



Low Traffic Neighbourhood

Engagement Summary Report

Technical design expertise by:



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1. Introduction

In this document, we present a summary of the first phase of the Brixton Hill Low Traffic Neighbourhood (LTN) engagement process - which took place from the November 2021 to August 2022.

Engagement explored the opportunity for a Low Traffic Neighbourhood and wider street improvements in Brixton Hill. We want to re-imagine the neighbourhood to meet the challenges of the future. This means creating an area that is low-traffic, climate resilient and better suited for active travel. It also means transforming car parking to other uses such as green space, shared mobility and/or more community uses.

Lambeth's Transport Strategy identifies areas within the borough where walking and cycling conditions could be improved by introducing low traffic neighbourhoods and healthy routes. Brixton Hill is one of three areas being explored, following five previous Low Traffic Neighbourhoods introduced in 2020 in Oval to Stockwell, Railton, Ferndale, Tulse Hill and Streatham Hill.

Our Community Street Design team has undertaken engagement activities to 'identify' and 'design' ideas to improve local streets in Brixton Hill. Community input has been used along with other sources of data such as traffic counts and speed data to create initial design concepts.

The scheme is being developed iteratively and we will produce further engagement reports as ideas are implemented.



1.1. Lambeth Transport Strategy



Lambeth's 2019 Transport Strategy sets out the priorities for the local transport network

Lambeth's 2019 Transport Strategy sets out the priorities for the local transport network:

Sustainable Growth:

For Lambeth to continue to thrive we need new homes, jobs and investment in our borough. We need to ensure this 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. We need to make it easier for people walking, wheeling and cycling.

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. We need to take advantage of new technology.

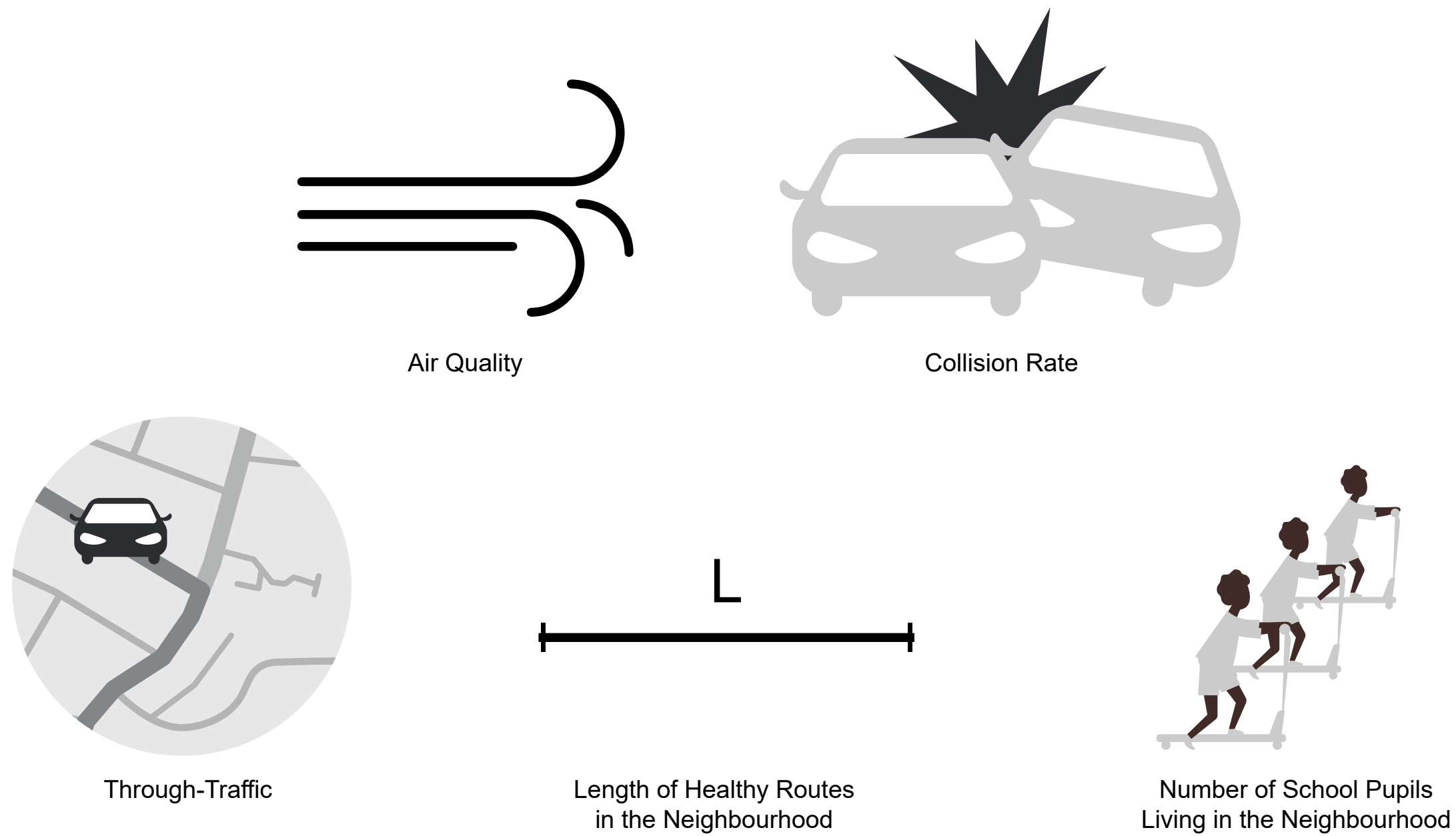
Active and Safe:

Transport is both a cause and a potential solution to public health issues. By discouraging traffic we can reduce road danger, the risk of poor health due to pollution and encourage daily exercise.

Clean Air and Carbon Neutral:

We need to move swiftly towards carbon neutrality by 2030 to respond to the climate emergency we face.

1.1.1. Low Traffic Neighbourhoods



Low Traffic Neighbourhood criteria as defined in Lambeth's 2019 Transport Strategy

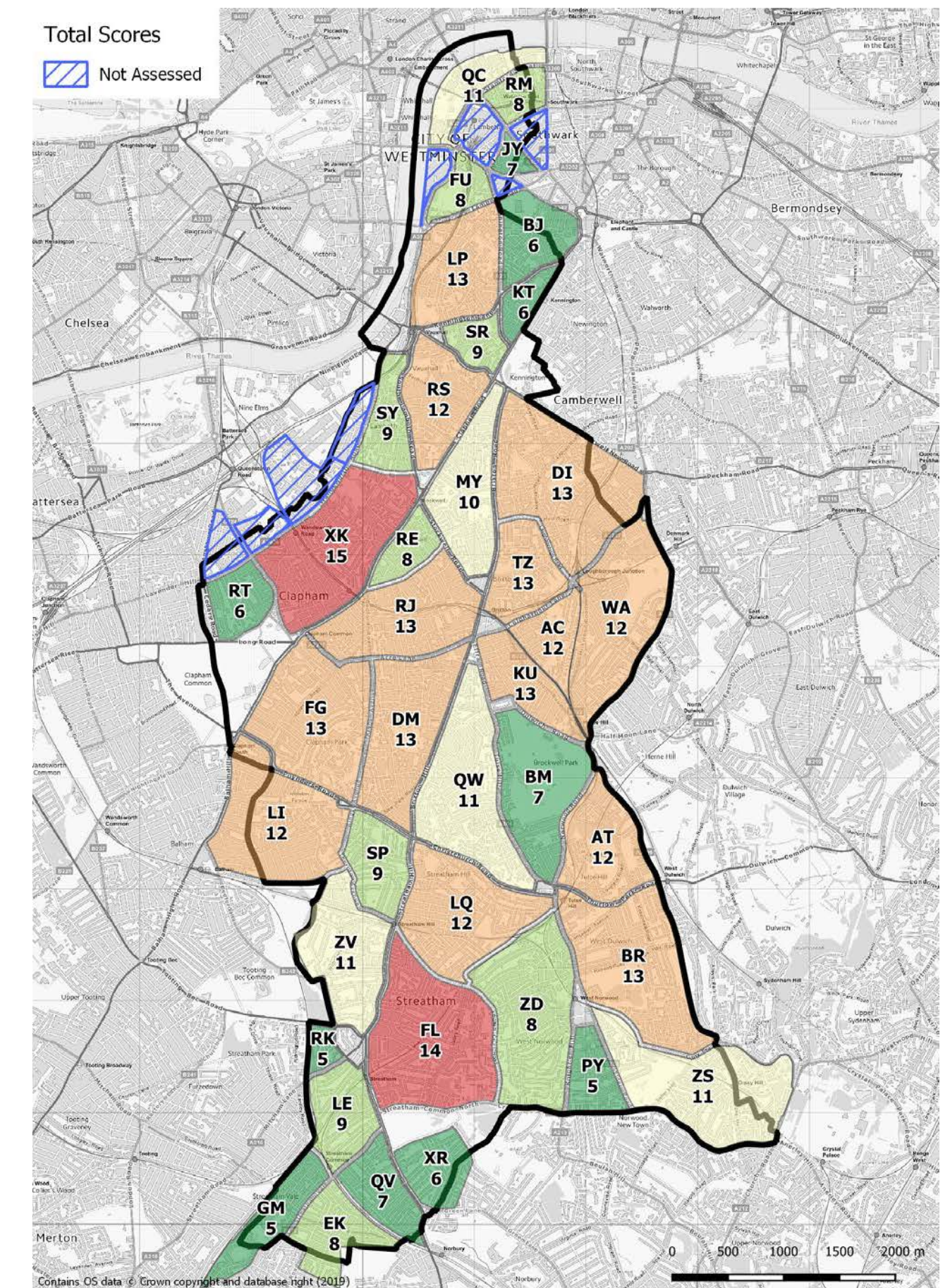
An assessment of neighbourhood areas across the whole borough has been carried out using five criteria, scored on a scale of 1–3, with the maximum overall score being 15;

- 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 (on the right). 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.

Annex A
Neighbourhood Assessment

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



1.1.2. Healthy Routes



Healthy Route Criteria for walking and cycling as defined in Lambeth's 2019 Transport Strategy

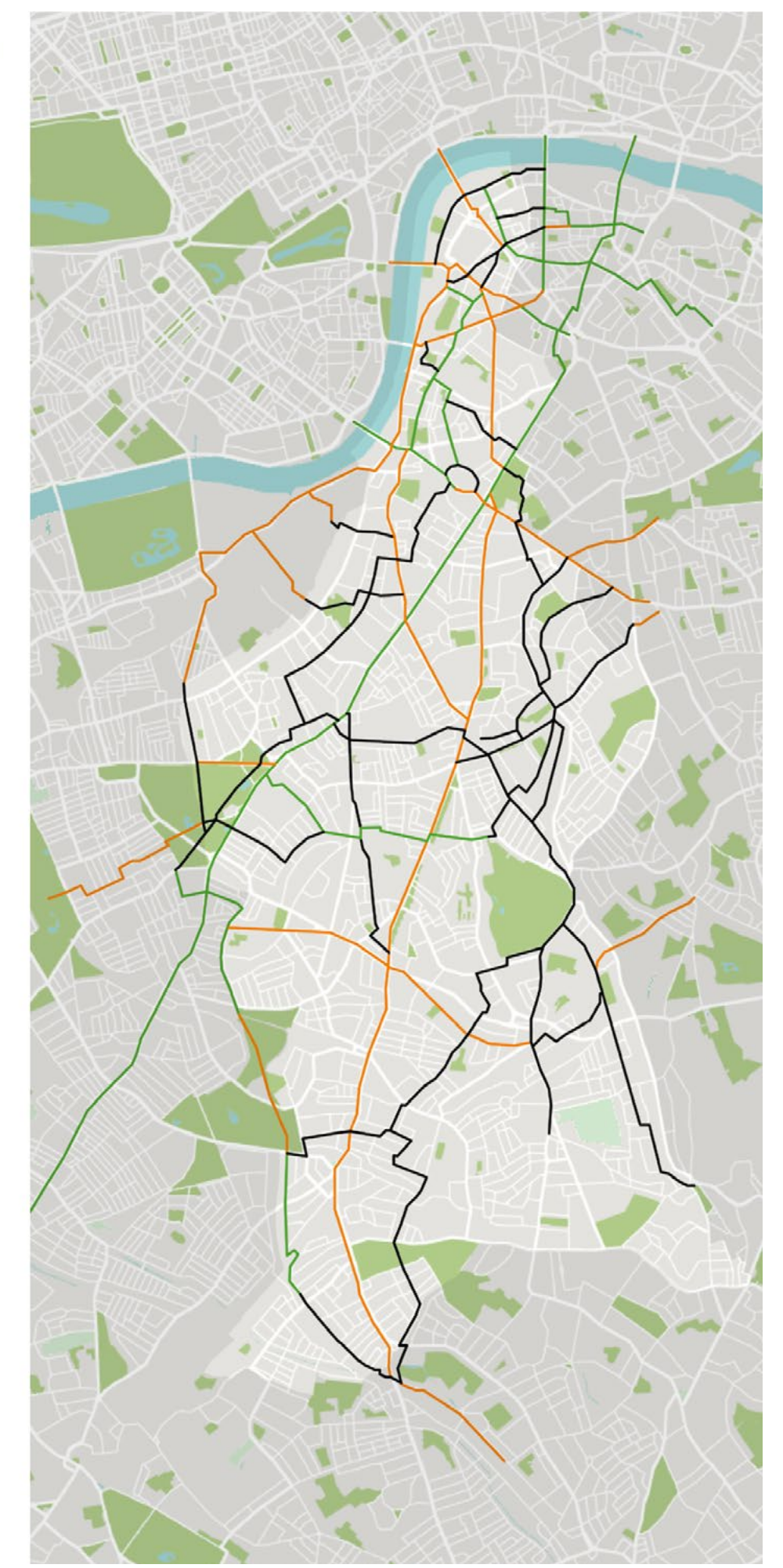
What is a Healthy Route?

- They have the right conditions to enable more people to walk and cycle
- Links people with places they need to get to, such as schools, workplaces, amenities and shops
- Convenient, attractive, feels safe and is accessible to all
- Could be a residential street or a main road or a combination of both
- Motor traffic levels are low, or on busier roads there is dedicated space that is not shared with general traffic

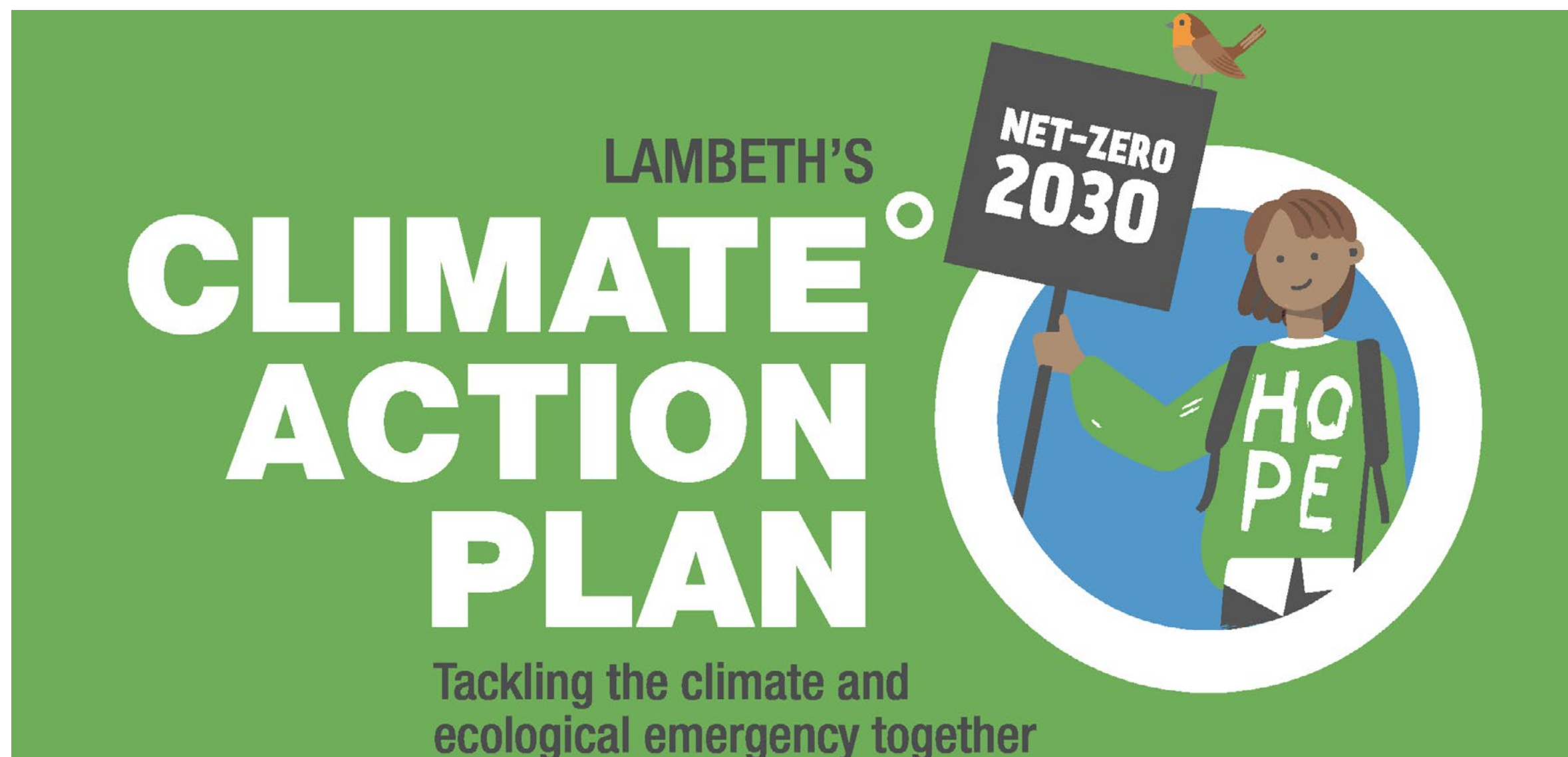
Lambeth's proposed Healthy Route Network is a key element of our Transport Strategy (see map on the right). The network we have identified is the result of extensive engagement with stakeholders and the wider community, as well as evidence we have gathered about the most significant places for walking and cycling trips, now and in the future.

Figure 1: Healthy Route Network

- Existing routes
- Lambeth delivery
- Partnership delivery



1.2. Climate Action Plan



Lambeth's 2022 Climate Action Plan sets out the goals for 2030

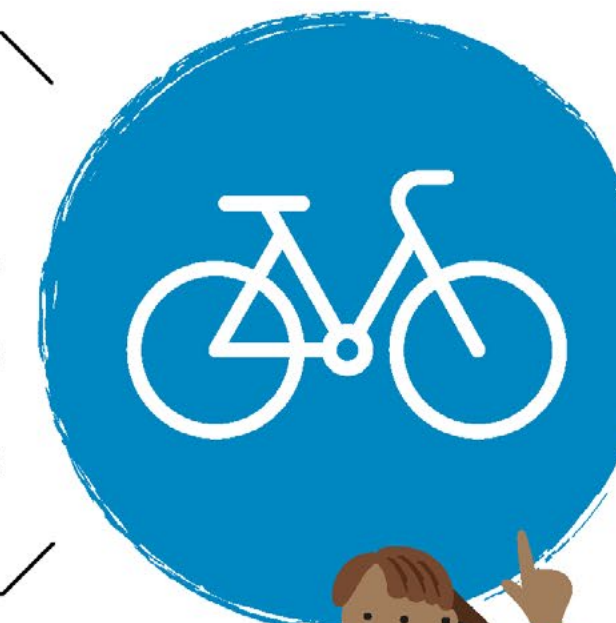
In 2021, Lambeth's citizen's assembly published recommendations for all in the borough to tackle the climate emergency. Building upon the recommendations with help from organisations across the borough, Lambeth published its Climate Action Plan in 2021. The key transport outcomes are shown below:

Reduce traffic

Plan and develop local areas to ensure residents and businesses' essential needs can be met locally. Improve public and safe active travel provision and shared vehicle access to reduce car dependency and decrease motor traffic by 27% in the borough.

Shift modes

At least 85% of journeys in Lambeth are made by walking, cycling or other public transport modes by 2030.

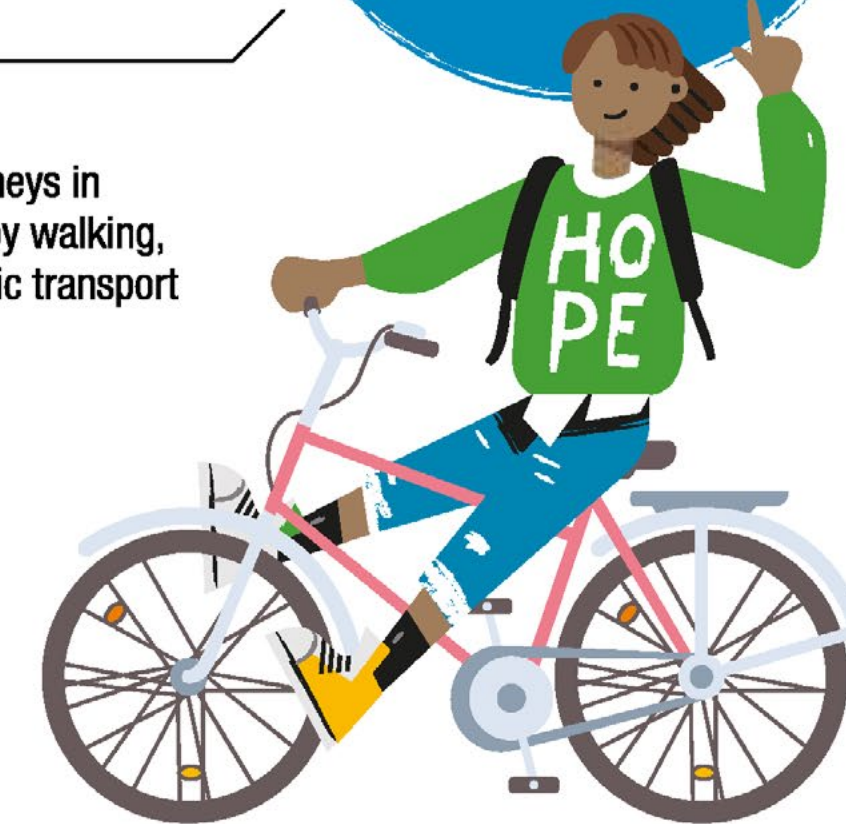


Climate friendly streets

Enable 25% of kerbside space on Lambeth streets to be allocated to uses that enhance community and business resilience to climate change e.g. tree planting, Suds, cycle parking, children's play, parklets, shared spaces.

Net zero freight

Achieve zero direct emissions from freight, delivery and trade by 2030 by working with our business community to develop and deliver freight consolidation solutions, de-carbonisation of vehicle fleets, and increased uptake of zero-carbon delivery solutions such as cargo bikes.



2. Project Context

The area being explored is bounded by the A23 (Brixton Hill) to the east, the A205 (South Circular) to the south, Kings Avenue to the west and Acre Lane to the north. The exact design of the LTN is to be confirmed. The area is broadly residential both within the proposed LTN and on the boundary roads.

ASPIRATIONS/OBJECTIVES:

- Create a more climate resilient neighbourhood
- Introduce low-traffic neighbourhood interventions to reduce car dominance and remove through traffic.
- Encourage a shift to more sustainable transport modes such as walking and cycling
- Make the roads safer by reducing motor traffic
- Improve local air quality
- Deliver the Mayor of London's Healthy Streets Approach
- Enhance the local public realm through improving pavements and installing more dropped kerbs, green infrastructure and community space

HISTORY:

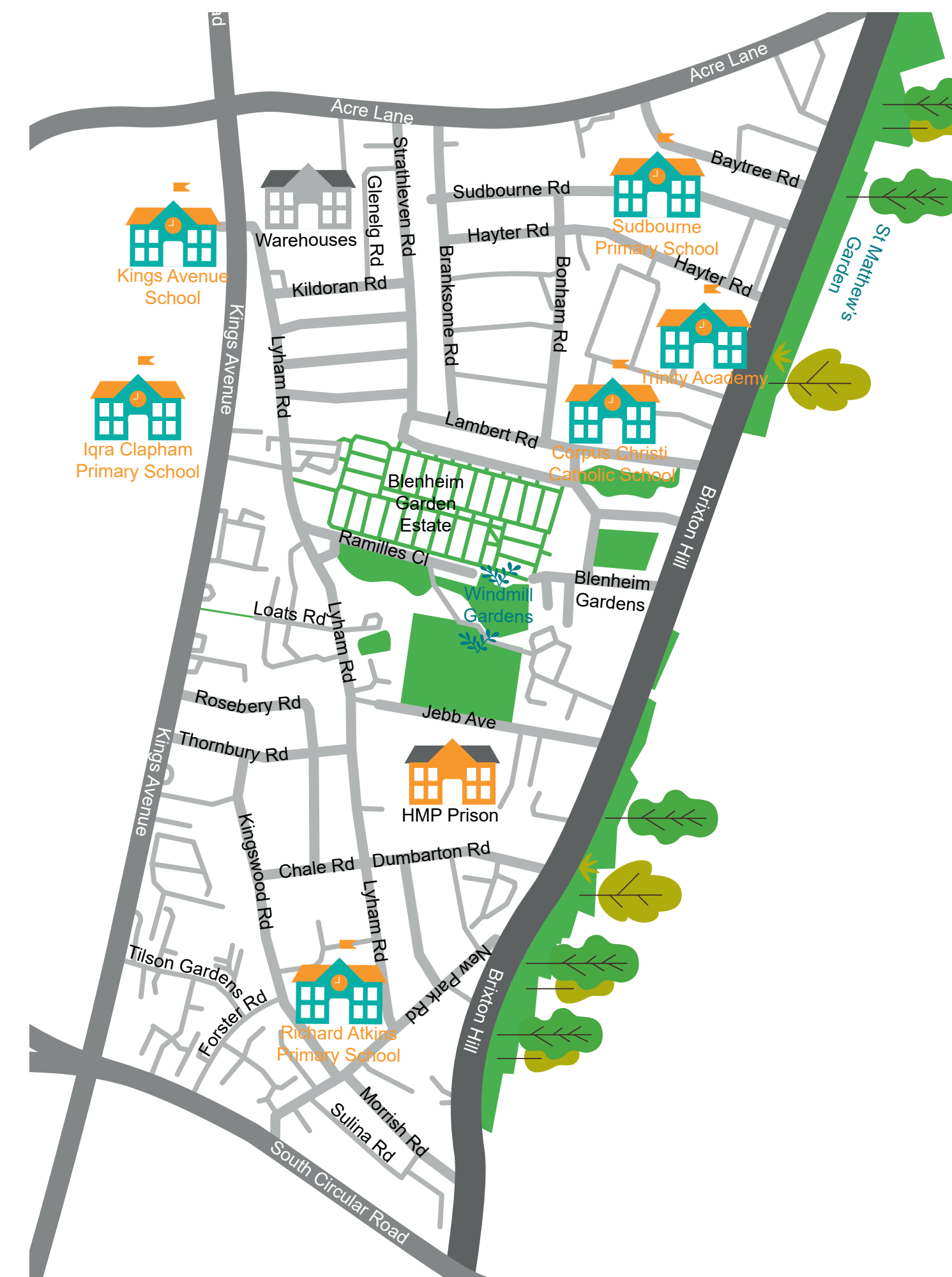
Part of the area was identified in the Brixton Liveable neighbourhood project in 2019.

Concerns have been raised about speeding, rat-running and dangerous driving.

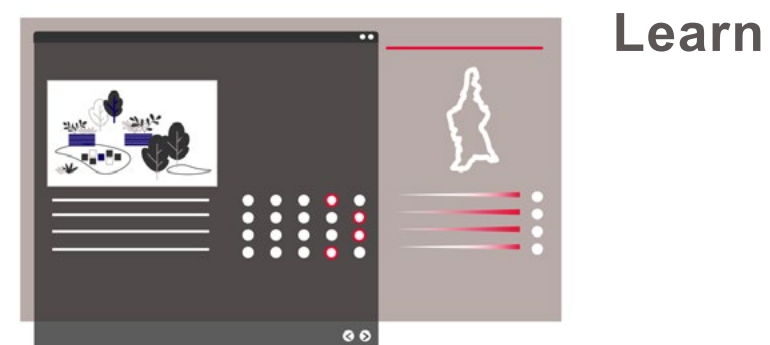
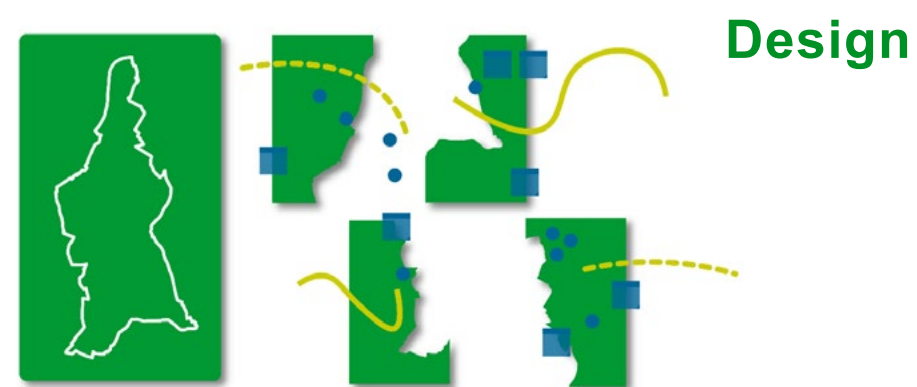
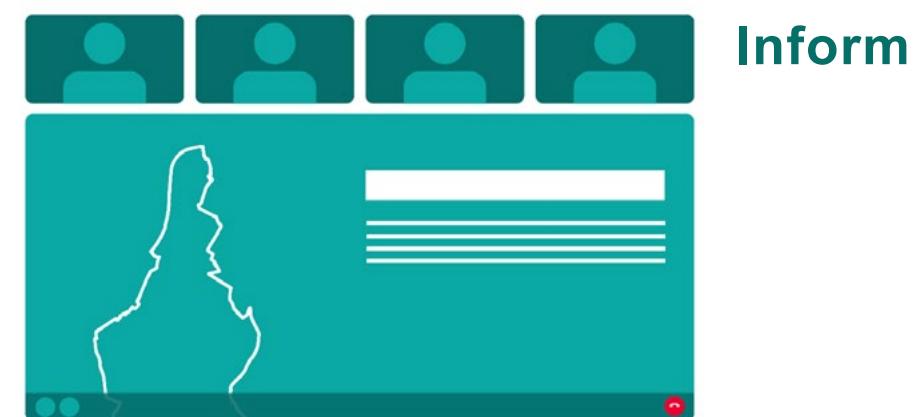
Our baseline data from 2017, 2019 and 2020 shows, there are high vehicle flows on Lyham Road and Dumbarton Road (on average more than 300 vehicles per hour in the peak), New Park Road (more than 400 vehicles per hour in the peak).

Dumbarton Road, Lambert Road, Kildoran Road, Glenelg Road and Strathleven Road have high levels of cut-through traffic.

There are four primary schools in the area, one Sixth form college and one further education college. Many children and young people also travel out of the area to schools and colleges.



3. Engagement Approach



COMMUNITY STREET DESIGN ENGAGEMENT PROCESS

Lambeth Council prioritises collaboration, experimentation, and imagination in the design of the borough's streets. The Community Street Design team aims to involve all local people and organisations in this design process, whether this be coming up with an idea or sketch, to helping build and test designs in real life on Lambeth's streets.

We use five core principles to engage with the borough's diverse range of stakeholders:

Identify: Scoping out a project area, conducting initial research, identifying issues and opportunities with local people.

Design: Collaborative process working with local people to develop imaginative ideas that can be tested to improve the public realm

Inform: Sharing clear information at regular intervals. Ensuring we are transparent on timelines and decision processes.

Empower: Upskilling individuals and community groups to take ownership of the development, use and maintenance of different projects.

Learn: Evaluating projects and ideas including through 'formal consultation'

3.1. Engagement Timeline

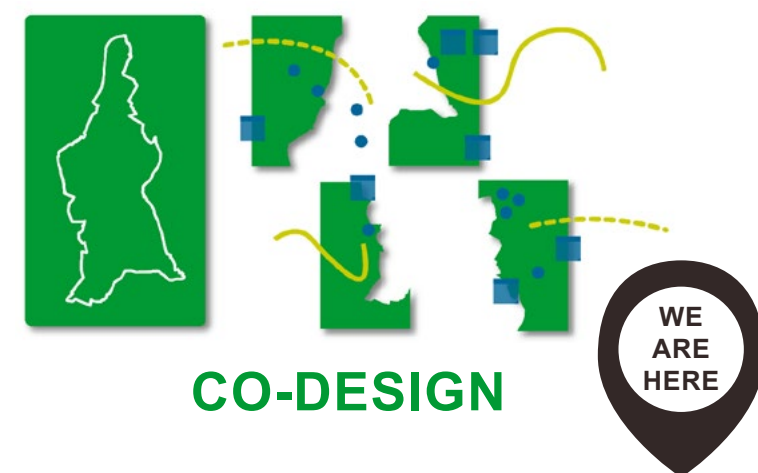
TIMELINE FOR OVERALL PROJECT DELIVERY

- Identify phase – November 2021 - June 2022
- Co-design phase – June 2022 - October 2022
- Trial and implementation phase: inform, empower and learn phases – October 2022 onwards

This timeline is approximate and will be adapted throughout the project.



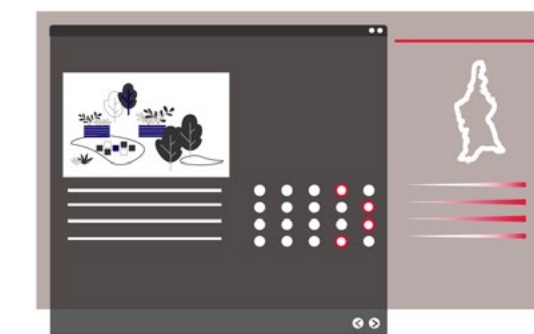
IDENTIFY



CO-DESIGN



INFORM



LEARN



EMPOWER

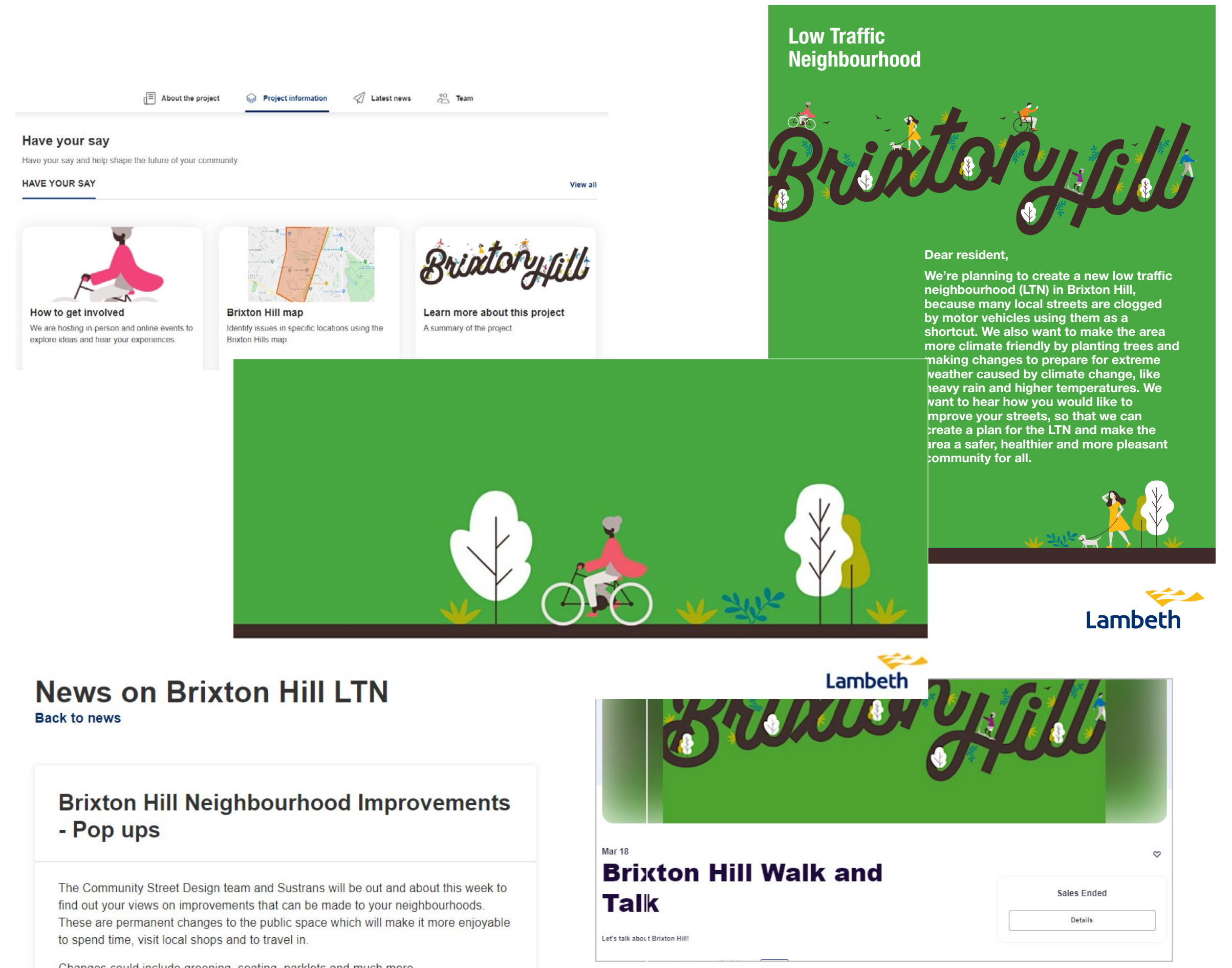
3.2. Engagement Overview

The Brixton Hill Low Traffic Neighbourhood identify and co-design stages of engagement took place from November 2021 to October 2022.

The engagement was advertised through different streams and aimed to reach a wider variety of people.

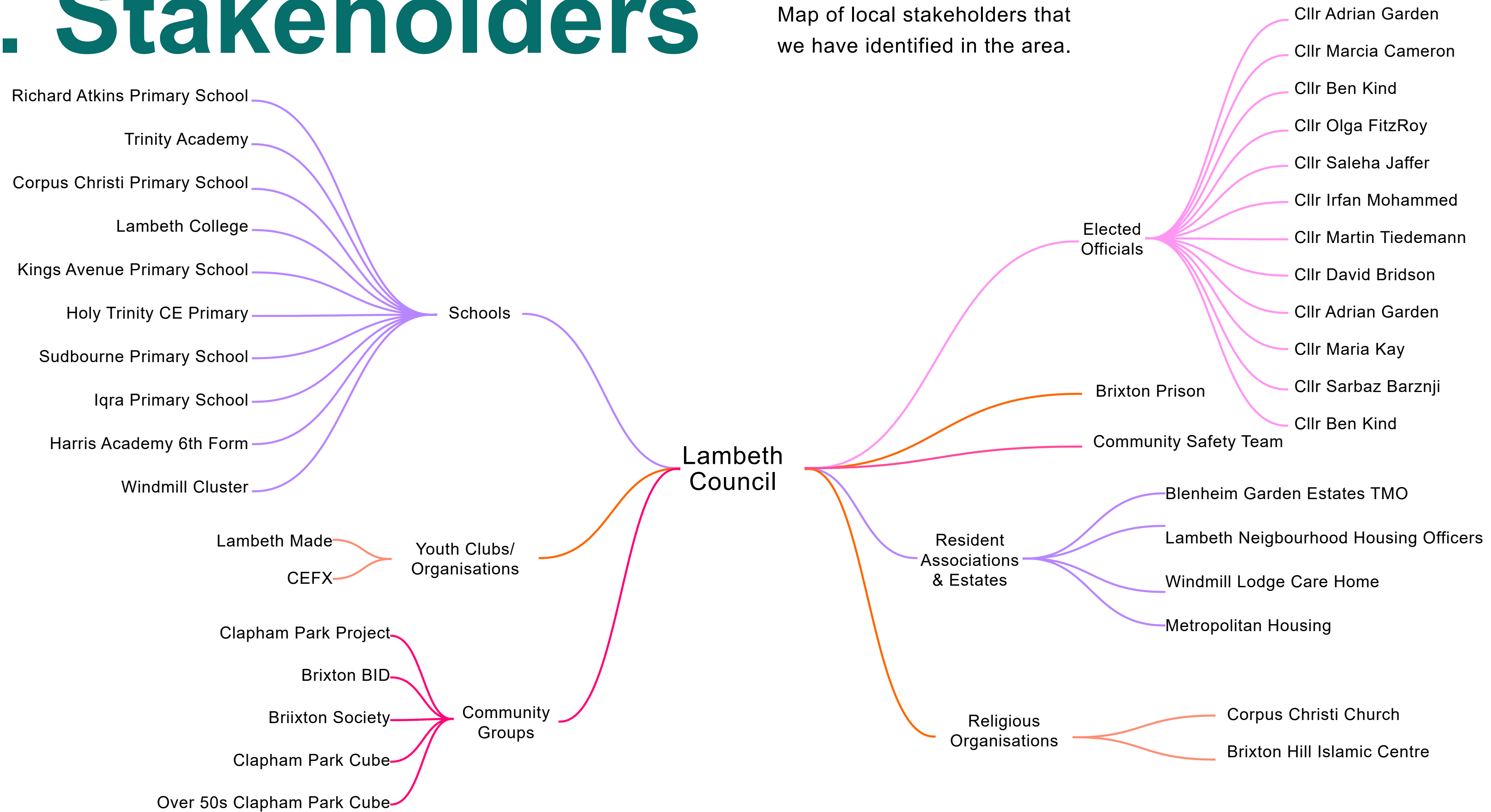
Here we present:

- Stakeholders
- Engagement & Communication Methods Overview
- Engagement headlines



3.3. Stakeholders

Map of local stakeholders that we have identified in the area.



3.4. Engagement & Communication Methods

Method	Detail	Output
Letter drop Sent to all households within the proposed LTN and boundary roads	10th of December 2021 Information on the LTN and ways for residents to provide their views.	7523 residents 356 Commercial properties
Posters Installed in and on the boundaries of the proposed zone	Installed in the first week of November to promote the Commonplace	50 posters
Stakeholder outreach Done in phases	Direct emailing and calling of stakeholders in the area	Stakeholders contacted as per stakeholder map.
Commonplace heatmap	Interactive map hosted online where respondents could leave feedback	1260 comments from 561 respondents
Social Media	Twitter advertisement	4 tweets 1st Reach 215 Click 2 2nd Reach 40621 Clicks 10 3rd Reach 51866 Clicks 38 4th Reach 151 Clicks 3
Press Release https://love.lambeth.gov.uk/brixtonhill-ltn-views/	Article highlighted the new LTN proposal and ways to get involved.	590 page views
Face-to-face meetings	Site visits with key stakeholders in the area	11 groups and two Estate Residents Associations

Method	Detail	Output
Walk and Talk Advertisement	Leaflets were dropped to local businesses to promote the walk arounds.	500 leaflets
Walk and Talk	18th March and 24th March (Blenheim) In person walk in Brixton Hill with facilitated discussion and journals to complete	17 Participants
Youth Engagement	Activities with CEF Easter youth provision	14 young people, 12- 15 year old.
Business Engagement	Market researchers visited businesses and conducted the surveys	29 businesses took part
Pop-up events	2 x Pop Up stalls: Lyham Road New Park Road	Various businesses and passers-by
Face-to-face meetings	Site visits with key stakeholders in the area	Facilitates in-depth conversation, collaboration, and connects us with the most engaged stakeholders

3.4.1. Letter Drop

Why: To inform locals about the plan to create a new low traffic neighbourhood in Brixton Hill and encourage people to share their views about the area.

Low Traffic Neighbourhood

Brixton Hill

Dear resident,

We're planning to create a new low traffic neighbourhood (LTN) in Brixton Hill, because many local streets are clogged by motor vehicles using them as a shortcut. We also want to make the area more climate friendly by planting trees and making changes to prepare for extreme weather caused by climate change, like heavy rain and higher temperatures. We want to hear how you would like to improve your streets, so that we can create a plan for the LTN and make the area a safer, healthier and more pleasant community for all.

What is an LTN?

A low traffic neighbourhood is an area where some roads have been 'filtered' at one end to stop cars, vans and other motor vehicles from using local streets as shortcuts. This reduces traffic and makes streets safer to walk, wheel, scoot and cycle.

Residents and people visiting or making a delivery can still access any road using a motor vehicle by entering via the end of the road that has not been filtered. Emergency vehicles, council refuse vehicles and accessible transport providers can drive through some of the filters.

Over time, LTNs can encourage people to switch from driving to more sustainable ways of travelling, like walking, using public transport or cycling. This is one of the ways we can tackle the climate change emergency in Lambeth.

Share your ideas to help us improve our plans

Before we introduce the LTN we want to hear about your experiences of travelling around the area and what ideas you have to make it work better for everyone.

For example, we could create new green spaces with benches and room for kids to play, build outdoor seating near local cafes and put raingardens into the new traffic filters to reduce flooding during heavy rain by helping water to soak into the ground.

This is the first part of the project, and it will last from 10th December until 4th February 2022. In the new year, we will be sharing detailed proposals with the community. Then, we plan to introduce the LTN on a trial basis - so that we can learn from how traffic changes before deciding whether to make it permanent.

To contribute visit brixtonhilltn.commonplace.is/ and let us know what you think.

We're taking action in response to the Lambeth Citizens' Assembly

Lambeth was the first London borough to officially declare a climate emergency. As part of our response, this summer we held a Citizens' Assembly on the climate crisis. The assembly, made up of 50 residents, proposed actions everyone in Lambeth should take to tackle climate change. Their recommendations included reducing the number of private vehicle journeys, introducing greener transport options and creating more climate-resilient spaces.

Find out more online by searching 'Lambeth citizens assembly'

Example of how the traffic filters will look during the trial phase of the project.

Mock-up of how a filter might look if the scheme becomes permanent. This image shows the Railton LTN.

Lambeth

brixtonhilltn.commonplace.is/

Lambeth

3.4.2. Posters

Why: To complement the letter drop. To inform locals about the plan to create a new low traffic neighbourhood in Streatham Wells and encourage people to share their views about the area.

Low Traffic Neighbourhood

Brixton Hill

Are your streets working for you?

Tell us what you want to change!

We want to make Brixton Hill a safer, healthier and more pleasant neighbourhood for all. Tell us your ideas for the future of the area.

Visit brixtonhilltn.commonplace.is/ to have your say from 10th December until 4th February 2022.

There's too much traffic

I'm worried about air quality

Could we create more green spaces?

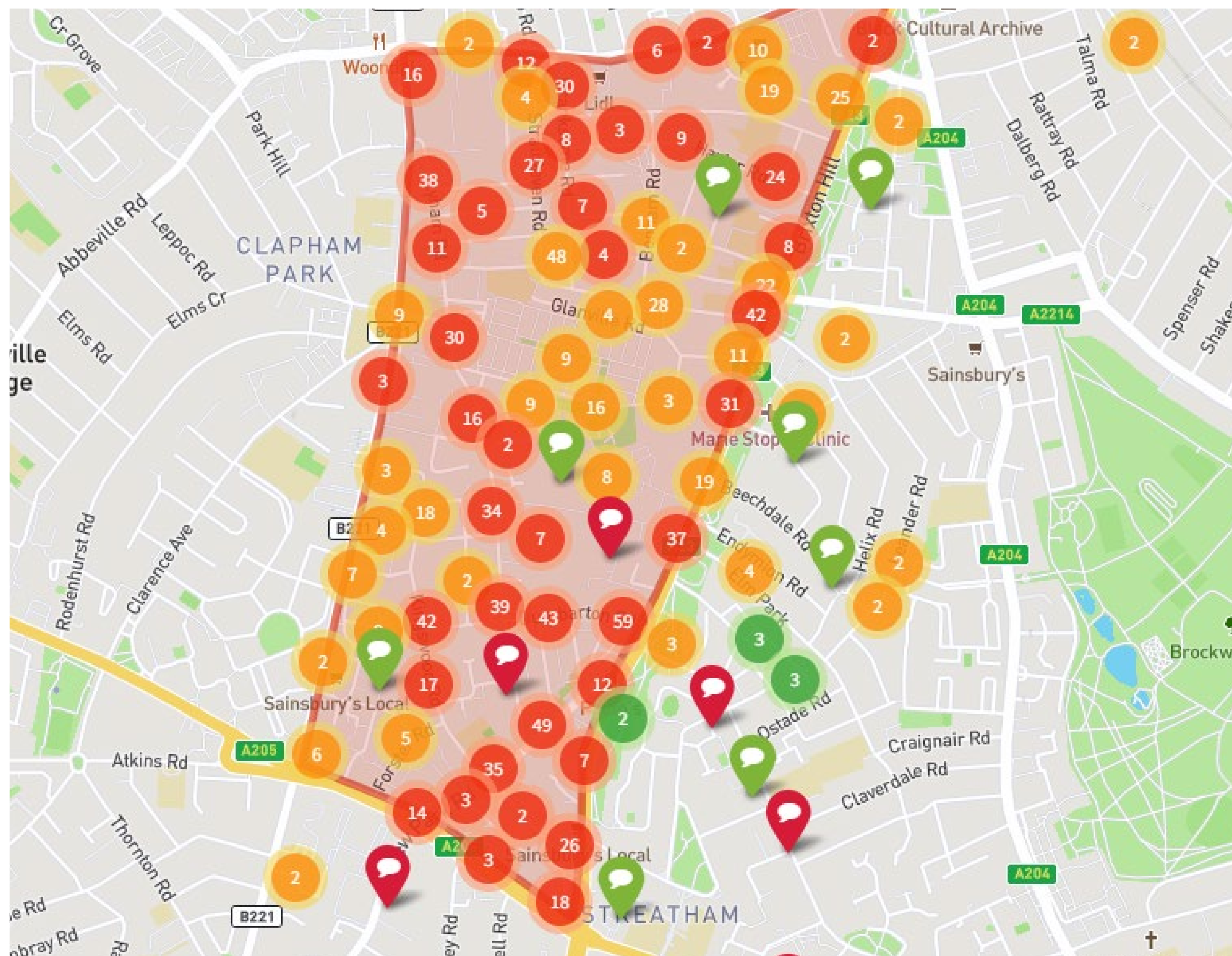
I can't cross the road safely

Lambeth

brixtonhilltn.commonplace.is/

Lambeth

3.4.3. Commonplace



Heat map as shown on Commonplace

10.12.2021 to 04.02.2022

1260 comments from 561 respondents

Active travel:

- Areas identified that don't feel safe for cycling
- Roads that would benefit from segregated cycle lanes
- Areas where more cycle parking is needed
- More TfL cycle docking stations
- Street clutter blocking pavements
- Pavement surfaces that need improving
- Pavement widths that need improving

Traffic and Congestion:

- Roads with current congestion issues
- Potential displacement issues if traffic filters/ further bus lanes/ cycle lanes are introduced
- Congestion impacts on the emergency services

Road Safety and Junctions:

- Roads identified with speeding issues
- Dangerous junctions (roads off Brixton Hill and Acre Lane. Other roads included were Lyham Road, New Park Road and Dumbarton road)
- Traffic calming ideas such as build-outs, road narrowing
- Road safety specifically in relation to schools ie. Richard Atkins school and Lambeth College

Design ideas:

- Improvement of signage for walking and cycling routes
- Greening, mini parklets, food growing, community garden improvements
- Playground and play feature improvements
- Pedestrianisation improvements
- Artworks
- Specific locations for traffic filters, changes to the vehicle movement ie new one way systems, build-outs at crossing points

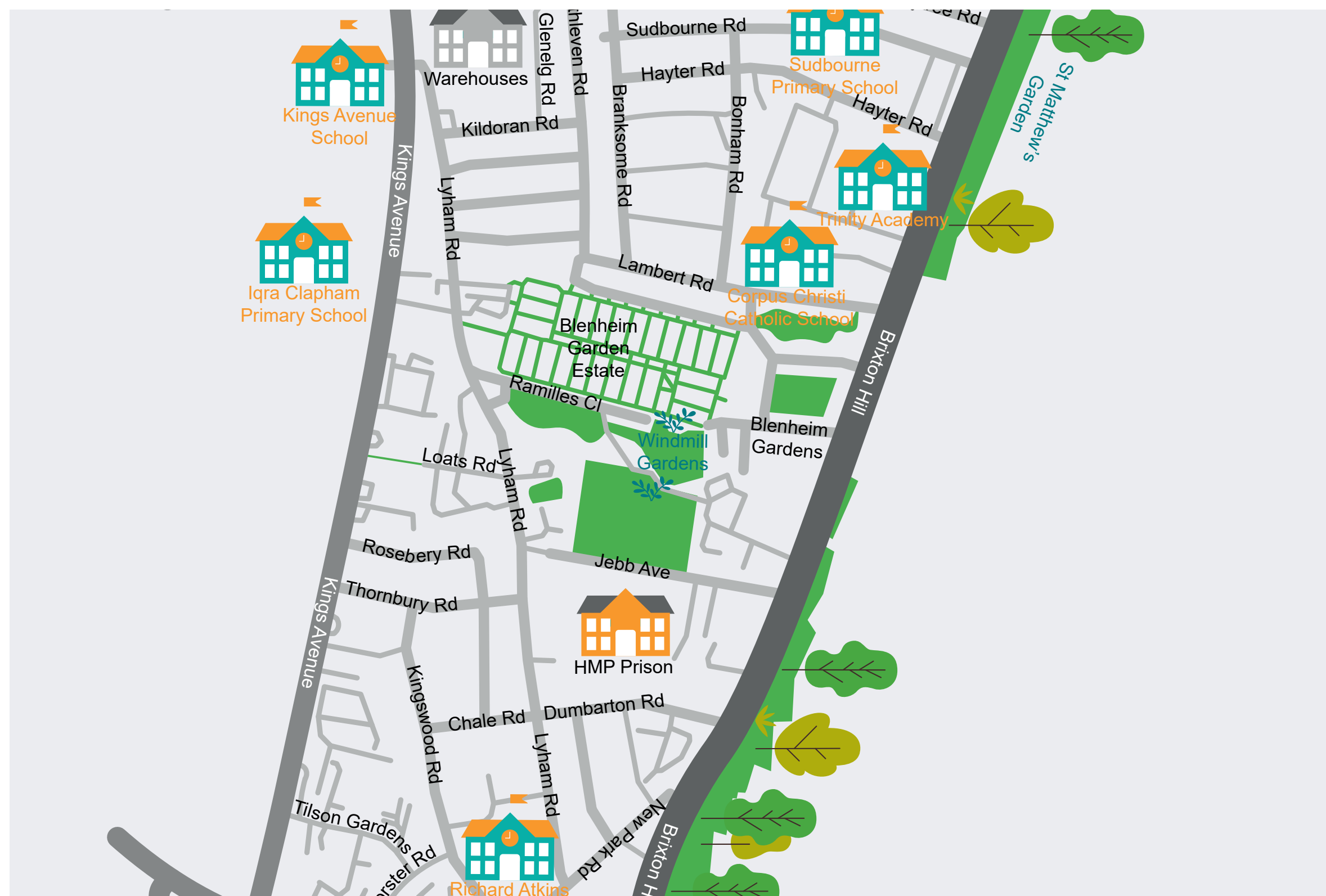
3.4.3. Commonplace

Driving															
	Two-way filter	One way filter and add a cycle lane	Resident access only	School street	Do not filter	Protect against HGVs	Improve Signage	Removal of current restrictions	No left turn	No right turn	Speed calming measures	Put in box junction	Reduce Parking	Improve junction safety	Reduce traffic and idling vehicles
Baytree Rd								x							
Beverstone Road	x				x										
Blenheim Gardens							x	x			x				
Branksome Road	x		x				x	x			x				
Brixton Hill x Lambert															x
Brixton Water Lane											x				
Chale Road	x												x		
Crescent Lane							x								
Dumbarton Road	x	x		x			x			x	x	x	x		
Forster Road	x														
Glenelg Road	x	x								x					
Hayter Road	x		x												
Hayter x Branksome				x											
Horsford Road			x								x				
Kildoran x Lyham Rd										x					
Kildoran Road				x						x					
Kings Avenue										x					
Kingswood Road	x		x							x					
Lambert Road	x								x						
Lyham Rd	x	x	x				x			x					
Lyham Road x Prague Place														x	
Lyham Road x Crescent Ln	x														
Mandrall Road										x					
Morrish Road										x					
New Park Road	x	x	x	x			x					x	x		
Porden Road							x								
Renton Close											x				
Roseberry Road										x					
St Saviours Road													x	x	
Strathlaven Road	x	x	x	x			x			x					
Thornberry Road										x					
Torrens Road										x					
Trent Road junction										x	x				

Walking													
	Improve safety of crossings	Improve frequency of crossings	Increase pedestrian signals	Add raised crossing flush with pavement	Improve pavement surface	Widen pavement	Add dropped Kerbs	Improve wheelchair journeys	Increase greenery	Add tree pits for existing trees	Add Seating	Create community space	Specific:
Acre Lane	x	x			x								Tescos, outside the yard
Baytree Rd					x								
Beverstone Rd									x				
Blenheim Gardens								x	x				
Branksome Rd					x								
Brixton Hill	x	x											St Saviour's Rd, Jebb Ave, Dumbarton Road, Lambert Road Brixton Hill/ Acre Lane/ Coldharbour lane and Brixton Hill / Brixton Water Lane
Brixton Hill x Lambert	x												
Bonham Rd					x								
Chale Rd					x								
Crescent Lane	x					x							Lyham Road/ Crescent Lane junction
Dumbarton Rd					x								
Glenelg Rd					x				x				Corner of Strathlaven Road
Haycroft Rd					x								
Hayter Rd					x								
Horsford Rd					x								
Jebb Avenue						x	x						
Kildoran Rd									x				
Kings Av	x					x							Lyham Rd and Thornberry/ Roseberry Rd
Lyham Rd	x			x		x			x				Jebb Avenue, Londis
Maulever Rd					x				x				
Margate Rd					x					x			
Morrish Rd					x							x	
New Park Rd	x	x							x		x	x	New Park Road from Telegraph Passage.
Strathlaven Rd					x				x				
Sulina Rd									x				
Trent Road				x									

Cycling												
	Cycle Parking	TfL bike docking station	Segregated cycle lane	Two way cycle lanes	Improve design of existing bike lane	Improve Junction	Cycle signage	Improve road surface	Remove cross central separator	Specific:		
Acre Lane			x							Kings Av junct		
Branksome Road				x								
Brixton Hill	x		x			x		x				
Brixton Hill x Lambert						x				Lambert Road		
Jebb Avenue							x					
Kings Avenue			x					x	x			
Kingswood Road	x											
Lambert Rd x Brixton Rd						x						
Lyham Rd		x										
Lyham Road x Crescent Lane								x				
Morrish Road								x				
New Park Road	x		x									
Strathlaven Road					x							
Sudbourne Road	x											
Trent Road junction			x									
Wingford Road	x											

3.4.4. Walk and Talks



Extract of map as shown on the Walk and Talk journal shared with participants at the activity

When: 18th March 2022

Where/ what: A two-hour walk around the northern section of the proposed Brixton Hill LTN area including a refreshment stop to discuss attendee's views.

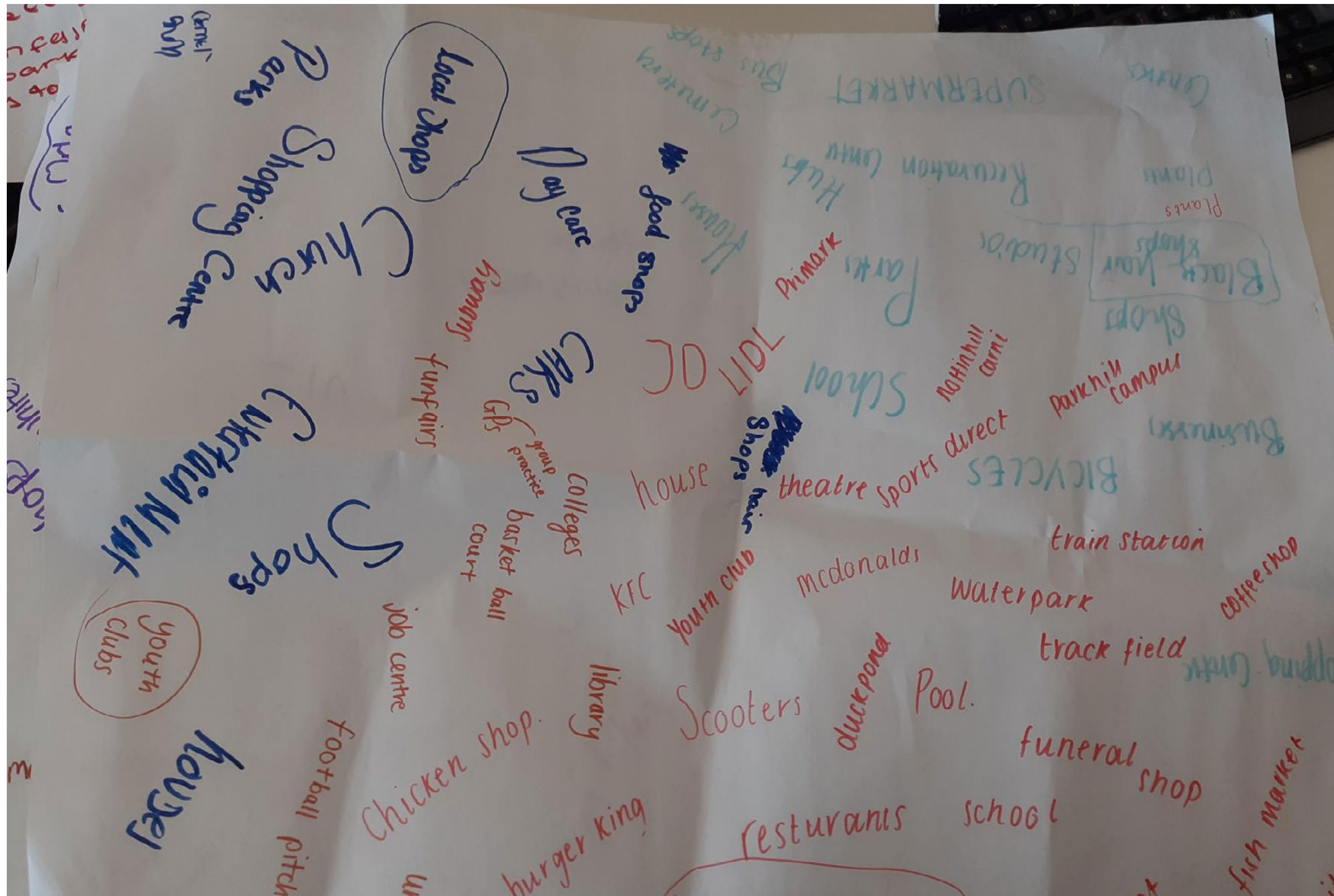
Outputs:

There was mixed support for the Low Traffic Neighbourhood across the group with both proponents and adversaries. There was no support from business attendees based on Brixton Hill due to the level of traffic on the A23 and the restrictions traffic filters cause for site visits.

The discussions highlighted initiatives that were important to the group such as greening, planting trees and creating spaces for humans, including play streets. Participants would like to improve the pedestrian experience with more crossings and better quality, clean pavements. Maintenance was mentioned frequently, in particular that Lambeth could respond more quickly to issues reported.

In the long term, participants wanted the elimination of financial penalties on people. Improved public transport including the extension of tube lines was also mentioned. Finally deliveries and services to an area ie plumbers, decorators etc should be accounted for in any changes to the transport network.

3.4.5. Youth Engagement



When: 7th April 2022

Where/ what: The Greenhouse, Windmill Gardens

14 young people aged 12–15 years old.

Outputs:

- The majority of young people felt safe walking around Brixton Hill at all times of the day. However, many of those who said they felt safe at night were accompanied by someone who made them feel safe. The feelings of unsafety were generally due to issues such as gangs
- The group was split 50/50 in whether they felt safe cycling or scooting in the area.
- Segregated cycle lanes would make cycling and scooting feel safer
- All mentioned that travelling would feel safer without

The group would like to improve the area with:

- Planting & green spaces
- Spaces to play and play sports
- Shops
- More transport options or infrastructure.
- Surface improvement on pavements and roads
- Longer crossing times for pedestrians
- Wider pavements

3.4.6. Clapham Park Project

When: 31 March 2022

Where/ What: Clapham Park Project, 1-4 Brixton Hill

Listening session with Clapham Park Project Staff

Outputs:

- The participants agreed with concerns highlighted in the traffic data and felt there needed to be a change to the volume of traffic and safety issues need addressing.
- Concerns were raised that the first 5 LTNS have resulted in busier boundary roads and that a Brixton Hill LTN would exacerbate the problem.
- Car clubs and EV points may help to encourage people to switch modes of transport
- Clapham Park Project provide communication channels which reach Clapham Park estate residents, older people coffee morning, newsletter and forums.

When: 5 July 2022

Where/ What: Clapham Park Cube, 116 Kings Ave

Over 50s Coffee Morning

Outputs:

- All residents use public transport or walked, some rely on their children to occasionally drive them.
- The New Park Road highway design was highlighted as problematic The road is very busy and parked cars cause issues.
- Thornberry Road is used as a cut through at speeds up to 70 mph.
- Loats Road parked cars was noted as reducing access for emergency services.
- Many participants have mobility issues and bad quality pavement in the borough exacerbate this.
- Short pedestrian crossing times at traffic lights were highlighted as an issue. The Clarence Avenue lights do not give enough time for a resident using a rollator to cross.
- Concerns raised regarding traffic increase on boundary roads and access routes into other LTNS such as Ferndale and Streatham Hill.
- Roads needs to be social/cultural places and should not exclude anyone with the changing of the roads or public realm.

3.4.7. Blenheim Estate



Session 1:

When: 23rd of March 2022

Where/ what: Blenheim Community Centre Hybrid focus group (11 attendees)

Output: (Workshop notes captures in images)

Residents discussed community, travel, space opportunities, traffic and safety.

Residents expressed concern about the traffic, particularly on Brixton Hill, however there were mixed views on whether LTNs are the solution to traffic issues.

Session 2:

When: 24th of March 2022

Where/ what: Blenheim Walk and Talk (7 attendees)

Output:

- The themes raised in the session were:
- Changes in the borough
- Improving the pedestrian experience & safety
- Improving community spaces
- Parking
- Enforcement
- Litter and street cleaning
- Chicanes, build outs and raised tables
- Cycling experience
- Traffic Light Signals
- Wayfinding
- One Way Systems
- Public transport

Discussions highlighted design ideas for the public realm, locations for drop kerbs for accessibility, zebra crossings for safety and the desire for clean air and low traffic as long as the solutions were equitable for all in the borough.

3.4.8. Business Survey

Brixton Hill LTN Business Survey

Lambeth is currently seeking feedback on the local issues regarding traffic, air quality, green spaces and the public realm in **Brixton Hill**. We know that as we move into the future, the risks associated with our changing climate, such as flooding or extreme heat events, will increase. Therefore, we want to improve the local area to make it more resilient to the challenges of the future, whilst also creating a low traffic neighbourhood where it is easier and safer to walk and cycle for all.

We recognise the role which businesses play in the local area and would like to find out more about your business including loading and delivery requirements. All feedback provided will be included as part of the design-making process for the new scheme.

Contact Details

1. Business name and address

2. Contact name

3. Please describe your business and trading hours

Business support

4. Our strategic priority is **supporting businesses to shift to greener methods of operation**. Which of the following would be beneficial for your business?

- Parklet
- Pavement widening
- Cycle parking (staff)
- Cycle parking (customers)
- Planting/greening
- Dedicated space for outdoor seating for customers
- Public art
- Part/ full pedestrianization
- E-scooter bays
- Staff travel planning/ active travel schemes
- Cargo-bike membership

Business vehicle use

5. Does your **business own** or **regularly use a vehicle** in day-to-day operations? If yes what type? If all that apply.

- No - skip to Q7
- Car
- Van
- Refrigerated lorry
- Bicycle/Cargo bike
- Moped/Motorbike
- Electric car/Van
- Private hire vehicle, i.e. Uber
- Van rental i.e. Zip-Van
- Other (please specify)

6. Where do you **store** your vehicle in **non-business hours**?

- At business address
- At home address
- Other (please specify)

Deliveries to the business

7. What type of **delivery vehicles** are used to **deliver** to your business?

- We don't receive deliveries
- Car
- Van
- Small Lorry
- Cargo bikes
- Heavy Goods Vehicle (HGV)
- Moped/motorcycles
- Other (please specify)

If you would like to speak with the Community Street Design team, about your business and transport needs you can email lowtrafficeighbourhoods@lambeth.gov.uk

When: 7th and 14th of July 2022.

Where/ what:

Lambeth Market Research team used an online survey to gather feedback from businesses.

The survey's objectives were to:

- Have a clearer understanding of businesses needs/wants and scope for change
- Create relationships with the businesses
- Include businesses in co-design stage

29 businesses took the survey, 1 gave their feedback without taking the survey.

General comments made:

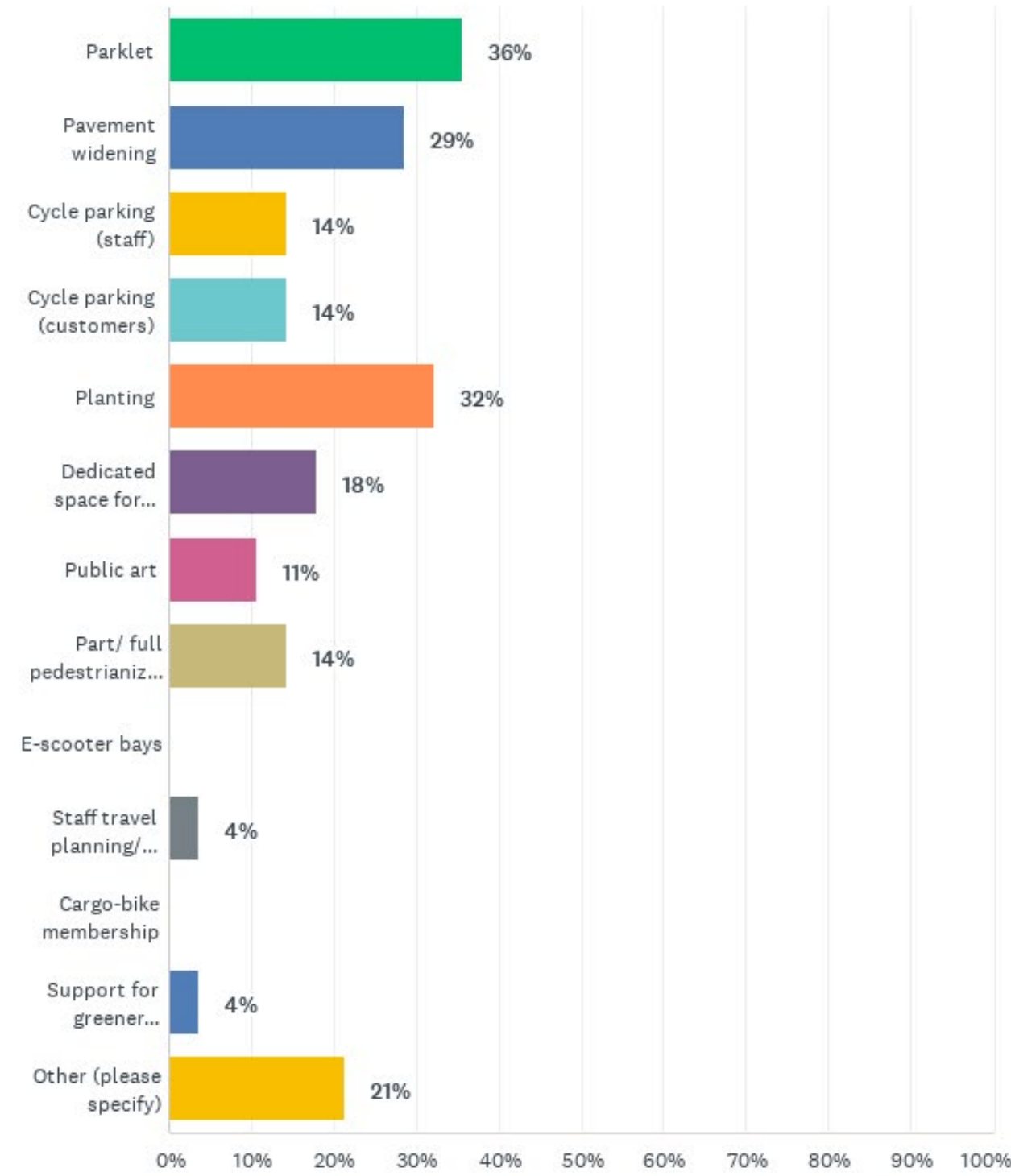
One of the perceived issues of existing LTNs is related to businesses being impacted by lower vehicular custom. However, the majority of businesses surveyed believe that customers walk to their businesses.

The majority of staff use public transport to travel to the businesses that were surveyed.

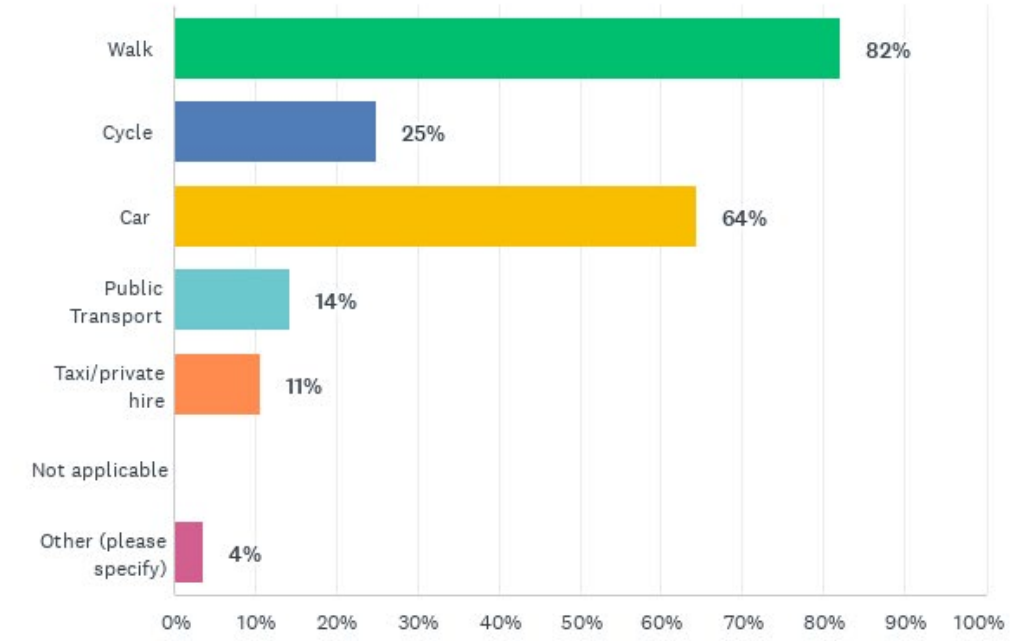
Parking is important for businesses for deliveries and loading. A loading bay at New Park Road would be beneficial for businesses

Parklets, greening and wider pavements were listed as the most beneficial strategic priority schemes for businesses.

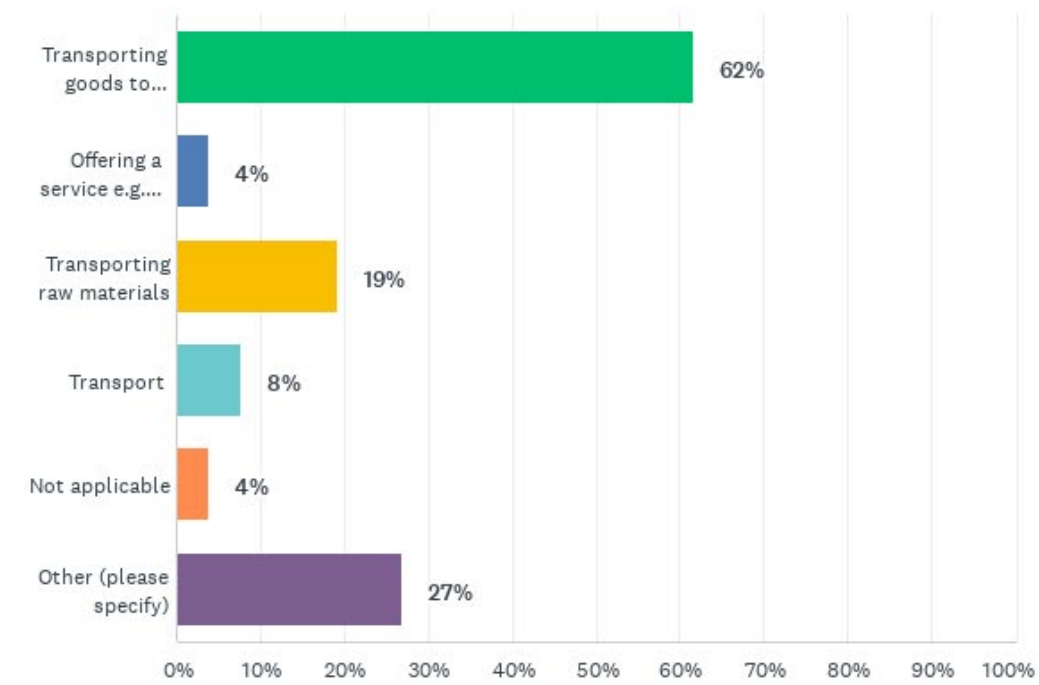
Q7 Our strategic priority is supporting businesses to shift to greener methods of operation. Which of the following would be beneficial for your business ?



Q4 How do you think your customers travel to your business? Please tick all options that apply to your customers.



Q9 What business use do you use your selected vehicle for?



Analysis of respondent's answers (above and on the right)

Major Wider Improvements

KEY:



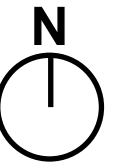
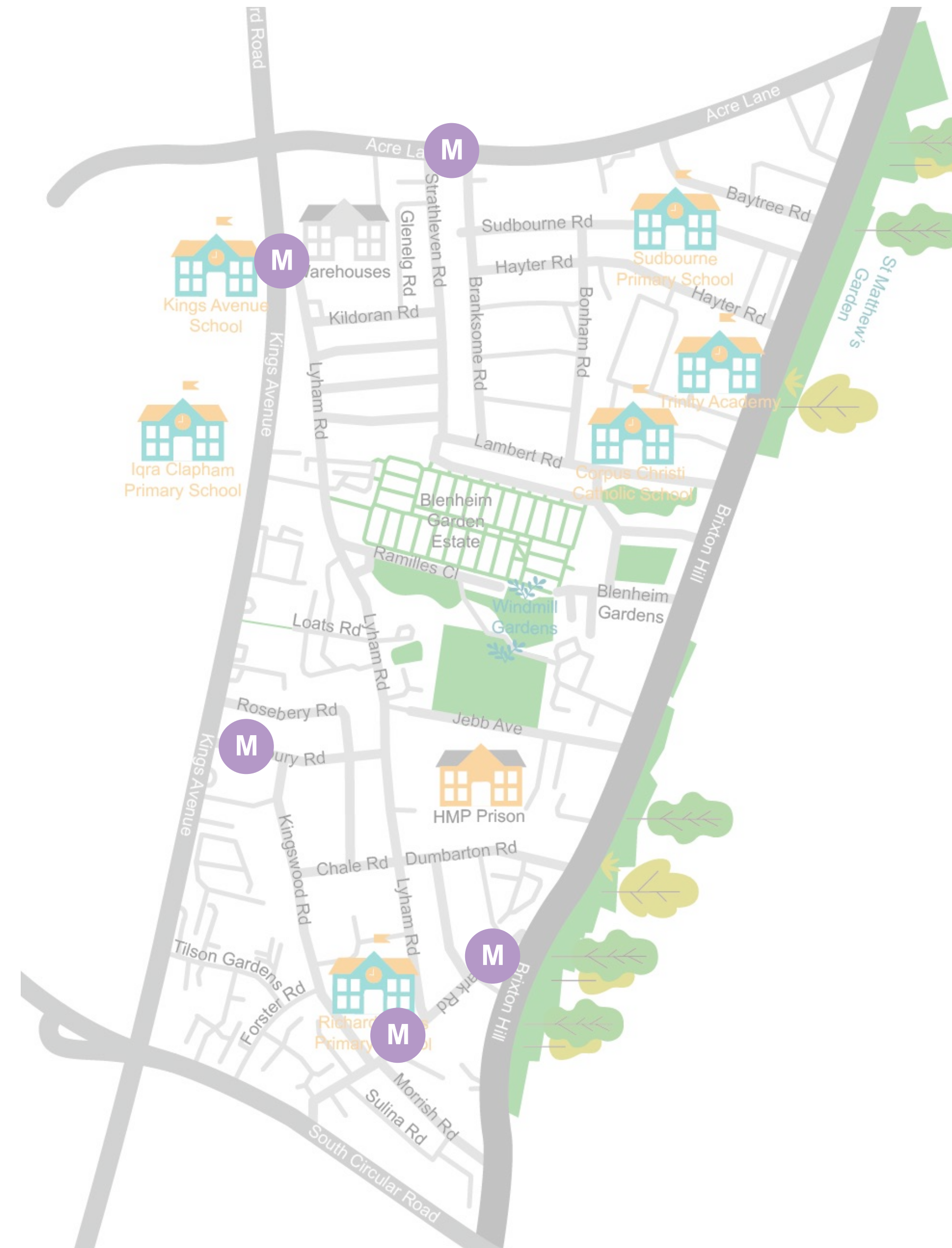
MAJOR IMPROVEMENT

- Acre Lane
- Lyham Road
- Strathleven Road X Mandrell Road
- New Park Road 1
- New Park Road 2
- Thornbury Road

The map highlights some of the most frequently mentioned opportunities for major street improvements as raised during the identify and co-design stages of the project.

Over the next phase of the project we will:

1. Prioritise the locations according to need and available funding.
2. Develop more detailed designs for the prioritised locations
3. Engage further with local communities on the developed designs



Tree Planting

KEY:



TREE PLANTING OPPORTUNITY

- o/s 32 Kings Avenue
- o/s Iqra Primary School (Kings Avenue)
- o/s Oakfield Court (Kings Avenue)
- o/s 3 St Saviour's Road
- o/s 22 Haycroft Road
- o/s 11 Horsford Road



Tate Streatham Library



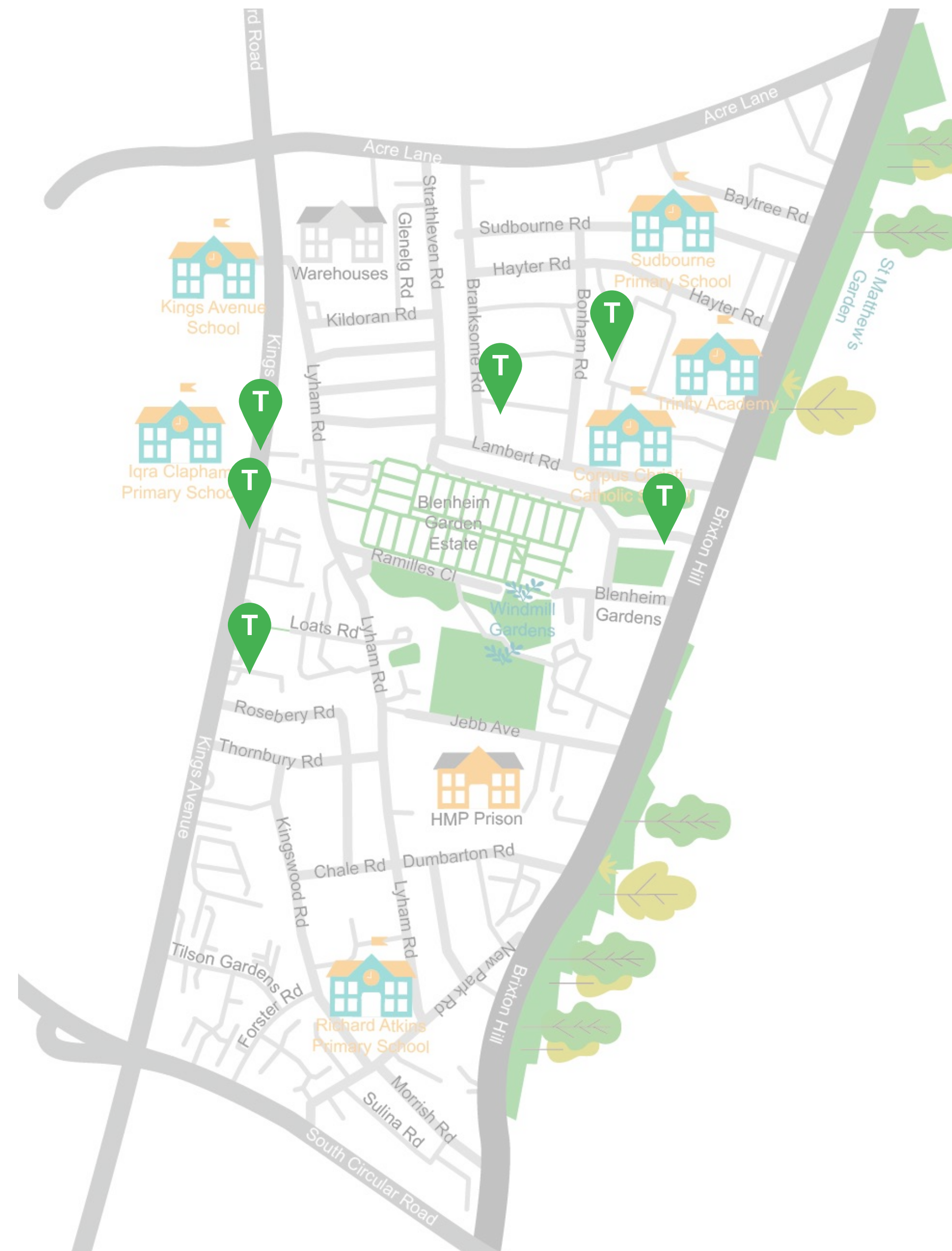
Train Station



School

The map showcases the sites which we have identified for tree planting/ replacement. Where existing tree pits are empty, we will work to install new trees. Where there are currently tree stumps, we will replace these with new trees.

We aim to bring these locations forward in the first half of 2023. As the project progresses, we will be looking at locations where we can excavate new tree pits and install brand new trees.



Cycle Parking

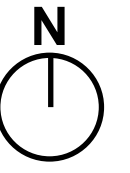
KEY:



CYCLE Infrastructure Opportunity:

- Outside 37b Bonham Road
- Opposite 12 Bonham Road
- Outside 46 Kingswood Road
- Outside 34 Morrish Road

- The map outlines the locations which we have identified for a secure cycle hangar. These locations have been based on local clusters of demand. We will continue to develop these proposals and aim to advertise them through the Traffic Order process in the first half of 2023. Local residents will be able to give their feedback through this process.



Parklets

KEY:

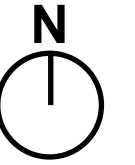
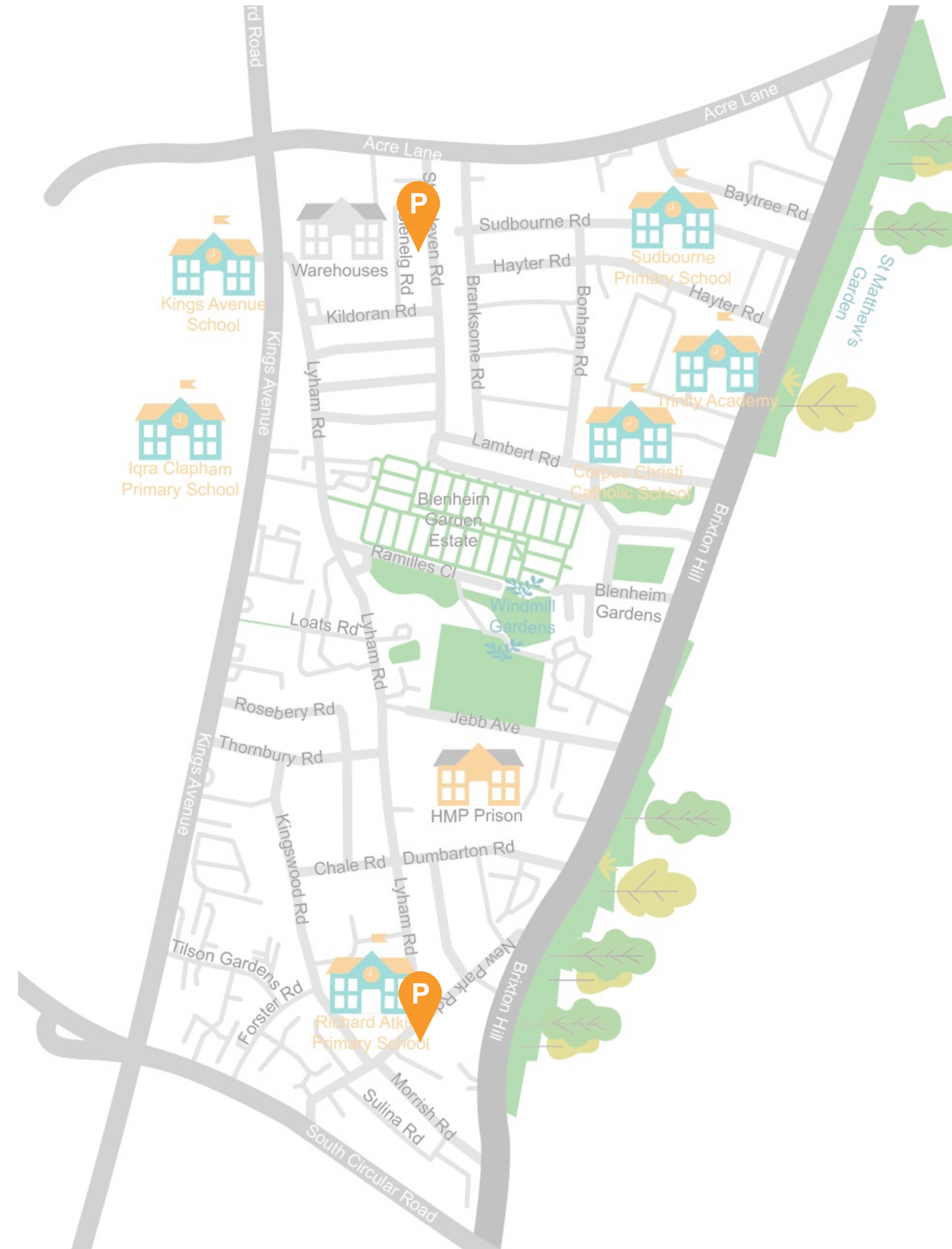


Parklet Opportunity:

- Junction between Strathleven Road and Glenelg Road
- New Park Road at the junction with Lyham Road

The map outlines the locations which we have identified for parklets. These are structures that are placed in parking bays and can provide a range of different uses, including seating, greening, cycle parking and play features. The locations proposed have been identified through the engagement process.

For example, local residents have requested if more seating could be provided for people on the 315 bus. These requests for seating would be delivered as parklets. In the first half of 2023, Lambeth Council will be contracting a parklet supplier to further design these parklets and engage with local communities on their function and exact placement.



5. Engagement Evaluation

Improve green space at Northern end of New Park Road.

On Brixton Hill, more crossing wanted in general to reduce people crossing in the middle of the road.

I would like bigger pavements, closer bus stops and a running track.

Don't create an LTN here and if you really have to don't make it 24/7 and do provide exemption for residents - make it weekday peak time only if you really must but ideally use some intelligence to figure out how to reduce traffic in the area.

Put in drop kerb outside of Jebb Avenue exit for wheelchair users, cyclists and buggies.

Improve the junction for cyclists turning into Lambert Road. Ensure there is a clear route so cyclist do not have to weave through two-way traffic.



Engagement Successes:

- We have engaged a wide range of stakeholders, incorporating a spread of views, backgrounds and age groups.
- Individuals positively engaged in all forms of activities e.g. digitally, workshops and pop up stalls.
- Engagement rates have been high for the commonplace consultation.

Engagement challenges:

- White people were over-represented in the online commonplace survey
- Engagement rate with certain stakeholders has been low, and thus channels of communication have not yet been established (i.e. religious establishments).
- The election period halted engagement efforts for a period of time.
- Perceptions of LTNs precede data and evidence and can be difficult to change. This is particularly apparent relation to the processes taken for the first 5 LTNs.

Engagement Improvements/ Further engagement needed:

- The demographics tend to be majority white, middle-aged professionals in terms of participation. This suggests that a future strategy will need to make a concerted effort to engage those from non-White backgrounds.
- Renewed efforts are needed to engage those who we've yet to speak to, especially care homes, religious establishments and schools.
- We will continue to share information on the scheme and findings at each stage.

Filters

KEY:



Filter proposed with physical closure

- Branksome Road
- Lyham Road X Dunbarton Road
- Morrish Road X Brixton Hill



Camera enforced filter without physical closure

- Strathleven Road
- Forster Road X Tilson Road
- Kingswood Road
- Lyham Road X Cresnet Lane
- New Park Road X South Circular



Existing Modal Filter

- Mandrell Road Road X Strathleven Road

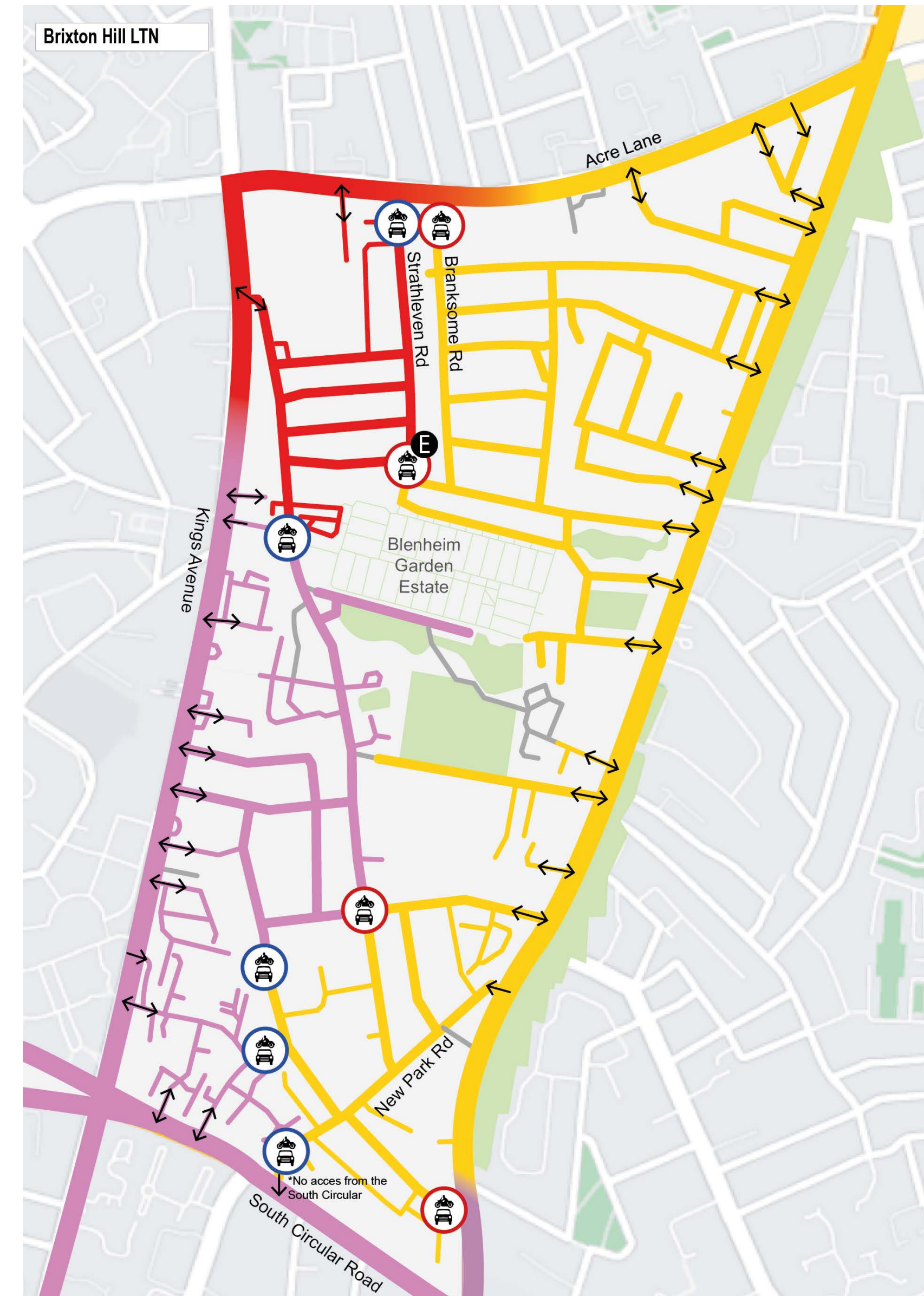
The “No Motor Vehicles” sign indicates no motorised vehicles can go through a closure point. This includes motorbikes, personal vehicles, vans and trucks, unless specifically exempted, such as emergency vehicles. Specific dispensations and exemptions are available for blue badge holders, taxis and accessible private vehicles.

ACCESS:

Access to the yellow area from Acre Lane and A23 Brixton Hill

Access to red area from Acre Lane and Kings Avenue

Access to purple area from South Circular Road and Kings Avenue



6. Next Steps

- **Starting November 2022: Proposed trial LTN designs and proposed wider improvements to be communicated. Engagement to be carried out on the latter.**
- **Early 2023: Trial LTN design to be communicated. Permanent wider improvements (i.e. implementation and phasing) to be communicated.**
- **2023: Implementation of trial LTN and wider improvements. These are dependent on the decision made by the cabinet member for transport.**