Stage 2 Monitoring Report – Railton LTN

1. Introduction

The Railton low traffic neighbourhood (LTN) was introduced to reduce traffic volumes. By reducing traffic in Railton it is hoped we can achieve priorities of our Transport Strategy including to:

- Improve road safety for all users
- Encourage travel in healthier, more active ways
- Improve air quality
- Support the local economy and placemaking

We all need to take bold action to reduce car journeys where possible to clean up the air in Lambeth and tackle the climate emergency.

Our monitoring shows the LTN is meeting its primary objective to reduce traffic and we are consulting on whether to make the current trial permanent.

How and where was the Railton LTN introduced?

Planters, signage and ANPR cameras were used to create a series of **7** filters and 3 no entry signs across the area, introduced from June 2020.
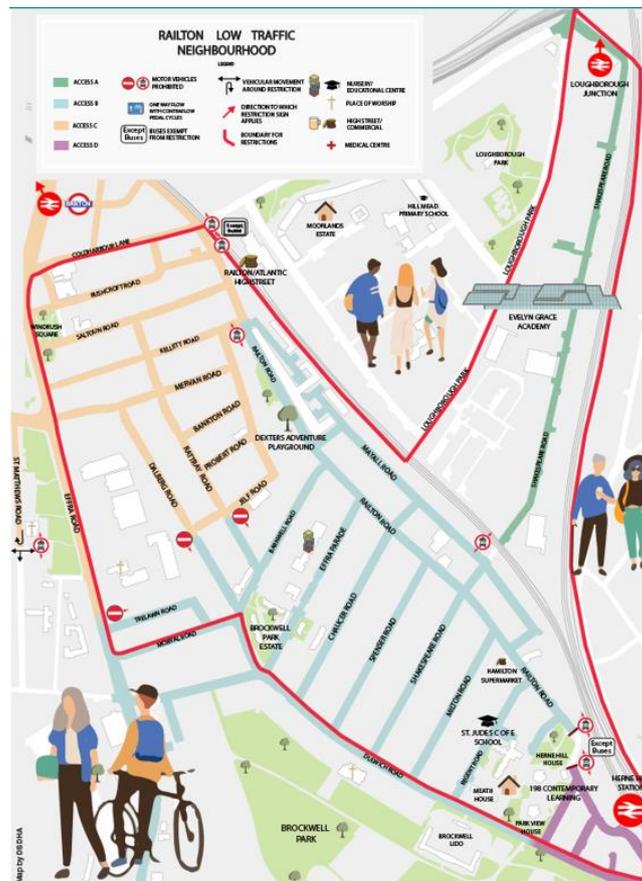
Filters stop motor vehicles cutting through an area however individuals walking, cycling and wheeling can still pass through, as can the emergency services and refuse vehicles. All destinations

within an LTN remain accessible by motor vehicle however the route to each destination may change.

The wider context:

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

- **Sustainable Growth:** As we recover from the pandemic, transport has a critical role to play in enabling the new homes we need and in ensuring that Lambeth continues to thrive with the creation of new jobs and investment in our borough. We need to ensure this recovery and 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. This includes our many young people travelling to local schools, disabled people and older people who can no longer drive. We need to make it easier and more comfortable for people walking, wheeling and cycling and priortise road space for those who rely on their vehicles.
- **Efficient and Connected:** We know we have limited space and as we plan for the future, we need quick and reliable routes to travel between Brixton, Herne Hill and Loughborough Junction.
- **Active and Safe:** Transport is both a cause and a potential solution to serious public health issues. By discouraging through motor traffic on local streets we can reduce the amount of road danger, reduce the risk of poor health due to exposure to poor air quality and encourage people to incorporate more exercise into their daily routine.
- **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. The recommendations for transport were:
  - To reduce the number of journeys made using private vehicles
  - Organisations across the borough should encourage and enable cycling through development of better cycle routes and cycle storage. Lambeth Council should co-ordinate this.
  - Businesses and other organisations in the borough need to take full responsibility to immediately start operating with green transport methods. This includes the Council and their fleet of business vehicles.
  - Lambeth Council should work together with all other key transport actors, and representatives of vulnerable groups, to ensure more vulnerable groups can be supported when any changes to transport in the borough are introduced.

What has happened so far?

The LTN was introduced as an emergency measure during the pandemic in June 2020. The main objectives of the LTN programme are to achieve:

- A reduction in through motor traffic within LTN areas; and
- An overall reduction of motor traffic across the area, when considering boundary roads and the inner area together

We are monitoring the low traffic neighbourhoods in three stages:
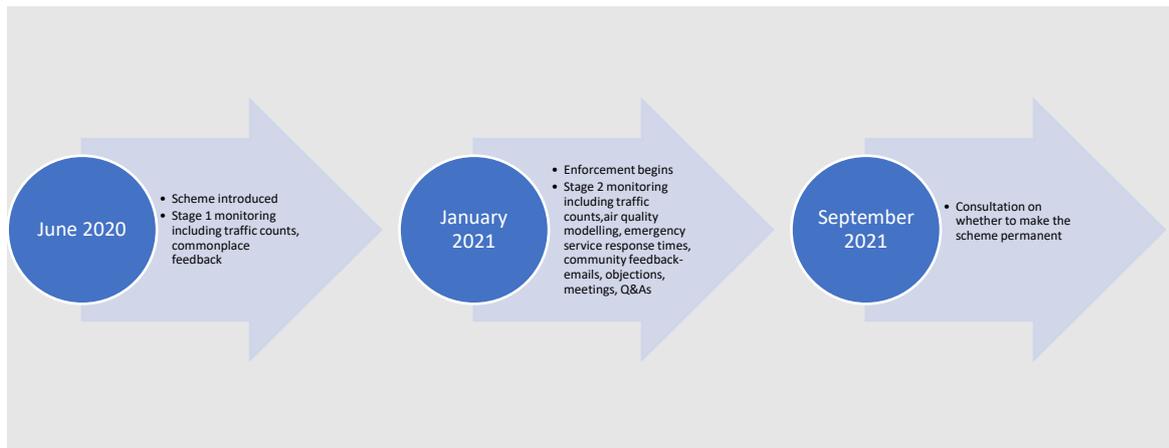
2. Traffic

Methodology:

Traffic analysis has been undertaken looking at traffic counts, ANPR compliance, bus journey times and through-traffic analysis. Data has been collected inside LTN areas as well as on the immediate boundary roads that surround them for **3 assessment stages**.

- Stage 1 analysis was published in February 2021 and is available at this link.
- Data for Stage 2 analysis is published below
- There are 17 traffic count sites for the Railton LTN, 10 sites within the Railton LTN and 7 sites on boundary roads. Counts were conducted for Stage 1 in September 2020 and Stage 2 in April 2021.
- The change in traffic volumes is based on a pre-pandemic baseline that has been calculated to account for lower traffic levels that have been observed since the pandemic so that only the impact of the LTN is shown

Data Collection:

Monitoring of the LTNs is being completed by **independent transport consultancies** as follows;

- SYSTRA leading on the monitoring programme and coordinating the independent traffic analysis
- MHTC leading on the Automatic Traffic Counts (ATC) data collection
- The Floow leading on the telematic data collection and analysis
- Project Centre validating the baseline traffic calculations completed by SYSTRA.

    Data has also been collected from:

- Lambeth Council Enforcement Team data on compliance with the traffic restrictions
- Transport for London for bus journey times

Data

The **historic traffic flow datasets** used for comparison for this monitoring programme are from the following studies:

- **Healthy Routes**: two rounds of data collection to support the development of Lambeth's Healthy Routes
- **20mph Study**: data collected by LB Lambeth to underpin analysis of the 20mph borough-wide speed limit
- **The Floow:** GPS telemetry data, providing detail on vehicle routing through neighbourhood cells; this data will be used indirectly to create a scaling factor to adjust Healthy Routes data for roads where no historic data was collected

Stage 2:

- Through the monitoring programme, a large amount of **new data** is being collected across the borough. We have counters at 10 sites within the Railton LTN and 7 sites on boundary roads, with counts being taken in April 2021.
- Due to the range of different historic datasets mentioned above, 8 of these sites used Healthy Routes data as a baseline, 6 sites used the 20mph study and 3 used a combination of The Floow and Healthy Routes for comparison purposes.
- All new data has been collected via **Automatic Traffic Counters (ATCs),** which are installations that consist of two pneumatic tubes spanning the width of roads to be surveyed. These capture 15 vehicle classes based on number of vehicle axles and the distance between axles and are regularly used across the transport planning profession to capture traffic information.

**Impacts**

Stage 2 - Traffic counts

The total number of cars, cycles and all motor traffic recorded on streets within the LTN and on boundary roads in April 2021 (for pre- and post-implementation) is provided below. Greater detail is provided within the independent report.

- The total number of motor vehicles within the LTN decreased by 63% and when including the boundary roads decreased by **18%.**
- The largest percentage decreases in car volumes were recorded on Railton Road with a decrease of roughly 75%. Shakespeare Road also saw a significant decrease as did Barnwell Road.
- On Rattray Road an introduction of a no entry preventing southbound vehicle access to Barnwell Road in (January 2021) has led to a reduction of car volumes to 2% lower than pre-LTN levels.
- Changes on the boundary roads are varied. Effra Road saw a decrease in car volumes as did Coldharbour Lane East by Loughborough Junction. However, car traffic increased on Coldharbour Lane West between Brixton Road and Atlantic Road, Milkwood Road and Dulwich Road.

| | All Motor Vehicles | | | |
	Pre	Post – May 2021	Change	% Change May 2021
Within LTN	30,406	11,164	-19,242	-63%

Boundary Roads	78,749	78,765	15	0%
All Counts	**109,156**	**89,928**	**-19,227**	**-18%**

The map below shows the changes in cars (with goods vehicles, cycles and motorcycles excluded) recorded in April 2021.
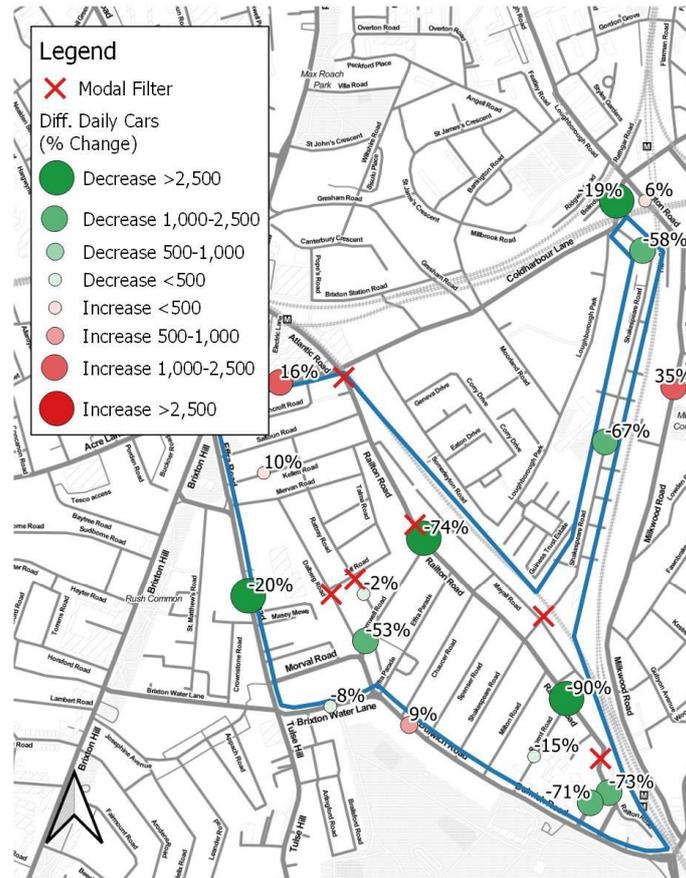

The overall trend for car traffic is still greatly reduced when taking into account the LTN and boundary roads together. Cars make up the highest proportion of vehicle traffic, so this data is indicative of the wider picture and that a net reduction across the internal and external roads as a whole is contributing towards the LTN's key objectives.

**Stage 2 – through-traffic analysis**

The below maps are created by analyzing GPS and telematics data and provided by consultant "The Floow". They were used to identify which roads had high proportions of through traffic. Through traffic means that these journeys were using residential roads as part of a longer journey and were not for accessing anywhere within the LTN.

Below are the before and after through traffic analyses for the Railton LTN. Roads where traffic volumes are high and where the majority of that traffic is passing through are shown in red. The proportion of through traffic has been significantly reduced across the LTN area – and indicated by the shift from red to blue.

The Floow

The plot below shows the percentage of thoroughfare traffic for roads with moderate flow or more.


Thoroughfare at Peak Flow ‹25% ‹50% ‹75% ‹100% NA

The Floow

The plot below shows the percentage of thoroughfare traffic for roads with moderate flow or more.

Thoroughfare at Peak Flow <25% <50% <75% <100%   NA
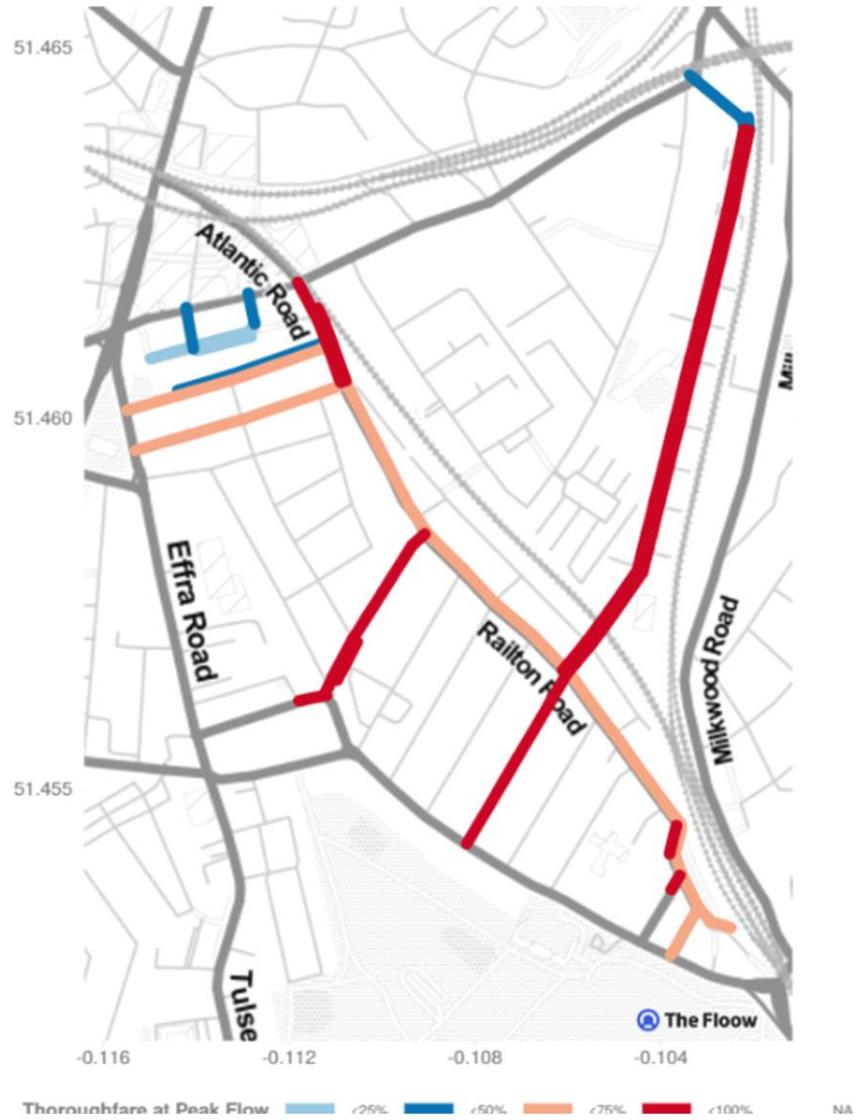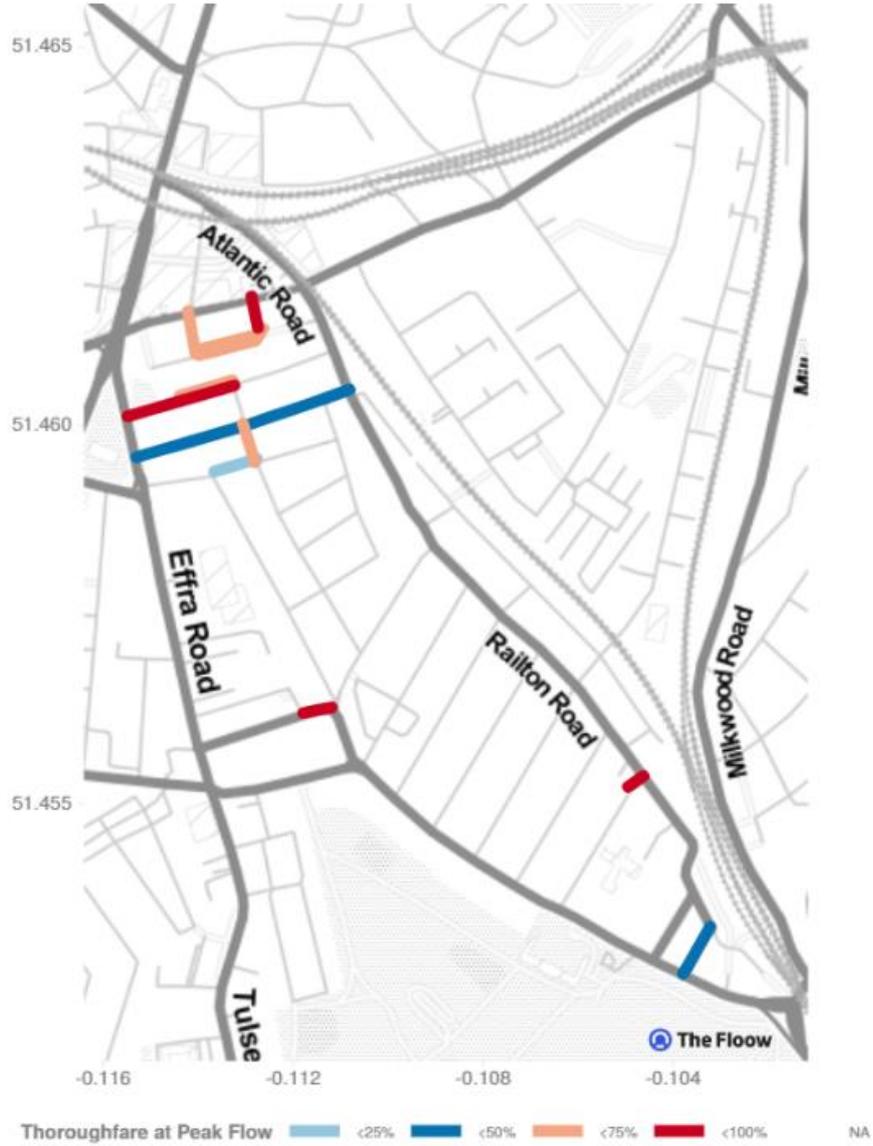
Stage 2 – modal filter compliance

Very few people who live within the LTN have been issued a penalty charge notice. The graph below shows where people, who have driven through the modal filters, have registered their vehicle (which is typically their home address). The vast majority of people driving through the filters are non-local traffic, from outside Lambeth.

Fines issued to residents inside / outside the borough

Fines issued to residents inside / outside the borough and within scheme
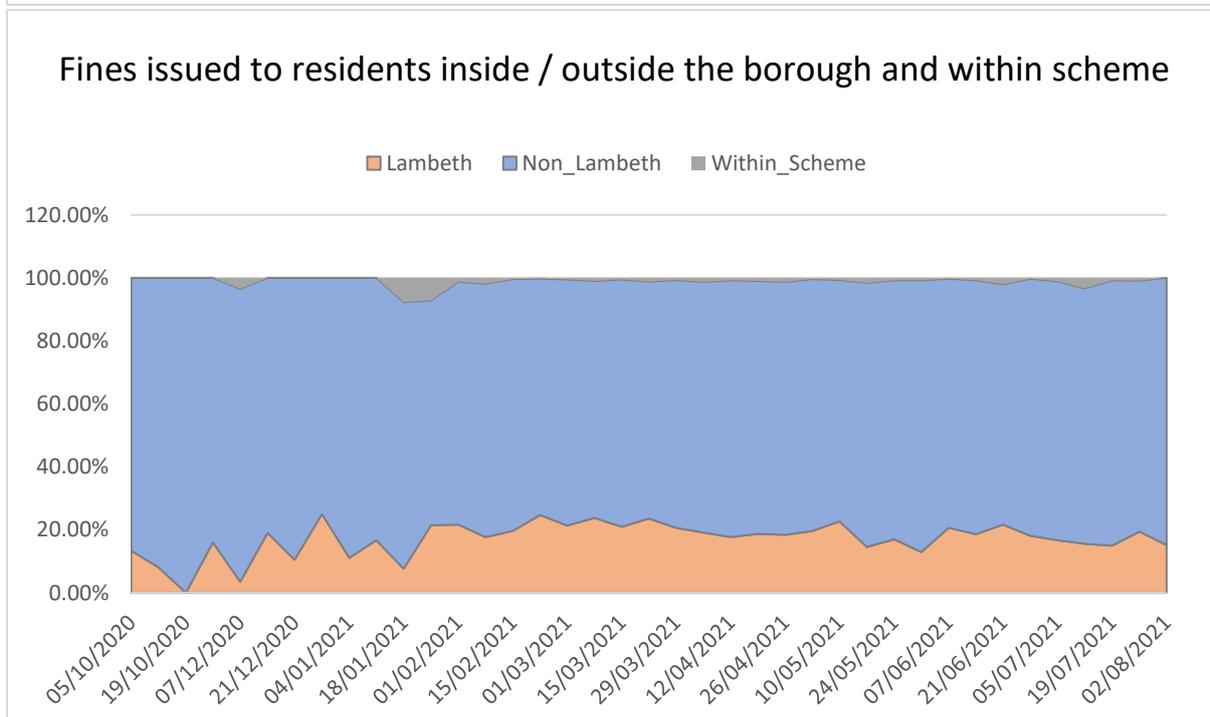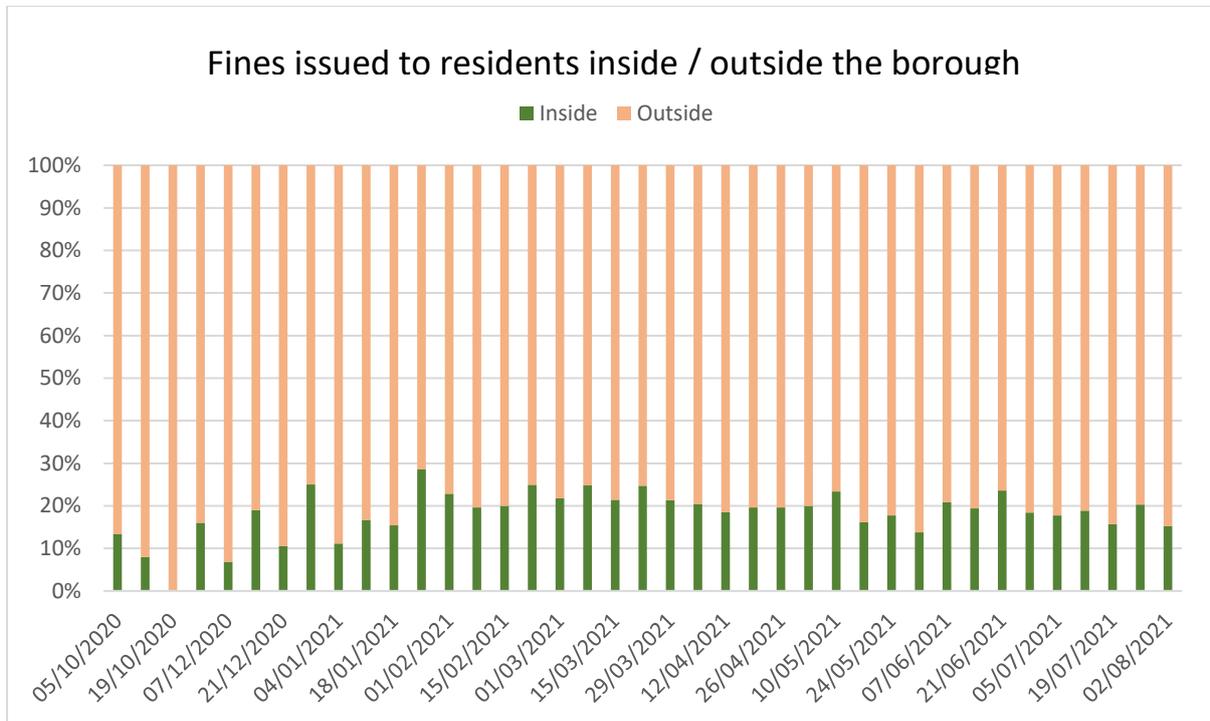
Stage 2 – bus journey times

Bus journey times are provided by Transport for London and provided for all roads both within and on the boundary of the Low Traffic Neighborhood.

Bus corridors intersecting with Railton LTN

Bus corridor / street	Affected Routes
Coldharbour Lane	45, 345, 35
Dulwich Rd / Effra Rd	196, 3, 37, 690
Loughborough Park	P5
Railton Road	322

Methodology

Journey times have first been summarised by route, by taking the total journey time across stop-to-stop links along the corridor and dividing by the length of these links, to give minutes per kilometre.

Corridor level figures have been found by taking a weighted average across the route level figures, weighted by the route frequency.

Overview

The graphs show where the temporary scheme started under Temporary Traffic Orders (TTOs) shown in yellow, and the enforcement started, under Experimental Traffic Orders (ETOs) shown in orange.

There has been negligible impact from the LTNs with the Average bus journey times returning to approximately baseline levels or with a marginal improvement in journey times in some cases.

On Coldharbour Lane there was a spike in bus journey times when the LTN became enforced, but this returned to baseline very quickly.

It is important to note that there are many things that can affect bus journey times, such as maintenance works

Average Weekday (Mon-Fri) 12hour Bus Journey Times along (Railton) Loughborough Park EB
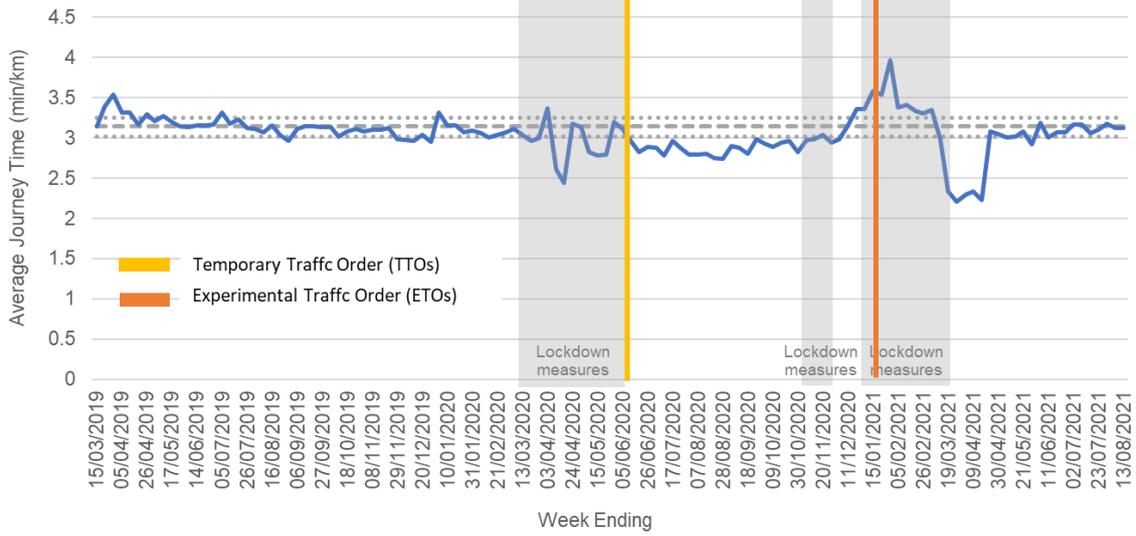
Average Weekday (Mon-Fri) 12hour Bus Journey Times along (Railton) Loughborough Park WB
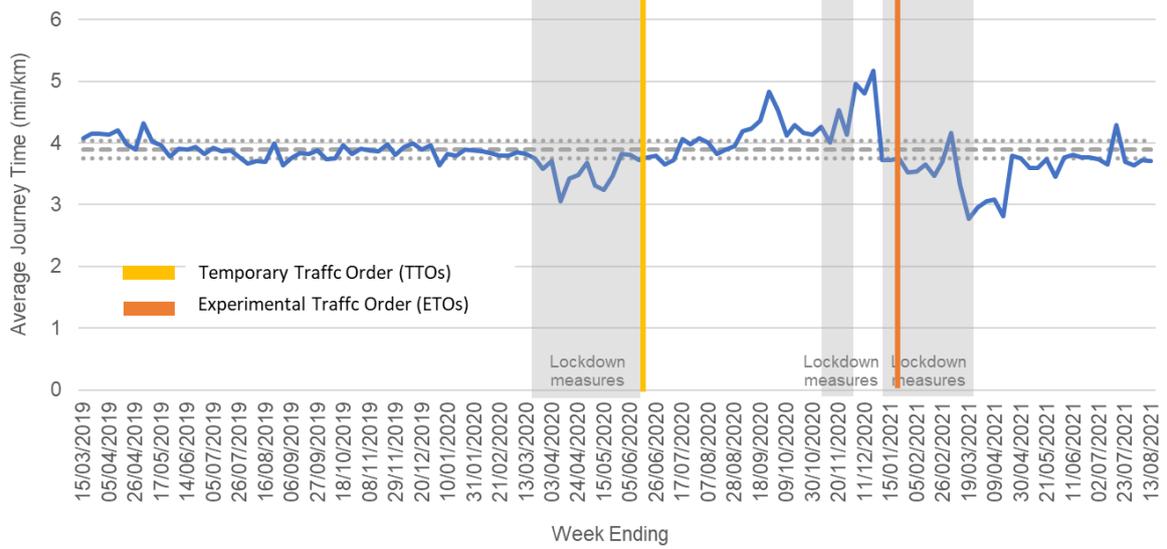
Average Weekday (Mon-Fri) 12hour Bus Journey Times along (Railton) Coldharbour Lane EB
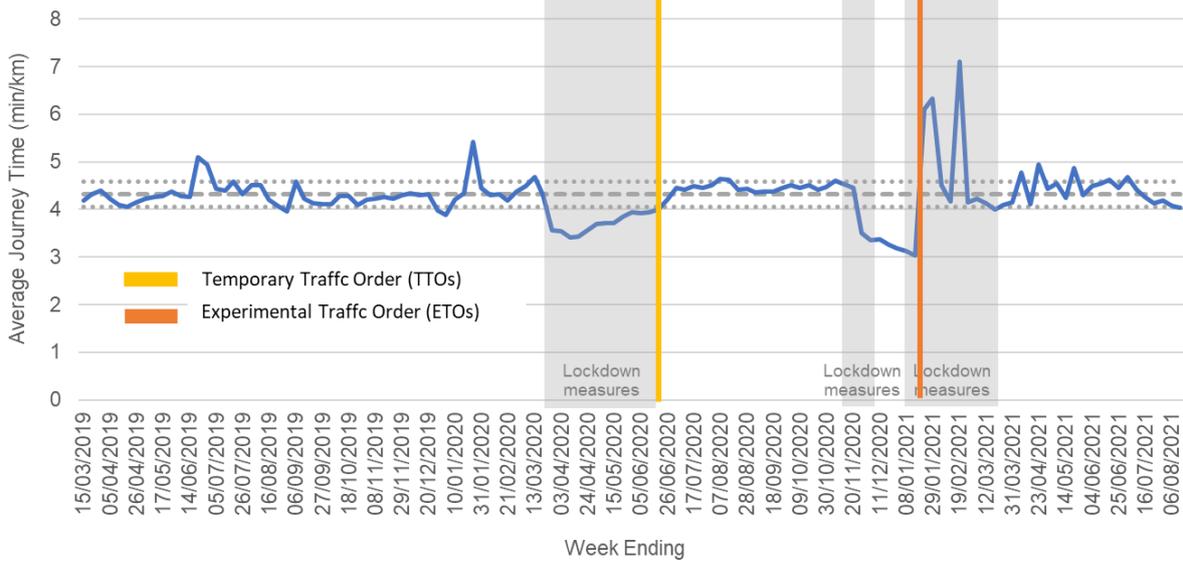
Average Weekday (Mon-Fri) 12hour Bus Journey Times along (Railton) Coldharbour Lane WB
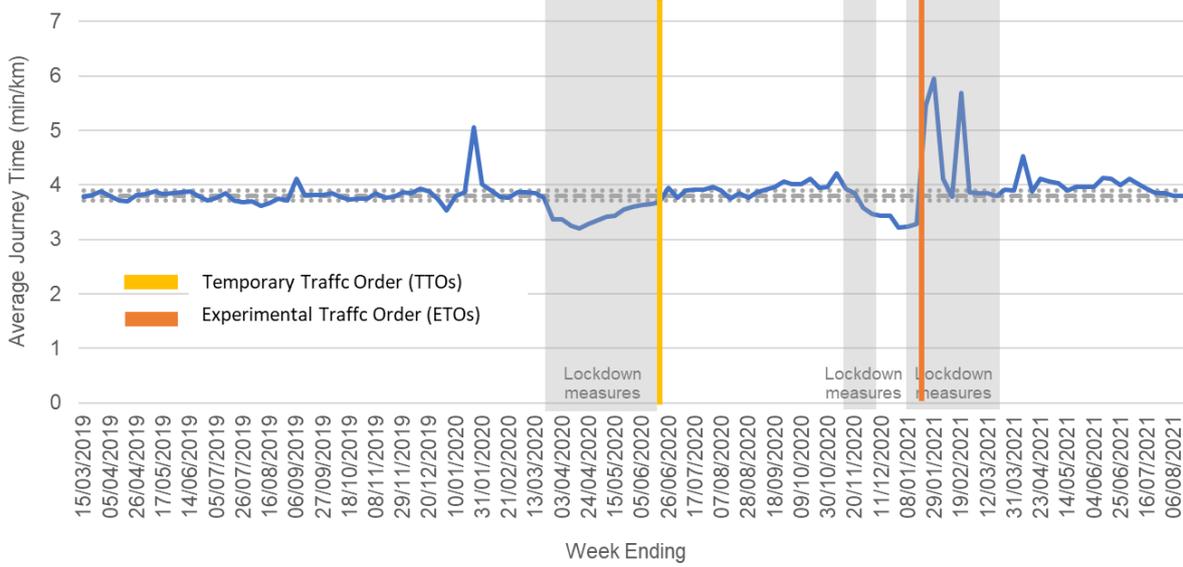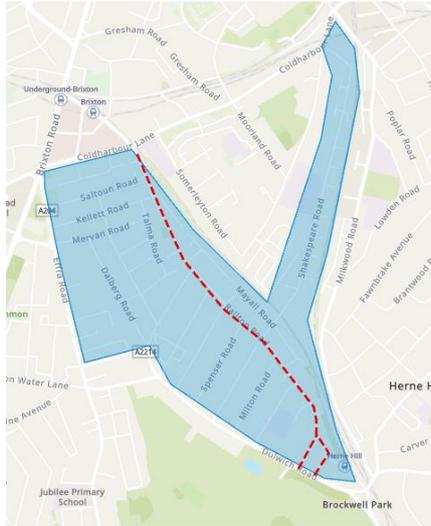
Average Weekday (Mon-Fri) 12hour Bus Journey Times along (Railton) Railton Road NB
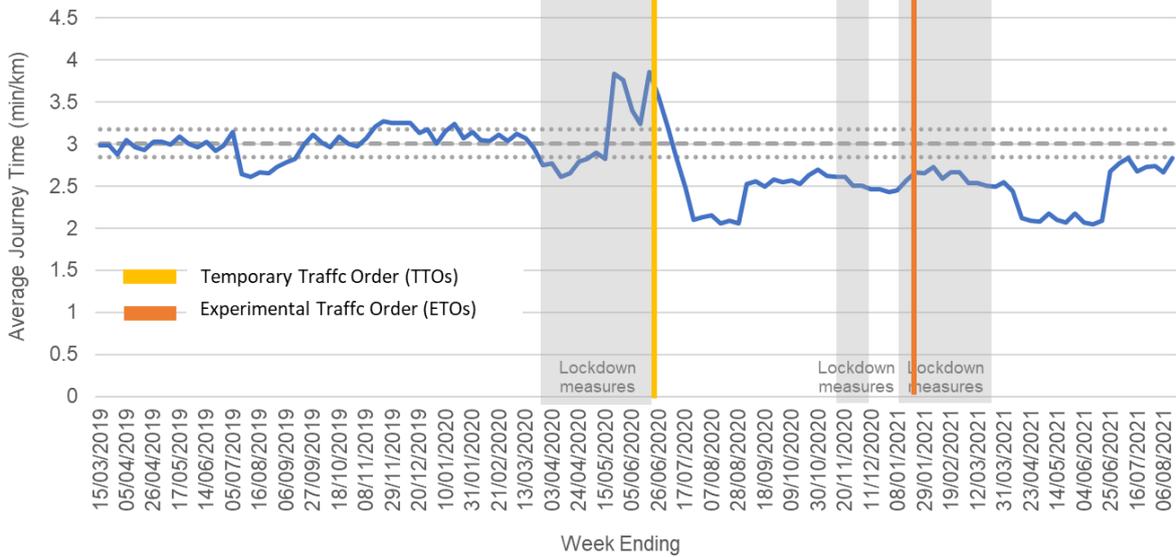
Temporary Traffc Order (TTOs)

Experimental Traffc Order (ETOs)

Lockdown measures

Lockdown measures

Lockdown measures

Average Journey Time (min/km)

Week Ending

Average Weekday (Mon-Fri) 12hour Bus Journey Times along (Railton) Railton Road SB

Temporary Traffc Order (TTOs)

Experimental Traffc Order (ETOs)

Lockdown measures

Lockdown measures

Lockdown measures

Average Journey Time (min/km)

Week Ending

Average Weekday (Mon-Fri) 12hour Bus Journey Times along (Railton) Dulwich Rd / Effra Rd NB

Temporary Traffc Order (TTOs)

Experimental Traffc Order (ETOs)

Lockdown measures

Lockdown measures

Lockdown measures

Week Ending

Average Weekday (Mon-Fri) 12hour Bus Journey Times along (Railton) Dulwich Rd / Effra Rd SB

Temporary Traffc Order (TTOs)

Experimental Traffc Order (ETOs)

Lockdown measures

Lockdown measures

Lockdown measures

Week Ending
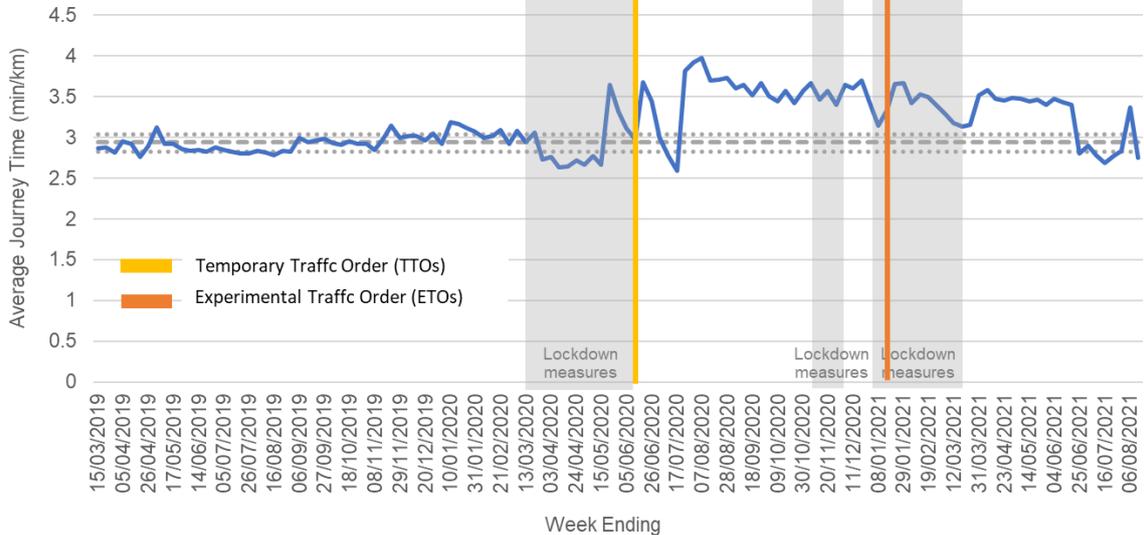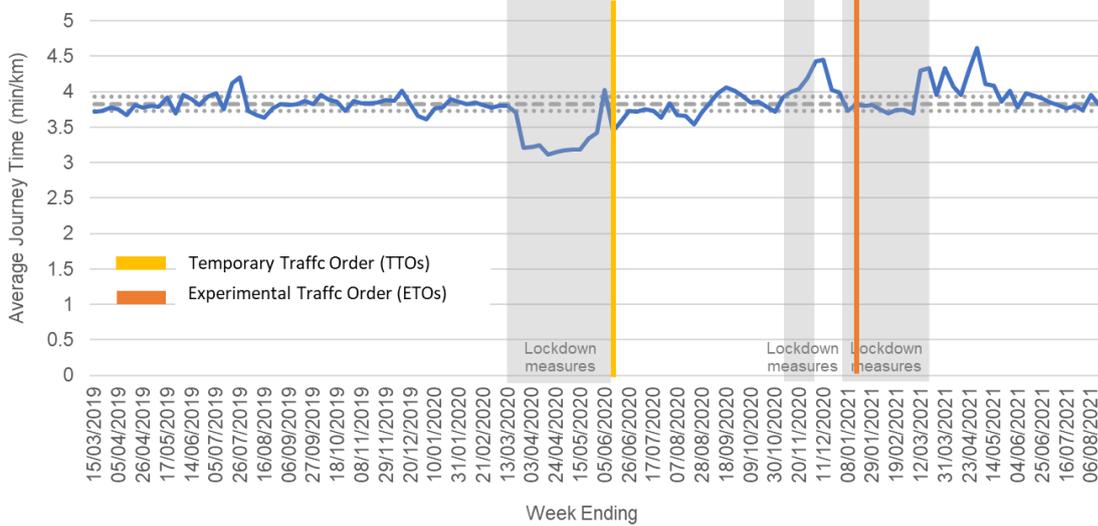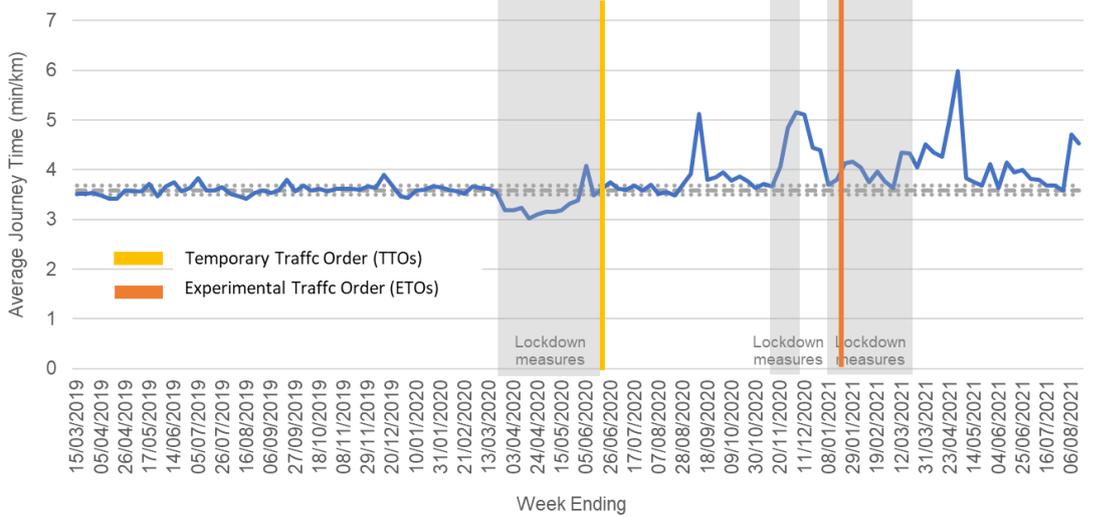
Community feedback:

Since the Stage 1 monitoring report was published we have received **104** traffic related emails

Benefits noted:
- The LTN reduces traffic speeds and volumes (including HGVs) mentioning a noticeable reduction in volume of traffic, and particularly in fast, unsafe driving.
- The LTN had improved bus flows.

Concerns noted:

- Increase in vehicle traffic within and around the LTN. Concerns were highlighted regarding increased traffic and on Milkwood Road, Dulwich Road, Coldharbour Lane, Brixton Water Lane, Effra Road, Brixton Hill, Brixton Road, Half Moon Lane, Croxted Road, Norwood Road and Mervan Road. Particular pinch points highlighted were the Shakespeare Road and Coldharbour Lane junction, St Matthew's Roundabout and Dulwich Road and Herne Hill intersection.
- Increase of HGVs on Milkwood Road and on Shakespeare Road due to the increased number of extra Norris skip trucks passing disadvantaged households.
- The volume of traffic was exacerbated by road works being carried out in the area. The locations mentioned in correspondence in relation to traffic volume being exacerbated by road works and road closures where Atlantic Road, Coldharbour Lane, Gresham Road, Herne Hill railway bridge works and Shakespeare Road.
- Increase of bus journey times.

3. Pollution - Air Quality and Noise

Methodology:

Modelling of air quality in the LTNs is being completed by **independent consultancy: Cambridge Environmental Research Consultants Ltd (CERC)**

The impact of each LTN on air quality has been assessed through air quality modelling. Two key pollutants have been modelled; **Nitrogen Dioxide (NO_2)** and **Particulate Matter (PM10 and 2.5)**.

The modelling was carried out in two stages:

- The first stage considered the baseline air quality conditions
- To establish the air quality baseline, traffic flow data was provided for each Automatic Traffic Counter (ATC) site in the scheme areas for 2019, based on historic traffic data provided to CERC by lead traffic consultant SYSTRA.
- The second stage considered the impact on air quality with and without the LTN schemes.
- The model went through a verification process to make sure the model aligned with real-world monitoring to generate a robust model set-up.
- CERC modelled the impact on sensitive locations: schools, hospitals, care homes and other educational establishments.

To understand the air quality impacts of the LTNs it is important to know how air quality is measured and what is considered poor air quality:

- Both NO_2 and PM are measured in micrograms per cubic meter of air ($\mu g/m^3$).

- NO2 is subject to an annual average legal limit, which is 40μg/m^3, and a short-term hourly average limit of 200 μg/m3, which cannot be exceeded more than 18 times per year.
- The legal annual average limit for PM2.5 is 25μg/m^3. However the World Health Organisation advise that there is no safe minimum limit for PM2.5

This air quality assessment is more detailed and comprehensive than the typical approach used across the industry.

Air quality in London

- Air quality in London is improving five times quicker than elsewhere in the UK. London specific policies like the Ultra Low Emission Zone have delivered really big improvements in air quality.
- The Ultra Low Emission Zone is currently operating in central London. It will expand to include all roads within the north and south circular roads in October 2021, with big improvements to air quality anticipated across a much wider area.

Results of air quality modelling

- The LTN is expected to have had some localised impact on air quality, with some roads likely benefiting such as Railton Road, Dulwich Road, the western part of Shakespeare Road and the eastern part of Coldharbour Lane and others seeing a small modelled increase in emissions such as the western part of Coldharbour Lane near Atlantic Road
- Across the Railton LTN, there are no modelled exceedances of the relevant air quality standards for NO2, PM10 or PM2.5 at any sensitive location sites which includes St Judes's C of E school, Evelyn Grace Academy and Effra Nursery School.
- Where NO2 levels are likely to have increased, that increase is expected to be mitigated by the expansion of the Ultra Low Emission Zone in October. ULEZ is expected to mean that all sites, including on boundary roads, have improved air quality compared to before the LTN was introduced.

The maps below show the modelled changes in air quality that the LTN scheme is likely to have brought about:
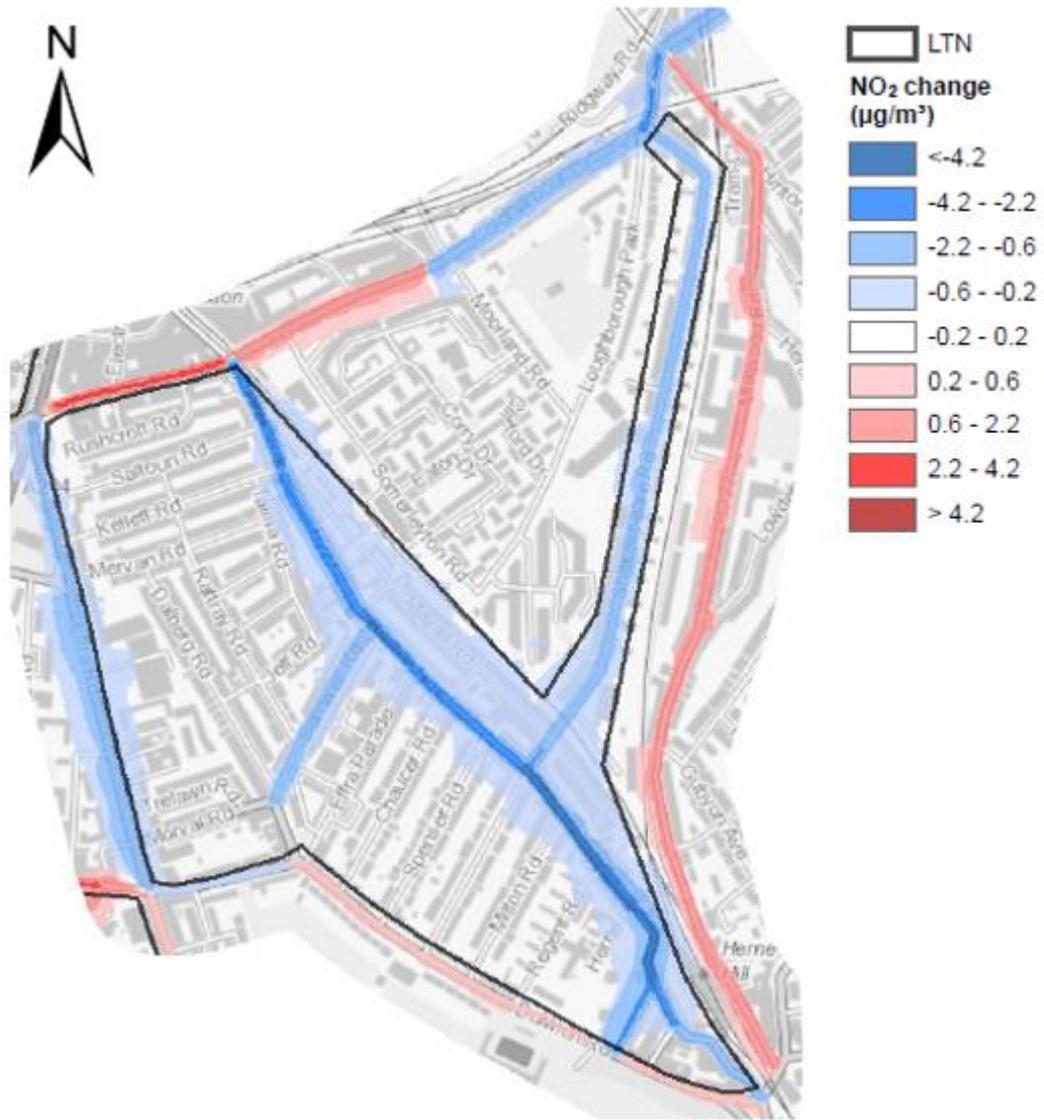
Above: Difference plot (post-scheme minus pre-scheme) of annual average NO₂ concentrations coloured by EPUK IAQM concentration change bands (left)

Above: difference plot for NO2 based on impact descriptor coloured by EPUK IAQM significance criteria (right), Railton LTN
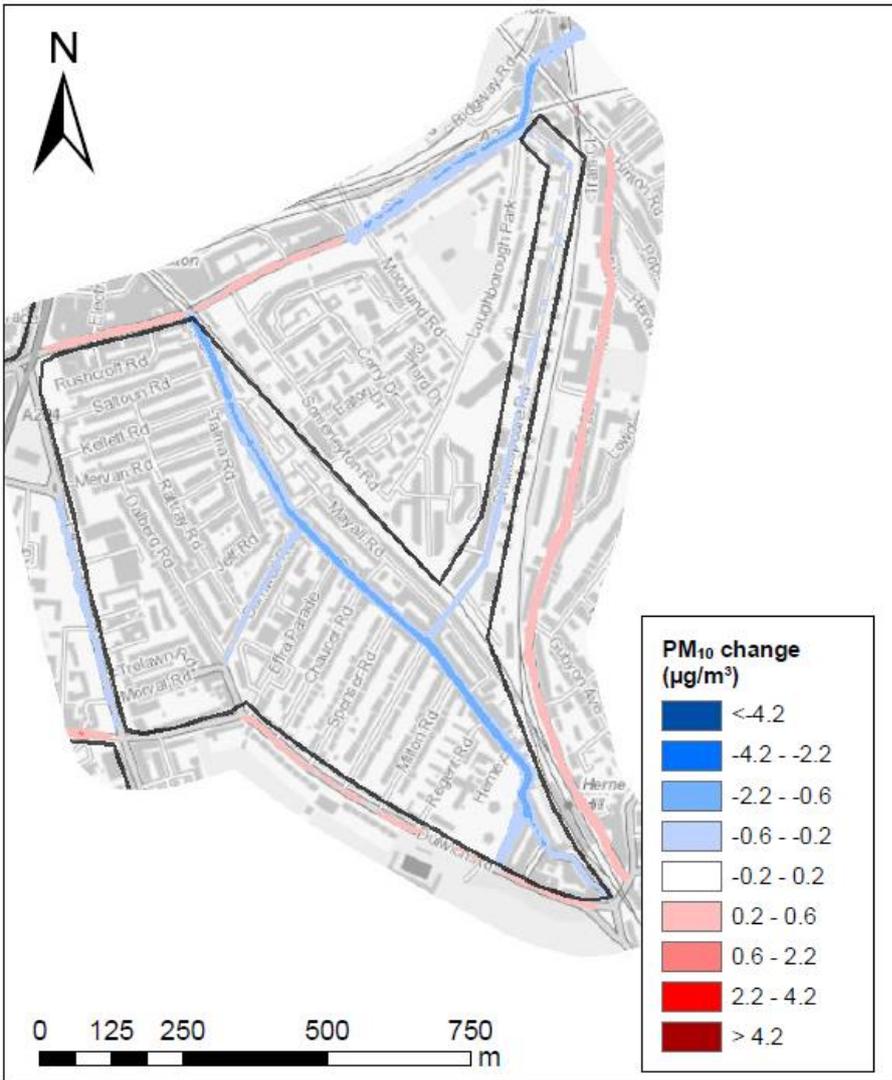
Above: Difference plot (post-scheme minus pre-scheme) of annual average PM$_{10}$ concentrations, coloured by EPUK IAQM concentration change bands, Railton
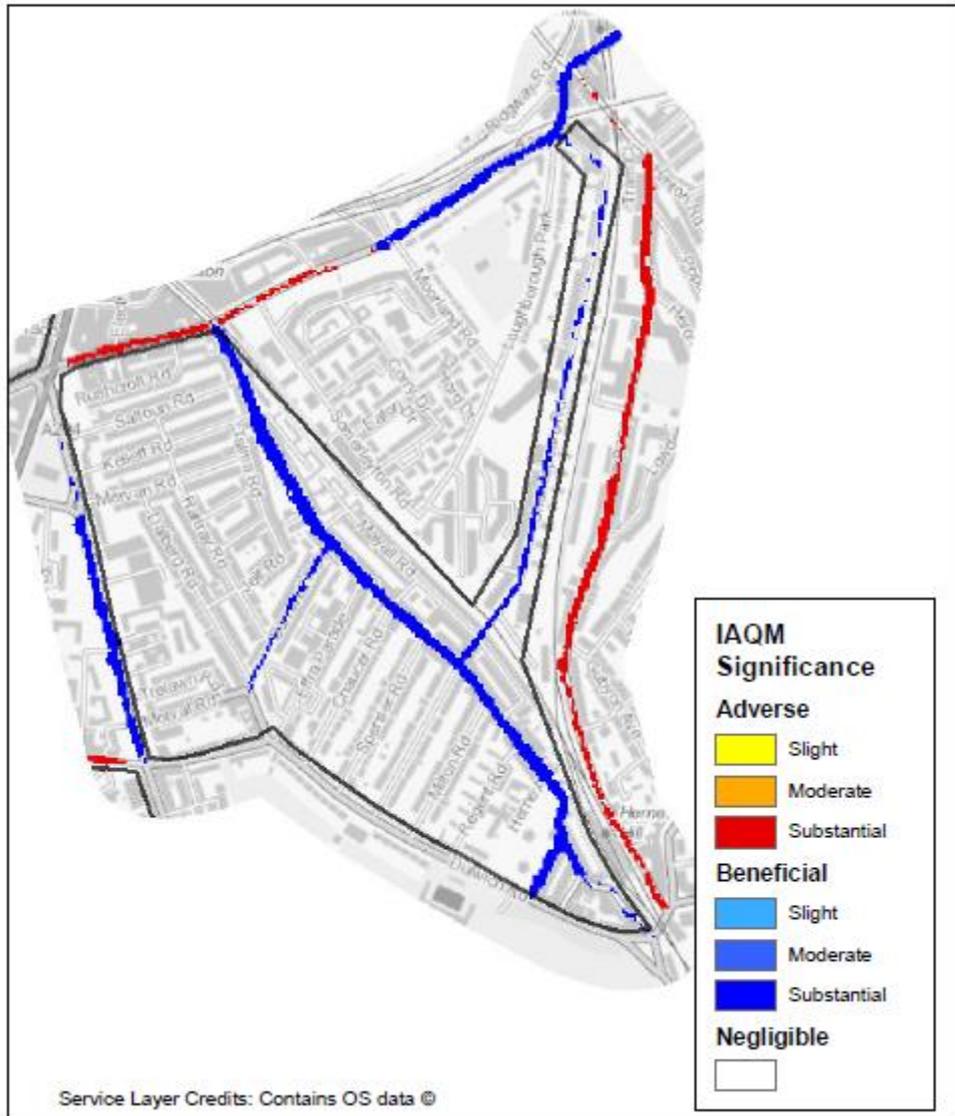
LTN
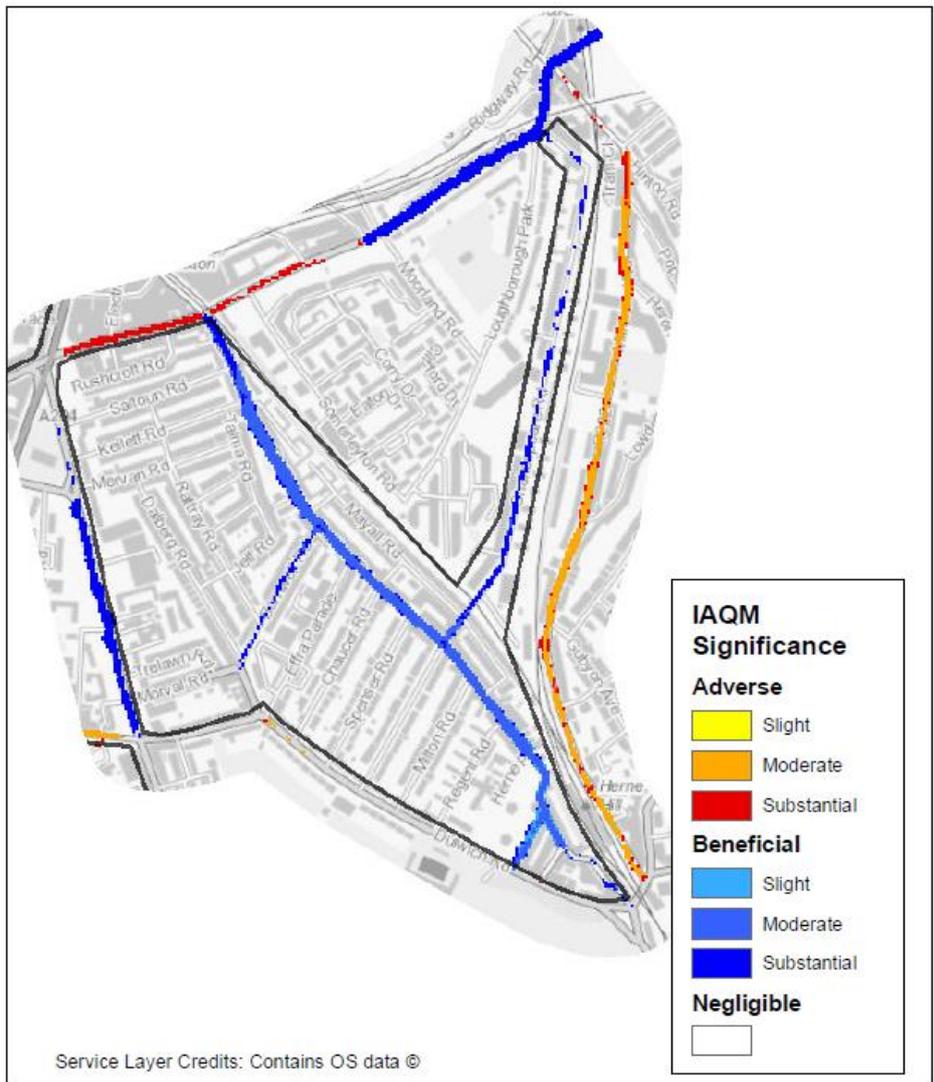
Above: PM10 impact descriptor plot coloured by EPUK IAQM significance criteria based on WHO guidelines (right), Railton LTN
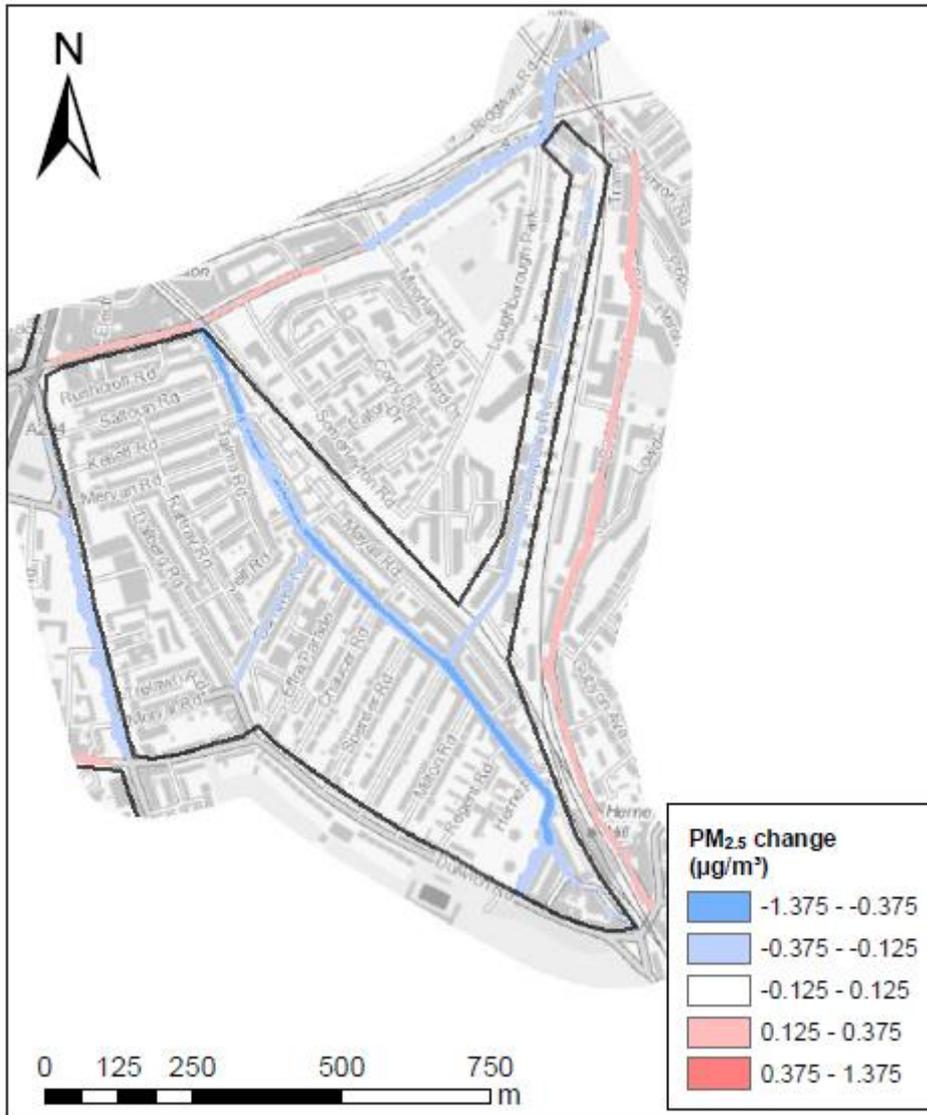
Above: Difference plot (post-scheme minus pre-scheme) of annual average PM2.5 concentrations coloured by EPUK IAQM concentration change bands
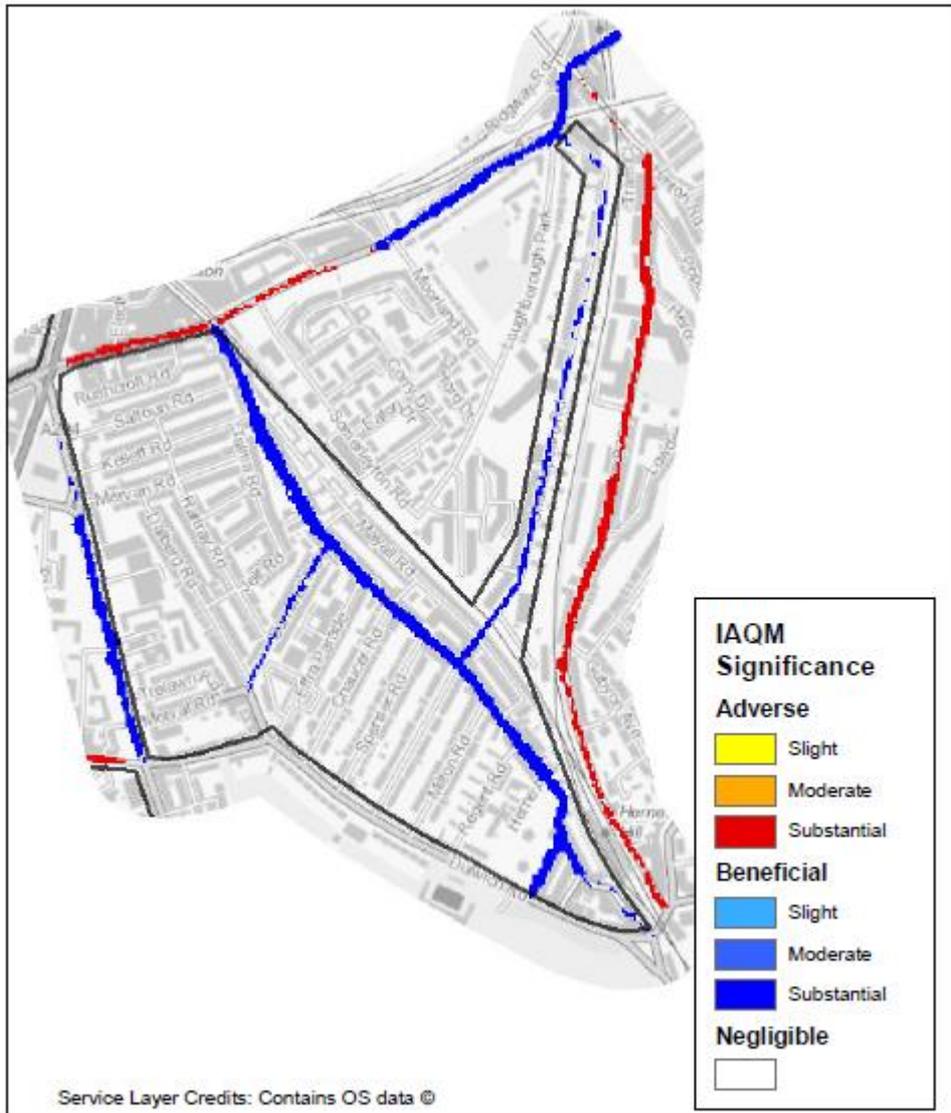
Above: impact descriptor plot coloured by EPUK IAQM significance criteria based on WHO guidelines (right), Railton LTN

Community feedback:

Since the Stage 1 monitoring report was published we have received **93** pollution related emails.

Benefits noted:

- Perceived reduction in air pollution particularly on Railton Road.
- Perceived reduction in noise pollution.

Concerns noted:

- Perceived increase in noise pollution.
- Perceived increase in air pollution. Concerns were raised regarding air pollution on roads such as Coldharbour Lane, Dulwich Road, St Matthew's Roundabout, Milkwood Lane and Effra Road.

4. Walking & Cycling:

Methodology (Systra Cycling data)

We know that people are more likely to feel safe and comfortable walking, scooting, wheeling or cycling on roads without lots of traffic.

We have assessed the impact of LTNs on:
- Conditions created for walking, scooting, wheeling, cycling **(Healthy Routes Assessment)**
- Data collected on the number of people cycling **(SYSTRA Counts)**

There are no datasets that allow us to evaluate what the impact of the LTN on walking has been. Cyclists are identifiable on most general traffic counts so the methodology for data collection is the same as for motor traffic.

Pedestrian counts will be included in future works to understand the impact of project to reduce traffic on walking.

Data

Healthy Routes assessment

In order for any given street to be classified a Healthy Route, it needs to meet certain criteria as set out in Lambeth's Transport Strategy:

- Fewer than 200 vehicles per hour in the average weekday peak hour.
- Under 5% of vehicles using the route can be classified as HGVs.
- Average vehicle speeds must be less than 20mph.

The three maps below show Lambeth's Healthy Route Network, pre-LTN pass/fail status and post-LTN pass/fail status.

Legend

Healthy Route
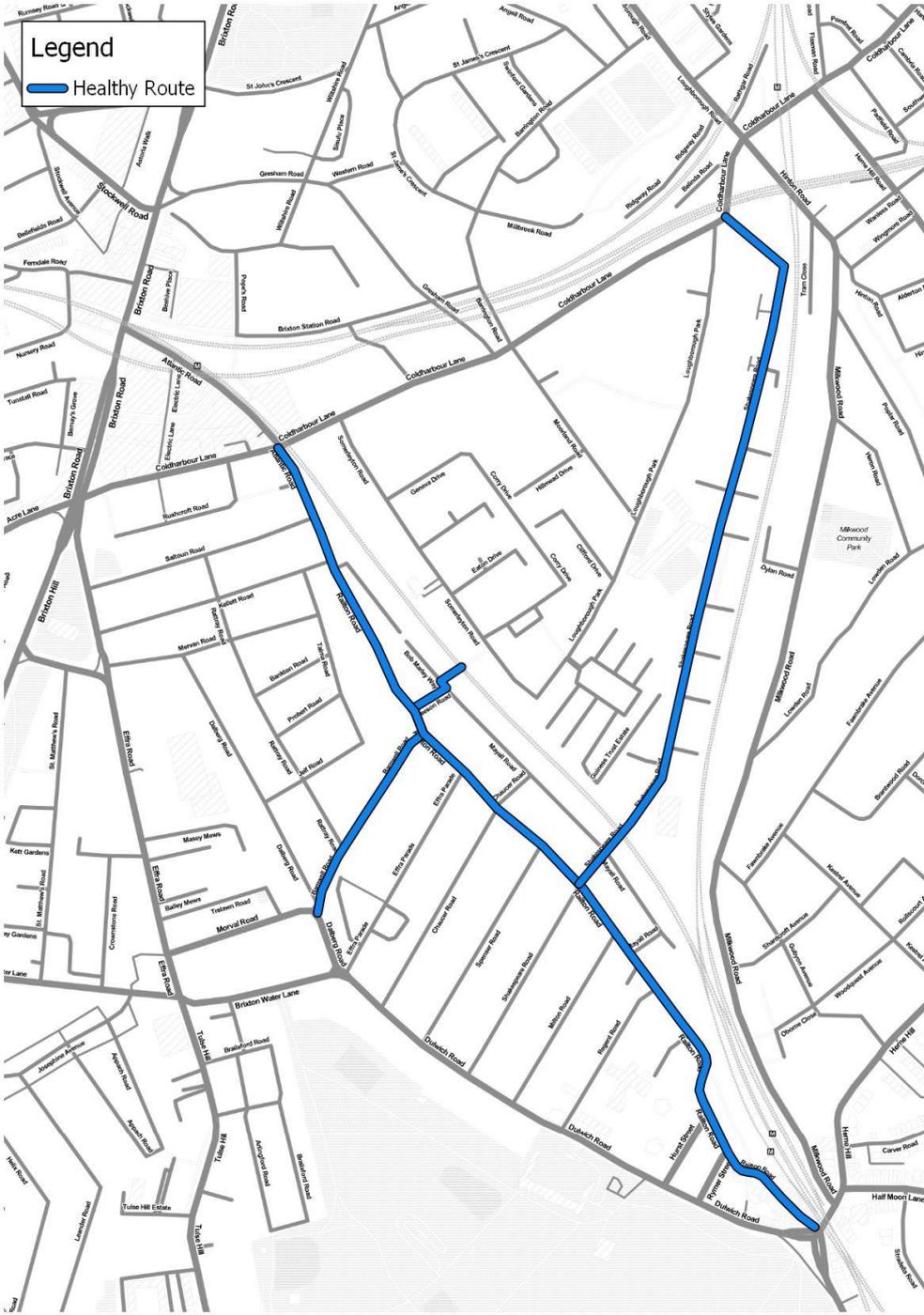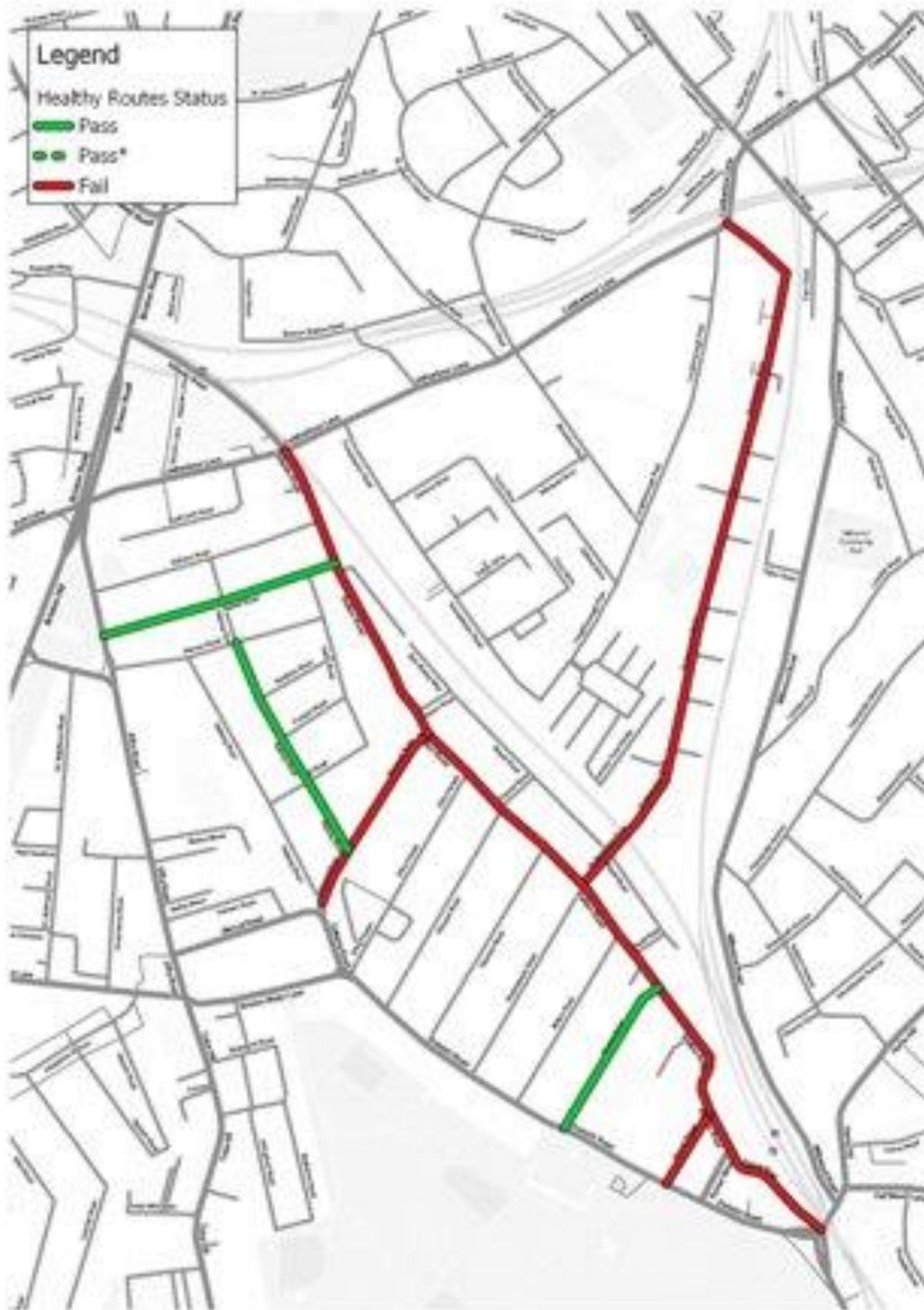
Pre-LTN peak time vehicle flows on Railton Road (500+vph), Shakespeare Road (~350vph) and Barnwell Road (~300vph) all failed the Healthy Routes criteria.
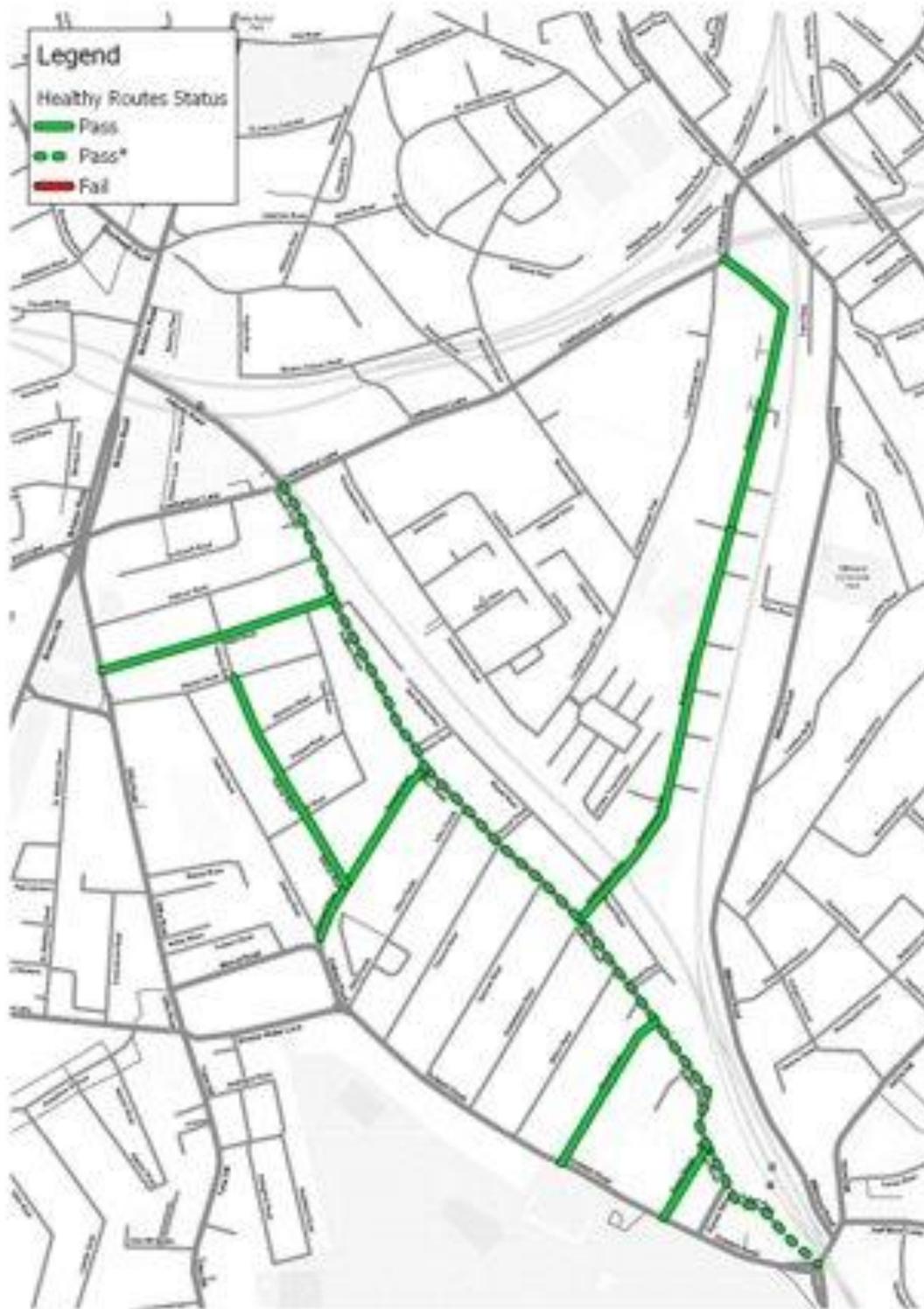
Inside the Railton LTN, evidence from May 2021 suggest that both the Shakespeare Road and Barnwell Road can now be considered Healthy Routes due to the significant reduction in vehicle flows on each street.

*On Railton Road itself, the very low volumes of vehicle flows remaining on Railton Road create a higher % share of HGVs than would typically be appropriate for a Healthy Route; however, as these are mostly TfL buses (and drivers have likely completed Safe Urban Driving cycle training as part of

their ongoing professional development) and are few in number, it is considered that Railton Road is still very much safe for cycling and its uses are aligned with the Mayor's Transport Strategy. This assertion is supported by the 62% increase in cycling along Railton Road compared with pre-LTN data.

Cycle count context

As with motor traffic volumes, the number of people cycling has also been affected by the pandemic. The Department for Transport's Road Traffic Statistics estimate a 38% increase in cycling in London in 2020, relative to the average for 2017-2019. Other estimates include:

- a **35%** increase in London from 2019 to 2020 among Strava users**;**
- a **7%** increase in Inner London and a **22%** increase in Outer London from 2019 to 2020 as measured by the company Eco-Counter.

The chart below shows the volume of cycle trips compared to a pre-COVID, March baseline across England.

Source: **https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic**
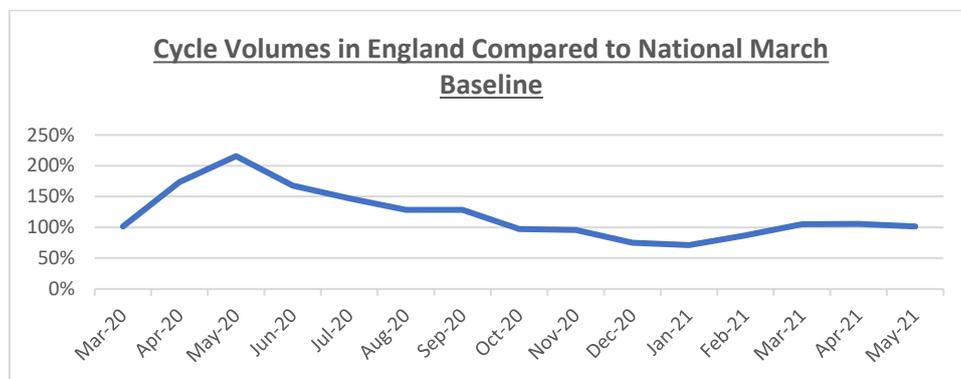
A large increase is shown in 2020, although levels appear to have reverted to below or similar to pre-COVID levels in the latter part of the year and 2021. During the study period, national cycling levels were only 3% higher than in March 2021, likely due to poor weather throughout May 2021.

Unlike for motor vehicles, normalisation of cycle trips is not possible due to the absence of a continuous dataset. Changes in cycle flows should therefore be measured against measured counts that have not been normalised.

Cycle count data

- Cycle flows have remained high within the LTN, particularly on Railton Road where they have nearly doubled **(+92%** additional daily cycles at the junction with Barnwell Road).
- Cycle flows are also moderately up on boundary roads such as Milkwood Road, Dulwich Road and Brixton Water Lane.
- They are significantly down on Effra Road, although baseline cycle flows here were very high (**-73%**). It is assumed that many people cycling on Effra Road have chosen Railton Road instead, as it now meets Healthy Route criteria.

The tables below show the changes in cycling numbers at different monitoring sites across the Railton LTN that intersect with the Lambeth Healthy Route Network. A full breakdown of cycle flows across all sites is provided in the independent report

Railton Road (South) : Average Daily Cycle Flows

+62% increase from baseline (2017)

Legend: Jan-17 : Actual · Sep-20 : Actual · May-21 : Actual

Railton Road (North) : Average Daily Cycle Flows

+92% increase from baseline (2019)

Legend: Nov-19 : Actual · Sep-20 : Actual · May-21 : Actual

Shakespeare Road (North) : Average Daily Cycle Flows

+34% increase from baseline (2019)

Nov-19 : Actual   Sep-20 : Actual   May-21 : Actual

Shakespeare Road (Central) : Average Daily Cycle Flows

+91% increase from baseline (2019)

Nov-19 : Actual   Sep-20 : Actual   May-21 : Actual

Barnwell Road : Average Daily Cycle Flows

-18% decrease from baseline (2019), but in the context of -53% decrease in motor vehicle flows over the same period

Legend: Nov-19 : Actual | Sep-20 : Actual | May-21 : Actual

Results of community feedback:

Since the Stage 1 monitoring report was published we have received **56** walking & cycling related emails.

Benefits noted:

- Improved safety whilst cycling, walking, jogging, rollerblading etc.
- Improved safety for individuals with specific characteristics I.e. children, older people.
- Potential for increased cycling.
- More space for cyclists
- Potential for increased walking.

Concerns noted:

- Safety concerns cycling i.e., onto busy boundary roads
- Safety concerns walking

5. Community Safety & Vandalism:

Safety is a key priority in creating a street environment that is welcoming to all. As well as reducing the number and speed of collisions on our roads, we want to prioritise the creation of a street environment that feels safe at any time of the day or night.

Road Danger Monitoring Methodology:

Academic studies looking at the impact of LTNs on road safety suggest that within the LTN there is a significant reduction in road injury's, with no identifiable changes in incident numbers on boundary roads.

In a study by Laverty, Aldred and Goodman, January 2021, police data from 2012-2019, indicated a three-fold decline in the number of injuries inside low traffic neighbourhoods, with no evidence that injury numbers changed on boundary roads. Laverty, Anthony A, Rachel Aldred, and Anna Goodman. 2021. "The Impact of Introducing Low Traffic Neighbourhoods on Road Traffic Injuries." *Findings*, January. https://doi.org/10.32866/001c.18330.

To understand how Railton LTN impacted road safety we analysed:

- Transport for London's collision statistics data
- Speed data at traffic count sites within the LTN

Collision Data:

To investigate the impact of road danger as a result of the LTNs. We compared collision data from August 2020 to March 2021 with data covering the same date period in 2019 to 2021.

We investigated the impact of LTNs on collision data but found the sample size was too small to draw any significance. There are many factors that could effect this, such as reduced use of the carriageway by vulnerable road users, collision reduction and other road safety measures taking place in the borough, and a change in the way people use the carriageway.

Speed Data:
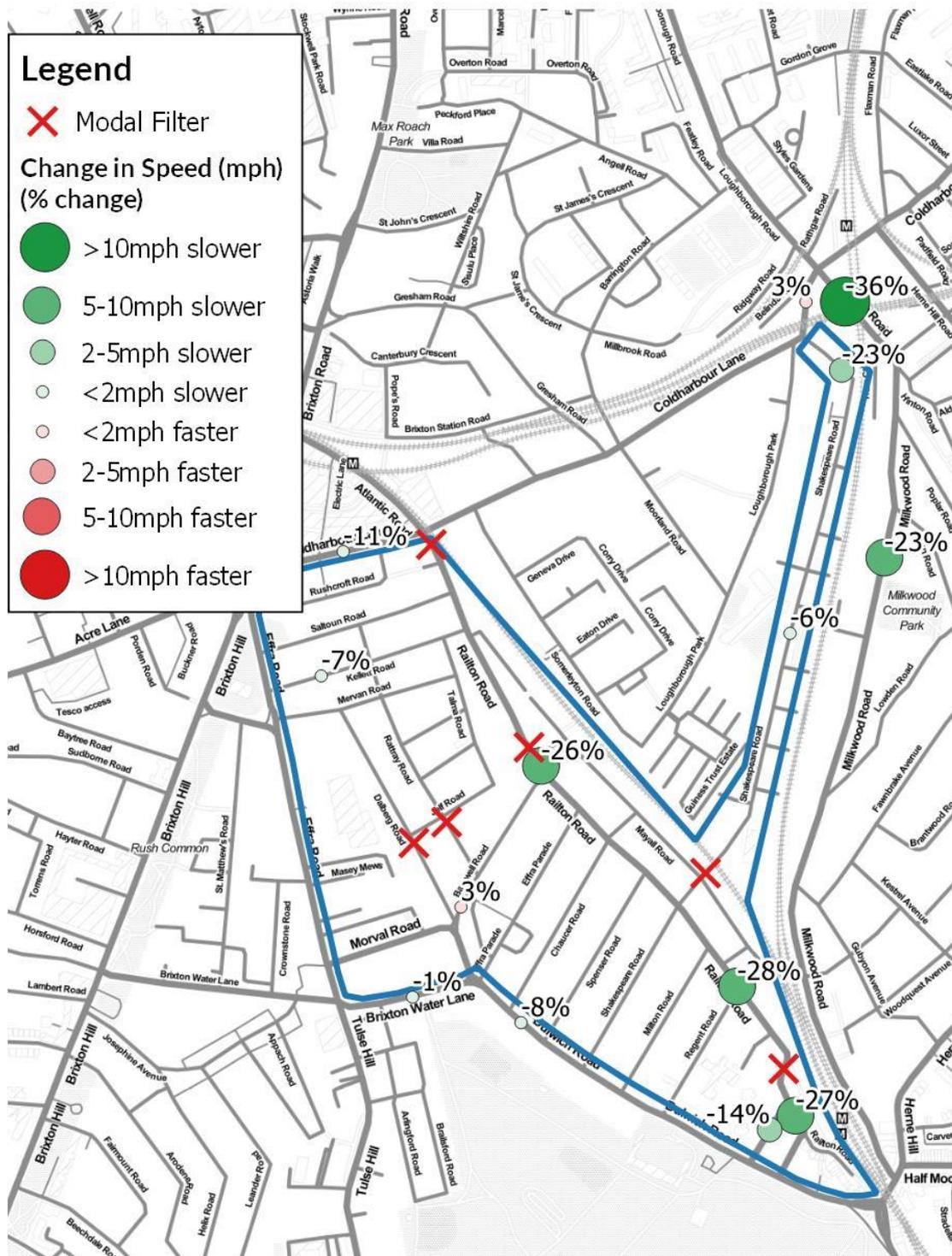
Results of community feedback:

Since the Stage 1 monitoring report was published we have received **58** Community Safety & Vandalism related emails - **Concerns noted:**

- Vulnerability at night
- Anti-social behaviour
- Anti-social driving (including aggressive driving and mopeds).
- Quieter streets feel more unsafe

- Speeding
- Non-Compliance including issues such as vehicles with covered license plates.
- Camera Vandalism
- Sign Vandalism
- Camera enforcement

Safety Response:

Feedback gathered through the LTN trial and**street audits** are helping to identify specific locations where safety remains a concern and improvements the Council can make.

Lambeth Made Community Forums:

- Lambeth Made Community meetings and websites allow residents and community groups to work with organizations that provide local services, like the police and the council.
- The aim is to build community resilience, improve community safety, and reduce violence.

Vandalism Response:

Vandalism has been a persistent issue throughout the trial of all LTNs across Lambeth. In response, a series of measures were put in place;

- Extra CCTV
- More council patrols
- Extra police visits
- Improved response time to replace and repair damaged equipment

The council will also continue to seek to prosecute those committing vandalism and have already arrested and charged two people in connection with the vandalism.

6. Emergency Services (Emergency service data, community perceptions)

Before the introduction of any Lambeth LTN, the emergency services (London Ambulance Service, Metropolitan Police and London Fire Brigade) were consulted. Lambeth Council only introduced LTNs where there were no objections. We also carried out the following:

- Provided all emergency services with exemptions for the LTN filters.
- The majority of the LTN filters allow emergency services to pass through using ANPR cameras.
- Designed the LTN modal filters to allow for the widest emergency service vehicle to pass through safely.

Data Method

Each emergency service operates in their own way and also collects varying amounts of data.

- **London Fire Brigade** – detailed call-out response times including location data
- **Metropolitan Police** – Impact statement
- **London Ambulance Service** –Senior officer statement

London Fire Brigade – emergency service response time analysis

Academic studies looking at all LTNs and their impact on the emergency services in London suggest that there is little to no measurable impact on fire services using publicly available data sets.

"There was no evidence that the introduction of LTNs was associated with a change in the response time for the first attending engine. The same was true for the second attending engine (Table 1). This lack of any impact applied both inside LTNs and on boundary roads" (Goodman, Laverty, and Aldred 2020).

https://findingspress.org/article/23568-the-impact-of-2020-low-traffic-neighbourhoods-on-fire-service-emergency-response-times-in-london-uk

To understand the specific impact of LTNs in Lambeth we looked at the same publicly available data sets and used a similar methodology, as Goodman, Laverty and Aldred.

- The London Fire Brigade responded to 1637 emergency incidents in the borough of Lambeth during our monitoring period **October 2020- May 2021**, where we could identify the exact location and the response times.
- We compared the monitoring period data with a baseline collected between the period of **March 2019 to February 2020.**
- We have compared emergency service response times both within the LTN and on the boundary road of each LTN.

- *Figure 1- Map of Railton LTNs and boundary road areas*

- Figures 4 highlights the impacts of the LTN which has been positive on the whole, but as the sample size is comparatively small, this is not statistically significant.
- It is important to recognize other factors that could have led to the reduction in average response times such as traffic levels due to COVID-19.

London Fire Brigade Average responce times in relation to **Railton** LTN and boundary roads

	Railton Boundary	Railton LTN
■ Baseline - Average Attendance Time (S)	231	225
■ Montoring period - Average Attendance Time (S)	211	214
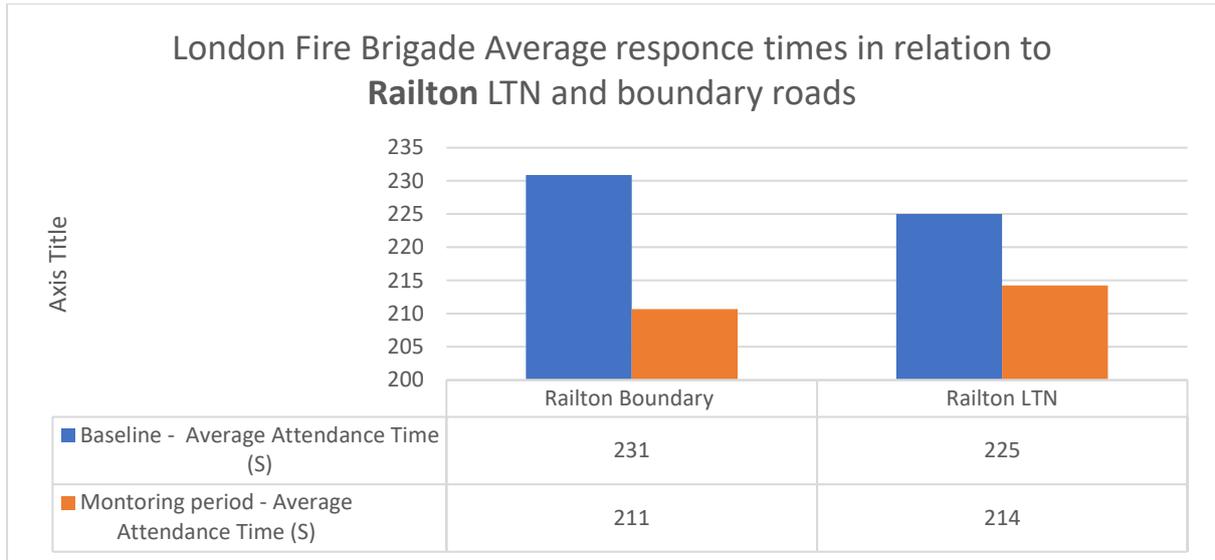
Figure 2 - Impact of Railton LTN on local LFB response times

Figures 5 and 6, look at the impact of the LTNs across the borough.

There is a drop in average response times, this broadly links with the more statistically significant data in the study referenced above.

Average responce times Within LTN areas

	Oval	Railton	Ferndate	Tulse Hill	Streatham Hill		Outside LTNs	Inside LTNs
■ Baseline - Average attendanceTime (S)	310	225	244	330	387		281	268
■ Montoring period - Average attendance time (S)	249	214	193	359	339		269	252
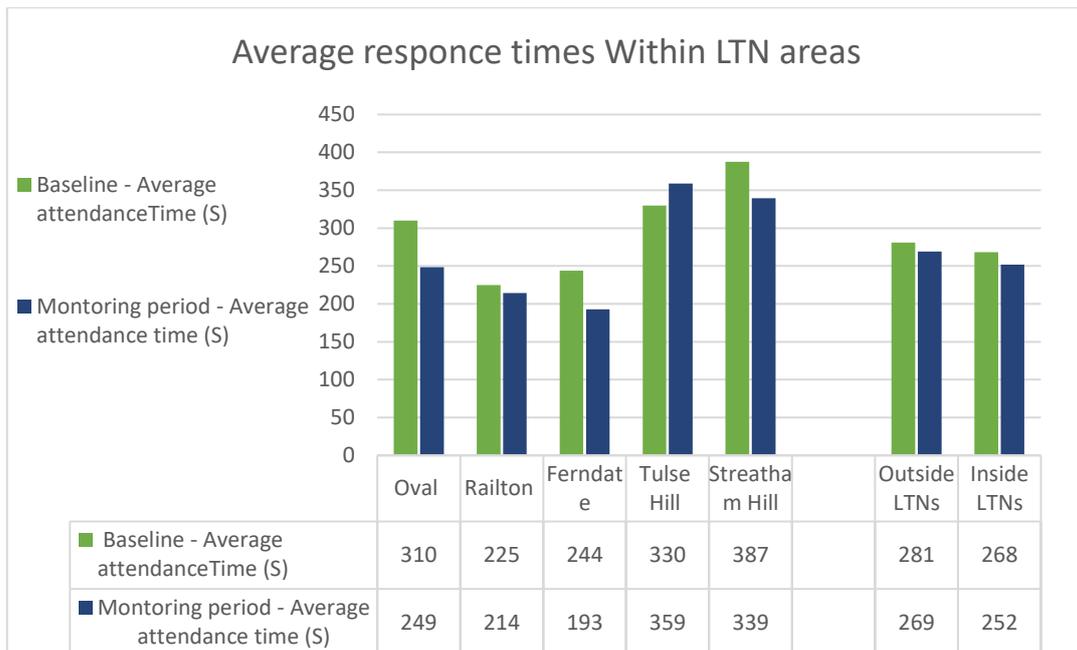
Figure 3-Diffrence in average response times Within LTN areas compared to before LTNs

|	Oval boundary	Railton	Ferndale	Tulse Hill	Streatham Hill		Outside boundary roads	Within boundary roads
■ Baseline - Average Attendance Time (S)	261	231	208	302	365		260	271
■ Montoring period - Average Attendance Time (S)	252	211	221	293	359		228	260
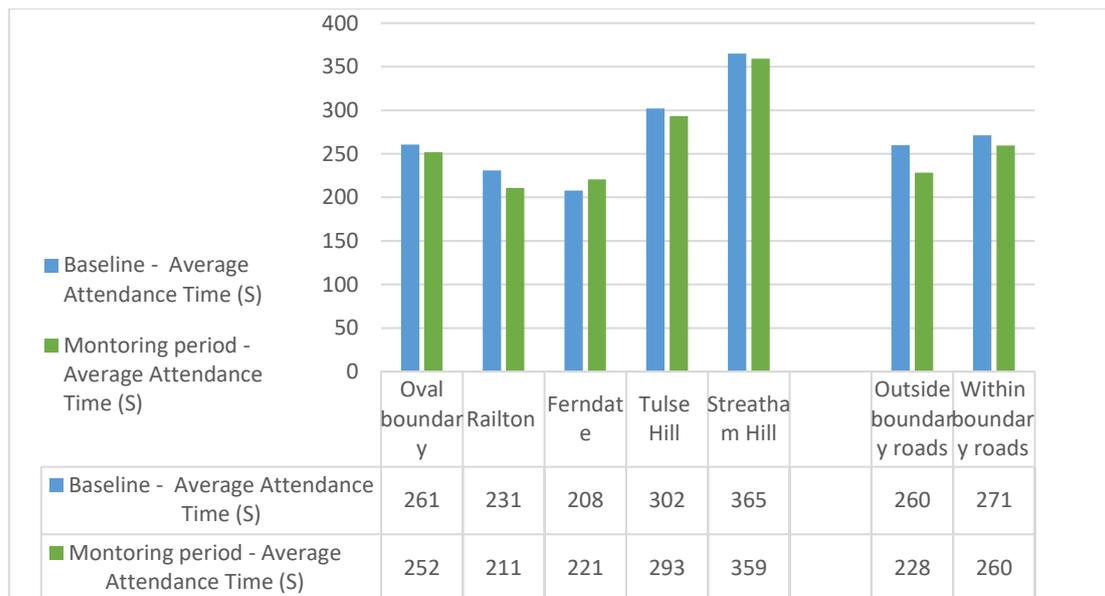
Figure 4- Difference in average response times Within boundary Roads compared to before LTNs

Metropolitan Police Service – Low Traffic Neighborhood statement

Data on changes to police emergency times was not readily available for inclusion in our Stage 2 analysis. The below statement is provided from the Metropolitan Police Service.

The Mps are on the whole in favour of LTN's for the same reasons set out by TFL, various Councils and the Government, they do however provide us with many challenges operationally not only in response mode but also through normal patrolling. We would ask where possible the following is taken into consideration.

- *Ensure that emergency services are exempt, wording is important in the traffic order not to specify emergency.*
- *Try and use soft closures (ANPR with 619 signs) as do LAS and LFB.*
- *Ensure that the LTN is going to be seen in the dark, during rain foggy conditions etc.*
- *The MPS (along with the LAS and LFB) are not keen on lockable bollards as we don't have keys and their use can cause delays.*
- *It is vital that the PCN process is more streamlined, the amount of police time wasted through this process is immensely detrimental to the public services we provide, extremely bureaucratic and not cost effective on anyone's part. If the appropriate Borough can have a spreadsheet with all the MPS vehicle VRMs's on and those PCN's only get as far as our fleet services manager that would assist us greatly.*

London Ambulance Response Times – Low Traffic Neighbourhood

Statement from the LAS

"London Ambulance Service (LAS) is the busiest ambulance service in the country; our focus is on achieving the best outcomes for ill and injured patients and ensuring we reach them in response times set by the government.

On the implementation of LTN schemes it is important to highlight that we support measures to improve public health by reducing traffic and encouraging walking and cycling but we know that

changes to road layouts, traffic management schemes, and road closures all have the potential to impede our response to the most critically-ill people. This is why we are asking that emergency vehicle access is properly considered in all LTN schemes, by looking at ways to implement traffic management changes that avoid introducing physical barriers, like the planters and lockable bollards, in preference for automatic number plate recognition cameras (ANPR) which enable unimpeded emergency access and egress.

On 5 July 2020, LAS Chief Operating Officer formally wrote to all London Boroughs and TfL, including Lambeth, informing them of our concerns regarding hard closures and requesting that, where possible, hard closures should be avoided and camera enforced soft closures be implemented to all LTN's for unhindered emergency vehicle access and egress, due to the potential risk hard closures could have in delaying an ambulance response and therefore impacting patient safety.

With patient safety our utmost priority, we engage regularly with traffic teams at TfL and local authorities, like Lambeth Borough Council, to discuss traffic issues and to ensure traffic schemes better reflect our operational needs. Where our response is delayed our crews have the ability to log this on our reporting system (Datix). Each report is reviewed, and if it relates to road conditions or closures, we raise the issues with TfL and the relevant borough(s) and work closely with them to adapt the schemes.

Where hard physical closures are still in place, the LAS continues to monitor for any potential impact of these closures, but would prefer the use of camera enforced soft closures in order to ensure unimpeded emergency access and egress, as previously mentioned."

Results of community feedback:

Since the Stage 1 monitoring report was published we have received **30** emails relating to Emergency Services.

Concerns noted:

- The correspondence relating to the impact on emergency services expressed a concern of the negative impact on response times; actual experience of longer waiting time and reports of witnessing emergency vehicles delayed due to the LTN.

7. Equality and Accessibility:

We have used data and engagement to understand who lives and works within the LTN and the amenities and services that might be impacted both positively or negatively by the scheme.

By assessing the impacts we have seen the benefit of changing the way streets are used and identified ways to reduce any negative consequences of the change

You can read the full EqIA below.

Transport for All:

We know everyone experiences changes to the street differently and we have run targeted engagement with specific user groups including a pre-consultation survey.

They are continuing to run engagement during each consultation and the full report will be considered as part of the decision on the LTN.

Results of community feedback:

Since the Stage 1 monitoring report was published we have received **206** emails relating to accessibility, 130 highlighting concerns on increased journey times and 76 emails in relation to other accessibility issues.

Concerns noted:

- GPS mapping relating to issues with way finding apps
- Clearer signage is needed on the ground
- Incorrect signage
- The impact and mitigating measures for boundary roads
- Difficulties delivering to local residents
- Potential increase in vehicle journey time/cost for:
    - residents
    - people with limited mobility, health reasons and people with disabilities
    - essential workers and assistance to the area
    - school run
    - Taxis
    - for residents with parking permits for specific CPZs
    - to hospitals/GPs
- Resident exemption requests.
- Concerns scheme is money making
- Fines

How we are mitigating against concerns:

Proposed change	Detail
Exemption Policy **Read our Exemption Policy below**	• Exemption from relevant traffic filters for Blue badge holders, accessible transport and specified healthcare providers on application to the council • Exemption from relevant traffic filters on application for Taxis and fully accessible private hire vehicles
Navigation Systems	• Navigation Systems updated with the latest information via the One Network system. • Improve signage and wayfinding for walking and cycling routes
Active Travel Planning **(Read our Big Shift policy below)**	• Comprehensive programme of activities across the borough to give people the support, skills, confidence and means to access walking, cycling and public transport as an alternative to private motor vehicle use, including: a. Cycle Training (bikeability training for all LTN schools) b. Bikes, Cargo bikes, Adapted cycles tryouts c. Active Travel Festivals (1 per LTN)
Public realm improvements	• Improvements to the pavements, kerbs and roads that make it easier to walk or use mobility aids in the LTNs through street audits and engagement • Measures outside businesses to encourage footfall

Improvements to boundary roads:	**Short-term:** • Design work on Coldharbour Lane, Dulwich Road, along with a full corridor review of traffic flows, bus priority measures and walking/cycling provision on Coldharbour Lane, Effra Road, Dulwich Road and Tulse Hill. Examples include feasibility of introducing controlled crossings on Effra Road, as well as permitting contraflow cycling on Brixton Water Lane • Monitoring flows and congestion, managing roadworks and working closely with TfL on upgrades to improve cycling and walking on roads such as A23 • Junction improvements along Coldharbour Lane corridor east of the junction of Atlantic Road and Railton Road, including walking, cycling and bus priority measures at the junctions of Gresham Road and Barrington Road. • TfL bus and cycling improvements delivered on Brixton Road and Brixton Hill (A23), including 24/7 bus lanes and low-level cycle signals at junctions to give cyclists a headstart over general traffic. Though not a boundary road for Railton, the A23 is a key local corridor and improvements will help people on bikes to directly access St Matthews Road and to access the Railton LTN via Effra Road, and will improve journey times for local bus users. **Medium-term:** • Monitor impacts of expanded Ultra Low Emission Zone (ULEZ) • Review of road layouts, introduction of measures to improve bus priority, walking and cycling provision. • Reinstatement of banned movements at main road junctions where possible Signal timing reviews • Supporting measures like greenscreens for schools and community buildings along busier roads • Implementation of bus priority, walking and cycling improvements resulting from corridor feasibility and design work along Coldharbour Lane, Dulwich Road, Effra Road (including Brixton Water Lane and Morval Road) and Tulse Hill corridors **Long-term:** • Further improvements to bus fleet • Electrification / zero emissions vehicles • Part of a wider mode shift to walking and cycling • Lobbying TfL for continued improvements to signalised junctions and roads under their control e.g. A23 • Commitment to carbon-neutral by 2030

| Vandalism Working Group | Collaborative effort between Lambeth Council and Met Police |

8. Street Improvements

We are consulting on whether to make the LTN permanent. If this is realised then we will look to upgrade the current temporary layout to a permanent one that consolidates and enhances the space including new seating, cycle parking, tree planting and play areas.

To help with this discussion we have created a visualisation of what permanent changes could look like on Dorset Road. It is important to note this visualisation is intended to start a conversation around the space and would be subject to change and further refinement. We are open to ideas and will need the community to share their feedback and ideas to help design these spaces.

Phase 1 concept designs:

We have draft concept designs for **Railton Road (north), Rattray Road and Dalberg Road** within the LTN. We would develop and implement these, along with other locations, in phases depending on the outcome of the consultation. There will be further engagement for the LTN filter locations in the coming months. You can view the concept designs HERE

Your Streets, Your Way:

The Your Streets, Your Way competition was looking to harness the creativity of residents by asking them to transform their local environment. The competition sought a community-led vision to improve the borough for both people and the planet. In Railton, three locations were selected that community members were asked to submit design proposals for:

- Somerleyton Passage
- Roupell Park
- St Matthew's Road (withdrawn due to low submissions)

The winning designs are now being developed, with construction intended to commence from winter this year. You can read the full impact report below.

Street Audits:

We're working to reduce traffic on our streets but also how we can improve the experience of travelling around Lambeth for people from every walk of life. To help us get started we are reviewing all the streets within our LTNs against a set of key indicators such as accessibility, lighting, cycle parking and seating. We have also run three digital consultations to help us shape proposals, these were:

1) Brixton Liveable Neighbourhood
2) LB Lambeth Covid-19 response
3) Railton LTN

We have conducted some high level analysis of these consultations which you can read HERE highlights some of the main issues and ideas you have identified to help us improve our streets. We will be using this data, along with conversations and correspondence carried out as part of community engagement work during and before this consultation, to bring together a list of improvements for all our LTN areas, excluding traffic filters, which will be introduced in 2022.

9. Support for walking, wheeling and cycling

We know that we need to do more than simply change the road layout to support people to walk and cycle.

Other measures we have taken within the Railton LTN:

- Pedestrian training delivered at St Jude's C.E Primary school, providing children with the knowledge and skills needed for independent journeys to and from school
- Behaviour change engagement delivered at St Jude's C.E Primary school, raising awareness around active modes of transport and encouraging safer walking, cycling and scooting
- Cycle Confident delivered Level 1 Bikeability training to St Jude's C.E Primary school in June 2021
- Numerous Dr Bike Sessions within the Railton LTN, providing experienced mechanics and free bike services to those within or travelling through the area
- Free cycle training is available to everyone that lives within the area and can be booked via Lambeth's active travel page

10. Transparency and Decision Making

Following this consultation, a decision report will be prepared for the Railton LTN. The report will collate monitoring data on a range of indicators, including traffic levels and air quality, as well all community feedback gathered both prior to and during the consultation. This will be a more detailed breakdown of the data than presented in this commonplace. Any objections to the traffic orders that are the legal basis for the schemes will be presented to the decision maker with a suggested response.

A decision will be taken on whether to make the scheme permanent, to modify or to remove the scheme and any associated works needed for doing so. Due to the nature of the decision, this will be taken by our joint cabinet members for Sustainable Transport, Environment and Clean Air.

Cllr Adilypour and Cllr Hashi

Have your say

The quickest way to share your views is through our **online survey**. Alongside the survey we are also running a series of targeted activities:

- Youth engagement
- Walk arounds with Tenants and Resident Organisations
- Targeted focus groups with disabled people run by pan-disability, mobility charity Transport for All
- Drop-ins at local community centres
- Supporting market research

Need a hand filling out the survey?

If you need a paper copy of the Railton LTN Consultation you can call 07860180545, the deadline for paper copy requests is 13th September 2021.

We'll be out and about at the times below to help you fill out the survey if you don't have access to the internet or have a quick question. Plus, we've teamed up with free repairs service Dr Bike and Cycle Confident who'll be offering free training for 4-7 year olds. If your bike or your little ones' cycling skills are a little rusty, come down for a free session!

Railton	Herne Place	08/09/2021	3.30-5.30
Railton	St Matthew's Estate	18/09/2021	12-2
Railton	Railton Rd x Marcus Garvey	29/09/2021	9-11
Railton	The junction of Coldharbour Lane and Shakespeare Road, at the Loughborough Junction end	07/10/2021	9-11