

TSIP Appendix B

Low Traffic Neighbourhood Plan

1.0 Introduction

Lambeth is a local authority with some of the lowest car ownership levels in the country. Households without access to a car or van are in the majority and in some areas over 70% of households are car free.

But this fact isn't immediately evident with some local streets suffering from high levels of motor traffic. Problems related to 'rat running' on residential streets include poor air quality, an increased risk of collisions and a sense that making trips by cycle or on foot are not safe or pleasant options.

This plan takes the highway network as a whole and considers which roads are suitable for carrying non-local traffic and which are not. This is the basis for defining neighbourhood areas, with the default position being that streets within each neighbourhood should only carry motor traffic generated by the local residents and businesses within it. Often it is only a few streets in a neighbourhood that suffer from very high levels of rat running. But addressing these streets in isolation from neighbouring ones can merely displace traffic to other nearby local streets. A neighbourhood-wide approach can help address these issues.

Low Traffic Neighbourhoods are not a new concept, they have been a staple of planning in the Netherlands and elsewhere for decades. Recently they have been implemented more widely in cities seeking to improve the urban experience by prioritising people over motor traffic. An example in London is the 'Enjoy Waltham Forest' scheme. This demonstrated that changes to traffic management in an area can be controversial. However, post implementation assessment of that scheme found that it delivered the objective of decreasing traffic levels in the neighbourhood, and of increasing the number of residents making trips by walking and cycling. Only 1.7% of residents surveyed would scrap the scheme and revert back to the former layout. Further information on the concept of Low Traffic neighbourhoods¹ and how they can be created² is available in guidance notes written by Living Streets.

Our three-year spending plan for TfL funding allocated a budget of £655k (2019/20–2021/22) to create low traffic neighbourhoods. This document sets out where this budget should be directed and how residents can work with us to develop designs for their areas. It also establishes the framework for how we will assess which neighbourhood areas are most affected by rat running and where action will best address the objectives of our Transport Strategy.

Principles

The principles below will guide how we implement Low Traffic Neighbourhoods.

Responsive

We will prioritise areas where major changes to the road network are proposed that are likely to impact on traffic levels using local roads. This will mean that while we will develop a programme of works we will maintain flexibility within it so that we can respond to opportunities as they arise.

Collaborative

The council will co-design neighbourhood schemes with local stakeholders, trialling ideas and adjusting as appropriate. We will work with relevant agencies and partners such as the emergency services, neighbouring boroughs and TfL as appropriate.

Strategic

Low traffic neighbourhoods will need to meet the council's strategic transport objectives as set out in the Transport Strategy including the delivery of the Healthy Route Network

1 [Low Traffic Neighbourhoods: An Introduction For Policy Makers](#), Living Streets

2 [A guide to Low Traffic Neighbourhoods](#), Living Streets

Defining Neighbourhood Areas

The concept of categorising roads based on their function is well established. Traditionally this has been done by defining roads as A roads, B roads or unclassified roads. This is entirely based on the roads importance for carrying motor traffic. In London a Street Types matrix has been developed which defines a road as one of nine types. This assesses how important a road is for the movement of motor traffic and its importance as a place for people to spend time, socialise and carry out business.

All roads in London have been assessed this way and it was the starting point for how we defined neighbourhood cells. All roads with the lowest movement function (M1) were considered part of a neighbourhood, with the boundaries formed by roads that had a movement function of M2 or M3. However this created some areas which were much too large to be defined as one neighbourhood so the classification of some roads was also re-assessed. Annex 1 shows the neighbourhood areas produced from this process.

As part of our collaborative approach local stakeholders are invited to make the case that these neighbourhood boundaries should be adjusted to better reflect how their local area functions.

Delivery Priorities

The borough has been awarded funding to develop a Brixton Liveable Neighbourhood. This will comprise improvements to the public realm in the town centre focused on Atlantic Road and creation of low traffic neighbourhoods in surrounding areas. In addition to this programmed work there are significant changes to the main road network proposed in Lambeth which may have an impact on surrounding streets;

- 1) removal of the gyratory at Vauxhall Cross; and,
- 2) public realm, walking and cycling improvements on the A23 on Streatham Hill.

The neighbourhoods which are likely to be majorly impacted by these changes and the areas within the scope of Brixton's Liveable Neighbourhood are our first priorities for delivery.

Figure 1
London Street Types matrix



An assessment of neighbourhood areas across the whole borough has been carried out using five criteria, scored on a scale of 1–3, with the maximum overall score being 15;

- Air quality (NO₂)
- Collision rate (per household in the neighbourhood)
- Number of school pupils living in the neighbourhood
- Length of Healthy Routes within the neighbourhood
- Evidence that rat-running is an issue

In Appendix A the output of this assessment is shown in map form. This map is a first iteration and will be refined using more comprehensive data on the level of traffic using every street in the borough. It currently relies on 2017 traffic count data which, while extensive, is not fully comprehensive. This map gives an indication of which neighbourhoods, if made low-traffic, would deliver the objectives of our Transport Strategy. This technical assessment is a tool for decision makers and does not necessarily dictate the order in which neighbourhoods will be treated. This will be determined through working with our communities.

Delivery Plan – Responsive Schemes

Reducing traffic in and around Brixton is a key theme of the Brixton Liveable Neighbourhood project and we have already started community engagement around this. We will also now begin working with three areas affected by the proposed changes to the main road network.

1. Vauxhall Gyratory affected area

The area bounded by Harleyford Road, Clapham Road and South Lambeth Road in Oval. Fentiman Road, which runs parallel to Harleyford Road already carries significant levels of traffic. The proposed removal of the Vauxhall gyratory scheme is likely to exacerbate this. This makes it a priority area to begin discussions with the community on how this should be dealt with and identify potential solutions that reduce traffic levels across the whole neighbourhood.



2. A23 Streatham Hill affected area

The area bounded by the South Circular, Leigham Vale, Leigham Court Road and Streatham Hill. Traffic already uses local streets to travel between/avoid the south circular and A23. Changes to the A23 to improve the street environment have the potential to increase the use of these streets by non-local traffic. In addition, Hillside Road forms part of our Healthy Route network and reduced levels of traffic will be necessary for the route to meet the required quality criteria, and also to maintain bus access and reliability in the neighbourhood.



3. A23 Streatham Wells ward affected area

Also potentially affected by changes to the A23 is the area bounded by the Streatham Common North, The A23, and Leigham Court Road. Local streets such as Valley Road, which runs parallel to the A23 see very high levels of traffic using it.



Through workshops and community engagement, which bring together local people, councillors and traffic engineers, the issues will be examined and solutions developed. Further public engagement will then be held on the solution that has been developed.

Timelines for implementation in each area will need to be linked to the changes to the main road network that are planned.

Delivery Plan – Future Schemes

For areas of the borough with an identified issue that are not within the Brixton Liveable Neighbourhood area or discussed above, we will seek to work with local stakeholders to identify solutions as and when resources allow.

We will also seek to bring forward improvements to other areas as part of related programmes, such as Healthy Routes and road danger reduction interventions.

When considering future expressions of interest from neighbourhoods we will consider:

- The technical assessment at Annex A (and refinements to this)
- An assessment of how deliverable network changes are
- Any related network changes that may exacerbate existing issues
- Support from local stakeholders

We will ensure that we reach out to communities furthest from the levers of power to help them develop proposals so that everyone has a voice.

Timescales

For the first tranche of Low Traffic Neighbourhoods some initial assessment work has already begun and this work will now accelerate. It is difficult to specify an exact timescale for projects such as these given the need to fully understand the impact of the interventions and the views of the community in each area to make sure we get it right. In some areas trials/demonstrations may be appropriate before proposals are finalised and in others traffic modelling will be necessary which can extend timescales. We will proceed as quickly as possible, working with the community, and expect the first three neighbourhood areas to be complete within the next three years. The sequencing of projects will be related to timescales for changes to the main road network where we need to prioritise between projects. During that period we will also begin working on further LTN areas so that they are ready to go when the first tranche has been completed.

Annex A Neighbourhood Assessment

Areas scored 0–15, with the higher the score, the greater the identified issue

