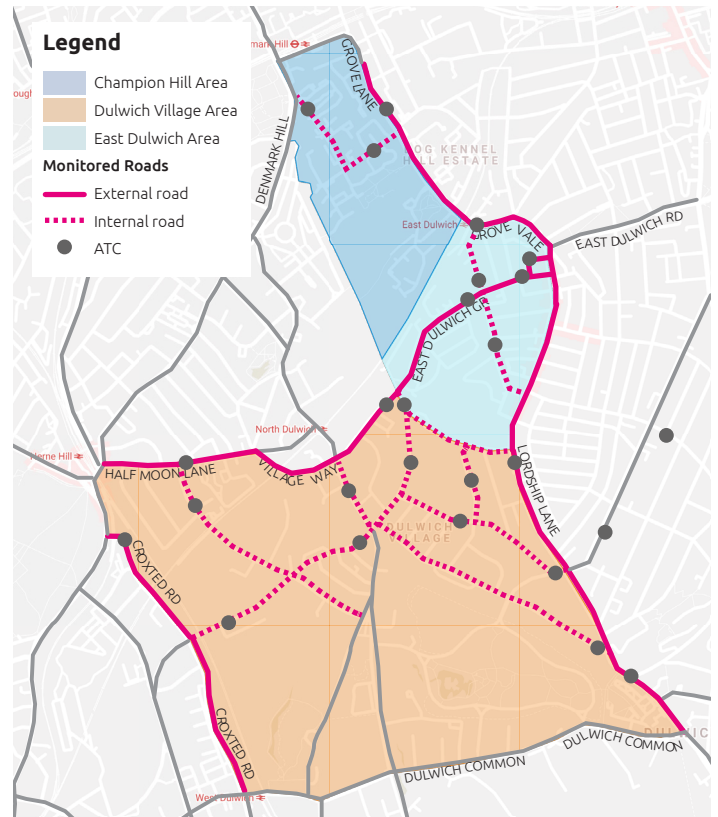


# Dulwich Streetspace Review: Monitoring Report 3

## Dulwich Village, East Dulwich and Champion Hill



- This third report update reviews the impact of the trial Streetspace measures based on data up to September and October 2021.
- We have compared 2021 data, to data collected before the installation of Streetspace measures, primarily in 2019, comparing on a month to month basis for September.
- The map to the right shows roads in which monitoring was completed, where pre-implementation data was available.
- For more detail, please refer to the full monitoring report and appendix available at: [www.southwark.gov.uk/dulwichstreetspacereview](http://www.southwark.gov.uk/dulwichstreetspacereview)



### Key Findings

The reporting covers data collected from traffic counters on streets, bus journey time monitoring, and sensors that monitor levels of walking and cycling.

Key findings are summarised below. They should be read in the context of traffic being down -7% in September 2021 across Southwark compared to pre-COVID levels.

Traffic in September across Southwark has increased by +1% in September 2021 compared to June 2021, based on Southwark-wide statistics from TfL monitoring sites.

#### SEPTEMBER 2021 COMPARED TO JUNE 2021

Across all count sites the volume of all motor traffic decreased by -6% (-8,600 vehicles per day)



At count sites on external roads, motor traffic decreased by -5% (-5,900 vehicles per day)



Across all count sites the volume of cycles decreased by -8% (-840 cycles per day)



Pedestrian activity up +7% (+470 people per day) at Calton Avenue / Dulwich Village and +13% (+560 people per day) on Melbourne Grove North



Generally, bus journey times improved compared to June 2021



#### SEPTEMBER 2021 COMPARED TO PRE-SCHEME

Volume of motor traffic across all count sites decreased by -12%, compared to before the scheme. An improvement on the -10% decrease recorded in June 2021.



Volume of cycling across all monitored streets increased by +61% compared to before the scheme. In June 2021 cycling was up +66%.



#### EAST DULWICH GROVE

The volume of motor traffic at count sites on East Dulwich Grove has decreased by -9% compared to June 2021.

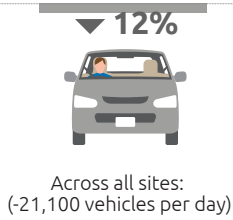


A conservative comparison to January 2019 shows a -3% decrease in the volume of cars/LGVs (-400 vehicles per day) by the Tessa Jowell Health Centre. If compared to September 2019, this decrease would be -20% (-2,800 per day).

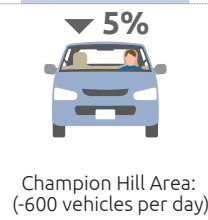
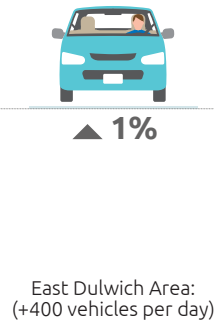
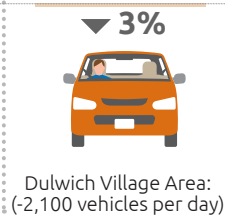


# Motor Vehicles : cars, LGVs, HGVs, buses and motorbikes

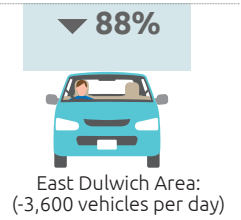
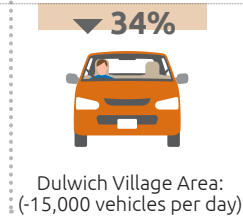
## ALL MONITORED ROADS



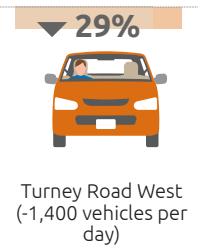
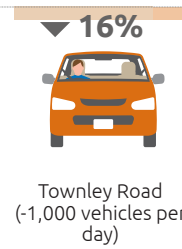
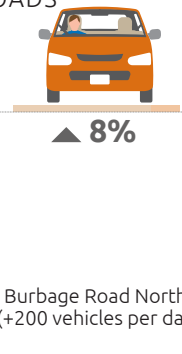
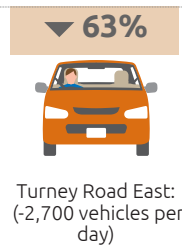
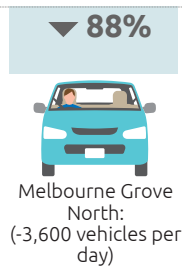
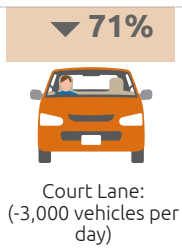
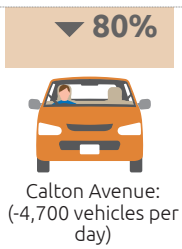
## ALL MONITORED EXTERNAL ROADS



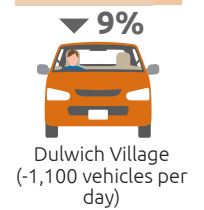
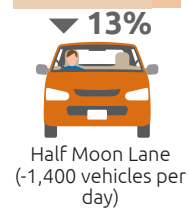
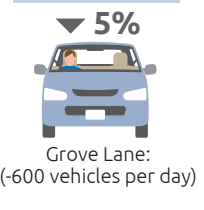
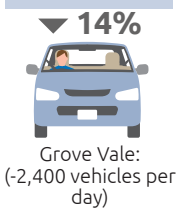
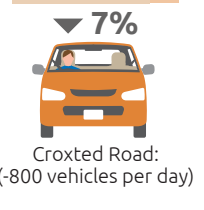
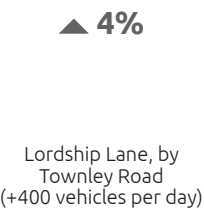
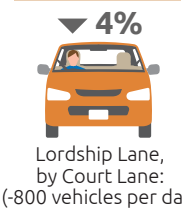
## ALL MONITORED INTERNAL ROADS



## SPECIFIC INTERNAL ROADS

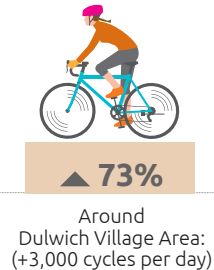
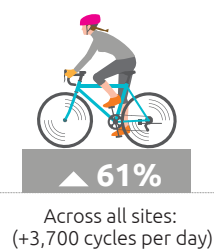


## SPECIFIC EXTERNAL ROADS

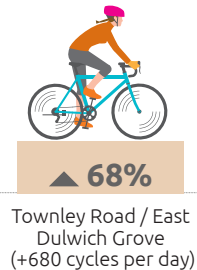
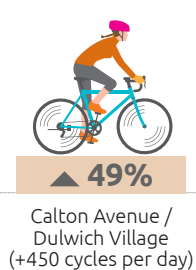


# Cycles

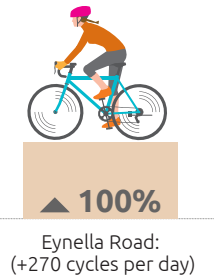
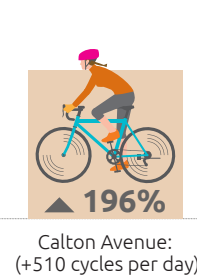
## TRAFFIC COUNT DATA



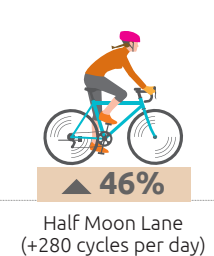
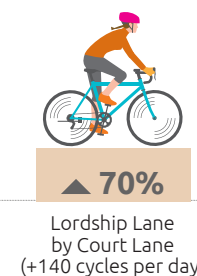
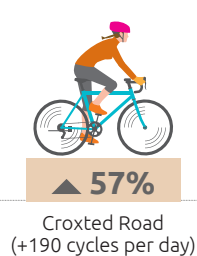
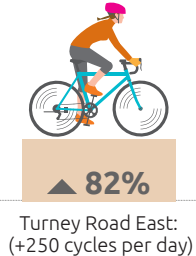
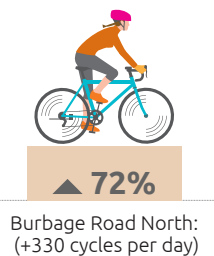
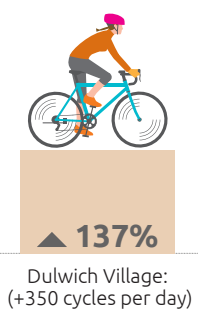
## ACTIVE TRAVEL MONITORS



## TRAFFIC COUNT DATA

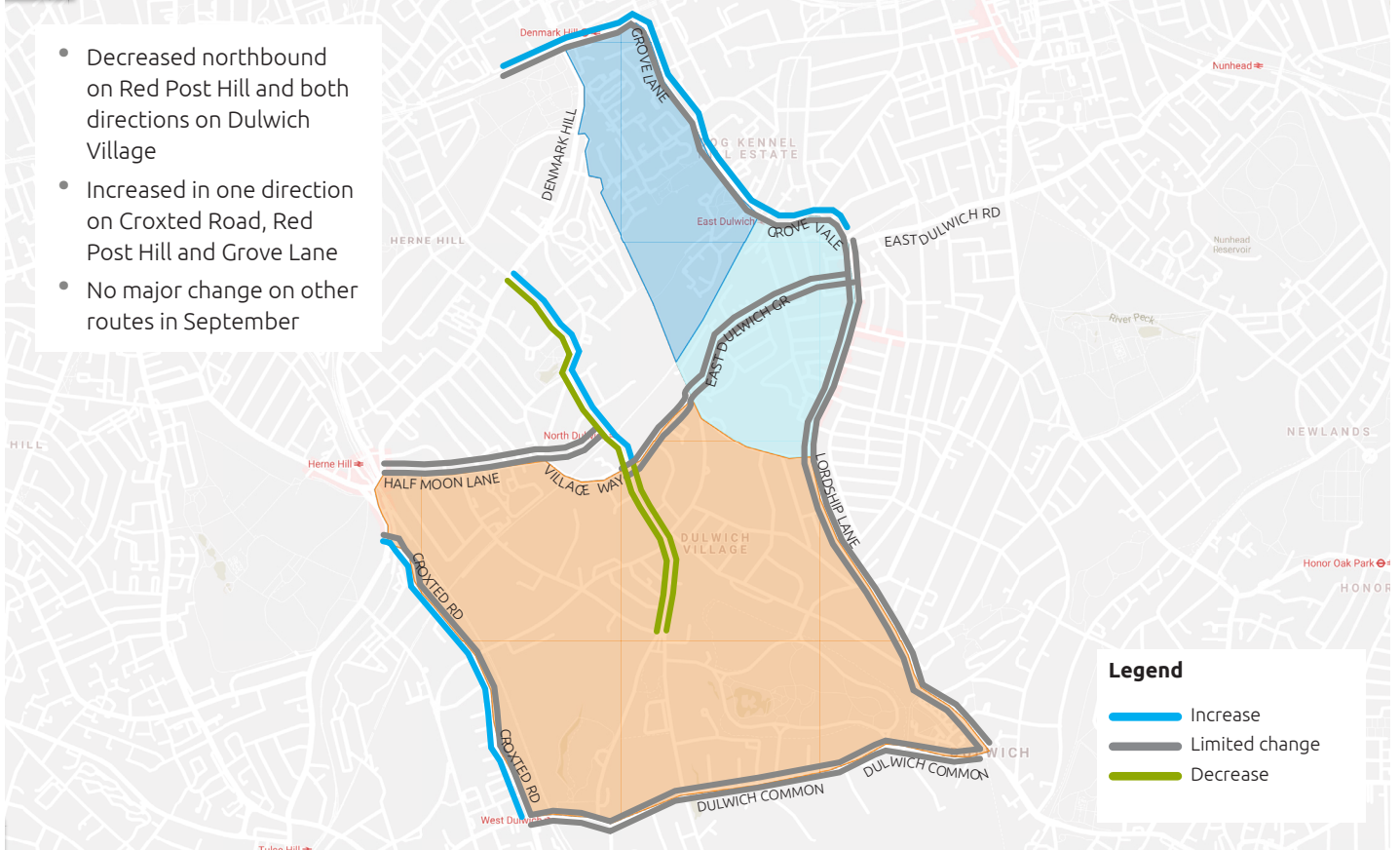


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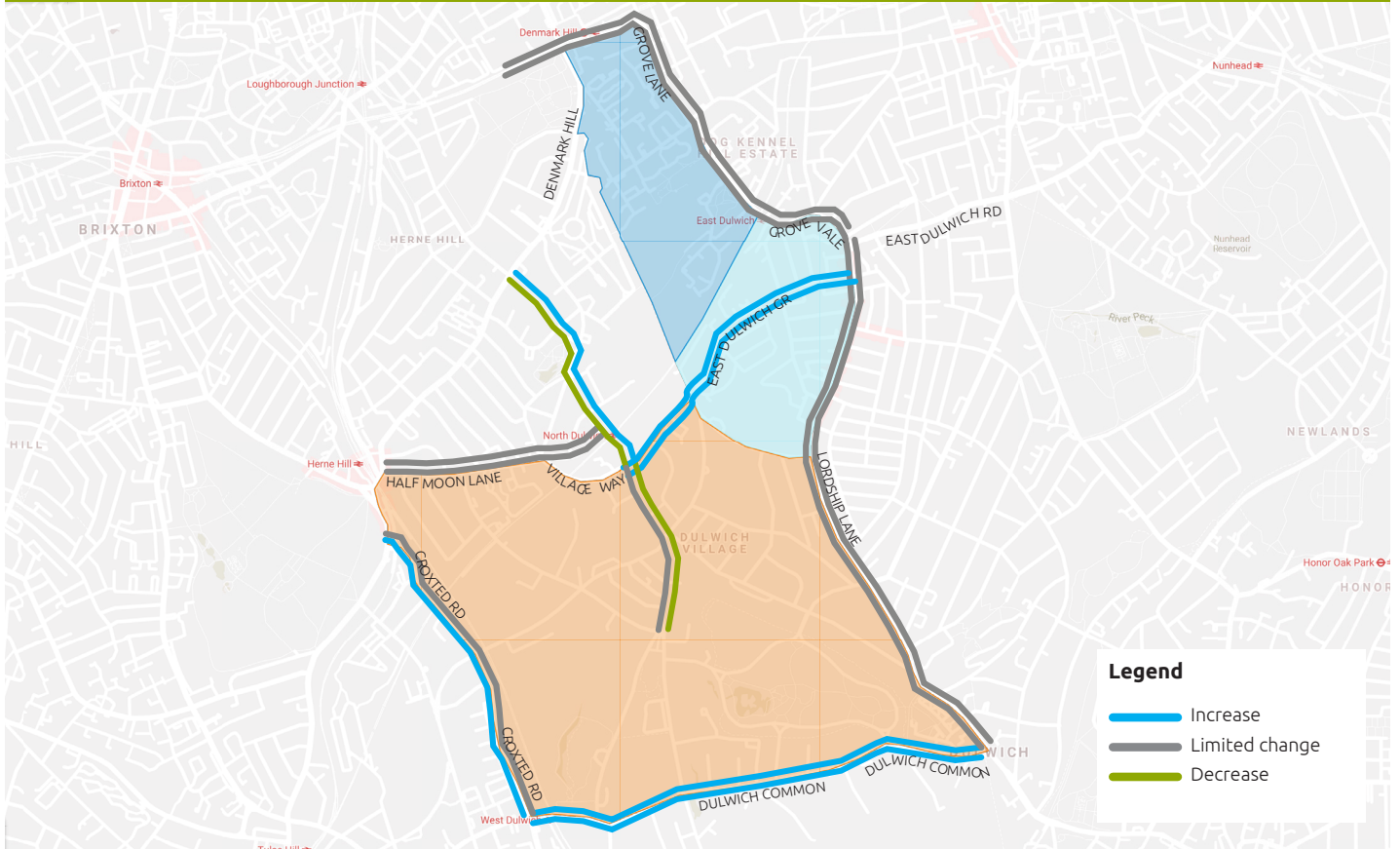


## Change in bus journey times September 2021: 7am - 7pm Average

- Decreased northbound on Red Post Hill and both directions on Dulwich Village
- Increased in one direction on Croxted Road, Red Post Hill and Grove Lane
- No major change on other routes in September



## Change in bus journey times June 2021: 7am - 7pm Average



Further details on all the above changes, collection methodology, and additional analysis can be found in the main report. This includes detail of adjustment to pre-implementation motor vehicle data to reflect September 2019 traffic levels to account for seasonal differences.

# Dulwich Streetspace Review: Monitoring Report

## Conclusions

### Decreasing Overall Traffic

**Across all count sites traffic has decreased by -12% compared to before the scheme.**

The trend of motor traffic is showing a decrease compared to June 2021. Across all monitoring count sites, motor traffic has decreased by -6%.

This is in contrast to Southwark as a whole where traffic has increased by +1%, according to TfL counts, between June and September 2021 with all lockdown restrictions being removed.

This suggests that the scheme so far is being successful in reducing traffic in the area, potentially encouraging people to walk and cycle more.



### The measures are having a positive effect

- **Cycling up +61%**  
(+3,700 cycles per day) across the area
- **Traffic down -12%**  
(-21,100 vehicles per day) across the area



### People Walking & Cycling

- Up to 40% of people cycling through Calton Avenue during peak times were children, a much higher proportion than the London average.
- High levels of walking within the scheme area have maintained throughout the year.
- 1,200 people walking through the new space at the junction of Calton Avenue / Dulwich Village in the busiest hour, up +7% (+470 people per day) compared to June.
- Over 900 people walking along Melbourne Grove North during peak pre- and post-school hours, up +13% (+560 people per day) compared to June.



### Turney Road

Previous reports had misreferenced Turney Road east and west sites. This has been corrected and further quality assurance checks completed, and both sites show a decrease in overall volume of motor traffic.



### External Roads

- Compared to before the scheme motor traffic has decreased by -2% at monitoring sites on external roads.
- From June 2021 to September 2021 motor traffic has decreased by -5% at monitoring sites on external roads, compared to a +1% increase on TfL monitored roads in the same time period.
- Initial monitoring of external roads in October shows a further -4% reduction in average daily traffic volumes.

### Further Monitoring Results

**Barry/Underhill Road:** Monitoring data for September 2021 shows that traffic on Barry Road was down compared to before the Streetspace scheme, but on Underhill Road traffic was up slightly. Further monitoring and reviews of the traffic patterns in this area will be carried out.

**Ruskin Walk area:** Traffic monitoring results will be shared next year as part of a wider review of the traffic changes in this area.