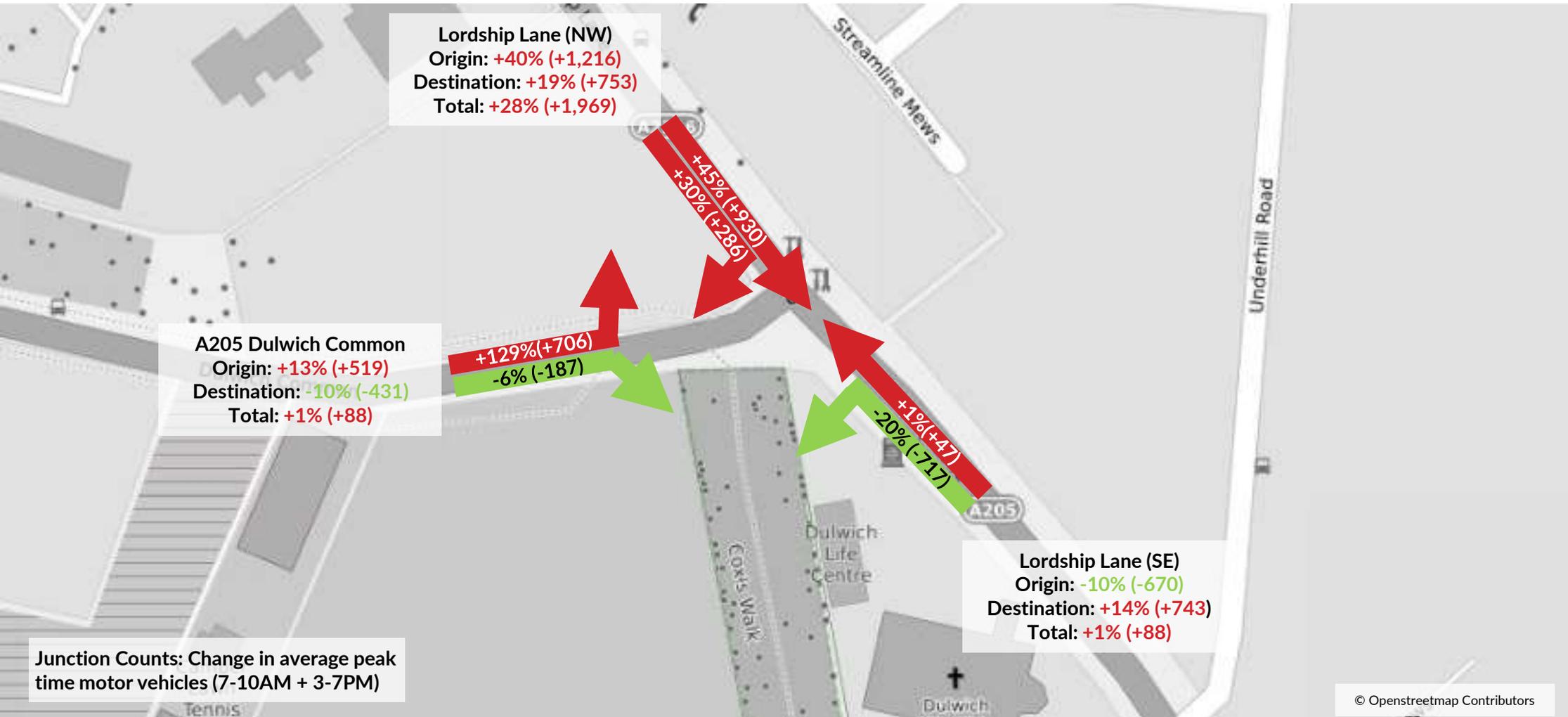
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# Turning Counts: Goose Green Roundabout



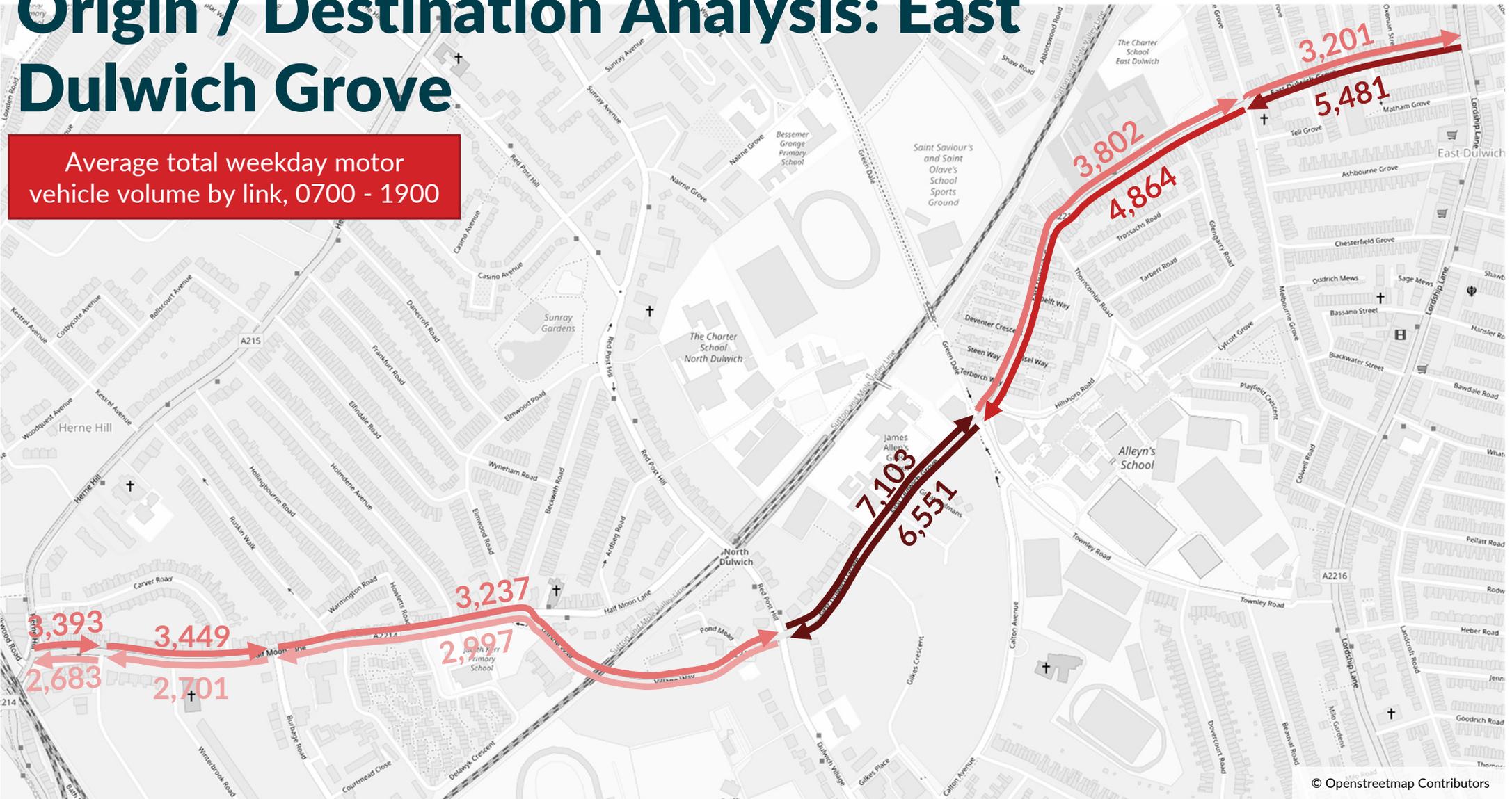
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# Turning Counts: Dulwich Common/Lordship Lane



# Origin / Destination Analysis: East Dulwich Grove

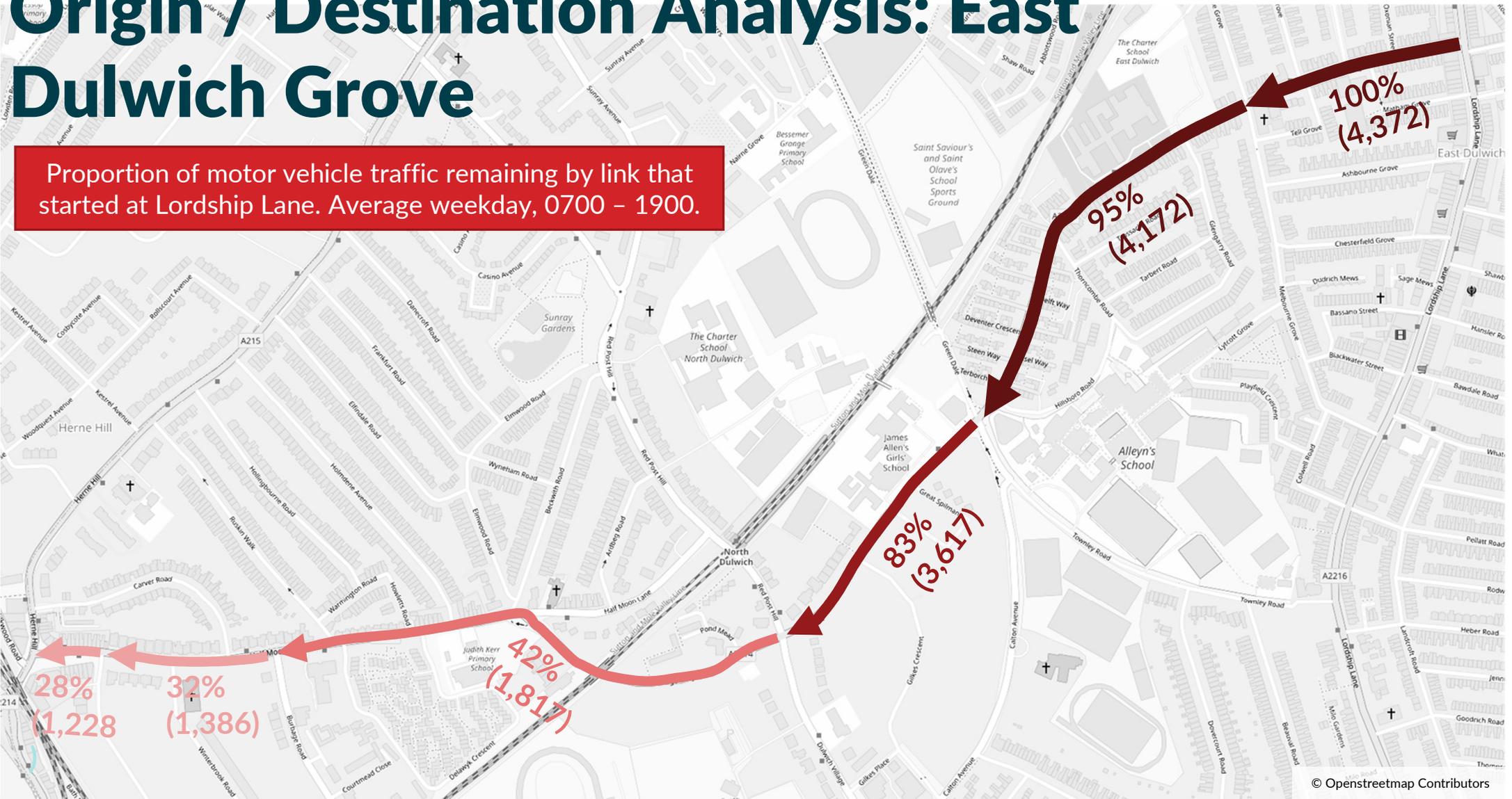
Average total weekday motor vehicle volume by link, 0700 - 1900



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# Origin / Destination Analysis: East Dulwich Grove

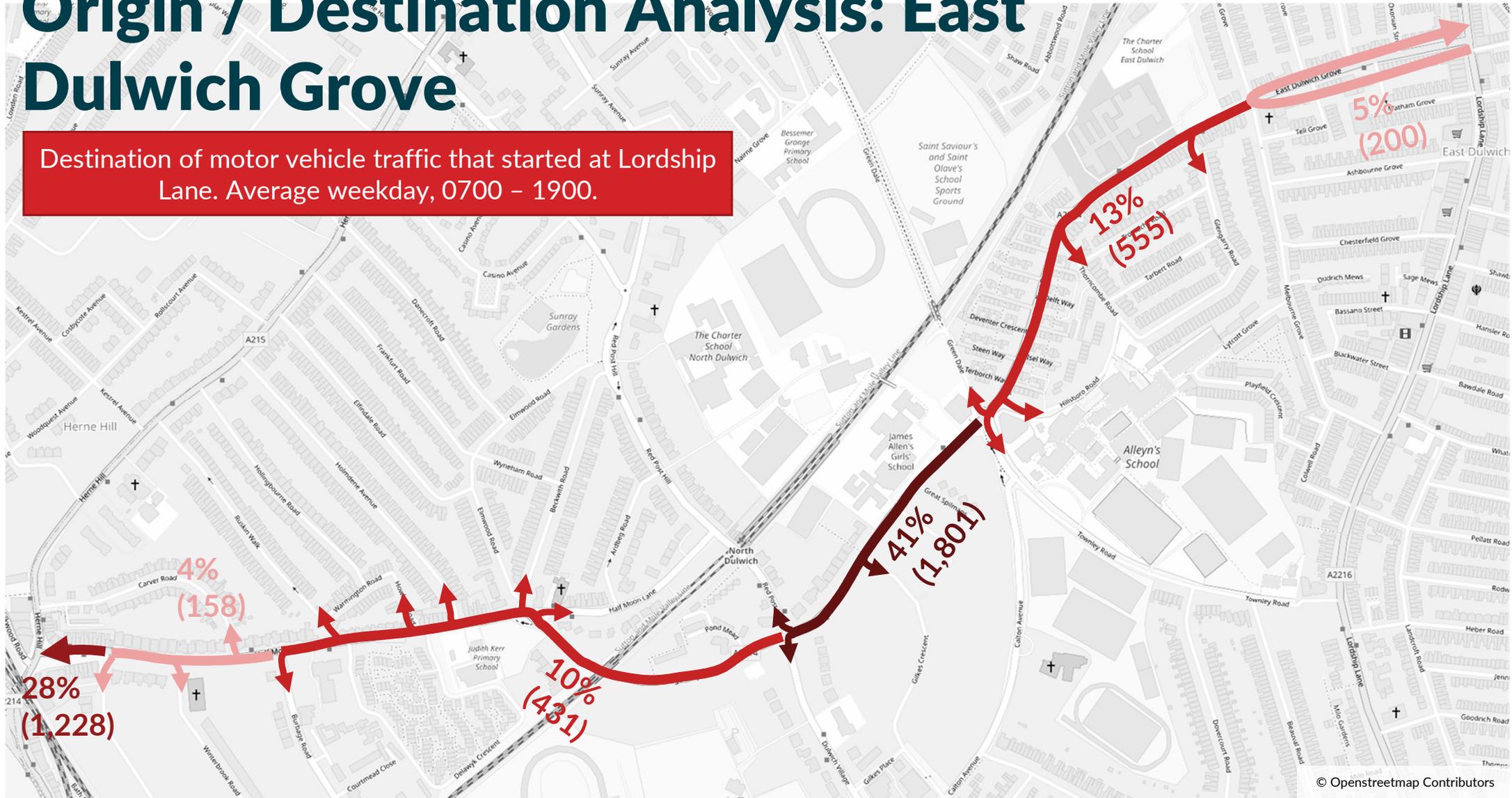
Proportion of motor vehicle traffic remaining by link that started at Lordship Lane. Average weekday, 0700 – 1900.



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# Origin / Destination Analysis: East Dulwich Grove

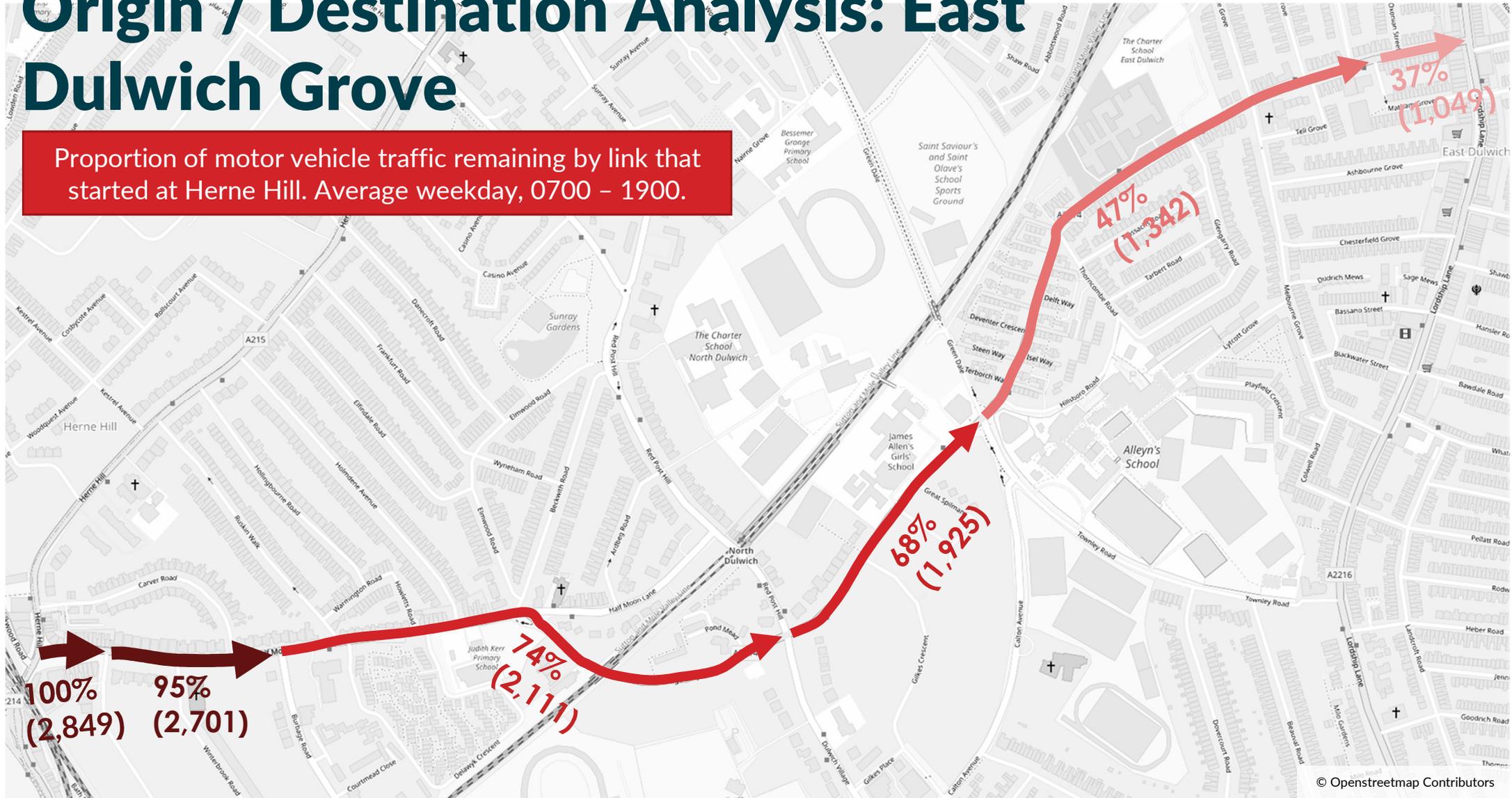
Destination of motor vehicle traffic that started at Lordship Lane. Average weekday, 0700 – 1900.



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# Origin / Destination Analysis: East Dulwich Grove

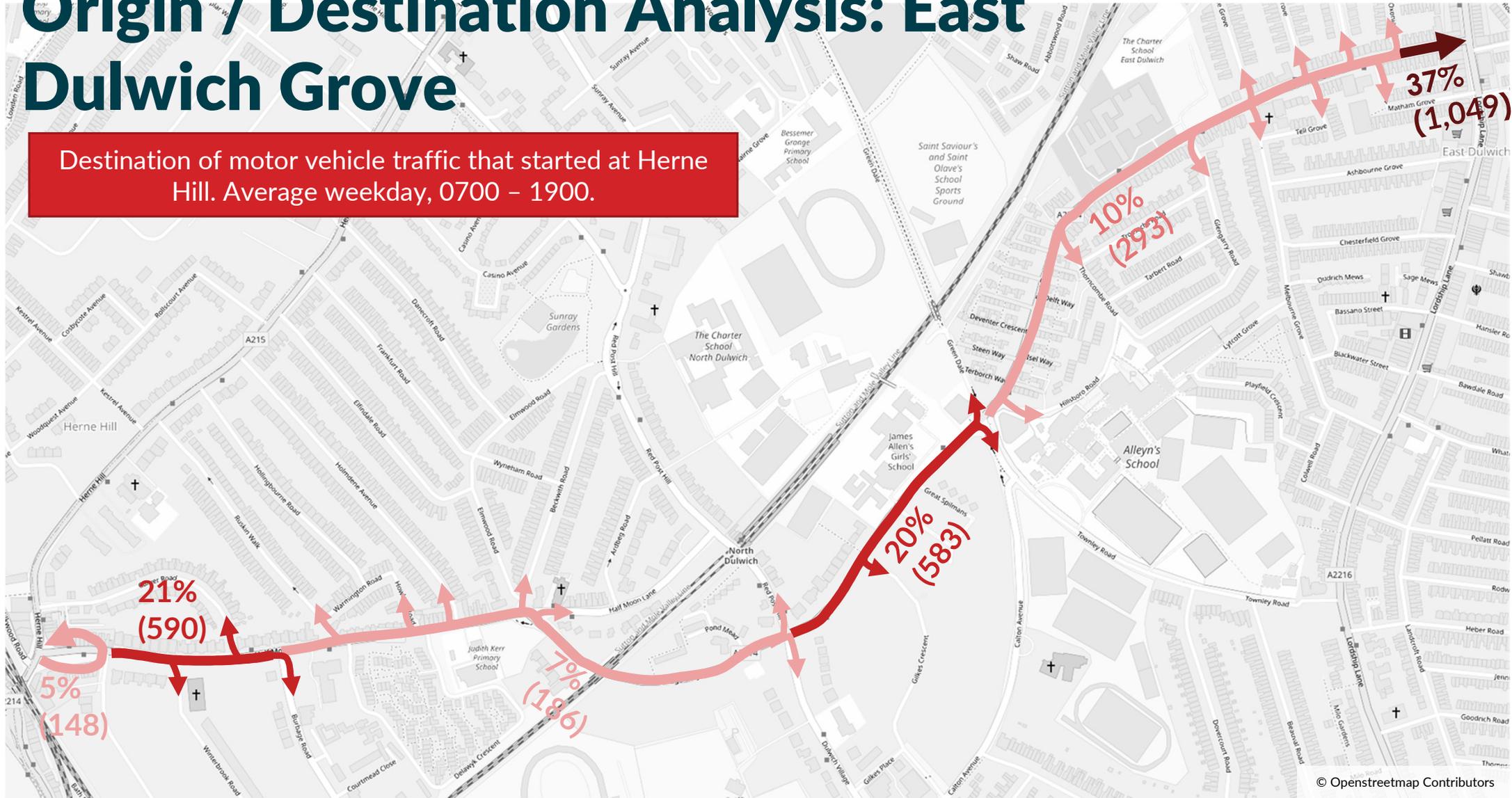
Proportion of motor vehicle traffic remaining by link that started at Herne Hill. Average weekday, 0700 – 1900.



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# Origin / Destination Analysis: East Dulwich Grove

Destination of motor vehicle traffic that started at Herne Hill. Average weekday, 0700 – 1900.



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# Post- Implementation Monitoring Round 3/April 2021

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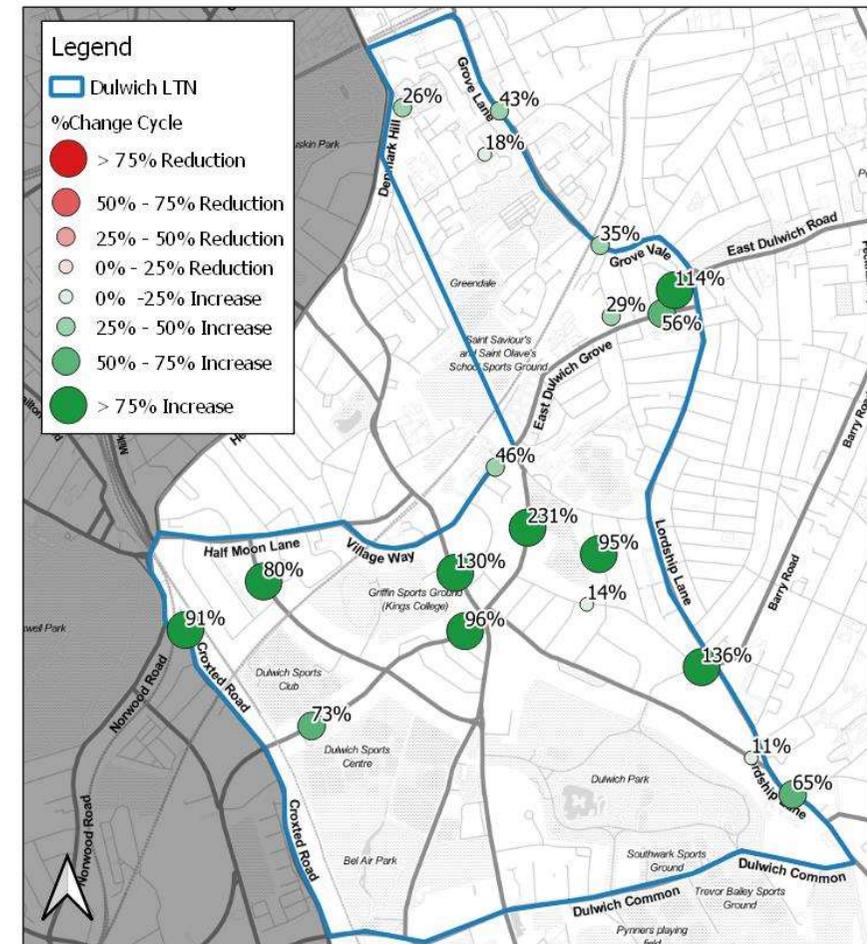




# April 2021 Flow Change – Cycles

Basemap: Stamen

- The map to the right outlines changes in cycles counted compared to pre-implementation, at sites where data has been collected in April 2021\*.
- Most sites have seen an increase in cycling, with the largest being a 231% increase on Calton Avenue. Other sites around Dulwich Village have also seen large increases in cycle counts, such as on Eynella Road (+136%) and Dulwich Village (+130%).
- A higher increase in flows compared to March 2021 has also been recorded on boundary roads, such as on Croxted Road (+91%), Grove Lane (+43%) and Grove Vale (+35%).



NB. Position of ATC at Melbourne Grove South and Townley Road moved compared to September 2019 and 2020 counts. These are likely to have affected cycle counts more so than motor vehicles, the former are therefore not shown. Court Lane East and Burbage Road North, comparison is to June 2020 rather than data collected pre-COVID, meaning likely smaller comparative increase.





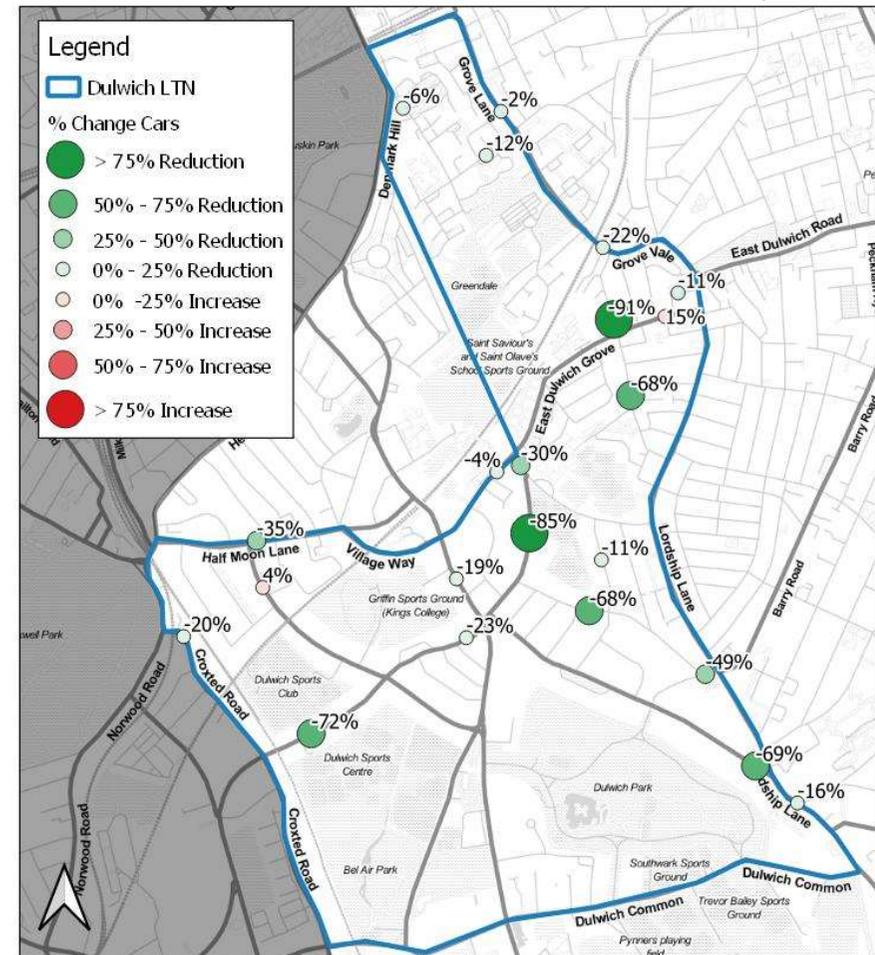
# Post- Implementation Monitoring Round 2/March 2021

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# March 2021 Flow Change – Cars/LGVs

Basemap: Stamen

- The map to the right outlines changes in counts of cars and LGVs (combined) compared to pre-implementation at sites where data has been collected in March 2021. This is after the implementation of the Dulwich Village timed restrictions.
- Flows have decreased at nearly all sites where restrictions were in place, with the largest reductions on Calton Avenue (-85%) and Melbourne Grove North (-91%).
- Increases in flows have been observed on Burbage Road (+4%) and East Dulwich Grove East (+15%). These increases are lower than those recorded in September 2020 at the same sites.
- Note that overall traffic levels in Southwark were down 12% in March 2021 vs. April 2019.

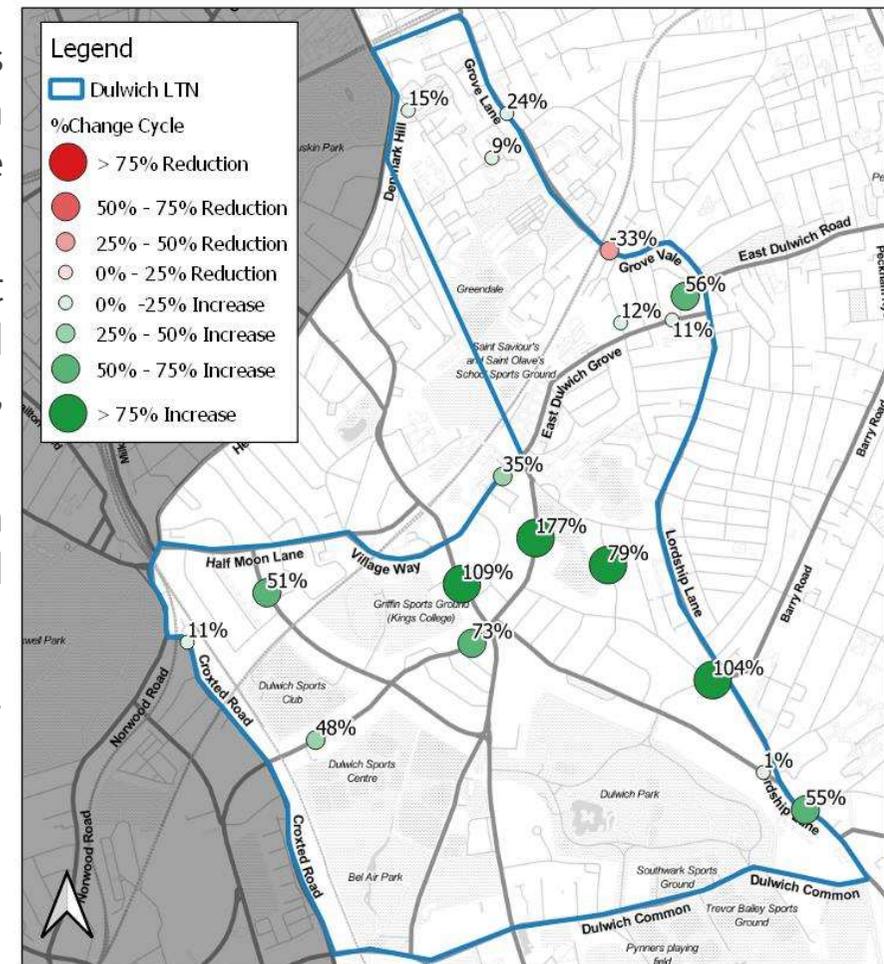


NB. Position of ATC at Melbourne Grove South and Townley Road moved compared to pre-implementation.

# March 2021 Flow Change – Cycles

Basemap: Stamen

- The map to the right outlines changes in counts of cycles compared to pre-implementation at sites where data has been collected in March 2021\*. This is after the implementation of the Dulwich Village timed restrictions.
- Most sites have seen an increase in cycling, with the largest being a +177% increase on Calton Avenue. Other sites around Dulwich Village have also seen large increases in cycle counts, namely Eynella Road (+104%) and Dulwich Village (+109%).
- Increases in cycle numbers are generally lower around Champion Hill and on boundary roads such as East Dulwich Grove and Croxted Road.
- It should be noted that, nationally, cycle numbers in March 2021 had reverted to close to pre-COVID levels.



NB. Position of ATC at Melbourne Grove South and Townley Road moved compared to pre-implementation. These are likely to have affected cycle counts more so than motor vehicles, the former are therefore not shown. Court Lane East and Burbage Road North, comparison is to June 2020 rather than data collected pre-COVID, likely explaining smaller comparative increase.



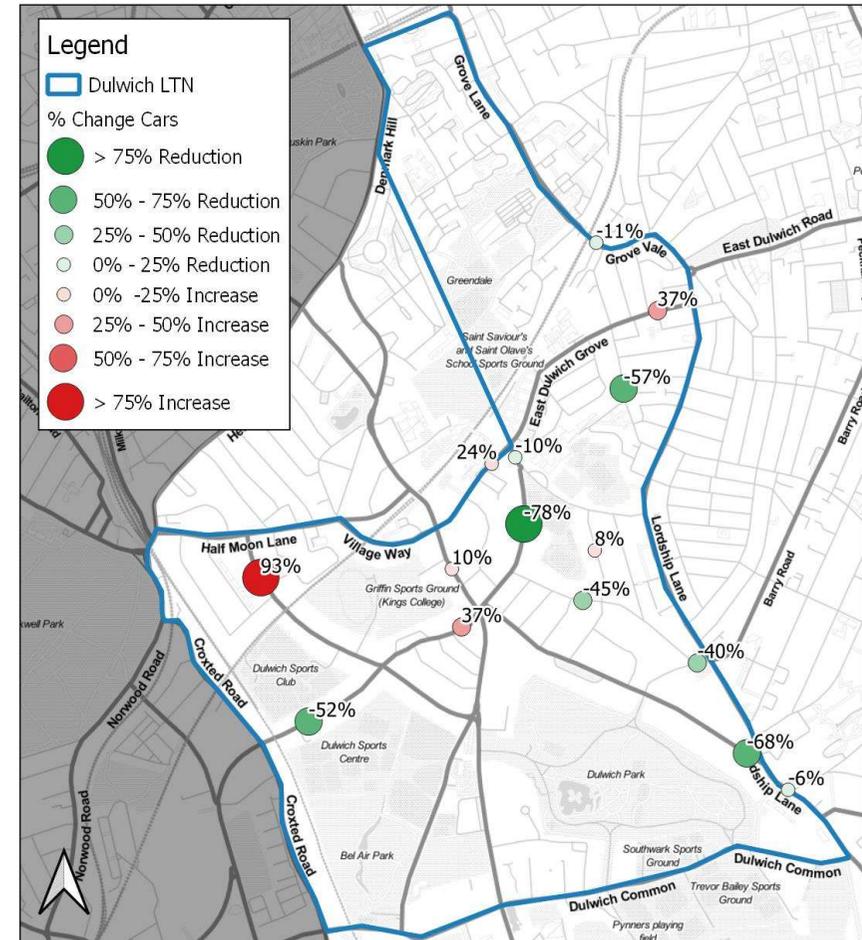


# Post- Implementation Monitoring Round 1/Sep 2020

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# September 2020 Flow Change – Cars/LGV

- The map to the right outlines changes in counts of cars and LGVs (combined) compared to pre-implementation, at sites where data has been collected in September 2020. This is prior to the implementation of the Dulwich Village timed restrictions.
- Calton Avenue, Melbourne Grove and Court Lane have all seen decreases in excess of 50% in traffic volumes following the introduction of the measures. Traffic levels have also reduced on Turney Road West, Woodward Road and Eynella Road.
- Flows have increased in volume on some surrounding roads, for example East Dulwich Grove (+37% and +24%)
- Prior to the implementation of timed restrictions, flows have also increased on Burbage Road (+93%), Turney Road East (+37%), and Dulwich Village (+10%).
- Note that overall traffic levels in Southwark were down 4% in September 2020 vs. April 2019.

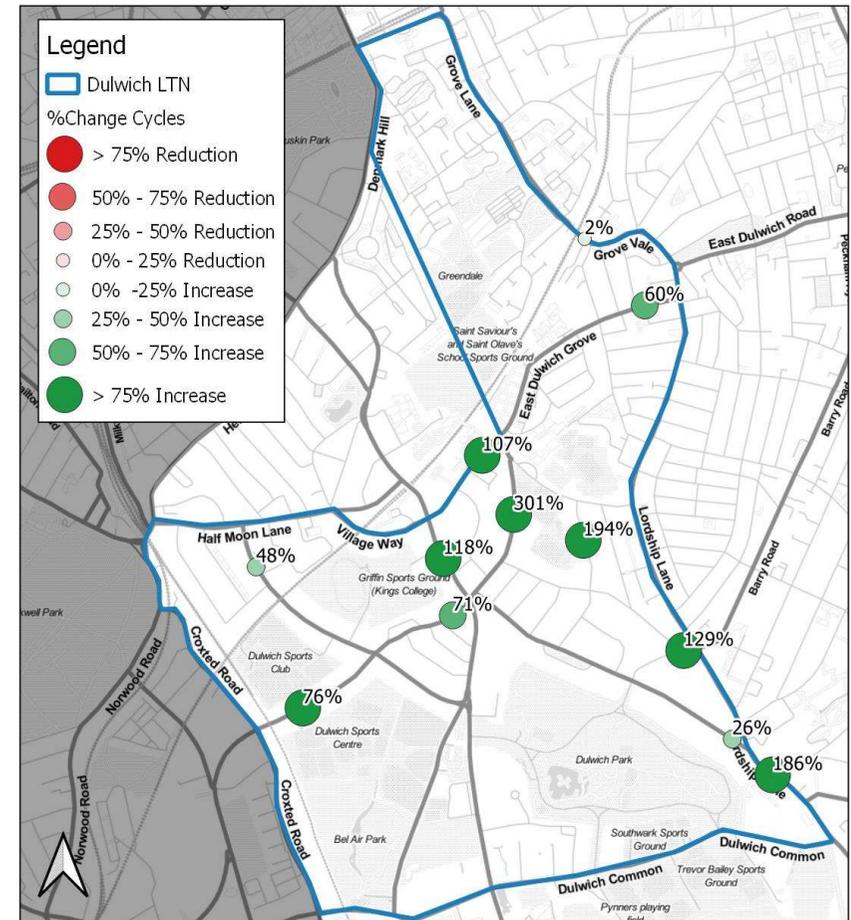


Basemap: Stamen

# September 2020 Flow Change – Cycles

Basemap: Stamen

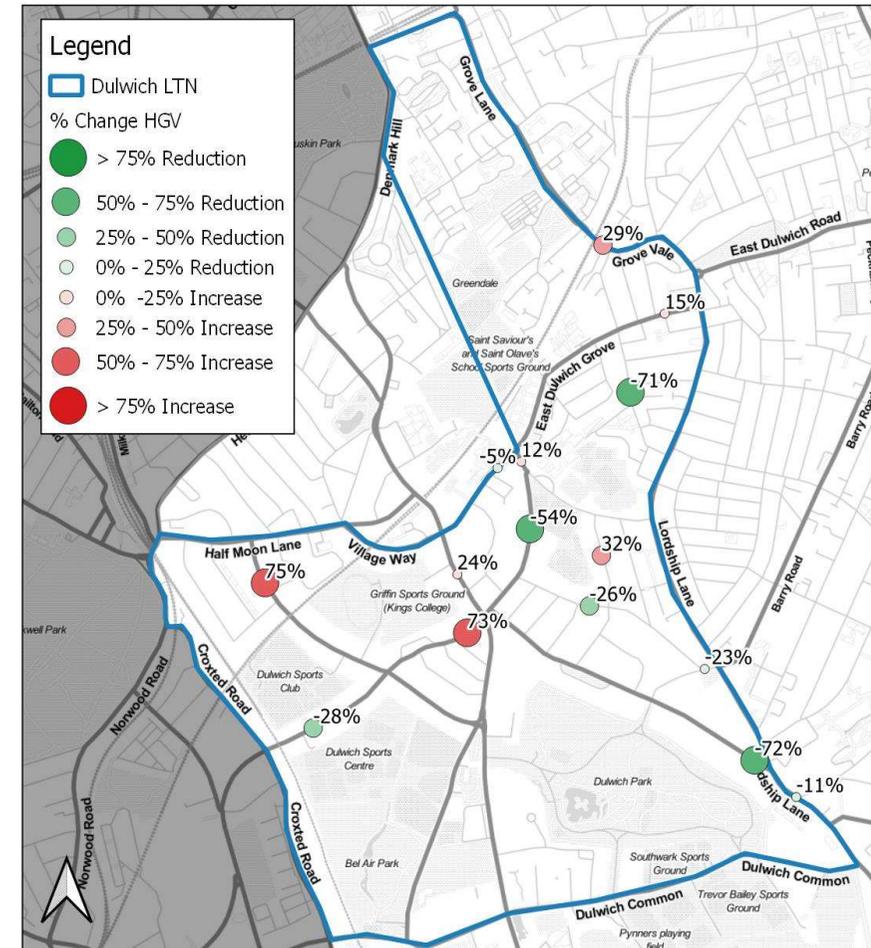
- The map to the right outlines changes in counts of cycles compared to pre-implementation at sites where data has been collected in September 2020\*. This is prior to the implementation of the Dulwich Village timed restrictions.
- Cycle flows have generally increased throughout the Streetspace scheme areas.
- The greatest increase has been seen on Calton Avenue (+301%), with large increases also on Dovercourt Road (+194%) and the southern end of Lordship Lane (+186%).



NB. Court Lane East and Burbage Road North, comparison is to June 2020 rather than data collected pre-COVID, likely explaining smaller comparative increase.

# September 2020 Flow Change – HGVs

- The map to the right outlines changes in counts of HGVs compared to pre-implementation at sites where data has been collected in September 2020. This is prior to the implementation of the Dulwich Village timed restrictions.
- HGV flows have decreased in locations with restrictions, such as Calton Avenue (-54%), Court Lane (-72%) and Melbourne Grove (-71%)
- However, at this point, increases in HGVs have been recorded on Dulwich Village, Turney Road and Burbage Road, being over 70% at the latter two sites. Grove Vale has also seen an increase.
- It should be noted, that on a national basis, whilst car traffic was at 92% of pre-COVID levels in September 2020, HGV traffic was exceeding pre-COVID volumes<sup>1</sup>.



Basemap: Stamen



# Bus Journey Time Monitoring

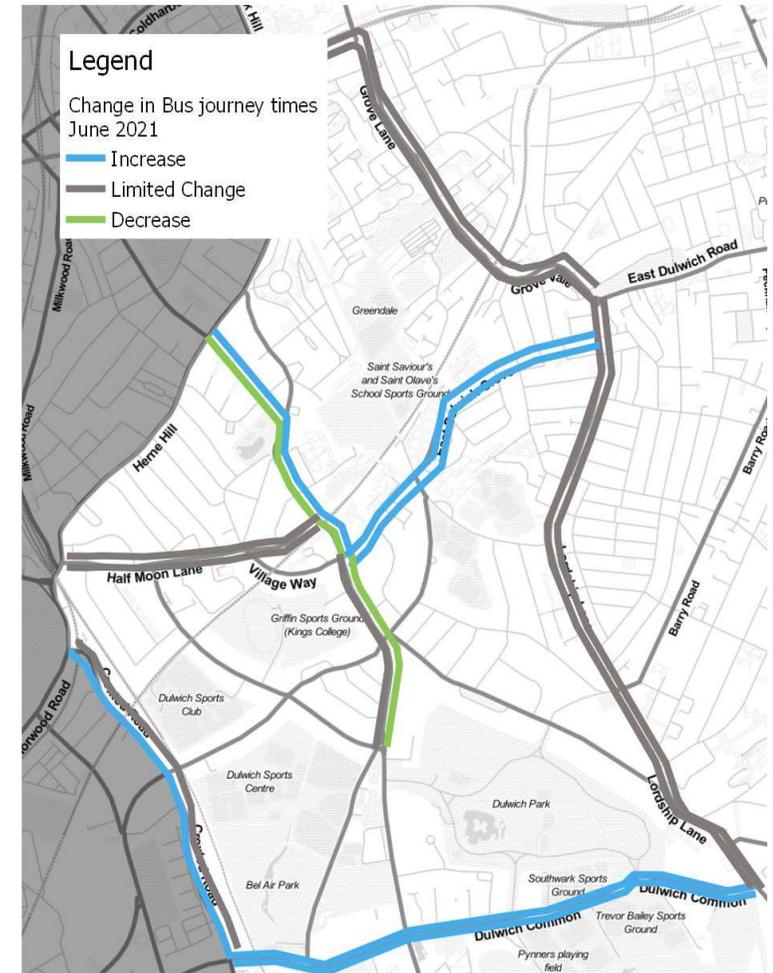
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# Bus Journey Times, Context

- TfL continuously monitors bus journey times. Analysis of this data has been completed, considering the average bus journey speeds, excluding time taken to pick up and drop off passengers.
- 2021 journey times have been compared to the average journey time in the 12 months prior to March 2020 for each bus corridor around or through Dulwich. The average speed for all routes, combined on each corridor, has been assessed.
- The maps on the following slides illustrate each corridor and each direction, whether bus journey times have stayed the same or changed by a limited amount, increased or decreased. Results are the average for the 12 hours from 7AM – 7PM.
- These maps show the averages for each of September 2020, March 2021, April 2021, May 2021 and June 2021, in line with the main periods of data collection for the traffic data. Continuous data showing weekly journey times from March 2020 to date can be found in Appendix C. It should be noted that the week commencing 19<sup>th</sup> March saw journey times double on many routes, before reverting to previous levels. This week has therefore been excluded, being anomalous and unlikely related to the Streetspace schemes.

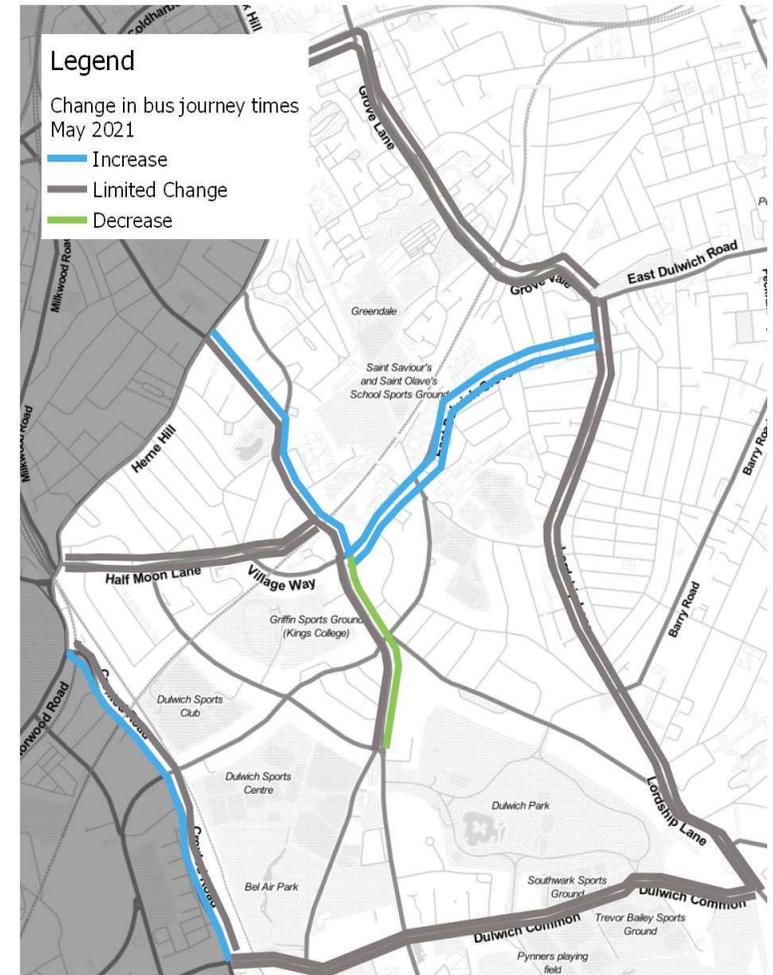
# Bus Journey Time Analysis – June 2021

- Bus journey times for June 2021 have been compared with average pre-implementation journey times.
- The analysis shows an increase in bus journey times along East Dulwich Grove and the South Circular in both directions, on Croxted Road northbound and on Red Post Hill southbound.
- Improvement in journey times has been recorded on Dulwich Village southbound and on Red Post Hill northbound, while on every other road only limited changes were recorded.



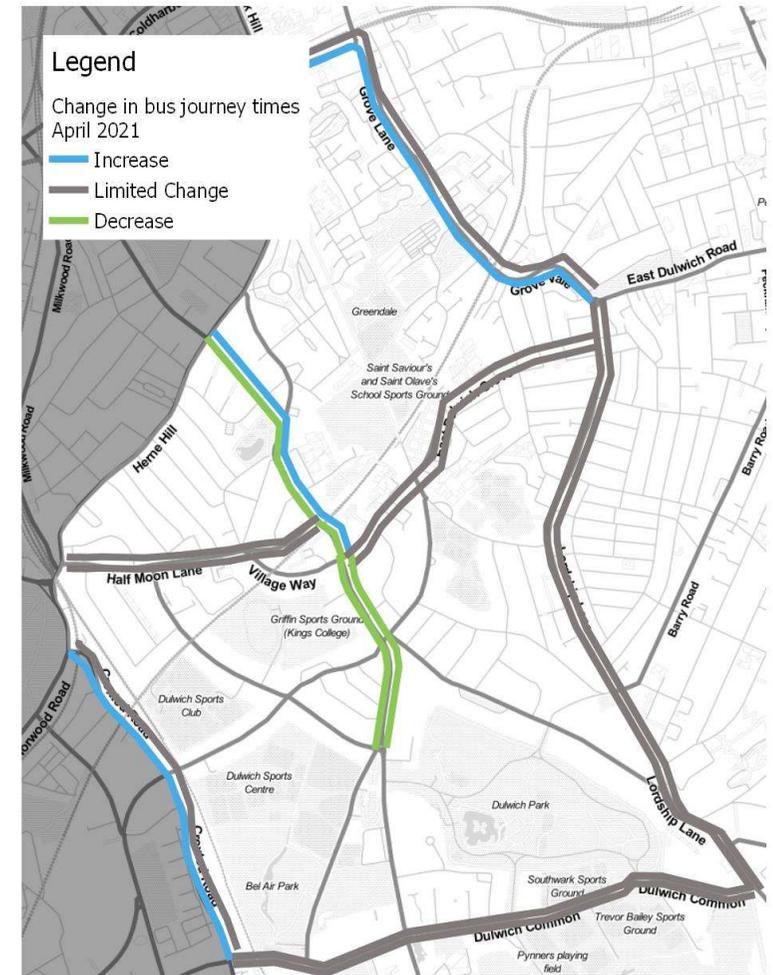
# Bus Journey Time Analysis – May 2021

- Bus journey times for May 2021 have been compared with average pre-implementation journey times.
- The analysis shows an increase in bus journey times along East Dulwich Grove in both directions, on Croxted Road northbound and on Red Post Hill southbound.
- The only improvement in journey times has been recorded on Dulwich Village southbound, while on every other road only limited changes were recorded.



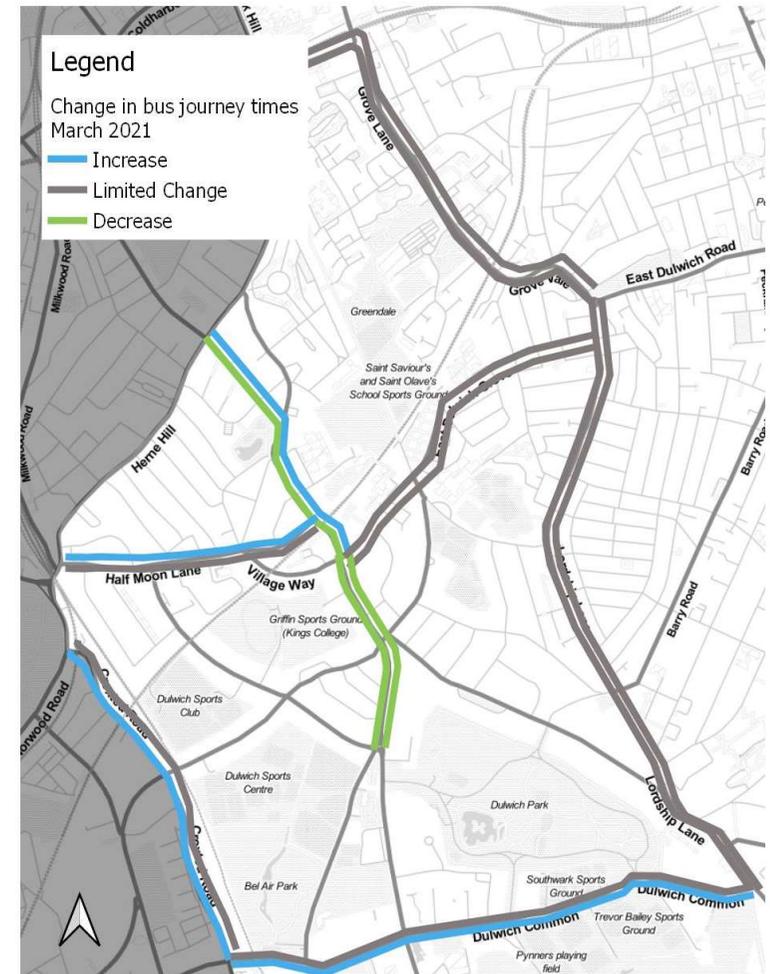
# Bus Journey Time Analysis – April 2021

- Bus journey times for April 2021 have been compared with average pre-implementation journey times.
- Bus journey time analysis shows an increase in journey times on Croxted Road, Grove Lane northbound and Red Post Hill southbound.
- Improvements in journey have been recorded on Dulwich Village in both directions and on Red Post Hill northbound.



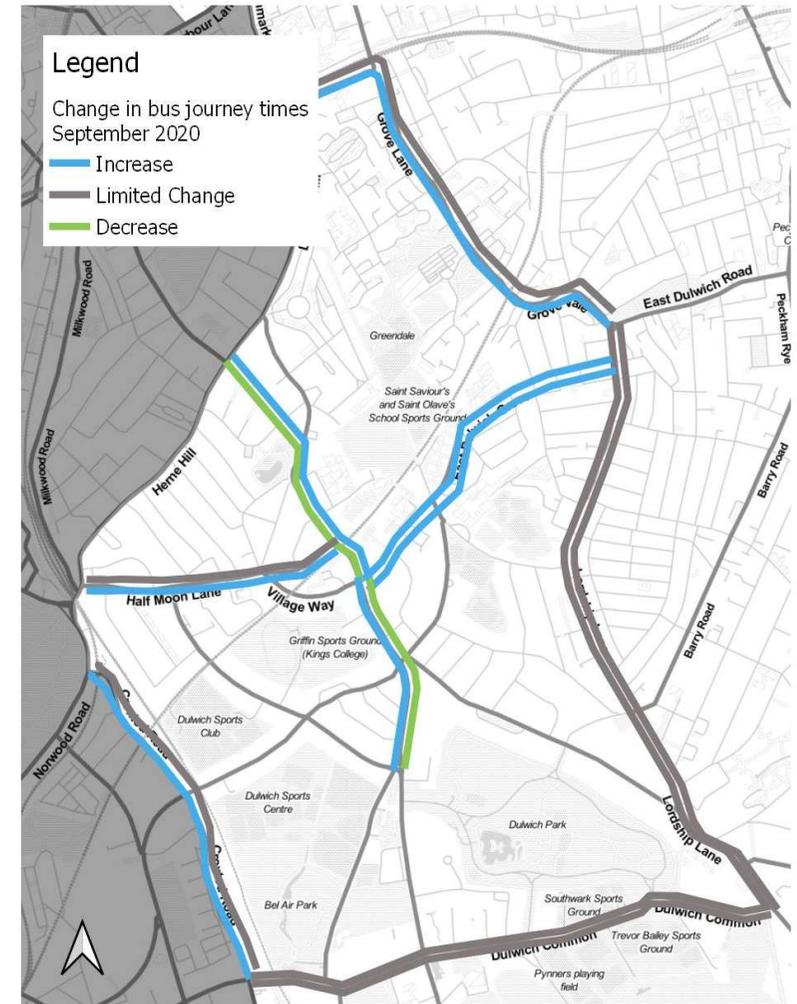
# Bus Journey Time Analysis – March 2021

- Bus journey times for March 2021 have been compared with average pre-implementation journey times.
- The analysis shows improvements in journey times, on Dulwich Village in both directions and on Red Post Hill northbound.
- Journey times for buses travelling on the South Circular, Croxted Road, Red Post Hill and on Half Moon Lane have increased in one direction.



# Bus Journey Time Analysis – September 2020

- Bus journey times for September 2020 have been compared with average pre-implementation journey times.
- The analysis shows an increase in journey times along peripheral roads, especially along East Dulwich Grove in both directions.
- Bus journey times have improved on Red Post Hill northbound and Dulwich Village southbound.
- Limited change was recorded on other roads.



# Vehicle Speed Monitoring

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# Vehicle Speeds

- Whilst the objective of the Streetspace schemes is not to reduce vehicle speeds, it is possible that changes in traffic volumes will lead to changes in speeds on roads inside or outside the scheme areas.
- A review of the data has been completed, comparing the average, and 85<sup>th</sup> percentile speeds as well as the percentage of vehicles travelling above the speed limit.
- Whilst some variation has been observed, in general this has been very low, or related to low vehicle flows. Some sites where greater changes have been recorded are:
  - **Croxted Road** - average speed has dropped from 24mph pre-implementation to less than 20mph
  - **Dovercourt Road** - increase in % of drivers above speed limit from less than 5% to over 20%. This represents a roughly 1mph increase in average speeds.
  - **Lordship Lane South** - decrease in % of drivers above speed limit from over 70% to less than 60%
  - **East Dulwich Grove South** - average speed has dropped from 22mph pre-implementation to 19mph