

Report title:

# **Ferndale LTN**

Stage 2 Monitoring Report

February 2022

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**Contact for enquiries:**

The Low Traffic Neighbourhood team

Transport Strategy

Sustainable Growth and Opportunity

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## 1. Introduction

The Ferndale Low Traffic Neighbourhood (LTN) was introduced to reduce traffic volumes. By reducing traffic in the area, it is hoped we can meet objectives set out in our Transport Strategy, to:

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

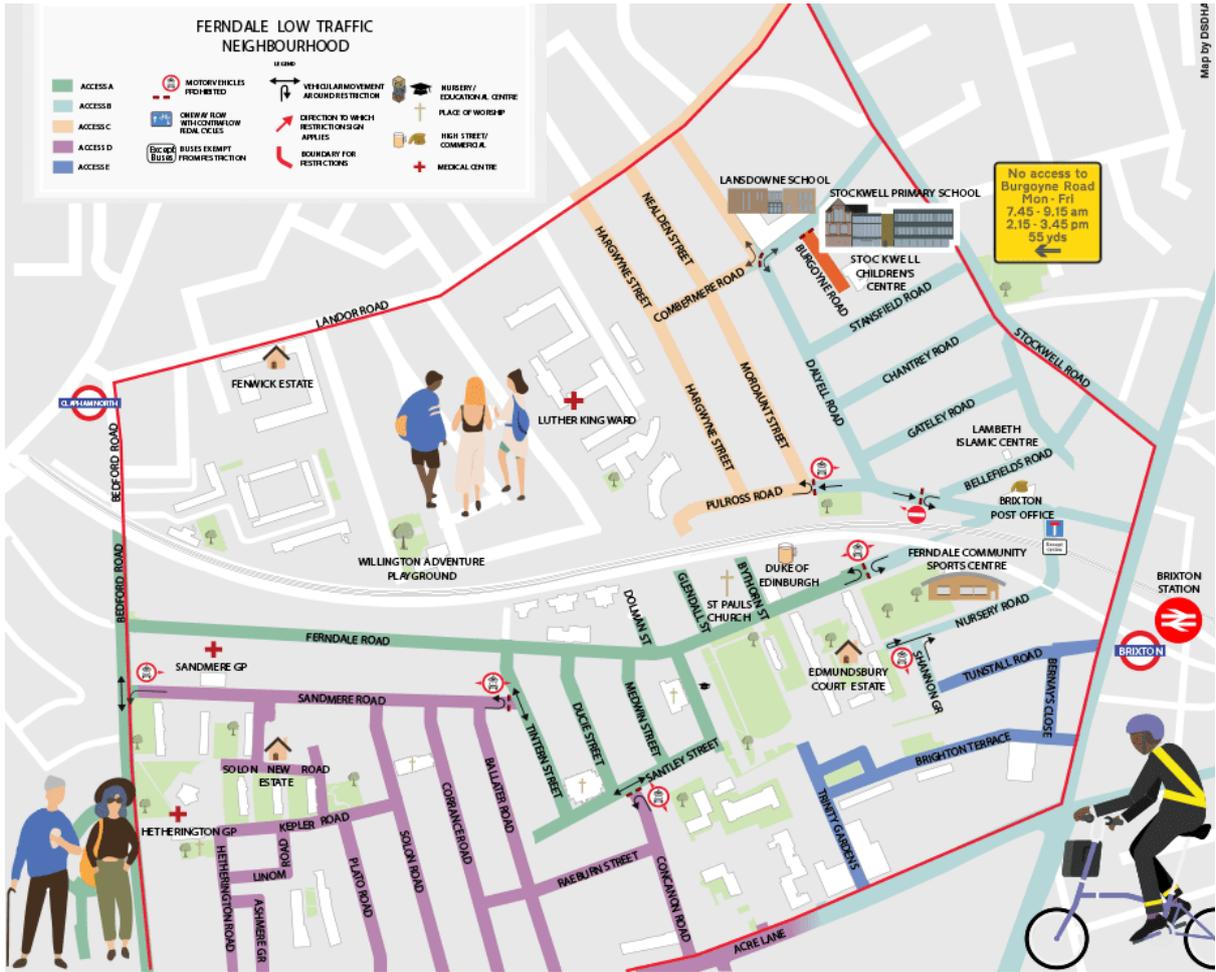
We all need to take bold action to reduce car journeys where possible, to improve the borough's air quality and tackle the climate emergency.

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 Ferndale LTN introduced?**

The first phase of the scheme was a trial with planters, signs and enforcement cameras used to create a series of seven 'traffic filters' across the area. 'Traffic filters' stop motor vehicles cutting through a defined point, however people walking, cycling and wheeling can still pass through. Enforcement cameras are needed so that we can leave a gap for emergency services vehicles, but stop general traffic. All destinations within the LTN remain accessible by motor vehicle however the route to each destination may change.

A review of the first phase of the scheme, introduced in July 2020, showed an increase in traffic on certain roads from the Stage 1 monitoring. Responding to this, the second phase of the Ferndale LTN was introduced in April 2021.



## 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 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.

## 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 Ferndale LTN commonplace page
- Stage 2 data and analysis has now been published on the Ferndale LTN commonplace page
- Overall traffic has decreased by **6%**, around 6,000 vehicles a day.

Traffic on streets within the LTN has decreased by **47%**, but increased by **+8%** on boundary roads.

- On streets where we have the data to show this (not including Brixton Road and Stockwell Road where data only shows the total number of motor vehicles), volumes of **LGVs, HGVs and motorcycles** have changed by **+12%**, **-42%** and **+73%** respectively.

Note that the increase in motorcycles, although high in percentage terms, is generally low in absolute terms.

Instances of penalty charge notices has significantly dropped since the scheme began which indicates that generally people are now complying with the filters.

### **Community feedback:**

Since the start of the data collection period (ETO start date), we have received **239** traffic related emails

### **Benefits noted:**

- 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; Landor Road, Acre Lane, Bedford Road and Brixton Road
- Roads of concern – for varying reasons - included Ferndale Road, Clapham High Street, Stockwell Green, Willington Road and Cottage Grove.
- Respondents noted that traffic volumes and flows had been impacted negatively by ongoing road works
- An increase of HGVs using Ferndale Road West to enter and exit the LTN.

### 3. Pollution - Air quality

Lambeth Council commissioned independent air quality specialists Cambridge Environmental Research Consultants to carry out air quality modelling across the LTN. Additional analysis was also completed at 5 'sensitive receptors' locations within or on the boundary roads of the Ferndale LTN. 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 include schools, hospitals or doctors' surgeries. The following high-level findings were noted.

- The air quality objectives for NO<sub>2</sub> within the Ferndale LTN were met, with the majority of sites within the LTN showing substantial or slightly beneficial positive impacts.
- There were no significant impacts on NO<sub>2</sub>, PM<sub>2.5</sub> or PM<sub>10</sub> at any sensitive receptor sites - including those on the boundary of the LTNs.
- There are some exceedances of the annual air quality objective of 40 µg/m<sup>3</sup> for NO<sub>2</sub> along LTN boundary roads A203, Brixton Road (A23) and Bedford Road (B221), though there were also some slightly beneficial impacts for PM<sub>10</sub> concentrations on Brixton Road.
- There were slight to substantial modelled impacts of NO<sub>2</sub> concentrations on Stockwell Green, Landor Road, the A203 and Bedford Road.
- A moderate benefit was modelled at Stockwell Primary School for PM<sub>2.5</sub> and PM<sub>10</sub> concentrations.

You can read the full air quality modelling report on the Ferndale LTN commonplace page.

## 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 on some streets corresponded to low actual numbers:

**Cycle volumes** on internal streets have **increased** by **+58%** and by **+55%** on external streets.

Cycling volumes on specific streets:

- Acre Lane +87% (296 – 554)
- Bernay's Grove -63% (144 – 53)
- Combermere Rd +99% (39 – 77)
- Concanon Rd +29% (183 – 214)
- Cottage Grove +273% (9 – 33)
- Dalyell Rd +123% (112 – 250 – slight decrease from Stage 1 though)
- Ferndale Rd E +215% (194 – 610)
- Ferndale Rd W +46% (160 – 234 but decrease from 358 at Stage 1)
- Hargwyne St +104% (102 – 207)
- Landor Rd E +191% (150 – 436)
- Landor Rd W +103% (254 – 515, marginal decrease from Stage 1)
- Sandmere Rd +67% (83 – 138)
- Solon Rd -30% (144 – 101)
- Stockwell Green +201% (42 – 126)

You can read the dedicated report [here](#).

### **Healthy Routes**

Ferndale Road is part of Lambeth's Healthy Route network. Despite localised increases in traffic on Ferndale Road west of Tintern Street, the peak vehicle flows still fall within Lambeth's Healthy Route criteria of fewer than 200 vehicles per hour at the busiest time.

- There is an overall reduction in motor traffic volumes of 83%
- The eastern section of Ferndale Road saw an increase in cycling of 215%, from 194 to 610 cyclists per day.

Whilst 13% of all vehicles on Ferndale Road East were classed as HGVs, the overall numbers remain very low, with an average of 11 HGVs per day.

## **Results of community feedback**

Since the start of the data collection period (ETO start date), we have received **63** emails relating to walking and cycling.

### **Benefits noted:**

- Improved safety for individuals with specific characteristics e.g., children and older people
- Improved safety whilst walking, wheeling and cycling

### **Concerns noted:**

- Concerns around safety whilst cycling e.g., on busy boundary roads
- Concerns around safety whilst walking due to a perceived increase in pollution
- Increased traffic on various boundary roads and the western end of Ferndale Road have made it unsafe to cycle
- Concerns around safety walking for individuals with specific characteristics, such as elderly and children.

## 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 prioritize 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 data collection period, we have received **271** community safety and vandalism related emails

### **Benefits noted:**

- Quieter streets feel safer to walk, wheel 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 Willington Road. Concerns with speeding were also raised when compliance with various filters were low.
- Camera and sign vandalism has been a problem, with residents frequently reporting instances.
- Non-compliance was a continuous problem when vandalism of the scheme was high.

### **Vandalism Response:**

Vandalism has been a persistent issue throughout the trial. 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 we launched our LTN programme the emergency services (London Ambulance Service, Metropolitan Police and London Fire Brigade) were consulted. Lambeth Council only introduced LTN trials where there were no objections from the emergency services.

### **Metropolitan Police Service (MPS):**

Data on changes to police emergency response 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:**

“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 data collection period (ETO start date) we have received **57** emergency service related emails.

- The correspondence relating to the impact on emergency services expressed a concern of negative impact on response times, experience of longer waiting times, 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 by the scheme.

You can read the full EqIA on the Ferndale 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.

Transport for all 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 start of the data collection period we have received **324** accessibility related emails.

### **Benefits noted:**

- Easier to navigate through LTNs on bicycle or on foot

### **Concerns noted:**

- Exemptions through filters were requested by residents and blue badge holders.
- Signage in some locations 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"><li>• Dispensation from relevant traffic filters for Blue Badge holders, accessible transport and specified healthcare providers on application to the council</li></ul>
Navigation Systems	<ul style="list-style-type: none"><li>• Navigation Systems updated with the latest information via the One Network system.</li><li>• Improve signage and wayfinding for walking and cycling routes</li></ul>

Active Travel Planning	<ul style="list-style-type: none"> <li>• 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"> <li>a. Cycle Training (Bikeability training for all LTN schools)</li> <li>b. Bikes, Cargo bikes, adapted cycles try outs</li> </ul> </li> </ul>
Public realm improvements	<ul style="list-style-type: none"> <li>• Outlined in 'Street Improvements including boundary roads'</li> </ul>
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 Term:**

1. Deliver sustainable travel improvements for local residents such as cycle and walking training and more bike hangars
2. Lots of small improvements, such as 'dropped kerbs' and de-cluttering to make the area more accessible for everyone
3. Review of parking on the western end of Ferndale Road to improve the ability for vehicles to pass one another more easily (no loss of general parking spaces)
4. Improving the zebra crossing on Bedford Road between Ferndale Road and Aristotle Road
5. Reviewing streets within the LTN where traffic issues have been reported e.g., Ferndale Road (west section) and Cottage Grove

### **Medium Term:**

1. Review signal timings at the Bedford Road / Acre Lane junction.
2. Brixton Hill LTN: We're consulting with residents as we consider whether to introduce a new LTN which will border the Ferndale LTN at Acre Lane. Improving crossing of Acre Lane between the two LTNs can be considered to better link the areas.
3. Enhanced air quality monitoring e.g., on Landor Road and Bedford Road

### **Long Term:**

1. Landor Road walking and cycling improvements – funding secured through the Lambeth Hospital development (Section 106) to deliver a scheme to improve walking, cycling and bus use on Landor Road and the surrounding residential streets.

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

- Continuing to monitor the impact of the Ultra-Low Emissions Zone
- Further improvements to bus fleet to make them low-emission vehicles.
- 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 happens then we will 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.



### **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 Ferndale, community members were asked to submit design proposals for a space by Bedford House on the Solon New Estate.

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](#). Sustrans are working with the winner to develop their design further.

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 Ferndale LTN:**

- Stockwell Primary school has signed up for Lambeth School Street scheme. The trial came into force on 14 June 2021.. The scheme will be amended, revoked or made permanent by 14 Dec 2022.
- Road Danger Awareness Theatre offered to all primary schools and secondary schools in Lambeth. The aim is to raise awareness around the health and environmental benefits of active travel and awareness around road danger.
- Scooter training also will be offered to all primary schools after Easter
- Numerous Dr Bike Sessions locally, 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 as 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 Ferndale LTN Consultation you can call 07740745620, the deadline for paper copy requests is 21<sup>st</sup> February.

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:

Stall 1	The Kerb Garden	Landor Road	<b>2-4pm</b>	<b>Wed 23rd Feb</b>
Stall 2	Combermere Road X Stockwell Road Junction	Stockwell Road	<b>2-4pm</b>	<b>Mon 28<sup>th</sup> Feb</b>
Stall 3	Bowie Mural	Tunstall Road	<b>12 - 2pm</b>	<b>Saturday 5<sup>th</sup> Mar</b>
Stall 4	Fenwick Place	By the football pitch	<b>9-11am</b>	<b>Thu 10<sup>th</sup> Mar</b>
Stall 5	Solon Estate	Keplar Road entrance to Bedford House by Hetherington GP	<b>12-2pm</b>	<b>Mon 14<sup>th</sup> Mar</b>