

West Dulwich

Engagement Summary Report August 2022



Community Engagement

Transport Strategy and Programme

Sustainable Growth and Opportunity Directorate



Summary Report

West Dulwich

Introduction

This document presents a summary of the West Dulwich Street Improvements initial engagement process - which took place from the 25th of January to the 25th of March 2022.

Three phases of improvements are proposed:

-Phase 1: Basic Street Improvements (which can be implemented quickly in locations suggested by the community), e.g. footway resurfacing, vegetation planting and/or maintenance, parklets, seating. We hope to deliver Phase 1 by the end of 2022.

-Phase 2: Traffic management, e.g. traffic reduction measures, one-way systems, traffic calming. Traffic Management options are being explored in collaboration with Transport for London (TfL) and PJA engineers. Once agreed in principle, proposals for Phase 2 will be shared with the community and the Phase 2 consultation process will commence.

-Phase 3: Additional Street Improvements e.g. reimagining public realm and creating pedestrian priority areas.

We hope to begin consultation on Phases 2 and 3 towards the end of 2022 and implement agreed proposals in 2023.

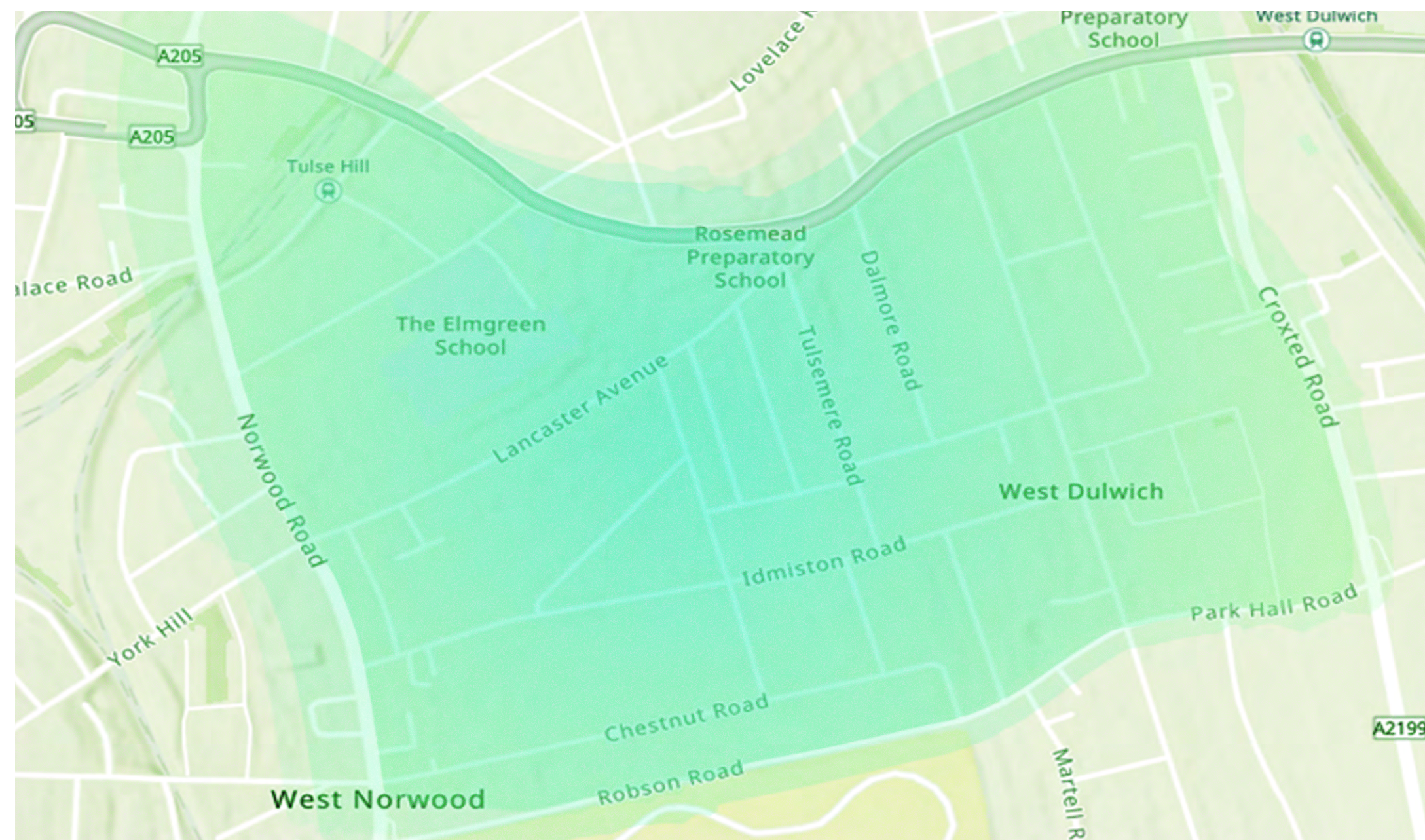
PROJECT EXPERTISE

Street Space and PJA are supporting Lambeth with technical design expertise.

- Street Space is a social enterprise working with people to re-imagine their streets and spaces to make them feel safer, to bring joy and to forge social connection.
- PJA are planners who work on adding value by integrating transport planning, engineering and placemaking in their vision.

Lambeth's Transport Strategy identifies areas within the borough where walking and cycling conditions could be improved and other factors such as air quality. West Dulwich was identified as a potential improvement area.

During this phase of the project we have drawn together baseline data about traffic flows and air quality. Our Community Street Design team have also undertaken an initial round of 'identify' and 'design' activities to better understand the streets in the area and how they could be improved.



Through this initial engagement we have been able to identify a list of changes that could be implemented in the area. The changes are presented as design proposals within this report.

Whilst some changes can be introduced quickly (Phase 1), others will need further input from the community and more planning to ensure the best outcome (Phase 2,3).

Lambeth Transport Strategy

LAMBETH'S 2019
TRANSPORT STRATEGY
SETS OUT THE PRIORITIES
FOR THE LOCAL TRANSPORT
NETWORK

Lambeth's 2019 Transport Strategy sets out the priorities for the local transport network:

SUSTAINABLE GROWTH:

For Lambeth to continue to thrive we need new homes, jobs and investment in our borough. We need to ensure this growth is not car-led.

INCLUSIVE AND ACCESSIBLE:

Many of our roads have been designed without considering the needs of people who aren't drivers. We need to make it easier for people walking, wheeling and cycling.

EFFICIENT AND CONNECTED:

We know we have limited space and as we plan for the future, we need quick and reliable routes to travel around Lambeth. We need to take advantage of new technology.

ACTIVE AND SAFE:

Transport is both a cause and a potential solution to public health issues. By discouraging traffic we can reduce road danger, the risk of poor health due to pollution and encourage daily exercise.

CLEAN AIR AND CARBON NEUTRAL:

We need to move swiftly towards carbon neutrality by 2030 to respond to the climate emergency we face.

In 2021, Lambeth's citizen's assembly published recommendations for all in the borough to tackle the climate emergency. Building upon the recommendations with help from organisations across the borough, Lambeth published its Climate Action Plan in 2021. A key outcome for transport is the need to reduce car vkm by 27% by 2030.

1 Engagement Approach

COMMUNITY STREET DESIGN ENGAGEMENT PROCESS:

Lambeth Council prioritises collaboration, experimentation, and imagination in the design of the borough's streets. The Community Street Design team aims to involve all local people and organisations in this design process, whether this be coming up with an idea or sketch, to helping build and test designs in real life on Lambeth's streets.

We use 5 core principles to engage with the borough's diverse range of stakeholders:

- **Identify:** Scoping out a project area, conducting initial research, identifying issues and opportunities with local people
- **Design:** Collaborative process working with local people to develop imaginative ideas that can be tested to improve the public realm
- **Inform:** Sharing clear information at regular intervals. Ensuring we are transparent on timelines and decision processes.
- **Empower:** Upskilling individuals and community groups to take ownership of the development, use and maintenance of different projects.
- **Learn:** Evaluating projects and ideas including through 'formal consultation'



2 Project Context

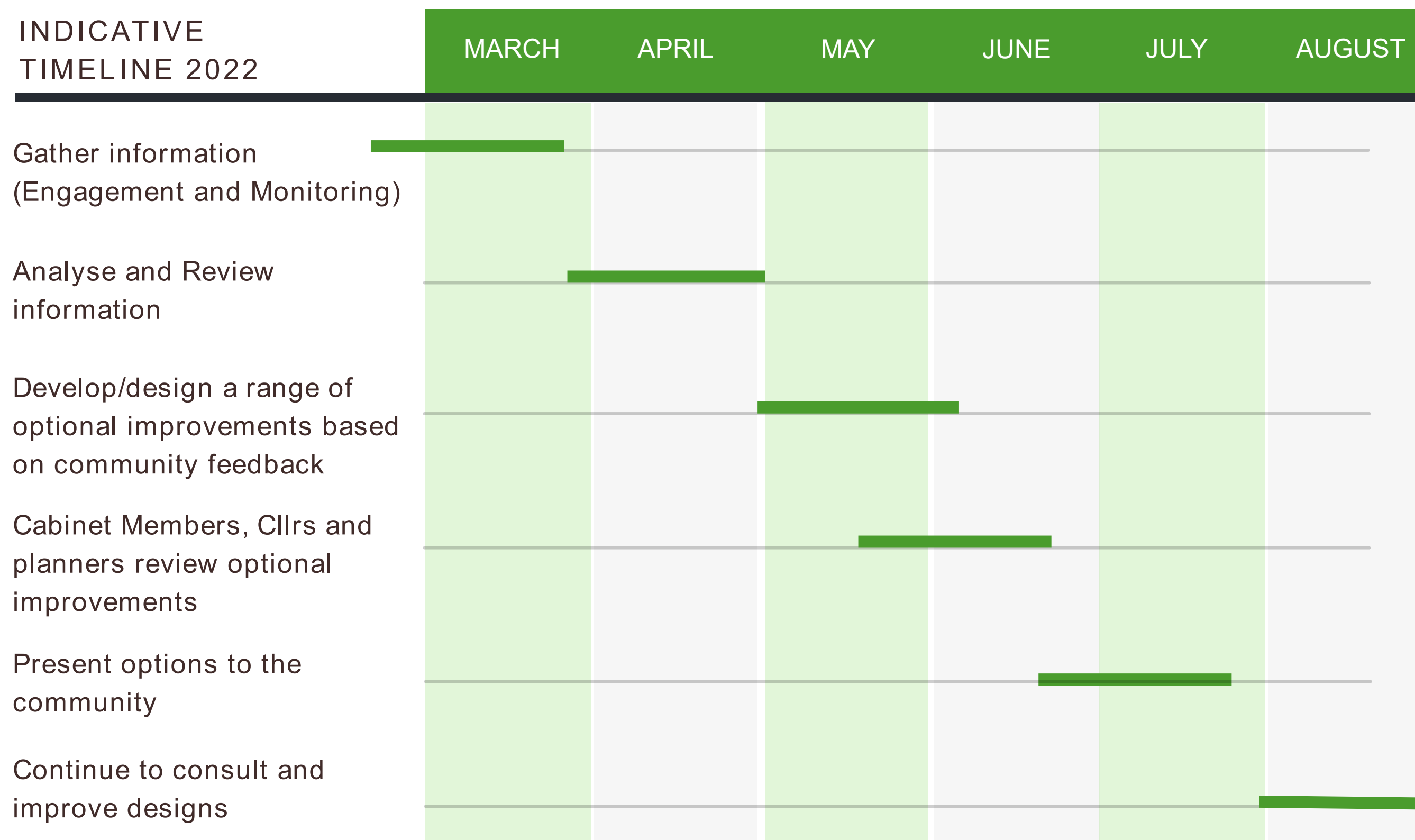
DECISION MAKING:

Lambeth's Transport Strategy identifies areas within the borough where walking and cycling conditions could be improved and other factors such as air quality. West Dulwich was identified as a potential improvement area.

What's happened so far?

We have gathered lots of data on the local streets and heard from people both online and in person. This report brings all our initial research on the West Dulwich area together. The report also presents design ideas to build on the opportunities and make improvements to the issues identified through feedback and our research.

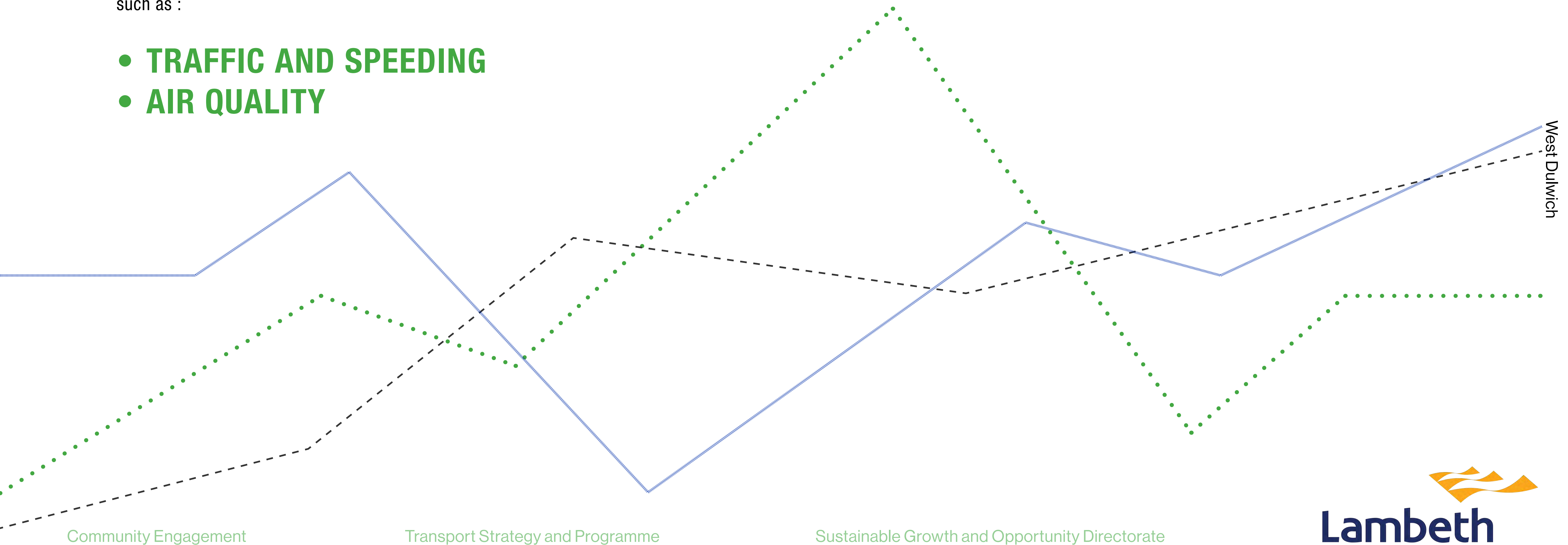
Below, an overview timeline of the project.



3 Baseline Data

In order to understand the area, we monitored various aspects such as :

- **TRAFFIC AND SPEEDING**
- **AIR QUALITY**



3.1 Traffic and speeding

AUTOMATIC TRAFFIC COUNTS

Visit the commonplace website to view the Baseline Data Report.

Automatic Traffic Counts (ATCs) were conducted across the area between Monday 29th Nov and Sunday 5th Dec 2021.

Several roads averaged over 200 motor vehicles at peak hour (mvph – two way):

Over 900 mvph:

- A215 Norwood Road
- A2199 Croxted Road
- A205 South Circular

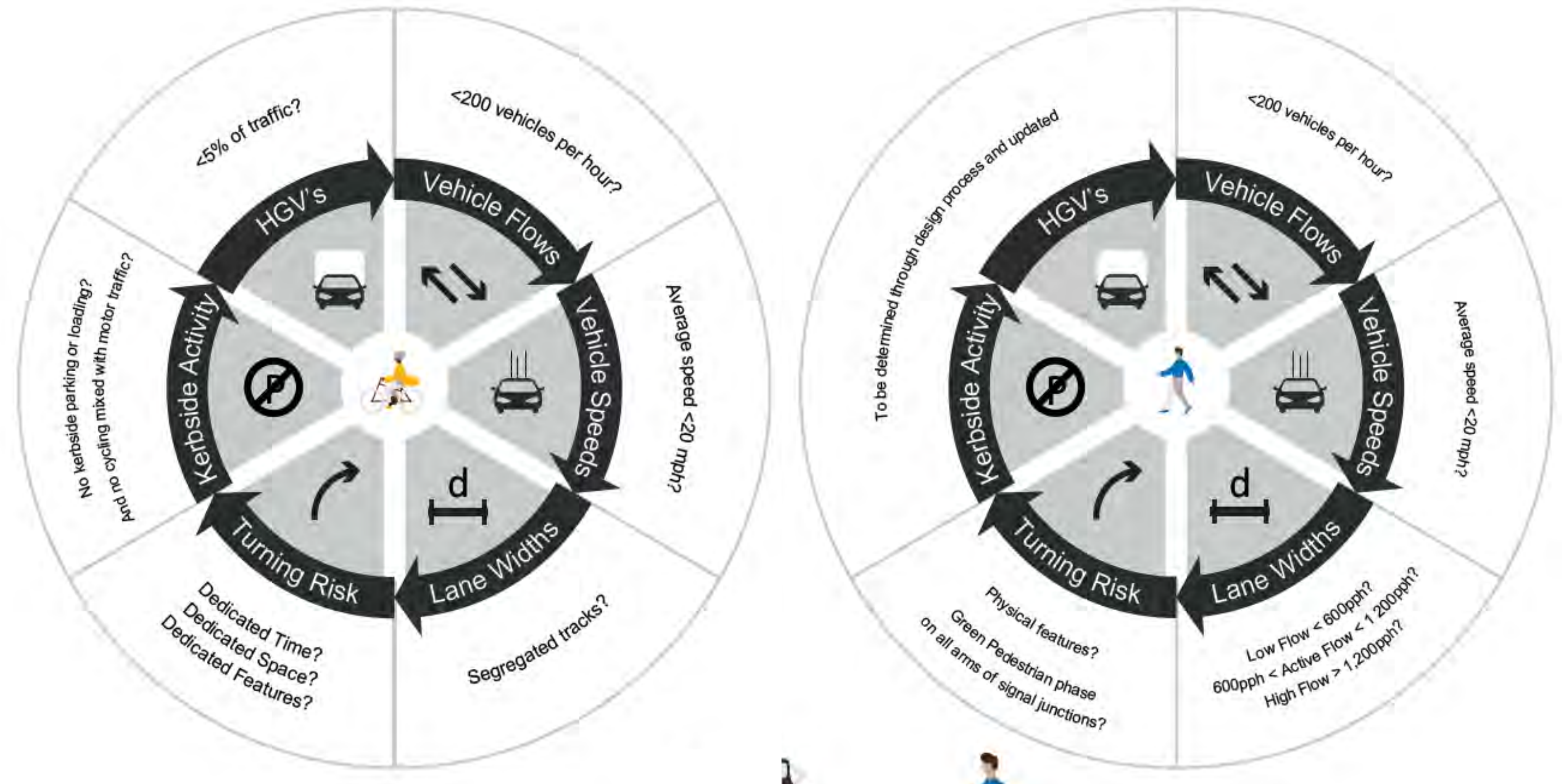
Over 500 mvph:

- Lancaster Avenue
- Park Hall Road
- Rosendale Road (between Eastmearn Road & Idmiston Road)

Over 200 mvph:

- Robson Road
- Rosendale Road (between Park Hall Road & Myton Road)
- Ardlui Road
- Dalmore Road

Healthy Routes Criteria



- AM peak weekdays - Telematic data - Traffic flow



- PM peak weekdays - Telematic data - Traffic flow



Approximate number of motor vehicles at peak hour



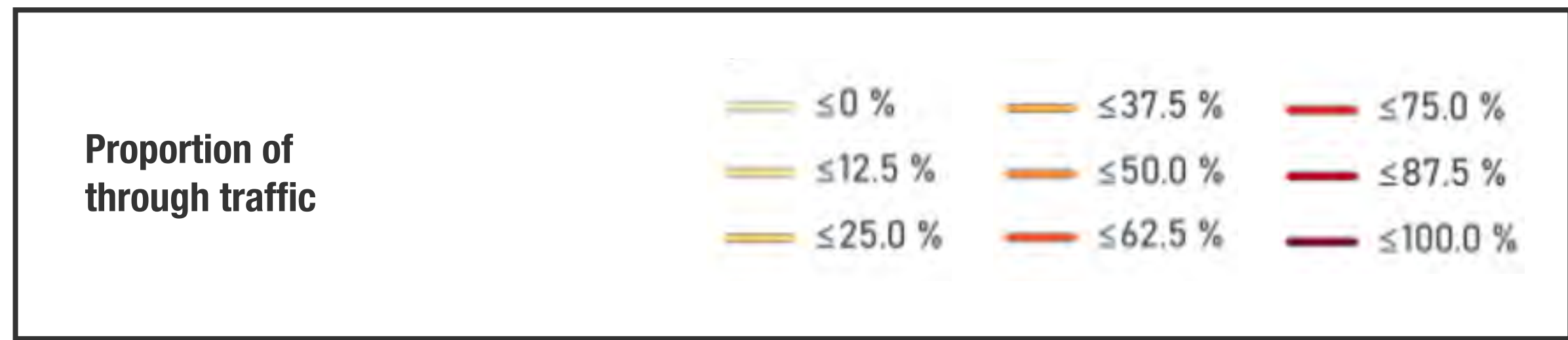
Baseline data shows high traffic volumes (<600 motor vehicles at AM and/or PM peak hour) on various streets across the area.

TfL guidance on cycling: the design of new cycle routes should only mix people cycling with motorised traffic where there are fewer than 500 motor vehicles at peak hour, and preferably fewer than 200 mvph.

Telematics is a method of data collection and monitoring using motor-vehicles' GPS and on-board diagnostics (OBD) to plot their movements.

Data and modelling from The Floop, <https://www.thefloop.com>, June – December 2021

- AM peak weekdays - Through traffic



- PM peak weekdays - Through traffic



Baseline data shows high percentages of 'through traffic' at peak hours. Through traffic: i.e. motor vehicles travelling from and to destinations outside the project area via streets within the project area.

Data and modelling from The Floop, <https://www.thefloop.com>, June – December 2021

3.2 Air quality

AIR QUALITY DATA

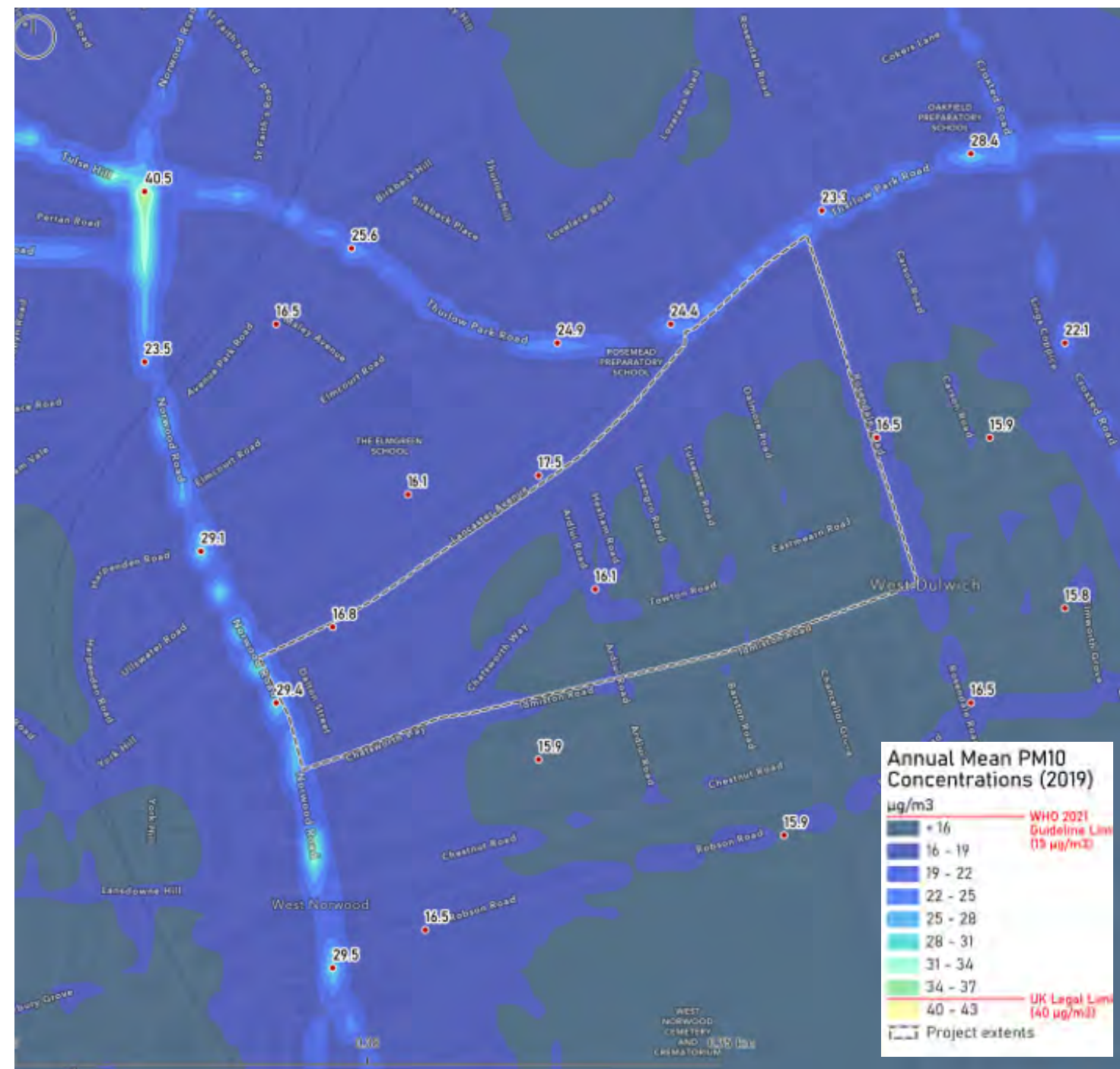
The following maps show the results of air quality for:

- NO2
- PM 2.5
- PM10



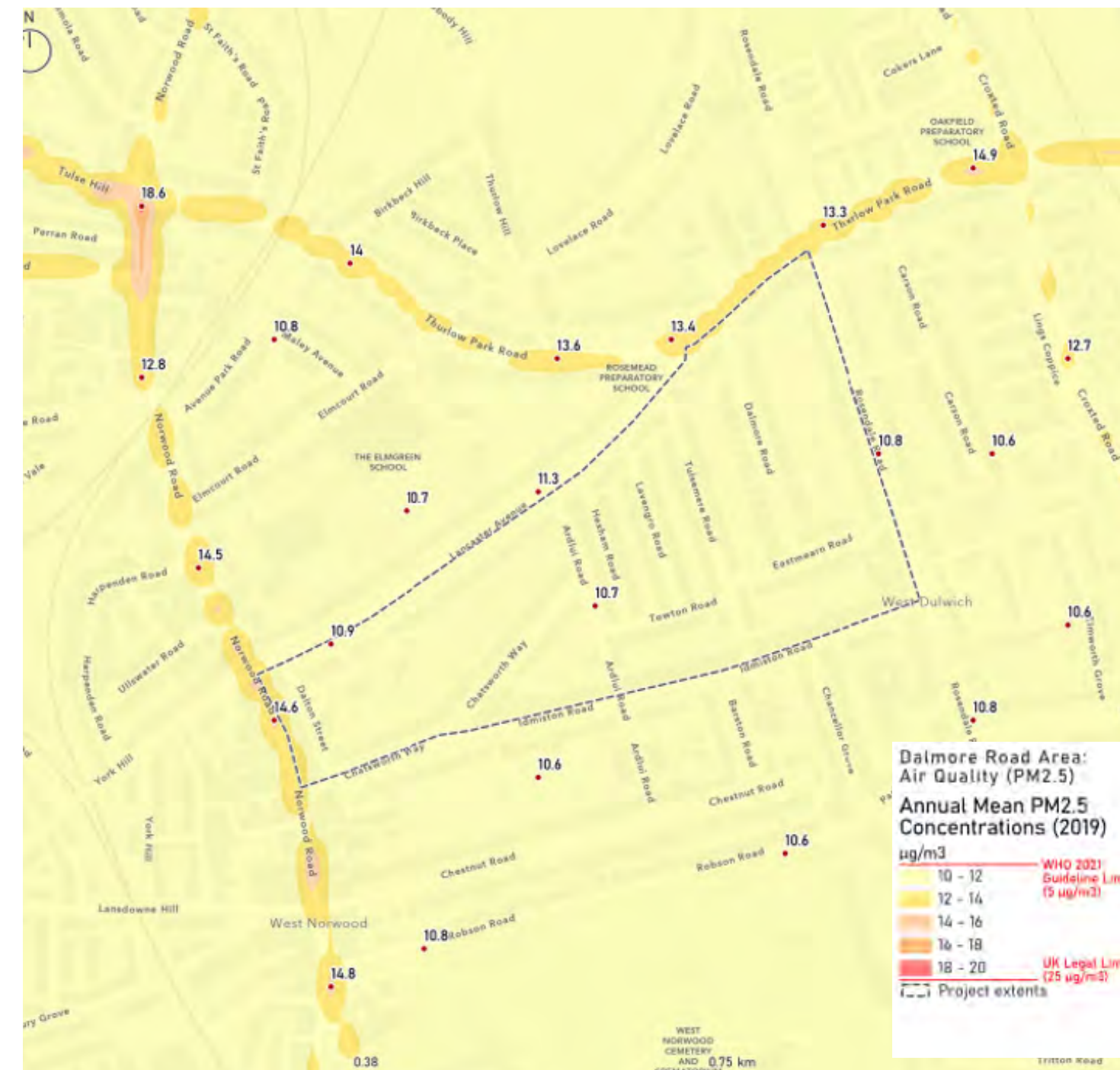
The following map shows the results of air quality for PM10

- PM10 : is any particulate matter in the air with a diameter of 10 micrometers or less, including smoke, dust, soot, salts, acids, and metals. Keeping exposure to PM10 concentrations below 54.0 µg/m³ is the recommended way prevent any short or long-term health effects from developing.



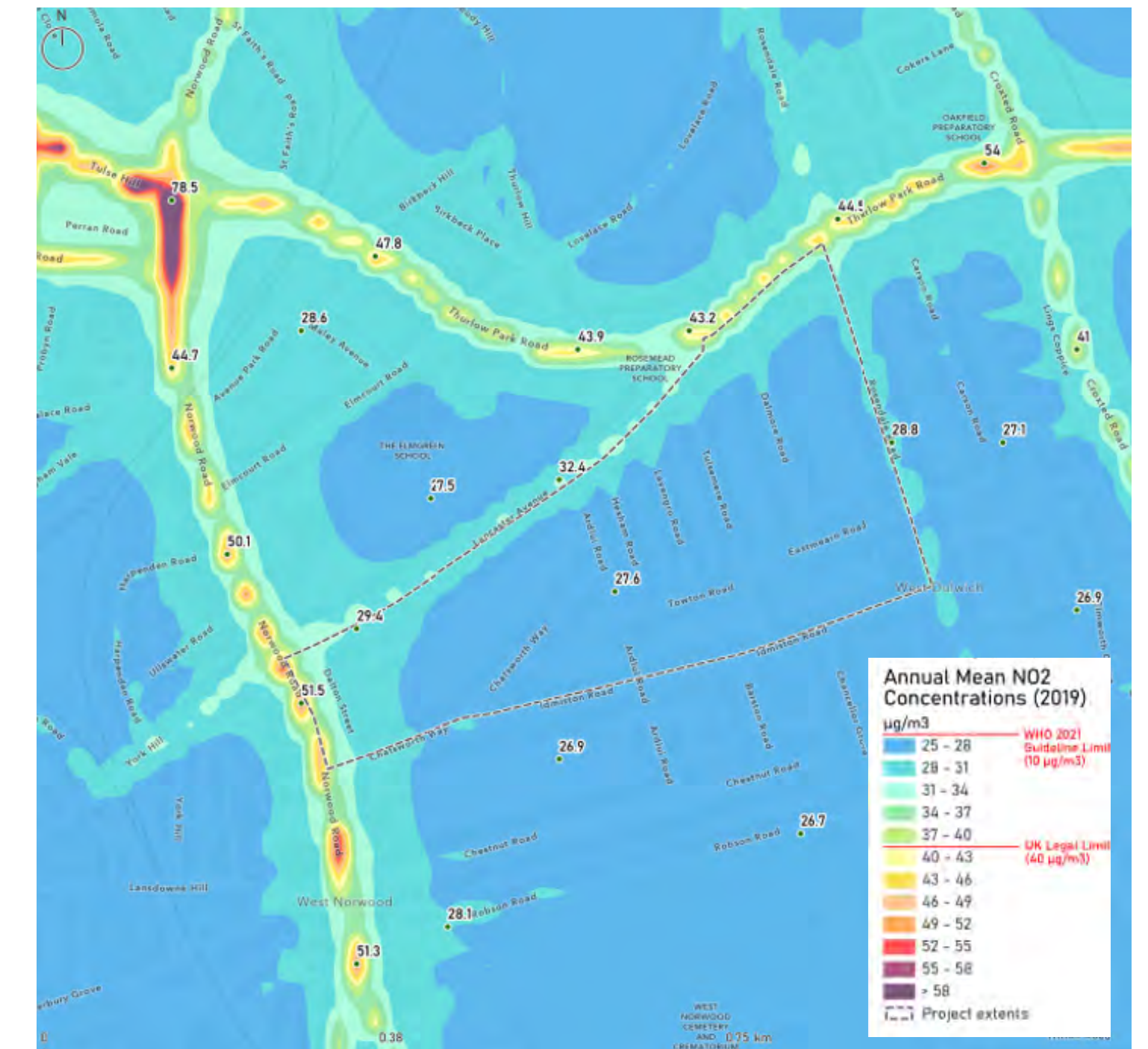
The following map shows the results of air quality for PM2.5

- PM2.5 : Fine particulate matter (PM2.5) is an air pollutant that is a concern for people’s health when levels in air are high. PM2.5 at or below 12 µg/m³ is considered healthy, while levels to or above 35 µg/m³ throughout a day are signals of unhealthy air quality.



The following map shows the results of air quality for NO2

- NOX is produced when fossil fuels (coal, natural gas and so on) are burned. When a pollutant is released directly into the atmosphere it is known as an emission. Road transport is the largest source of NOX emissions in the UK, contributing 49% of total emissions in 2000.



Data from London Atmosphere Emission Inventory, showing modelled 2019 ground level concentrations. Contains GLA and other public sector information licensed under OGL v3.0.

4 Engagement Overview

PHASE 1 ENGAGEMENT

The first phase of engagement took place from the 25th of January to the 25th of March 2022.

The engagement was advertised through different streams and aimed to reach a wider variety of people.

Here we present:

- Engagement & Communication Methods Overview
- Stakeholders
- Engagement headlines



4.1 Engagement and Communication

METHODOLOGY

This engagement phase used different methods both for advertising the project and for the workshops. The advertising has been done both online and offline through the following streams:

Onsite/Offline advertising methods:

- Flyering local businesses in Rosendale Road and Norwood Road
- Letter has been sent to residents and business owners in the area
- We attached lammpost wraps advertising th projects and the workshops

Online advertising methods:

- We emailed stakeholders and sent updates
- Lambeth Council website and Commonplace
- Social media

Onsite/Offline consultation methods:

- TRA Meetings
- Community Site Visits
- School workshop
- Paper design survey

Online consultation methods:

- Commonplace
- Public and stakeholders online workshop



Online: COMMONPLACE WEBSITE

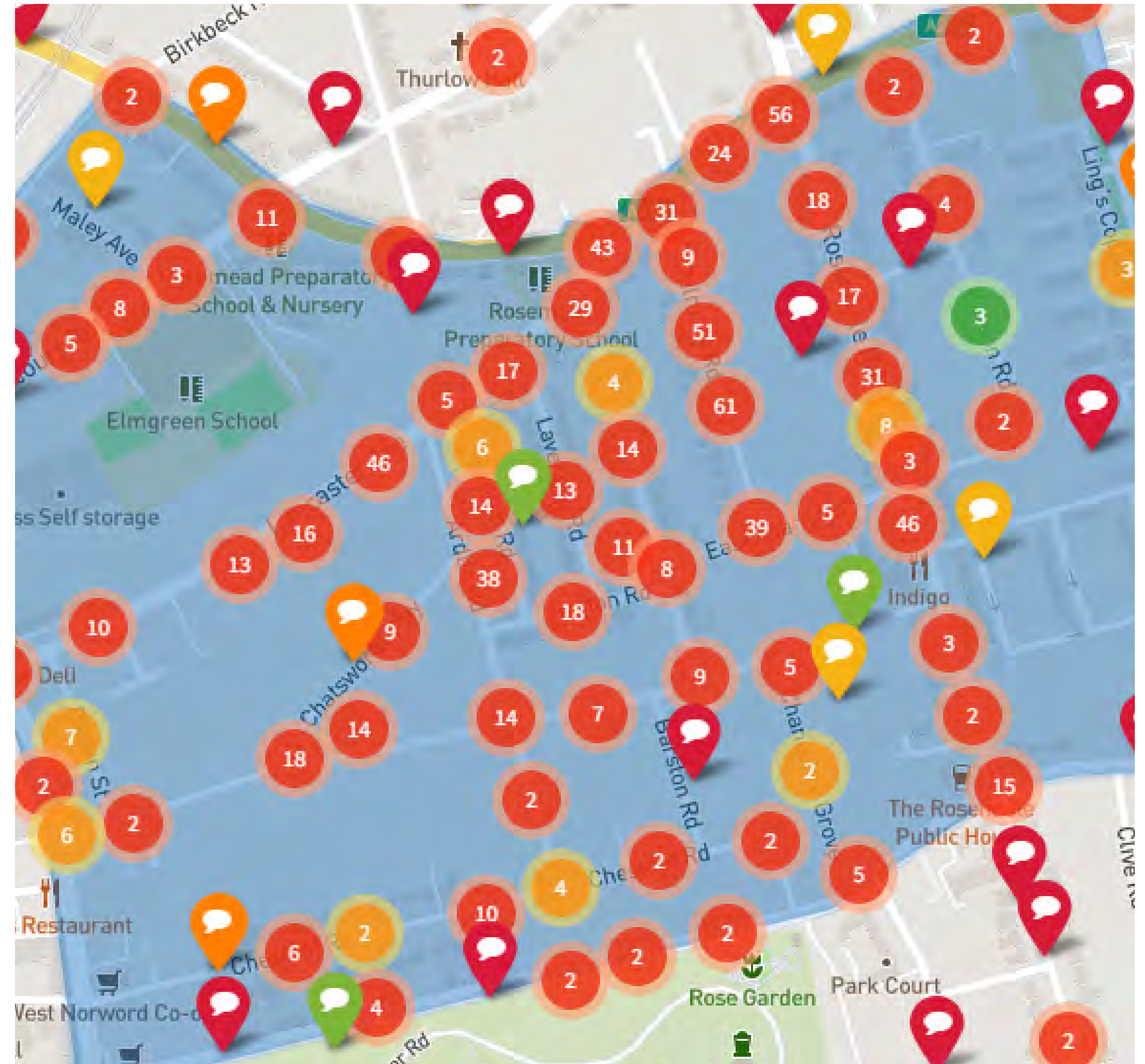
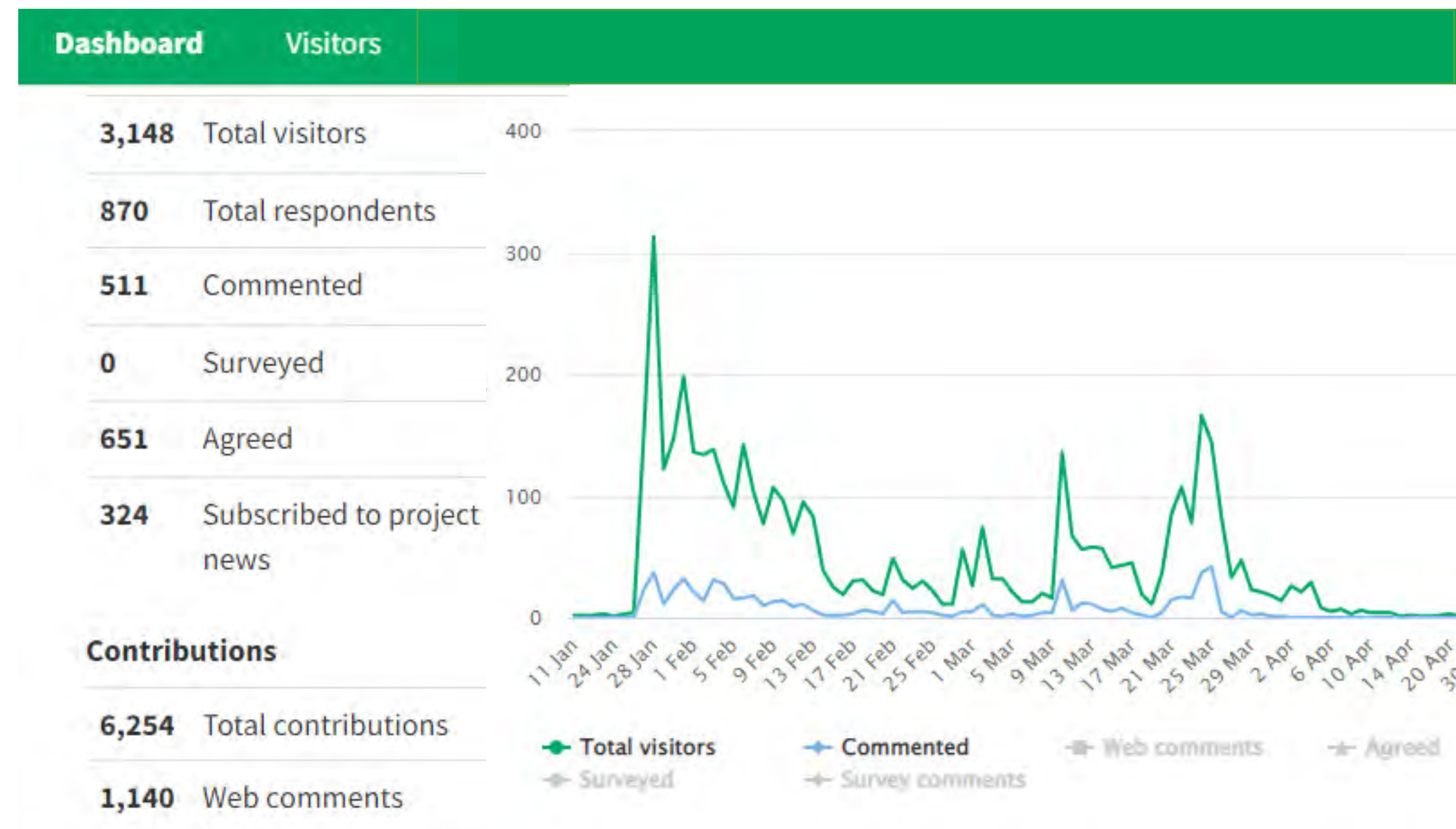
Commonplace is the main website page where we publish the updates regarding the West Dulwich Street Improvement project.

The website page is: westdulwich.commonplace.is and was launched on the 26th of January 2022.

How does Commonplace work?

On Commonplace there is an online digital map (picture on the right) where we collected comments between 26 January 2022 (beginning of the consultation) and the 25 of March (end of the consultation).

In this period we had 3146 visitors and 30% of those, contributed by commenting or agreeing.



Commonplace - Key findings:

Among all the categories 524 commented providing a design solution idea while 625 commented to object to the project or raise a complaint without suggesting a solution for it

PEOPLE WHO DID NOT PROPOSE ANY DESIGN SOLUTION MOSTLY COMMENTED ABOUT:

- > 50% commented about traffic
- ~ 18% of these commented, objecting the project
- ~ 19% complained about other issues not related to traffic
- ~ 7% commented on the area the project covers
- ~ 1% commented on the nearby ULEZ area

PEOPLE WHO DID NOT PROPOSE ANY DESIGN SOLUTION MOSTLY COMMENTED ABOUT:

Most requested are: modal filters, traffic calming measures, banned turns, zebra/pelican crossing, one-way/two lane system and cycling infrastructures.

Road Safety and Speeding requests:

- Traffic calming measures suggested for: Rosendale Rd, Lancaster Ad (and 30 mph), Dalmore Rd, Tulsemere Rd, Ardlui Rd, Avenue Park Rd, Towton Rd, Hexham Rd, York Hill;
- One-way system: Lancaster Avenue and Carson Road;
- Replace traffic lights in front of Oakfield School - junction Thurlow Park Road and Rosendale Road , Lancaster Avenue traffic lights to be longer (for cars), Thurlow Park Road (otherwise cars don't stop at zebra crossing), traffic lights on Lancaster Avenue for Rosemead School;
- Speed cameras are widely required across the area.

Traffic and Congestion requests:

- Modal filters for Dalmore Road. Other locations suggested are: Eastmearn/Rosendale Road, Lancaster Avenue, Robson Road, Park Hall Road, Tulsemere Road, Elm Green Road;
- Re-route HGVs elsewhere and deepening the bridge in Smith's of Lord, other streets that could benefit from banning HGV are Elm Green, Dalmore and Idmiston Road
- Banned turn: Lancaster Avenue/Ardlui Rd and Dalmore Rd/South Circular;
- Double red line in Idmiston Road, Lovelace Road and in front of Rosemead School;
- Yellow box at the junction Rosendale Road/Thurlow Park Road;
- CPZ suggested Rosendale Road.

Active Travel requests:

- Cyce lane extension on Rosendale Rd;
- Pedestrian priority in the shop area of Rosendale Road;
- Upgrade junction for Rosemead School;
- Develop Elmgreen Street School project;
- Signage to indicate direction to Tulse Hill's station and from West Norwood station to Tulse Hill and West Dulwich;
- EV charger points in Towton, Carson, Chatsworth Way/Culzean
- Number of comments are about pedestrian traffic lights phasing, that seem to be too short to cross the street safely in the area (Idmiston Rd, Thurlow Park Road, Eastmearn Road, Rosendale Road, Dalmore Rd, Rosendale Rd/ Thurlow Park Rd, Towton/Carson Rd, Croxted Rd, Chestnut Rd)

Air Quality requests:

- More air monitoring point (proposed in Rosendale Road);
- Trees and planting and related maintenance

Greening and planting:

- Add greening in: Idmiston, Dalmore, Lavengro, Thurlow , Tulsemere, Lavengro, Chatsworth, Eastmearn/Tulsemere, Ardlui Hexham, Rosendale, Ave Park
- Maintenance in: Tulsemere, Dalmore, Towton and Rosendale Road.

Pavements:

- Bins required in Lavengro Road;
- Drainage maintenance in Dalmore Rad and Tulsemere Road;
- Need dropped kerbside in Norwood Road;
- Repaving needed in Hexham Road and Eastmearn Road;
- Pavement widening proposed in Chatsworth Way and Ave Park Road

Community and Public Realm requests:

- Rosendale Road (shop area) and Chatsworth Way (Church area) as potential spaces for community gathering
- Street furniture in Rosendale Rd, Chatsworth Way and Tulsemere Road;
- Residents requesting disable parking spots in: Rosendale Rd, Chatsworth Way, Norwood Way and Lancaster Avenue;
- Parking permit in Lavengro Road and Croxted Road;
- Recycling point in Elmworth Grove/Rosendale Rd and Ave Park Rd;
- Parklets suggested in Rosendale and Eastmearn Road.

Public Transport requests:

- Increasing the number of buses in the area to encourage people not using cars;
- Diversion of bus N.3 to Rosendale Road;
- Remove some parking spaces in Croxted Road and create a dedicated bus lane;
- Junction between Rosendale Road an Thurlow Park Road.

Online: ONLINE WORKSHOPS

We organised two online workshops. One open to all and one invite-only for stakeholders. The goal of the workshops was to present the possible design improvements and ask which were their preferred and least preferred ones.

1. Open Workshop

- Open to everyone, not only locals but also people driving through the area, working in the area, etc.
- Thursday the 17th of February 2022 from 6.30 PM to 8PM
- Zoom meeting
- 65 people attended the session
- Used breackrooms and Miro boards to create groups and present the possible designs

Public Workshop - Key findings:

Attendees to the public online co-design workshop communicated that the main focus of the project should be to resolve the serious issues in the area of high levels of high speed traffic using the residential streets before considering ‘softer’ interventions of greening, artwork and play. It was communicated that the main priority should be to make the streets safer, particularly for children.

Attendees shared positive feedback on the following interventions:

- Continuous footway: some had concerns for the ambiguity
- Community Gardening & Greening
- Road narrowing: suggested for Rosendale, Dalmore, Eastmearn



and Chestnut Road

- Play Streets, Pocket Parks & Parklets: to make cycling and walking safer and more attractive
- Gateway and SUDs: to provide opportunities for community greening
- One-way
- Bike parking

Attendees shared negative feedback on the following interventions:

- Speed cushions: reported not to work
- Timed-gates: reported to be confusing

Attendees shared mixed feedback on the following interventions:

- Modal filters: acknowledged to improve the experience of walking and

cycling in the area but perceived to cause the displacement of traffic to other streets, reduce the number of parking spaces available and prevent direct access for residents

- Parallel and Priority Crossings: perceived to be ambiguous but much needed on Rosendale Road, Turney Road, outside Rosemead and Thurlow Park Road

2. Stakeholder Workshop

- Invite-only (the invite was valid for 2 representatives for each stakeholder group)
- Tuesday the 22nd of March 2022 from 6.30 PM to 8PM
- Zoom meeting
- 22 people attended the session
- Used breackrooms and Miro boards to create groups and present the possible designs

Better lighting - Eastmerrn Lavengro Dalmore... Idminston Road

Businesses are a key part of this conversation - and they need parking and cars

Scheme proposed for Rosendale is not a good idea

Storage of HGVs on Ardlui Road

Collapse of street and pavement cleaning standards

Rosendale Road needs a zebra crossing

Richmond Road_Parallel Crossing



Only nice if they are away from traffic

success example around Thurlow Park Road



On Rosendale Road - there's too much traffic

Could potentially work and make the area a bit green

Combined with modal filters

Parklet Hammersmith and Fulham

Priority given to walkers before cyclists!

Modal filters contribute to this

What happens to displaced traffic? And with boundary Roads

It's about introducing multiple parallel measures to tackle these issues

Temp modal filter - Birmingham

It simply displaces traffic into other areas

Block a road 24/7. Timed restrictions would work better

Need to be part of a holistic plan

It creates a nicer environment - much safer for walking and cycling and nicer places to be



Banned turn

Stakeholder Workshop Key findings:

Attendees shared positive feedback on the following interventions:

- Greening;
- Traffic calming measures;
- Zebra crossing ;
- Timed modal filters are better perceived in comparison to 24/7 restrictions;
- Parklets;
- Gateway;
- One-way systems would work but it also increases the possibility of cars speeding;
- Opportunity to consult local shops in Rosendale road before taking any decision.

Negative feedback around specific design improvements:

- Permanent or even temporary modal filter would displace traffic to nearby roads;
- Grass is often used to walk dogs and not maintained;
- Existing traffic chicanes work to an extent.

Other issues that need to be addressed:

- School traffic is a priority issue that should be addressed;
- Cars mounting on pavements, bollards can solve the problem;
- Pavements maintenance and cleaning standard has decreased
- Lots of vans and HGV parked on Ardlui Road.

Other improvements suggested:

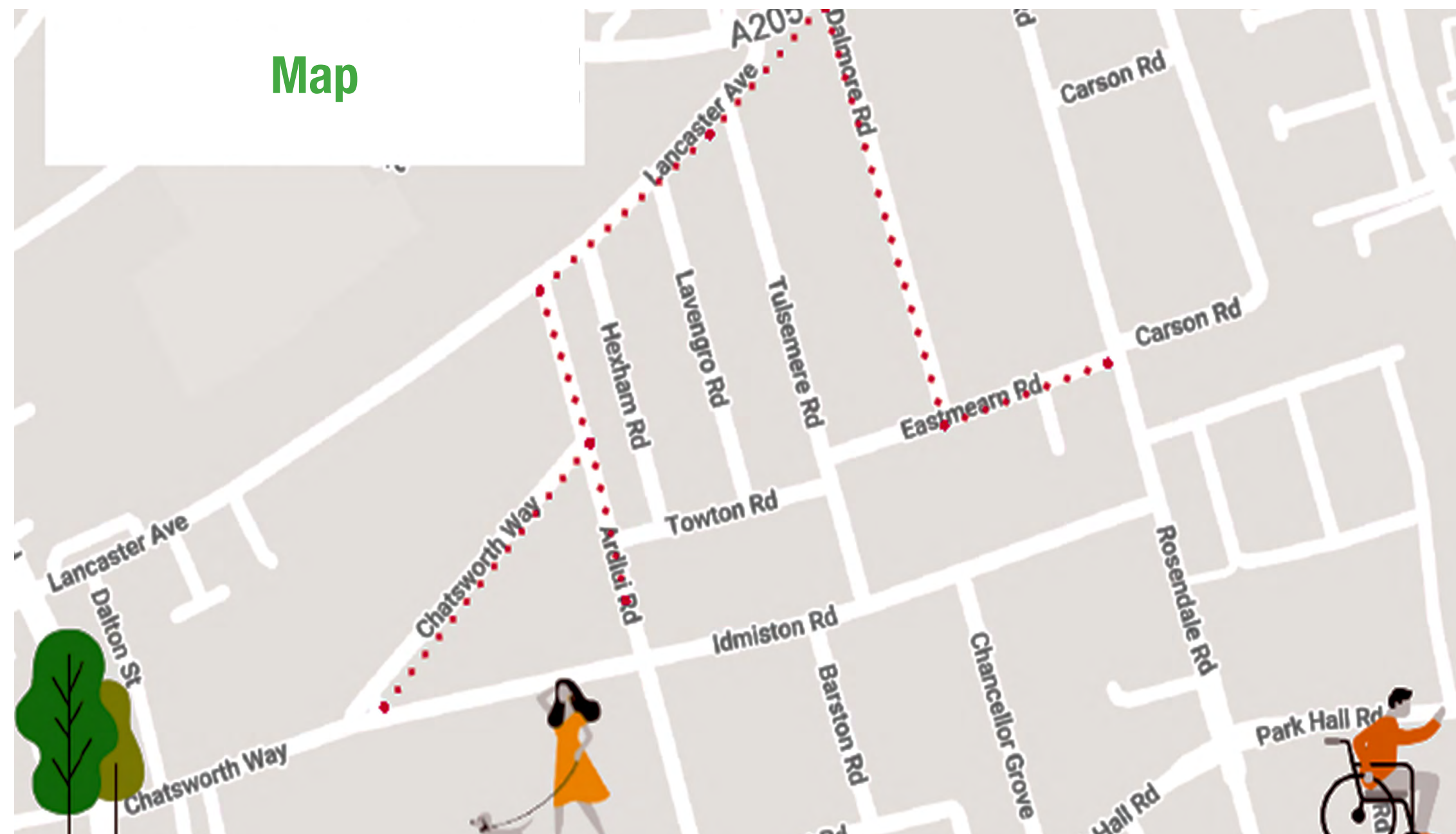
- Improve lighting on Lavengro Road;
- Timed traffic restriction during term times and/or school drop off/pick up times;
- Use part of Rosendale Road footway to create a cycle lane;
- Re-routing HGVs away from Lancaster Avenue;
- Narrowing Lancaster avenue to plant more greening.

Offline: IN-PERSON MEETINGS AND VISITS

We organised a Community Site Visit open to everyone. The goal of the visit is to meet residents in person and ask about their experience as residents of the West Dulwich area.

Community Site Visit:

- The community site visit took place on the 12th of February 2022 from 3.30PM to 5.30PM (map of the walk on the right).
- 23 residents attended the event and were divided into small groups of 4 to 5 people. Participants were provided with a booklet with information about the project, questions and space to comment.
- The walk ended in front of the Rosendale Road shop parade, where we spent some more time discussing ideas and feedback from participants of each group.



1. TRAs in-person meetings

- We met different TRAs from West Dulwich area between the 8th and 21st of March 2022
- The TRAs we met are: Lancaster Avenue TRA, Carson Road TRA and Dalmore TRA
- TRAs provided us a presentation of their ideas, issues and general feedback (Rosendale Road TRA, Estmearn Road TRA, LARA, Dalmore Road TRA, Carson Road TRA
- Hexham Road TRA , did an independent survey which was acknowledged and the fact



Key findings:

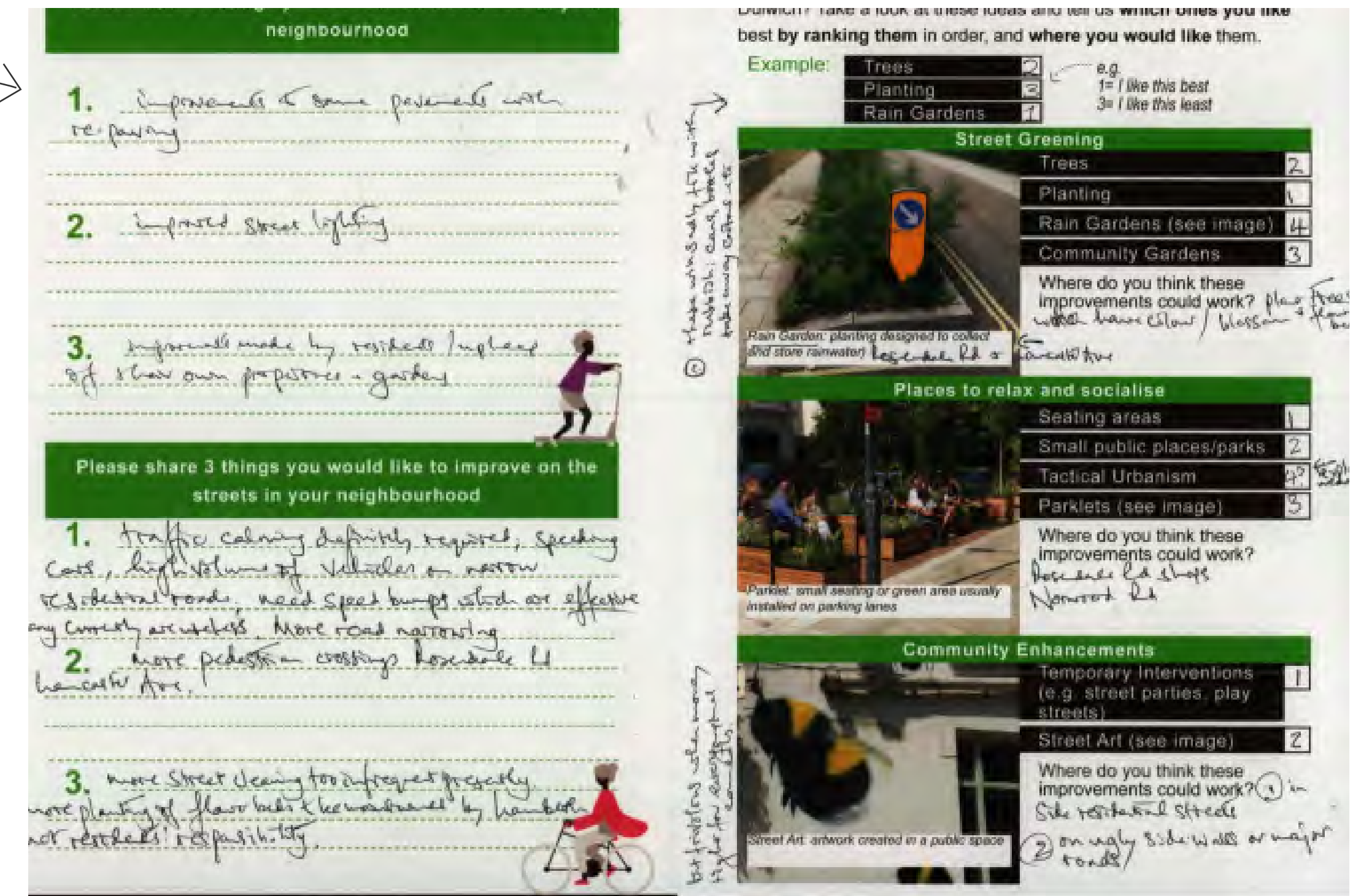
- Importance of holistic street improvements that consider the wider impacts of interventions on neighbouring streets
- Fear of traffic displacement
- Rat-running and high volumes and speeds of traffic (particularly Dalmore Road), dangerous junctions that meet the South Circular, high quantities of parked vehicles avoiding the ULEZ restrictions, forgotten and often vandalized vans, speed bumps that don't work, ill-placed zebra crossings and poor care and maintenance across the neighbourhood seen as litter and ill-kept pavements and street surfaces.
- Desire for more opportunities to get involved in greening the local area and were excited by ideas of community-owned planters, pocket parks and parklets.

2. Printed Paper Booklet

Another way to participate in the West Dulwich consultation was to fill out a paper booklet. We printed and distributed the booklets to provide those who may not have access to the digital platform the chance to have their say. Alternatively, it was possible to have the booklet delivered to your home with a return envelope.

The booklets were distributed to:

- 8 community hubs
- 6 private residents
- 70 were distributed by Cllr Meldrum and Cllr Cowell



3. School Workshop

We had the opportunity to run an in-person workshop inviting year 5 classes and their teachers to share their experiences of journeys through the local streets and showcase their ideas for the future through creating large-scale collages.

Through the school workshop, we engaged with two classes of students aged 10 and 11 at Oakfield Primary School.

Key findings:

Aspects they like about their local neighbourhood:

- Sense of community supported by a local whatsapp group
- Access to parks and green spaces so they can cycle, skate and meet their friends
- Presence of pets and animals that make the area feel friendly
- Access to shops where they can buy and share food and drinks

Aspects they don't like about their local neighbourhood:

- Aggressive behaviour from drivers on the road and instances of them driving through red lights
- Strong smells of pollution - especially on the main roads

Ideas to improve their local neighbourhood:

- More colour through planting, colourful rainbow crossings and sculptures
- More areas to support wildlife and animals to thrive including wildflowers for bees, insect hotels and bird houses
- Safer and better lit crossings
- More cycle paths
- Social spaces where people can gather and eat together



4.2 Engagement Headlines

OUTCOMES

Through these engagement activities, we learnt that people's primary concerns are around:

- Traffic and congestion;
- Road safety and speeding.

Generally, people perceive the 'West Dulwich Street Improvement' project as a positive proposal that needs to be developed with a holistic approach. This request widely reflects the strong sense of community in the area, where most people ask to look at an extended area to avoid inequalities and traffic displacement problems.

In terms of design implementations, participants highlighted the importance of focusing on traffic management solutions and only in second place on additional measures such as greening, community enhancements and others.

- **About Traffic & Congestion**, the conversations often revolved around the possibility of putting one or modal filter in the area. If this is the preferred solution for some residents, others would positively welcome a one-way system.

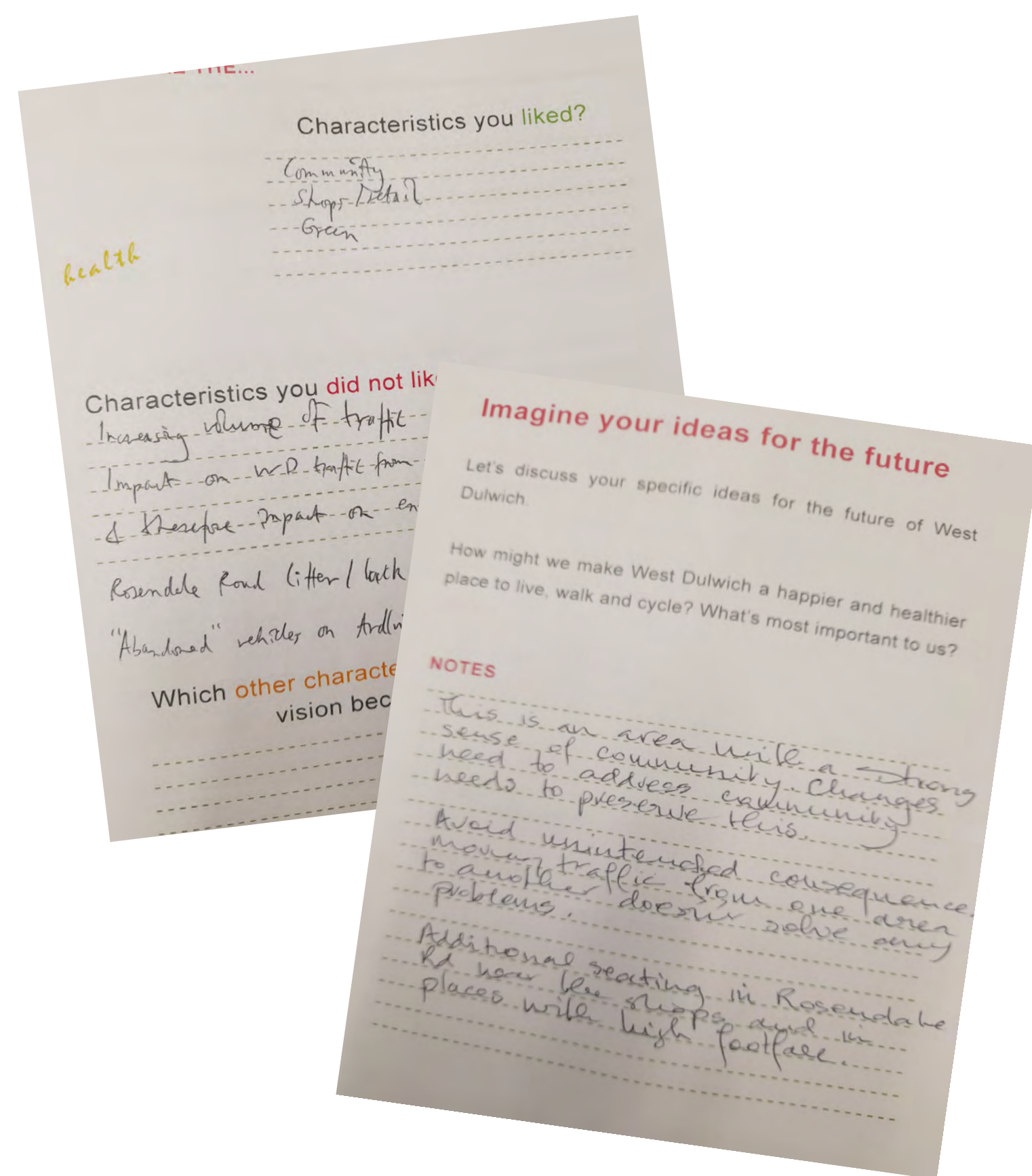
Other concerns are around over-height HGVs use Lancaster Avenue due to a height-restricted rail-bridge across the A205, east of Tulse Hill station.

- **Regarding Road Safety & Speeding**, participants would welcome solutions such as speed cameras, speed-humps, and calming traffic measures. Also, several dangerous crossings

have been identified, where residents proposed zebra crossing, pelican crossings, pedestrian island and traffic lights.

Most residents agree about greening the area to improve public space and air quality. Similarly, there is a high request for trees, drainage systems, and pavement maintenance.

- For **active travel and public transport**, most people feel there is not enough infrastructure to enable people to walk, cycle and wheel more.



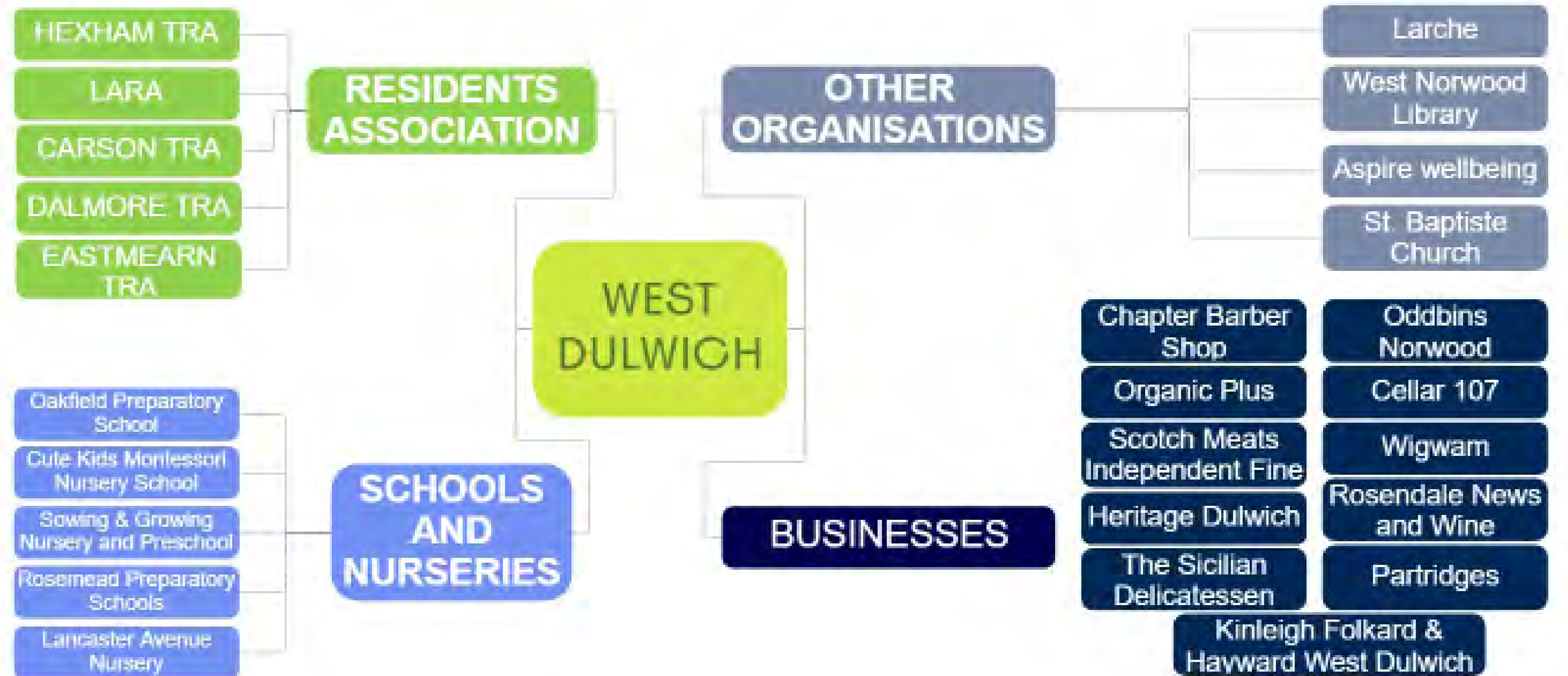
5 Stakeholders

STAKEHOLDERSMAP

This map represents the local stakeholders that we engaged with and/or received feedback from.

We aim to continue engaging with all stakeholders.

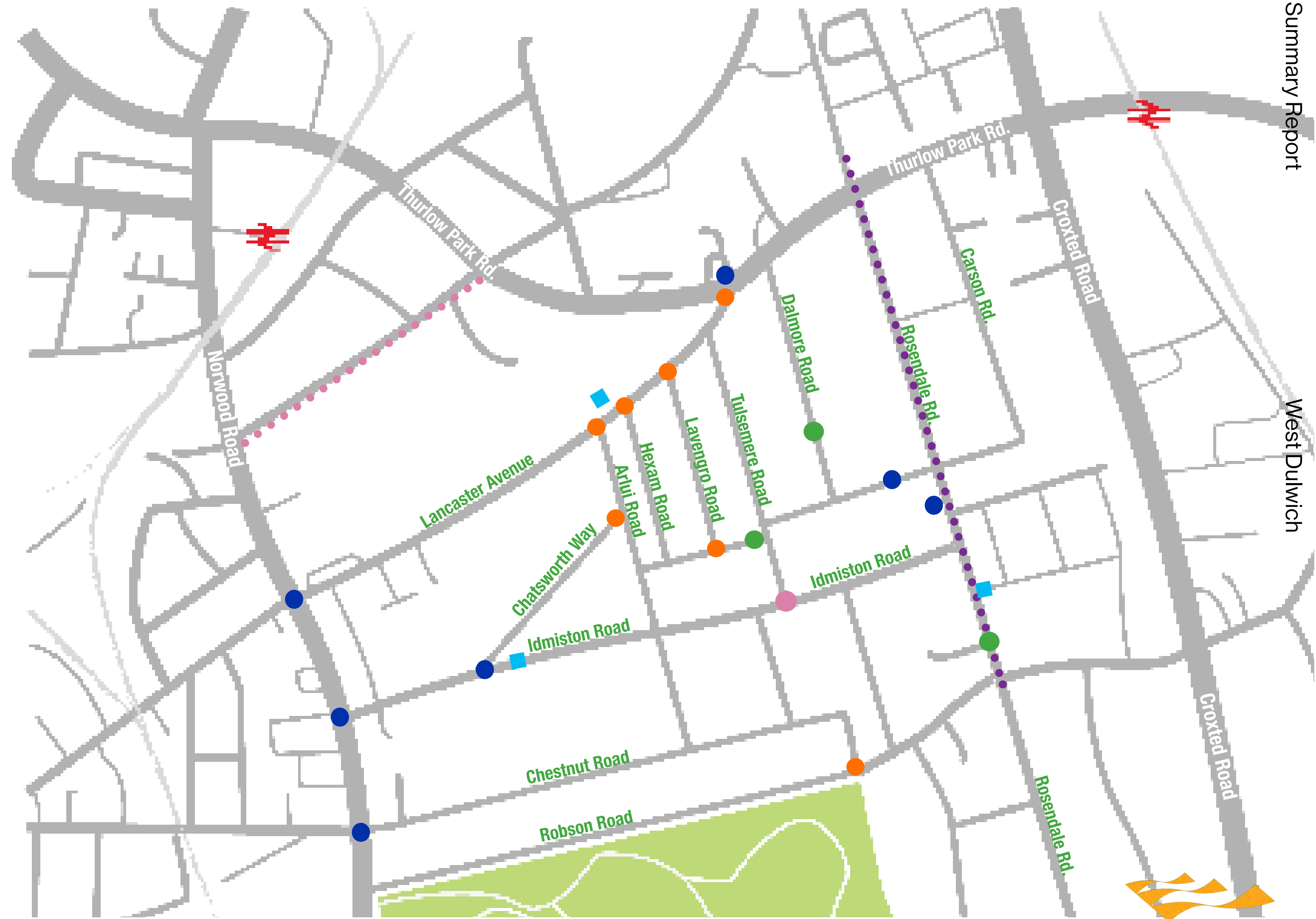
If you are a stakeholder and you would like to be contacted regarding the project, please contact:
lowtrafficneighbourhoods@lambeth.gov.uk



6 Proposed street improvements Phase 1

THIS MAP SHOWS THE PROPOSED FIRST PHASE OF STREET IMPROVEMENTS, BASED ON COMMUNITY FEEDBACK

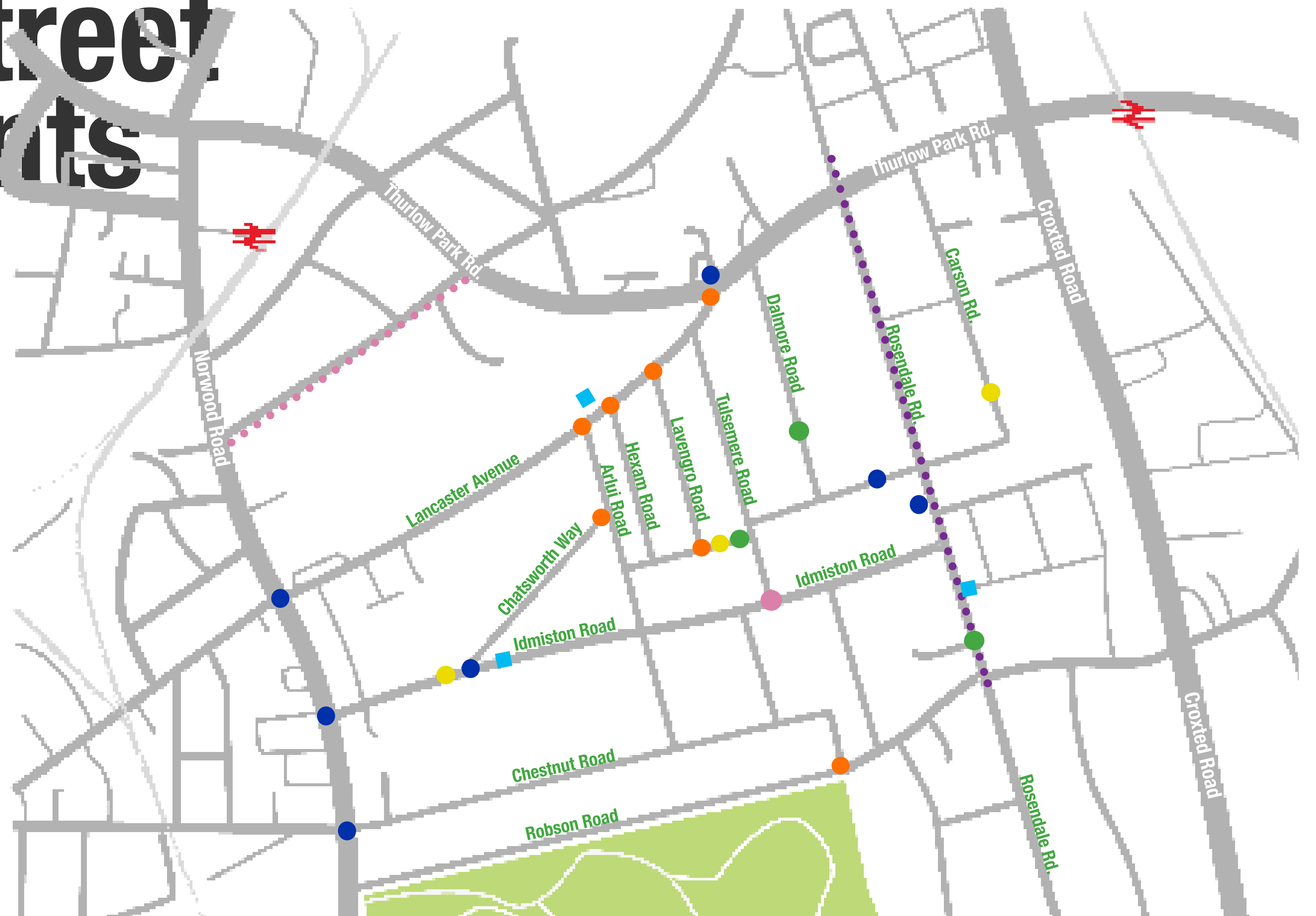
- Opportunity to improve public realm
- Opportunity for pedestrian priority
- Opportunity for seating
- Greening
- ⋯ Existing 'School Street'
- ⋯ Future 'Brockwell Park to Gypsy Hill Healthy Route'
- Need for disabled parking



6 Proposed street improvements Phase 1

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- Opportunity to improve public realm
- Opportunity for pedestrian priority
- Opportunity for seating
- Opportunity for EV charging point
- Greening
- ⋯ Existing 'School Street'
- ⋯ Future 'Brockwell Park to Gypsy Hill Healthy Route'
- Need for disabled parking



7 Engagement Evaluation

EQUALITIES EVALUATION

The main goal of the engagement for West Dulwich is to hear the opinion of those who:

- live in the area or nearby;
- work in the area;
- study or have children studying in the area;
- use services or amenities in the area;
- regularly travel through the area.

Who was engaged?

We reached over three thousand visitors through Commonplace, engaged 23 people through the Community Site Visit, 65 people through the first Online Co-Design Workshop, 22 with the second Co-Design Workshop, and six people requested a Design Survey Paper Copy. Furthermore, we organized meetings with various TRAs and one workshop with students in the local area.

How did we make sure all demographics were reached?

To reach the highest number of people possible and make this number reflect the demographic of the area, we organized different types of engagement and used various channels.

We promoted the project launch and the activities digitally through a dedicated website (west Dulwich.commonplace.is), as well as lamppost wraps, letters and leaflets. The Cllrs also talked to TRAs and invited residents to engage and have their say about the project.

How did we engage with locals?

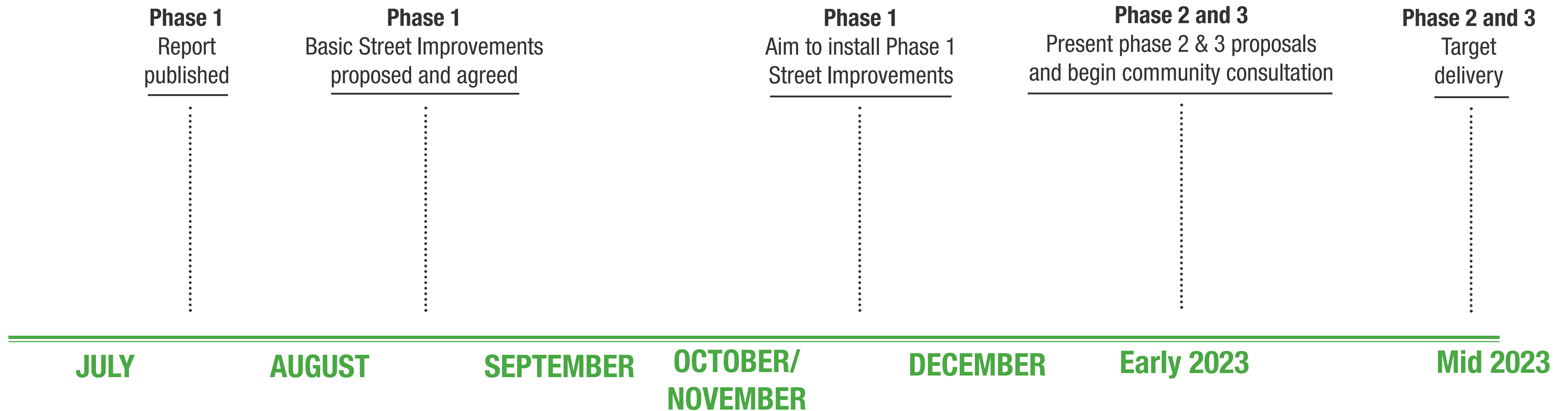
- The activities offered varied in the number of participants, day and typology so that everyone could have the possibility to choose their preferred way of engagement:
- Digital/online and open to everyone: Commonplace and/or Online Co-Design Workshop;

- In-person and open to everyone: Community Site Visit and/or requesting a paper survey. These methods targeted those who don't have or don't feel comfortable engaging through online platforms.
- Schools: we also organized a specific workshop engaging two classes of students. This workshop aimed to hear the voices of future generations about their vision and ideas for the area;
- TRAs meetings: we met with some TRAs to reply to their questions and have a clear overview of their issues, ideas, and previous engagements with the council.

Where are the gaps?

- Commonplace was widely used, receiving more than a thousand comments.
- On-site visit: sold out very quickly, and we received calls from people interested in participating and asking for another session. In the future, we will take these requests into account.
- Co-design workshops: both workshops had a high number of participants who positively engaged and shared their views about some design solutions proposed
- Paper Survey: 6 people contacted us to receive a paper copy.

8 Next Steps



Traffic Management options (Phase 2) and additional Street Improvements (Phase 3), are being explored in collaboration with Transport for London (TfL) and engineers. Once agreed in principle, proposals will be shared with the community and the Phase 2 and 3 consultation process will commence.



Lambeth

West Dulwich Street Improvements