

Spine Route Phase 2 – Experimental Traffic Orders - 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 the introduction of Healthy Routes as described in Appendix A and B of the Transport Strategy Implementation Plan (TSIP) 2019. It identifies the Spine Route (Belvedere Road, Upper Ground) as an extension of the cycle route on Cornwall Road and Webber Street. The rollout of Healthy Routes and the objectives of overall traffic reduction are also a key part of Lambeth’s Climate Action Plan (2022).

Locally, the Spine Route Masterplan has been adopted in 2023, and sets out the vision for the area. The Masterplan looks to transform the area and implement more green infrastructure, promote walking and cycling, reduce traffic and reconfigure local kerbside space. As part of the Spine Route Masterplan, traffic filters would be in place at strategic points to create better spaces for walking and cycling and make active travel more comfortable and safer. Phase 2 of the Spine Route looks to trial these traffic filters as Experimental Traffic Orders.

Objectives

The Spine Route – Phase 2 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
- Reduce the length that motor vehicles spend on the Spine Route, ensuring that traffic gets redirected to the local A-road network.
- 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 improvements to the Healthy Route alignment.
- preserve motor vehicle access so residents and local businesses can use cars and vans when they need to, this includes access to local car parks.

Use of Experimental Order

The scheme will be introduced by means of an Experimental Traffic Order (ETO) and will involve the introduction of 2 traffic filters at strategic through traffic points along the route. At these points, through traffic routes will be halted and redirected to the main road network. The aims are to deter through traffic (whilst retaining access for local vehicles), reduce traffic overall, and encouraging modal shift to more sustainable modes of transport. At one location on Upper Ground at Waterloo Bridge, two sets of one-directional No Motor Vehicle signs will be used, to also exempt local buses and Emergency Services. At the second location on Upper Ground at Bernie Spain Gardens, a section of one-way with contraflow cycling will be introduced.

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. 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 on Belvedere Road and Upper Ground
2. A reduction of traffic moving between one end of the Spine Route (i.e. Chicheley Street) and the other (i.e. Cornwall Road or Broadwall)
3. Improvements to conditions of the Healthy Route on Belvedere Road and Upper Ground.
4. Modal shift to more sustainable modes of transport by residents and visitors in the area.
5. Improvement in the current perception of danger and discomfort and improved air quality