



Dulwich Area Traffic Management Study

Final Report
April 2018

London Borough of Southwark

23130501

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Contents

Introduction	1	Key Considerations.....	12
Background	1	Bus network	13
Report Structure.....	1	Key Considerations.....	14
Section 1	2	6 Cycling	15
1 Introduction	3	Existing and future demand	15
Background	3	Existing and Future Cycle Network	15
Section Structure.....	3	Key Considerations.....	16
2 Travel Profile	4	7 Pedestrian Environment	17
Introduction	4	Key Considerations.....	17
Travel to and from Dulwich.....	4	8 Air Quality	18
Trips within Dulwich.....	5	Monitoring	18
Key Considerations.....	5	Air Quality 2012 – 2017 Action Plan Progress.....	18
3 Accessibility	6	Air Quality 2017 – 2022 Action Plan Objectives.....	18
Public transport accessibility (PTAL)	6	Ultra-Low Emission Zone (ULEZ)	18
Accessible Parking Bays.....	6	Key Considerations.....	19
Key Considerations.....	6	9 Access to Schools	20
4 Roads, General Traffic and Parking	7	Coach Services.....	20
Road network.....	7	Traffic or drop-off exclusion zones around schools	21
Traffic demand	8	Key Considerations.....	21
Traffic speed profile	8	10 Road Safety	22
Controlled Parking Zones	10	Cyclists.....	23
EV charging Parking Bays	10	General traffic	26
Key Considerations.....	10	Key Considerations.....	26
5 Public Transport	11	Section 2	27
Rail network	11	1 Introduction	28
Access to stations.....	11	Section Structure.....	28
Station environment	11	2 Dulwich public engagement (Round 1)	29
		Outcomes of the public engagement (Round 1).....	29

Air Quality	29
Walking.....	29
Public Transport Accessibility.....	29
Traffic Calming	29
Cycling	29
Parking.....	29
3 Dulwich public engagement (Round 2).....	30
List of proposals for Round 2 engagement	31
Online engagement page	34
Outcomes of the public engagement (Round 2).....	34
Additional responses.....	35
Section 3	36
1 Introduction.....	37
Packages of interventions	37
Indicative option costs	37
Indicative implementation timescales	37
2 Assessment Framework	38
New Southwark Plan (NSP) – Draft (2018).....	38
Healthy Streets.....	38
Package 1 - Minimise the impact of school travel	39
Package 2 - Encourage the use of clean vehicles	40
Package 3 – Pedestrian Improvements.....	41
Package 4 – Cycle Improvements.....	42
Package 5 – Public Transport Improvements.....	43
Package 6 – Traffic Management.....	44
Package 7 – Car parking	45
3 Next Steps	46

Introduction

Background

Steer Davies Gleave (SDG) has been commissioned by Southwark Council to undertake a traffic demand study covering the three wards composing the area of Dulwich: East Dulwich, Village and College (see Figure 0.1).

The purpose of the study is to:

- use the existing evidence to identify challenges related to traffic and access in the area;
- engage the local community and stakeholders in identifying a series of opportunities for improvement;
- assess the list of interventions and agree, via engagement, on packages of interventions aimed for short, medium and long-term implementation.

Report Structure

This report is divided into three sections:

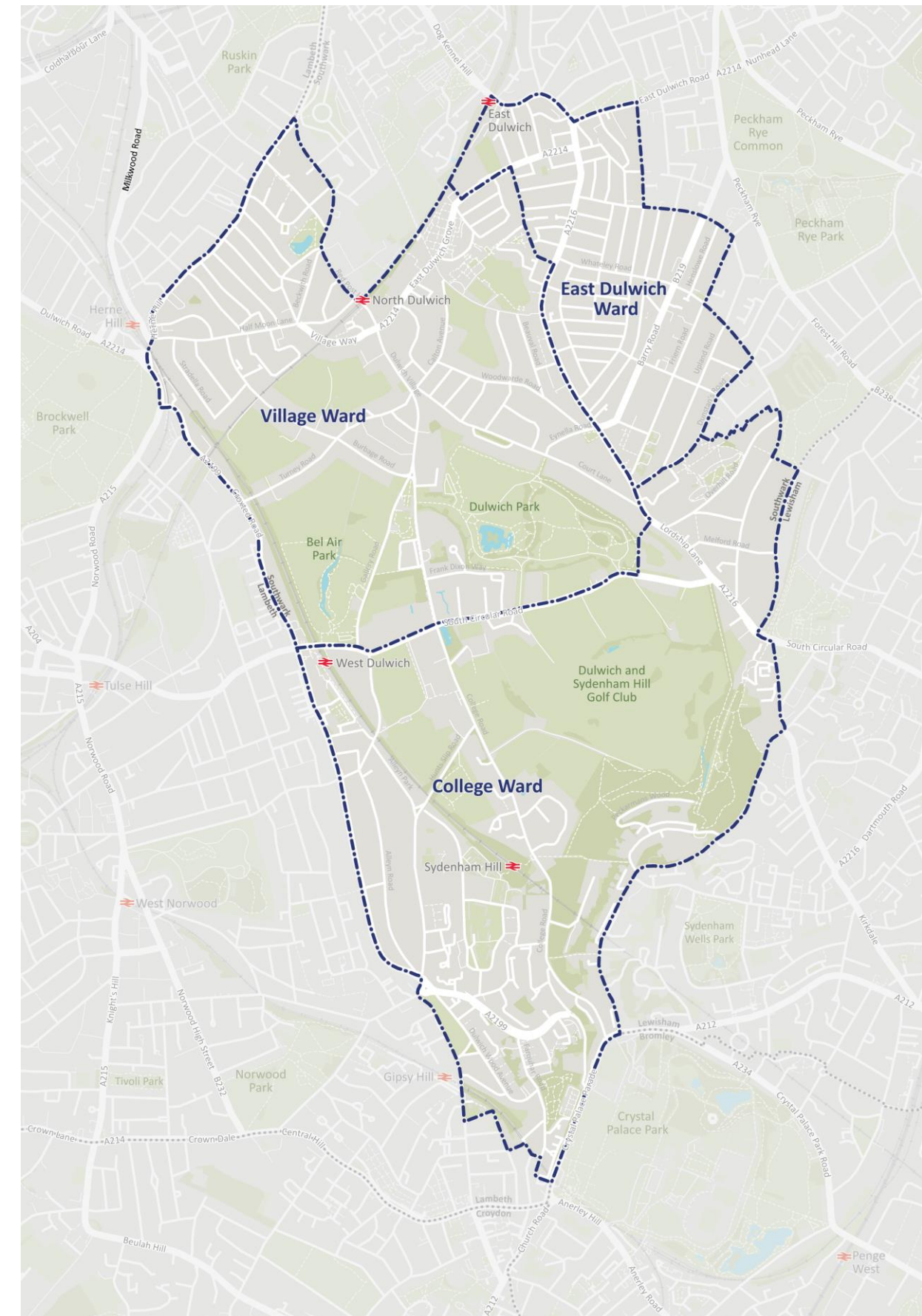
Section 1: Baseline Conditions - analysing the available evidence regarding movement and traffic conditions

Section 2: Stakeholder Engagement - presenting the stages of engagement and the outcomes

Section 3: Packages for intervention – listing each package for intervention and indicative costs and timescales to be taken forward

The report also includes an Appendix where all the comments from the engagement process have been listed and analysed.

Figure 0.1: Wards in Dulwich



Section 1
Baseline Conditions

1 Introduction

Background

This baseline conditions section builds on findings from previous studies undertaken in the area, including:

- Dulwich Coach Service Study (July 2016) by Alan Baxter
- Transport Plan Annual Monitoring Report (2015-16) by LB Southwark
- Access to six stations in Southwark (2015) by The Railway Consultancy
- Dulwich Quietway Community Engagement Report (November 2015) by Sustrans
- Cycle Demand Study (2013) by Phil Jones Associates

It also analyses data from various sources and databases, including:

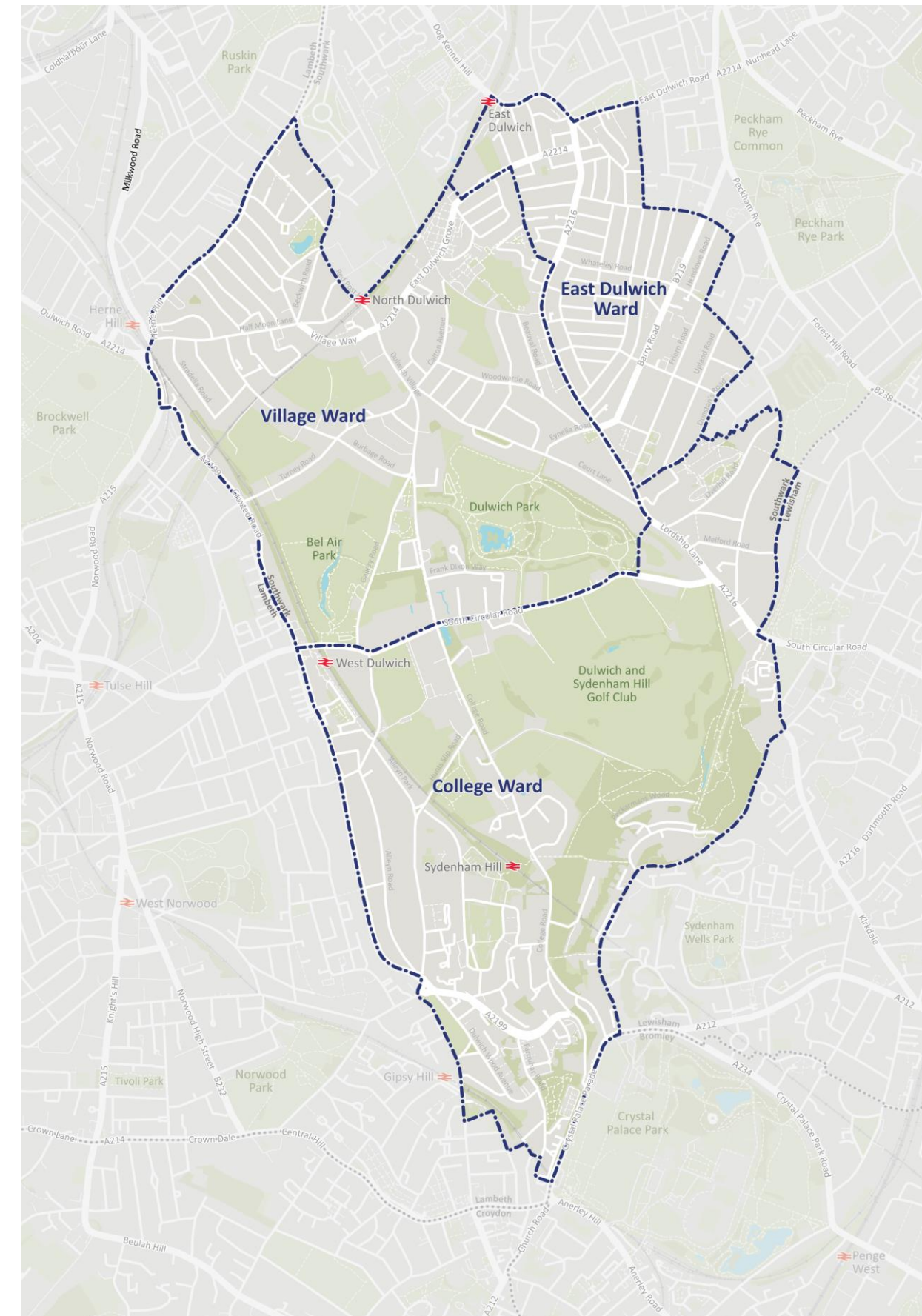
- Census 2011 car ownership data and journey to work data
- London Traffic Demand Survey (LTDS) 2010-2015 data obtained from TfL
- Casualties Data 2010-2015 obtained from Southwark Council
- Traffic Counts 2010-2016 obtained from Southwark Council for a range of survey locations, including 7 Transport Plan monitoring sites and 22 sites monitored pre- and post- Boroughwide 20mph limit implementation

Section Structure

This section is divided into nine chapters, of which this forms the introduction. The structure of the remaining report is as follows:

- **Chapter 2** sets the general transport context through analysis of Census and LTDS data
- **Chapter 3** describes the road network and traffic patterns
- **Chapter 4** looks at public transport services and access by rail and bus
- **Chapter 5** describes the existing cycling network and future planned schemes
- **Chapter 6** analyses the pedestrian environment and urban realm
- **Chapter 7** describes access to schools and educational institutions
- **Chapter 8** summarises traffic safety statistics
- **Chapter 9** concludes the report and sets the following steps

Figure 1.1: Wards in Dulwich



2 Travel Profile

Introduction

In 2014, there were approximately 38,300 people living in the three Dulwich wards (source: GLA 2014 round SHLAA-capped borough population projections).

Table 2.1 shows variations within the three wards: compared to the borough and London average, Dulwich shows high shares of under 19 and over 65. In Village ward in particular, these two age bands jointly account for 39% of the population, compared to an average 30% across Southwark.

The high percentage of children in school age becomes even higher when considering the daytime population, due to the concentration of schools located in the area.

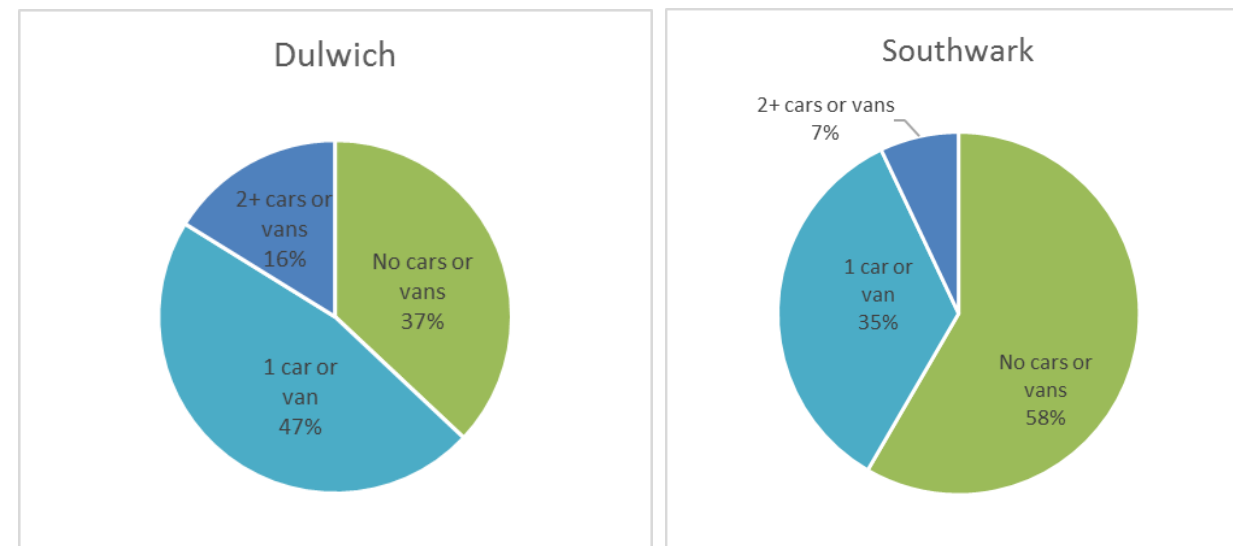
Table 2.1: Population and age ranges

	Population	under 19	19-40	40-65	over 65
College	12,399	26%	30%	32%	11%
East Dulwich	12,945	21%	42%	29%	9%
Village	12,929	28%	27%	34%	11%
DULWICH	38,273	25%	33%	32%	10%
Southwark	306,734	22%	42%	28%	8%
London	8,538,689	23%	31%	36%	10%

Source: GLA 2014 round SHLAA-capped borough population projections

Figure 2.1 shows that over 60% of study area households own a car (47% own one car and 16% own two or more cars), while 37% of households do not own any. Comparing these to the borough level, car ownership in Dulwich is significantly higher (42% of households in Southwark own one or more cars).

Figure 2.1: Car ownership in Dulwich and Southwark



Travel to and from Dulwich

The London Travel Demand Survey (LTDS) is a continuous survey of households in the London boroughs and the area within the M25. Around 8,000 households take part in LTDS each year. The survey includes a trip diary element, which collects information on trips made on a single day by every household member over the age of five. The trip data recorded includes trip purpose, modes used, trip start and end times and the location of trip origin and destination.

LTDS (2010-2015) has been analysed to understand the nature and purpose of trips to, from, and within the study area. The trip purposes from LTDS are grouped in macro-categories as follows:

- **Work:** Usual workplace including commuting trips as well as other work-related trips including business travel and servicing / deliveries;
- **Education:** including pupil's trips and pick-up/drop off activities
- **Shopping and personal business:** including food and other shopping, and use of services;
- **Leisure/social:** including entertainment and recreation, visiting friends / relatives at home, participating in sport, social events, leisure trips for enjoyment and trips to hotels / holiday homes.

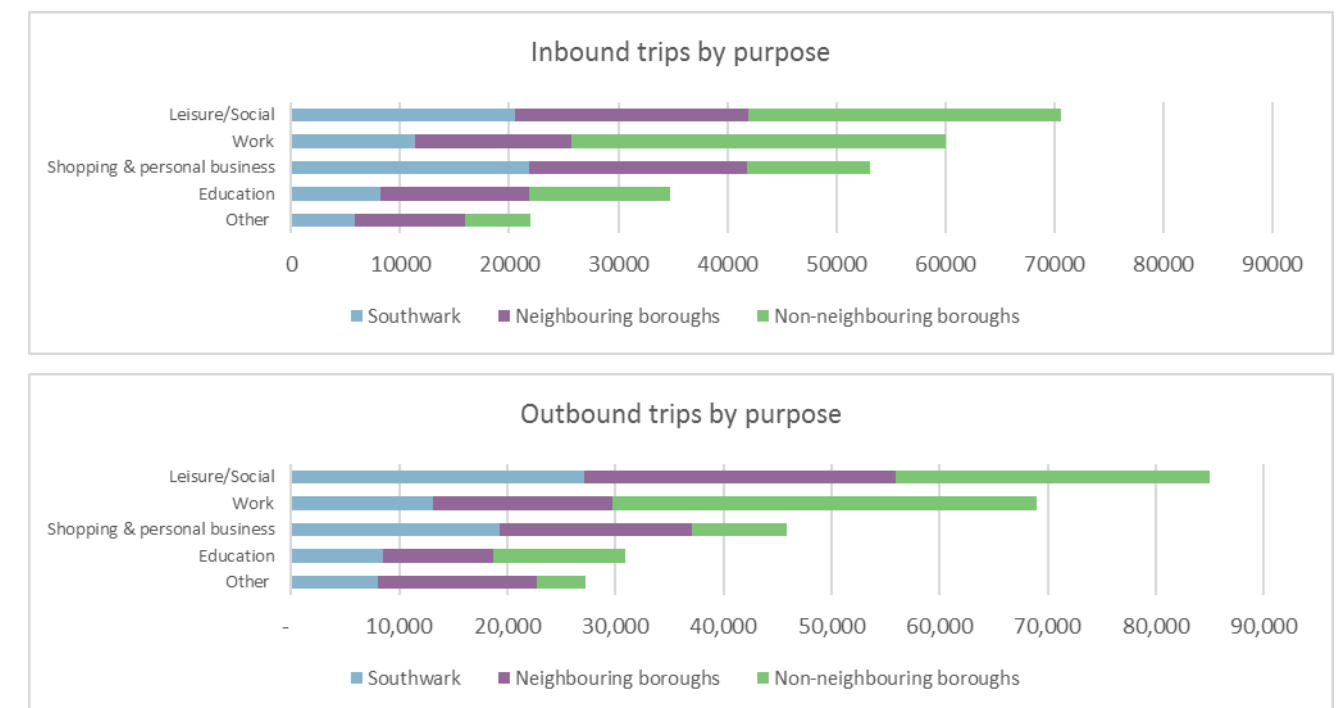
LTDS (2010-2015) suggests that most trips in and out of Dulwich are for leisure/social purposes (29%) or work related (24%). 22% of trips are related to shopping and personal business, and 14% to education. It is important to consider that work and education trips, together accounting for 48% of the total trips undertaken in the area, tend to overlap during morning and evening peak hours.

Three origin/destination areas have been used in the analysis:

- **Southwark:** including trips originating outside the three wards but within the borough
- **Neighbouring Boroughs:** including trips originating in those boroughs that are adjacent to the study area (Lambeth, Lewisham and Bromley)
- **Non-neighbouring Boroughs:** including all other areas of London

As shown in Figure 2.2, work-related trips are largely longer, starting/ending in non-neighbouring boroughs. It should be noted that due to the nature of the LTDS surveys some of the inbound and outbound trips are likely to represent two legs of the same journey.

Figure 2.2: Inbound/Outbound surveyed trips by purpose and by origin/destination (5-year total)



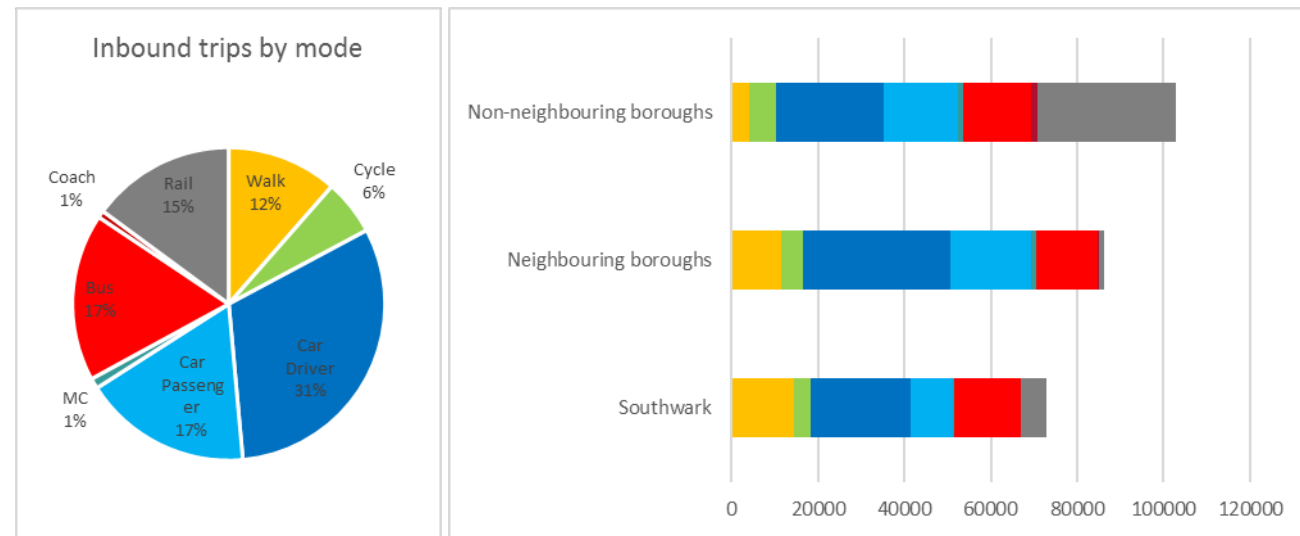
Source: LTDS 2010-2015 (inbound trips sample n=263,403, outbound trips sample n=257,941)

The modal split of inbound (see Figure 2.3) and outbound (see Figure 2.4) trips shows a prevalence of car/private vehicle, accounting for half of the total number of surveyed trips. Trips starting in non-neighbouring boroughs are more likely to be undertaken by public transport, with rail as the preferred

mode. On the other hand, the lower E-W public transport connectivity is reflected in higher numbers of people travelling from/to neighbouring boroughs by car.

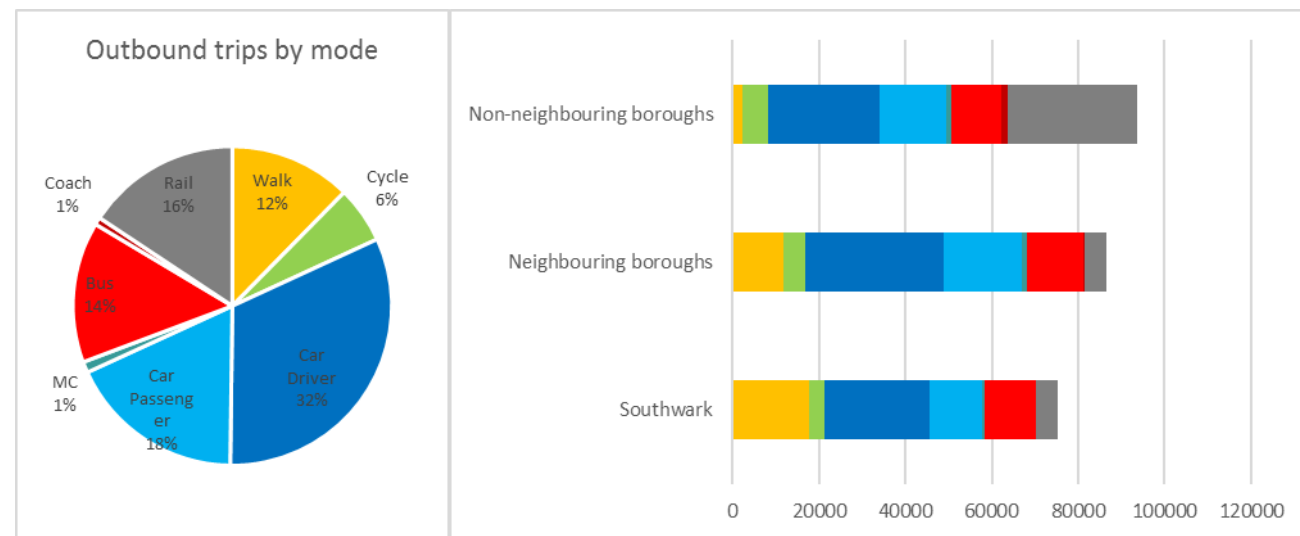
Buses account for a significant share of trips across all three areas of analysis (17%). For the longer-distance trips private coach related to education are also visible.

Figure 2.3: Mode share for inbound trips by origin (5 year total surveyed trips)



Source: LTDS 2010-2015 (inbound trips sample n=263,403, outbound trips sample n=257,941)

Figure 2.4: Mode share for outbound trips by destination (5 year total surveyed trips)

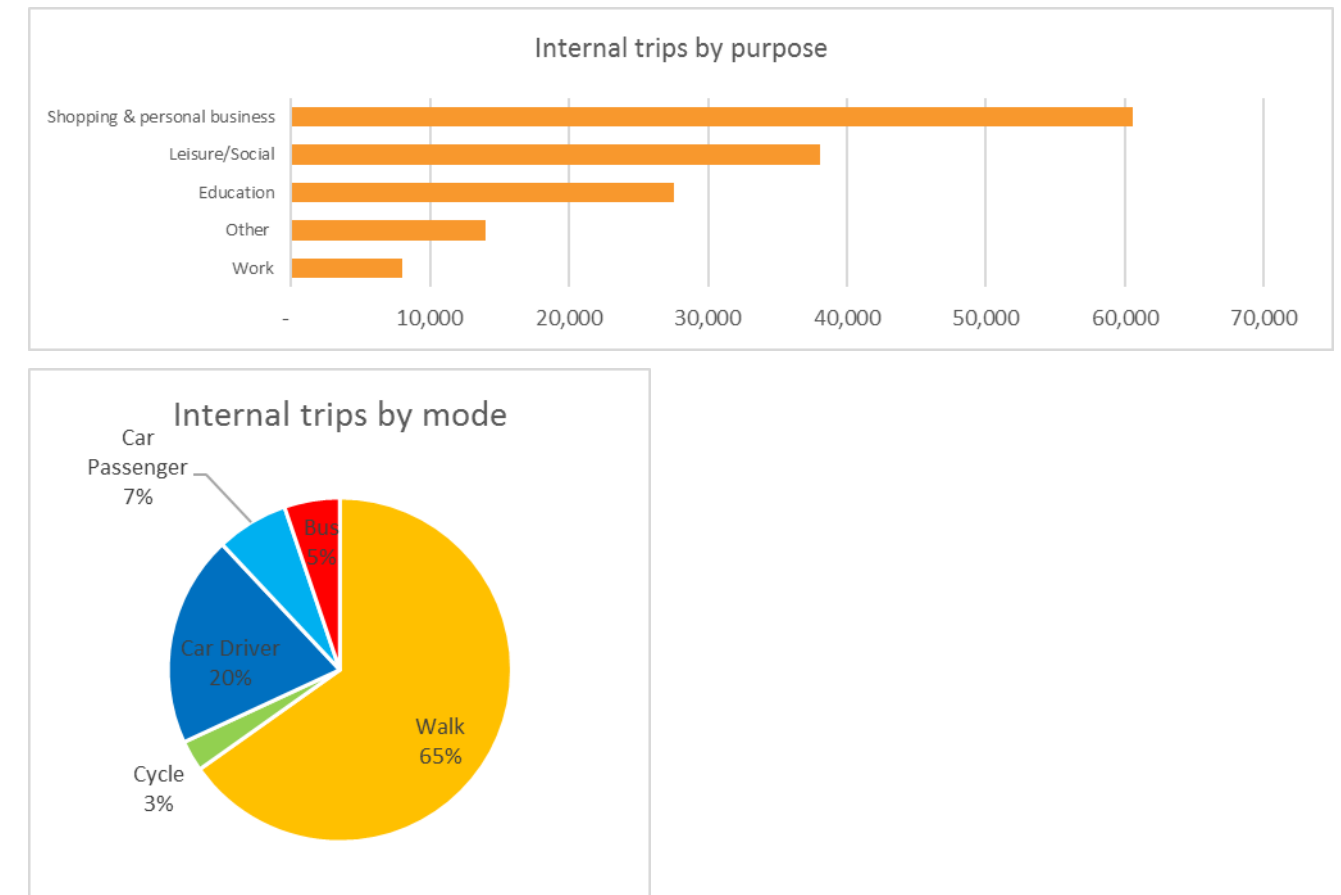


Source: LTDS 2010-2015 (inbound trips sample n=263,403, outbound trips sample n=257,941)

Trips within Dulwich

Trips starting and ending in Dulwich have been analysed separately. Figure 2.5 shows that shopping and leisure trips account for a significant part of the total, while work-related internal trips are very limited.

Figure 2.5: Internal surveyed trips by purpose (5-year total surveyed trips)



Source: LTDS 2010-2015 (internal trips sample n=148,105)

Almost 2/3 of all internal trips surveyed are undertaken on foot. It is also worth noting that the cycle mode share is very limited, even for short distance trips. Similarly, the share of bus trips is very low. The low attractiveness of bus for short trips could potentially be explained by localised congestion or the benefit perceived in waiting and riding the bus compared to walking.

Key Considerations

- Dulwich maintains very high car ownership levels; this translates to high shares of trips by car/private vehicle to and from the area as well as internally
- Strong prevalence of walking as modal choice for local trips, which should be supported with a high-quality pedestrian environment
- Cycling shows a very low modal share, particularly for local trips within Dulwich, which, in context are probably substituted by walking

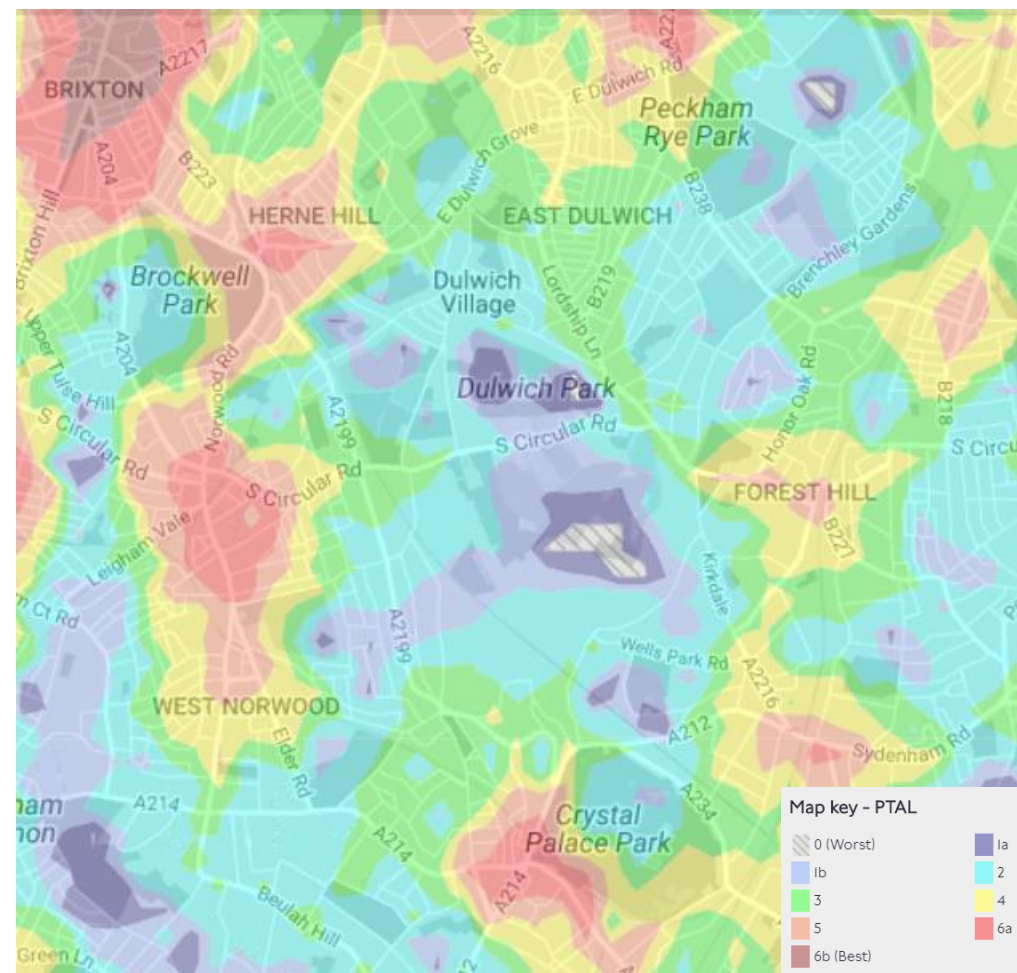
3 Accessibility

Public transport accessibility (PTAL)

PTAL is a measure of accessibility used by TfL based on distance and frequency of public transport. The areas with a high level of public transport accessibility usually score 5, 6a or 6b on the PTAL scale, whilst areas with very low levels of public transport accessibility will score 0, 1a or 1b.

The Dulwich area has a low level of public transport accessibility. Areas around the main stations only reach a PTAL 3 and The Village a PTAL 2 whilst the main commercial area around East Dulwich has a PTAL 3. Other parts of Dulwich, particularly those where schools are located have a level 2 of accessibility translating into a higher use of car and coach for pupils outside of Dulwich.

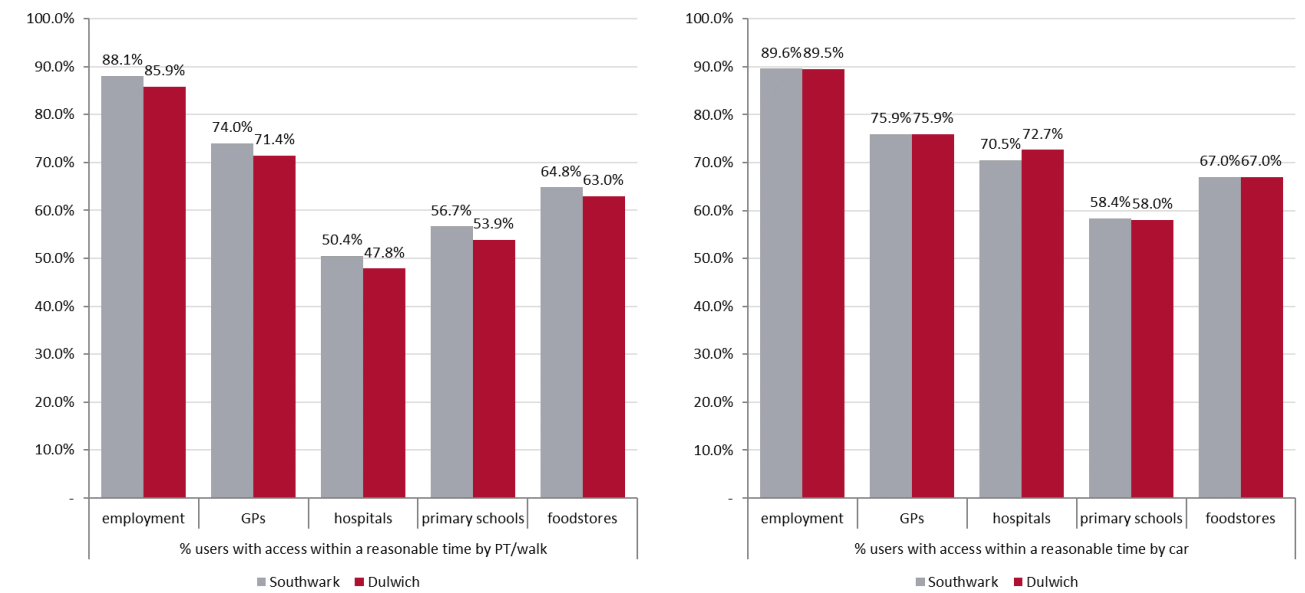
Figure 3.1: PTAL in Dulwich



Source: TfL WebCAT, 2018

This is confirmed also by more general DfT accessibility statistics which show that, in general the area has a lower public transport accessibility level than the remainder of Southwark whilst by car it tends to be on par with the other parts of the borough or somewhat higher for hospitals, particularly due to the proximity of Dulwich Community Hospital.

Figure 3.2: % of users within a reasonable access time by PT/walk and car



Source: DfT Accessibility Statistics, 2013

Note: DfT 'reasonable access' measures take into account the tendency for real journeys to be made less frequently as time taken increases. A formula is used to derive a figure for the number and percentage of users with access to the service within a 'reasonable' time. Different factors are applied for each type of service, and for each mode of transport.

Accessible Parking Bays

Accessible on-street parking bays (or blue badge parking bays) are mostly installed following from specific requests from residents. A number of short-stay accessible bays is installed near retail areas, town centres and community services. These bays usually have a maximum stay of 4 hours. Table 3.1 shows numbers of on-street accessible bays (long stay and short stay) currently available in the three Dulwich wards and in the entire borough.

Table 3.1: Provision of on-street accessible bays

	Accessible	Accessible (short stay)	Total on-street Accessible bays	Population	Accessible bay per 1000 inhabitants
Village Ward	45	2	47	12,929	3.6
East Dulwich Ward	81	5	86	12,945	6.6
College Ward	21	0	21	12,399	1.7
Dulwich (Total)	147	7	154	38,273	4.0
All of Southwark	806	62	868	306,734	2.8

Source: Southwark Council

If related to the number of inhabitants in each ward, East Dulwich shows availability more than twice as high as the borough average, whilst College shows low provision. This discrepancy associated with the number of requests, is partly due to the different characteristics of the residential areas. For example, College ward is a denser neighbourhood, with row of terraced houses resulting in higher on-street parking pressure than detached houses or communal blocks with off-street parking.

Key Considerations

- The backdrop of an overall aging population and the higher percentage of Dulwich population over 65 compared to the Southwark average means that accessibility, particularly by public transport, is likely to be a key focus area of intervention.

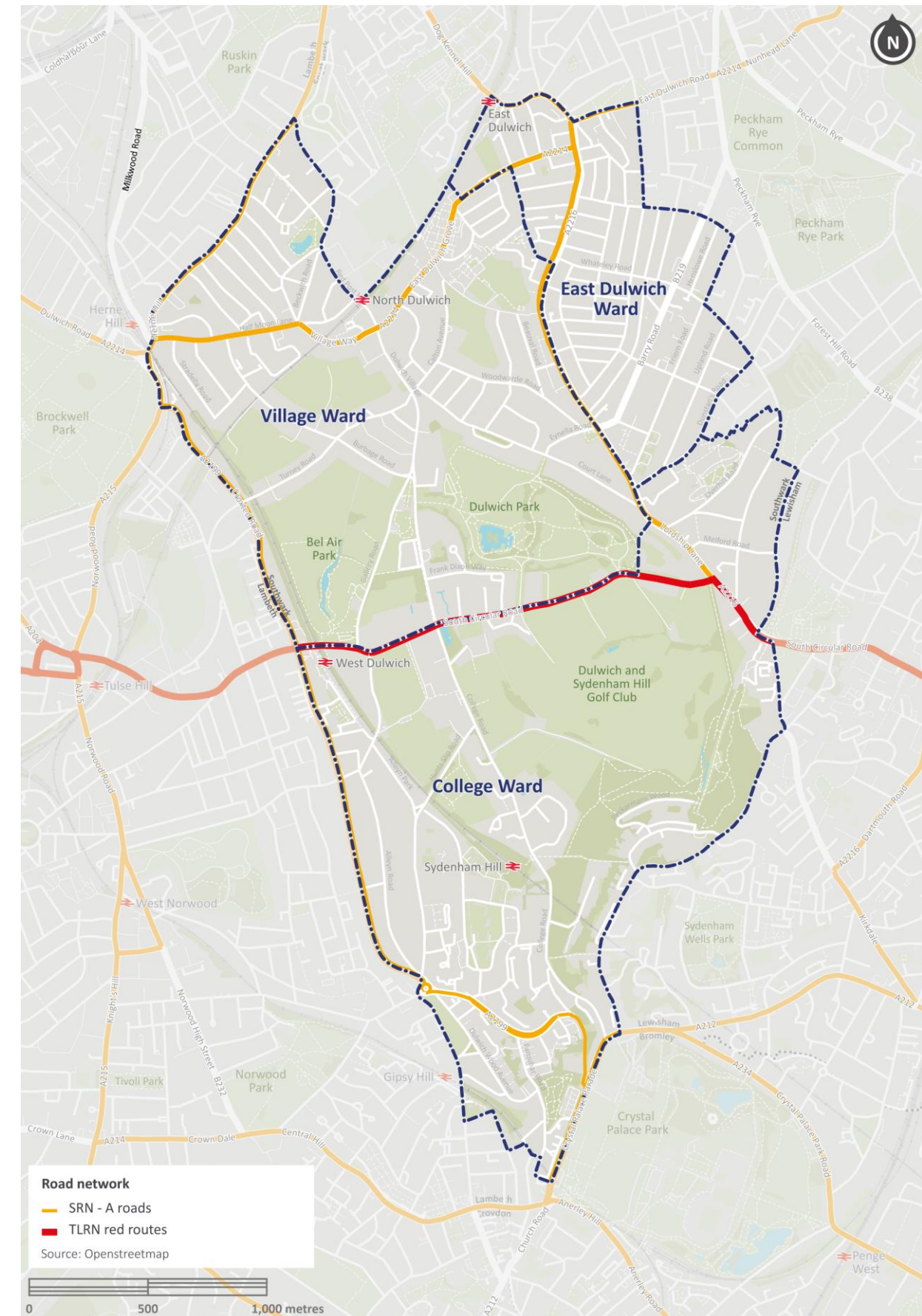
4 Roads, General Traffic and Parking

Road network

Most roads in Dulwich are borough roads, which means they are managed by and are the responsibility of Southwark Council. The exceptions to this are roads that have the following designations:

- Strategic Road Network (SRN): Whilst these roads are managed by Southwark Council, Transport for London has also strategic responsibility over them. These roads are:
 - Croxted Road/College Road (A2199)
 - Lordship Lane (A2216)
 - East Dulwich Grove/East Dulwich Road (A2214)
- Transport for London Road Network (TLRN): These roads, which are also known as 'red routes' are managed by Transport for London. In Dulwich only the A205 (Dulwich Common/Lordship Lane), which forms part of the South Circular, is part of the TLRN.

Figure 4.1: Road Network

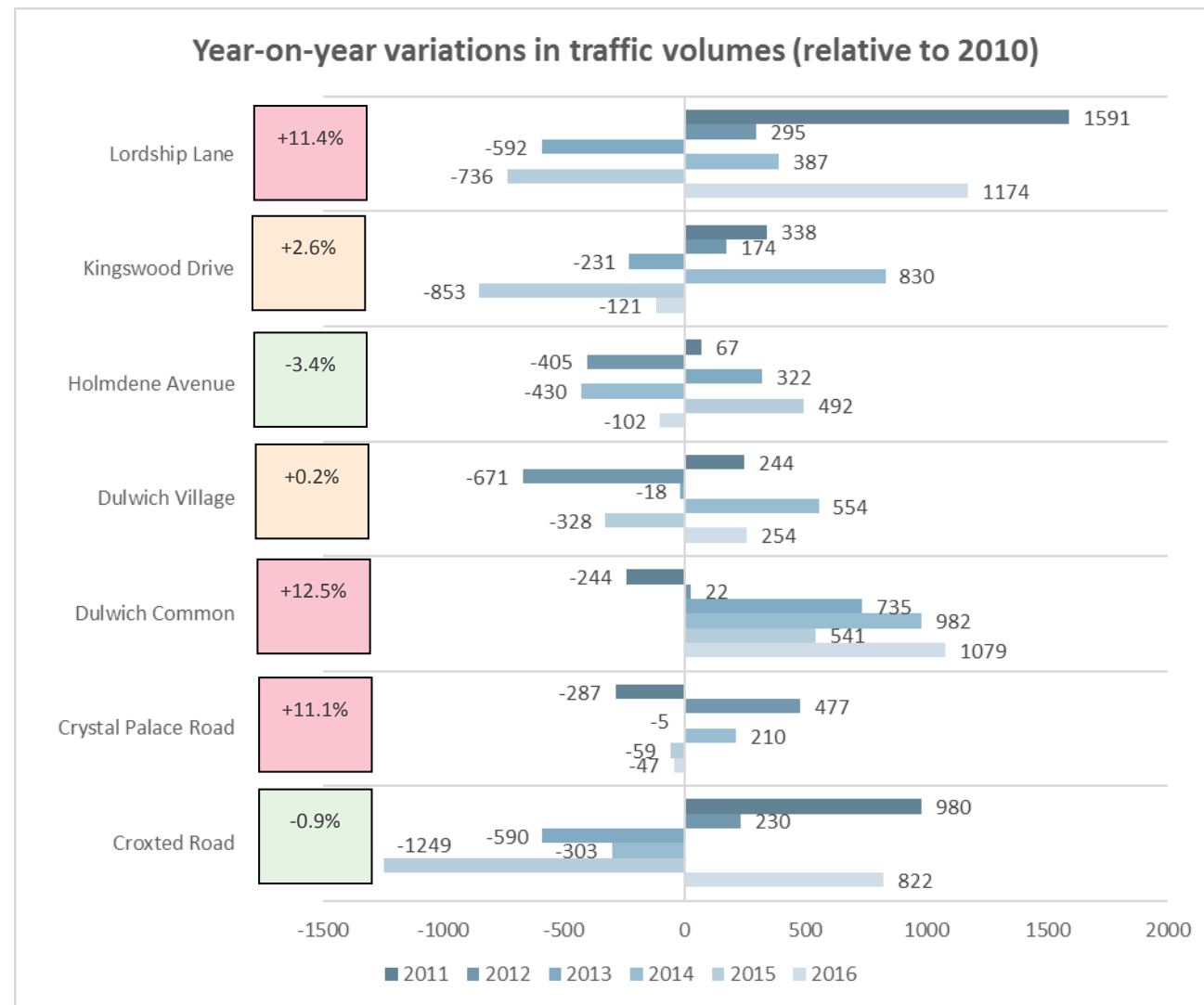


Traffic demand

Over the past six years, Southwark Council has targeted a decrease in general traffic by 3% between 2010 and 2013, followed by another 3% between 2013 and 2016. The latest Transport Planning Annual Monitoring Report (TP AMR) illustrated that the target for 2016 has not been fully achieved. Evidence from surveys undertaken between 2013 and 2016 at TP Monitoring Core sites located in the area suggest that the traffic decrease has been lower than expected.

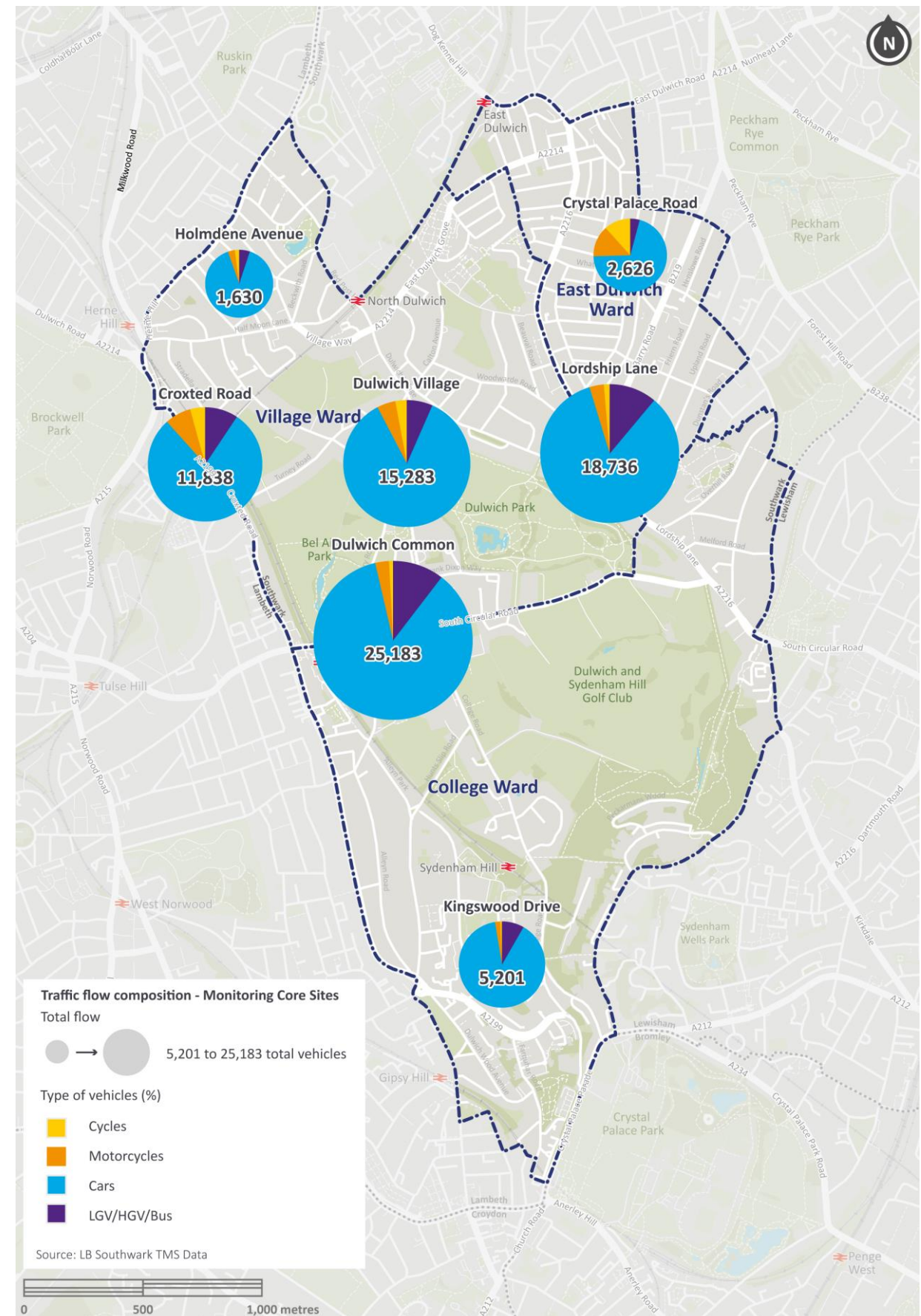
Traffic counts for seven monitoring sites across Dulwich show that volumes have remained relatively constant or have slightly increased in the last six years, in contrast with an overall decrease within the borough (according to the Transport Plan Annual Monitoring Report 2016). Dulwich Common (TLRN) and Lordship Lane (SRN) have witnessed significant flow increases. Figure 4.2 shows in more detail the yearly variations in traffic flows from the 2010 initial counts across the seven sites.

Figure 4.2: Yearly variations in traffic volumes by location over 5 years (2011-2016)



The seven monitoring sites in the area are shown in Figure 4.3. Most of them are located on SRN/TLRN roads. For each location, a pie chart showing daily traffic volume and modal split in 2016 is provided. Cars are the dominant mode, while Dulwich Common and Lordship Lane show higher number of large vehicles (largely due to high bus frequency). Crystal Palace Road is the site with the largest share of cyclists.

Figure 4.3: TP Monitoring survey sites – daily (24 hrs) traffic volumes and modal split (2016 survey results)

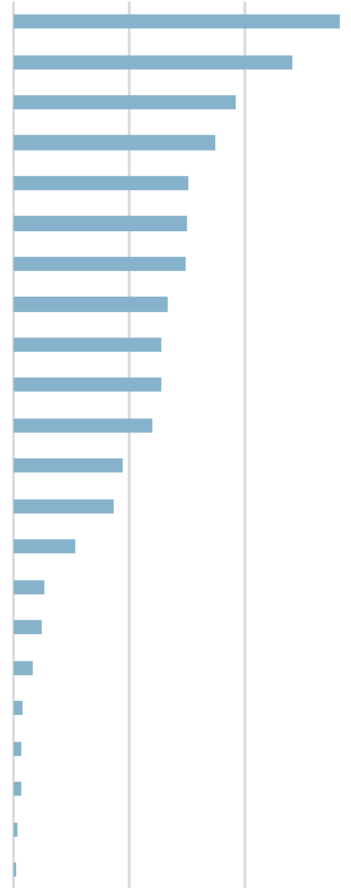


Traffic speed profile

In 2015 Southwark implemented a borough-wide 20 mph speed limit. This borough-wide measure excludes Crystal Palace Parade as it is a boundary road with the London Borough (LB) Bromley who were not in favour in reducing the speed limit on the road. Pre-and post-implementation monitoring has been carried out across numerous locations within the borough. Table 4.1 shows average speeds recorded across 22 sites in Dulwich. The data shows a mild reduction in speed in most locations, with only few increases recorded, mostly in locations where the average speed was already below the limit.

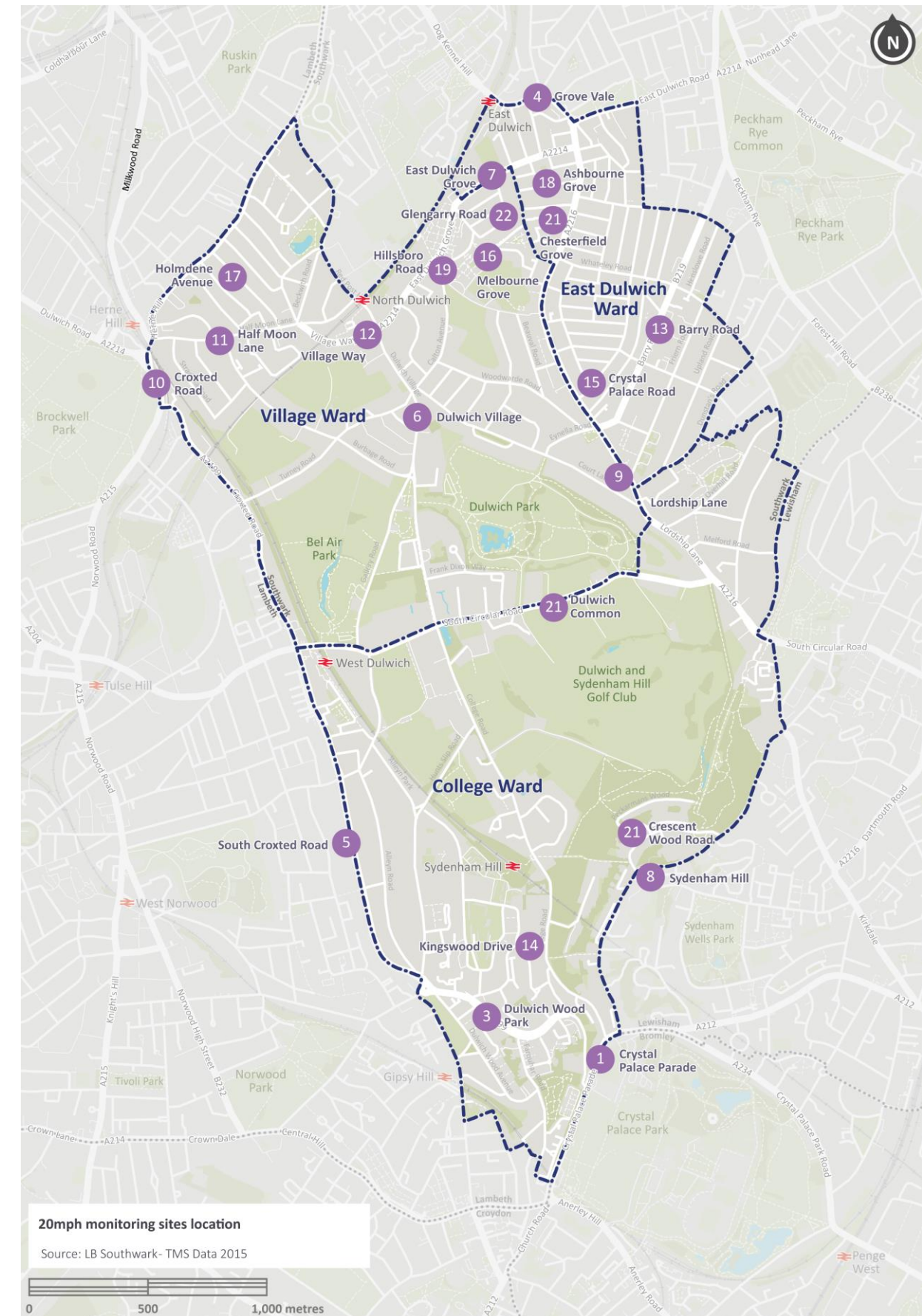
Table 4.1: Average speed variation 2013-2015

ID	Road Name	Average Speed (mph)			Flow (vehicles / day) 2015
		Before (2013)	After (2015)	Variation (%)	
1	Crystal Palace Parade	25.13	23.55	-6%	28,224
2	Dulwich Common	24.55	23.25	-5%	24,104
3	Dulwich Wood Park	29.90	25.45	-15%	19,286
4	Grove Vale	19.53	17.45	-11%	17,528
5	South Croxted Road	25.00	22.85	-9%	15,185
6	Dulwich Village	21.20	19.75	-7%	15,029
7	East Dulwich Grove	25.10	19.35	-23%	14,883
8	Sydenham Hill	28.40	25.95	-9%	13,408
9	Lordship Lane	22.20	22.13	0%	12,852
10	Croxted Road	26.60	25.45	-4%	12,802
11	Half Moon Lane	22.95	21.00	-8%	12,040
12	Village Way	24.80	22.65	-9%	9,516
13	Barry Road	28.00	25.05	-11%	8,653
14	Kingswood Drive	19.90	21.35	7%	5,322
15	Crystal Palace Road	17.03	16.65	-2%	2,673
16	Melbourne Grove	20.35	19.58	-4%	2,500
17	Holmdene Avenue	16.45	20.35	24%	1,732
18	Ashbourne Grove	15.80	15.75	0%	761
19	Hillsboro Road	16.00	16.40	2%	658
20	Chesterfield Grove	15.35	16.20	6%	646
21	Crescent Wood Road	22.55	22.05	-2%	383
22	Glengarry Road	15.90	15.05	-5%	236



Historical data from 2010 to 2016 across the seven core monitoring sites shows that the average speed in the area has not shown a consistent decreasing trend. The introduction of the 20-mph limit has resulted in lower speeds between 2013 and 2015 across most of the surveyed sites, however, the 2016 results show a plateau after the immediate effect of the scheme.

Figure 4.4: Location of 20mph Monitoring Sites

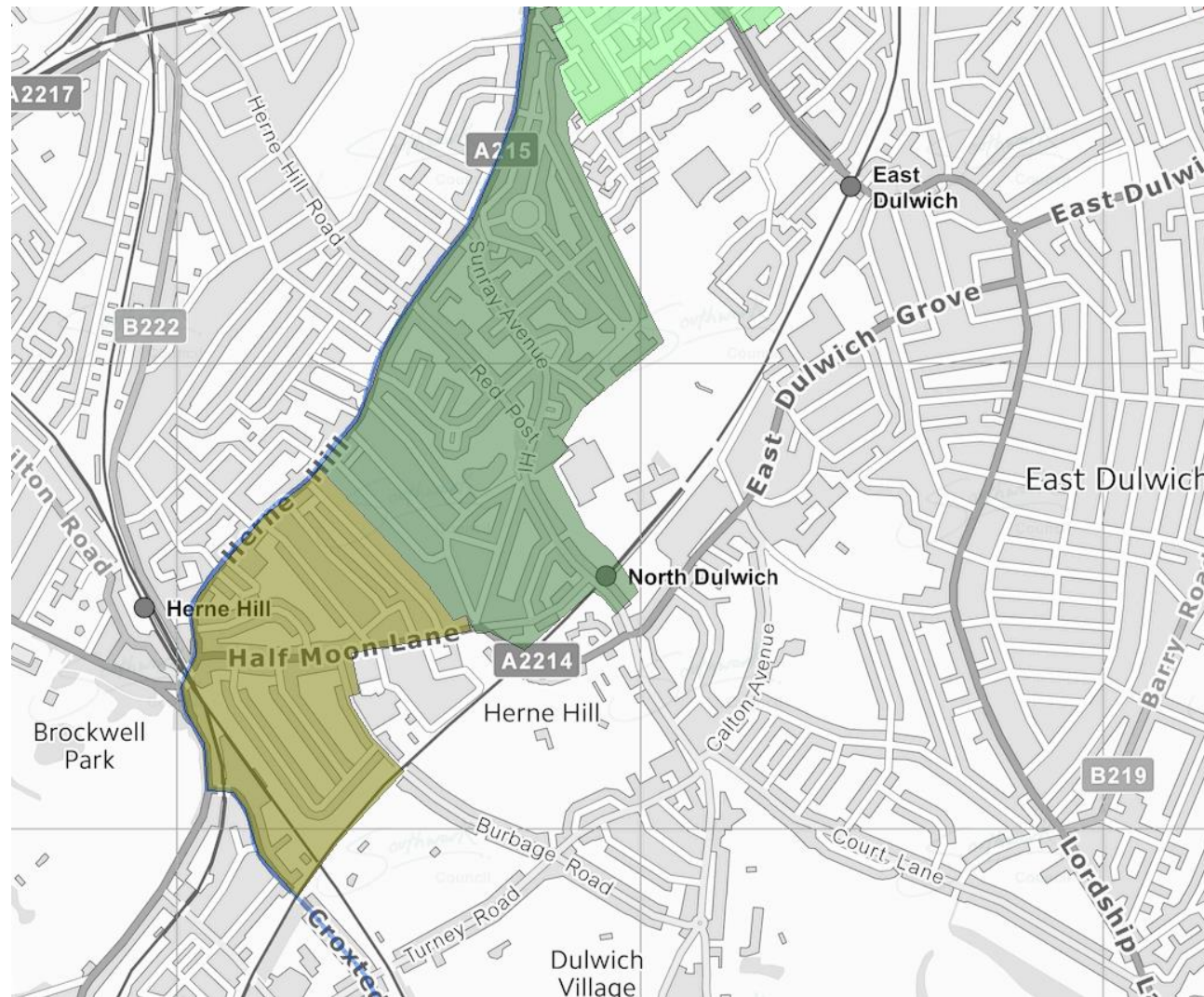


Controlled Parking Zones

Two Controlled Parking Zones are located within the Dulwich Area: Herne Hill, implemented in 2003, and North Dulwich and Denmark Hill, recently introduced in 2016. Both CPZs are in operation Monday to Friday between the hours of 12:00 and 14:00.

The primary reason for zone restrictions is to give parking priority to residents and short-stay shop / business visitors. Within a CPZ, parking can be prioritised for different types of motorists (e.g. residents, disabled visitors, delivery companies, motorcycles, businesses).

Although there has not been any specific study looking at pre- and post- implementation parking levels in the two areas and in their surroundings, Southwark Council has recorded a decrease in the volume of long-stay parking within the CPZ. On the other hand, this is often combined with increased parking pressure on the areas located just outside.



Source: Southwark Council

EV charging Parking Bays

At present, 20 charging points are available on street throughout the Borough, three of them within the Dulwich Area: one along east Dulwich Grove and two on Dog Kennel Hill.

Feedback from the recent draft Kerbside Strategy indicated a strong interest from Southwark residents in switching to electric vehicles. The council has recently been successful in winning £300,000 as part of the Go Ultra Low City Scheme (GULCS) project, which is managed by London Councils, Mayor of London and Transport for London on behalf of the Office of Low Emission Vehicles. The funding will support innovative new approaches such as using lamp posts as the base and power supply for charge points.

Key Considerations

- Traffic levels in Dulwich have been relatively steady in the last 5 years: this trend went against the targeted 6% decrease in traffic that Southwark was aiming to reach by 2016
- The implementation of a 20mph Borough-wide limit has had mildly positive outcomes in 2015, but 2016 figures do not confirm a continued decrease in speed, particularly along busier roads. Traffic calming measures might be required to see more visible results in the future.

5 Public Transport

Rail network

Dulwich is served by two rail lines providing rail links to other parts of Southwark, London and the Southeast:

- The Southern line from London Bridge runs through the area from South West to North East, with 4 services per hour in each direction off-peak (2 trains per hour London Bridge – West Croydon and 2 trains per hour London Bridge – Beckenham Junction).
- The SouthEastern Line, from London Victoria, runs along the western boundary of the study area with 4 services per hour in each direction off-peak (Sydenham Hill and West Dulwich have 4 trains per hour between Orpington and London Victoria in each direction).

The area is also served by four stations: East Dulwich, North Dulwich (on the London Bridge to West Croydon line) and West Dulwich and Sydenham Hill (on the Chatham Main Line). In addition, Herne Hill and Gipsy Hill are also well used by Dulwich residents albeit they are situated slightly outside the boundary.

The Office for Rail and Road (ORR) data for 2013/2014 shows that East Dulwich is by far the busiest station, with an average 3,396 passengers per day, more than twice as many as any other station in the area. It is possible that this gap might have narrowed in recent years, due to disruption at London Bridge.

Based on the latest National Rail Travel Survey (2015) results, most passengers boarding and alighting at these four stations are travelling to/from work (60-70%) and have one of the London Termini as origin or destination (65-80%). It is interesting to notice that North Dulwich does not seem to attract a particularly high number of trips with an educational purpose, despite being in the vicinity of four secondary schools.

Access to stations

A study carried out in July 2015 by The Railway Consultancy on six stations in Southwark, highlighted that a very large majority of rail passengers walks to the station (88% according to National Rail Travel Survey), while approximately 4-5% uses bus or car. Figure 5.1 shows the walking catchment from each station to every street in the study area: only the area south east of East Dulwich is further than a 15-minute walking distance from a station. In some cases, households are relatively closer to the stations of Honor Oak Park and Forest Hill in Lewisham than to any of the stations in Dulwich.

The very tight walking catchment could also explain why a small proportion of people cycle to the station. Despite the good availability of cycle parking, only 10% of interviewed passengers state they might consider cycling to the station, mostly because they live within short walking distance. The share of passengers driving to the station is higher in West Dulwich (7.2%) and Sydenham Hill (4.9%). Generally, this figure is significantly higher than the Borough average and reflects car ownership levels.

Figure 5.1: Station walking catchment



Station environment

The Access to Stations (2015) study conducted by The Railway Consultancy shows that most station users in Dulwich rate the station environment Very Good or Good (ranging from 85% in Sydenham Hill to 95% in East Dulwich). None of the stations in the area are equipped with lifts. In addition, provision of dropped kerbs and tactile pavement in the immediate vicinity is also relatively limited reducing the level of accessibility. The 2015 study also highlighted that, given the current footfall, these four stations are unlikely to get support in the immediate future from the 'Access for All' funding, the Network Rail programme to improve accessibility at train stations.

Table 5.1: Station assessment summary

	Issue highlighted by survey and by questionnaires
North Dulwich	<ul style="list-style-type: none"> • Poor wayfinding to local amenities • Poor bus stop environment (vegetation, lack of shelter) • Improvements required to pedestrian crossing in front of station • Uncontrolled free parking close to capacity
East Dulwich	<ul style="list-style-type: none"> • Poor wayfinding to Lordship Lane • Limited cycle storage • Lack of seating along Dog Kennel Hill
Sydenham Hill	<ul style="list-style-type: none"> • Poor wayfinding • Improvements required to pedestrian crossing • Pedestrian route through car park and on College Road not meeting desire lines • Gap in bus provision to the north of the station • Highly inaccessible for impaired users • Perception of poor security
West Dulwich	<ul style="list-style-type: none"> • Poor wayfinding to Dulwich Village • Missing signpost bus stop for routes 3, 201, P4 • Unregulated car parking at Belair Park used by commuters • Improvements required to pedestrian crossing • Perception of poor security • Limited cycle storage

Key Considerations

- Dulwich is well served by rail services: most households are located within a 15-minute walk from one of the four stations in the area or from stations in the neighbouring Boroughs.
- Improvements to station accessibility should particularly address wayfinding, pedestrian routes (pedestrian crossings, dedicated routes) and interchange with buses

Figure 5.2: Pedestrian crossing at Sydenham Hill and West Dulwich Station



Bus network

Buses provide access to stations (especially from the residential area of East Dulwich/Peckham Rye), and also cater for east-west movements that cannot be made by rail. There are overall 12 routes that cross into Dulwich connecting it with key destinations in Central London (Oxford Street, Tottenham Court Road and Victoria), The City (Aldgate, Liverpool Street) as well as South and South West London (Putney, Croydon, Streatham, Brixton) and other destinations in Southwark (Peckham, Camberwell).

Lordship Lane is the key north-south bus corridor, partly provided with a peak-time (7-10am) northbound bus lane. Six services run through the busiest section, between Sydenham Hill and the South Circular, while four serve East Dulwich Town Centre. Croxted Road is the second N-S corridor with two services running along it (total frequency of 10 buses/hour). Main East-West services run along the South Circular (Dulwich Common) and East Dulwich Grove.

Two high-frequency services start/end at Dulwich Library, along Lordship Lane:

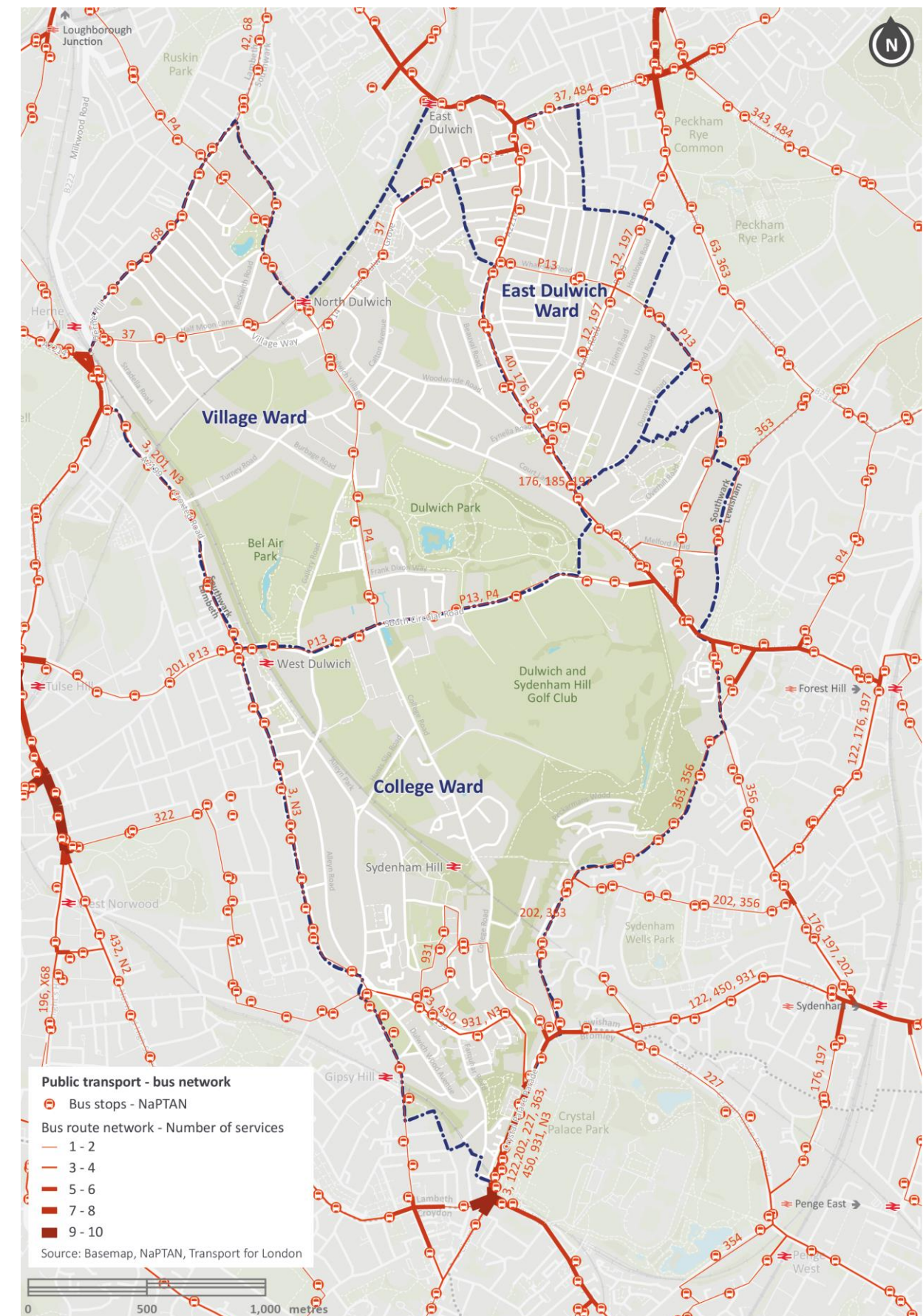
- Route 12 to Oxford Circus (8-10 services per hour)
- Route 40 to Aldgate (8-10 services per hour)

Several bus stands for these two routes are located along Lordship Lane, Friern Road, Etherow Street and Eynella Road. It has been noticed that at the junction between Etherow Street and Barry Road, buses for Route 12 leaving the stands are required to turn right at the simple priority junction on a bend, with limited visibility.



Route	Service	From	To	Peak Frequency
3	24 hr (N3)	Oxford Street	Crystal Palace	Every 10 min
12	24 hr	Oxford Street	Dulwich Library	Every 6-7 min
37	24 hr	Putney Heath	Peckham Bus Station	Every 10 min
40		Aldgate	Dulwich Library	Every 6-7 min
42		East Dulwich Sainsbury's	Liverpool Street	Every 10 min
176	24 hr	Penge	Tottenham Court Road	Every 8 min
185		Lewisham Station	Victoria Station	Every 10 min
197		Peckham Bus Station	Croydon	Every 10 min
201		Morden	Herne Hill	Every 17 min
484		Lewisham Station	Camberwell Green	Every 10 min
P4		Lewisham Station	Brixton	Every 10 min
P13		Streatham Station	New Cross Gate	Every 15 min

Figure 5.3: Bus network: frequency and bus stops

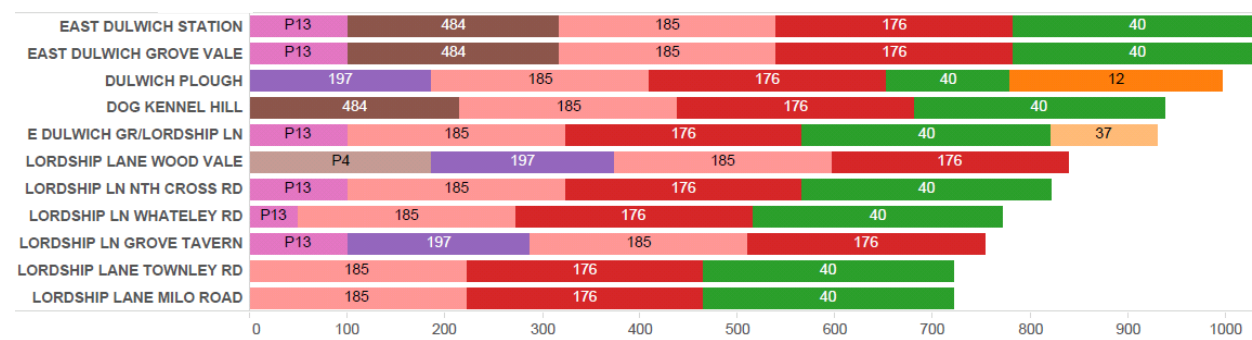


Bus Origin and Destination (BODS) Analysis

BODS is a bus origin and destination survey undertaken by TfL Buses on a sample day of service for each route on the network, collecting data on the number of boarders, alighters and bus loads at each stop, including night time for 24 hrs routes. The most recent available data for each of the 12 routes in the study area have been analysed.

Figure 5.4 shows the number of routes serving the 10 busiest bus stops. The East Dulwich Grove/ Lordship Lane corridor is by far the most served area, with routes 185, 176 and 40 running at a total frequency of 24 buses per hour (one every 2-3 minutes).

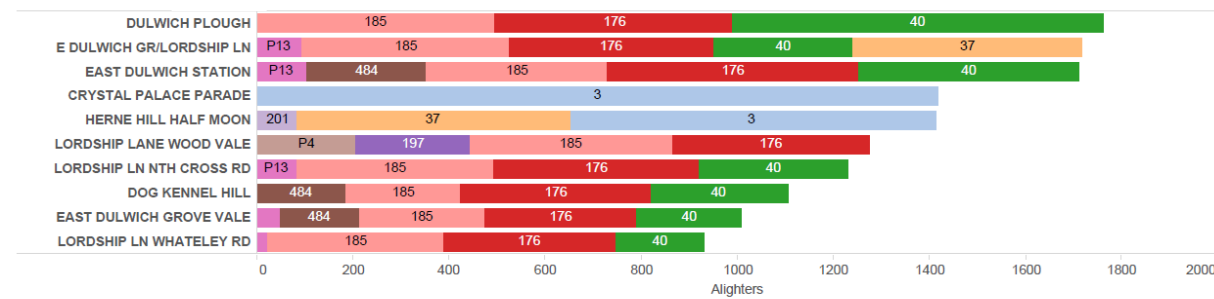
Figure 5.4: Location with the highest number of services (BODS Data)



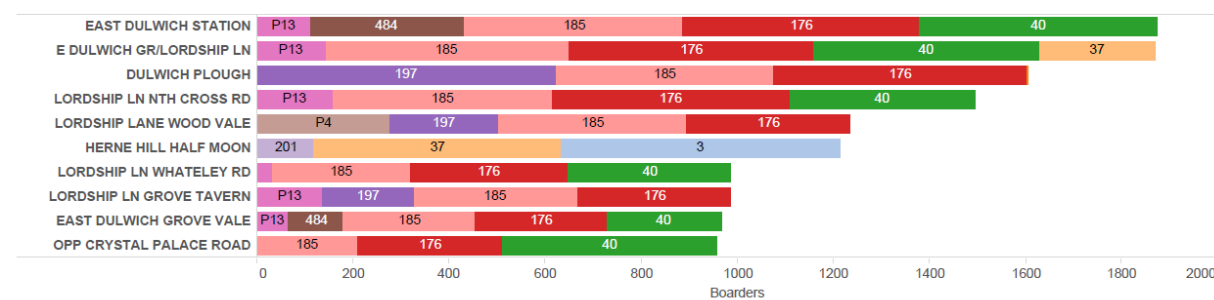
This high frequency coincides with a high number of boarders and alighters. All locations along the Lordship Lane corridor are used by approximately 800 to 1,000 passengers per day (1,600 to 2,000 movements). Similarly, locations along Herne Hill/Half Moon Lane and Crystal Palace Parade. Dulwich Plough/Library is by far the busiest bus interchange in the area served by routes 197, 185, 176, 40 and 12.

Figure 5.5: Busiest location in Dulwich by boarders and by alighters (BODS Data)

Alighters (daily total)



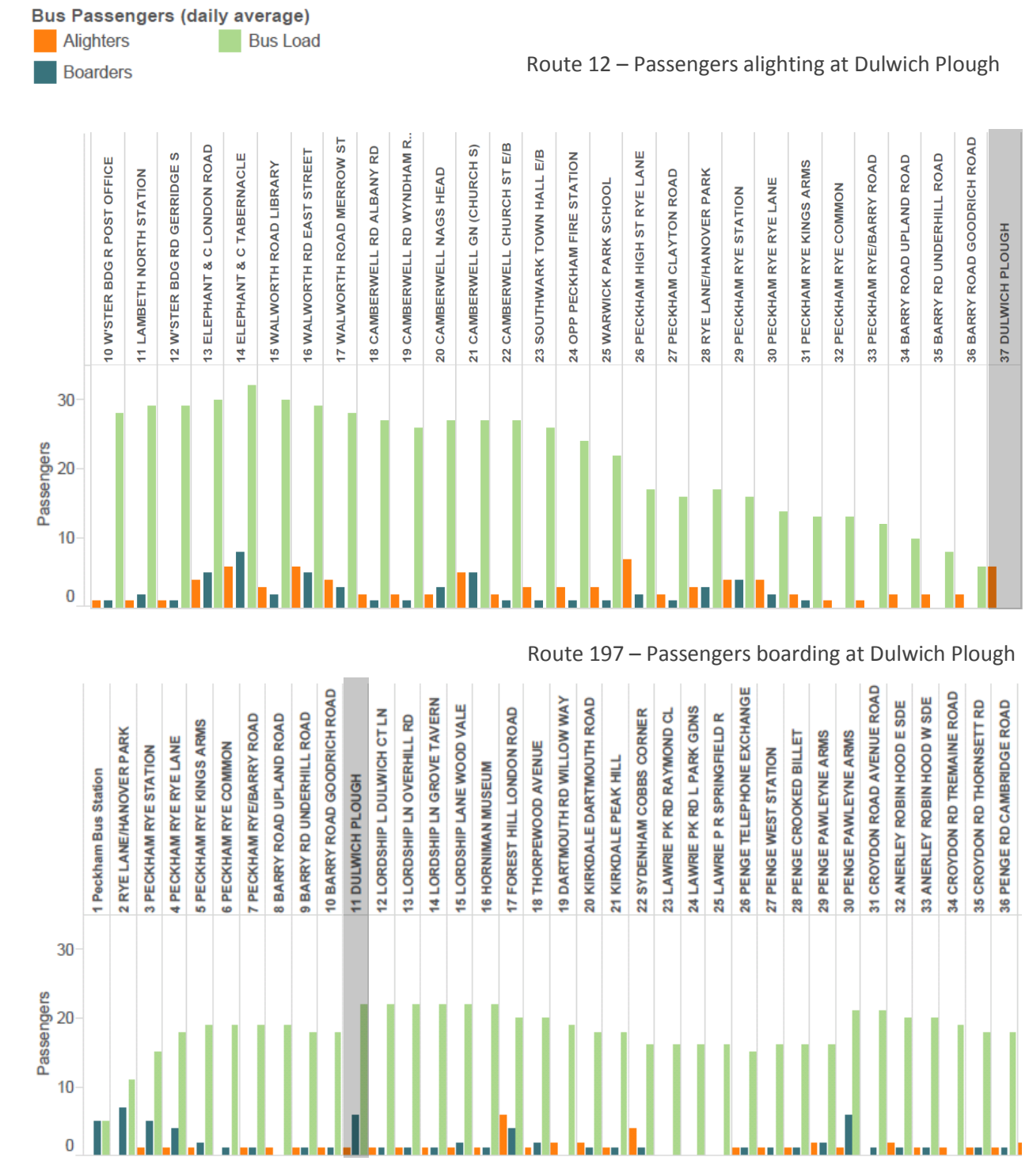
Boarders (daily total)



An analysis of the number of boarders, alighters and bus load at each stop, for all 12 routes transiting Dulwich has been undertaken. None of the routes show spikes in the number of boarders or alighters within Dulwich.

An example is shown in Figure 5.6: the highest number of movements occur at the start/end bus stops often due to interchange activities (such as at the Dulwich Plough, end stop for route 12 and 40, where route 197 shows high number of boarders towards Croydon).

Figure 5.6: Boarders and alighters along routes 12 and 197 – Interchange pattern (BODS Data)



Key Considerations

- Lordship Lane/Barry Road is by far the busiest bus corridor in the area
- Interchange happens at locations such as Dulwich Library, west Dulwich Station and East Dulwich suggesting the need for good interchange routes and facilities

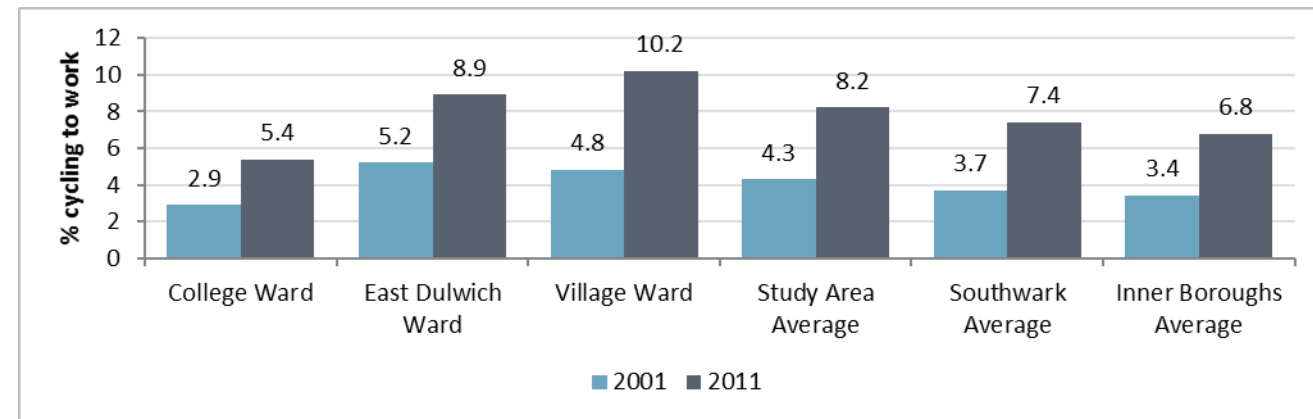
6 Cycling

Existing and future demand

Cycling is increasingly becoming a transport mode of choice for many residents in the Dulwich area and in Southwark in general. Southwark is the London borough with the sixth highest share of commuting cycle users (source: Transport Plan Annual Monitoring Report 2016). The 2011 Census has demonstrated an aggregate increase in percentage cycling to work in Southwark of 3.75% points since the 2001 Census (that is, from 3.98% to 7.73%). The number of people cycling to work rose from 3,965 in 2001 to 10,898 in 2011, which is an increase of 275%.

Dulwich showed increases in cycling trips in line with the general trend in the borough or slightly higher. Confirming the attitude towards cycling recorded in 2001, there are significantly higher rates within the Village Ward (above 10% share in some areas); on the other hand, College Ward maintains a very low cycling share, and resilience towards an attitudinal change (+2.5% increase).

Figure 6.1: Share of commuters cycling to work (Census 2001-2011)

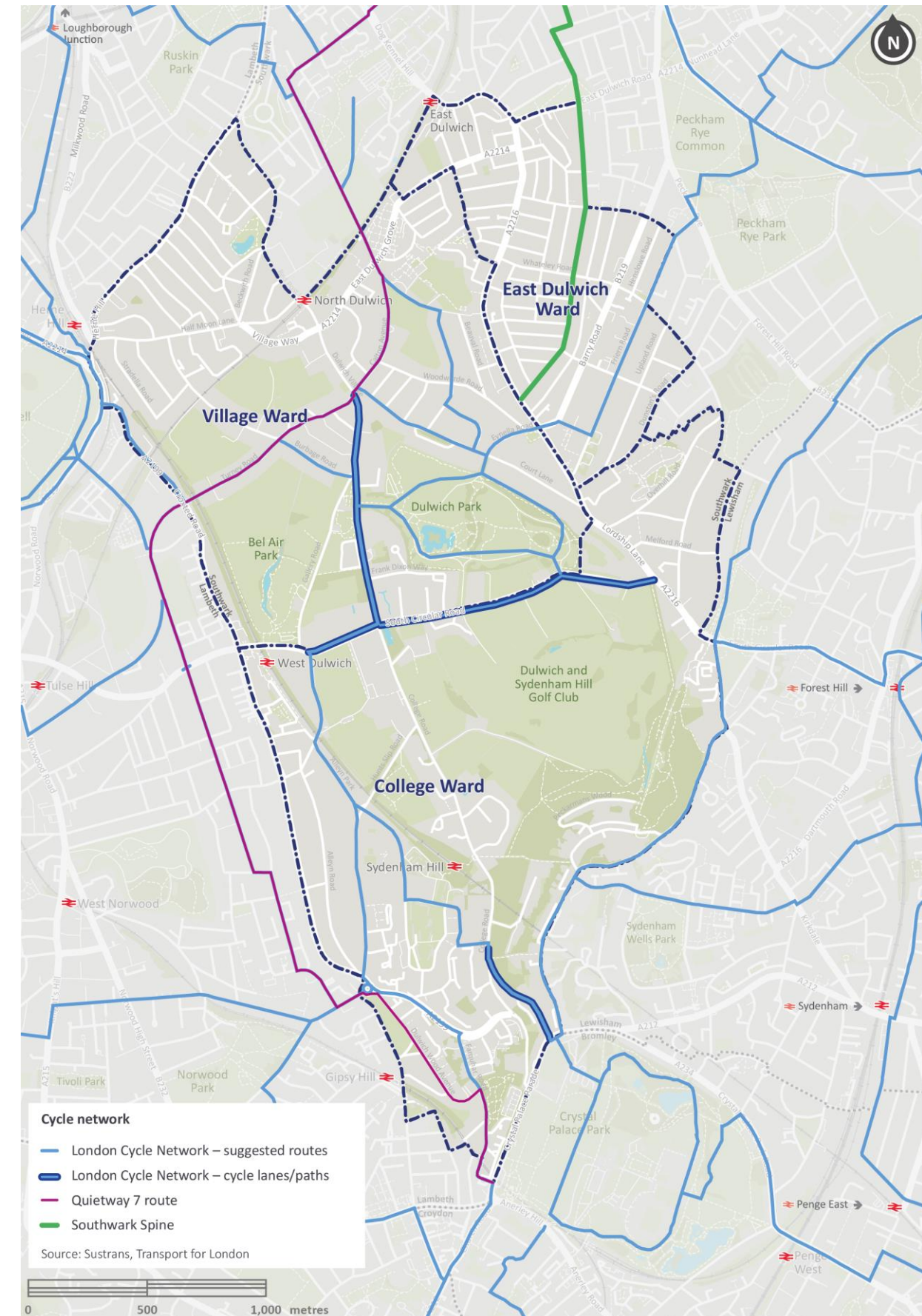


	2001 % travel by bicycle	2011 % travel by bicycle	2001-2011 Percentage point change
College Ward	2.9	5.4	+ 2.5
East Dulwich Ward	5.2	8.9	+ 3.7
Village Ward	4.8	10.2	+ 5.4
Study Area Average	4.3	8.2	+ 3.9
Southwark Average	3.7	7.4	+ 3.7
Inner Boroughs Average	3.4	6.8	+ 3.4

Existing and Future Cycle Network

As shown in Figure 6.2, existing designated cycle routes provide N/S connectivity between the study area and central London (LCN 23 to Elephant and Castle and LCN 25) as well as E/W (LCN 25 Clapham to New Cross). Some cycle facilities are available along Dulwich Common, College Road (as shared footways) and Fountain Drive (lanes in the section from Kingswood Drive south).

Figure 6.2: Cycle Network



Quietway 7

The Quietway 7 programme aims at delivering improvements along the most popular cycling corridor, from Crystal Palace to Elephant and Castle, partly improving the LCN 23 route and partly designating quieter residential roads. Within Dulwich, the route is planned to run along Calton Avenue, across Dulwich Village junction and down Turney Road.

To support the Quietway 7 scheme, Southwark Council has consulted on the introduction of potential improvement measures, such as:

- New Cycle facilities and change of operations at junction between Calton Avenue, Turney Road and Dulwich Village,
- Closure at Calton Avenue/Towley Road
- Raised treatment on Burbage Road at junction with Turney Road
- Closure on Turney Road at junction with Croxted Road
- Replacement of several informal pedestrian crossings with zebra crossings

The public consultation carried out as part of the Quietway 7 engagement programme highlighted concerns about the potential traffic displacement impacts of traffic management interventions. Residents are particularly concerned with the current traffic levels and operations at the junction between Turney Road, Dulwich Village and Calton Avenue. Many highlighted issues with congestion, difficulty crossing the junction and lack of clarity on priority. The proposed options did not meet the favour of several residents, with some demanding a more radical approach to prioritise vulnerable users (such as shared space or pedestrianisation of the junction).

Other proposals, such as the road closures on Calton Avenue and Turney Road, were regarded more positively, as ways to keep through traffic away from residential roads. A suggestion for improvement was put forward during consultation and involved the introduction of a system of three mini roundabouts within the junction footprint, with cycle lanes running along the edge between Calton Avenue and Turney Road (see Figure 6.4). A preliminary assessment of this option carried out by TfL suggested that this option would require a reduction in traffic volumes of 20%. Since the levels of traffic across the study area have remained relatively stable over the past six years (refer to analysis in the previous chapter) this option was not taken further in the design process.

Figure 6.3: Cycle facilities along the future Quietway 7 route at Townley Road and Dulwich Wood Park



Figure 6.4: Shared roundabout proposal for Dulwich Village/Calton Avenue (source: public consultation, Sustrans)



Key Considerations

- Cycling is increasingly popular in Dulwich, particularly in relation to commuting trips
- The modal share of cycling differs quite significantly between wards: East Dulwich Ward shows levels above the London average, while College Ward shows low levels
- Improvements to the available cycle facilities will be made through the Quietway 7 provision (on the route from Crystal Palace towards Central London running through Dulwich)
- Additional consideration and better integration with other modes is required

7 Pedestrian Environment

As mentioned in Chapter 4, according to the 2015 National Rail Travel Survey, among residents in the study area who commute to work using public transport, 88% walk from home to the station.

Thanks to the large green areas and outdoor amenities, walking is not only the preferred choice for commuters: Dulwich Village and the parks attract visitors from the rest of the Borough and from across London.

The Green Chain, a linked system of open spaces between the River Thames and Dulwich runs through the area, starting in Dulwich Park and running through Sydenham Wood.

Figure 7.1: Green Chain wayfinding signage at West Dulwich Station; pedestrian route behind West Dulwich Station



Figure 7.2: Footways along Lordship Lane; studs marking pedestrian crossing on Dulwich Common



A few observations on the quality of the pedestrian environment were noted during site visits and the analysis of the pedestrian network:

- Some of the junctions along Dulwich Common (College Road and Lordship Lane particularly) are not provided with pedestrian signals and a dedicated green man phase for crossings, making it difficult for vulnerable users to travel across the junction, particularly school pupils.
- Crossing points are also missing across some important desire lines, such as in front of West Dulwich Station
- There have recently been significant improvements to pedestrian facilities in critical locations, such as the Townley Road / East Dulwich Grove junction to make it safer for pedestrians crossing. The scheme included footway widening and additional crossings.
- East Dulwich Town Centre has appropriate footway facilities and raised side road entry treatments across side roads. The presence of parking bays on both sides of the commercial parade limits visibility making it more difficult to cross informally.
- The entire area has an abundance of vegetation along footway edges and verges. Whilst hard to maintain (due to overgrown foliage, falling leaves, old trees' roots damaging the pavement), this contributes to reduce exposure to weather and provides shelter and shade for pedestrian.

Key Considerations

- Walking is the mode of choice for most trips inside Dulwich and as the first leg of longer journeys (access to station)
- The area has a dense network of pedestrian paths, both through the residential areas and the green spaces: while some of these routes show very high quality, some others show maintenance issues.
- Connectivity across some of the busiest junctions and along some of the main desire lines (e.g. towards stations) in the area is also a relevant issue.

Figure 7.3: Raised Treatment at junction Dulwich Common/Gallery Road; raised side road entry treatments along Lordship Lane



8 Air Quality

Monitoring

Air Quality is monitored throughout Dulwich and the entire Borough of Southwark by a number of Monitoring Stations. Nitrogen Dioxide is monitored by 86 diffusion tubes throughout Southwark, 6 of which are located within the study area.

An Annual Air Quality Status Report is published by LB Southwark, providing summary analysis of recorded pollution levels and progress in relation to the Action Plan 2012-2017.

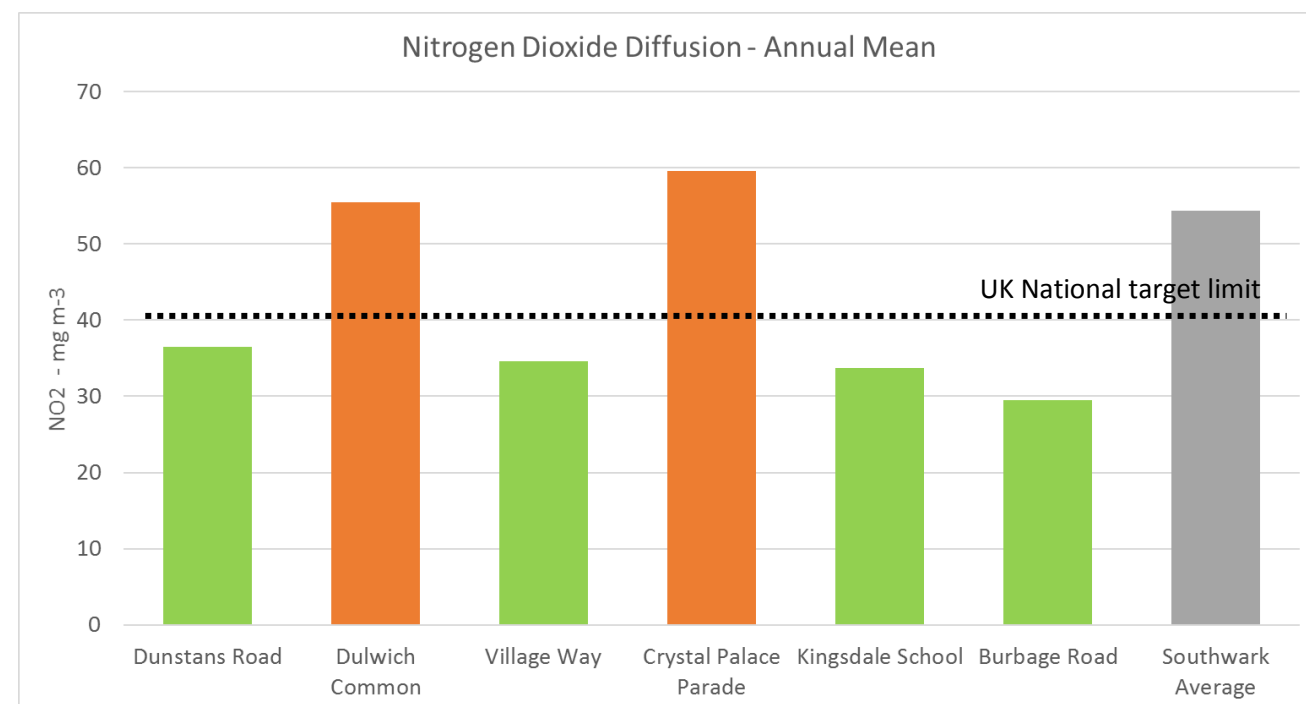
Figure 8.1 shows annual mean levels for each location in Dulwich and a comparison with the Borough average based on all 86 stations. Two of the stations, located along the busiest surveyed roads (Dulwich Common and Crystal Palace Parade), show mean values above the Borough average and above the National Target limit. All other locations currently show mean values within the set limit.

Other parameters (such as Particulate Matters PM10) are not specifically monitored in Dulwich, but are monitored by two Monitoring Stations in Southwark, located along Old Kent Road and in Elephant and Castle. Value recorded in 2016 show mean values below the UK limit target in both locations.

Table 8.1: Nitrogen Dioxide Annual Mean (source: Southwark Air Quality Annual Status Report 2016)

Location	Station Code	Annual Mean Nitrogen Dioxide Diffusion mg m ⁻³
Dunstans Road	SDT 8	36.45
Dulwich Common	SDT 9	55.46
Village Way	SDT 10	34.57
Crystal Palace Parade	SDT 48	59.54
Kingsdale School	SDT 52	33.66
Burbage Road	SDT 53	29.47
Southwark Average		54.34

Figure 8.1: Nitrogen Dioxide Annual Mean (source: Southwark Air Quality Annual Status Report 2016)



Air Quality 2012 – 2017 Action Plan Progress

The Annual Air Quality Status Report includes a summary of progress made against the objectives set in the Air Quality Action Plan. The latest Report, published in April 2017, listed the following Air Quality progresses in relation to transport and public realm:

- Ongoing Implementation of Cycle Quietways and cycle parking schemes.
- Implementation of traffic management schemes to improve public realm for pedestrians
- Anti-idling railing banners across the Borough (70 already installed – 30 at primary schools, 40 along the roadside)

In parallel, it recorded some of the objectives that still need to be actioned:

- Increase in Car Club Spaces
- Authorisation of vehicle idling enforcement officers
- Support to the Mayor of London proposals to extend the ULEZ boundary to the North and South Circular (Dulwich Common)

Air Quality 2017 – 2022 Action Plan Objectives

In April 2017, Southwark has published an Air Quality Action Plan for the following 5 years. Building on the progress made on the previous plan, a new list of objectives has been set.

The list, ranging from short to long term actions, includes a number of items targeting transport and movement in the Borough, including:

- All new Highway projects proposed to be assessed against the TfL’s Healthy Streets criteria
- Explore the inclusion of vehicle idling enforcement into the current Parking Enforcement Contract and authorise the Council’s staff & Parking Enforcement Officers to issue PCN for vehicle idling offences
- Encourage employees of businesses in Southwark to walk or cycle through the promotion of business specific travel plans
- Work with TfL to increase the percentage of bus routes using low emission vehicles year on year
- Promote School Travel Plans & increase the number of schools attaining TfL STARS Silver or Gold accreditation each year
- Pilot School Streets at 5 primary schools or nurseries
- Increase the quantity of green infrastructure in the Borough

Ultra-Low Emission Zone (ULEZ)

Air Quality is a key policy priority for London at the moment and a weekday Toxicity Charge (T-Charge) has already been introduced in central London for the oldest vehicles on top of the £11.50 Congestion Charge (C-Charge). The second phase of implementation will be the introduction of the Ultra-Low Emission Zone (ULEZ) from April 2019 to replace the T-Charge and cover the same central area, alongside and on top of the congestion charge, in operation 24 hours a day, seven days a week, 365 days a year.

The third phase of the plans, to extend the ULEZ up to North and South circular roads for all vehicles from 25 October 2021, have been recently consulted on, with the public consultation closed at the end of February 2018. Should public support be favourable it would mean that ULEZ standards would be applied London wide for buses, coaches and lorries from 26 October 2020 and for cars, vans and motorbikes (with limited exemptions) up to the North and South circular roads from October 2021.

This proposal is likely to have long-term implications for Dulwich as half of the area would be situated within the ULEZ boundary and the other outside of it. Southwark Council is likely to need to work with TfL to

understand the implications in terms of traffic displacement and safety and possible mitigation that TfL is likely to put in place.

Key Considerations

- Dulwich Common and Crystal Palace Parade, show mean values above the Borough average and above the National Target limit for Nitrogen Dioxide. All other locations currently show mean values within the set limit.
- Air quality objectives to 2022 focus on actions to encourage behaviour change, introduce additional green infrastructure and working with TfL to upgrade the public transport fleet in the borough.
- ULEZ extension to South Circular Road is the air quality initiative likely to have the greatest impact on the area and close collaboration with TfL will be required to make sure the impacts on the local community are well understood and mitigated.

9 Access to Schools

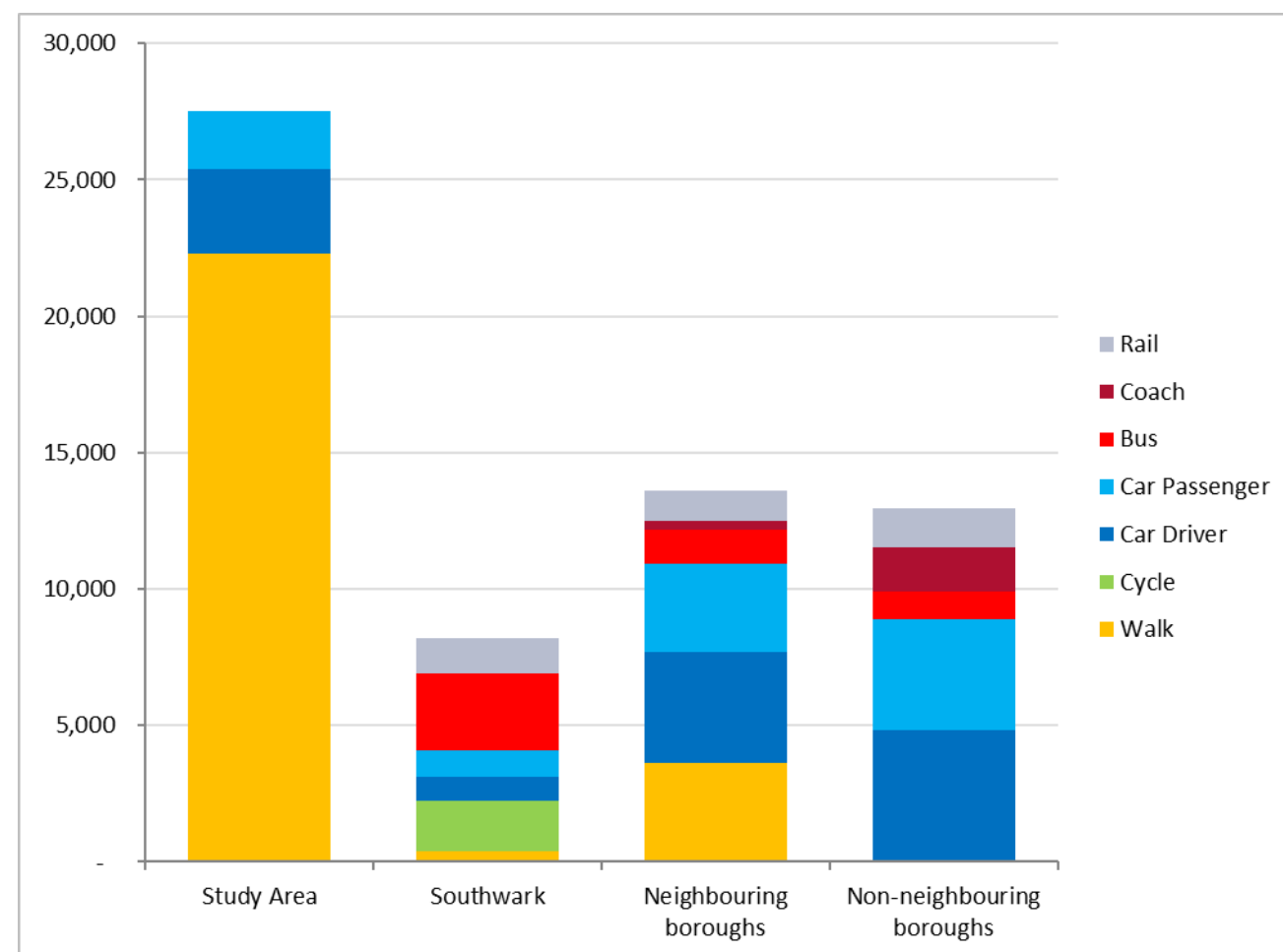
As mentioned in the Chapter on Pedestrian environment, access to schools is a crucial theme in the area, given the exceptional concentration of schools, significantly contributing to local and wider transport demand.

LTDS (2010-2015) data includes a sample of trips with educational purpose (both made by pupils and by parents picking up/dropping off children). Due to the relatively small sample size, it cannot be considered an exhaustive representation of the reality, but it gives an indication of patterns and trends.

Most of the local trips are made on foot but there is a significant number of pupils escorted to school by car from further locations.

Coach services (described in the section below) represent a notable share within long-distance trips, with numbers higher than any public transport. Cycling does not appear to be a relevant mode of travel to school, except for children from neighbouring parts of Southwark.

Figure 9.1: Trips to Dulwich with educational purpose by mode and origin (Sample: 62,000 trips over 5 years)



Coach Services

Four of the educational institutions located in the area (the 'Foundation Schools': Dulwich College, James Allen's Girls' School, Alleyn's School as well as Dulwich Prep London) collectively provide a network of coach services to their pupils, travelling from a wide spectrum of locations across South and Central London.

Figure 9.2: Coaches parked at Dulwich College



Figure 9.3: Coach turning from East Dulwich Grove onto Lordship Lane



The impact of these coach services on local traffic has become a concern for residents, who perceive them as a potential source of congestion during the AM peak as well as a safety and environmental hazard.

A study developed by Alan Baxter in 2016 on behalf of the Schools underlined the following issues:

- Coach transit on Calton Avenue impacting negatively on residential amenity and posing a danger for cyclists
- Congestion on the road network surrounding the schools during AM peak
- Coach idling (environmental impact when engines are left running)
- Limited capacity for coach parking on-street, causing blockages, particularly on Townley Road

Potential opportunities suggested in the report include:

- Reroute services from Calton Avenue to Dulwich Village in the AM peak
- Start services from Dulwich College in the PM peak, to prevent coaches from waiting for a long time along Townley Road
- Provide additional coach holding locations, on-street (Gallery Road) or off-street (private land)
- Changes to carriageway layout in proximity of the schools, to improve drop off/pick up

Traffic or drop-off exclusion zones around schools

Another significant issue raised in the study and not directly connected to the coach services, relates to congestion due to the number of parents dropping pupils off close to the school entrances.

A set of traffic planning measures is proposed within the study to address this issue:

- Introduce 'exclusion zones' for pick up and drop off, forcing parents to drop off children within walking distance from the schools rather than at the school gate
- Introduce remote reception areas where teachers or other school staff receive pupils and then form a walking bus to take pupils safely to school

A proposal similar to the exclusion zone was already brought up by residents in response to the Quietway consultation. Residents proposed to restrict the entry of traffic into a defined zone around the Dulwich Quietway – particularly around Calton Avenue and Turney Road – at peak times when pupils are making their way to and from the area's schools (7:30am to 9am and 3pm to 5pm).

The intention of a timed traffic restriction would be to take traffic away from the residential roads during school times forcing it to stay on to the main roads. However, since a significant part of the existing traffic in residential areas is generated by parents dropping their children at school, this solution risks shifting the drop-off activity onto main roads with implications for congestion and safety of children.

Key Considerations

- A review of school coach services has underlined the potential areas of improvements:
 - An optimisation of operations can bring significant benefits, reducing the number of coaches and improving their routes through the area to avoid critical locations
 - These could be combined with infrastructural improvements (such as provision of holding locations and centralised pick up/ drop off facilities)
- Other measures to reduce the impact of drop-off activities on traffic should focus on addressing behavioural changes in relation to those pupils being escorted to school by car/private vehicle

10 Road Safety

Historic casualty data from 2004 to 2015 has been analysed, with particular attention to records in the last three years (2013-2015).

Only a slight decreasing trend can be noticed when looking at yearly data, with the share of serious and fatal collisions decreasing in the last five years. In regard to modal split, casualties to vulnerable users (cyclists and pedestrians) have been approximately constant in recent years but their share over the total has increased: considering the parallel increase in residents cycling and walking, this trend is expected.

As visible on the map opposite, Lordship Lane shows the highest concentration of casualties, particularly around junctions with Barry Road, Dulwich Common and East Dulwich Grove. The section of Dulwich Common between Gallery Road and College Road is the second most relevant hotspot.

Figure 10.1: Casualties by severity 2004-2015

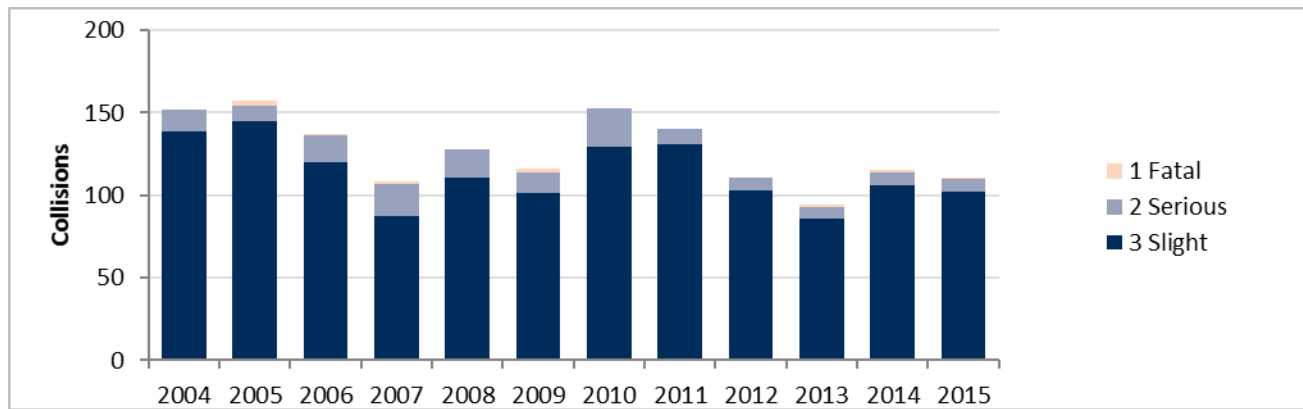
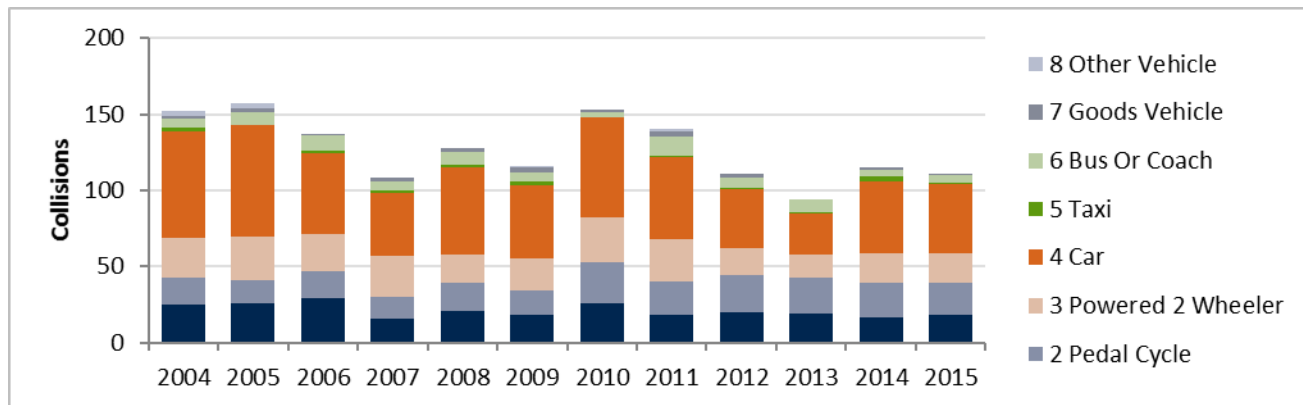


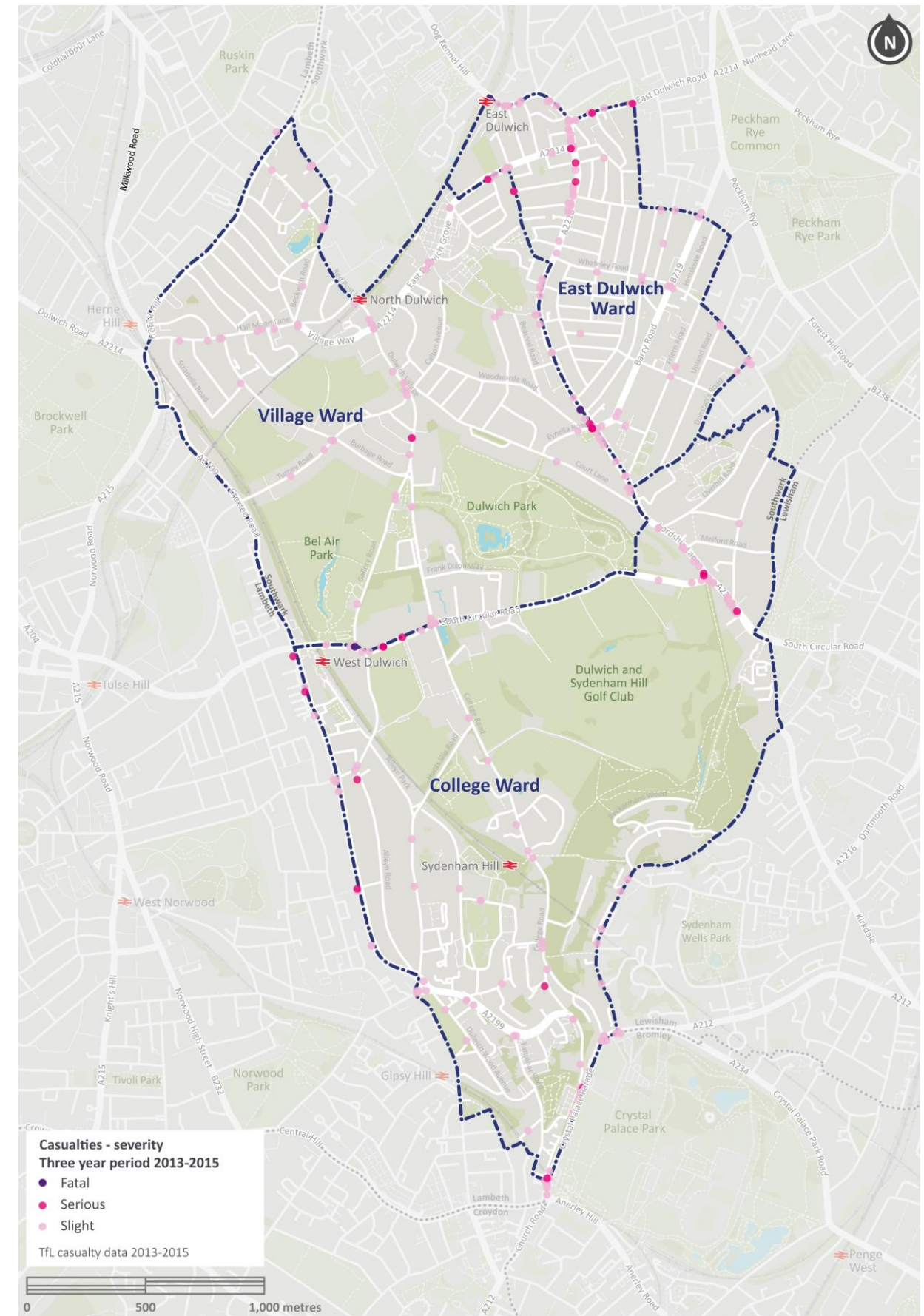
Figure 10.2: Casualties by mode 2004-2015



Density of casualties in Dulwich is 3.9 per km of road, much lower than the borough figure (7 casualties/km).

	Casualties 2013-2015	Road Network	Visual Representation	Density
Southwark	3149	448.95 km		7 casualties per km of road in 3 years
Dulwich	320	82.07 km		3.8 casualties per km of road in 3 years

Figure 10.3: Casualty severity map



Pedestrians

The number of casualties involving pedestrians is in line with Southwark's average figure. The locations with the highest shares in the last three years, correspond with the commercial parades with the most intense kerbside activity:

- Lordship Lane between East Dulwich Grove and Townley Road
- Barry Road
- Crystal Palace Parade
- Junction between Dulwich Common and Lordship Lane

Table 10.1: Pedestrian casualty hotspots

Location	Total casualties recorded 2013-2015	Casualties involving pedestrians	Percentage over total
Lordship Lane	18	8	44%
Lordship Lane / East Dulwich Grove	9	4	44%
Barry Road	12	4	33%
Study Area	320	54	17%
LB Southwark	3149	620	20%

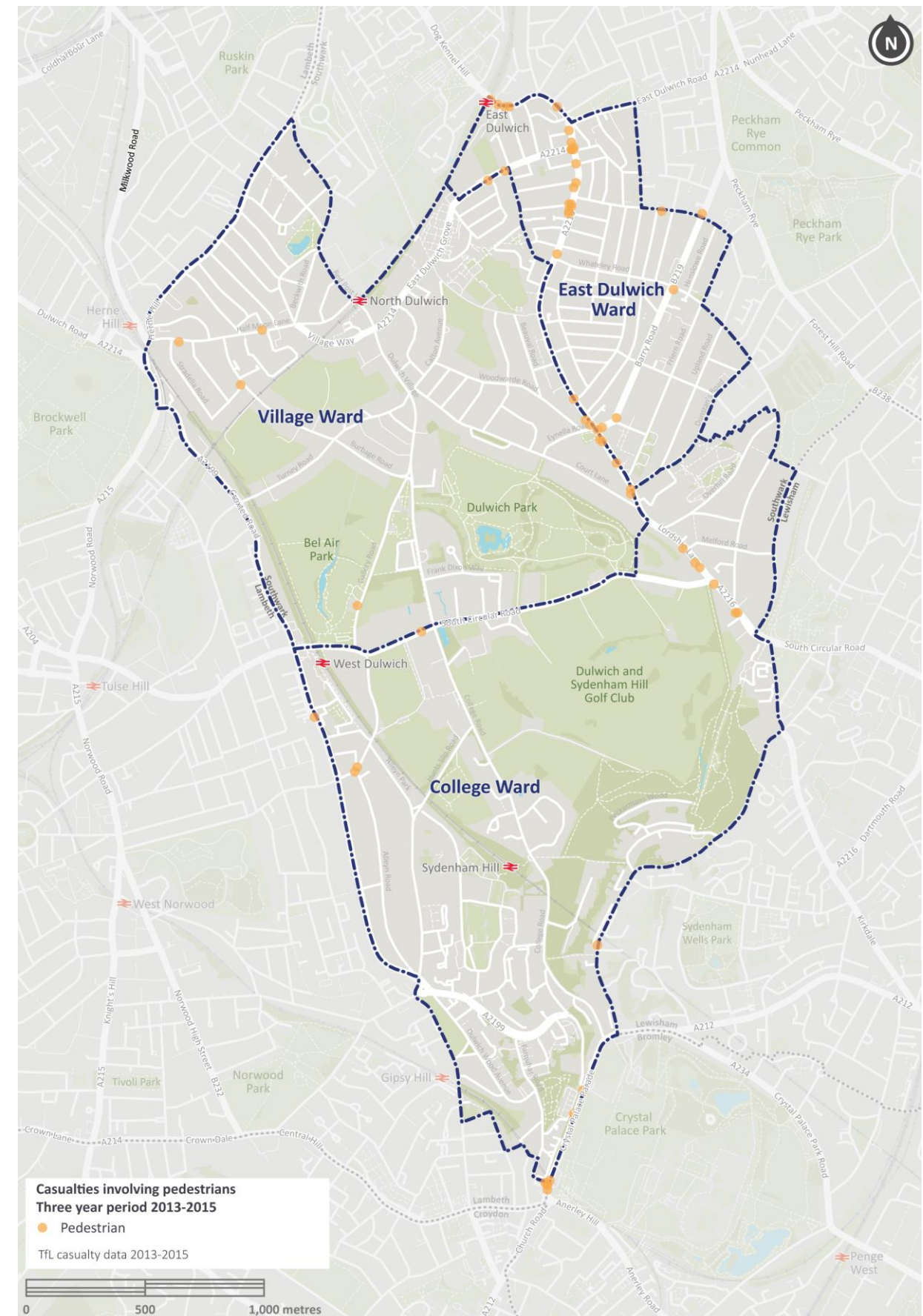
It is interesting to notice that none of the station areas fall within the hotspots for casualties involving pedestrians, despite the extremely high numbers of people walking to the stations. This can potentially demonstrate that places with usually high levels of interactions between vulnerable users and general traffic might induce safer and more careful behaviour in all users.

Interestingly, Barry Road/Etherow Street is a pedestrian casualty hotspot, but also the location with the largest concentration of casualties involving children (3 in 3 years), probably related to the proximity of a St Anthony's School: the main cause appears to be the lack of crossing visibility due to buses standing along the kerbside.

Figure 10.4: Junction Barry Road/Etherow Street



Figure 10.5: Pedestrian casualties by location



Cyclists

Looking at collision data, casualties involving cyclists do not appear to represent a notable issue within the study area. Over the last three years 20% of road casualties in the area have affected cyclists, against an average of 30% in the Borough.

However, some locations show extremely high shares in the last three years, confirmed by an analysis of the trends over the last decade. The most notable ones are:

- College Road (particularly in proximity of junctions with Kingswood Drive and Woodhall Drive)
- Crystal Palace Parade roundabout (Borough Boundary with Bromley)
- Lordship Lane / East Dulwich Grove

The highest concentration occurs at the junction between College Road and Kingswood Drive, where cyclists turn across the main traffic flow to follow the LCN route.

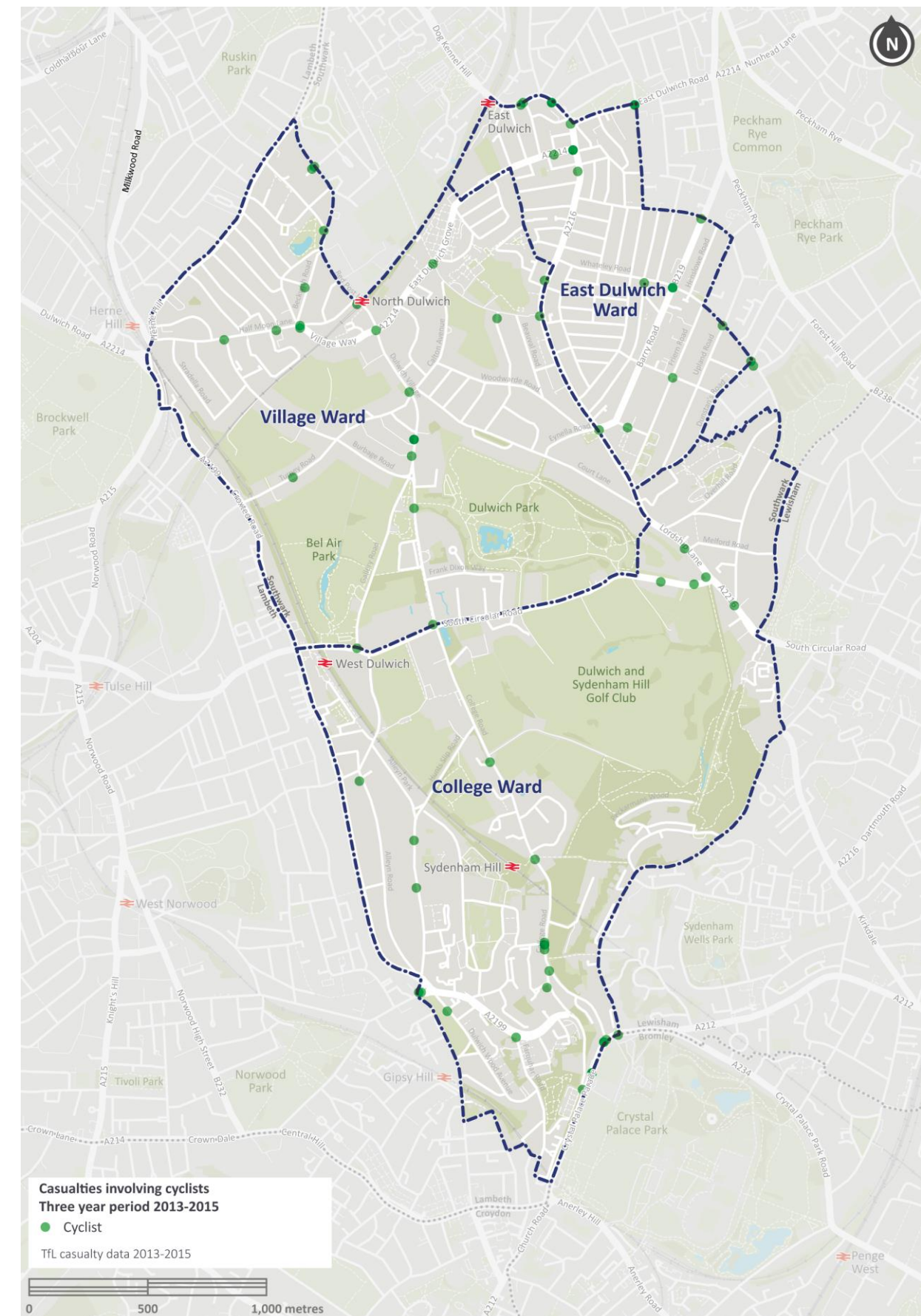
Table 10.2: Cycle casualty hotspots

Location	Total casualties recorded 2013-2015	Casualties involving cyclists	Percentage over total
College Road j/w Kingswood Drive	9	8	88%
Lordship Lane / Grove Vale	8	4	50%
Crystal Palace Parade	10	4	40%
Study Area	320	67	20%
LB Southwark	3149	870	28%

Figure 10.6: Junction College Road/Kingswood Drive; Crystal Palace Parade Roundabout



Figure 10.7: Cycle casualties by location



Buses/Coaches

In 2013-2015, the incidence of casualties involving buses in the area has been slightly lower than the borough average. These occurrences have been clustered around very few locations, particularly:

- Crystal Palace Parade/College Road
- East Dulwich Grove
- Red Post Hill (between Denmark Hill and half Moon Lane)

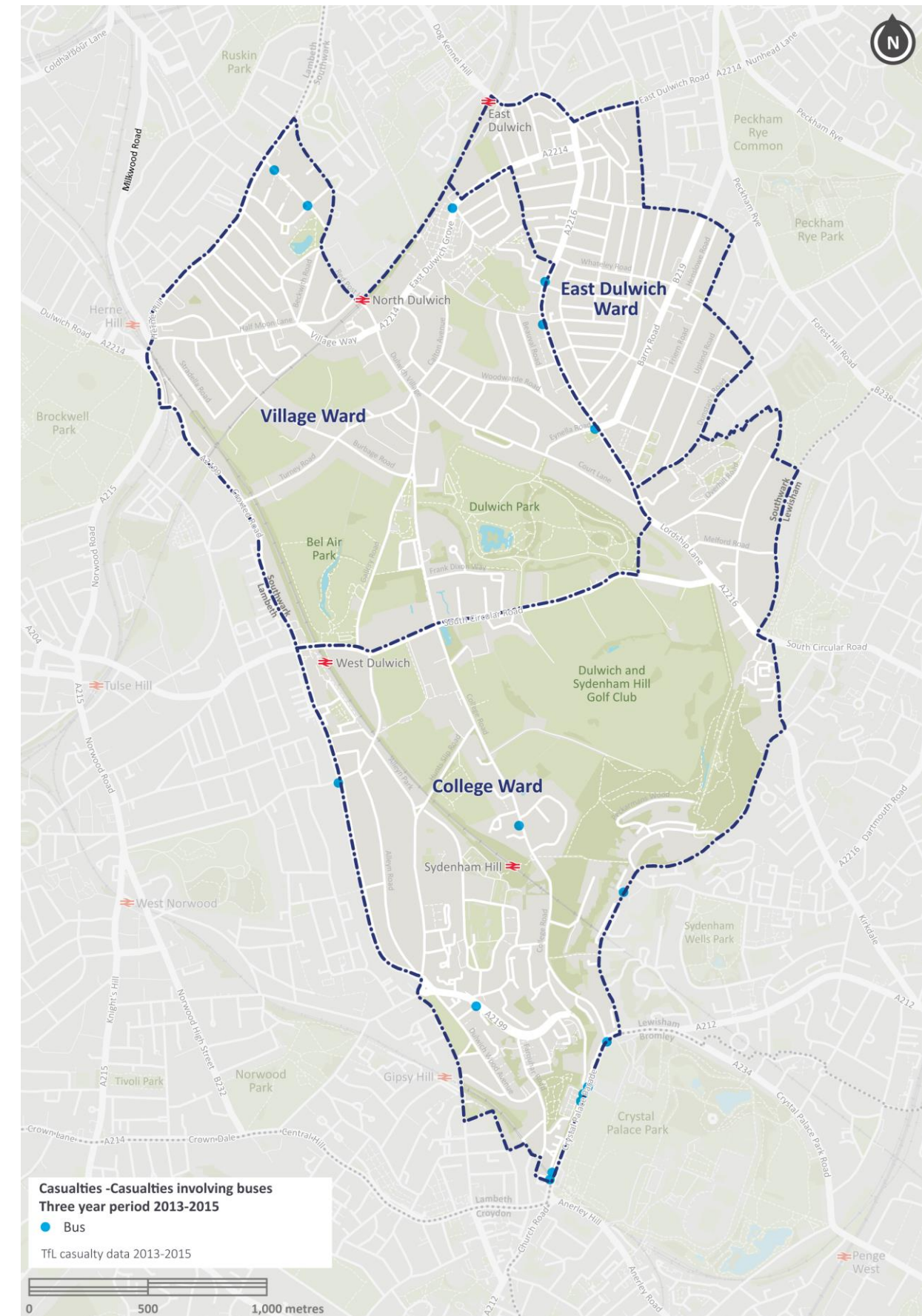
The concentration around Crystal Palace Parade could be partly due to the very high frequency of buses in and out the bus station.

Table 10.3: Bus casualty hotspots

Location	Total casualties recorded 2013-2015	Casualties involving bus passengers	Percentage over total
Crystal Palace Parade	10	3	30%
East Dulwich Grove	6	2	33%
Red Post Hill	5	2	40%
Study Area	320	17	5%
LB Soutwark	3149		7%



Figure 10.8: Bus casualties by location



General traffic

In the study area, collisions resulting in casualties for motorised private vehicle users have a larger share over the total number if compared to the corresponding figure at Borough level. The location of clusters of collisions shows different hotspots when compared to clusters for vulnerable road users.

The junction between Lordship Lane and Barry Road shows the largest number of casualties, with a high percentage of rear to front collisions. Dulwich Common shows concentrations of collisions around the uncontrolled T-junctions of Gallery Road and Alleyn Park and at the junction with Lordship Lane. Dulwich Wood Park is also a predictable hotspot, due to the sharp set of bends, the wide dual carriageway and the series of uncontrolled give way junctions.

It is also worth noting that the junction between Dulwich Common and Lordship Lane shows the highest concentration of casualties involving motorcyclists (42%).

Table 10.4: General traffic casualty hotspots

Location	Total casualties recorded 2013-2015	Casualties involving general traffic	Percentage over total
Junction Lordship Lane/Barry Road	14	10	72%
Dulwich Common	10	9	90%
Dulwich Wood Park/College Road	9	7	77%
Study Area	320	182	56%
LB Southwark	3149	1426	45%

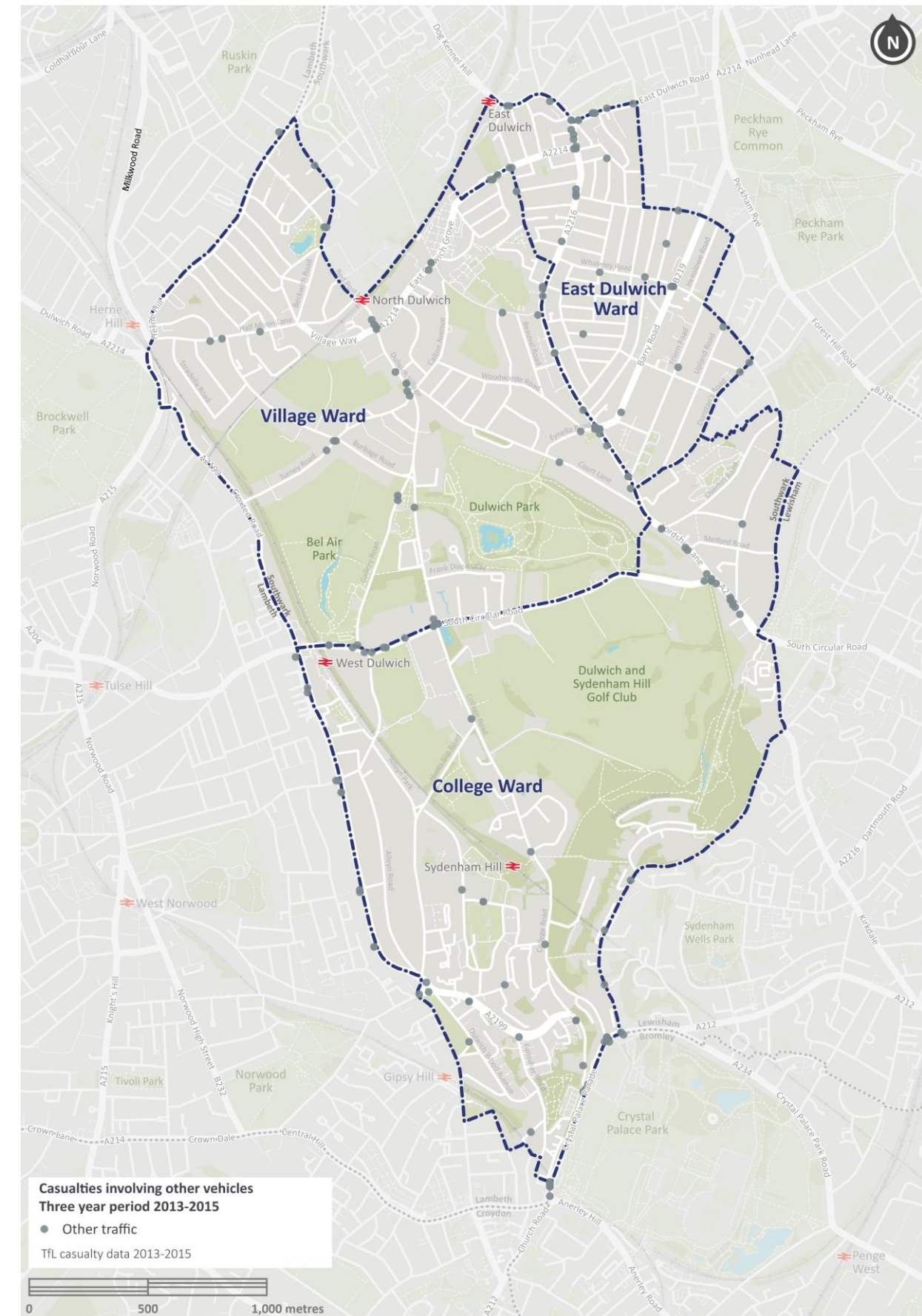
Figure 10.9: Junction Lordship Lane/Dulwich Common; carriageway along Dulwich Wood Park Road



Key Considerations

- Total number of casualties in Dulwich has been decreasing in the last five years, but the share of casualties involving vulnerable users is increasing
- Issues related to safety for pedestrians and buses are noted at the Barry Road/ Etherow Street junction
- Kingswood Drive and Crystal Palace Parade roundabout are the main hotspots for cycle casualties: Quietway 7 could potentially provide an alternative safer N/S route
- Several casualties are clustered around the junctions along Lordship Lane (Dulwich Common, Barry Road, East Dulwich Grove)

Figure 10.10: General traffic casualties by location



Section 2

Public Engagement

1 Introduction

One of the key aims of the study was to engage with the local community and Councillors to understand the main concerns of residents and users of the area and reflect these in the proposals going forward, alongside the evidence and the assessment against key policy objectives such as Healthy Streets.

Between November 2017 and January 2018, we collected and analysed feedback received from the Kerbside Consultation conducted by Southwark Council, as well as written contributions from residents, community groups and Councillors regarding movement and traffic within the Wards of East Dulwich, Village and College (grouped into the 'Dulwich Area').

In preparation of the two rounds of public engagement, the feedback provided in the Kerbside Consultation conducted by Southwark Council and pertinent to the Dulwich area has been analysed. This consultation took place between 24th February 2017 and 28th April 2017. In Dulwich, there were 117 comments made, alongside 54 'agreements' (respondents agreeing with a previous comment made by another respondent). Main concerns related to provision for cycling and cycling infrastructure (approximately 80% of comments), particularly on College Road, Crystal Palace Road, Alleyn Park Road and Faraquhar Road. Other key concerns raised related to rat-running, traffic speeds, parking, lighting, reinstating or developing heritage/scenic quietways for walking and cycling.

Section Structure

In this section we describe the engagement process and the main issues raised at each of these stages. The section is divided into four chapters, of which this forms the introduction. The structure of the remaining chapters is as follows:

- **Chapter 2** describes Round 1 of public engagement and its outcomes
- **Chapter 3** outlines the resulting list of proposals
- **Chapter 4** covers Round 2 of public engagement and its outcomes

2 Dulwich public engagement (Round 1)

To inform the definition of proposals, on 1st November 2017, the study was introduced at the Dulwich Community Council and an invitation for contributions was launched. Residents and users of the area were invited to submit their answer to two key questions that the study sought to answer:

- a) Has the emerging report regarding existing conditions missed anything?
- b) What movement issues/locations/themes should be prioritised, including to make movement healthier and more sustainable?

At the Dulwich Community Council meeting a series of key issues were raised by participants regarding point a) above. These issues mainly concerned additional evidence/discussion regarding:

- the demographic profile of the area and associated accessibility issues for the elderly and those less able to walk longer distances as well as those with disabilities,
- the consideration of impacts of the proposals as well as integration with the wider areas and neighbouring local authorities,
- alignment with the Healthy Streets and Dulwich Vision (Southwark Local Plan) objectives,
- more in depth analysis of air quality, where evidence is available and consideration of school drop-off/pick up times,
- public transport accessibility particularly in the southern part of the study area.

In addition to these overarching points, a series of more specific issues were also raised regarding particular locations and issues such as cycle safety, maintenance and traffic management solutions. These concerns were noted and reflected in the current report as well as in the definition of proposals going forward.

Following the Dulwich Community Council, the presentation and draft existing conditions note were made available on the Council's website and contributions were requested via email by 15th November 2017.

Outcomes of the public engagement (Round 1)

Various issues were raised, mainly relating to the existing levels of traffic in the area, and the urgency to address these problems whilst respecting people's need to move around.

The road network in the area is fixed and difficult to expand, given the constraints posed by the existing urban fabric and the valuable network of parks and green spaces: existing bottlenecks inside and outside the area influence the capacity of the network, and the fact that streets also play the role of key public spaces for community uses (retail, leisure, sport) increases the importance of balancing requirements of all users.

For these reasons, it is crucial to make the most efficient use possible of the available space, encouraging, where possible, use of alternative modes: walking and cycling, by providing safe, attractive and direct connections and by taking advantage of the existing chain of green spaces; public transport, by improving the accessibility of rail stations in collaboration with Network Rail, and by working with Transport for London to improve reliability, capacity and priority of bus services.

In parallel, the aim is to minimise the negative impacts of the remaining traffic, focusing on addressing the issues highlighted by feedback on road safety (speed, visibility, etc.), air quality and rat-running.

Suggestions received were summarised under 6 overarching themes: air quality, walking, public transport accessibility, traffic calming, cycling and parking.

Air Quality

Air quality improvement and reduction of vehicle emissions are key objectives in the agenda of every London Borough: residents' consultations have raised concerns regarding air quality in the Dulwich area, particularly affected by through traffic diverting onto residential streets from main roads, and by vehicles idling for pick-up/drop off activities.

Walking

The analysis of movement in Dulwich highlighted that the majority of local trips within the area are undertaken on foot (65% of all internal trips). For this reason, the feedback received highlighted the need of residents of all walks of life (particularly children, elderly and impaired users) to be prioritised.

Accessible and comfortable pedestrian facilities are important to allow all residents, particularly those with walking difficulties, to access public transport, services and commercial activities: improvements to footways have been requested along Lordship Lane, the main transport and retail corridor in the area, particularly in the section between the South Circular and Dulwich Library; improvements to lighting and pavement on some of the pedestrian-only alleyways to stations (such as Glazebrook Close near West Dulwich) are also suggested.

Public Transport Accessibility

Feedback from residents highlighted the need for better public transport accessibility, particularly in those areas that are located further away from railway stations. Access to services such as local hospitals is considered one of the main difficulties. Other responses asked for improvements to the stations' environment (such as step-free access, cycle parking, enhanced pedestrian connectivity).

Traffic Calming

The impact of vehicular traffic on the liveability of the area is one of the main concerns raised by residents and speed calming measures have been highlighted in their feedback. These suggestions also align with findings from the evidence base where monitoring has revealed that average speeds are still higher than the recently introduced 20mph limit.

Some residents have highlighted problems caused by pedestrian central reservations in some locations (such as along Red Post Hill and Herne Hill) and suggest replacing them with cycle facilities on the side, whilst other users asked for more pedestrian islands, since these facilities act both as aid for pedestrians and as traffic calming measures.

Cycling

Cycling has increasingly become the mode of movement for many residents in Dulwich in recent years (particularly in the Village, where more than 10% of residents commute to work by bike).

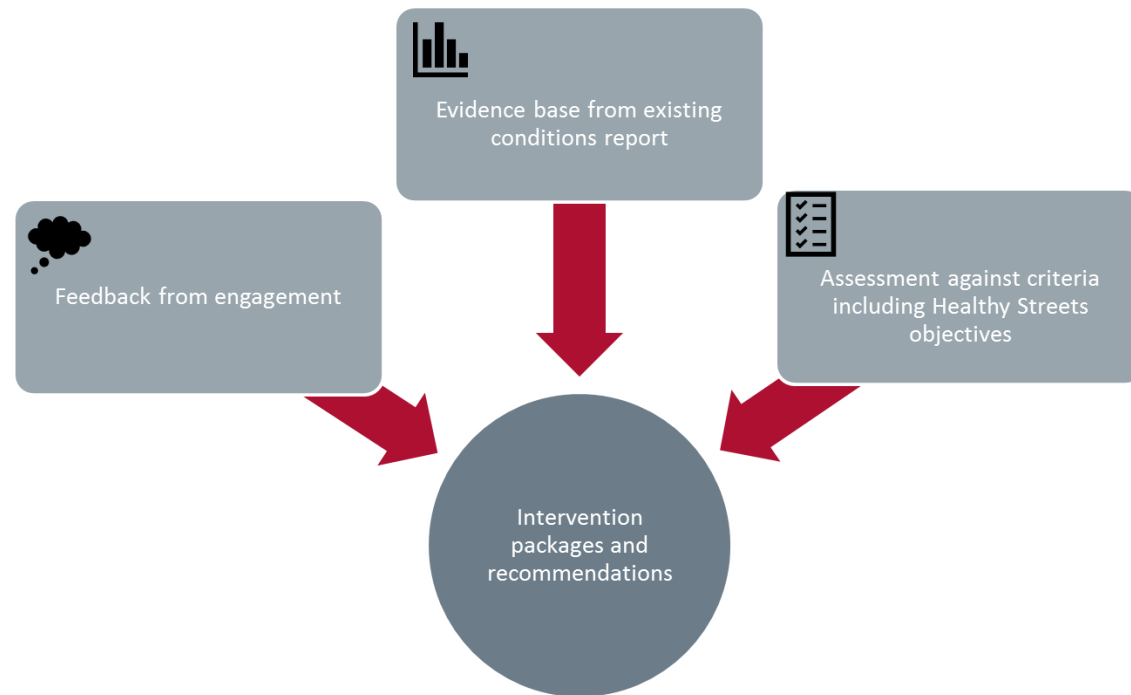
Many have made suggestions to improve the available cycle facilities, particularly along the existing designated routes (for example along Kingswood Drive/Fountain Drive and Farquhar Road) at the access to contraflow cycle lanes on one-way roads (Melford Road, Etherow Street). Many concerns have been raised regarding the impact that the Quietway 7 scheme could have on the residential area, particularly during school times, when the roads around Calton Avenue and Towley Road are extremely busy.

Parking

Dulwich retains high car ownership levels, and on-street parking pressure is significant on most residential roads. In recent years, Controlled Parking Zones have been introduced on some local roads. These changes have brought the side effect of shifting some of the parking demand on areas where unrestricted parking is available.

3 Dulwich public engagement (Round 2)

The contributions received during the first part of the engagement process, together with the evidence base and wider Southwark policy objectives have informed a series of proposals which then formed the basis of the Round 2 public engagement.



A list of relevant proposals has been defined under each theme. These proposals were circulated to Councillors for initial feedback and suggestions and the list updated to reflect their immediate suggestions.

List of proposals for Round 2 engagement

The list of proposals included in the engagement are described over the following pages:

Proposal ID	Air Quality	Walking	PT Accessibility	Traffic Calming	Cycling	Parking	Proposal	Location	Description
Focus: Air Quality									
1							Manage the impact of school pick up - drop off activity	Alleyn Park	In collaboration with Dulwich Prep London, Kingsdale Foundation School and the local community define, implement and monitor a programme to reduce the impact of pupils' drop off/pick up activities on local congestion and air quality (e.g. review and monitor the implementation of travel plans, implement awareness campaigns for parents etc.).
2							Review the feasibility of implementing 'no-idling zones' around schools	Alleyn Park, Calton Avenue/Townley Road and other school zones	Investigate feasibility of implementing 'no idling zones' around schools to minimise idling and improve local air quality.
3							Burbage Road and surrounding: weight restrictions	Burbage Road	Introduce weight restrictions along Burbage Road and surrounding local streets, to prevent heavy vehicles from using this as cut through.
4							Calton Avenue/Townley Road: school coach services (review operations)	Calton Avenue	Liaise with Foundation Schools to review coach operations.
5							Calton Avenue/Townley Road: school coach services (standing facilities)	Calton Avenue	Provide alternative standing facilities for coaches to avoid idling along residential roads/in front of schools.
6							Electric Vehicle (EV) charging points	Area Wide	Review demand for EV charging points in the area and develop implementation strategy accordingly.
Focus: Walking									
7							Lordship Lane: pedestrian environment improvement	Lordship Lane	Improve the quality of pedestrian environment along Lordship Lane by considering: pavement renewal, dropped kerbs and improved accessibility for impaired users, improved crossing provision.
8							Alleyn Park/South Circular/College Road: review junction layout	Alleyn Park / South Circular/College Road	Improve crossing facilities at junctions and introduce traffic calming measures on approaches to improve journeys to/from schools.
9							Facilitate pedestrian connectivity at junction Hunts Slip Road / Alleyn Park	Hunt Slip Road	Introduce raised table on Hunt Slip Road to improve crossing for pedestrians, particularly children to/from schools.
10							Hunts Slip Road: speed calming and crossing facilities	Hunt Slip Road	Improve crossing facilities near school access to increase safety. Consider road narrowing and speed calming measures on approach to crossing.
11							Dulwich Park: pedestrian and cycle routes	Dulwich Park	Improve wayfinding for cyclists and pedestrians.
12							Etherow Street/Barry Road: junction improvement	Barry Road / Etherow Street	Improve visibility of contraflow cycle link.
13							Alleyn Park: improvements to pedestrian and cycle environment	Alleyn Park	Review cycle and pedestrian facilities with the view to improve journey to school by foot/bike. Investigate feasibility of introducing cycle facilities (shared or segregated).
14							Kingswood Drive/Dulwich Wood Park: junction improvements	Kingswood Drive	Introduce traffic calming measures (raised treatment, build outs, etc.) on approach to junction; improve pavement conditions and road markings.
15							Dawson Estate: cycle and pedestrian	Overhill Road	Improve cycle and pedestrian paths through estate.

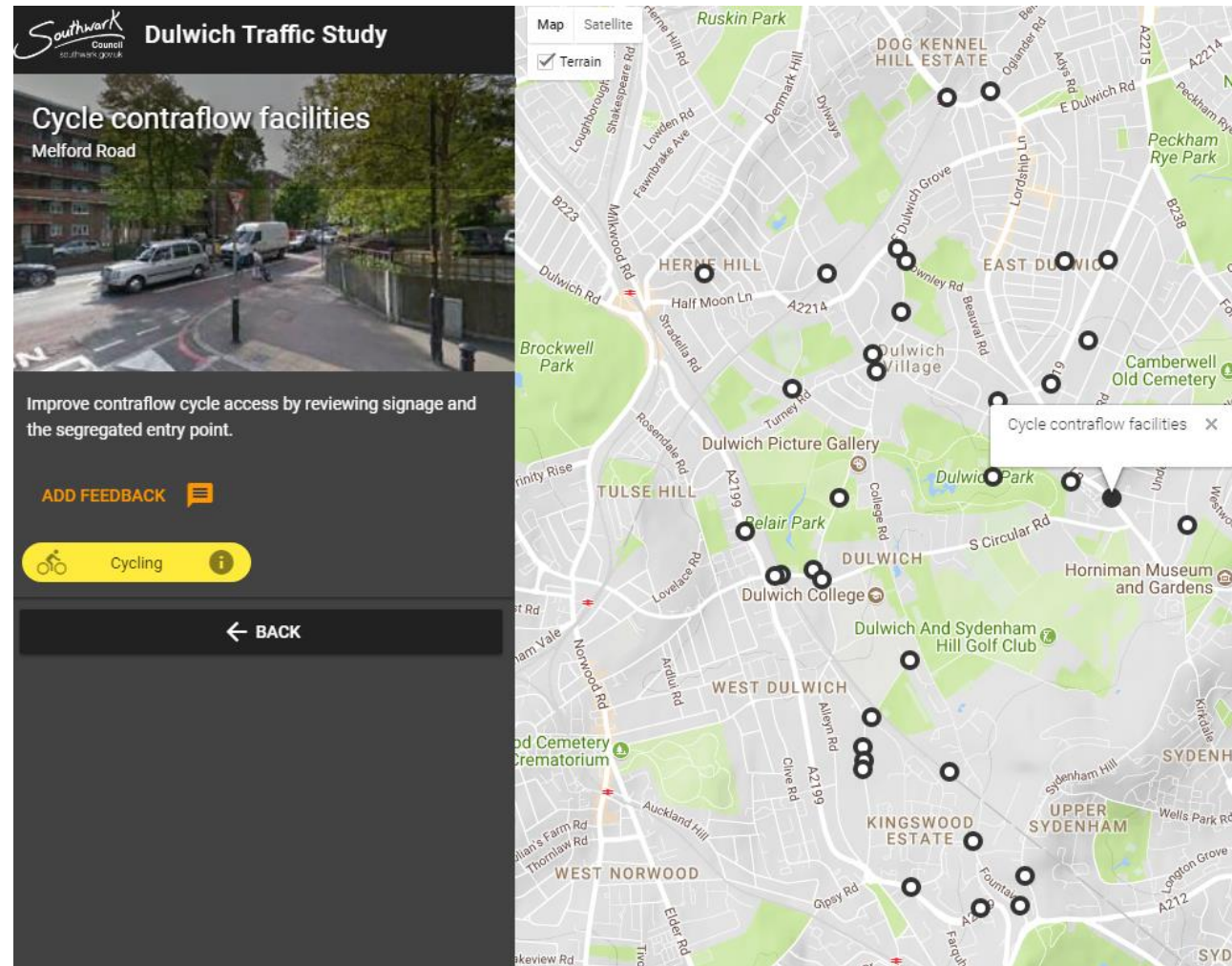
Proposal ID							Proposal	Location	Description
	Air Quality	Walking	PT Accessibility	Traffic Calming	Cycling	Parking			
									connectivity
16							Wood Vale: pedestrian environment	Wood Vale	Improve the quality and maintenance of pavement (currently uneven and in bad conditions).
Focus: Public Transport Accessibility									
17							Review of bus network	Area Wide	Review of bus network, particularly in the southern part of the study area with specific focus on improving connectivity to public services (hospitals).
18							West Dulwich Station: cycle and pedestrian connectivity	Glazebrook Close	Improve cycle and pedestrian paths along railway linking into Glazebrook Close.
19							West Dulwich: station improvements	West Dulwich	Improve access and interchange at station (e.g. connections with pedestrian links in the vicinity, declutter footways, repave, improve lighting and wayfinding, provide additional cycle parking, provide real time bus information).
20							North Dulwich: station improvements	North Dulwich Station	Improve access and interchange at station (e.g. connections with pedestrian links in the vicinity, declutter footways, repave, improve lighting and wayfinding, provide additional cycle parking, provide real time bus information).
21							East Dulwich: station improvements	East Dulwich Station	Improve access and interchange at station (e.g. connections with pedestrian links in the vicinity, declutter footways, repave, improve lighting and wayfinding, provide additional cycle parking, provide real time bus information).
22							Sydenham Hill: station Improvements	Sydenham Hill Station	Improve access and interchange at station (e.g. connections with pedestrian links in the vicinity - from College Road, from Kingswood Estate, declutter footways, repave, improve lighting and wayfinding, provide additional cycle parking, provide real time bus information).
47							Step-free access at stations	Area Wide	Liaise with Network Rail to review the introduction of step-free access for passengers at stations in the study area.
Focus: Traffic Calming									
23							Crystal Palace Road: rat running	Crystal Palace Road and surrounding streets (between Lordship Lane and Barry Road)	Review circulation arrangements within residential roads to minimise rat running (e.g. introduction of localised one-way sections, filtered permeability, weight restriction etc.)
24							Calton Avenue and surrounding area: rat running	Dovercourt Road, Gilkes Crescent, Woodwarde Road and residential area surrounding Calton Avenue	Review circulation arrangements in conjunction with Quietway proposal to prevent rat running (e.g. introduction of one-way sections, filtered permeability, weight restriction etc.)
25							Ruskin Walk/Hollingbourne Road: rat running	Ruskin Walk, Hollingbourne Road	Implement measures to prevent rat-running and speeding (e.g. filtered permeability, one-way system, weight restrictions etc.)
26							Gallery Road: speed calming	Gallery Road	Provide traffic calming measures and work with police to enforce 20mph speed limit.
27							Dulwich Wood Park: speed calming and enforcement	Dulwich Wood Park	Work with police to enforce 20mph speed limit
28							Sydenham Hill: speed calming and enforcement	Sydenham Hill	Introduce speed calming measures (e.g. localised carriageway narrowing/ build outs) and work with police to enforce 20mph speed limit.

Proposal ID							Proposal	Location	Description
	Air Quality	Walking	PT Accessibility	Traffic Calming	Cycling	Parking			
29							Croxted Road: speed calming and enforcement	Croxted Road	Introduce speed calming measures (e.g. localised carriageway narrowing/ build outs) and work with police to enforce 20mph speed limit.
30							Barry Road: speed calming and enforcement	Barry Road	Work with police to enforce 20mph speed limit.
31							Underhill Road: speed calming	Underhill Road	Introduce traffic calming measures (e.g. improved speed humps, raised treatments at junctions, pedestrian refuge islands, kerb buildouts etc.)
32							Dulwich Village / Court Lane / Calton Avenue: junction monitoring	Dulwich Village / Court Lane / Calton Avenue	Monitor and evaluate junction performance post implementation of TfL Quietway 7.
Focus: Cycling									
33							Fountain Drive: lighting	Fountain Drive	Improve lighting to support safer walking and cycling.
34							Fireman's Alley: cycle access	Fireman's Alley	Improve the route for cyclists by defining space for cyclists and pedestrians.
36							Pedestrian and cycle route	Crystal Palace Road, Goodrich Road, Landells Road	Improve wayfinding for cyclists and pedestrians.
37							Pedestrian and cycle route	Lordship Lane, Eynella Road	Improve wayfinding for cyclists and pedestrians.
39							Melford Road: cycle contraflow facilities	Melford Road	Improve contraflow cycle access by reviewing signage and the segregated entry point.
40							Copleston Road: cycle contraflow access	Copleston Road, Oglander Road	Improve contraflow cycle access from Copleston Road/Grove Vale to Oglander Road (particularly signage for both drivers and cyclists).
41							Kingswood Drive/College Road: junction improvements	Kingswood Drive	Extend cycle lane along College Road to link with Kingswood Drive.
Focus: Parking									
42							Belair Park: parking review	Belair Park	Review Belair Park Car Parking usage and, depending on findings, consider better enforcement measures to prevent use for long stays (e.g. commuting)
43							Controlled Parking Zone (CPZ)	Area Wide	Review existing controlled parking zones to identify gaps and issues.
44							Dulwich Village CPZ	Dulwich Village	Investigate the feasibility of introducing a CPZ around Dulwich Village.
45							Emission-based parking charges	Area Wide	Investigate implementation of emission-based parking charges.
46							Cycle parking	Area Wide	Investigate suitable locations for roll out of bike hangars. Focus the review in areas with flats or properties with insufficient hall or front garden space.

Online engagement page

An online page was created with all proposals and a map to help localise them. Each proposal was presented with a short description and with the opportunity to leave a comment. In addition, each proposal was mapped against its corresponding theme.

Figure 3.1: Snapshot of the online engagement page



The community was asked to state their level of support and, where relevant, to leave a comment. The online page was available for five weeks, between the 21st December 2017 and the 24th January 2018.

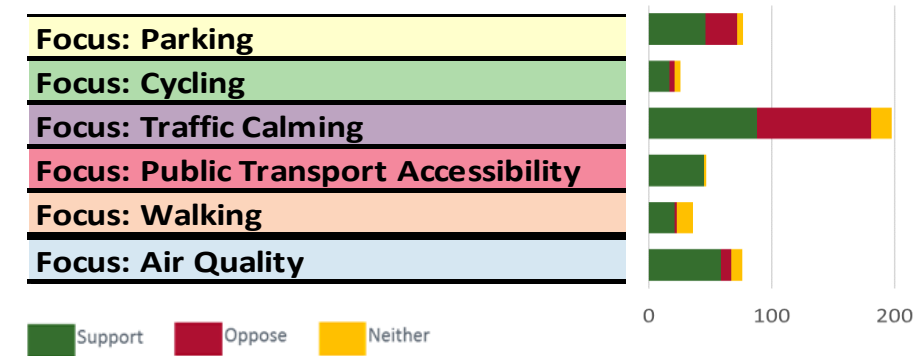
Outcomes of the public engagement (Round 2)

Overall, a total of 460 individual responses from approximately 176 households were received. The proposals under each theme generated varying levels of engagement as follows:

- Air Quality: Good level of engagement (76 contributions) showing overall support for the proposed measures/principles to be taken forward.
- Walking: Low engagement (36 contributions) and no clear support or opposition for the proposals in this category.
- Public Transport Accessibility: Overall support for the proposed measures/principles to be taken forward although not many contributions have been made (47 contributions)

- Traffic Calming: The highest number of contributions (198) with a very tight score between support and oppose. Key principles/concerns that come from the comments will need to be taken into account at later stages of solution development
- Cycling: The lowest number of contributions (26) were made on this topic, although most of them are supportive of the proposals presented.
- Parking: Good level of engagement (77 contributions) with overall support for the proposals presented but also sufficient opposition to be taken into account at later stages of solution development

Figure 3.2: Number of responses and level of support by overarching theme



The 15 proposals with the highest response rate are listed in the table below:

Table 3.1: Proposals with the highest number of responses

ID	Proposal	Location	Total Responses	Support rate
25	Ruskin Walk/Hollingbourne Road: rat running	Ruskin Walk, Hollingbourne Road	90	19%
32	Dulwich Village junction monitoring	Dulwich Village / Court Ln / Calton Ave	30	73%
44	Dulwich Village CPZ	Dulwich Village	29	41%
43	Controlled Parking Zone (CPZ)	Area Wide	28	82%
24	Calton Avenue and surrounding area: rat running	Dovercourt Rd, Gilkes Crescent, Woodward Rd and area surrounding Calton Ave	24	46%
3	Burbage Road and surrounding: weight restrictions	Burbage Road	17	76%
4	Calton Avenue/Townley Road: school coach services	Calton Avenue	17	71%
2	Review the feasibility of implementing 'no-idling zones' around schools	Alley Park, Calton Avenue/Towley Road and other school zones	16	81%
26	Gallery Road: speed calming	Gallery Road	16	75%
47	Step-free access at stations	Area Wide	15	100%
20	North Dulwich: station improvements	North Dulwich Station	14	93%
11	Dulwich Park: pedestrian and cycle routes	Dulwich Park	12	50%
6	Electric Vehicle (EV) charging points	Area Wide	11	82%
23	Crystal Palace Road: rat running	Crystal Palace Road and surrounding streets (between Lordship Lane and Barry Road)	10	60%
29	Croxted Road: speed calming and enforcement	Croxted Road	10	80%

In addition to the support or opposition of the various proposals, all comments submitted have been extracted and grouped by proposal. Overall around 373 issues were raised across all 45 proposals varying from the more general such as 'Concern that CPZ would simply move problem parking to nearby streets where restrictions do not apply' to the specific such as 'Concern that timing of pedestrian green light phase from the corner of Harold George to the cemetery is too short'.

All these have been captured and reported in Appendix A of this report and passed to Council officers.

Additional responses

In addition to the contributions made via the engagement page we received emails from individual members of the community (12) and residents' groups:

- **Court Lane and Court Lane Gardens Residents' Association (COLAR)** – 140 households
- **The Dulwich Society**
- **Dulwich Village Forum** (roughly 2,000 residents and 25 business traders)

Generally, these contributions were not structured for each separate proposal therefore they had to be analysed separately from the main dataset. These contributions raised the following main points:

- Support the immediate monitoring of the Dulwich Village/Court Lane/Calton Avenue junction rather than one year after implementation
- Support recommendations for station improvements, and particularly step-free access
- Support a review of bus services and increasing bus connectivity
- Support a review of junctions and crossing points on busy roads such as the South Circular, Lordship Lane and roads close to schools as well as on estates to improve cut throughs
- Support an area wide parking review instead of a piecemeal approach taking into account the conflicting needs of schools, shops, commuters, visitors and residents
- Support further education, advice and engagement with parents, more publicity should of school travel plans
- Support the implementation of an agreed solution for the coach routes although others expressed concern that these solutions might no longer be applicable
- Support consultation with residents on the implementation of solutions to reduce rat-running, including the introduction of one-way systems, filtered permeability although others have expressed opposition regarding the implementation of one-way restrictions
- Support more proactive enforcement and a review of penalties of the 20mph zone

As with the comments received via the engagement page, all of these comments have been considered and summarised in Appendix A.

These comments have also been passed to Council officers, in order to inform subsequent scheme development and work.

Section 3

Packages for Intervention

1 Introduction

Packages of interventions

Overall, it was considered that, there was sufficient evidence, support from the local community and alignment with overarching policy goals for all proposals to be taken forward towards further consideration in terms of analysis, design or further consultation. Therefore, seven packages of interventions have been defined. These packages of interventions include interventions that can be taken forward in the short, medium and long term.

Preliminary discussions with Council officers have taken place to understand available funding sources and links to other wider programmes and each proposal has had an indicative cost category associated with it. Where various stages of the intervention are envisaged or, where the Council is likely to need the cooperation of another public authority such as Transport for London or Network Rail, an indication of the costs and timescales associated with the Council's remit have been included.

Overall, these interventions will be complemented by wider programmes and measures such as ULEZ which are likely to make a higher contribution to achieving some of the main goals for the area in the longer term.

After describing the assessment framework adopted in this study used to evaluate the emerging proposals, this section focuses on describing in more detail each of the packages. The seven packages, described in the following pages are:

- Package 1 - Minimise the impact of school travel particularly coach operations
- Package 2 - Encourage the use of clean vehicles
- Package 3 - Pedestrian improvements
- Package 4 - Cycle improvements
- Package 5 - Public transport improvements
- Package 6 - Traffic management
- Package 7 - Car parking

The following section also includes, where applicable, examples of similar interventions that have taken place elsewhere.

Indicative option costs

Given the limited resources available to progress the options that emerge from this study, it is important to understand the relative costs associated with each option. As such, an indicative cost has been provided for each option, based on the following categories:

- **Low:** Up to £100k
- **Medium:** £100k–£500k
- **High:** >£500k

These should only be interpreted as a rough indication, given that the options have not been developed in detail at this stage. This means that these costs are likely to change, as options are investigated and developed further in greater detail subsequent to this study. In addition, the costs focus on the capital implementation cost for each option, and there may be other costs necessary to implement them (for example associated with further studies and consultation). Nevertheless, the cost categories provide a useful way to compare the relative cost of each option.

Implementation of medium and long-term interventions would be subject to identifying and securing funding from appropriate sources, such as Section 106 funding from developments and bids for funding from various Transport for London or Greater London Authority programmes.

Indicative implementation timescales

An indicative timescale has also been provided for each option. Again, these are a rough indication only, and relate to the timescale that each option (in isolation) could be implemented in, assuming that sufficient funding and resources are available. This has been based on the following categories:

- **Short term:** Up to 2 years
- **Medium term:** 3–5 years
- **Long term:** 6+ years

The packages for intervention will be taken forward in parallel.

Initial priority will be given to the proposals where funds are/become available or can be implemented in the short term. In the context of limited funding, there will be a need to balance the resources committed to transport improvements in Dulwich against the rest of the borough.

It should be noted that several of the options could be implemented in a staged manner over several years as funding becomes available. Also, for some of the options it may be appropriate to implement them initially on a trial basis using temporary materials. This will allow impacts to be monitored, before deciding whether to make the option permanent.

2 Assessment Framework

A framework has been developed to assess the list of proposals against their likely impact on the main focus areas (environment, transport modes, urban realm). Given the focus of the study, the included criteria are those that are more directly influenced by transport and movement.



There is a strong alignment between the criteria in the assessment framework and the aspirations set out in the New Southwark local Plan (NSP) and in the Healthy Street approach.

New Southwark Plan (NSP) – Draft (2018)

The New Southwark Plan explains the strategy for the regeneration of Southwark between now and 2033, and contains Area Visions, setting out aspirations for places and borough-wide strategic policies. It also includes detailed borough-wide development management policies alongside detailed site-specific development management policies.

A draft plan is available on Southwark website. The council is currently reviewing the responses of the Public Consultation that ended on the 27th February 2018.

The New Southwark Plan is divided into four main sections

- Implementation policies
- Strategic policies
- Development management policies
- Area Visions

Healthy Streets

The Healthy Streets approach is the system of policies and strategies to help Londoners use cars less and walk, cycle and use public transport more. It is an integral part of the Mayor’s Transport Strategy (2018). Healthy Streets is a long-term plan for improving residents’ and visitors’ experiences of the streets of London, helping everyone to be more active and enjoy the health benefits of living in these spaces. The document sets out the ten key indicators for healthy streets:

Figure 2.1: Healthy Streets indicators

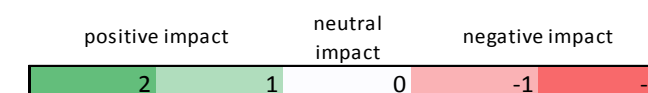


By addressing the criteria in the assessment framework, the packages and options presented here would also contribute to meet the aspirations set in the two documents. The following table highlights the links between the criteria in the assessment framework for this study, and the objectives set out in the two documents.

Table 2.1: Alignment of the assessment framework criteria and relevant policy and guidance

Assessment criteria	NSP Policies	Healthy Street Checklist
Walking	Policy P48, P49	Indicators 1,2,6,7,8,9
Cycling	Policy P50	Indicators 2,3,5,6,8
Public Transport	Policy P46	Indicators 2,7,8
Traffic and Parking	Policy P52, P53	-
Road Safety	Policy P47	Indicator 4
Servicing and Deliveries	Policy P47	-
Streetscape and Urban Realm	Policy P30, P44, P54, P55, P56	Indicator 3, 7, 8, 9, 10
Air Quality	Policy P66	Indicator 3
Noise	Policy P67	Indicator 5
Local Economy	Policy P25 to 41	Indicator 9, 10

Each proposal has been assessed against all criteria using a five-point scale from (-2) negative impact to (+2) positive impact.



Package 1 - Minimise the impact of school travel

The set of proposals grouped into Package 1 focus on the collaboration with Dulwich schools to minimise the impact of school travel, particularly coach operations. The core locations of intervention are Calton Avenue/Townley Road and Alleyn Park. 'No idling' zones are proposed next to schools, to prevent private and collective vehicles from standing along the road and wait to pick up / drop off children. Collaboration with the schools will be necessary to rationalise coach service and consider alternative standing locations for coaches.

The proposal that received the highest number of responses is Proposal 2 ('No idling zones') with 17, 12 of which were in favour. A similar attention was given to Proposal 4 (Review of coach operations on Calton Avenue/Townley Road) with 16 responses, 13 of which in support. As such, these two proposals should be addressed with the highest priority, in liaison with the relevant Dulwich schools.

ID	Proposal	Location	Recommendations	Timescales	Indicative Budget										
						Walking	Cycling	Public Transport	Traffic and Parking	Road Safety	Streetscape	Air Quality	Noise	Local economy	Servicing
1	Manage the impact of school pick up -drop off activity	Alleyn Park	Continue to work with schools on the implementation of softer measures (e.g. review and monitor the implementation of travel plans, implement awareness campaigns for parents etc.) and investigate the appropriateness of introducing other restrictions such as closing streets outside of schools.	Short term	Low	2	2	0	1	2	0	2	2	0	0
2	Review the feasibility of implementing 'no-idling zones' around schools	Alleyn Park, Calton Avenue/Townley Road and other school zones	As part of a borough wide initiative, identify which schools are highest priority and focus efforts at those locations. Also, implement measures to increase awareness amongst parents.	Short term	Low	2	2	0	1	1	0	2	2	0	-1
4	Calton Avenue/Townley Road: school coach services (review operations)	Calton Avenue	Continue to intensively engage with school to operationalise and refine measures identified in the previous work undertaken to minimise coach impacts.	Short term	Low	1	1	0	1	1	0	2	2	0	1
5	Calton Avenue/Townley Road: school coach services (standing facilities)	Calton Avenue	Continue to intensively engage with school to operationalise and refine measures identified in the previous work undertaken to minimise coach impacts.	Short term	Low to medium	1	1	0	1	1	1	2	2	0	1

Healthy School Streets, Camden

Healthy School Streets is a Camden Council initiative to close streets outside schools at the start and end of the school day, to improve road safety and discourage driving to school. The initiative is for streets with low to medium levels of traffic outside interested schools, that could reasonably be closed to traffic without displacing too much traffic elsewhere.

The first pilot Healthy School Street has been implemented outside St Joseph's School. According to the council, 'Early indications are that there has been minimal impact on residents and businesses on the street, a significant reduction in the number of trips driven to school, and parents report a significant improvement in how safe they feel the school street is.'

<http://camden.gov.uk/ccm/content/transport-and-streets/traffic-management/road-safety-in-camden/road-safety-for-children/healthy-school-streets/>

Public Space Protection Orders, Havering

Havering has recently started to use Public Space Protection Orders (PSPOs) as a more powerful tool to combat dangerous parking outside schools, in addition to usual parking enforcement. In areas where the new PSPOs are in place, any vehicle seen stopping to drop off or pick up during the school run within the designated zones will be monitored by cameras and Fixed Penalty Notices (FPNs) of £100 will be issued. PSPOs have now been implemented around four schools in Havering, and may be extended to further schools, subject to consultation.

<https://www3.havering.gov.uk/Pages/ServiceChild/Public-Space-Protection-Orders-PSPO.aspx>

Package 2 - Encourage the use of clean vehicles

Two measures, aimed at supporting the shift towards cleaner vehicles have received support in the community engagement. The installation of Electric Vehicle Charging Points in particular, falls under an ongoing Borough-wide strategy that has received funding through the Go Ultra Low City Scheme

Provision of EV charging points throughout the area was suggested as a long-term strategy to encourage more residents to switch to greener electric vehicles. This shift, together with Transport for London's commitment to run only electric and hybrid buses along its routes by 2020, are expected to determine a radical reduction in vehicle pollutants on the road network.

ID	Proposal	Location	Recommendation	Timescales	Indicative Budget	Walking	Cycling	Public Transport	Traffic and Parking	Road Safety	Streetscape	Air Quality	Noise	Local economy	Servicing and
6	Electric Vehicle (EV) charging points	Area Wide	Officers to work with community to identify suitable locations for charging points using the Go Ultra Low City (GULC) funding (£330k available for the whole Borough).	Short term (with currently available funding) Ongoing (when future additional funding becomes available)	Low	0	0	0	1	0	1	2	2	0	0
45	Emission-based parking charges	Area Wide	Council to investigate most appropriate mechanism to take emissions into account for resident parking charges. Council to investigate surcharge for most polluting vehicles for pay and display parking (e.g. pay by phone linked to DVLA database)	Short term	Low	0	0	0	1	0	1	2	0	0	0

Diesel-based parking surcharges, Islington

From January 2018, Diesel car drivers in Islington pay an extra £2 per hour of on-street parking.

The new scheme in Islington is the first to be borough-wide: it already has a diesel surcharge in place for resident parking from 2015, and this will continue alongside the new charge for short-stay parking.

Short-stay parking rates in Islington currently range from £1.20 to £6 an hour. The £2 levy is enforced by a pay-by-phone app which will identify whether a vehicle is diesel-powered or not by checking its number plate on the DVLA database.

<https://www.islington.gov.uk/parking/where-to-park/pay-for-short-stay-parking>

Diesel-based parking surcharges, Westminster

Westminster City Council is trialling emissions-based charging for pre-2015 diesel vehicles parking within Marylebone.

From 3 April 2017, the charge for pay-to-park bays during normal parking hours has been raised specifically within F zone for diesel vehicles. The surcharge adds 50% to the current rate of £4.90 per hour in F Zone.

The pilot measure is supported by local stakeholders and partners within the Marylebone Low Emission Neighbourhood including the 3 business improvement districts (BIDs).

The pilot 50% surcharge for diesel is aimed at providing insight into how the policy works practically and whether there are positive behavioural changes from it that could be replicated elsewhere.

<https://www.westminster.gov.uk/trial-diesel-basedparking-surcharge-low-emissions-neighbourhood>

Package 3 – Pedestrian Improvements

This set of measures aims at improving safety and comfort for pedestrians, focusing on locations where footfall is high due to retail activities, leisure activities and schools (e.g. Lordship Lane, Dulwich Parks, Alleyn Park). Footways along some residential streets and pedestrian routes through residential estates in need of repair and improvement were also flagged both in the preliminary investigation and in the community engagement.

Addressing the wishes of many residents, proposals for improved crossing facilities at busy junctions, in proximity of schools and transport interchanges have been included. Specific attention has been placed where it is understood that limited visibility causes safety issues and conflicts between pedestrians and traffic (for example at the junction between Alleyn Park and South Circular or the junction between Etherow Street and Barry Road, both heavily used by children). It is recognised that some of the main junctions in the area (such as the signalised junction between the South Circular and Lordship Lane) have poor crossing facilities: changes to these busy nodes that form part of the Transport for London Strategic Road Network require wider analysis and evaluation of possible impacts on traffic operations. Residents (11) gave feedback on Proposal 11, asking for a review of pedestrian and cycle routes within Dulwich Park, including improvements to the wayfinding strategy and a prioritisation of pedestrians over cyclists. A strong support was also given to Proposal 8, asking for a review of the junction between Alleyn Park, South Circular and College Road: this intervention will have to be brought forward in liaison with TfL, as it is on the TLRN.

ID	Proposal	Location	Recommendation	Timescales	Indicative Budget	Walking	Cycling	Public Transport	Traffic and Parking	Road Safety	Streetscape	Air Quality	Noise	Local economy	Servicing
7	Lordship Lane: pedestrian environment improvement	Lordship Lane	Use available Local Implementation Plan (LIP) funding (£156k in 2017/18) on traffic speed reduction and pedestrian improvements. An assessment is currently being undertaken to look at ways of improving safety for pedestrians (including crossing provisions) and cyclists, in addition to speed reduction measures.	Short term	Medium	2	0	1	0	2	2	1	1	2	1
8	Alleyn Park/South Circular/College Road: review junction layout	Alleyn Park / South Circular/College Road	Work with TfL to develop designs for improved pedestrian crossings at both junctions	Medium term	Low to Medium	2	2	0	-1	2	1	1	1	0	0
9	Facilitate pedestrian connectivity at junction Hunts Slip Road / Alleyn Park	Hunt Slip Road	When funding becomes available, undertake surveys to understand the current user behaviour and, if required, work with the Dulwich Estate to develop and implement appropriate proposals.	Medium term	Low	2	1	0	0	2	1	0	0	0	0
10	Hunts Slip Road: speed calming and crossing facilities	Hunt Slip Road				2	0	0	0	0	2	1	0	0	0
11	Dulwich Park: pedestrian and cycle routes	Dulwich Park	Intensify education campaigns and enforcement, supplemented by clearer wayfinding.	Ongoing	Low	2	1	0	0	1	1	0	0	0	0
15	Dawson Estate: cycle and pedestrian connectivity	Overhill Road	Progress improvements as funding becomes available (potential funding to explore: Housing Funding)	Medium term	Low to Medium	2	2	0	0	0	2	0	0	0	0
16	Wood Vale: pedestrian environment	Wood Vale	Improve condition of pavement as funding becomes available	Medium term	Low to Medium	2	0	0	0	0	1	0	0	0	0

Informal pedestrian crossing with paved treatment with integrated planters (Bankside, Southwark)



Paved junction treatment (Dulwich Village)



Wayfinding integrated in pavement (Horsham)



Package 4 – Cycle Improvements

The proposed improvements to cycle facilities are aimed at complementing the committed schemes (e.g. Quietway 7, Southwark Spine Route) that have been developed and consulted upon separately from this study. Given the imminent implementation of the Quietway 7 scheme, the proposal to monitor traffic operations and review the functionality of the scheme one year after implementation has been included. It is also perceived that some of the other suggested strategies (such as the review of coach operations and the introduction of 'no idling' zones) could significantly improve traffic during school times, supporting the objective of the Quietway scheme.

The four measures listed below were deemed important to improve safety and connectivity (improvements at junctions), as well as to facilitate modal shift (provision of secure cycle parking). Specific proposals have been included to improve facilities on routes to and from schools, to allow children to cycle safely.

Parks and green spaces represent a valuable asset for the area: based on residents' suggestions, proposals have been included to foster cycle and pedestrian itineraries (such as the Southwark Spine and the Green Chain), providing better wayfinding and linking them into a continuous network.

Many residents responded positively to Proposal 46, highlighting widespread support for the introduction of more Bike Hangars. The Council has recently rolled out cycle hangers, including in East Dulwich. Future steps that could progress in the short term are to identify further suitable locations, particularly in areas where there is less storage space available.

Few residents expressed their opinion on Proposal 13 (Improvements to pedestrian and cycle environment on Alleyn Park) despite the concerns raised in relation to safety for pedestrians and cyclists during school operation in this location.

ID	Proposal	Location	Recommendation	Timescales	Indicative Budget	Walking	Cycling	Public Transport	Traffic and Parking	Road Safety	Streetscape	Air Quality	Noise	Local economy	Servicing
12	Etherow Street/Barry Road: junction improvement	Barry Road / Etherow Street	Address as part of Quietway proposals	Short term	Low	0	2	1	1	2	0	0	0	0	0
13	Alleyn Park: improvements to pedestrian and cycle environment	Alleyn Park	Progress Park Hall Road proposals subject to funding. Link to Alleyn Park when funding allows.	Short term Medium term	Medium	2	2	0	-1	2	2	1	1	0	0
14	Kingswood Drive/Dulwich Wood Park: junction improvements	Kingswood Drive	Progress design to improve this junction.	Short term	Low	2	2	0	1	2	2	0	1	0	0
46	Cycle parking	Area Wide	Continue to roll out Bikehangars using LIP funding. Work with community to identify high priority locations.	Short term Ongoing	Low	0	2	0	0	0	1	1	0	1	0

Parallel crossing (Hackney)



Bike Hangar



Designated space for cyclists on footway (Rotherhithe)



Package 5 – Public Transport Improvements

Much feedback was received throughout the engagement period on the importance of a review of the current public transport accessibility. Improved bus links to community services and step-free access to stations were the most favoured improvements, to ensure that impaired users and elderly are able to use public transport.

Other feedback focused on enhancements to the areas' surrounding railway stations such as urban realm, pedestrian connectivity, cycle parking improved and well-lit pedestrian routes.

Some of the proposed interventions will require liaison with Transport for London, Network Rail and Rail Operators, and they could thus take longer to be implemented. Much attention was given by respondents to Proposal 47, with the highest support expressed for the implementation of step-free access.

The discussion with Network Rail regarding this should start in the short run, with a view to progress implementation as soon as Network Rail funding becomes available. The stations that received the strongest feedback asking for improvements were Sydenham Hill and North Dulwich.

ID	Proposal	Location	Recommendation	Timescales	Indicative Budget										
						Walking	Cycling	Public Transport	Traffic and Parking	Road Safety	Streetscape	Air Quality	Noise	Local economy	Servicing
17	Review of bus network	Area Wide	Liaise with TfL to put the issue on their agenda and seek to progress the review and implementation.	Short term for engagement Medium to long term for implementation	Low for engagement High for implementation	0	0	2	0	0	0	0	0	2	0
18	West Dulwich Station: cycle and pedestrian connectivity	Glazebrook Close	Implement as funding becomes available using the Local Environment fund part of LIP.	Medium term	Medium	2	2	2	0	0	2	0	0	0	0
19	West Dulwich: station improvements	West Dulwich	Implement as funding becomes available using the Local Environment fund part of LIP.	Medium term	Medium	2	1	2	0	0	2	0	0	1	0
20	North Dulwich: station improvements	North Dulwich Station	Implement as funding becomes available using the Local Environment fund part of LIP.	Medium term	Medium	2	1	2	0	0	2	0	0	1	0
21	East Dulwich: station improvements	East Dulwich Station	Implement as funding becomes available using the Local Environment fund part of LIP.	Medium term	Medium	2	1	2	0	0	2	0	0	1	0
22	Sydenham Hill: station Improvements	Sydenham Hill Station	Implement as funding becomes available using the Local Environment fund part of LIP. Subject to land ownership constraints	Short term	Medium	2	1	2	0	0	2	0	0	1	0
47	Step-free access at stations	Area Wide	Liaise with Network Rail to put the issue on their agenda and seek to progress the review and implementation.	Short term (Long term for implementation)	Low for engagement Very high for implementation	2	0	2	0	0	1	0	0	0	0

Cycle parking and greening at Herne Hill Station



Sloane Square Station forecourt



Clapham Junction step free access



Package 6 – Traffic Management

As highlighted in the preliminary analysis, some of the roads that have been monitored to understand the effectiveness of the 20mph showed average speeds above the limit. Speed limit enforcement using cameras has been included as proposal in some locations where road geometry encourages higher speeds outside peak times (such as Dulwich Wood Park, Barry Road). Along these corridors, speed calming measures and better enforcement are proposed. Some of the local roads have old and narrow speed humps, ineffective as traffic calming measures and dangerous for cyclists: these could be replaced with cycle-friendly humps. Speed humps have not been considered appropriate along bus routes. Localised footway build-outs along wide roads with parking lanes on both sides help to slow traffic by visually narrowing the carriageway space, and can also provide the space for features such as planters and benches.

Based on residents' suggestions, it is proposed to review traffic circulation in some of the residential areas to prevent through traffic from using them as shortcuts: introducing modal filter retains access for residents and service vehicles, whilst making it harder for through traffic to use local roads as an alternative to the main roads. This package gained the attention of most respondents. Proposal 32 (monitoring of Dulwich Village junction) received 30 responses, 22 of which were in favour. Proposal 24 (review of circulation in the area around Calton Avenue to prevent rat running) also received many responses, equally split between support and opposition. Monitoring and further investigation are suggested for all interventions, in order to inform any further proposal. Respondents are generally in favour of speed calming and enforcement, suggesting that liaison with Metropolitan Police should take place in the short term.

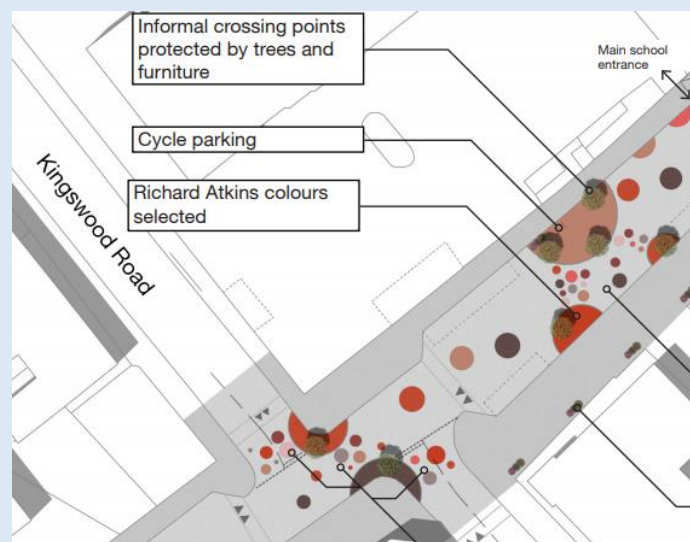
ID	Proposal	Location	Recommendation	Timescales	Indicative Budget	Walking	Cycling	Public Transport	Traffic and Parking	Road Safety	Streetscape	Air Quality	Noise	Local economy	Servicing
3	Burbage Road and surrounding: weight restrictions	Burbage Road	Undertake a traffic survey to quantify number of HGVs using this road and, if results indicate there is an issue consider most appropriate measures to manage this (e.g. width/weight restriction underneath the railway bridge)	Short term	Low	1	2	0	1	1	0	1	2	0	-1
23	Crystal Palace Road: rat running	Crystal Palace Road and surrounding (between Lordship Ln and Barry Rd)	Review circulation arrangements within residential roads to minimise rat running (commission surveys etc.)	Medium term	Low to Medium	0	1	0	1	1	1	2	1	0	1
24	Calton Avenue and surrounding area: rat running	Dovercourt Road, Gilkes Crescent, Woodwarde Road and residential area surrounding Calton Avenue	Address as part of Quietway proposals	Short term	Low to Medium	0	1	0	1	1	1	2	1	0	1
25	Ruskin Walk/Hollingbourne Road: rat running	Ruskin Walk, Hollingbourne Road	Review circulation arrangements within residential roads to minimise rat running (commission surveys etc.)												
26	Speed calming and enforcement	Gallery Road	Design and install traffic calming solutions.	Short term	Low	1	1	0	0	2	0	1	1	0	0
27		Dulwich Wood Park		Short term	Low	1	1	0	0	2	0	1	1	0	0
28		Sydenham Hill	Work with Police to enforce, including through installation of speed cameras where possible (based on agreed criteria with TfL and Met Police).	Short term	Low	1	1	0	0	2	0	1	1	0	0
29		Croxted Road		Short term	Low	1	1	0	0	2	0	1	1	0	0
30		Barry Road		Short term	Low	1	1	0	0	2	0	1	1	0	0
31	Underhill Road		Medium term	Low	1	1	0	0	2	0	1	1	0	0	
32	Dulwich Village / Court Lane / Calton Avenue: junction monitoring	Dulwich Village / Court Lane / Calton Avenue	Monitor and evaluate junction performance post implementation.	Short term	Low	1	1	1	1	1	0	0	0	0	0

New Park Road, Lambeth

Residents highlighted high traffic volumes and speeds along New Park Road, particularly the section outside Richard Atkins Primary School, where carriageway widths can reach up to 9m.

The design solution proposes a series of physical interventions in the form of buildouts, planters, trees and cycle stands to reduce road width and create an environment to accommodate 20mph vehicle behaviour.. The circular buildouts provide a physical narrowing of the street. The design encourages a radically different, inviting street environment for all road users with slower speeds and more trees to tackle air quality and safety.

Initial surveys suggest that average speeds are down substantially and the number of cars passing the school has reduced by around 500 per day.



Package 7 – Car parking

In response to significant feedback, this package focuses on the review of parking provision in the area, with a particular focus on Controlled Parking Zones. The aim is to understand the effectiveness of already implemented CPZs and investigate the implications of the introduction of more.

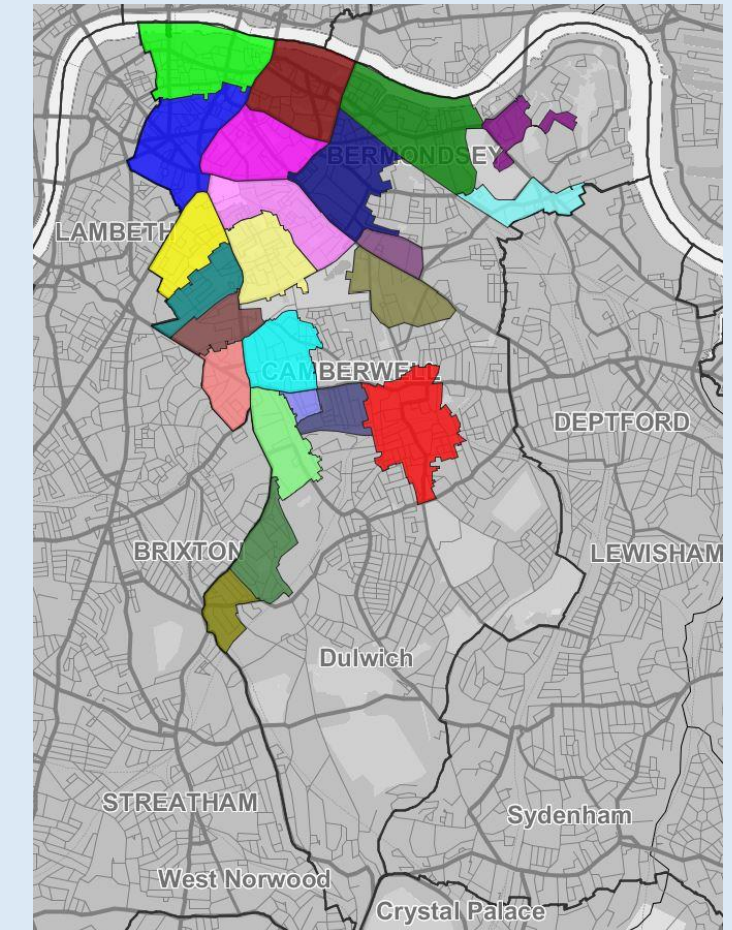
A coordinated approach to the review of existing CPZs and to the potential introduction of any new CPZs is suggested, to ensure the right balance in accessibility for residents and visitors across all areas. Dulwich Village in particular, given the proximity to existing CPZs in North Dulwich/Denmark Hill and Herne Hill, appears to suffer from parking congestion. The introduction of a new CPZ, requested by some residents, should be considered and evaluated with the approach mentioned above.

Additional feedback has highlighted the need for a review of unrestricted parking facilities located in proximity of stations (such as Belair Park Car Park): where these facilities are not aimed at long-stay parking for commuters, an investigation of current use and demand is suggested to understand potential change.

All proposals under this package received significant attention. Whilst most respondents agreed on supporting a review of the current areawide parking provision, with the aim of investigating the introduction of Controlled Parking Zones, an even split of positive and negative responses (with a slight prevalence of negatives) was given to the proposal focusing on Dulwich Village.

ID	Proposal	Location	Recommendation	Timescales	Indicative Budget										
						Walking	Cycling	Public Transport	Traffic and Parking	Road Safety	Streetscape	Air Quality	Noise	Local economy	Servicing
42	Belair Park: parking review	Belair Park	Review parking as part of an area-wide approach, depending on findings, consider CPZ and time restrictions.	Short term	Low	1	0	1	1	0	1	0	0	1	0
43	Controlled Parking Zone (CPZ)	Area Wide	Review parking as part of an area-wide approach, depending on findings, consider CPZ and time restrictions.	Short term	Low	1	1	0	2	1	1	0	0	0	1
44	Dulwich Village CPZ	Dulwich Village	Review parking as part of an area-wide approach, depending on findings, consider CPZ and time restrictions.	Short term	Low	1	1	0	2	1	1	0	0	0	1

CPZ coverage across Southwark borough



Source: Southwark Council, 2018

A large part of the northern part of the borough is already covered by controlled parking zones.

3 Next Steps

Whilst this report sets out a recommended way forward, it does not necessarily reflect the position of Southwark Council. Following on from the completion of this study, any decisions regarding the implementation of any of these recommendations will need to be made through the Council's usual decision-making processes.

In addition, it should be noted that additional steps will need to be taken before options will be ready to implement. These activities will vary depending on the nature of each option, but may include:

- Consultation (including statutory consultation in some cases)
- Completion of more detailed survey work, design development and traffic modelling
- Engagement with other parties (such as Transport for London and Network Rail), which may be necessary in some cases to gain required approvals
- Other activities (such as Equalities Impact Assessments)

Southwark Council
Dulwich Area Traffic Management Study

Air Quality

Theme	Code	# Responses	
Proposal 1: Manage the impact of school pick up/drop off activity - Alleyn Park	Concern about congestion around schools	2	
	Concern about parking around schools	2	
	Suggest that coaches are banned from Dulwich Village	2	
	Support from Dulwich and Herne Hill Safe Routes to School group	2	
	Suggest that congestion and poor air quality issues are mainly caused by the preparatory school	1	
	Concern about air quality around schools	1	
	Suggest that action should be taken to improve air quality around schools	1	
	Supportive of proposal	1	
	Concern that the school run makes Alleyn Road a "no go" area	1	
	Concern about increasing coach use on Alleyn Road	1	
	Concern about increasing use of school coaches	1	
	Concern that local schools do not consider impact of visitor parking on local residents	1	
	Proposal 2: Review the feasibility of implementing 'no-idling zones' around schools - Alleyn Park, Calton Avenue/Towley Road and other school zones	Support no idling zones around schools	6
Concern about impact of poor air quality on children's health		5	
Concern that idling contributes to poor air quality locally		4	
Suggest that existing rules on idling should be enforced		4	
Concern that no idling initiatives are not enough to reduce air quality		4	
Suggest that restrictions on vehicle access would be more effective than no idling zones		3	
Suggest introducing fines for drivers who violate no idling rules		2	
Suggest expanding no idling zones area wide		1	
Concern that idling is bad for the environment		1	
Concern the enforcing the initiative is not realistic		1	
Proposal 3: Weight restrictions - Burbage Road		Support for weight restrictions on Burbage Road	6
		Concern about access for HGVs that need to reach the road (i.e. builders)	3
		Concern that current speed bumps amplify noise and vibrations from large vehicles	3
	Oppose weight restrictions on Burbage Road	2	
	Suggest restricting rat running vehicles rather than HGVs	2	
	Concern about enforcement of weight restrictions	2	
	Suggest that HGV access is a problem across the wider area, e.g. Holmdene Ave	2	
	Concern about how the initiative would be implemented/enforced	1	
	Concern that the initiative would shift HGV routes to surrounding areas, e.g. where schools are located	1	
	Suggest that weight restrictions should also apply to Turney Road	1	
	Suggest that weight restrictions should also apply to Holmdene Avenue	1	
	Suggest that heavy vehicles are not a problem on Burbage Road	1	
	Concern about current noise levels on Burbage Road	1	
	Concern about current pollution levels on Burbage Road	1	
	Concern about observed increase in traffic levels on Burbage Road	1	
	Suggest that Turney Road and Burbage Road should become low emissions zones	1	
Proposal 4: School coach services - Calton Avenue	Concern about congestion caused by coaches	9	
	Suggest that the needs of residents are prioritised when considering coach operations	6	
	Concern that Foundation Schools are not co-operating with proposals	5	
	Suggest removing school coaches from Calton Avenue	4	
	Support the proposals	3	
	Suggest re-routing coaches so that some services avoid Dulwich Village	3	
	Concern that coaches in the area threaten successful delivery of Quietway 7	3	
	Concern that coaches are parking on residential streets during the school day	2	
	Concern that coaches contribute to local air quality issues	2	
	Concern that coaches block access to Townley Road	2	
	Suggest that any coaches that are permitted access are zero/low emission	1	
	Suggest that proposal should contain more details	1	
	Suggest that school intake policy should include more local children to reduce the need for coaches	1	
	Concern about increase in coach use in recent years	1	
	Concern about problems caused by teachers' parking	1	
	Suggest that restricting vehicular access to Townley Rd would allow coaches to drop off/pick up without issue	1	
	Suggest that coaches should use Lordship Lane or the South Circular, rather than Dulwich Village	1	
	Concern that consultation ignores negative impact of coaches on Townley Road	1	
	Concern that current coach operations pose road safety dangers to pedestrians and cyclists	1	
	Concern about coaches speeding in Dulwich Village	1	
Suggest that the Foundation Schools Coach Service is already very actively reviewing it's operation	1		
Proposal 5: School coach services ii - Calton Avenue	Suggest that coaches should be prevented from idling on Townley Road	3	
	Concern about number of coaches at this location	2	
	Concern that school coaches park too close to pedestrian refuge on Townley Road	1	
	Concern that preventing coaches from parking on Calton Ave will push them to Townley Road	1	
	Suggest that meetings take place involving residents, schools, borough and TfL	1	
	Concern about progress negotiating changes up to this point	1	
	Concern that alternative standing facilities would be placed in residential areas, shifting the problem of idling and congestion	1	
	Suggest that pupils attending the schools are old enough to walk to a coach site outside of the Village	1	
Proposal 6: Electric vehicle (EV) charging points - Area wide	Support the implementation of more charging points in order to meet latent demand for EVs	6	
	Suggest that demand for EVs is growing	4	
	Suggest that implementing charging points prior to a demand review would stimulate demand	1	
	Suggest that implementing charging points will help to prepare for ULEZ	1	
	Suggest that any charging infrastructure should not take space from pedestrians	1	
	Concern about potential lack of parking spaces to charge electric vehicles	1	
	Suggest that residents should be able to apply for residential parking points to satisfy demand for charging	1	
	Concern that charging points will take space for the parking of regular vehicles	1	

Southwark Council
Dulwich Area Traffic Management Study

Walking

Theme	Code	# Responses
Proposal 7: pedestrian environment improvement - Lordship Lane	Support an improved pedestrian environment	3
	Concern over quality of pavement	2
	Concern over speeding vehicles at this location	1
Proposal 8: Review junction layout - Alleyn Park / South Circular/College Road	Support improved pedestrian crossing facilities	1
	Suggest that any measures should not improve car access, in order to discourage drivers from using the area	1
	No specific comment	1
	Suggest that measures should address parking on College Road	1
	Suggest improving north-south cycling access	1
Proposal 9: Facilitate pedestrian connectivity at junction Hunt Slip Road / Alleyn Park - Hunt Slip Road	Suggest removing No Right Turn sign at Croxted Road/South Circular Road junction	1
	No specific comment	1
	Support proposals	1
Proposal 10: Speed calming and crossing facilities - Hunt Slip Road	No specific comment	1
Proposal 11: Pedestrian and cycle routes - Dulwich Park	Suggest that the speed of cyclists through the park should be addressed	6
	Support the proposals for improved wayfinding	3
	Concern that poor footway conditions adjacent to County Road force pedestrians on to the road	2
	Concern that the proposal is unclear	1
	Suggest separate, marked paths for pedestrians and cyclists	1
Proposal 12: Junction improvement - Barry Road / Etherow Road	Support improving visibility of contraflow cycle link	1
	Suggest that increasing visibility of the cycle link is not enough to improve cycle safety	1
Proposal 13: Improvements to pedestrian and cycle environment - Alleyn Park	No specific comment	1
	Concern about parents parking on double yellow lines outside schools	1
Proposal 14: Junction improvements - Kingswood Drive	Support cycling improvements at Farquhar Road junction	3
	No specific comment	1
	Suggest implementing a zebra crossing	1
Proposal 15: Cycle and pedestrian connectivity - Overhill Road	Suggest that housing estates should have pedestrian and cycling links to neighbouring streets	1
	No specific comment	1
Proposal 16: Pedestrian environment - Wood Vale	Support improving quality and maintenance of pavement	1

Southwark Council
Dulwich Area Traffic Management Study

Public transport accessibility

Theme	Code	# Responses
Proposal 17: Review of bus network - Area Wide	Suggest increasing number of bus routes and service frequency	3
	Suggest increasing public transport provision	2
	Suggest introducing more cross London bus routes	1
Proposal 18: Cycle and pedestrian connectivity - Glazebrook Close	No specific comment	1
	Support proposals	1
Proposal 19: Station improvements - West Dulwich Station	Support for outlined station improvements	3
	Suggest that step-free access is required at West Dulwich	1
Proposal 20: Station improvements - North Dulwich Station	Suggest providing step free access to the station	6
	Support for outlined station improvements	4
	Suggest improvement bus service information	3
	Suggest also considering street improvements for Charter School and sports club	1
	Concern about plans for pavement enhancements - repaved recently	1
	Suggest that focus should be placed on speeding vehicles on Village Way	1
	Concern that the bus turning space on Half Moon Lane is not wide enough	1
Proposal 21: Station improvements - East Dulwich Station	Support for outlined station improvements	2
	Suggest raising the station platform to make accessing the train easier with a pushchair/luggage	2
	Suggest implementing step-free access	1
Proposal 22: Station improvements - Sydenham Hill Station	Support for outlined station improvements	4
Proposal 47: Step-free access at stations - Area Wide	Support for area wide step-free access at stations	8
	Suggest that North Dulwich station should be a priority step-free location	7
	Suggest that West Dulwich station should be a priority step-free location	1
	Suggest that height of West Dulwich station platforms be included in accessibility strategy	1
	Suggest that height of East Dulwich station platforms be included in accessibility strategy	1

Traffic Calming

Theme	Code	# Responses
Proposal 23: Rat running - Crystal Palace Road and surrounding streets	Support measures to reduce rat running	3
	Concern about aggressive driving on Crystal Palace Road	2
	Support measures taken to improve cycling safety	1
	Suggest expanding the scheme to Dulwich Village, Court Lane, Burbage Road	1
	No specific comment	1
	Suggest that drivers should be afforded a route through Crystal Palace Road to avoid congestion elsewhere	1
	Suggest restricting access to traffic at certain times	1
	Concern about lack of pedestrian crossings on Crystal Palace Road	1
	Concern that lack of crossings on Crystal Palace Road prevent children from walking to school and encourage driving	1
	Concern that one way systems are too confusing for drivers	1
	Suggest that locals are consulted on any changes	1
	Suggest that rat running is not a problem in these streets	4
	Concern about efficacy of one way road works/streets in reducing rat running	4
Proposal 24: Rat running - Dovercourt Road, Gilkes Crescent, Woodwarde Road and residential area surrounding Calton Avenue	Concern about speeding on these streets	4
	Support part closure of Gilkes Place to support pedestrian safety	4
	Suggest that any changes should apply at peak times, e.g. the school run	3
	Support one-way systems	3
	Support introduction of weight restrictions	3
	Oppose the proposal	2
	Suggest rerouting the Quietway away from Calton Avenue	2
	Oppose creation of one way systems	2
	Suggest that Calton Avenue is an important alternative route to congested main roads road and that traffic flow should be maintained	2
	Concern about traffic levels on Calton Avenue	2
	Concern that Southwark Council have done/will do little to address road safety issues on Calton Avenue	2
	Concern about current traffic situation in these areas	2
	Suggest that there will always be traffic in London and trying to minimise it is pointless	1
	Suggest that weight restrictions shouldn't apply to deliver vehicles	1
	Suggest that more information is provided on proposed filtered permeability	1
	Concern that speed bumps are ineffective at reducing vehicles speeds	1
	Concern that the Quietways project has not improved cycling safety	1
	Concern about congestion on Dovercourt Road	1
	Suggest that locals are consulted on any changes	1
	Suggest that improving traffic signalling could reduce congestion	1
	Concern that the proposals will simply create more restrictions for drivers	1
	Suggest that the proposals will improve air quality in these areas	1
	Suggest that the proposals will improve road safety in these areas	1
	Suggest that measures should not impact upon on street parking for residents	1
	Concern that installing speed humps may contribute to poor air quality	1
	Oppose implementing one-way streets as this would encourage vehicle speeds/rat running	40
	Concern that the measures shift traffic to other nearby streets, e.g. Holmdene Ave	25
	Suggest that the street with biggest rat running problem is Holmdene Avenue	18
	Suggest also implementing Carver Road, Hollingbourne Road and Holmdene Avenue	16
	Support reducing vehicle speeds	15
	Suggest that there are no problems with rat running on Hollingbourne Road	13
	Concern that measures will restrict vehicle access for residents	11
Concern that current traffic calming measures are ineffective	7	
General opposition to proposals	7	
Suggest implementing chicanes/narrowing at either end of the street	6	
Concern that enforcement of existing 20mph speed limits is inadequate	5	
Support implementation of one-way systems	5	
Suggest that Holmdene Avenue residents are also consulted on changes as they could be affected	5	
Suggest that any measures should apply to both Ruskin Walk and Hollingbourne Road	4	
Support weight restrictions	4	
Suggest expanding the scheme to the wider area	2	
Concern about aggressive driving on these streets	2	
Concern that weight restrictions would impact on deliveries	2	
Concern that proposals (e.g. one-way) will reduce air quality	2	
Concern that current speed bumps cause large vibrations to buildings	2	
Concern about damage to resident's vehicles on the street	2	
Oppose implementation of speed humps	2	
Suggest that Ruskin Walk must be closed off at Warmington Road/Half Moon Lane end for one way system to work	2	
Suggest that residents should have the most influence on decision making	1	
Concern over potential loss to parking spaces due to proposals	1	
Suggest that similar measures are put in place on Frankfurt Road	1	
Concern over vehicle speeds on nearby Frankfurt Road	1	
Concern that measures would push traffic onto Hollingbourne Road	1	
Concern that proposals (e.g. one-way) will reduce road safety	1	
Suggest that one way system runs towards Herne Hill, so that vehicles are naturally slowed by the gradient	1	
Suggest that Ruskin Walk does not have a problem with rat running	1	
Concern that emergency vehicles will struggle to access the street	1	
Concern that one-way systems would make it difficult for parents of school children to find a parking space	1	
Suggest minimising traffic entering Burbage Road in Dulwich Village	1	
Suggest crating a Quietway from Dulwich Village to Ruskin Park via Burbage Road	1	
Suggest that these streets are important alternative routes to congested main roads road and that traffic flow should be maintained	1	
Suggest installing a speed camera on Herne Hill	1	
Proposal 26: Speed calming - Gallery Road	Concern about speeding on Gallery Road	5
	Support the proposals for traffic calming and speeding enforcement	4
	Suggest stronger enforcement of existing 20mph speed limit	3
	Suggest that the plans would improve pedestrian safety	2
	Concern that parking on Gallery Road contributes to congestion	2
	Concern that ensuring local road safety is not a police priority	1
	Suggest an alternative measure of removing parking on one side of the road	1
	Suggest that speed humps should not be included in measures	1
	Suggest that there is not a speeding problem here	1
	Suggest implementing passive traffic calming measures such as signage	1
	Suggest banning coaches from parking on Gallery Road	1
	Concern about lack of adherence to/enforcement of existing 20mph speed limit	2
	Concern that mixture of 20mph and 30mph limits are confusing	2

Southwark Council
Dulwich Area Traffic Management Study

Traffic Calming

Theme	Code	# Responses
Proposal 27: Speed calming and enforcement - Dulwich Wood Park	Support speed calming and enforcement	2
	Suggest change in road layout to reduce speeds	1
	Suggest that local engagement/consultation is needed on any changes	1
	Suggest that speed calming should not include speed humps	1
Proposal 28: Speed calming and enforcement - Sydenham Hill	Suggest implementing a zebra crossing to College Road	1
	Concern about lack of adherence to/enforcement of existing 20mph speed limit	2
	Suggest that speed calming should not include speed humps	1
	Suggest providing parking restrictions on cycle lane	1
	Suggest implementing segregated cycle lanes	1
Proposal 29: Speed calming and enforcement - Croxted Road	Suggest that the views of residents should be prioritised	1
	Concern over speeding on Croxted Road	5
	Support measures to reduce speeding on Croxted Road	4
	Concern about cycling safety on Croxted Road	2
	Support enforcement of existing 20mph speed limit	2
	Suggest implementing a safe crossing point on Croxted Road	2
	Concern about damage to resident's vehicles by speeding cars	1
	Suggest that pinch points feature bypasses for cyclists	1
	Suggest that the views of residents should be prioritised	1
	Suggest stronger fines/punishments for speeding drivers	1
	Suggest improving the quality of paving on Croxted Road	1
	Concern that residents have trouble parking due to commuters parking	1
	Suggest the implementation of a CPZ for Croxted Road	1
	Concern that suggestions/petitions put forward by resident groups have not been taken up	1
Proposal 30: Speed calming and enforcement - Barry Road	Support speed calming and enforcement on Barry Road	6
	Support enforcement of existing 20mph speed limit on Barry Road	3
	Concern that vehicles are mechanically incapable of operating at speeds as low as 20mph	1
	Concern that drivers are not able to concentrate at 20mph as it is too slow	1
	Suggest also tackling streets/roads used as rat runs	1
Proposal 31: Speed calming - Underhill Road	Suggest stronger fines/punishments for speeding drivers	1
	Suggest that removal of traffic is more important/effective than traffic calming	1
Proposal 32: Junction monitoring - Dulwich Village / Court Lane / Calton Avenue	Suggest that the views of residents should be prioritised	1
	Concern that Court Lane junction has been badly implemented and poorly signposted/marked	13
	Concern that there is confusion over changes in priority for motorists	7
	Concern that cyclists do not use the provided cycling provision	5
	Concern that the new road layout is more dangerous for all road users than previously	5
	Support monitoring the junction	4
	Concern that uncertainty over priority causes congestion at the junction, blocking the pedestrian crossing on Harold George corner opposite the Graveyard	3
	Suggest restricting coaches from travelling on Calton Avenue	2
	Suggest that very few cyclists actually use Court Lane Junction	2
	Concern about cyclist behaviour at the pedestrian crossing	2
	Concern about dangerous driving at the junction	2
	Concern that the scheme is a waste of money	2
	Concern that cyclist specific traffic lights are confusing for drivers	2
	Oppose the changes that have been made	2
	Concern that pavement widening has/will contribute to congestion	2
	Support Quietway 7	1
	Suggest introducing more Quietways	1
	Concern about the safety of Cycling in Dulwich Village	1
	Suggest that double yellow lines at on Court Lane, opposite cemetery, extend to corner of Dekker Road	1
	Concern about road safety issues caused by coaches on Calton Avenue	1
	Suggest that figure quoting 10% of local residents as cycling to work is inaccurate	1
	Concern that proposals are taking/will take too long to implement	1
	Suggest that figures are published to show whether the scheme is reaching it's budgetary and KPI targets	1
	Concern about speeding in Dulwich Village	1
	Concern about enforcement of speed limits in Dulwich Village	1
	Concern about speeding motorbikes in Dulwich Village	1
	Suggest that the proposals are already in place	1
	Concern that timing of pedestrian green light phase from the corner of Harold George to the cemetery is too short	1
	Concern that the cycling infrastructure is unused because it is not cleaned/maintained	1
	Suggest that the new layout is much better than previously	1
	Concern that junction changes have made the Calton Avenue more dangerous for cyclists	1
	Concern that steps have not been made to reduce fundamental amount of traffic using Calton Avenue	1
	Suggest that timescale for monitoring should be urgent	1
	Concern that the cycling lobby have more influence than other road user groups	1
	Concern that changes to road layout has had a negative impact on traffic flow	1
	Suggest that slanted kerbs are replaced with standard kerbs	1
	Concern that the changes have caused more drivers to use Hollingbourne Road	1
Suggest that speed humps are replaced by sleeping policeman style humps	1	
Concern that queueing traffic makes it difficult to access the cycle lane at the junction	1	
Suggest that CPZs are not required in Dulwich	1	

Cycling

Theme	Code	# Responses
Proposal 33: Lighting - Fountain Drive	Suggests that improved lighting is also implemented Dulwich Park and other parks	1
	Suggest implementing speed calming on Fountain Drive	1
	Support measures to improve physical security close to Kingswood Estate	1
	Support improved lighting	1
	Support introducing gentler speed humps to make cycling downhill easier	1
Proposal 34: Cycle access - Fireman's Alley	Suggest that the alley is a good but underused asset	1
	Suggests that defined space is also implemented Dulwich Park and other parks	1
	Oppose the proposal - no need to define space	1
	Suggest that any proposals should focus on providing benefits to pedestrians as the more frequent user	1
Proposal 36: Pedestrian and cycle route - Crystal Palace Road, Goodrich Road, Landells Road	No specific comment	1
Proposal 37: Pedestrian and cycle route - Eynella Road towards Dulwich Park	Concern that the Southwark Spine ends on Lordship Lane without connecting to proposed London Cycling Network	1
	Suggest that scheme is unnecessary due to low use by cyclists	1
	Suggest that Woodwoode Road is a more appropriate Peckham to Dulwich Southwark Spine route	1
	Suggest that the route features filtered permeability and segregated cycling provision	1
	Suggest that wayfinding is not a problem here, rather rat running traffic is	1
	No specific comment	1
	Support proposals - "desperately needed"	1
	Support measures to improve wayfinding	1
	Suggest implement cycling provision to help cross from Court Lane into Dulwich Park by bike	1
	Oppose proposal on the grounds of insufficient detail	1
	Concern that any additional wayfinding is unnecessary	1
	Suggest that the negative impact of implementing cycling infrastructure on Eynella Road would outweigh any positives	1
	Suggest that cyclists should be routed through Dulwich Park or Court Lane, where there are fewer parked cars	1
Proposal 39: Cycle contraflow facilities - Melford Road	Concern that current wayfinding is unclear	1
	No specific comment	1
Proposal 40: Cycle contraflow access - Copleston Road, Oglander Road	Support improved signage for all users	1
	No specific comment	1
	Concern that traffic speeds are too high for a contraflow lane - must be physically segregated	1
	Support cycle contraflow access to improve cycling safety	1
	Support for improved cycling safety at this location	1
	Suggest including Bromar/Malfort/Grove Hill/Ivanhoe "triangle" in speed reduction plans	1
Proposal 41: Junction improvements - Kingswood Drive	No specific comment	1

Parking

Theme	Code	# Responses
Proposal 42: Parking review - Belair Park	Support a parking review	1
	Suggest abolishing free parking for commuters in order to reduce congestion on surrounding roads	1
	Oppose proposals	1
	Suggest reducing public transport fares in order to encourage reduction in car use	1
	Suggest that parking should be reserved for users of Belair Park	1
Proposal 43: Controlled Parking Zone (CPZ) - Area Wide	Support for parking restrictions/controls on Croxted Road from 12-2pm	8
	Suggest removing the North Dulwich CPZ as this pushed parking into Dulwich Village	4
	Suggest restricting non-resident parking around East Dulwich Station	4
	Oppose area wide CPZ	3
	Concern that implementing a CPZ may harm local businesses, e.g. shops on Lordship Lane	2
	Suggest implementing resident parking permits on Burbage Road and Turney Road	2
	Support area wide CPZ	2
	Suggest implementing better enforcement of parking violations	1
	Support parking orders/controls in order to improve bus journey times in the wider area	1
	Suggest that speed limit on Dulwich Wood Park should be 30mph	1
	Concern about rat running on Farquhar Road	1
	Concern that parking for residents on Dovercourt Road is increasingly difficult due school visitors/staff	1
	Comment on consultation	1
	Unsure what proposal is suggesting	1
	Suggest removing all day parking in Dulwich Village	1
	Suggest making parking on Lordship Lane resident only	1
	Suggest making parking on Melbourne Grove resident only	1
Proposal 44: Dulwich Village CPZ - Dulwich Village	Oppose CPZ due to potential damage to local businesses	8
	Concern that CPZ would simply move problem parking to nearby streets where restrictions do not apply	7
	Oppose a CPZ for Dulwich Village	6
	Concern that current nearby CPZs have exacerbated parking problems in Dulwich Village	4
	Concern over all day parking	3
	Support for a CPZ	3
	Suggest that residents should be free to park close to their homes	2
	Suggest that local stakeholders are consulted on any changes	2
	Suggest a review of trip origins to Dulwich is undertaken to determine where drivers come from	2
	Concern about long term (camper vans etc) parking on Court Lane and nearby streets	2
	Concern that a CPZ would make finding short term parking spaces difficult	2
	Suggest that all-day parking restrictions may be welcomed by shopkeepers on Dulwich Village the street	1
	Suggest that commuters should be forced to use designated car parks and pay to do so	1
	Suggest that alternative methods of parking restrictions are also considered	1
	Support using a CPZ to restrict parking and create better conditions for pedestrians and cyclists	1
	Suggest that parking restrictions should not impact on families accessing the park	1
	Suggest that a CPZ could operate between certain hours	1
	Suggest allowing commuters to park at Red Post Hill once again	1
	Suggest restricting non-residents from parking on Gilkes Crescent	1
Suggest that a CPZ should be implemented on Burbage and Turney Road	1	
Proposal 45: Emission-based parking charges - Area Wide	Oppose emission based parking charges	3
	Concern about financial costs of emissions charges	2
	Support emission based parking charges	2
	Suggest that emissions based parking charges should form part of Southwark wide parking strategy	2
	Concern about impact of emission based parking charges on local businesses	2
	Suggest that many local families need large vehicles	1
	Suggest postponing the proposals until more people have upgraded from diesel vehicles	1
	Concern that emission based parking charges are simply a way to make money	1
Support for emission based parking charges if they help to reduce car use	1	
Proposal 46: Cycle parking - Area Wide	Support for measures that support cycling	3
	Support cycle parking solutions for people unable to store a bike at home	2
	Concern that existing cycle hangars are under-used	1
	Concern that cycle hangars are ugly	1
	Suggest that cycle parking improvements must be supported by cycling infrastructure	1
Support for measures that support potential reductions in car use	1	

Southwark Council
Dulwich Area Traffic Management Study

Responses from associations

Responses		Court Lane and Court Lane Residents' Association (COLAR) (140 households)	Dulwich Village Forum (roughly 2,000 residents and 25 business traders)	The Dulwich Society
Support speed calming measures in residential roads e.g. Croxted Road, Gallery Road	1			1
Support speed calming measures (general)	1	1		
Concern about construction work on Quietway 7 and associated pollution	2	1	1	
Concern that cyclists are not using Quietway 7	1	1		
Concern about ratrunning down residential roads e.g. Farquhar Road, Dovercourt Rd, Woodwarde Rd, Ruskin Walk	2	1		1
Suggest a strategy to reduce general traffic across the area is needed	2	1	1	
Concern that cycling data is incorrect	1	1		
Concern that the council does not listen to views of residents	1	1		
Concern that CS7 works have made the Village junction dangerous for pedestrians, cyclists and drivers	1	1		
Concern that the split pedestrian crossing at Village junction is confusing for drivers	1	1		
Concern about cyclist behaviour	1	1		
Support monitoring and evaluation of the Village junction	3	1	1	1
Suggest future construction projects should be carried out more quickly	1	1		
Concern that cycle routes increase congestion and pollution	1	1		
Suggest that school coaches should not be allowed to use Calton Avenue	2	1		1
Suggest more buses and bus routes e.g. Dulwich to Herne Hill and Brixton	1	1		
Suggest step free access at North/ West Dulwich stations	2	1		1
Oppose removal of speed humps in Court Lane	2	1		1
Suggest banning fast cyclists in Dulwich Park	2	1		1
Suggest monitoring of cycle speeding/ use in Dulwich Park	1	1		
Oppose CPZ as it would be detrimental to local businesses	1	1		
Suggest a timed parking area for shoppers outside shops	1	1		
Suggest proposals should align with Healthy Streets document and New Southwark Plan	2		1	1
Support recommendations for station improvements and step-free access	2		1	1
Suggest a review of the junction at Dulwich Village	1		1	
Support improvement of bus routes (especially to hospitals)	2		1	1
Suggest time-sensitive rather than permanent restrictions for rat-running	1		1	
Oppose weight restrictions	1		1	
Support weight restrictions	1			1
Concern that one way roads will increase speeds	1		1	
Concern about increased pollution caused by congestion	2		1	1
Suggest CPZ would have to understand conflicting needs of users- full review necessary	2		1	1
Suggest that Southwark/ Foundations schools study is old and not useful	1		1	
Suggest stricter policies around coaches	1		1	
Support more parking enforcement at school drop off times	1			1
Concern that CPZ will displace the parking	1			1
Suggest careful review of charging points needs and impacts on parking	1			1
Suggest more enforcement of 20mph zone	1			1
Suggest measures to ensure that residential roads are only used by residents	1			1
Support safety review of walking/ cycling to school	1			1
Support filtered permeability	1			1
Support non-idling regulations	1			1
Concern that consultations are not taken into account e.g. Quietway 7	1			1
Suggest study should analyse the impact of different sources of traffic	1			1
Suggest review of road safety and accident analysis	1			1

CONTROL INFORMATION

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