

From: [REDACTED]@southwark.gov.uk>
Sent: Thursday, July 7, 2022 2:28 PM
To: [REDACTED]@southwark.gov.uk>; Alleguen Claire
[REDACTED]@tfl.gov.uk>; [REDACTED]@southwark.gov.uk>; [REDACTED]
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Cc: [REDACTED]@lambeth.gov.uk>; Wiseall Andrew (ST)
[REDACTED]@tfl.gov.uk>; Melbourne Jennifer (ST) [REDACTED]@tfl.gov.uk>;
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[REDACTED]@tfl.gov.uk>
Subject: RE: Herne Hill Signal Intervention Report

Dear Claire,

Further to [REDACTED] email below, I refer you to my request for information (of 13th June and 20th June) that I re-sent to you again yesterday as I have not yet received any reply.

In this request I have, once again, specifically highlighted the fact that both TfL data and Southwark Council data show that traffic volumes on Croxted Road during the AM peak remain consistently lower than they were pre-pandemic, as they have been throughout the post-lockdown period. I have asked, in these circumstances, for an explanation of why the congestion has increased.

As pointed out on numerous occasions, we know anecdotally that as traffic volumes rose coming out of lockdown and LTNs were introduced in Lambeth (including pavement widening under the Herne Hill Bridge), residents in the North Dulwich Triangle and on Turney Road and Burbage Road began to complain of increases in volumes of traffic. It seems highly likely that traffic was at that stage displaced from other areas into Dulwich Village. It follows that the measures later introduced in Dulwich Village simply halted that process.

In the light of the above and given the wide coverage of LTN interventions to the west of the borough boundary (which are far more extensive than those introduced in Dulwich Village), and the fact that traffic volumes are shown to have dropped on Croxted Road, like [REDACTED] I have yet to see any evidence to prove that the low traffic measures introduced in Dulwich Village are the sole cause of increased congestion.

Furthermore, it strikes me that a lazy assumption that the measures in Dulwich Village are the sole cause of increased congestion has hitherto stifled any inclination to properly investigate and understand the actual cause of the problem. Without such understanding I cannot see how the problem will be solved.

Once again, I call upon TfL to answer the questions that I have raised and to take account of the wider area when considering the causes of (and, therefore, the solutions to) the current congestion problems.

Kind regards

[REDACTED]

[REDACTED]
[REDACTED] Dulwich Village Ward
[REDACTED] Environment Scrutiny Commission
Email: [REDACTED] [@southwark.gov.uk](mailto:[REDACTED]@southwark.gov.uk)
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From: [REDACTED] [@southwark.gov.uk](mailto:[REDACTED]@southwark.gov.uk)>
Sent: Thursday, July 7, 2022 1:24 PM
To: Alleguen Claire [REDACTED] [@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>; [REDACTED] [@southwark.gov.uk](mailto:[REDACTED]@southwark.gov.uk)>; [REDACTED] [@southwark.gov.uk](mailto:[REDACTED]@southwark.gov.uk)>
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Subject: RE: Herne Hill Signal Intervention Report
Importance: High

Dear Clare,

Thank you for this report, however I have some significant concerns with it and I'm not sure it's fit to release in its current form.

The report makes a number of assertions that are unproven and fails to mention many of the other changes to traffic infrastructure which have been implemented in the area.

My specific concerns are:

- Slide two describes the Dulwich scheme, but none of the scheme implemented in Lambeth are discussed. This omission on its own renders this report unpublishable
- The language on slide three is loose and could appear to describe the impact on bus journey times in Norwood Road and Croxted Road as a direct response to of the Dulwich scheme. There is no evidence to support this assertion and this must be removed
- The description of the root cause on Slide 6 makes claims that are partial and unevicenced – this cannot be published in its current form – it does not mention any of the schemes introduced elsewhere - nor does it mention the aspects of the work in Southwark that prevents traffic from the south-east joining Croxted Road
- No data is provided to support the assertion in the first bullet point on slide 7

Please could you address these points and reissue the report. Thank you

With best wishes, [REDACTED]

[REDACTED],
[REDACTED] Dulwich Village,
Tel: [REDACTED]

Twitter: @ [REDACTED]

From: Alleguen Claire [REDACTED] <[REDACTED]@tfl.gov.uk>

Sent: Thursday, July 7, 2022 11:56 AM

To: [REDACTED] <[REDACTED]@southwark.gov.uk>; [REDACTED] <[REDACTED]@southwark.gov.uk>; [REDACTED] <[REDACTED]@southwark.gov.uk>; [REDACTED] <[REDACTED]@southwark.gov.uk>

Cc: [REDACTED] <[REDACTED]@lambeth.gov.uk>; Wiseall Andrew (ST) <[REDACTED]@tfl.gov.uk>; Melbourne Jennifer (ST) <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@southwark.gov.uk>; Clements Chris <[REDACTED]@tfl.gov.uk>; Khan Harun (ST) <[REDACTED]@tfl.gov.uk>; Birch John (IDP) <[REDACTED]@tfl.gov.uk>

Subject: Herne Hill Signal Intervention Report

Dear Councillors

Following our recent discussions and site visits about the signal interventions at Herne Hill, I have attached a report which details these interventions and the resulting changes on both Norwood Road and Croxted Road.

We continue to discuss managing traffic flow in the area in partnership with both Lambeth and Southwark Council's.

Kind regards

Claire

**Claire Alleguen | Community Partnerships Specialist
Local Communities & Partnerships | Public Affairs & External Relations | Transport for London**

Preferred Pronouns: She, her, hers

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