

Streatham Wells Low Traffic Neighbourhood - Statement of Reasons

Background

The Lambeth Transport Strategy 2019 responds to the (London) Mayor's Transport Strategy 2018 and sets out an implementation timeline up to 2039. The Strategy prioritises neighbourhood traffic reduction and in Appendix B of the Transport Strategy Implementation Plan (TSIP) 2019, it sets out a programme for the introduction of Low Traffic Neighbourhoods (LTN) of which the Streatham Wells is a part (indicated as FL in Appendix B). The rollout of LTN's are also a key part of Lambeth's Climate Action Plan (2022) and Healthy Routes Strategy (2019).

The Streatham Wells LTN area is bounded by Streatham High Road (A23), Streatham Common North (A214) and Leigham Court Road. A local walking/cycling route (Healthy Route) runs through the local area between Streatham Common North, through Valley Road and Sunnyhill Road, before crossing Leigham Court Road between Leigham Avenue and Mount Nod Road. This route functions as a safer north-south alternative to the A23.

Objectives

The Streatham Wells LTN proposal aims to deliver the following improvements for residents and visitors to this locality: -

- reduce overall motor vehicle traffic volumes in the area as a whole and reduce traffic volumes across the wider area
- Promote behaviour change and a modal shift towards walking, cycling and public transport;
- Deliver improved air quality, reduced road danger and create street spaces where people can socialise and play;
- Make the Streatham to Peckham Healthy Route compliant in terms of vehicle flows;
- preserve motor vehicle access so residents and local businesses can use cars and vans when they need to;
- Support bus journeys in the local area, including the 417 and the 315;
- repurpose kerbside use in accordance with the Lambeth Kerbside Strategy 2023.

Use of Experimental Order

The scheme will be introduced by means of an Experimental Traffic Order (ETO) and will involve the introduction of 5 traffic filters at entry points to the LTN with the aim to deter through traffic (whilst retaining access for local vehicles) and encouraging modal shift to more sustainable modes of transport. 3 of these traffic filters are so called bus gates, which allow buses to go through as well. There are significant levels of through traffic in the area, with particularly high vehicle flows on Valley Road, Gleneldon Road, Leigham Avenue and Sunnyhill Road.

The decision to use an ETO allows for the impact of the LTN to be measured against the scheme objectives and for changes to be made if considered necessary. The emergency services have also requested that the Streatham Wells LTN be implemented under an ETO as this allows the emergency services to monitor the impact of the scheme and report incidents of delay back to the Council.

Emergency Services have been engaged on the proposals as part of the design process. Their feedback has been incorporated into the proposed designs.

Measures of success

1. A reduction in the level of through traffic in the area particularly Valley Road, Gleneldon Road, Leigham Avenue and Sunnyhill Road.
2. Several roads form part of the Peckham to Streatham Healthy Route but the level of traffic exceeds the criteria. A measure of success would be traffic reduction to meet criteria without the need to introduce separated cycle infrastructure.
3. An overall reduction of traffic movement within the LTN and in the wider area.
4. Modal shift to more sustainable modes of transport by residents within the LTN.
5. Improvement in the current perception of danger and discomfort and improved air quality
6. Maintaining and/or improving bus journey times in the local area