

1. EXECUTIVE SUMMARY

1.1.1 This monitoring report provides a summary of data collected in March and April on the impact of the Streetspace scheme in Dulwich Village, East Dulwich and Champion Hill. Specifically, it provides a set of interim results on the impact of the change in the length of timed restrictions on Dulwich Village, Burbage Road, Turney Road and Townley Road made in February 2022. These changes took place on 14th February 2022 and reduced the length of restriction as follows:

- **Morning Peak:** Old Restrictions 08:00 – 10:00, New Restrictions 08:00 - 09:00.
- **Afternoon Peak:** Old Restrictions 15:00 – 18:00, New Restrictions 15:00 – 16:30.

1.1.2 When comparing the volume of traffic after the change in restriction was implemented with that either immediately before the change in 2022, or in September 2021, the following impacts were observed:

- In the time periods where the restrictions are currently in place, on external roads total motor traffic counted decreased by -3% (-255 vehicles) in the morning peak and -4% (-329 vehicles) in the afternoon peak.
- In the time periods where the restrictions are currently in place, on roads with timed restrictions total motor traffic counted decreased by -4% (-53 vehicles) in the morning peak and increased by 2% (21 vehicles) in the afternoon peak.
- In the time periods where the restrictions have been removed, on external roads total motor traffic counted decreased by -6% (-443 vehicles) in the morning peak and -1% (-230 vehicles) in the afternoon peak.
- In the time periods where the restrictions have been removed, on roads with timed restrictions total motor traffic counted increased by 37% (295 vehicles) in the morning peak by 18% (522 vehicles) in the afternoon peak.
- Across both external roads and those with timed restrictions, across the whole of the morning peak total motor traffic counted decreased by -3% (-456 vehicles) in the morning peak and showed negligible change (-16 vehicles) in the afternoon peak.

1.1.3 When comparing the total volume of motor traffic counted in April 2022, term time only, to that before the scheme was implemented, the following impacts were observed:

- Across all roads, for the whole day, the volume of motor traffic decreased by -20% (-33,197 vehicles)
- Across all roads, for the whole day, the volume of cycles increased by 39% (2,383 cycles)
- Across external roads, and those where timed restrictions are in place, in the morning peak motor traffic decreased by -15% (-2,759 vehicles), and in the afternoon peak by -12% (3,336 vehicles).

1.1.4 The council collects data continuously on 13 roads around the scheme. This data is summarised in the monitoring [dashboard](#). Dashboard data averages weeks and months without adjustment for seasonal variation, based upon raw data from automatic traffic counts without correction for any anomalous data. It is intended to show the overall trends in traffic.

1.1.5 The dashboard shows that traffic in April 2022 has declined on all roads when compared to September 2021, and that with the exception of three sites, traffic is down at all count locations compared to counts from before the scheme was implemented.

- 1.1.6 Artificial Intelligence active travel sensors are in place to record the volume of people walking and cycling at the junction of Calton Avenue and Dulwich Village, and the junction of Melbourne Grove and Grove Vale. Results from these are in the dashboard, and show that:
- On Calton Avenue, there were over 6,000 people walking a day recorded in the last week of April 2022, and over 1,500 people cycling per day.
 - On Melbourne Grove, in the final week of April, over 4,500 people were recorded walking, and over 350 people cycling, the highest volume since the sensor was installed in July 2021.
- 1.1.7 Bus journey time data shows that across the course of the day average journey times showed either a negligible change or a large improvement in April 2022 compared to the average before the scheme was in place. The same was true in the morning peak, although in the afternoon peak, large increases in journey times were recorded in one direction on Dulwich Road and Red Post Hill.

2. CONTEXT

- 2.1.1 This report summarises the impact of the Dulwich Streetspace Scheme based upon monitoring data collected in March and April 2022. It includes analysis of the impact of the change in the time of operation of the timed restrictions in place on Dulwich Village, Burbage Road, Turney Road and Townley Road. These changes took place on 14th February 2022 and reduced the length of restriction as follows:
- **Morning Peak:** Old Restrictions 08:00 – 10:00, New Restrictions 08:00 - 09:00.
 - **Afternoon Peak:** Old Restrictions 15:00 – 18:00, New Restrictions 15:00 – 16:30.
- 2.1.2 Given the change in restrictions was implemented in February 2022, these monitoring results from March and April should be seen as interim, given how soon after the change the data was collected. Further data collection in June and September 2022 will provide a more complete picture of the impact of the change.
- 2.1.3 The tables below shows the impact of the change in restrictions on each road with a timed restriction (Dulwich Village, Burbage Road, Turney Road and Townley Road) and the roads classified as external on which there are no restrictions (Croxted Road, East Dulwich Grove, Grove Lane, Grove Vale, Lordship Lane). It should be noted that Half Moon Lane is also classified as external, but due to an issue with the Automatic Traffic Count (ATC), data from Half Moon Lane has not been included in this reporting.
- 2.1.4 To calculate the impact of the change restrictions, traffic volumes from prior to the change have been compared to those after the change. This comparison is based upon the most recent available data prior to the restriction being changed, either all weeks in 2022 before the change, or data from September 2021, depending on whether the road is subject to continuous data collection (an ATC permanently in place), or tranche data collection (ATC put in place for monitoring periods only). This is compared to all available weeks of data post the implementation of the restriction. Only school term time weeks have been considered, all school holiday weeks have been excluded. Peak time comparisons are weekday data only.

Table 1. Impact of Changing Restrictions, Morning Peak, All Motor Vehicles

	OLD RESTRICTIONS	NEW RESTRICTIONS	CHANGE	% CHANGE
08:00 – 09:00: All External Roads	7,917	7,663	-255	-3%
08:00 – 09:00: Roads with Timed Restrictions	1,236	1,183	-53	-4%

	OLD RESTRICTIONS	NEW RESTRICTIONS	CHANGE	% CHANGE
08:00 – 09:00: Total	9,153	8,845	-308	-3%
09:00 – 10:00: All External Roads	7,590	7,147	-443	-6%
09:00 – 10:00: Roads with Timed Restrictions	791	1,086	295	37%
09:00 – 10:00: Total	8,381	8,233	-148	-2%
08:00 – 10:00: All External Roads	15,507	14,810	-698	-4%
08:00 – 10:00: Roads with Timed Restrictions	2,027	2,268	242	12%
08:00 – 10:00: Total	17,534	17,078	-456	-3%

Table 2. Impact of Changing Restrictions, Afternoon Peak, All Motor Vehicles

	OLD RESTRICTIONS	NEW RESTRICTIONS	CHANGE	% CHANGE
15:00 – 16:30: All External Roads	7,826	7,498	-329	-4%
15:00 – 16:30: Roads with Timed Restrictions	1,101	1,122	21	2%
15:00 – 16:30: Total	8,927	8,620	-308	-3%
16:30 – 18:00: All External Roads	16,363	16,133	-230	-1%
16:30 – 18:00: Roads with Timed Restrictions	2,832	3,354	522	18%
16:30 – 18:00: Total	19,196	19,487	292	2%
16:30 – 18:00: All External Roads	24,190	23,631	-559	-2%
16:30 – 18:00: Roads with Timed Restrictions	3,933	4,476	543	14%
16:30 – 18:00: Total	28,123	28,107	-16	0%

2.1.5 The table below shows how traffic volumes have changed compared to before and after the change in restrictions across all roads in Dulwich monitored by Southwark. These are split between external roads on the edge of the scheme, and internal roads which have either a timed restriction or a permanent filter that does not permit through traffic.

Table 3. Impact of Changing Restrictions, All Day Averages, All Motor Vehicles

	OLD RESTRICTIONS	NEW RESTRICTIONS	CHANGE	% CHANGE
Weekdays All External Roads	128,341	123,240	-5100	-4%
Weekdays All Internal Roads	30,842	30,378	-464	-2%
Weekdays Total	159,183	153,618	-5564	-3%
Weekends All External Roads	101,442	100,900	-542	-1%

	OLD RESTRICTIONS	NEW RESTRICTIONS	CHANGE	% CHANGE
Weekends All Internal Roads	30,534	28,917	-1617	-5%
Weekends Total	131,976	129,817	-2160	-2%
7 Day All External Roads	126,677	122,613	-4065	-3%
7 Day Roads All Internal Roads	30,754	29,961	-793	-3%
7 Day Total	157,431	152,574	-4858	-3%

2.1.6 The motor traffic has also been compared to the volumes recorded prior the implementation of the Streetspace Scheme. Data was collected at different times on different roads prior to the implementation of the scheme across the period 2017 – 2019. This can be compared to that collected in March 2022. Data is from school term time weeks only. The pre-scheme data has been adjusted for seasonal variation to provide a fair month to month comparison, this variation is in the range of 1-2% depending on month.

Table 4. Comparison to Pre-Scheme, Morning Peak, All Motor Vehicles

	PRE-SCHEME	MARCH 2022	CHANGE	% CHANGE
08:00 – 09:00: All External Roads	6,977	6,925	-52	-1%
08:00 – 09:00: Roads with Timed Restrictions	2,899	1,190	-1710	-59%
08:00 – 09:00: Total	9,876	8,115	-1761	-18%
09:00 – 10:00: All External Roads	6,325	6,227	-99	-2%
09:00 – 10:00: Roads with Timed Restrictions	2,020	1,121	-899	-45%
09:00 – 10:00: Total	8,345	7,348	-998	-12%
08:00 – 10:00: All External Roads	13,302	13,152	-150	-1%
08:00 – 10:00: Roads with Timed Restrictions	4,919	2,311	-2609	-53%
08:00 – 10:00: Total	18,221	15,462	-2759	-15%

Table 5. Comparison to Pre-Scheme, Afternoon Peak, All Motor Vehicles

	PRE-SCHEME	MARCH 2022	CHANGE	% CHANGE
15:00 – 16:30: All External Roads	6,879	6,605	-274	-4%
15:00 – 16:30: Roads with Timed Restrictions	2,374	1,139	-1236	-52%
15:00 – 16:30: Total	9,253	7,744	-1509	-16%
16:30 – 18:00: All External Roads	14,656	13,713	-943	-6%
16:30 – 18:00: Roads with Timed Restrictions	4,383	3,500	-883	-20%

	PRE-SCHEME	MARCH 2022	CHANGE	% CHANGE
16:30 – 18:00: Total	19,039	17,213	-1827	-10%
16:30 – 18:00: All External Roads	21,535	20,318	-1217	-6%
16:30 – 18:00: Roads with Timed Restrictions	6,757	4,639	-2119	-31%
16:30 – 18:00: Total	28,292	24,957	-3336	-12%

2.1.7 The below shows the comparison for all roads. There are two tables, one comparing to pre-scheme to March 2022 and one to April 2022. In both cases only school term time weeks have been used, although one week of data included in the April data may have been a holiday for some independent schools too.

Table 6. Comparison to Pre-Scheme – March 2022, All Day Averages, All Motor Vehicles

	PRE-SCHEME	MARCH 2022	CHANGE	% CHANGE
Weekdays All External Roads	112,749	105,730	-7,019	-6%
Weekdays All Internal Roads	54,596	32,632	-21,965	-40%
Weekdays Total	167,345	138,362	-28,983	-17%
Weekends All External Roads	101,442	90,316	-11,126	-11%
Weekends All Internal Roads	47,055	30,852	-16,204	-34%
Weekends Total	148,497	121,168	-27,329	-18%
7 Day All External Roads	112,926	101,517	-11,409	-10%
7 Day All Internal Roads	52,441	32,123	-20,319	-39%
7 Day Total	165,367	133,639	-31,728	-19%

Table 7. Comparison to Pre-Scheme – April 2022, All Day Averages, All Motor Vehicles

	PRE-SCHEME	APRIL 2022	CHANGE	% CHANGE
Weekdays All External Roads	112,749	100,409	-12,340	-11%
Weekdays All Internal Roads	54,596	30,684	-23,912	-44%
Weekdays Total	167,345	131,093	-36,252	-22%
Weekends All External Roads	101,442	95,137	-6,306	-6%
Weekends All Internal Roads	47,055	29,446	-17,609	-37%
Weekends Total	148,497	124,583	-23,915	-16%
7 Day All External Roads	112,926	101,842	-11,084	-10%
7 Day All Internal Roads	52,441	30,329	-22,113	-42%

	PRE-SCHEME	APRIL 2022	CHANGE	% CHANGE
7 Day Total	165,367	132,171	-33,197	-20%

2.1.8 The total changes in traffic compared to pre-scheme can be compared to those recorded in previous monitoring periods. This is shown overleaf. For all monitoring periods the change is a comparison to pre-scheme data, with the pre-scheme adjusted for seasonal variation to provide a fair month to month comparison, this variation is in the range of 1-2% depending on month. It should be noted that additional monitoring points have been added since the first monitoring period in March 2021, therefore percentages are not reflective of an identical set of monitoring sites in each period.

Figure 1. Monitoring Wave Change against Pre-Scheme Comparison

	CAR / LGV CHANGE MARCH 2021	CAR / LGV CHANGE APRIL 2021	CAR / LGV CHANGE JUNE 2021	CAR / LGV CHANGE SEPT 2021	CAR / LGV CHANGE MARCH 2022	HGV CHANGE MAR 2021	HGV CHANGE APRIL 2021	HGV CHANGE JUNE 2021	HGV CHANGE SEPT 2021	HGV CHANGE MAR CH2022	MOTOR VEHICLE CHANGE MARCH 2021	MOTOR VEHICLE CHANGE APRIL 2021	MOTOR VEHICLE CHANGE JUNE 2021	MOTOR VEHICLE CHANGE SEPT 2021	MOTOR VEHICLE CHANGE MAR 2022	MOTOR VEHICLE CHANGE APR 2022	PEDAL CYCLE CHANGE MARCH 2021	PEDAL CYCLE CHANGE APRIL 2021	PEDAL CYCLE CHANGE JUNE 2021	PEDAL CYCLE CHANGE SEPT 2021	PEDAL CYCLE CHANGE MAR 2022	PEDAL CYCLE CHANGE APR 2022
Dulwich Village Internal Roads	-44%	-33%	-33%	-37%	-43%	-7%	-2%	-1%	-12%	-32%	-41%	-31%	-30%	-34%	-36%	-39%	75%	103%	92%	78%	36%	27%
Dulwich Village External Roads	-20%	-11%	-1%	-4%	-4%	-8%	-18%	-4%	-6%	-24%	-19%	-11%	0%	-3%	-13%	-7%	30%	70%	75%	60%	59%	88%
East Dulwich Internal Roads	-86%	-81%	-83%	-91%	-87%	-79%	-77%	-78%	-76%	-79%	-83%	-79%	-81%	-88%	-82%	-84%	12%	29%	24%	35%	27%	31%
East Dulwich External Roads	-12%	2%	1%	-2%	-12%	36%	-20%	10%	17%	-14%	-8%	2%	3%	1%	-8%	-14%	-14%	45%	3%	38%	4%	29%
Champion Hill Internal Roads	-12%	9%	11%	-7%	-10%	-17%	-8%	-8%	-20%	-44%	-10%	10%	12%	-5%	-10%	-15%	10%	19%	17%	12%	24%	21%
Champion Hill External Roads	-5%	0%	5%	-5%	-10%	-6%	-28%	2%	-12%	-30%	-5%	-3%	6%	-5%	-4%	-12%	24%	43%	49%	70%	55%	84%
All Roads	-27%	-17%	-11%	-14%	-20%	0%	-18%	-2%	-3%	-25%	-24%	-16%	-10%	-12%	-19%	-20%	42%	74%	66%	61%	33%	39%