

## **One Dulwich proposal**

This is an outline proposal from One Dulwich for a trial of traffic restrictions in Area B (as designated by OHS Dulwich Phase 3).

### **1. What is One Dulwich?**

We are a large and growing group of people living in what is known as Area B who support active travel and healthy streets, and the reduction of through traffic, but who believe that timed restrictions are preferable to the permanent closure to vehicles of major junctions, particularly between East and West Dulwich. As a group, we believe that any measures affecting the connectivity of the local road network must have widespread community support.

### **2. Current circumstances post Covid-19**

We understand that OHS Dulwich is on hold, but that our councillors and council officers are hoping that Southwark's bid for funding from The London Streetspace Plan will be successful. If so, some of these funds might be used in Dulwich to deliver quick, inexpensive, and easy-to-trial temporary measures to promote social distancing and active travel on our streets.

Over the coming months, there are likely to be significant changes to traffic patterns because of Covid-19. It is possible that the usual peak hours traffic congestion will worsen if more children are driven to school in private cars (which, because Dulwich is an area dominated by school traffic, may have a significant effect on congestion and pollution). It is also possible that more home-working will reduce rush-hour commuter traffic. Because of this uncertainty, we believe that any measures that are put in temporarily will only be useful if they can be amended or altered as circumstances change. Road closures, being blunt instruments, are not useful.

### **3. Area B concerns and key principles**

A snapshot of local feeling was revealed when six residents' associations included common questions in recent surveys. A very large majority of the more than 200 respondents were in favour of:

- No permanent closure of junctions to all vehicles
- Whatever is agreed to be subject to temporary, reversible trials first
- More account to be taken of the needs of elderly, disabled and car-dependent residents
- Southwark to work with TfL to improve public transport through Dulwich

#### 4. What are we proposing?

As the OHS Dulwich background research confirmed, traffic congestion and air pollution in the Dulwich area are concentrated at peak hours in the morning and evening – that is, traffic congestion is time-limited, and not a 24/7 problem.

We are proposing a trial of timed restrictions on entry/exit points into and out of Area B, Monday to Friday only, hours to be discussed.

We believe timed restrictions, by reducing through traffic, will enable both active travel and safe social distancing.

The effect of temporary timed closures on traffic and air quality, both in Area B and in surrounding streets, can be monitored and analysed as the trial continues, and the measures can be amended (for example, hours of operation) as necessary.

This proposal is in its early stages. However, we believe that this pragmatic, adjustable approach is likely to win support from local residents, local businesses and local schools.

##### a) The concept of timed restrictions

Restrictions on different types of road-user at certain hours are common in London – for example, bus lanes, red routes, the Congestion Zone. On a more local level, individual streets can also be subject to timed restrictions – please see photographs (below) of Northcross Road in East Dulwich, Electric Lane in Brixton and Venn Street in Clapham.



*Northcross Road*

*Electric Lane*

*Venn Street*

##### b) Timed restrictions as used in School Streets, inner-city restricted traffic zones, and TfL's Liveable Neighbourhoods

Timed restrictions are common to a number of different schemes in the UK.

Here are the key elements of School Streets, restricted traffic zones and guidance from TfL's Liveable Neighbourhoods:

### **School Streets (e.g. Hackney, Wandsworth, Southwark)**

- School Streets operate Monday-Friday in term time only. Times vary from 1½ hours in total a day (Hackney) to 2 hours (Bessemer) to 4 hours (Harris Academy).
- They permit residents, local businesses, blue badge holders and carers to access the zone at all times, for which there is no charge. Family members who are carers are also eligible for exemption on a case by case basis (Hackney).
- Schemes are run as trials and reviewed after 9 months (Hackney) or 12 months (Wandsworth)
- Data is monitored on how parents and pupils travel to school, traffic flows and speeds, air quality, and Equality Impact Assessments (EQIS) for vulnerable groups e.g. elderly and disabled.

### **City Restricted Access Zones (Reading, Durham, Birmingham, etc)**

- These zones are all designed to prevent through traffic but to allow residents to enter and exit at all times.
- Residents buy annual permits. Durham charges residents £40 for the first permit for 12 months and £60 for the second. Books for visitor permits are sold. Permits also available for carers (free), local businesses and construction workers. Reading charges residents £40 for the first car and £150 for the second car, with a limit of 2 permits per household. Carers are not charged. Visitor permits are free for the first 2 books and £25 for subsequent books
- CCTV is favoured for monitoring traffic infringement.
- Fines are £130 reduced to £65 if paid promptly.



### **Liveable Neighbourhoods**

This guide gives as an example of “a project in a residential area or local centre” one that “incorporates local residential streets, a school and cluster of local shops within a defined area” with “residential streets [that] are too often dominated by rat-running traffic avoiding main roads nearby”. It recommends that such a “residential area project might aim to reduce through traffic on residential streets by closing them to through traffic” (i.e. not to residents’ vehicles). This is also consistent with the public statements of the Walking and Cycling Commissioner.

#### **5. If Southwark introduced a similar scheme, how much would timed restrictions in Area B cost?**

We have identified two main types of costs.

The simplest trial scheme would rely on signs (see an example of a Pedestrian and Cycle Zone *below*, from a School Street in London), backed up by education and publicity.



Enforcement – preventing non-permit holders from entering restricted streets during the trial period – could be achieved with:

- a database of residents' cars in Area B
- paper permits in windscreens (see School Street example, *right*). As with School Streets, these permits would be available to residents at no cost on proof of identity.
- CCTV/stationary camera cars in strategic positions



After the trial and review, should it be decided to make the scheme permanent, income to cover costs could come from paid-for permits, as with City Restricted Access Zones – that is, approximately £40 per car, higher amounts for second cars, no charge for blue badge holders and carers, and books of passes for visitors. We counted 1,250 cars in Area B streets on 20 May 2020. Assuming, say, 250 of these are second cars then, if Reading's charges for permits were to be applied (see above), it would produce an annual revenue of up to £77,500 per annum (depending on uptake). Visitor permits and fines would, of course, add to this sum (although it is to be hoped that compliance would be high and few fines would be issued).

Any additional external funding could be used for a campaign to (i) encourage residents to leave their cars at home and walk or cycle and (ii) discourage residents from driving their cars during restricted hours.

We would also strongly urge:

- careful monitoring to assess changes in school travel, traffic flows and volumes, air quality and Equality Impact Assessments, both in Area B and in surrounding streets. The length of the timed restrictions could be altered if necessary at the review stage.
- clearer separation of cycles from cars on key roads Calton Avenue and Court Lane and incentives to encourage cycling, such as cycle hangars.

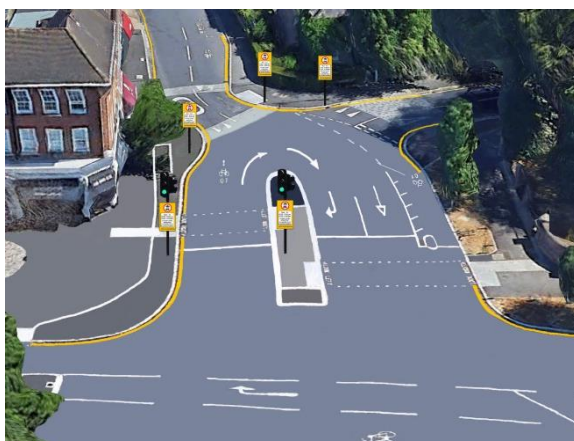
If post-trial monitoring results demonstrated success in reducing through traffic, improving air quality, and encouraging more active travel, then further consultation should determine whether to make the scheme permanent.

If the scheme was made permanent and funds allowed, pedestrian-friendly raised paved areas could be introduced at DV junction and Eynella Road junction, emphasising that both cycles and vehicles must cross slowly (both within and outside restricted hours).

## 6. Is a scheme differentiating between permit holders and non-permit holders too complicated?

Previously, the reason given by Council officers for permanently closing the Dulwich Village and Eynella Road junctions instead of restricted entry times was that drivers might be confused by signage at the traffic lights, act at the last minute to avoid a fine and cause accidents. We believe this concern can be removed by:

- making the entrance to the Area B restricted traffic zone start at Calton Avenue and Court Lane, not at Dulwich Village, and at Woodward Road and the start of the residential section of Eynella Road, not at Eynella's junction with Lordship Lane.
- introducing mini roundabouts, so that cars without permits that turn into these junctions can turn out of them (see illustration). (The pedestrian island at the DV junction could remain as it is with minor adjustment to its length if necessary).
- posting prominent signage before drivers reach the junctions (on Dulwich Village and Lordship Lane), at the junctions, and at all entrances to the zone. The illustrations below indicate how these might look in practice:



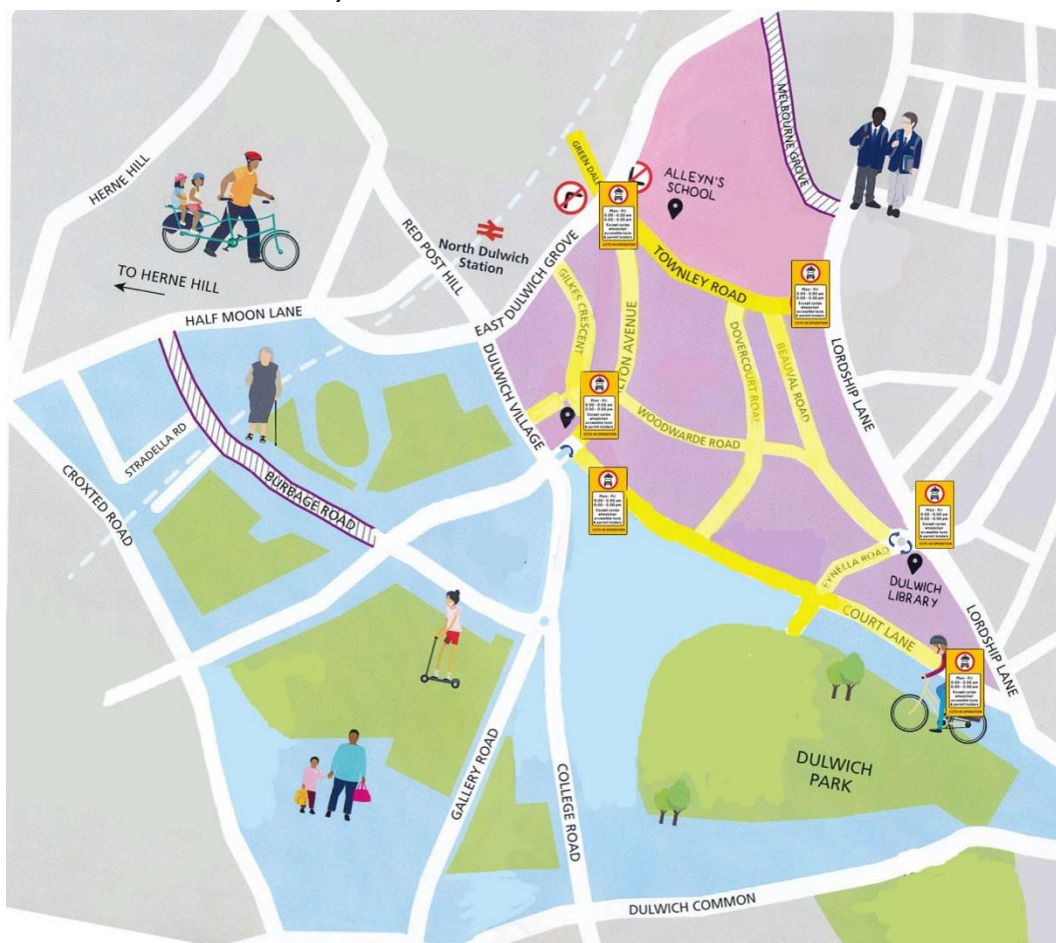
*Junctions at Dulwich Village (left) and Eynella/Lordship Lane (right)*

## 7. Area B plus part of Area C

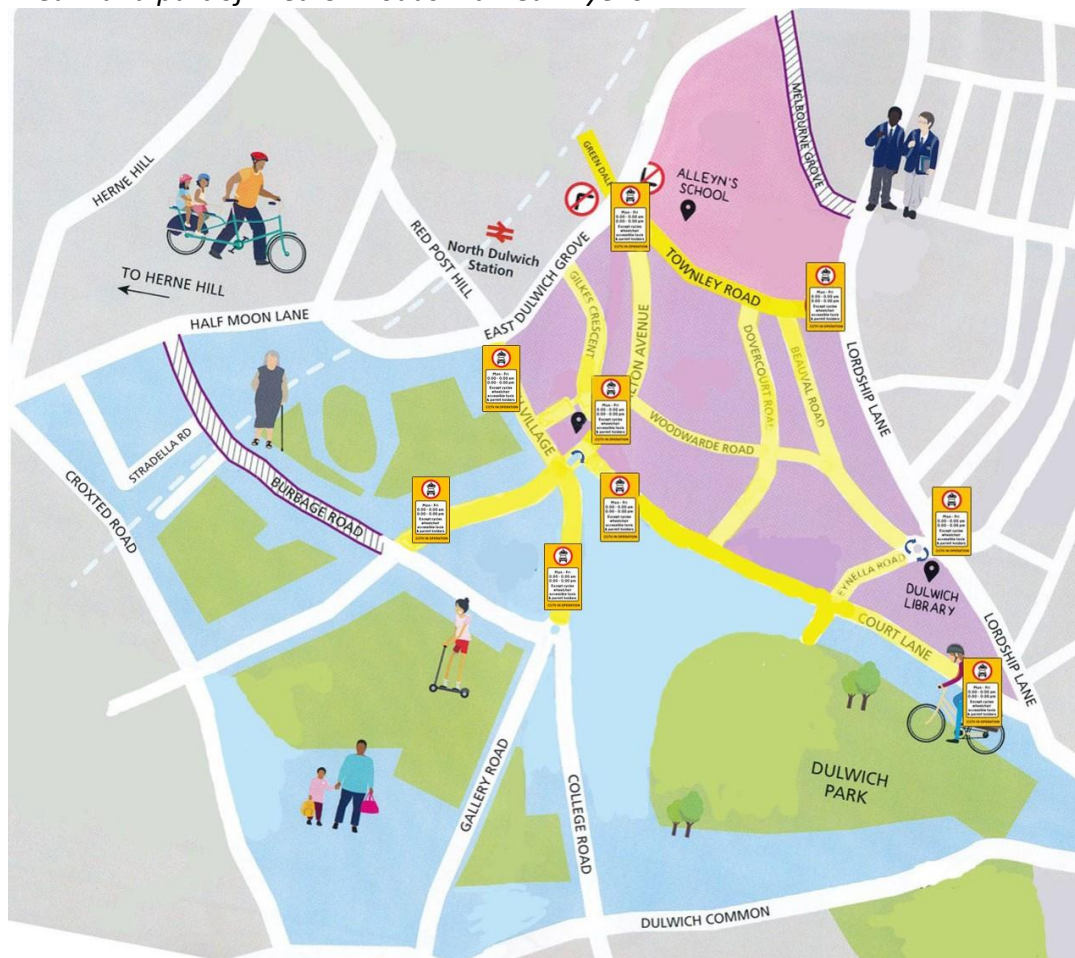
- These proposals cover Area B only, as most of the supporters of our community group One Dulwich come from that area.
- However, One Dulwich also has supporters from Area C, who share our concern about any proposals for the permanent closure of Dulwich Village junction to motorised vehicles, and support timed traffic restrictions instead. If timed restrictions instead of closure is also the preferred response of Area C residents, it

would be logical to create a time-restricted traffic zone incorporating Dulwich Village south of the Dulwich Village junction (as proposed in OHS Dulwich Phase 3), Turney Road between the DV junction and Burbage Road and, should it be decided to make Dulwich Village north of the DV junction into a School Street (as there are three schools that border on to the street), to incorporate that as well. This would make it even easier to prevent through traffic turning east or west at the DV junction, as entry into the time-restricted zone would start away from the junction itself. The maps below illustrate this:

*Area B – roads marked in yellow*



Area B and part of Area C – roads marked in yellow



## 8. Conclusion

Because we know that Council officers and councillors are only able to consider quick, easy and inexpensive suggestions to enable active travel and social distancing, we have not included any of our (extensive!) original research into cameras or ANPR. However, we would be happy to supply this on request.

We have drafted this proposal without expert advice from a traffic engineer. We would be grateful for further discussion.