

Appendix A – Dulwich Streetspace Objection Report: Officer’s response to main themes

Nov 2021

Main themes	TMO ref(s)
Access for emergency services	015_Calton Avenue 017_East Dulwich 018_Melbourne Grove South
Increased journey times for motor vehicles	015_Calton Avenue 016_Champion Hill 017_East Dulwich 018_Melbourne Grove South 019_bus,taxi&cycle gates
Discriminates against the elderly/disabled/pregnancy/BAME	015_Calton Avenue 016_Champion Hill 017_East Dulwich 018_Melbourne Grove South 019_bus,taxi&cycle gates
Exemptions are not inclusive enough e.g. elderly and taxis (not Hackney Carriages)	015_Calton Avenue 016_Champion Hill 017_East Dulwich 018_Melbourne Grove South 019_bus,taxi&cycle gates
Adverse impact on main roads for: <ul style="list-style-type: none"> - Traffic - Pollution - Congestion 	015_Calton Avenue 016_Champion Hill 017_East Dulwich 018_Melbourne Grove South 019_bus,taxi&cycle gates
Negative impact on bus journey times	015_Calton Avenue 016_Champion Hill 017_East Dulwich 018_Melbourne Grove South 019_bus,taxi&cycle gates
Flawed consultation process	015_Calton Avenue 016_Champion Hill 017_East Dulwich 018_Melbourne Grove South 019_bus,taxi&cycle gates
Undemocratic	015_Calton Avenue 017_East Dulwich 018_Melbourne Grove South
Unequal – adverse impact on less affluent areas/other schools	015_Calton Avenue 016_Champion Hill 017_East Dulwich

Appendix A – Dulwich Streetspace Objection Report: Officer’s response to main themes

Nov 2021

	018_Melbourne Grove South 019_bus,taxi&cycle gates
Illegal – under the Road Traffic Act 2004	015_Calton Avenue 017_East Dulwich
Negative impact on local businesses	015_Calton Avenue 017_East Dulwich
Safety concerns; speeding, absence of natural surveillance from traffic (impact on women), driver confusion	015_Calton Avenue
Safety concerns; for children on journey to school	016_Champion Hill
Misinformation/flawed data	015_Calton Avenue 016_Champion Hill 017_East Dulwich 018_Melbourne Grove South 019_bus,taxi&cycle gates
Against Streetspace/Council objectives	018_Melbourne Grove South
Does not improve safety for pedestrians and cyclists	018_Melbourne Grove South
Reduced hours compromise safety for cyclists, pedestrians and school pupils	019_bus,taxi&cycle gates

Officer’s response to main themes

- 1. A number of representations objecting to 015_Calton Avenue, 017_East Dulwich, 018_Melbourne Grove South stated concerns with access for emergency services as a grounds for objection.**

The officer’s recommendation is that this ground for objection is rejected for 015_Calton Avenue, 017_East Dulwich and 018_Melbourne Grove South.

Officers have been regularly engaging with the emergency services on the Streetspace measures where concerns were raised regarding access. The two areas which were highlighted by the emergency services were the Dulwich Village junction with Calton Avenue and between Grove Vale and East Dulwich Grove.

Therefore, the recommendations for the Dulwich Streetspace scheme following the outcome of the consultation is to modify the closures at Derwent

Nov 2021

Grove for 017_East Dulwich and modify the closures at the Dulwich Village junction with Calton Avenue for 015_Calton Avenue, to allow access for emergency services at any time and changing the current traffic filters from physical to camera-enforced.

Officers will continue to engage with the emergency services regarding the revised proposals and on future design engagement to ensure the proposals support their access needs to the area whilst continuing to fulfil Council objectives.

2. A number of representations objecting to 015_Calton Avenue, 016_Champion Hill, 017_East Dulwich, 018_Melbourne Grove South, 019_bus,taxi&cycle gates stated concerns with increased motor vehicle journey times as a ground for objection.

The officer recommends that this ground for objection is rejected for 015_Calton Avenue, 016_Champion Hill, 017_East Dulwich, 018_Melbourne Grove South and 019_bus,taxi &cycle gates.

The recommendations included for the Dulwich Streetspace scheme following the outcome of the consultation is to reduce the hours of restriction as set out in 019_bus,taxi&cycle gate, from five hours a day (8 to 10am and 3-6pm, Monday to Friday) to two and a half hours a day (8 to 9am and 3 to 4.30pm, Monday to Friday). This recommendation aims to protect vulnerable road users at key times, most notably for the school journey whilst enabling improved access for motor vehicle journeys outside of these hours. This will help to reduce any increased journey times, particularly for those most car reliant.

Prior to the Streetspace measures the Calton Avenue junction showed high-levels of saturation, implying levels of congestion and delay which would have impeded motor vehicle journey times through the area. The junction layout as set out in the 015_Calton Avenue reduces the number of junction arms and motor vehicles therefore optimising the junction and improving journey times for all traffic.

Streetspace schemes have been introduced on only 6% of the road network in Dulwich. These streets were selected due to their potential to enable greater active travel, and to give cyclists and pedestrians the priority. There is a small minority of roads in the Dulwich area where this re-prioritisation has taken place and a large proportion of the roads in Dulwich remain open for full vehicle access.

A key objective of the scheme is to reduce traffic and discourage the use of private cars by encouraging walking, cycling and public transport as alternative transport modes. The monitoring results are showing a positive trend of achieving these objectives. If these objectives continue to be

Nov 2021

achieved it will ensure that more space is provided on our roads for those that do rely on their cars. We will continue to monitor traffic flows across the area, and take action if we find that trends are not moving to support these objectives.

We are working closely with Transport for London and neighbouring boroughs to improve bus journey times, and public transport access across key corridors to ensure public transport remains a viable and attractive mode of travel in the area.

3. A number of representations objecting to 015_Calton Avenue, 016_Champion Hill, 017_East Dulwich, 018_Melbourne Grove South, 019_bus, taxi&cycle gates stated the scheme discriminates against the elderly, disabled, Black Asian and Minority Ethnic and women and pregnancy/maternity as a ground for objection.

The officer recommends that this ground for objection is rejected for 015_Calton Avenue, 016_Champion Hill, 017_East Dulwich, 018_Melbourne Grove South and 019_bus, taxi & cycle gates.

As part of the experimental Dulwich Streetspace review an Equality Impact analysis was carried out to determine the impact of the measures on specific protected characteristic groups. The outcome of this analysis highlighted a number of mitigation measures required to assist individuals within those protected groups that are car reliant and may have been disadvantaged by the experimental Dulwich Streetspace measures. These mitigations have been included in the decision on the Dulwich Streetspace measures and draft traffic orders and are as follows:

- Expand Blue Badge Holder exemption scheme to include all Southwark Blue Badge Holders (registration required)
- Exempt taxis from all camera-enforced traffic filters (with exception to 015_Calton Avenue)
- Exempt all SEND vehicles for Southwark schools
- Engage with the National Health Service (NHS) to allow exemptions for rapid response health care workers
- Reduce the hours of restrictions as set out in 019_bus, taxis & cycle gates as detailed below.
- Commit to engagement with the protected characteristic groups as the scheme continues to be monitored and review.

The data used in the response below is London-wide demographic data and is of relative similarity to the Southwark population.

Car ownership in the Dulwich area (particularly Dulwich Village) has a higher than average car ownership rate in comparison to Southwark and London. The Dulwich Streetspace measures aim to support walking, cycling and public

Nov 2021

transport, which is the main mode of transport for the majority of protected characteristic groups in London, and inferably Southwark.

The Dulwich Streetspace consultation showed that those who do not use a car for transport were more likely to support retaining the measures.

Elderly¹

Based on data available for London, household access to a car diminishes with age so that 35% of those aged 65-69 do not have access to a car, increasing to 70% of those aged 80+. Overall, of those aged 65 and over, 42% have access to at least one car.

The main mode of mechanised transport used by older Londoners is the bus, with 63% using this transport mode at least once a week. Use of the bus at least once a week is similar amongst those aged 70-79 (67%) to those aged 65-69 (68%) and lower for those 80+ (49%).

Older people, 65+ also have access to a Freedom Pass, which enables public transport to be used for free outside peak hours.

83% of those aged 65 and over walk at least once a week. The proportion of 65+ year olds who walk at least once a week to complete small errands (85%) is in line with the 88% of total Londoners who walk for this purpose.

Streetspace schemes allow for public realm improvements that can help to create an environment that has improved accessibility.

Given that majority of people within older groups predominantly use buses We are working closely with Transport for London and neighbouring boroughs to improve bus journey times, and public transport access across key corridors to ensure public transport remains a reliable and attractive mode of travel in the area.

The Streetspace schemes provided for in 015_Calton Avenue, 016_Champion Hill, 017_East Dulwich, 018_Melbourne Grove South and 019_bus,taxi & cycle gates aim to re-prioritise roads from cars to other modes of transport, particularly including walking and cycling, and reducing traffic on the road network to help improve bus journey times. These are key modes of transport for a larger proportion of disabled and older people in London.

Streetspace schemes allow for public realm improvements that can help to create an environment that has improved accessibility. We will be looking to improve the street environment for walking, by widening and levelling pavements, removing obstructions, providing street seating, improving crossing points, and ensuring comfortable step-free journeys with suitable visual contrast and tactile warning paving for visually impaired people.

¹ <https://content.tfl.gov.uk/older-people.pdf>

Nov 2021

Officer's recognise there are individuals among the elderly who are dependent on cars because of their protected characteristic and the mitigations as outlined above aim to assist these users. We will continue to monitor and engage how effective the mitigations have been in improving the experience for those within this protected characteristic group who are car reliant.

Disabled²

Based on data available for London, disabled Londoners are less likely to hold a driving licence (38%) compared to non-disabled Londoners (55%).

Similarly, disabled Londoners are less likely to have household access to a car than non-disabled people. Fifty-eight per cent of disabled Londoners do not have household access to a car compared to 33% of non-disabled people disabled Londoners are most likely to use public transport for the purposes of shopping, personal business and leisure.

There is a broad range of disabilities covered within the catch-all term 'disabled', and road changes may impact these in a variety of different ways. People with mental health or sensory impairments may have a very different experience of roads that are adapted for more active travel. Overall, all disabled residents are likely to benefit if there are fewer motor vehicle journeys on city streets.

The main modes of transport used by disabled Londoners at least once a week are walking (78%), bus (55%), car as a passenger (44%) and car as a driver (24%). Meaning walking and bus use are the top modes of transport amongst disabled people.

The only transport mode which sees a higher proportion of disabled Londoners using it at least once a week in comparison to non-disabled are taxi/minicabs (seven per cent compared to six per cent of non-disabled).

Many disabled people also have access to a Freedom Pass which enables public transport to be used for free at all times and access to dial-a-ride services.

For 019_bus,taxi & cycle gates exemptions are already provided for Blue Badge holders within the Dulwich Streetspace area, and taxis at all traffic filter locations that are camera-enforced. This exemption provision is proposed in 019_bus, taxi & cycle gates and 017_East Dulwich to be expanded to include all Southwark blue badge holders. Additionally, the 019_bus,taxi&cycle gates in the Dulwich Village area permits all dial-a-ride vehicles to traverse through the restrictions.

Streetspace schemes allow for public realm improvements that can help to create an environment that has improved accessibility. We will be looking to

² <http://content.tfl.gov.uk/disabled-people.pdf>

Nov 2021

improve the street environment for walking, by widening and levelling pavements, removing obstructions, providing street seating, improving crossing points, and ensuring comfortable step-free journeys with suitable visual contrast and tactile warning paving for visually impaired people.

Given that majority of people within disabled groups predominantly use buses, Southwark is working closely with Transport for London and neighbouring boroughs to improve bus journey times, and public transport access across key corridors to ensure public transport remains a viable and attractive mode of travel in the area.

The Streetspace schemes provided for in 015_Calton Avenue, 016_Champion Hill, 017_East Dulwich, 018_Melbourne Grove South and 019_bus,taxi & cycle gates aim to re-prioritise roads from cars to other modes of transport, particularly including walking and cycling, and reducing traffic on the road network to help improve bus journey times. These are key modes of transport for a larger proportion of disabled people in London.

Officer’s recognise there are individuals among the disabled who are dependent on cars because of their protected characteristic and the mitigations as outlined above aim to assist these users. We will continue to monitor and engage how effective the mitigations have been in improving the experience for those within this protected characteristic group who are car reliant.

Black, Asian and Minority Ethnic³

Black, Asian and Minority Ethnic Londoners are more likely than white Londoners to walk every day: 86 per cent of Black, Asian and Minority Ethnic Londoners walk five or more days a week compared with 82 per cent of white Londoners (in line with the levels reported in 2013/14 of 85 per cent and 81 per cent respectively).

Black Asian and Minority Ethnic Londoners are more likely than white Londoners to walk (at least once a week) to get to/from work, school or college (60 per cent compared with 44 per cent), to visit friends and relatives (60 per cent compared with 49 per cent) and to take a child to school (41 per cent compared with 27 per cent).

Bus use among Black Asian and Minority Ethnic Londoners is higher than among white Londoners (65 per cent Black Asian and Minority Ethnic compared with 56 per cent white Londoners using the bus at least once a week). The proportion of black Londoners using the bus at least once a week is 73 per cent. This is considerably higher than any other ethnic group (64 per

³ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

Nov 2021

cent of mixed Londoners and 59 per cent of Asian Londoners use the bus at least once a week).

Black Asian and Minority Ethnic Londoners are less likely to hold a driving licence than white Londoners (54 per cent Black Asian and Minority Ethnic aged 17 years or over compared with 71 per cent white).

Cycling levels among BAME Londoners and white Londoners remain very similar. Seventeen per cent of BAME Londoners cycle in the Capital at least sometimes, compared with 18 per cent of white Londoners. These levels are in line with those reported in November 2014 (18 per cent of BAME Londoners and 17 per cent of white Londoners respectively).

Given that majority of people within Black, Asian and Minority Ethnic groups predominantly use buses, Southwark are working closely with Transport for London and neighbouring boroughs to improve bus journey times, and public transport access across key corridors to ensure public transport remains a viable and attractive mode of travel in the area.

The Streetspace schemes provided for in 015_Calton Avenue, 016_Champion Hill, 017_East Dulwich, 018_Melbourne Grove South and 019_bus,taxi & cycle gates aim to re-prioritise roads from cars to other modes of transport, particularly including walking and cycling, and reducing traffic on the road network to help improve bus journey times. These are key modes of transport for a larger proportion of Black, Asian and Minority Ethnic people in London.

White Londoners represent a greater proportion of the local population in Dulwich than in other parts of Southwark, but the motor vehicles that are driven by the local population are used across Southwark and beyond – policies that reduce traffic in the local area will have a beneficial effect in other areas with higher Black, Asian and Minority Ethnic populations.

Pregnancy/Maternity and Women⁴

Women are more likely than men to use the bus at least once a week (63 per cent compared with 56 per cent).

Women are less likely than men to drive at least once a week (33 per cent compared with 42 per cent).

The three most common transport types used by women at least once a week are walking (95 per cent), bus (63 per cent) and car as a passenger (51 per cent). Meaning walking and bus use are the top modes of transport amongst women.

⁴ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

Nov 2021

Women aged 17 or over who are living in London are less likely than men to have a full driving licence (58 per cent compared with 72 per cent) or have access to a car (63 per cent of all women compared with 66 per cent of all men).

Women make more trips taking children to school than men on average; with the highest number of trips to escort someone for education purposes (which is mostly taking children to school) being made by women aged between 30 and 49 and in London walking is the main mode of transport for primary and secondary school children.⁵

Monitoring of pedestrian activity at the junction of Calton Avenue with Dulwich Village in June and September 2021 showed high volumes of pedestrian activity, particularly at the school travel peaks but also throughout the day. These pedestrians consisted of a number of different demographics including women, elderly and disabled. Streetspace schemes, including the traffic filter at Calton Avenue and Dulwich Village and Elsie Road (015_Calton Avenue and 017_East Dulwich) allow the street environment to be improved for walking, by widening and levelling pavements, removing obstructions, providing street seating, improving crossing points, and ensuring comfortable step-free journeys that support push chairs or escorting young children.

Given that majority of women predominantly use buses we are working closely with Transport for London and neighbouring boroughs to improve bus journey times, and public transport access across key corridors to ensure public transport remains a viable and attractive mode of travel in the area.

The Streetspace schemes provided for in 015_Calton Avenue, 016_Champion Hill, 017_East Dulwich, 018_Melbourne Grove South and 019_bus,taxi &cycle gates aim to re-prioritise roads from cars to other modes of transport, particularly including walking and cycling, and reducing traffic on the road network to help improve bus journey times. These are key modes of transport for a larger proportion of women in London.

Officer's recognise there are individuals among women and pregnancy/maternity who are dependent on cars because of their protected characteristic and the mitigations as outlined above aim to assist these users. We will continue to monitor and engage how effective the mitigations have been in improving the experience for those within this protected characteristic group who are car reliant.

Further monitoring and equality impact analysis is necessary to fully understand the scheme impact in addition to what we have ascertained through the equality analysis already undertaken. We will continue to work

5

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/476635/travel-to-school.pdf

Nov 2021

and engage with protected groups outlined to mitigate any disadvantages of the scheme to those who cannot use other means of travel. We aim to do this by engagement meetings, site visits and an accessibility panel to ensure proposals are co-designed by the community.

An additional statement from the Centre for Accessible Environments in regards to the equality impact of the revised proposal for the Dulwich Streetspace scheme has been provided to supplement this report. This can be found at Appendix B (page 51).

4. A number of representations objecting to 015_Calton Avenue, 016_Champion Hill, 017_East Dulwich, 018_Melbourne Grove South, 019_bus,taxi&cycle gates stated the exemption scheme not being inclusive enough (e.g. for elderly) as a ground for objection.

The officer recommends that this ground for objection is rejected for 015_Calton Avenue, 016_Champion Hill, 017_East Dulwich, 018_Melbourne Grove South and 019_bus, taxi & cycle gates.

Using camera-enforced traffic filters at many of the measures introduced as part of the Dulwich Streetspace proposals for 017_East Dulwich and 019_bus,taxi & cycle gates allows us to make changes to the exemption policy based on continuous monitoring and engagement.

The amendments to the exemptions policy, that exempts all Southwark Blue Badge Holders, SEND vehicles, rapid response health care workers (subject to further engagement with the NHS) aims to improve access for the most car reliant in the area whilst ensuring key objectives of the scheme continue to be achieved and maintained. This will be reviewed and amended if required.

5. A number of representations objecting to 015_Calton Avenue, 016_Champion Hill, 017_East Dulwich, 018_Melbourne Grove South, 019_bus,taxi&cycle gates stated adverse impact on main roads (increase in traffic, congestion and pollution) as a ground for objection.

The officer recommends that this ground for objection is rejected for 015_Calton Avenue, 016_Champion Hill, 017_East Dulwich, 018_Melbourne Grove South and 019_bus, taxi & cycle gates.

Monitoring in June 2021 showed an overall reduction in traffic in the Dulwich Streetspace area by 10% (at the time there was also a reduction in traffic across Southwark on 8% most likely due to Covid restrictions). However, despite traffic continuing to recover to normal levels (7% reduction in traffic across Southwark in September 2021) there was an overall reduction in September 2021 in traffic in the Dulwich Streetspace area by 12%. When considering just boundary roads this reduced by a further 4% in October 2021. This shows that the Streetspace measures are showing a positive trend

Nov 2021

towards overall traffic reduction in the Dulwich Streetspace area, fulfilling a key objective and Council target to reduce traffic and help tackle the climate emergency.

The monitoring data has also shown some areas where improvements are required to ease congestion, most notably at the East Dulwich Grove and Lordship Lane junction. This was also highlighted in the air quality modelling report as an area where the Streetspace measures may have resulted in a slight adverse impact on pollution levels. To complement the Streetspace measures we will be investigating options to improve traffic flow at that junction.

Additionally, monitoring highlighted bus corridors where bus journey times have increased compared to baseline data, this includes Croxted Road, the South Circular and East Dulwich Grove. However, there also have been noticeable improvements to bus journey times on some corridors in the area, for example the P4, which provides a vital East to West route for the local community. The Dulwich Streetspace scheme intends to maintain these benefits but officers will work closely with TfL and neighbouring boroughs to improve bus journey times where needed, and public transport access across key corridors to ensure public transport remains a viable and attractive mode of travel in the area.

The air quality modelling report concluded there had been negligible change to air pollution in the area following the Streetspace measures, citing a number of locations which had experienced a slight or moderate beneficial impact on pollution levels. As the monitoring continues to show traffic reduction it is expected that this will continue to improve.

The recent extension of the ULEZ to the South Circular is intended to help improve air quality and reduce congestion. This will be carefully monitored.

6. A number of representations objecting to 015_Calton Avenue, 016_Champion Hill, 017_East Dulwich, 018_Melbourne Grove South, 019_bus, taxi&cycle gates stated the Dulwich Streetspace consultation process was flawed as a ground for objection.

The officer recommends that this ground for objection is rejected for 015_Calton Avenue, 016_Champion Hill, 017_East Dulwich, 018_Melbourne Grove South and 019_bus, taxi & cycle gates.

We followed the same practices and approaches with the Dulwich Streetspace consultation as we have done successfully with hundreds of previous consultations across the council. The Dulwich Streetspace Review consultation is singular only in the depth and extent of local interest and awareness. Where we have deviated from normal practices, it has been in all cases to try to increase the depth and breadth of our reach.

Nov 2021

The Dulwich Streetspace review consultation was one of the largest local consultations Southwark Council has carried out, with a response rate approximately 37%, which is above average for local consultations.

We sought to maximise our reach in all groups, and then compare the results with baseline data on local populations. This is more reflective of consultation and engagement rather than an opinion poll where selective sampling may have been more appropriate.

No pre-emptive weighting was applied to the demographic of responses received e.g. local residents or certain streets; this was to ensure a report that accurately balanced the views within different groups.

We did not specify a minimum age as there is no requirement to do this, and this is something that we very rarely do. Children and young people are a valid participant groups as they are a protected characteristic group who use Southwark’s roads and travel through the Dulwich Streetspace area to and from school. In this and most other consultations, children and young people are a group which is typically very underrepresented so it was important to allow representations from this group.

Consultation responses were scrutinised to eliminate any manipulation or duplication.

A large and extensive communication campaign was initiated to support the promotion and awareness of the Dulwich Streetspace review. This included multiple newsletters posted to all addresses and available electronically, on-street advertising and numerous emails. Despite some restrictions due to the Covid-19 pandemic that was the largest consultation ever carried out by Southwark Council.

The consultation was extended to allow respondents to review the traffic data for April 2021 to further inform their consultation response. If respondents had already provided a response, they were able to change this following the release of traffic data. However, the primary role of the monitoring data is to accompany the consultation data and inform the council’s decision-making.

Standard equality monitoring questions were part of the consultation survey to ascertain the consultation reach to certain demographics in the community and to vary approaches if some groups are underrepresented.

- 7. A number of representations objecting to 015_Calton Avenue, 016_Champion Hill, 017_East Dulwich, 018_Melbourne Grove South, 019_bus,taxi&cycle gates stated the decision is undemocratic as a ground for objection.**

Nov 2021

The officer recommends that this ground for objection is rejected for 015_Calton Avenue, 016_Champion Hill, 017_East Dulwich and 018_Melbourne Grove South and 019_bus,taxi & cycle gates.

In 2019 Southwark Council’s Transport Planning team undertook an extensive consultation to ascertain the key transport issues that communities in Southwark wanted to see improved as part of the development of Southwark’s Movement Plan. The consultation was mostly representative of Southwark’s population and took in to consideration varying views across different demographic groups, from age, ethnicity, and disability.

Some of the key findings from the consultation that people would like to see were:

- Reduced traffic and improved air quality
- Improved walking and cycling infrastructure
- Peaceful, green and social places

These also align closely with the objectives of the Dulwich Streetspace scheme.

The Dulwich Streetspace consultation formed one aspect of the review process; consideration was also given to the Equalities Impact Analysis and monitoring data. This provides a holistic portrayal of the impact of the Streetspace measures for the Cabinet Member for Transport, Parks and Sports to determine. Therefore, although the consultation response formed a key part of the review it was never intended to be a referendum of which the decision on the next phase of the Dulwich Streetspace measures was based on. Feedback from the public consultation was part of other factors that informed decision making, such as monitoring data, council-wide policies with consideration of relatively high car ownership rates in the Dulwich area, and the climate emergency.

8. A number of representations objecting to 015_Calton Avenue, 017_East Dulwich, 018_Melbourne Grove South, 019_bus,taxi&cycle gates stated the scheme is unequal and has an adverse impact on less affluent areas and local schools as a ground for objection.

The officer recommends that this ground for objection is rejected for 015_Calton Avenue, 017_East Dulwich, 018_Melbourne Grove South and 019_bus,taxi & cycle gates.

Southwark Council introduced a number of experimental Streetspace measures in the borough in 2020, this is in addition to large number of historical low-traffic neighbourhood interventions that existed prior to this. The

Nov 2021

location of these measures vary in local demography, including socio-economic status.

Data gathered as part of the Dulwich Streetspace monitoring is showing an overall reduction of traffic volumes in the Dulwich area (reduction of 12% compared to pre-pandemic baseline). Reductions in car use will have a positive public health impact on everyone.

The revised Dulwich Streetspace proposals seek to take a balanced approach to maintaining the reduction in traffic volumes and increase in uptake of cycling but to ensure a network wide approach in sharing these benefits. The location of these measures have been selected due to their potential to create a network of attractive, convenient and safe active travel routes to local destinations such as schools. Further work is underway to investigate connecting these with boundary roads and ensure public transport is reliable and supported.

9. A number of representations objecting to 015_Calton Avenue, 017_East Dulwich stated the decision is illegal under the Road Traffic Act, 2004 as a ground for objection.

The officer recommends that this ground for objection is rejected for 015_Calton Avenue and 017_East Dulwich.

Please see the following Government guidance issued in May 2020. We are fully complying with the guidance with respect to the implementation of the streetspace measures.

<https://www.gov.uk/government/publications/reallocating-road-space-inresponse-to-covid-19-statutory-guidance-for-local-authorities/trafficmanagement-act-2004-network-management-in-response-to-covid-19>

10. A number of representations objecting to 015_Calton Avenue, 017_East Dulwich stated the scheme has a negative impact on local businesses as a ground for objection.

The officer recommends that this ground for objection is rejected for 015_Calton Avenue and 017_East Dulwich. There is no evidence currently to suggest that the Dulwich Streetspace measures have had a negative economic impact on local businesses at the location of the 015_Calton Avenue and 017_East Dulwich measures.

This is particularly true due to the context of the Covid-19 pandemic which may have impacted customer numbers.

Nov 2021

Research has been undertaken which indicates that improving walking and cycling supports the local economy. Some key statistics are⁶:

- High street walking, cycling and public realm improvements can increase retail sales by up to 30%
- Cycle parking delivers 5x the retail spend per square metre than the same area of car parking
- Over a month people who walk to the high streets spend up to 40% more than people who drive to the high street

We will continue to monitor the impact of the Dulwich Streetspace measures on local businesses and understand how this may be impacting the local economy and customer patronage.

To support local businesses as the potential impact of the Covid-19 pandemic on local businesses and employment became clear, the council developed an economic renewal plan that prioritised support for businesses, high streets and town centres along with the wellbeing of our residents. The council has delivered several financial support schemes to businesses in the borough over the past 18 months.

These have included “Business Hardship Grant”, “Discretionary Grant Fund” and “Additional Restrictions Grant” schemes. In total over one million pounds (£1,065,477) was paid out to Dulwich businesses through these grants schemes in the form of 174 grants. Furthermore, the council also recently awarded additional grant funds through the “High Street Recovery Fund” totalling approximately £260,000 to a variety of projects across the borough aimed at supporting businesses, and increasing footfall and customer spend in our high streets. The council has also expanded its business support offer which includes a new Business Resilience Scheme, through which local businesses are able to receive direct specialist support. We will also be relaunching The Southwark Pioneers Fund, which will invest in Southwark’s entrepreneurs and micro businesses. The Fund will be relaunched in 2022 and will offer support for start-ups, later-stage businesses focussed on growth, businesses seeking to decarbonise and reduce their environmental impact, as well as social and community enterprises.’

11. A number of representations objecting to 015_Calton Avenue stated safety concerns regarding speeding, absence of natural surveillance from traffic (impact on women), driver confusion as a ground for objection.

The officer recommends that this ground for objection is rejected for 015_Calton Avenue. Monitoring data for June and September 2021 shows that there has been minimal change regarding vehicle speed across the

⁶ <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

Nov 2021

Dulwich Streetspace area including at the location of the 015_Calton Avenue measures.

Pedestrians and cyclists are a large proportion of natural surveillance on our streets. The data is showing increases in the amount of cyclists using the Dulwich Streetspace area, and high volumes of pedestrians at key locations. Public realm enhancements also provide an opportunity to create a social space where people feel comfortable to dwell, creating another form of natural surveillance.

It is important we work collaboratively with the community to ensure they feel safe when travelling in the Borough. This includes tackling the causes of anti-social behaviour, and improving safety on public transport. We can also look at improving other aspects of the street environment such as lighting, CCTV and sight lines.

We are also working to upgrade the advance warning signs to notify drivers of the Dulwich Streetspace measures including at the location of the 015_Calton Avenue from text-based to map-type signs. We will continue to engage with Satellite Navigation companies to ensure their systems are updated. Compliance figures are improving at a number of locations within the Dulwich Streetspace area which implies that the risk of driver confusion reduces as the schemes are embedded.

12. A number of representations objecting to 016_Champion Hill stated safety concerns regarding children on the journey to school as a ground for objection.

The officer recommends that this ground for objection is rejected for 016_Champion Hill. The data collected for Champion Hill and Grove Lane does not indicate a particular safety concern for children on the journey to school.

A review of the accident data since the measures were introduced does not show an increase in collision statistics.

Data is showing that cycling figures have increased on Champion Hill for June and September 2021, and slight reductions in traffic on Grove Lane. This data suggests that the Champion Hill streetspace measure has made Cycleway 17, a strategic cycling route, a safer and more attractive route for people to use.

13. A number of representations objecting to 015_Calton Avenue, 017_East Dulwich, 018_Melbourne Grove South, 019_bus, taxi & cycle gates stated the Dulwich Streetspace monitoring data is flawed or misrepresented as a ground for objection.

Nov 2021

The officer recommends that this ground for objection is rejected for 015_Calton Avenue, 017_East Dulwich, 018_Melbourne Grove South, and 019_bus, taxi & cycle gates. The monitoring data provided publicly has undergone extensive scrutiny and review to ensure accuracy. The methodology in data collection and publication can be found at www.southwark.gov.uk/dulwichstreetspacereview.

14. A number of representations objecting to 018_Melbourne Grove South stated concerns that the proposal for Melbourne Grove South is not aligned with Council policy and Streetspace objectives as a ground for objection.

The officer recommends that this ground for objection is accepted for 018_Melbourne Grove South. It is accepted that maintaining a motor vehicle prohibition at any time at Melbourne Grove (South) at the junction with Tell Grove would be more effective at achieving the aims of the Dulwich Streetspace scheme, and Council objectives as set out in the Movement Plan, 2019. It would achieve this by safeguarding a walking and cycling route from Lordship Lane to Grove Vale encouraging safe active travel, particularly for the journey to school. Data collected shows that this has been achieved with the experimental measure as an anytime physical closure to motor vehicles.

The initial proposal for Melbourne Grove South to be amended from a motor vehicle prohibition at any time to a timed closure from Monday to Friday 8-9am and 3-4.30pm was based on data from June 2021, which indicated high traffic volumes on East Dulwich Grove. The introduction of timed restrictions on Melbourne Grove South aimed to alleviate this. However, a new data set for a traffic count on East Dulwich Grove Central in September 2021 has better informed officers regarding the traffic trends and shows that traffic volumes on the central section of East Dulwich Grove have seen no increase since the measures were installed. Moreover, the September 2021 traffic data shows traffic levels on East Dulwich Grove have improved compared to June 2021. These gains may be lost if Melbourne Grove South is opened to traffic at certain times of the day. Nevertheless, it is still apparent that more work is required to improve junction saturation at East Dulwich Grove and Lordship Lane.

Therefore, it is proposed to retain the measure on Melbourne Grove South as a motor vehicle prohibition at any time to safeguard pedestrians and cyclists and maintain success achieved by the scheme so far, but to investigate options to improve traffic flow at the junction of Lordship Lane and East Dulwich Grove.

15. A number of representations objecting to 019_bus, taxi & cycle gates stated concerns that the reduced hours compromise safety for cyclists, pedestrians and school pupils as a ground for objection.

Appendix A – Dulwich Streetspace Objection Report: Officer's response to main themes

Nov 2021

The officer recommends that this ground for objection is rejected for 019_bus, taxi & cycle gates. The proposal to reduce the hours of restriction for *019_bus, taxi & cycle gates* from 8 to 10am and 3 to 6pm to 8 to 9am and 3 to 4.30pm aims to develop a balanced approach to the Dulwich Streetspace scheme which seeks to respond to local concerns regarding motor vehicle access to the Dulwich Village area whilst ensuring that pedestrians, cyclists and school pupils are protected at the peak times.

This will continue to be monitored to see the impact this change has on achieving the objectives of the scheme and Council targets. Any amendments will be subject to further engagement with local people and constitutional decision-making process.