

Item No.	Classification: Open	Date: 17 December 2021	Decision Taker: Cabinet Member for Transport, Parks and Sport
Report title:		East Dulwich Streetspace – Melbourne Grove North, proposal to retain measures at junction with Grove Vale	
Ward(s) or groups affected:		Goose Green	
From:		Head of Highways	

RECOMMENDATION(S)

1. It is recommended that the Cabinet Member for Transport, Parks and Sport:
 - i) Consider the rationale for retaining the current location of the Melbourne Grove North traffic filter at the Melbourne Grove junction with Grove Vale and continue to monitor how it supports the local community, outlined in Appendix A.
 - ii) Instruct officers under delegated powers to advertise a Temporary Traffic Regulation Order (TTRO) to retain the Melbourne Grove North traffic filter at the junction with Grove Vale.
 - iii) Revoke the following Experimental Traffic Management Orders (ETMOs) made on 21st October 2021, to relocate the Melbourne Grove North traffic filter from the junction at Grove Vale to the junction at East Dulwich Grove:
 - a) The London Borough of Southwark (Prescribed routes) (Melbourne Grove north) Experimental Traffic Order 2021;
 - b) The London Borough of Southwark (Charged-for parking places) (Melbourne Grove north) Experimental Traffic Order 2021; and
 - c) The London Borough of Southwark (Free parking places and Waiting restrictions) (Melbourne Grove north) Experimental Traffic Order 2021.

BACKGROUND INFORMATION

2. The Dulwich Streetspace scheme underwent an extensive consultation and engagement exercise from May to July 2021 to review the experimental schemes that were introduced in 2020, as per the Streetspace programme and guidance.

3. Overall the response from the consultation regarding the measures on Melbourne Grove North, Derwent Grove, Elsie Road and Tintagel Crescent showed a preference for the measures to be removed. However, the measures were popular with those who were residents of the filtered streets.
4. June 2021 monitoring data collected as part of the Dulwich Streetspace review showed positive increases in cycling on Melbourne Grove North. A vivacity sensor, located at the junction of Melbourne Grove North and Grove Vale showed an increase of 105%, based on pre-scheme level.
5. The monitoring data also shows more pedestrians, especially school pupils and those accessing local shops and transport hubs are able to safely use Melbourne Grove at its junction with Grove Vale due to the filter at this location.
6. Concerns were also raised from local businesses regarding the impact of the Streetspace measures on the local economy.
7. A decision made by the Cabinet Member for Transport, Parks and Sport on 1 October 2021, following the outcome of the Dulwich Streetspace review recommended that the traffic filter be relocated to the junction at Melbourne Grove and East Dulwich Grove through an ETMO subject to further engagement with local stakeholders.

KEY ISSUES FOR CONSIDERATION

8. Further engagement with Charter School East Dulwich showed the location of the current filter at the junction at Melbourne Grove North and Grove Vale safeguards a high number of school pupils walking to Grove Vale.
9. Following a review of pedestrian movement along Melbourne Grove and the Grove Vale corridor, the evidence shows that the location of the closure at the junction with Grove Vale seems to provide a safer environment for pedestrians, especially for school pupils, on Melbourne Grove, those walking along Grove Vale, including those accessing local schools and transport hubs. The volume of pedestrians using this location increased from June to September 2021 - see Figure 1.

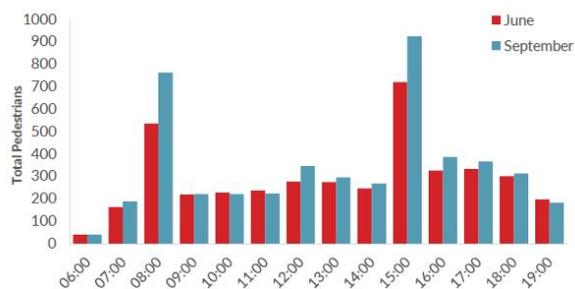
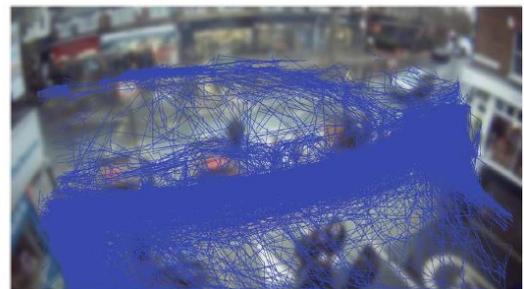


Figure 1



10. Melbourne Grove is an important walking and cycling route that connects two flourishing local high streets Grove Vale and Lordship Lane, and a key school travel route for Charter School East Dulwich and Harris Primary Academy East Dulwich.
11. The proposal to retain the traffic filter at its current location at Melbourne Grove with the junction of Grove Vale is made on safety grounds so to safeguard the high volumes of pedestrian and cycle movements as highlighted above.
12. Further monitoring will be carried out to assess how this closure is benefiting pedestrians using the road.
13. Further engagement work is required to determine the feasibility for a market on Melbourne Grove and a school street scheme.

Policy framework implications

14. The recommendations included in this report are consistent with the 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

Community, equalities (including socio-economic) and health impacts

Community impact statement

15. The policies within the Movement Plan are upheld within this report.
16. 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.
17. The recommendations are area based and therefore will have greatest effect upon those people living, working or traveling in the vicinity of the areas where the proposals are made.
18. Temporarily retaining the traffic filter on Melbourne Grove North at its junction with Grove Vale will benefit the local community providing safe walking and cycling routes across the area that enable active travel particularly for school

pupils, reduce pollution and deter through-traffic movements.

19. Monitoring is ongoing to identify any risks to the surrounding road network.

Equalities (including socio-economic) impact statement

20. 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

21. The proposals support the council's mission to have zero people killed or injured on our streets by 2041 by introducing traffic reduction measures.
22. An air quality modelling report which the Dulwich Streetspace scheme which the recommendations in this report fall under showed that where modal filters have been installed, there has been a quantifiable reduction in pollutant levels.
23. There has been a quantifiable reduction of vehicle movements on Melbourne Grove due to a traffic filter being introduced.

Climate change implications

24. The measures support the aims of the council's Climate Change Strategy under Priority 2 – Active and Sustainable Travel. The report highlights that retaining the traffic filter in its current position benefits safer pedestrian journeys, in particular to the local primary school and shops.
25. 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.
26. 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.

Resource and financial implications

27. The capital cost of works is approximately £5,000 which includes drafting of Temporary Traffic Regulation Order and project management costs. This expenditure will be funded by parking revenue funding.
28. There are no resource implications associated with the recommendations contained within this report that have not been previously agreed.
29. There are no additional budget or staffing requirements arising from the recommendations in this report.

Legal implications

30. The permeable filter on Melbourne Grove North at the junction with Grove Vale is to be the subject of a TTRO in accordance with Section 14 of the Road Traffic Regulation Act 1984 ("1984 Act"). The emergency services and any other statutory consultees will be contacted as part of the advertising process. A TTRO can remain in force for up to 18 months.
31. Following implementation, further monitoring and consultation will be carried out with local stakeholders to determine any potential future traffic arrangements.

Consultation

32. A public consultation exercise for the Dulwich Streetspace scheme 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.
33. Bespoke engagement activities were held with protected characteristic groups such as the disabled, elderly and Black, Asian and Minority Ethnic individuals. Feedback from these engagement events were considered as part of the updated Equality Impact Assessment which informed the proposed decision by the Cabinet Member for Transport, Parks and Sports in regards to the Dulwich Streetspace scheme.
34. A report to determine objections received from the statutory consultation on the proposed permanent measures for the Dulwich Streetspace scheme is concurrently being briefed to the Cabinet Member.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Governance (AGG 12/21)

35. Officers are satisfied that the TTRO is necessary for the reasons set out in s14 of the 1984 Act.
36. The Road Traffic (Temporary Restrictions) Procedure Regulations 1992

sets out the procedure for making a TTRO which includes publishing a notice of intention in a local newspaper at least seven days before making the order. Within 14 days of making the order, a notice that the order has been made must be published in a local newspaper.

37. There is no statutory procedure for making an objection to a TTRO.
38. 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. Paragraphs 33 of the report details the engagement which has taken place thus far to comply with the public sector equality duty.
39. 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.
40. Council Assembly on 14 July 2021 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 paragraphs 15-26 above.
41. The decisions recommended at paragraph 1 of this report would usually be taken by officers in accordance with Part 3D of the Council's Constitution. However, a decision-maker at a higher level is able to take a decision delegated to officer level if appropriate in the circumstances. The Cabinet Member is being asked to make these decisions for consistency because they have been involved in all decision-making on the Dulwich Streetspace measures to date. In the event the Cabinet Member is satisfied with the contents of this report then they have the power to make the decisions recommended by virtue of Part 3D paragraph 22 of the Council's Constitution.

Strategic Director of Finance and Governance

42. This report requests that the Cabinet Member for Transport for Parks and Sport approve a number of recommendations pertaining to Melbourne Grove North as detailed in paragraph 1 of this report.
43. The strategic director of finance and governance notes that the estimated costs associated with these recommendations is estimated to be £5,000 and will be funded via parking revenues.
44. Staffing and other costs connected with this recommendation to be contained with existing departmental revenue budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Dulwich Streetspace Review – outcome of experimental trial measures and decision on the next phase of measures	Highways, Southwark	Rachel Gates 020 7525 0598
https://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?Id=7448		
Movement Plan, 2019	Transport Planning, Southwark	Sally Crew 020 7525 5564
https://www.southwark.gov.uk/transport-and-roads/transport-policy		
Climate Change Strategy, 2020		Tom Sharland
https://www.southwark.gov.uk/environment/climate-emergency		

APPENDICES

No.	Title
Appendix A	Melbourne Grove North proposal rationale

AUDIT TRAIL

Lead Officer	Dale Foden – Head of Highways
Report Author	Rachel Gates – Transport Projects, Project Manager
Version	Final

Dated	2/12/2021	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Governance	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
Cabinet Member	Yes	No
Date final report sent to Constitutional Team		17 December 2021