

<b>Item No.</b> 8.	<b>Classification:</b> Open	<b>Date:</b> 20 October 2020	<b>Meeting Name:</b> Cabinet
<b>Report title:</b>		Petition - Road closures in Dulwich	
<b>Ward(s) or groups affected:</b>		Dulwich Hill, Dulwich Village, Dulwich Wood and Goose Green.	
<b>From:</b>		Proper Constitutional Officer	

## RECOMMENDATION

1. That the cabinet consider a petition from local residents relating to a request to reverse road closures in Dulwich.

## BACKGROUND INFORMATION

2. A petition containing 500 signatures or more maybe presented to the cabinet. A petition can be submitted by a person of any age who lives, works or studies in Southwark. Petitions must relate to matters which the council has powers or duties or which affects Southwark.
3. At the meeting, the spokesperson for the petition will be invited to speak up to five minutes on the subject matter. The cabinet will debate the petition for a period of up to 15 minutes and may decide how to respond to the petition at the meeting.

## KEY ISSUES FOR CONSIDERATION

4. A petition containing 2475 signatures (as at 8 October 2020) has been received from local residents
5. The petition states:

“We the undersigned petition the council to immediately reverse all road closures (and partial closures) made during lockdown in Dulwich Village / East Dulwich. Including: Melbourne Grove (both ends), Derwent Grove, Elsie Road, Tintagel Crescent, Carlton Avenue, Court Lane and to cancel the future planned camera-enforced closures of Townley Road and Dulwich Village at certain hours of day.

The council claims that these road closures are to aid a cleaner greener streets initiative with the aim of reducing air pollution and promoting other forms of transport. However, whilst the fortunate 'few' living on the newly closed streets are enjoying pollution free air now, the 'many' living on the other streets taking the significant additional traffic burden are more polluted than ever and suffering vastly increased congestion at various different times of day.

Additionally, anyone who has no choice but to drive (due to work, disability, familial life, lack of public transport alternatives etc) are being penalised by

having to endure significantly increased journey times due to sitting in standstill traffic jams.

After weeks of regular gridlock on East Dulwich Grove and Dulwich Village (and no sign of any let up) during morning and early evening hours (even before schools went back), the notion that these schemes require time to 'bed in' has become untenable. The situation will very likely get worse as more and more people go back to work and the remaining schools open.

At the same time as these road closures have been rolled out, no new investment in local public transport, links have been announced to help ease the pressure. In fact, bus services (such as the 12 route) have been reduced.

Low emissions schemes are proven to reduce air pollution across the capital far more effectively than any road closure ever has (as has been demonstrated by the ULEZ). Surely the rollout of the ULEZ to within the south circ next Oct should be given time to work before any other drastic measures such as road closures are considered? And we would ask the council to consider that pollution spread evenly across all streets in the area is a far fairer approach than to concentrate it on a few unfortunate resident's streets.

Logic dictates that vehicles moving freely around the borough using all available roads results in less congestion. Concentrating all vehicles to a choice few roads will obviously cause more congestion - and often gridlock. This in turn causes vehicles to idle for long periods resulting in a greater level of air pollution. The scheme is not working and should be reversed immediately."

6. A second petition has also been received **in support** of the road closures with 29 signatures (as at 8 October 2020). This petition states:

"We the undersigned petition the council to maintain and complete as soon as possible the road closure programme which has recently been announced by Southwark Council in respect of roads in and around Dulwich Village. We agree with the council that making these changes is essential to make those roads safer for pedestrians and cyclists and encourage residents and non-resident to move away from their dependency on cars."

### **Community impact statement**

7. The Southwark constitution allows petitions to be presented by members of the public and can be submitted by a person of any age who lives, works or studies in Southwark.

### **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

#### **Strategic Director of Environment and Leisure**

8. The areas referred to and the measures installed so far are shown on the plans in Appendix A and B (attached to the report).

9. As London comes out of lockdown there is a very real risk of a car-led recovery when people go back to their normal travel patterns but continue to avoid public transport. In order to avoid the detrimental impact this will have on air quality and the health of Southwark residents the council needs to take measures to encourage people to make the change to walking and cycling instead of private motor vehicles wherever possible.
10. Failing to address this issue could result in driving, congestion and pollution being significantly higher than before Covid due to reduced capacity on public transport and people's concerns about using these services. The council needs to protect residents from rising traffic levels and pollution in residential areas by closing specific roads, to help create quieter, calmer and healthier neighbourhoods where it is easier to walk, cycle, play and socialise.
11. TfL's Attitudes to Cycling Survey in Autumn 2016 found that 77 % of Londoners enjoy cycling and cite multiple benefits of cycling (it is fun, quick, convenient, cheap and a good way to keep fit).
12. Many residents recognise the benefits of cycling, but are put off by concerns about safety, traffic and lack of confidence – perception of safety is the number one deterrent for 75 % of those thinking about taking up cycling. Just 54 % of people who cycle regularly said they were satisfied with their journey experience on London's streets in 2016. It is only by tackling these concerns that we will be able to help people return to using local services without having the detrimental health impacts of excessive motor vehicle use.
13. Before the lockdown 77% of respondents to Southwark's Movement Plan consultation supported reducing the number of motor vehicles on our streets. The council signed up to take action on Climate Change by reducing petrol and diesel vehicle use by 50% (2019). 30% of car trips in London are of less than 2km and could easily be walked or cycled. These very local trips can be encouraged by the implementation of neighbourhood level measures that allow people to feel safe walking and cycling to local shops and facilities.
14. The measures installed around Dulwich, primarily permeable road closures, have been installed in response to resident and local Councillor comments over the last few years and will not be new to people who attended the regular community meetings held to discuss them.
15. The measures will be enhanced with further schemes about to be implemented, and complementary measures implemented by TfL to support our schemes, such as changes to traffic signal phasing where issues have been identified from displaced traffic. However, projects of this size require many separate interventions that need to work together. Not all measures can be installed simultaneously and time must be allowed to complete all of the changes and allow people to realise the benefits.
16. These changes will be monitored via traffic counts and surveys before and after implementation, with extensive consultation planned with businesses, residents and any other interested parties. We have also set up web pages to inform on the schemes and provide opportunity for public feedback, all of which will form part of the overall consultation for the schemes:

<https://eastdulwichstreetspace.commonplace.is/>  
<https://dulwichvillagestreetspace.commonplace.is/>

17. It is accepted that there will be an initial displacement of traffic onto major periphery roads but experience demonstrates that this often settles when drivers become accustomed to the changes and people begin to feel safer and more confident in walking and cycling to get to local destinations. That said, these measures have been implemented as experimental in accordance with national and TfL guidance, and to ensure they were in place for school returns and timing of easing of lockdown measures. And a review of their effectiveness against the original objectives will be carried out as standard practice.

## BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Cabinet procedure rule 2.13 on petitions	160 Tooley Street, London SE1 2QH	Paula Thornton
<b>Link (copy and paste into browser):</b> <a href="http://moderngov.southwark.gov.uk/documents/s90825/Cabinet%20procedure%20rules%20May%202019.pdf">http://moderngov.southwark.gov.uk/documents/s90825/Cabinet%20procedure%20rules%20May%202019.pdf</a>		
<b>Link for petition on the council's web site:</b> <a href="http://moderngov.southwark.gov.uk/mgEPetitionListDisplay.aspx?bcr=1">http://moderngov.southwark.gov.uk/mgEPetitionListDisplay.aspx?bcr=1</a>		

## APPENDICES

No.	Title
Appendix A	Dulwich LTN measures
Appendix B	East Dulwich LTN measures

## AUDIT TRAIL

<b>Lead Officer</b>	Chidilim Agada, Head of Constitutional Services	
<b>Report Author</b>	Paula Thornton, Constitutional Officer	
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<b>Dated</b>	8 October 2020	
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<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments sought</b>	<b>Comments included</b>
Strategic Director of Environment and Leisure	Yes	Yes
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
<b>Date final report sent to Constitutional Team</b>		8 October 2020