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Subject: Herne Hill Working Group: Supporting Questions and Next Steps on Herne Hill
Area Traffic Management

Dear Colleagues from TfL and Lambeth

We are due to convene at the Herne Hill working group, there is full agenda to discuss. In addition to this, and so not to dominate the time at the meeting, I feel it is important to set out in writing some key issues in terms of constructive participation and working in partnership with you both in relation to traffic management in the Herne Hill area.

There are some clear issues on the sharing and dissemination of information and reports from TfL to officers, Cllrs and then residents, that I won't comment on now, but must be resolved going forward. I didn't receive the report until late on and therefore awareness of the concerns about the report did not occur until it was too late to discuss with TfL.

Following the release of this report to residents in Croxted Road, relating to the Dulwich LTN scheme, there is a clear need for factual accuracy, completeness of data and transparency to provide a parallel report, from TfL, on historic and current congestion levels in the Herne Hill area in 2020 and 2021. Including but not limited to:

- ULEZ,
- Railton Road
- amendments to the traffic signals and sequencing along Norwood Road prior to the junction with Croxted Road.
- installation of a segregated cycle lane in Rosendale Road
- other ancillary road works in the surrounding area, particularly at Herne Hill Bridge and junction carried out by Lambeth, TfL, Network Rail and other infrastructure organisations/ utility companies.

The report clearly shows that the largest increases to bus journey times did not occur on Croxted Road until well into 2021, some months after the largest increases on

Norwood Road, which were during 2020. There is a clear lag, rather than at the same time (referenced as implementation of the Dulwich scheme). [What caused this variation and what occurred to alleviate Norwood Road but increase bus journey times on Croxted Road?](#)

Similarly the installation of a segregated cycle lane in Rosendale Road and other ancillary road works at Herne Hill Bridge and junction carried out by Lambeth, TfL, Network Rail and other infrastructure organisations/ utility companies in 2020 and 2021. Essentially all the other area related work to the road network that Southwark Council does not manage in the area during the same timeframes as set out in the Dulwich report.

Without this, there cannot be a full consideration or understanding of what contributed to the traffic patterns of 2020/2021 in the Herne Hill area. This is important to understand, so that we can move forward and improve traffic patterns for our residents and that they have confidence in us. I don't want to dwell on historic data we cannot alter, but I do want our work on solutions to be founded on a full understanding.

Relative improvements to bus journeys on Croxted road (in addition to the Dulwich scheme doing what it aims to do, reduce traffic volumes over time) occur before the reduction in the timed restrictions in Dulwich, which also indicates that the Dulwich scheme is not the sole contributor to congestion and bus journey times on Norwood and Croxted Road.

[When can we expect this data and report from TfL? Ideally in advance of the next rescheduled meeting with residents?](#)

Subsequently our own data shows the traffic patterns have again been influenced since the timed restrictions were changed in February 2022, showing a sustained reduction on pre pandemic traffic levels, even with shorter timed restrictions, to the overall traffic volumes on Croxted Road.

What we also need from Lambeth and TfL is the full data and information on the positive impacts from the Railton scheme and the impact of the Rosendale Road cycle lane. [When might we expect this data from Lambeth and TfL?](#)

[Further to that, I understand the Southwark funded origin and destination work has been completed and once it has been shared and commented on by the Herne Hill working group, who from TfL and Lambeth will lead on disseminating that to residents?](#)

This is also vital to ensure Southwark residents can have confidence in what else TfL is able to do to maintain and improve this for the long term, especially in regard to the restoration of trust in our bus services. Equally our ability to engage with organisations such as local schools around reducing traffic in term time as the Southwark data clearly shows to be the main source of morning am congestion.

I welcome the data that Lambeth has released in relation to the Railton scheme so far. TfL, has until this report was issued seemingly generated most information via FOI requests rather than area wide or scheme based reports.

Southwark Council has provided and shared more data, more frequently than any other organisation in this area. We have provided more communication, information and engagement on traffic in the Herne Hill area and wider Dulwich than any other. Southwark Council has commissioned more resource and direct financial support on a cross borough basis for research to ensure we have a complete picture of data and analysis.

The TfL Dulwich report has been received and presented by members of the residents group as TfL's "verdict" on the Dulwich LTN scheme, it is their right to do so and is consistent with their concerns expressed in meetings. **But as I have set out, this is neither an accurate or a constructive basis for working together going forward.**

There has been over a year's worth of road specific engagement with Croxted residents, that myself, Southwark ward councillors, consultation officers and highways officers have facilitated to complement and support this strategic Herne Hill working group. If we are to avoid a return to the binary discussion, that the solution to Herne Hill's traffic issues is solely the removal of the Dulwich measures, then this additional data and analysis must be provided.

We risk instead losing the progress the Croxted Road group has made so far, in terms of agreement on data, confidence in the Southwark data dashboard and joint efforts to tackle congestion during term time especially in the morning peak.

The Dulwich scheme has been a significant success. I have oversight of 10 schemes in Southwark, all of which have led to long term reductions in traffic volumes, against London wide trends on car use, and are delivering significant benefits in line with Healthy Streets policy, active travel, car journey reduction and the London Transport Plan.

I cannot think of a circumstance in Southwark, or any other borough in London, where a TfL report would set out to, or would want to be cited in any way, as evidence against a scheme that has reduced through traffic, supported ULEZ at the South Circular, decreased the overall volume of cars, increased active travel (especially school journeys and road safety by schools) through modal shift by creating better, safer routes for walking and cycling to complement the use of buses and public transport.

Given the changes I have made to the Dulwich timed restrictions and all the other work to the wider Dulwich scheme and local road network, we are reliant now on those that manage the majority of the network in the area.

Going forward, leadership on engagement with residents on both sides of the boundary along Croxted Road is now best served by TfL and Lambeth. Southwark remains committed to supporting this.

Getting this additional information and further report out as requested, is key to this groups continued progress.

I look forward to your response.



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