

PRESENT:

Harry Winter, Katy Savage, Alex Hamilton, Gill Mein, Helen Pickering, Margy Newens.

A	APOLOGIES	ACTION
	Laurie Johnston, Stephen Waters, James Mowbray, Tom Harrison, Deborah Roslund, Barry Coker, Adrian Hill, Alan Gilbert,	
B	CONFLICTS OF INTEREST	
	None	
C	MINUTES OF THE LAST MEETING HELD ON 16th FEBRUARY 2023	ACTION
	Re: Allyen's School Plans - minutes noted a letter to go Dulwich Society Planning and Wildlife and also to Southwark council, but it was noted there is no formal application yet. Peter Roseveare (Wildlife) is planning to write a piece for the Dulwich Society Journal. Penny Stern (Planning) has not seen a formal application yet.	
D	MATTERS ARISING	ACTION
	None	
E	UPDATES	ACTION
	There was a near road accident involving a small child at the zebra crossing outside Judith Kerr school. It's been requested that the zebra crossing is moved as currently children exit onto very narrow pavement. Residents at Cllr surgery have expressed concerns about high levels of traffic around the school. The position of the entrance was not decided through Southwark Council as Judith Kerr is a Free School and the advice was not to position the entrance where it is. Margy Newens requested a Highways officer site visit. Highways are working with school leadership & parents.	
F	ITEMS FOR DISCUSSION	
	1. Transport Resilience 2. West Dulwich traffic proposals https://westdulwich.commonplace.is/	
1	TRANSPORT RESILIENCE	ACTION
	<p>A presentation was given regarding the efficiency and resilience of road networks raising the following points for discussion:</p> <p>Optimising efficiency for all traffic is an important objective for planning - roads are essential to the workings of a city and the following factors should be considered;</p> <ul style="list-style-type: none"> a) Road safety and risk can be determined as either 'technical' or 'preference' (perception); is 'feeling safe' more important than 'being safe'. Good practice has been developed over the years b) Efficiency of movement for motor vehicles, pedestrians and cycles in terms of time and energy consumed with minimal environmental impact. c) Resilience; can the network cope i.e. burst water mains? Including wide margins of capacity increases resilience such as availability of alternative routes. Transferring from motor vehicles to cycling or walking is an element of resilience but some journeys cannot transfer. d) Operational Complexity: more complex systems are less resilient. Minimise active control? Traffic light errors result in congestion. Self-regulating systems i.e. roundabouts less problematic. Flexibility / adaptability important. e) Over-centralised control (authority control) tends to be less resilient. f) Does network efficiency and resilience matter? The Road Traffic Act 2004 places a network management duty on the traffic authorities as: 'securing the expeditious movement of traffic on the authority's road network' and 'the authority's neighbours'. Duty is qualified in terms of practicality, responsibility and policy. In the statutory guidance safety has to be taken into account – it is not efficiency at the expense of safety, and other policies come in. Earlier legislation states vehicular access should be 'everywhere'. g) Linkage to road efficiency and climate change should be part of road 	

network planning.

- h) **Low traffic networks** in terms of efficiency / resilience
- i) **Local interest vs wider interest** – is it appropriate to optimize one's own surroundings at the expense of the wider community.

Discussion:

Qu: How is technical matter being defined? Efficiency of the system is a technical issue, and to a degree the resilience.

Qu: Would low traffic systems not count in terms of efficiency as a way to rapidly and safely transport people on non-motorised vehicles? Yes - that is technical.

Qu: In the context of climate change and what the sub-committee can do in that respect – what could be done with the road network in Dulwich to increase the resilience to climate change? Energy used by vehicles plays a significant part contributing to climate change so the more efficient we make our network the better.

Qu: Without focussing entirely on low traffic measures, are there other suggestions regarding climate emergency we could call for such as SUDS (sustainable drainage systems) to reduce tarmac and soak up rain water?
Encourage people not to pave over their front gardens and have water butts.
Permeable pavements, soakaways at roadside. There is a system in Dulwich Park.

Further comments:

One of the big myths is that efficiency i.e. the more cars you can get along a road makes it more efficient and therefore reduces our exposure to climate change. We are all subscribed to the science so we have to recognise it is a fact that there is not a single environmental organisation suggesting this would actually reduce our risk to climate change. On the contrary, every single environmental organisation absolutely supports the concept of low traffic measures that reduce private car journeys and increase the use of active travel. A recent study carried out by Possible <https://www.wearepossible.org/> provided evidence about the effectiveness of low traffic neighbourhoods in reducing car miles. It's a difficult problem to tackle. Restrictions can be inconvenient – that is not in dispute and we have to acknowledge it. But realistically to suggest we would be more resistant to climate change and reduce our carbon emissions if we removed low traffic measures so that everyone could drive more efficiently is just not true.

If beforehand there are 100 car journeys of one mile – and because of the measures the number of car journeys reduced to 50 and they were of a mile and a half, and then 50 by foot or bicycle, then overall you would have reduced the number of miles travelled by car.

It's worth looking at the actual facts because the data is very clear. There is no evidence of traffic or pollution being up on main roads. Looking at the dashboard data, apart from two roads all roads are down; East Dulwich Grove central area down 21%, Lordship Lane down 16%, Half Moon Lane down 32%, Grove Vale West down 22%, all significant reductions. Regarding efficiency of the network we need to look at single use car journeys because that is one of the most inefficient uses of our roads. We should be looking at public transport as a more efficient use of that space, and cycling and walking are as well. The standard definition of road efficiency is not focused on cars – it's focussed on the whole network - not maximising the number of cars.

Regarding paving over front gardens, could there be a moratorium on this? Between 2005 and 2015 a third of front gardens in London were lost. The RHS have worked on this, and the issues around biodiversity loss. There is a desire to transition to

	<p>electric vehicles, but a lack of charging infrastructure which is a catalyst to paving over front gardens. The Council control dropped kerbs but not paving gardens. One solution could be channels for wires in pavements. There is going to be a consultation in Southwark on EV Charging Strategy, as well as Controlled Parking Zones in Dulwich. There is EV charging from lampposts but no parking restrictions so there could be reserved bays for charging. Artificial turf was briefly discussed and it was suggested a public information campaign on the disbenefits would be good.</p>	
2	WEST DULWICH TRAFFIC PROPOSALS	ACTION
	<p>To summarise proposals:</p> <ul style="list-style-type: none"> - Extending the cycle lane to Park Hall Rd (currently ends Thurlow Park Rd) - Low Traffic Neighbourhood in West Dulwich combined with a CPZ. It was noted that it is both Lambeth and Southwark policy to have complete coverage of CPZ and has been Southwark policy since 2018. - See map https://westdulwich.commonplace.is/ <p>It was noted that to enable the benefits of travel networks, the cycle lane from Brockwell Park could continue up Turney Road and connect to Dulwich Village (Quietway 7). A continuous area of appropriate measures would enable people to cycle in from further South. A cycle lane on Gypsy Hill could be problematic (steep, narrow road) but less so for electric bikes. Coordination with Lambeth is important.</p> <p>Regarding the proposed CPZ in Dulwich it was noted there is both support and opposition from residents. Free parking around schools enables people to drive, often parking illegally and dangerously on double yellow lines and pavements. A CPZ would entail parking enforcement officers circulating to act upon such contraventions.</p> <p>The Bus Review 2022 looked at improved bus services to West Dulwich but routes are controlled by TfL.</p>	
	AOB & Date of next meeting	
	<p>Phase 3 of the Dulwich Consultation: the Design of Dulwich Square / Calton Avenue & Dulwich Village junction – has been pushed back. The Dulwich Estate is re-designing the North Parade shopping area so the Council are now working with DE towards coherence in design. The Final Phase will be after the Summer starting works early 2024 to avoid disrupting traders at Christmas. Turney Road proposals are contingent on satisfactory management of alternative routes. A summary is due in the DS journal.</p> <p>Next meeting date TBC</p>	

This was the last meeting of the Travel and Environment Sub-committee. These Minutes have been approved as a true record of the meeting by the Chair.

Signed: *Harry Winter, Chair Travel & Environment Sub-Committee*

Date: 4th November 2023