

Report title:

Streatham Hill LTN

Stage 2 Monitoring Report

November 2021

Contact for enquiries:

The Low Traffic Neighbourhood team

Transport Strategy

Sustainable Growth and Opportunity

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1. Introduction

The Streatham Hill Low Traffic Neighbourhood (LTN) was introduced to reduce traffic volumes. By reducing traffic in the area, it is hoped we can achieve priorities of our Transport Strategy, including:

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

We all need to take bold action to reduce car journeys where possible, to improve the borough’s air quality and tackle the climate emergency.

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

How and where was the Streatham Hill LTN introduced?

Planters, signs and enforcement cameras were used to create a series of five ‘filters’ across the area in August 2020.

‘Filters’ stop motor vehicles cutting through a defined point, 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 do not drive. This includes young people, disabled people, and elderly people. We need to make it easier and more comfortable for people walking, wheeling and cycling and prioritise 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 around Lambeth.
- **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 August 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.

2. Traffic

Collecting traffic data is a crucial element of our monitoring process that reveals key insights into how the LTN is working towards its objectives. Data has been collected inside LTN areas as well as on the immediate boundary roads that surround them at three separate stages of assessment.

- Stage 1 data and analysis was published in February 2021 and is available on the Streatham Hill LTN commonplace page
- Stage 2 data and analysis is also published on the Streatham Hill LTN commonplace page

The total volume of motor vehicles counted on streets within the LTN has decreased by -**54%**, but increased by **+13%** on boundary roads.

- Traffic on streets within the LTN and on boundary roads combined decreased by -**5%**, around 6,000 vehicles a day.
- Across all streets, the **volume of HGVs** has **decreased** by **-22%** whilst the **volume of LGVs** has **decreased** by **-14%**.
- The **volume of motorcycles** on **internal streets** has increased by **+80%** and increased by **+89%** on **external streets**, with a **+85% change overall**.
- Through traffic has reduced significantly on streets within the Low Traffic Neighbourhood.

Data gathered through the enforcement cameras show that amount 90% of penalty charge notices come from people who live outside of the scheme, with the highest proportion of them living outside of Lambeth.

Instances of penalty charge notices has significantly dropped since the scheme began which indicates that people are not routinely noncomplying.

Through the analysis of bus journey time data provided by TfL, there is no indication that bus journey times have significantly increased on boundary roads due to the LTNs, but where bus routes pass through the LTN such as Downton Ave (P13) we have seen an improvement in bus journey times.

Community feedback:

Since the start of the stage 2 feedback collecting period in January 2021, we have received **215** traffic related emails.

Benefits noted:

- A noticeable reduction in traffic speeds and volumes along Hillside Road
- Less aggressive traffic and less rat running
- Reduction in traffic noise within the LTN
- Quieter streets considered more pleasant and safer

Concerns noted:

- An increase in vehicle traffic on boundary roads
- Roads of concern – for varying reasons - included Leigham Court Road, Leigham Vale, Christchurch Road (the South Circular), Mount Nod Road, and Hailsham Avenue

- Respondents noted that traffic volumes and flows had been impacted negatively by ongoing road works
- Stakeholders frequently mentioned short journeys taking longer
- Quieter, car-free streets feel less safe to some
- ABCD streets were wide enough to accommodate two-way traffic

Further Changes: Leigham Vale

Stakeholders have raised issues such as increased congestion, speeding, inadequate carriageway width leading to aggressive driving of vehicles, and safety concerns.

We are currently developing options for this location to address the issues raised by residents. These proposals will be shared with stakeholders in the coming months.

Leigham Court Road

We are exploring potential actions to take to improve traffic flow and calm traffic, both of which are issues raised through correspondence.

3. Pollution - Air quality and Noise

Lambeth Council partnered with air quality specialists Cambridge Environmental Research Consultants to carry out air quality modelling across the LTN. Additional analysis was also completed at 28 'sensitive receptor' locations within or on the boundary roads of the LTNs. These are locations with lots of people that are particularly sensitive to the negative impacts of bad air quality (children, older people, people who are unwell) and includes schools, hospitals or doctors' surgeries. The following high-level findings were noted.

- There has been some increase in emissions on boundary roads where traffic flows have increased
- There were no significant impacts on NO₂, PM_{2.5} or PM₁₀ at any sensitive receptor site - including those on the boundary of the LTNs.
- A moderate benefit was modelled at Trinity Academy on Brixton Road, a slight negative impact was recorded at Magnolia Court and Leigham Lodge on Leigham Court Road.
- There has been a negligible impact at all sensitive receptor sites on the South Circular (A205)
- No locations where air quality breached legal limits for the first time following the introduction the Streatham Hill and Tulse Hill LTNs.

You can read the full monitoring air quality modelling report on the Streatham Hill LTN commonplace page.

You can read the technical note on air quality in and around the A205 also on the Streatham Hill LTN commonplace page

Community feedback:

Since the start of the stage 2 feedback collection period in January 2021, we have received **226** pollution related emails.

Benefits noted:

- Perceived reduction in air pollution within LTNs

- Respondents within the LTN noted a definite reduction in noise pollution
- The perceived reduction in pollution linked with good physical and mental health

Concerns noted:

- Apparent increase in air and noise pollution on boundary roads
- Perceived increase in pollution negatively impacting people’s health, especially children
- Perception that pollution disproportionately is impacting people depending on socioeconomic status

4. Walking & Cycling

The number of people cycling throughout the whole of London has been significantly affected by the COVID-19 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.

In Lambeth, monitoring the amount of people walking, scooting, wheeling or cycling is an important part of understanding how effective LTN’s are in encouraging people to switch to cleaner modes of transport. In general, cycling levels were up in most places throughout the LTN, although it is acknowledged that high % increases generally corresponded to low nominal increases in flows:

- **Cycle volumes on internal streets have increased by +54% and by +57% on external streets.**
- Palace Road (+149% or 160 daily cycles), Mount Nod Road (+230% or 160 daily cycles) and Hillside Road (+137% or 120 daily cycles) were the only locations of note within the LTN with regards to cycling levels.
- Cycling levels on Leigham Court Road remained higher despite the increase in vehicles at this location (+141% or 250 daily cycles).

You can read the dedicated report on the Streatham Hill LTN commonplace page.

Results of community feedback

Since the start of the stage 2 feedback collection period in January 2021, we have received **94** emails relating to walking and cycling.

Benefits noted:

- Improved safety for individuals with specific characteristics i.e. older people
- More space for people to walk or cycle, and safer, quieter streets
- Stakeholders mentioned using cars less frequently and cycling instead
- Cycling to school has become a more attractive option and feels safer
- Daily walk to school is safer

Concerns noted:

- Concerns around safety whilst cycling i.e. on busy boundary roads

- Concerns around safety whilst walking due to a perceived increase in pollution
- The topography of the LTN not lending itself to cycling was mentioned by respondents

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.

Results of community feedback:

Since the start of the stage 2 feedback collection period in January 2021, we have received **299** emails relating to community safety and vandalism.

Benefits noted:

- Quieter streets feel safer to walk and cycle in
- Improved safety for individuals with specific characteristics, e.g. children and elderly people

Concerns noted:

- Respondents mentioned feeling vulnerability at night, and that quieter streets feel more unsafe
- Speeding problems have been noted, especially on Leigham Vale and Leigham Court Road
- Non-Compliance is a continuous problem – stakeholders have also informed us of drivers covering number plates
- Camera and Sign Vandalism continues to be a problem, with residents frequently reporting instances
- Expressions of both disappointment and support for vandalism

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 launching the LTN programme, the emergency services (London Ambulance Service, Metropolitan Police and London Fire Brigade) were consulted. Lambeth Council only introduced Low Traffic Neighbourhood trials where there were no objections from the emergency services 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.
- They were designed the LTN modal filters to allow for the widest emergency service vehicle to pass through safely.

Metropolitan Police Service (MPS) – Low Traffic Neighbourhood 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 on and those PCNs only get as far as our fleet services manager that would assist us greatly.*

London Ambulance Service – Low Traffic Neighbourhood statement

“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 start of the stage 2 feedback collection period in January 2021, we have received **73** emergency service related emails.

- The correspondence relating to the impact on emergency services expressed a concern of negative impact on response times, reports of witnessing emergency vehicles delayed due to the LTN, and fear that in an emergency they would not be able to access an incident.

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.

You can read the full EqIA report on the Streatham Hill LTN commonplace page.

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 will be running 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 start of the stage 2 feedback collection period in January 2021, we have received **336** emails related to vehicle accessibility.

Benefits noted:

- Easier to navigate through LTNs on a bicycle or on foot
- Has led to some respondents reconsidering whether they need to drive for certain journeys

Concerns noted:

- Many respondents requested a resident exemption policy
- Signage was noted as needing to be clearer and more up to date
- Potential increase in vehicle journey time/cost for:
 - residents
 - people with limited mobility, health reasons and people with disabilities, and carers
 - essential workers and assistance to the area
 - school run
 - taxis
 - residents with parking permits for specific CPZs
 - hospital/GP visits and appointments
- Impact on and mitigating measures needed for boundary roads
- Difficulty delivering to local businesses and residents
- Concerns that LTNs are purely a money-making scheme

How we are mitigating against concerns:

Proposed change	Detail
Exemption Policy	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• Navigation Systems updated with the latest information via the One Network system.

	<ul style="list-style-type: none"> • Improve signage and wayfinding for walking and cycling routes
Active Travel Planning	<ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> a. Cycle Training (bikeability training for all LTN schools) b. Bikes, Cargo bikes, Adapted cycles try outs
Public realm improvements (See more detail on Street Improvements including Boundary Roads)	<ul style="list-style-type: none"> • 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
Vandalism Working Group	Collaborative effort between Lambeth Council and Met Police

8. Street Improvements including Boundary Roads

The trial LTN has successfully reduced traffic and encouraged more cycling, but we know there is more we can do to make the LTN work better. We also want to make it greener and more climate friendly.

Short to Medium Term:

1. Extra traffic calming on Leigham Vale
 2. Traffic calming on Leigham Court Road, part of 20mph project
 3. A new cycling and walking crossing, part of Peckham to Streatham Healthy Route
 4. New pollution blocking green screens at locations along the A205, including the Palace Estate
 5. New air quality monitors on south circular
 6. Monitoring the impact of the Ultra-Low Emission Zone
 7. Green screens installed at Dunraven School and Hitherfield Primary School. All local schools will be offered the opportunity to install screens
1. A23 Improvement Scheme: new cycle lane and safe crossings on Streatham Hill, led by Transport for London.
 2. Streatham Wells LTN: we're consulting with residents as we consider whether to introduce a new LTN.
 3. Leigham Court Road danger reduction scheme
 4. Deliver sustainable travel improvements for local residents such as cycle and walking training
 5. Explore effectiveness of outdoor air purification technologies in semi enclosed spaces like bus stops and implement as appropriate

Lambeth and London-wide changes that will impact transport and air quality in the area:

- Ongoing monitoring of traffic volumes in the area.
- Further improvements to bus fleet to make them low-emission.
- General uptake of electric/ zero emissions vehicles.
- More people choosing to walk and cycle each year.
- The council's operations will be carbon neutral by 2030, with most of our vehicle fleet electrified or low-emission by 2022.

Visualisation:

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. 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. We are open to ideas and will need the community to share their feedback and ideas to help design these spaces.



Your Streets, Your Way:

The Your Streets, Your Way competition aims 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 Streatham, two locations were selected that community members were asked to submit design proposals for:

- Livity School passage – Divya has designed a beautiful mural

- Hillside Passage – Vladimir has submitted a great public realm upgrade

The winning designs are now being developed, with construction intended to commence from winter this year.

The scale of some of these projects mean they need technical expertise in order to develop the winning ideas into detailed designs - these will be managed by landscape architects at [Sustrans](#). Other projects have designs that are ready to be translated on the ground, these will be managed and built by local organisation [In-Use, Re-Use](#). **All of the designs are subject to engagement from local residents and stakeholders.**

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 Streatham Hill LTN:

- Hitherfield Primary School is signed up to our [School Streets scheme](#).
- Pedestrian training delivered at Streatham Wells Primary and Hitherfield Primary schools, providing children with the knowledge and skills needed for independent journeys to and from school, including how to cross roads and the importance of being seen
- Road Danger Awareness Theatre delivered at Streatham Wells Primary, including a mix of online and in person theatre workshops delivered by actors, incorporating literacy and numerical skills to raise awareness around safe independent travel
- A School Street was launched at Hitherfield Primary School. This introduced a temporary closure zone to Hitherfield Road, helping to reduce road danger and air pollution at the school gates, while encouraging safe walking, cycling and scooting.
- Numerous Dr Bike Sessions within the 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 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. 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 Streatham Hill LTN Consultation you can call 07999 405 331, the deadline for paper copy requests is 28th November 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 free Bike marking from the Met Police. Come down to get your bike tuned up and securely tagged for free!

Stall Details

Ref	Stall Name	Location	Time	Date
TH1 & SH 1	Tulse Hill Station	Kingsdown Point, 136 Palace Rd, London SW2 3JZ https://goo.gl/maps/s1SNeuGtF1LXBzRg7	9-11am	Wed 17th Nov
TH2 & SH 2	Christchurch	51.44463, -0.12199 3 Christchurch Rd, Brixton Hill, London SW2 3ET https://goo.gl/maps/8ChjvHgKzFczRvaK7	12-2pm	Sat 20th Nov

SH 3	Hillside Passage	51.43705, -0.11744 Between Hillside rd and Lyndhurst Ave	2-4pm	Wed 24th Nov
SH 4	Mount Nod Triangle	51.43425, -0.12308 Triangle between Leigham Avenue and Mount Nod Gardens	2-4pm	Mon 29th Nov
SH 5	Wavertree Road / Streatham Hill- Maybe	51.442273, -0.124690 Conway House, Telford Ave, London SW2 4RB	9 - 11am	Wed 8th Dec