

West Dulwich

Trial Street Improvements

Frequently Asked Questions



Q1. What are the West Dulwich Street improvements?

Three connecting projects are being proposed in the West Dulwich area:

- **Trial Street Improvements** (traffic management measures, including traffic filters)
- West Dulwich Controlled Parking Zone (CPZ)
- Brockwell Park to Gipsy Hill Healthy Route extension (phase 3)

West Dulwich Street Improvements are a range of measures designed to make the neighbourhood safer, healthier and more climate resilient by:

- Improving conditions for walking, wheeling¹ and cycling
- Reducing road danger, congestion and emissions
- Improving the street environment and creating more community spaces.

¹ wheeling is defined as An equivalent alternative to foot/pedestrian-based mobility, such as using a wheelchair or another wheeled mobility aid <https://wheelsforwellbeing.org.uk/walking-wheeling-and-cycling-definitions/>

Q2. How will these proposals improve the streets?

1. **Reducing Traffic** has many benefits, including:
 - Cleaner air and less noise
 - Fewer emissions contributing to climate change
 - Safer streets, which support people to walk, wheel and cycle, when possible²
 - Less congestion, making journey times quicker for buses and essential motorised journeys
2. **Improving walking, wheeling and cycling conditions** benefit the community by supporting people to make active journeys (when possible) that improve health and wellbeing. As well as reducing traffic, the following are proposed to improve walking, wheeling and cycling conditions:
 - Providing areas to stop and rest (parklets)
 - Cycle parking
 - Repairing sections of pavement that have been damaged by tree roots (funding dependent)
3. **Streets that are healthy, accessible, sociable, and fun** – proposals have been guided by the Healthy Streets Approach (www.healthystreets.com). To create more community spaces, Lambeth have teamed up with Living Streets and Meristem to co-design and install two community parklets in the area. A Parklet is community space that sits on the kerbside. They are great for bringing people together and providing local green space.

Q3. What's happening as a trial?

The trial includes a variety of traffic measurement measures and improvements designed to support people to walk, wheel, scoot, cycle and enjoy the local area, including:

- **Traffic filters** – (also called modal filters) Automatic Number Plate Recognition (ANPR) cameras allow access to cycles, emergency and waste vehicles, and vehicles with registered dispensation (e.g. blue badge holders), while prohibiting motor vehicles that do not have registered dispensation (by issuing a fixed penalty notice). Where traffic filters are used, all addresses remain accessible by car.
- **One way traffic filters** – allow access to cycles, emergency and waste vehicles, and vehicles with registered dispensation. They also allow access to motor vehicles without registered dispensation in one direction and prohibit motor vehicles without registered dispensation in the other direction.
- **Banned turns** – prohibited motor vehicles from turning in a certain direction
- **One-way streets with cycle contraflow** – all vehicles can travel in one direction, with cycling permitted in the opposite direction
- **Coloured surfacing** is used to suggest a pedestrian-focused areas and to encourage vehicles (including cycles) to move with caution and give priority to pedestrians within these areas.
- **Parklets** – community spaces that sit on the kerbside. They are great for bringing people together and providing local green space.

² TfL's cycling quality standards and Lambeth's Healthy Routes criteria recommend traffic volumes lower than 200 motor vehicles per peak hour for streets to be considered safe for cycles to mix with general traffic. Where peak hour traffic volumes exceed 200, dedicated space for cycling is recommended – such as protected cycle tracks.

- **Pavement repair** (funding dependent) a flexible material called 'flexi-pave' can be used to repair sections of pavement damaged by tree roots. It allows tree roots to grow and thrive without disrupting the pavement surface
- **Cycle Parking** – 'Sheffield stands' are free, fixed cycle parking.

These measures will be installed at the same time – except for the footway repair, which is funding dependent.

Q4. What's not part of the trial?

The Healthy Route and CPZ proposals are not part of the trial. These proposals will be enforced using permanent Traffic Management Orders (TMOs), which are subject to a period of 'statutory consultation' before they can be approved. For details on how to contribute to the statutory consultation, see the enclosed letter and Q38.

Q5. How have proposals been developed?

Proposals have been developed based on:

- Consultation with the community
- Traffic data

Informal consultation 1 (25 January to 25 March 2022): People in West Dulwich were asked which improvements they would like to see on their streets. Community feedback and traffic data showed that some internal roads were prone to high volumes of traffic using them to avoid main roads, often travelling to/from the A205 south circular.

We also heard that people would be encouraged to walk, wheel and cycle more by providing more cycle parking, more places to stop and rest and for the pavements to be repaired where they have been damaged by tree roots.

Traffic counts (November- December 2021): Traffic data was collected using a combination of Automatic Traffic Counters (ATCs) placed across the carriageway at 16 locations, and camera turning counts positioned at 2 major junctions (Rosendale Road/A205 junction and Croxsted Road/A205 junction). The baseline traffic data report was published in 2022. Data confirmed residents' concerns. After analysing traffic data and community feedback, engineers explored options for:

1. Prohibiting external motor traffic cutting through the neighbourhood, whilst ensuring that all addresses within the neighbourhood remain accessible by car
2. Improving conditions for walking, wheeling and cycling around the neighbourhood, and improving the street environment

Informal consultation 2 (11 April and 14 May 2023) - Initial proposals were publicised, alongside proposals for two other projects happening in the area:

- the CPZ (Controlled Parking Zone)
- the Brockwell to Gipsy Hill Healthy Route.

Q6. How have proposals changed?

Following the second consultation, the trial street improvement proposals were amended as follows:

- Two proposed traffic filters on Idmiston Road and the traffic filter on Chestnut Road were removed.
- Extension of double yellow lines 'at any time' waiting restrictions are proposed on Robson Road.
- Introduction of a new parklet location on Chatsworth Way.
- The proposed parklet on Eastmearn Road will be retained. All other proposed parklet locations were removed.

Q7. What has been decided?

In February 2024 the decision was made to conduct:

- An 18-month trial of the amended Street Improvements (including traffic filters) using an experimental traffic order
- A combined statutory consultation on the proposed introduction of parking controls and continuation of a two-way protected cycle track and pedestrian and crossings along Rosendale Road.

The Officer Delegated Decision Report can be viewed here:

<https://moderngov.lambeth.gov.uk/ieDecisionDetails.aspx?ID=8618>

Q8. Why are the traffic management measures being installed as a trial?

Installing these measures on a trial basis allows for the impact of the project to be measured against the core objectives:

- Preventing motor vehicles cutting through the neighbourhood
- Reducing overall traffic across the neighbourhood, by supporting people to change their behaviour (when possible)

It also allows for improvements and/or adjustments to be made. Impacts of traffic reduction schemes are difficult to predict, and models are unable to accurately reflect traffic reduction and behaviour change. The trial will enable engineers and the community to experience the scheme in real time rather than speculating on predicted outcomes. Proceeding in this way also permits the scheme to be suspended or modified where this is deemed essential and based on data.

To understand traffic impacts during a trial, traffic data is collected at the following times:

- stage 1 (initial adjustment) around 3 months after the trial launches
- stage 2 (settling down) typically between 6 and 12 months after the trial launches.

The trial will be installed under an Experimental Traffic Management Order (ETMO), which lasts for 18 months. Any decisions on making significant changes, making the project permanent, or removal, will be based on both stages of traffic data, compared to the baseline. A report will be published following each stage of monitoring.

Q9. How does Lambeth monitor traffic reduction and behaviour change?

The impact of the project will be assessed based on:

- Traffic counts that measure the volume and speed of traffic on streets within the neighbourhood and the surrounding roads
- Bus journey times
- Numbers of people cycling

Lambeth is also investing in new smart cameras called VivaCity cameras, which can count people walking and wheeling, as well as traffic. More information on these can be found here: <https://vivacitylabs.com/products/smart-traffic-monitoring-solution/>.

These will start to be introduced at strategic locations from August 2024. The cameras have much greater functionality than ATCs, however, due to their cost and availability, they will not be replacing ATCs at this time. Data from the VivaCity cameras will complement ATCs and camera counts.

Q10. Will the impacts of the trial street improvements be evaluated separately to the impacts of the CPZ and Healthy Route?

If approved, the CPZ and Healthy Route will be installed around six months after the trial is installed. This makes it possible to evaluate six months of the trial street improvements in isolation.

Q11. How will air quality be measured?

The impact that specific transport schemes have on air quality is modelled based on traffic data. This is the best way to understand how traffic affects air quality in a short period of time. Using modelled data is preferable to direct air quality measurements (such as diffusion tubes) because the ambient air quality is also affected by meteorological events, construction, and other, unrelated policy changes; they are unable to isolate the effect of traffic from other sources of pollution.

The air quality data presented in the baseline traffic data report comes from the London Atmospheric Emissions Inventory (LAEI), which contains information from the GLA and other public sector information, including telematics data. It shows modelled 2019 ground level concentrations.

It is anticipated that air quality will improve as traffic volumes reduce, due to behaviour change. This will be modelled using traffic data collected during the trial and publicly available data from the LAEI, which will be compared to the 2019 data set.

To understand borough-wide air quality trends, Lambeth has an extensive network of diffusion tubes across the borough, and a network of 64 lightweight air quality sensors as part of the Airly network. The Airly sensors enable residents to monitor the concentration of nitrogen dioxide, particulate matter and ground level ozone in real time by visiting the Airly website <https://airly.org/map/en/>

Q12. What about electric vehicles (EVs)?

While Electric Vehicles (EVs) emit less CO₂ and NO₂ than those with internal combustion engines, they do contribute to particulate pollution. Furthermore, shifting existing volumes of private motor traffic to entirely EVs would not reduce congestion or road danger. Overall traffic reduction (across vehicle classes) is required to support modal shift and road safety.

This excerpt from Lambeth's Electric Vehicle strategy³ provides further detail:

- *“The Positives: EVs eliminate tailpipe emissions which contain harmful particulates, NO₂, and CO₂ which are harmful to our health and environment. The Lambeth Air Quality Action Plan 2023–25 commits the council to break the association between inner London living and poor air quality. This is a key consideration when delivering this Strategy.*
- *The Negatives: Transitioning from the use of internal combustion engine vehicles to EVs eliminates the pollutants that are emitted from the tailpipe. However, EVs still emit significant amounts of particulate matter into the air we breathe, through tyre and brake wear, and dust thrown up from the road. Some studies have suggested that EVs may emit more particulate matter than ICE vehicles as EVs are heavier due to the batteries they carry. Increased road wear is not only an issue for our respiratory health but an issue for our built environment. Heavier vehicles cause more damage to the roads they drive on. Road surfaces receiving more damage not only increases maintenance costs but also can create accessibility problems and barriers to active travel. The London Atmospheric Emissions Inventory 2019 estimated that 33% of PM_{2.5} emissions and 28% of PM₁₀ emissions in Lambeth were generated by road transport. Replacing every ICE vehicle on the road with an EV will not help reduce the impact that these pollutants”*

Q13. How do traffic filters work?

All the filters in the West Dulwich Street Improvements area are enforced by 24hour Automatic Number Plate Recognition (ANPR) cameras. These work by issuing a Penalty Charge Notice (PCN) to motor vehicles that pass the filter (except emergency, waste, and vehicles with registered dispensation). Cameras are used, instead of physical barriers, so that emergency vehicle response times are unaffected.

Q14. Who is allowed to drive through the traffic filters and who can apply for an exemption?

Emergency and waste services are automatically exempt and can drive through traffic filters without incurring a penalty. Certain other motor vehicles can apply for dispensation that allows them to pass through a specified traffic filter in the neighbourhood. Dispensation is available for Blue Badge holders, a Blue Badge holder's appointed driver, or nominated visitor. This could be a family member, friend, or carer, for example. Both individual Blue Badge holders and organisations who qualify for a Blue Badge (such as SEN transport providers) can apply for the dispensation. Dispensation is also available for:

- Rapid response healthcare providers
- Category 1 responders under the Civil Contingencies Act 2004

Details of Lambeth's dispensation policy can be found here:

<https://www.lambeth.gov.uk/parking/parking-permits/low-traffic-neighbourhood-ltn->

³ <https://www.lambeth.gov.uk/environmental-services/electric-vehicles>

[dispensation-frequently-asked-questions](#). The dispensation policy will be reviewed periodically as new data and feedback is received.

Q15. Why are traffic filters proposed on roads that are already quiet?

The West Dulwich neighbourhood has a complicated network of connected streets. If filters were only installed on streets that are currently experiencing high volumes of traffic, there would be a risk of that traffic displacing onto other internal streets, which are currently quiet. The designs seek to prevent traffic being re-routed onto any quiet streets.

Q16. Why are the traffic filters laid out this way?

The locations and the layout of the traffic filters are designed to:

- Prevent motor vehicles cutting through the neighbourhood
- Ensure that motor vehicles can access all locations without being required to reverse 'unreasonable' distances⁴
- Ensure that motor vehicles can make turns safely. The turning movements of a 10m rigid vehicle have been tracked at all locations where changes are proposed
- Ensure that all addresses are accessible by motor vehicle. The colours on the map are intended to show how traffic can flow within the neighbourhood

Q17. Can I still get to my address by motor vehicle?

Yes, all addresses are accessible via motor vehicle. Some journeys in private motor vehicles may need to take different routes, and some journeys may be slightly longer. While it is recognised that this can be inconvenient, it is part of encouraging motorised journeys to be switched to active journeys when possible. This shift benefits health and means that essential motorised journeys will be quicker due to fewer people driving and, consequently, less congestion.

Q18. Why are the traffic filters 24hr?

Although volumes of traffic in West Dulwich rise and fall throughout the day, the proposed filters would be operational for 24 hours a day. This is because:

- Timed filters have been found to cause confusion (leading to more penalties)
- The proposal is designed to dis-incentivise short trips made by motor vehicle and support the community to switch to active journeys (walking/wheeling and cycling), when possible.
- Similar schemes have been shown to reduce speeding which can occur at all times

Q19. Is this project 'anti-car'?

The project is not anti-car, and it is acknowledged that some journeys need to be made by motorised vehicle and that some people rely on their vehicles. Careful consideration has been given to ensure all addresses are accessible by motor vehicle and to consider how motor vehicles will travel within and around the neighbourhood.

⁴ Highway Code Guidance: www.legislation.gov.uk/uksi/1986/1078/regulation/106

Q20. Will the traffic currently using the roads on which filters are proposed, displace onto unfiltered roads?

In the initial stages of the project, a certain amount of traffic displacement may occur, but this is anticipated to settle down as behaviours change. Research on established Low Traffic Neighbourhoods⁵ shows that displaced traffic tends to reduce as people change the way they travel, causing traffic to reduce. Traffic volumes and bus journey times on filtered and unfiltered roads will be monitored throughout the 18-month experimental period.

Q21. Why is there no traffic filter on Lancaster Avenue?

High volumes of motor traffic currently use Lancaster Avenue to travel between the A205 South Circular and Norwood Road, particularly at peak times. Transport for London (TfL) will not permit a traffic filter on this road due to the low railway bridge at the Tulse Hill gyratory, under which very tall vehicles are not able to pass and where 'bridge strikes' have happened in the past. Lancaster Avenue serves as the primary alternative for over-height vehicles which cannot fit under the bridge. Lambeth has requested a traffic filter that can exempt over-height vehicles or vehicles of 3.5 tonnes and over, while restricting general traffic. TfL have informed us that this is not possible due to the following reasons:

- Signs do not exist that would allow this type of exemption
- If signs were created, they could cause confusion, as motorists are used to seeing signs that prohibit larger vehicles, not exempt them. There is a risk that over-height vehicles would interpret the sign as prohibitive and would, therefore, avoid Lancaster Avenue, increasing the risk of them striking the bridge
- New road signs must be agreed by the Department for Transport, which could take 12 months or longer

Lambeth and TfL will continue to explore potential improvements to address traffic and improve conditions for walking, wheeling and cycling on Lancaster Avenue.

Q22. Why is there no traffic filter on Rosendale Road?

High volumes of traffic use Rosendale Road at peak times. Filtering Rosendale Road has been considered, but there are concerns about the impact on Croxted Road, which is a bus route. The Council is still intent on reducing traffic and we will be trialling a School Street for Turney and Rosendale schools. The Turney and Rosendale School Street will operate on Turney Road (between the junctions of Rosendale Road and Croxted Road), Rosendale Road (between the junctions of Hawarden Grove and Lovelace Road), and Dalkeith Road. This will prohibit motor vehicles between 8:15-9.15am and 2.45-3.45pm, Monday to Friday during term time. The School Street will be introduced as a trial on 3 September 2024. The temporary prohibition of motor vehicles aims to help reduce road danger on the road, improve air quality and increase active travel to school, creating a safer and more pleasant environment at the school gates. Although reducing traffic on Rosendale Road is highly desirable, the planned Healthy Route improvements will ensure that walking, wheeling and cycling will be safer and more attractive.

Q23. Where can I find more information about the School Street?

⁵ *Changes in motor traffic inside London's LTNs and on boundary roads*, 2023, www.wearepossible.org

Any questions you may have please visit www.lambeth.gov.uk/schoolstreets or email schoolstreets@lambeth.gov.uk

Q24. What else is happening on Rosendale Road?

Rosendale Road forms part of the Brockwell Park to Gipsy Hill Healthy Route. Between the A205 and Park Hall Road. Proposals for phase 3 of the Healthy Route are subject to statutory consultation, as outlined in the enclosed leaflet. Proposals can be viewed here: haveyoursay.lambeth.gov.uk/en-GB/folders/rosendale-road

Q25. What is happening to the Rosendale Road/A205 junction?

Transport for London (TfL) are leading on redesign of the Rosendale Road/A205 junction, with input from Lambeth. Designs are still being developed and will be shared as soon as possible. Lambeth and TfL are working together to install the junction at the same time as the phase 3 of the Healthy Route.

Q26. What about Croxted Road?

To improve school journeys, as part of phase 2 of the School Street project, Lambeth Council is working with Southwark Council and TfL to explore additional pedestrian crossings, cycle parking and bus improvement measures along Croxted Road. These plans will be developed with the local community and future information will be shared in due course. Traffic volumes on Croxted Road will be monitored throughout the Street Improvements and School Street trials.

Q27. What about buses on Norwood Road?

Lambeth and TfL will monitor traffic volumes and bus data on Norwood Road throughout the trial.

Q28. What about the A205 South Circular?

TfL is the Highways Authority for the A205 South Circular. The TfL Network Performance team have been consulted. After reviewing traffic data and designs, TfL do not anticipate displaced traffic affecting capacity on the A205, and they support the trial. Traffic and bus data on boundary roads (including the A205) will be monitored during the trial and TfL will be involved in discussions and analysis around network performance throughout.

Q29. What is the difference between experimental and permanent traffic orders?

Experimental Traffic Management Orders (ETMOs) - The proposed traffic management methods (traffic filters, banned turns, one-way streets) will be installed using experimental traffic orders (ETMOs). ETMOs last 18 months and the community are invited to feedback and make representations and/or objections within the first 6 months of the trial. Before the 18 months is over, a decision must be made on whether to make the traffic orders permanent. The trial can be modified, suspended or cancelled within the 18-month period.

Permanent traffic management orders (TMOs) – The proposed CPZ and Healthy Route would be installed using permanent TMOs. For Permanent TMOs, the statutory consultation period is before the scheme is implemented. The community will be invited to feedback and make representations and/or objections to the proposed traffic orders. A report of representations will be published and a decision whether to create the TMOs will be made, factoring in representations, data and previous reports.

Q30. Who makes the decisions?

Individual Cabinet Members and Officers can make decisions under 'delegated powers'. 'Key' decisions (such as making a trial scheme permanent) are made by Cabinet Members. Smaller decisions can be taken by officers in consultation with Cabinet Members.

Information on how the council makes decisions can be found here:

<https://www.lambeth.gov.uk/about-council/consultations-decisions/how-council-makes-decisions>

Q31. How can I get around more sustainably?

Lambeth Council has an active travel programme that brings together initiatives to help residents, businesses and schools choose cleaner and healthier ways of getting around such as walking, cycling and public transport.

The Council offers a range of incentives to get you moving around more sustainably including free cycling sessions for adults and children, subsidised renting of cargo bikes and free bike repairs through our Dr Bike service.

Follow/scan this link to learn more about these initiatives:

<https://www.lambeth.gov.uk/streets-roads-transport/cycling-walking/big-shift-programme>



Q32. Has Lambeth engaged with residents and businesses?

The consultation reports for both rounds on informal consultation can be found here:

- Informal consultation period 1: January to March 2022, haveyoursay.lambeth.gov.uk/en-GB/projects/west-dulwich/2
- Informal consultation period 2: 11 April and 14 May 2023 haveyoursay.lambeth.gov.uk/en-GB/projects/west-dulwich/4

The launch of the trial is just the beginning of the conversation about how the street improvements works in practice. This conversation with local people will continue over coming months.

Q33. Are all three projects happening all at once?

No. The three projects have their own individual timelines. The next steps for all 3 projects are outlined below

Q34. The decision to conduct the trial was made in February 2024. Why was the project delayed?

The project was delayed the London Mayoral election in May and the snap general election in July. Regulations around communication and publicity in the weeks preceding elections meant that Lambeth Council was not able to communicate about the projects or conduct any consultation during these time periods. This has led to the project (and communications related to it) being delayed.

Q35. Why are the trial street improvements being installed during the school holidays?

Traffic volumes are significantly lower during the school summer holidays. Installing and launching the trial traffic management measures during school holidays minimises disruption by allowing time for local people to adapt to the changes, without additional through-traffic associated with the school run and peak travel times.

Q36. What happens next?

Trial Street Improvements Timeline:

12/08/24	Installation started
09/08/24 – 20/02/25	statutory consultation period for the trial
19/08/24 – 19/02/26	18-month ETMO duration
09/09/24	Cameras began issuing warnings
30/09/24	Cameras began issuing Penalty Charge Notices to vehicles driving through (unless they have registered dispensation)

CPZ and Healthy Route Timeline:

09/08/24 – 20/09/24	6-week Statutory Consultation Period
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All representations received will be considered by the council before a decision is made. Officers will draft a report outlining feedback received and making recommendations.

Q37. How can I find out more information?

- Trial Steet Improvements: haveyoursay.lambeth.gov.uk/en-GB/projects/west-dulwich or telephone 0207 926 9000
- Controlled Parking Zone: lambeth.gov.uk/wdcpz
- Brockwell Park to Gipsy Hill (aka Rosendale Road) Healthy Route: haveyoursay.lambeth.gov.uk/en-GB/folders/rosendale-road
- Turney/Rosendale School Street: www.lambeth.gov.uk/schoolstreets

Q38. How can I share my views?

Street improvements trial:

- A Notice of the Council's intentions to introduce the trial under an Experimental Traffic Order, will be published in a local newspaper (South London Press), the London Gazette, and posted on lamp columns in the area.
- The first 6 months of the Street Improvements trial is a statutory consultation period during which any member of the public can submit feedback and make representations and/or objections.
- Representations for and against the proposals described in the Notice must be made in writing no later than **20 February 2025**
- Please submit representations by either:
 - The Appyway consultation portal <https://streets.appyway.com/lambeth>
 - Post to Parking and Enforcement Group (Resident Services), London Borough of Lambeth, PO Box 80771, London, SW2 9QQ (quoting the reference **West Dulwich**)
- To use the Appyway portal:
 - Open this link: <https://consultation.appyway.com/Lambeth>
 - Refer to the 'Active Consultations' window
 - Click on the project you wish to comment on, either:
 - **West Dulwich trial traffic management (moving)** for filter locations and banned turns etc, OR
 - **West Dulwich trial double yellow lines (static)** for double yellow line waiting restrictions (i.e. static proposals)
 - At the bottom left of the map, find a blue box named 'Submit feedback'
 - Complete the relevant details

n.b. to comment on both elements you will need to follow the above instructions twice.

Q39. What if I can't get online?

If you are not able to get online, you can get information about the trial street improvements by calling 020 7926 9000.

Q40. What if I am representing a local business?

If you are representing a local business, we want to hear from you. Please indicate this in your submission(s), so that we can record which businesses have responded and log your individual concerns and suggestions.

Q41: How else can I get in touch?

You can contact us by using the online contact form:

<https://www.lambeth.gov.uk/form/transport-strategy-project> or by telephoning 0207 926 9000

Signs / Glossary

“No Motor Vehicle” Road Sign 	The No Motor Vehicles sign indicates no motorised vehicles can cross the filter point. This includes motorbikes, cars, vans and trucks, unless they have registered dispensation. Emergency and waste vehicles are exempt.
Camera-enforcement at traffic filter 	An area in which enforcement cameras are in use.
One-way road with contraflow cycles 	A road or section of road is one-way, but cycles are permitted to travel in both directions.
Regulatory Sign 	Advises of a restriction to the left, right or ahead.