

Road Space Performance Review Group

Meeting Title	Road Space Performance Review Group Minutes		
Date of Meeting	6 th October 2021	Time of Meeting	10.00-11.00
Location of Meeting	Conference call		
Attendees	Andrew Wiseall , Network Performance Delivery Manager (chair) Will Bradley , Principal Policy Officer, GLA Sam Monck , Head of Programme Sponsorship Nick Owen , Head of Network Management Henry Cresser , Principal Bus Client Officer Oliver Benford , Lead Network Impact Manager Andrew George , Principal Network Impact Manager David McKenna , Lead Sponsor, IDP (presenter) Morwenna Paz , Principal Sponsor Stephanie Pathak , Strategy & Planning Manager Jackson Simatei , Project Manager Jennifer Melbourne , Performance & Planning Manager, NPD David Oram , Principal Network Manager, NPD Philip Wilkinson , Network Manager, NPD (secretariat)		
	Clement Agyei-Frempong , LB Southwark Richard Wells , LB Southwark		

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Dulwich LTN

Notes	
Raised at meeting	
1. Bus impacts	
Note (a)	<p>Henry Cresser raised that the bus analysis undertaken was rigorous, noting that a 12-hour average indicates a more than 1 standard deviation in journey times so we know there is detrimental impact to bus performance. To understand size of challenge in implementing scheme, we need analysis in the peaks especially as scheme restrictions itself concern mostly peak hours. The EqlA highlights bus delays as needing to be addressed and rectified as it recognises that such delay disproportionately affects users in an area where there is higher than average social deprivation. The following is requested:</p> <ul style="list-style-type: none"> - Delay analysis is further refined to understand peak impact. - Understand what the plan is response to the EqlA to mitigate impacts - Determine what are net impacts from a people/movement perspective- how many net losers/winners are split across each mode.
Note (b)	<p>Andrew Wiseall asked to what extent are bus delays being experienced and has there been a change in how the bus network is operated to address these.</p> <ul style="list-style-type: none"> • Henry Cresser responded that the delay is greater than 1 standard deviation across 6 links. Analysis of operations hasn't been undertaken but can discuss with Bus Ops for more information. It is worth noting that there is a need for this scheme to be viewed in light of Safer Junctions proposals at Dulwich Common as that, too, will introduce further delay to the area. Some routes are particularly operationally challenging, namely P13, &185 and there is unlikely to be scope to make improvements along route length. • Clement responded that bus delay mitigation proposed includes reducing hours of operation of restricted access; currently 5 hrs of restrictions which will be reduced to 2.5. This will be a new change therefore it will be measured accordingly. Another restricted access point will change from full-time to partially timed, so there is further potential to reduce bus impact. But it is worth noting, however, that the Croxted/Norwood area delays also have other factors contributing, including, but not limited to, Brixton LTNs, hence impacts should be viewed considering those and should be further assessed to disaggregate from each scheme in the area.
Note (c)	<p>Jennifer Melbourne highlighted that the main concern is impact incurred to buses in the Croxted/Norwood area. Strong response from local residents' association groups resulting from signal timing changes recently undertaken to assist buses, which at that time were the worst delays in London. These timings changes were essential to balance delays as equitably as possible, but it is noted that they are still above baseline at present due to additional traffic reassignment. A further concern was expressed about using ATC because counts could be artificially lower as links are oversaturated to such a degree that fewer vehicles are moving over them due to exit-blocking.</p> <ul style="list-style-type: none"> • Clement further reiterated how a lot of factors are contributing in the Herne Hill area, and it'd be injudicious to attribute all impacts to Dulwich LTN due to high number of neighbouring schemes, stressing the need to see the holistic view of the area. The shortfall in using ATC to measure flows was acknowledged but highlighted that the distinction between congestion and flow is made during analysis. Borough officers continue to look at measures to see if queuing can be reduced.

2. IDP	
Note (a)	<p>Sam Monck detailed view from IDP.</p> <ul style="list-style-type: none"> - Overall, IDP fully support measures but want to see Southwark and Lambeth looking towards mitigation in earnest, not just addressing residential areas, but also main roads. - There is a request for a three-way meeting between the two boroughs and TfL to improve bus progression. - More analysis from Buses to understand what material impact this is incurring to bus passengers. Without that assessment the impact to sustainable modes can't be seen fairly between all modes in terms of balancing what are net benefits/losses. - Work in the near future on main bus routes with the aim of improving progression through this area. Request for ambitious proposals to include removal of parking and other quick-win measures to maximise progression as much as possible, and TfL will be happy to work with Southwark to achieve this. This work is needed to respond to criticisms that work is only being looked at residential areas and also to respond to points raised in EqlA. Any changes would be correspondingly monitored.
Note (b)	<p>Will Bradley from the GLA added that internally this is seen as an excellent scheme that establishes better places to live by moving people around more sustainably. There is acknowledgement in terms of difficulty that has been encountered in getting this scheme to work, but City Hall are very happy with the revised scheme brought forward, noting that this is a toning down but not a wholesale loss of scheme measures.</p>
3. Support provisos	
Note (a)	<p>Andrew Wiseall responded that given scale of bus delay and in light of a now greater amount of people walking around Dulwich, it's absolutely essential that we provide those people with high quality public transport provision. At TfL, officers do route walks where we identify delays and seek solutions to the bus network, and that work is needed here before TfL can fully support measures. Whilst measures are absolutely brilliant and go far in meeting MTS aims, we do have to clearly communicate and accept that those benefits have come with some impact to the bus network, and if we can work on a set of proposals that reduce those impacts to a minimum then there is potential for a strong all rounded scheme.</p> <ul style="list-style-type: none"> • Clement responded that the borough is currently communicating to cabinet members that officers are looking at remedial measures to mitigate impact. Critical elements will have to be implemented immediately with complementary measures to come later. There is no scope to remove scheme entirely as that would be taken advantage of by critics who claim it is not working.
Note (b)	<p>Andrew Wiseall expressed support for the scheme but requested further work to understand impact on bus passengers and what other measures can be done to assist buses.</p> <ul style="list-style-type: none"> • Sam Monck added that the additional bus analysis happen in parallel, so decision making can happen before bus priority work if necessary, but then for there to be a corresponding commitment that the BP work will go ahead, which could in itself be phased going into future, potentially changing hours to bus lane in short term, but then looking at long-term measures that might require consultation. Keen to build on momentum on active travel now, and although good things are happening for walking/cycling, there is a need to make sure bus service is operating reliably.

Decisions		
	Description	Agreed by
DI	<p>Summary of decisions taken at meeting</p> <p>DI.1 A decision was taken to support principles of the Dulwich LTN proposals as presented and discussed at RSPRG on the proviso that work to understand further bus priority mitigation measures that can be implemented to scale back the impact being incurred to the network, with the need for the scheme to return to RSPRG to receive full support after these measures have been discussed and agreed.</p>	<p>Decision taken by Andrew Wiseall Decision supported by Sam Monck</p>