



# Engagement Summary Report

Low Traffic Neighbourhood

Summary Report

Streattham Wells Low Traffic Neighbourhood

Technical design expertise by:



Lambeth

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# 1. Introduction

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

This document summarises the initial phase of engagement, exploring the opportunity for a Low Traffic Neighbourhood and wider street improvements in Streatham Wells.

We want to reimagine 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. Streatham Wells 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 Streatham Wells. The outcomes are presented in this report. Community input has been used along with other sources of data such as traffic counts, speed data and X to present initial design concepts.

The scheme is being developed iteratively. We will produce further engagement reports as ideas are translated into proposals and designs





# 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:**

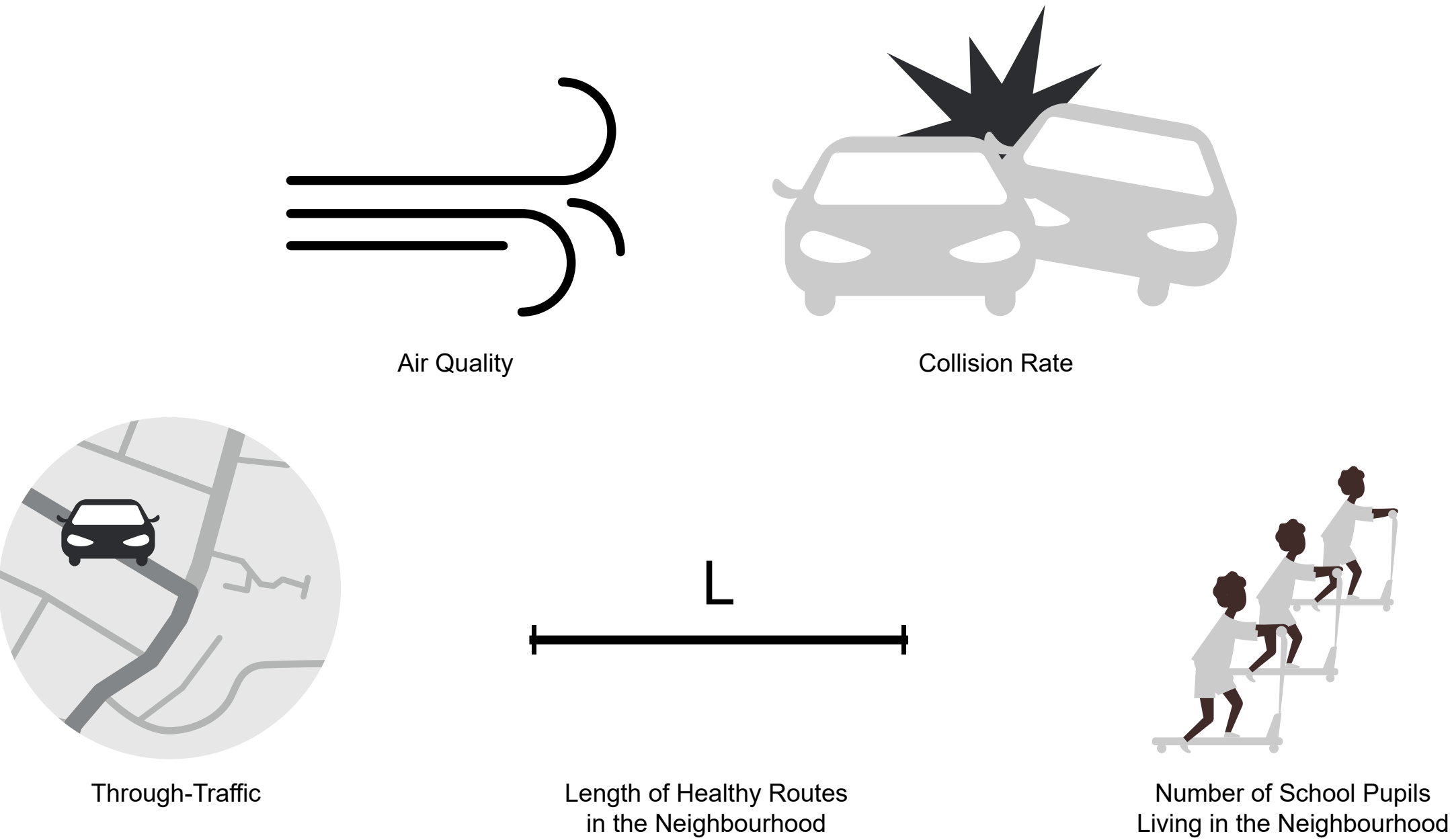
Transport is both a cause and a potential solution to public health issues. By discouraging traffic we can reduce road danger, the risk of poor health due to pollution and encourage daily exercise.

**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

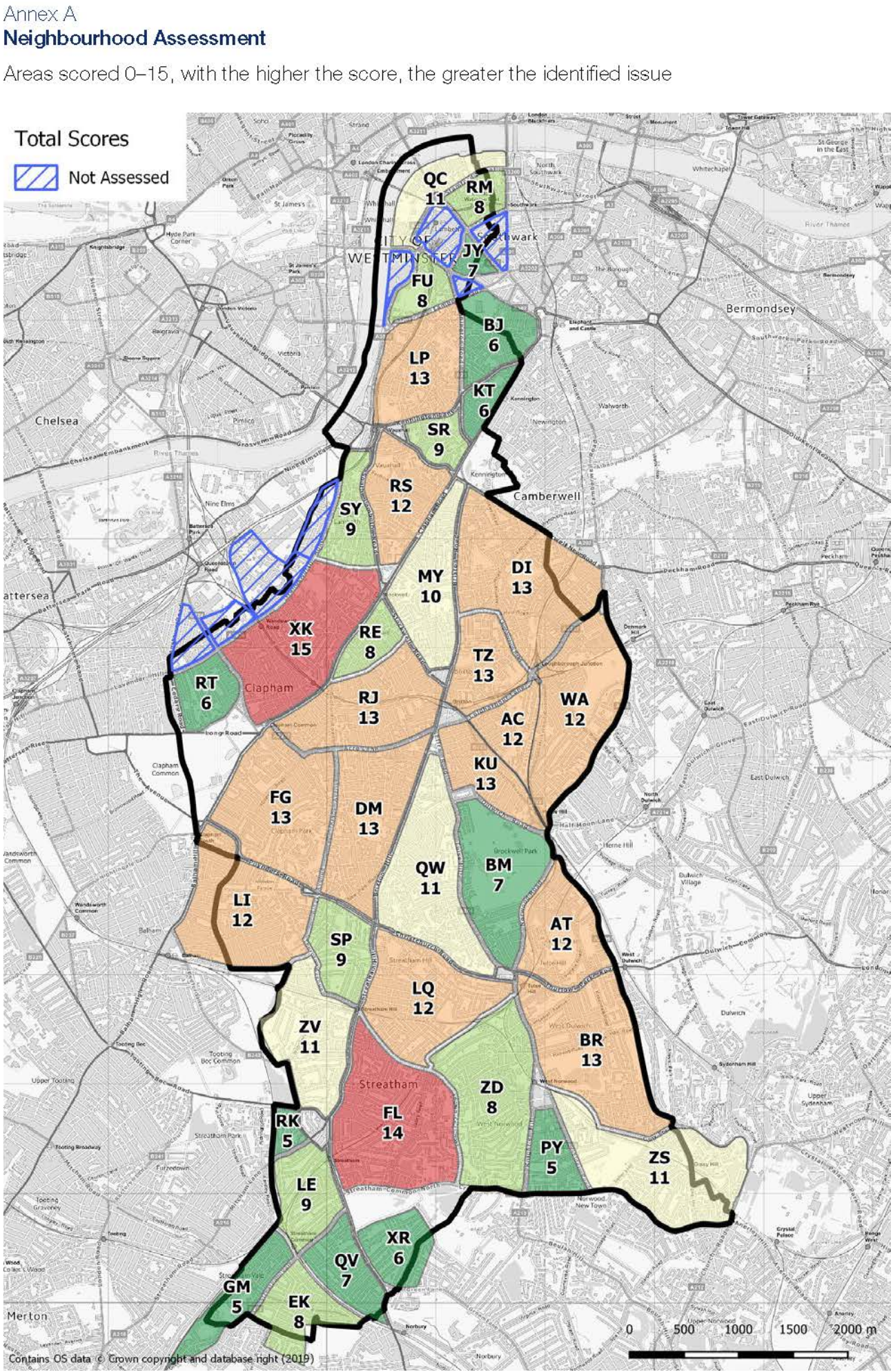


Low Traffic Neighbourhood criteria as defined in Lambeth’s 2019 Transport Strategy

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;

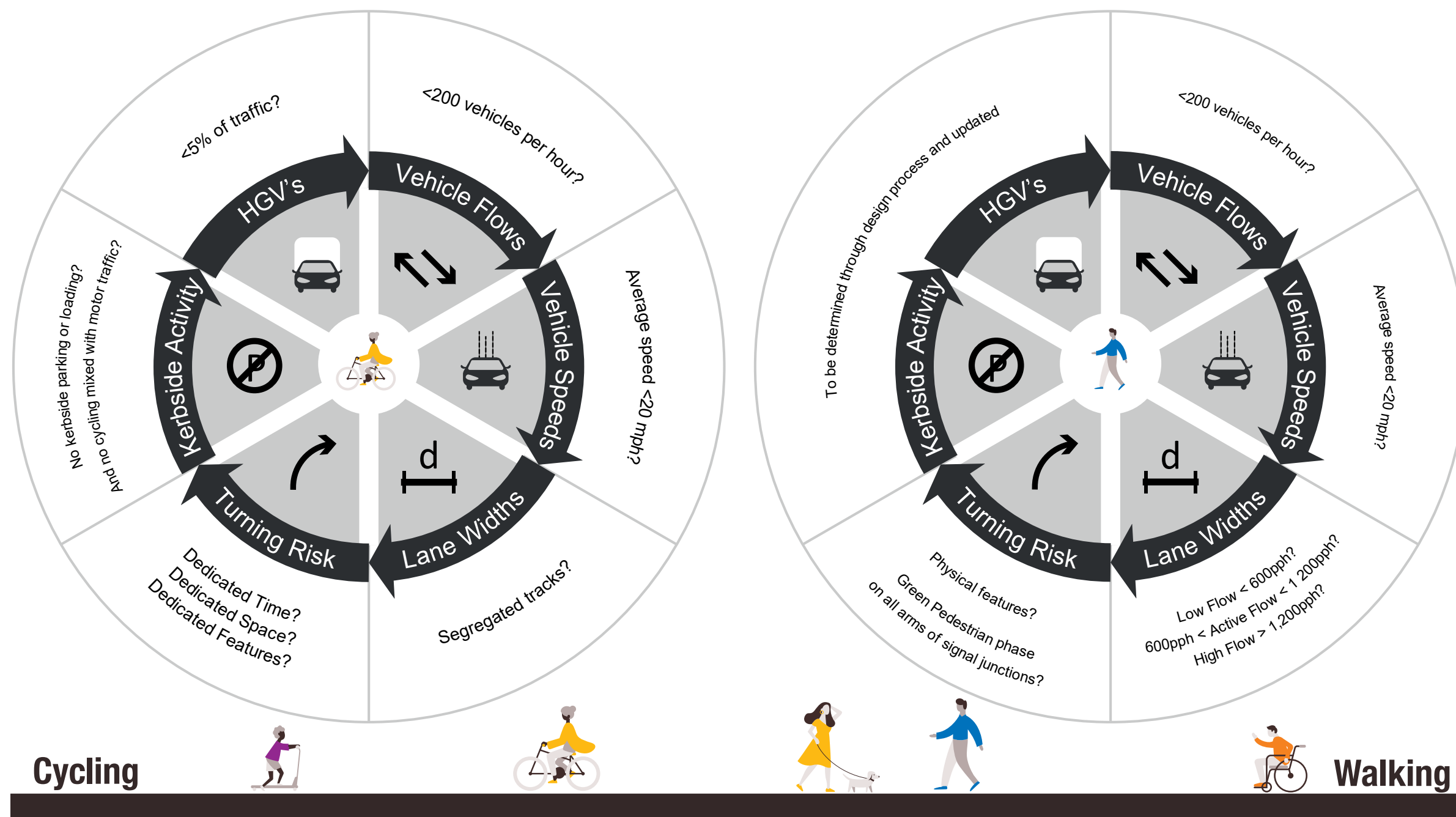
- Air quality (NO2)
- Collision rate (per household in the neighbourhood)
- Number of school pupils living in the neighbourhood
- Length of Healthy Routes within the neighbourhood
- Evidence that rat-running is an issue

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.





# 1.1.2. Healthy Routes



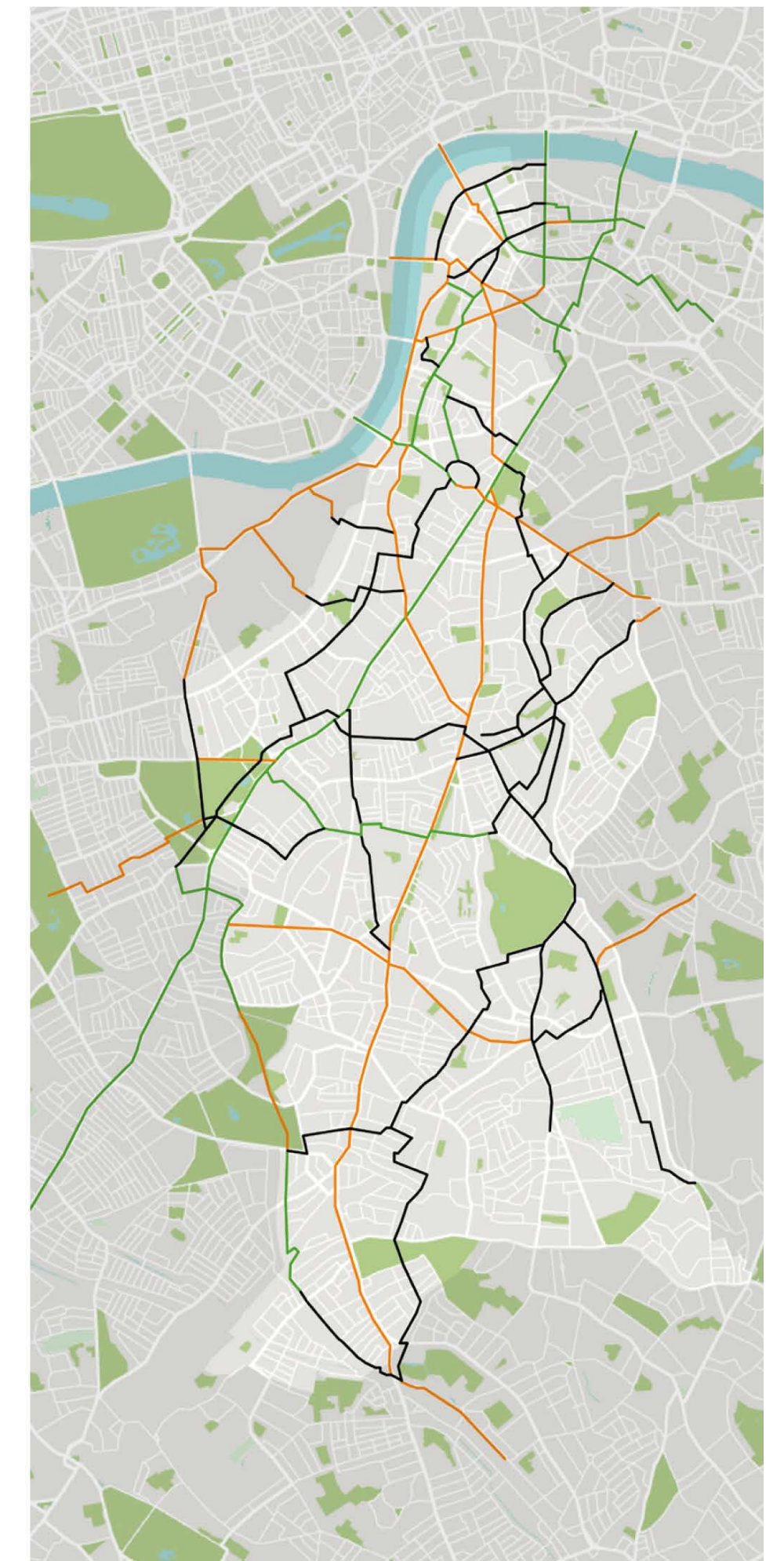
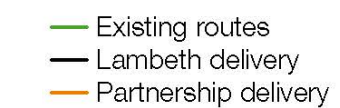
### Healthy Route Criteria for walking and cycling as defined in Lambeth's 2019 Transport Strategy

## 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

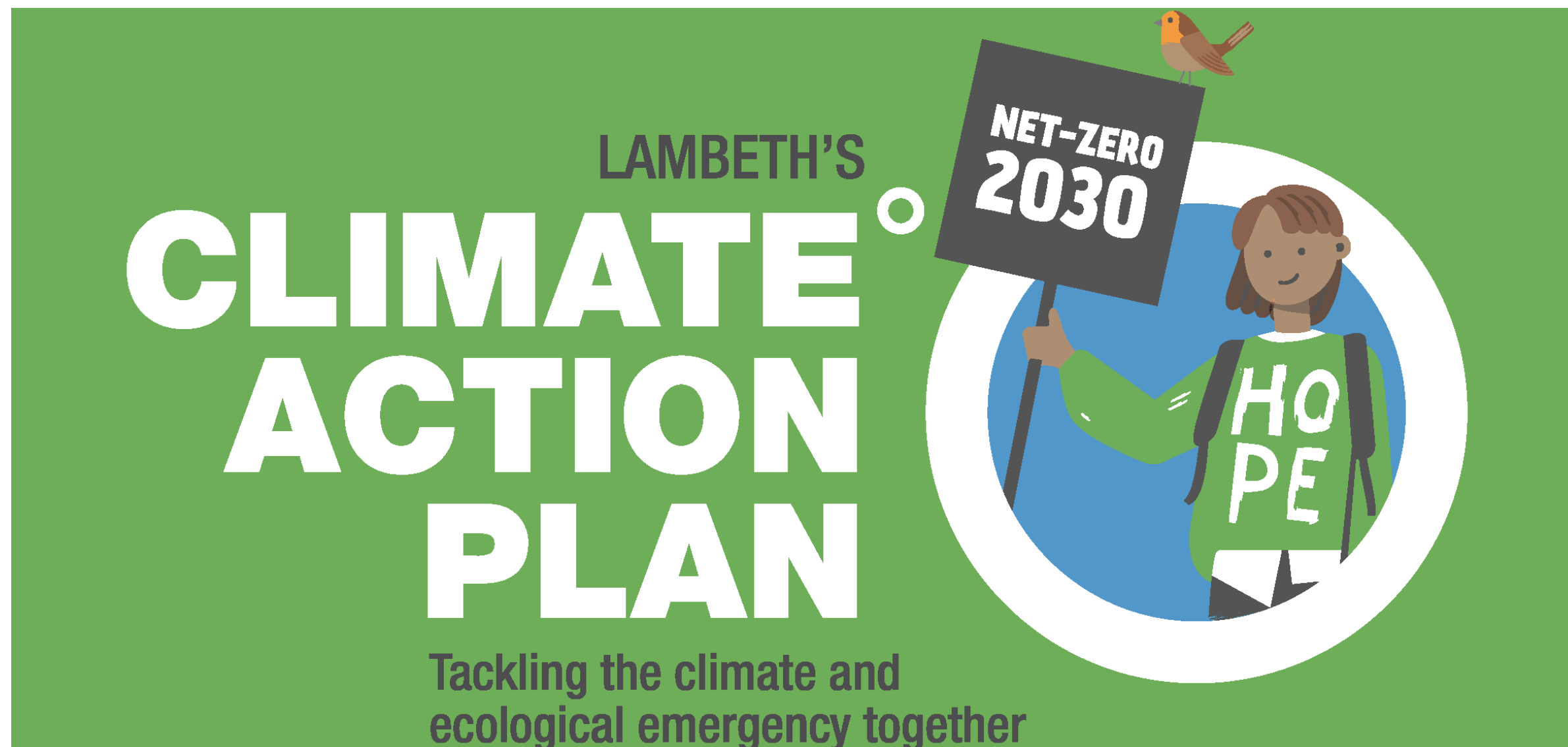
**Lambeth's proposed Healthy Route Network is a key element of our Transport Strategy** (see map on the right). The network we have identified is the result of extensive engagement with stakeholders and the wider community, as well as evidence we have gathered about the most significant places for walking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

Figure 1:  
Healthy Route Network





# 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 (Streatham High Road) to the west, the A214 (Streatham Common North) to the south, and Leigham Court Road to the east and 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

## AREA OVERVIEW:

60% of households in Streatham Wells have access to a car, which is above average for Lambeth and London, at 40%.

There are three primary schools and two secondary schools within the boundaries of the LTN.

There are ten places of worship (including churches, mosques and synagogues), five care/nursing homes, and one youth centre.

The A23 is well-served by public transport, with twenty bus routes servicing the stretch between Streatham Hill train station and Streatham Common. The A23 also hosts two local train stations, Streatham Hill and Streatham station, which serve different lines. Leigham Court Road and Streatham Common North are less accessible via public transport. There is a wider issue of a lack of east-west routes throughout Lambeth, mainly in the south of the borough.





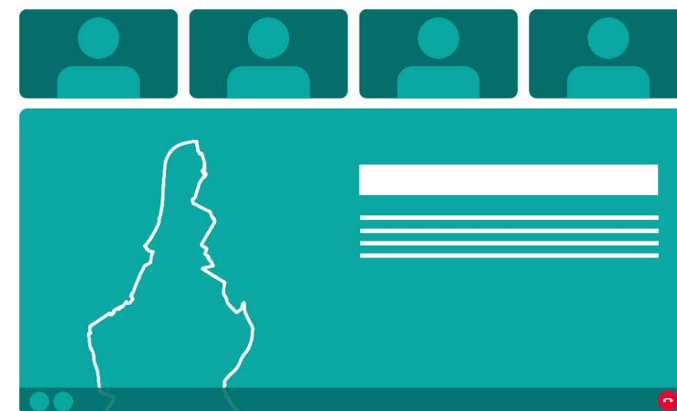
# 3. Engagement Approach



## IDENTIFY

Research into area, identifying issues and opportunities

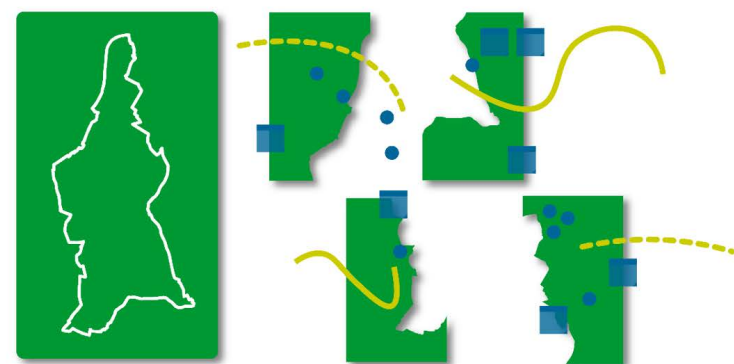
- Stakeholder mapping
- Data analysis
- Online Surveys
- Journals
- Site observations



## INFORM

Sharing clear information:

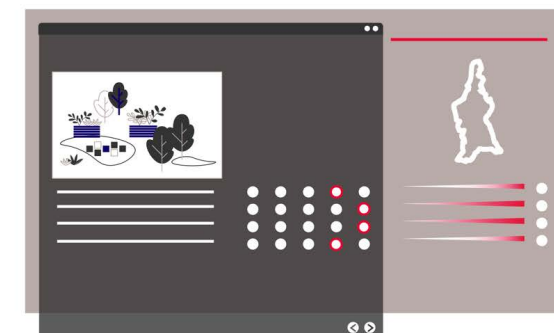
- Print letters, leaflets, posters, street art
- Digital- Social media, films, email, web
- Meetings (Q&As)
- F2F- Pop-up stalls, flyering



## DESIGN

Collaborative process designing change:

- Modelling
- Mapping
- Drawing
- Iterative



## LEARN

Evaluation:

- Polling
- Consultation
- Attitudinal surveys
- Steering groups



## EMPOWER

Upskilling individuals and community groups:

- Tactical Urbanism
- Community groups
- Community grants
- Participatory budgets
- Apprenticeships
- Citizen assemblies

## 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 organizations 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 5 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

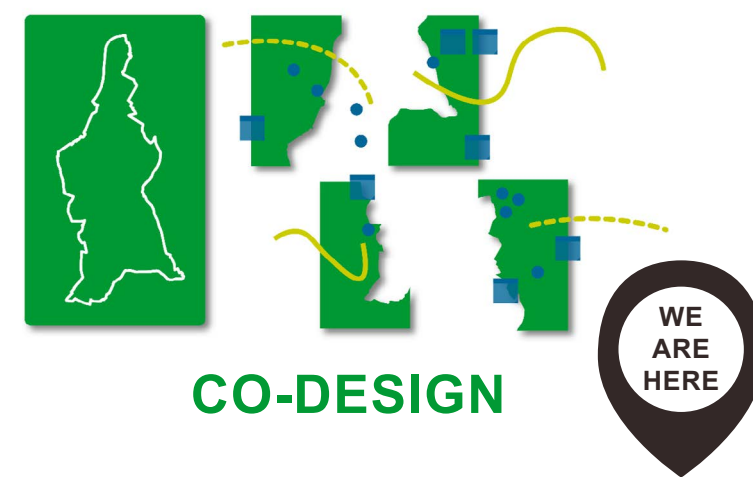
## TIMELINE FOR OVERALL PROJECT DELIVERY

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

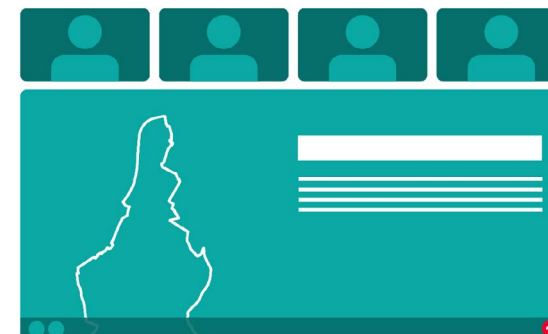
This timeline is approximate and will be adapted throughout the project. The implementation of other permanent measures, such as the proposed crossing between Mount Nod Road and Leigham Avenue, may need separate workstream project phasing. This would 'branch out' from the existing project phasing.



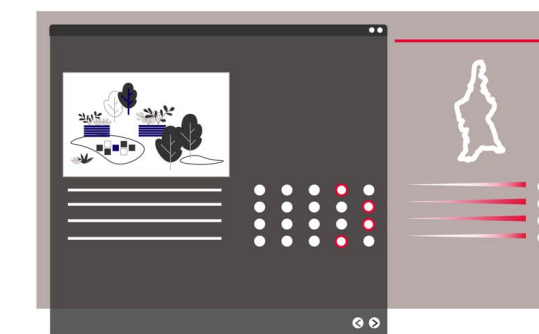
IDENTIFY



CO-DESIGN



INFORM



LEARN



EMPOWER



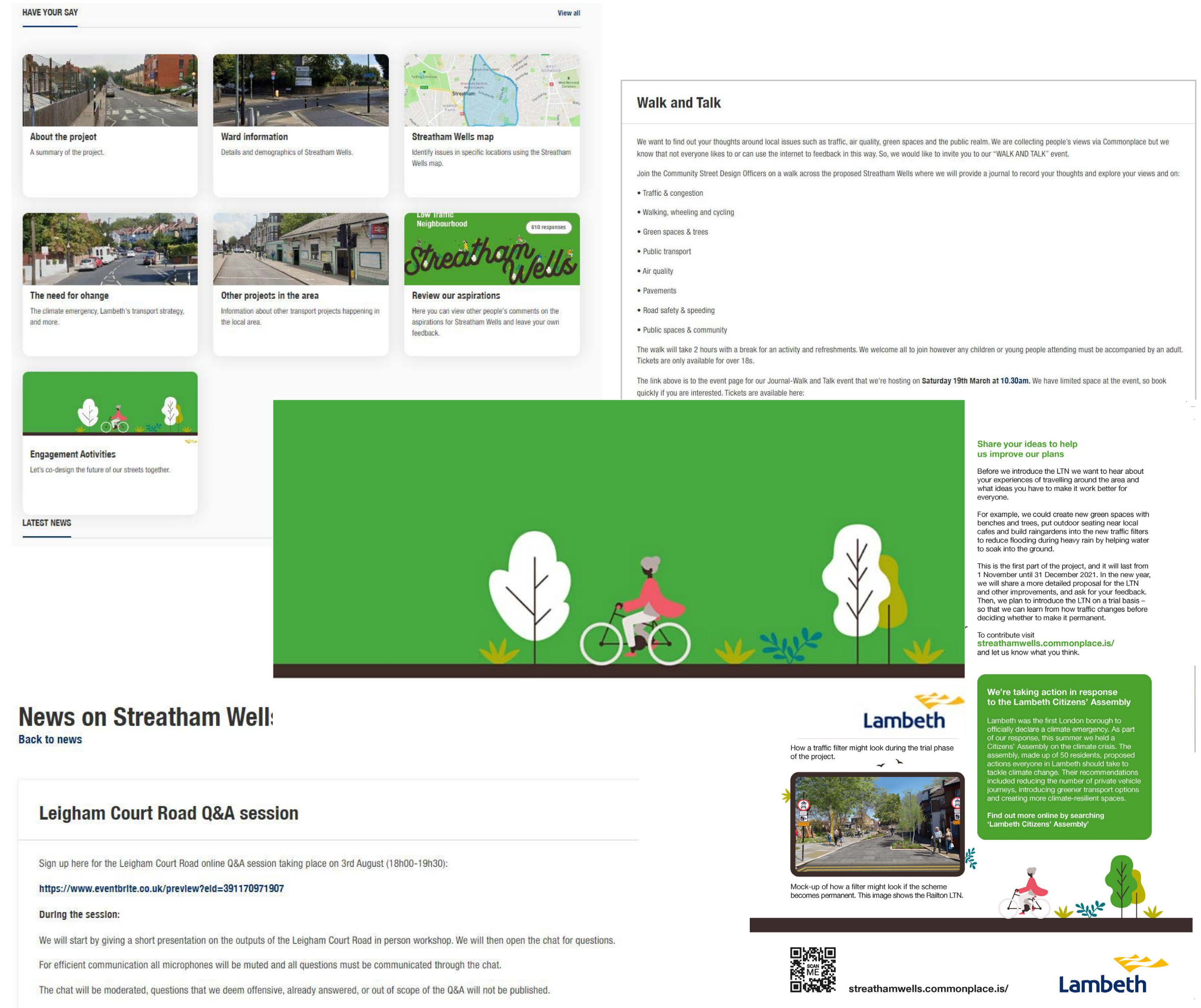
# 3.2. Engagement Overview

The Streatham Wells 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:

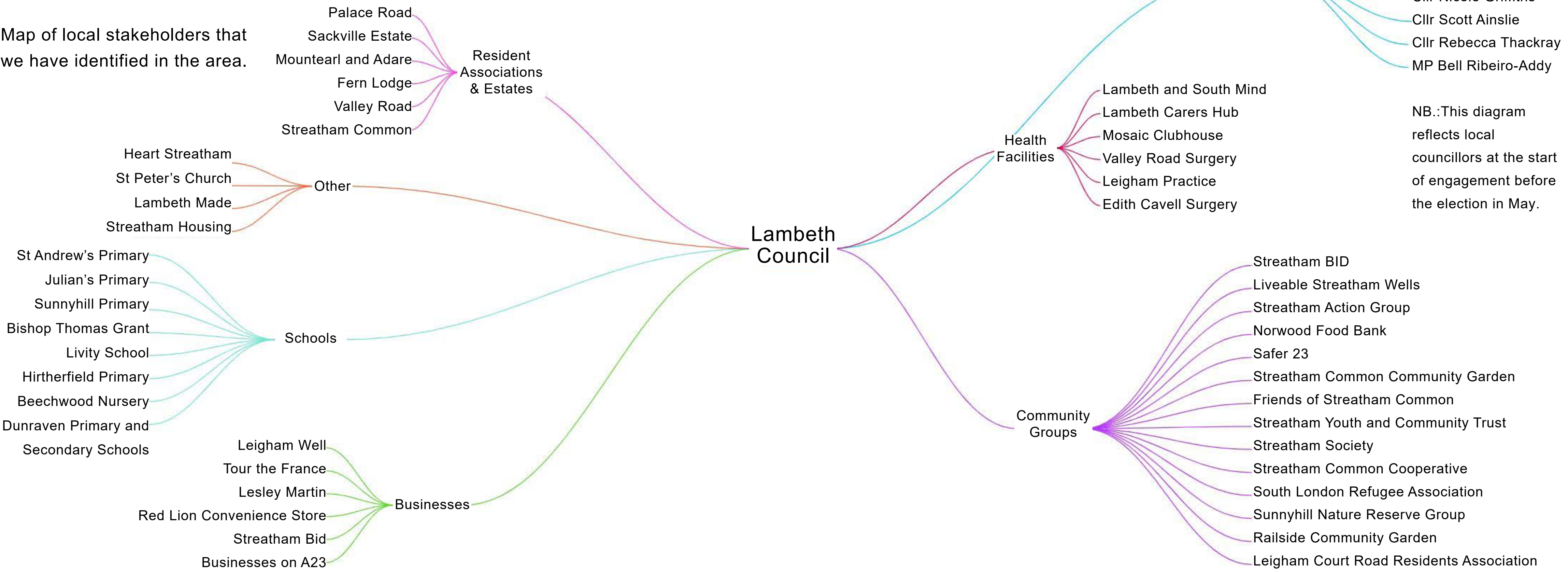
- Stakeholders
- Engagement & Communication Methods Overview
- Engagement headlines





# 3.3. Stakeholders

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



Summary Report

Streatham Wells Low Traffic Neighbourhood

NB.:This diagram reflects local councillors at the start of engagement before the election in May.



# 3.4. Engagement & Communication Methods

Method	Detail	Output
<b>Letter drop</b> Sent to all households within the proposed LTN and boundary roads	Sent out in October 2021 to households within and bordering the proposed zone	10,229 households
<b>Posters</b> Installed in and on the boundaries of the proposed zone	Installed in the first week of November to promote the Commonplace	50 posters
<b>Stakeholder outreach</b> Done in phases	Direct emailing and calling of stakeholders in the area	54 key stakeholders contacted as per stakeholder map in section 4.3.
<b>Commonplace heatmap</b>	Interactive map hosted online where respondents could leave feedback	748 comments
<b>Commonplace survey</b>	Online survey for website visitors	577 responses
<b>Face-to-face meetings</b> Facilitates in-depth conversation, collaboration, and connects us with the most engaged stakeholders	Site visits with key stakeholders in the area	11 groups and two Estate Residents Associations

Method	Detail	Output
<b>Walk and Talk</b>	Site visit where a limited number of participants were invited to ‘walk and talk’ with officers regarding local issues	12 participants provided feedback
<b>Roundtable Events (3 sessions)</b>	A series of constructive, interactive and co-productive sessions with key stakeholders in the area	Attendance varied from session to session, from 5-8 participants
<b>Leigham Court Road in-person Workshop and online Q&amp;A Session</b>	Promoted on Commonplace and through door knocking to residents on or near Leigham Court Road	In-person: 10 out of 20 registered participants attended the event Online: 19 participants
<b>Councillor online meetings and in-person workshop</b>	Intermittent updates for councillors, councillor workshops	13 councillors engaged
<b>Business survey</b>	Survey for local businesses – collaboration with market researchers	14 responses from businesses, with plans to do another round of surveying



# 3.4.1. Letter Drop

**Why:** 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.

# 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.





# 3.4.3. Commonplace platform

To what extent do you agree or disagree with our aspirations to:	Net Agree (Somewhat agree + Strongly agree)		Net Disagree (Somewhat disagree + Strongly disagree)	
	All Comments	Comments from residents in the area	All Comments	Comments from residents in the area
Improve the area for active travel (walking and cycling)?	47.11%	48.95%	45.73%	44.14%
Make the area more climate resilient (i.e. tree planting, green spaces and rain gardens)?	65.44%	66.47%	22.58%	22.16%
Improve road safety in the area?	46.17%	57.06%	32.25%	31.83%
Reduce polluting motor traffic in the area, especially through traffic?	42.56%	44.55%	52.56%	50.00%
Improve air quality in the area?	52.20%	54.19%	37.12%	36.53%

**Dates:** 1st November 2021 - 31st December 2021

**Location:** Online engagement platform <https://streathamwells.commonplace.is/>

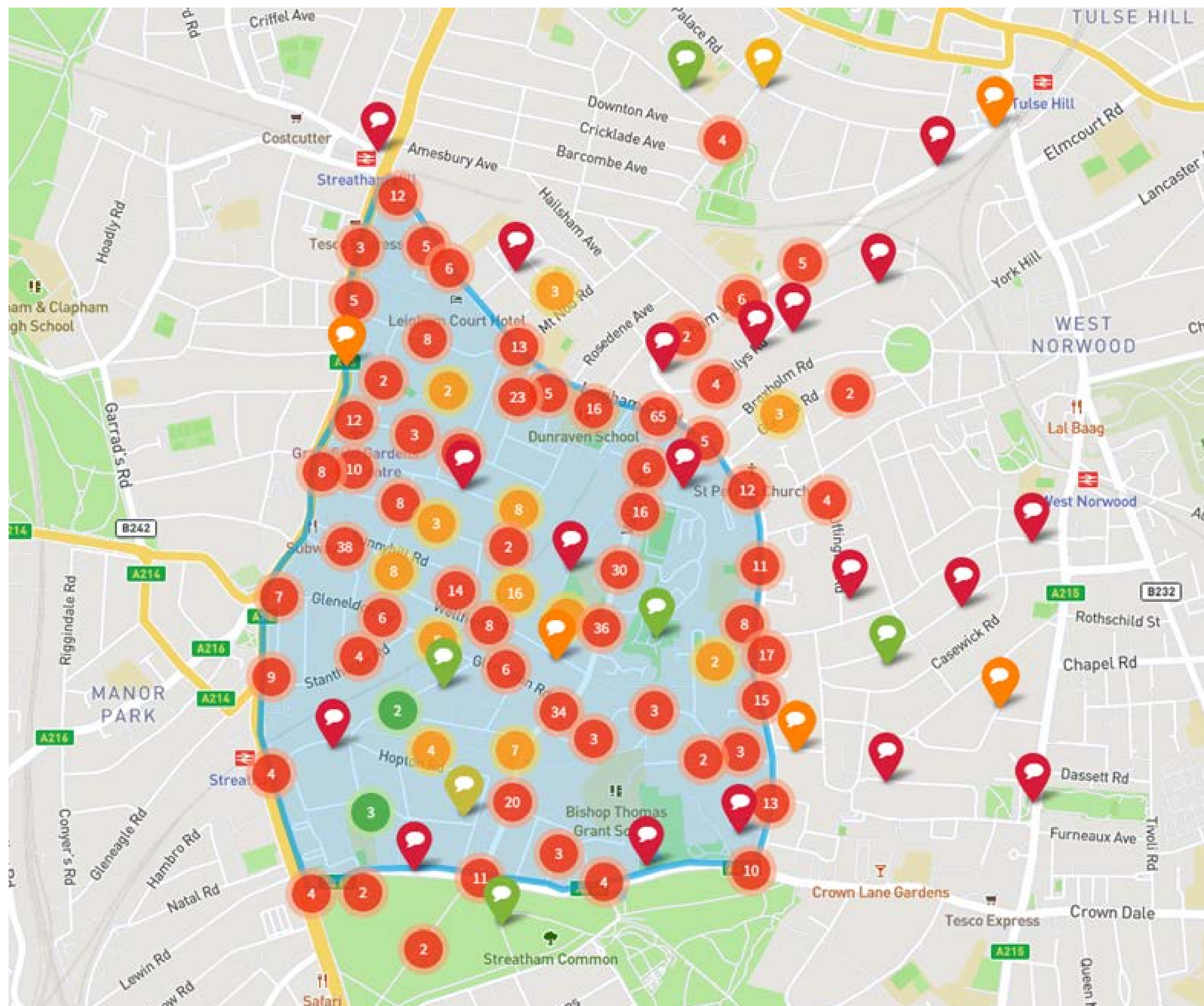
**Method:**

Two main channels were used to gather participants’ feedback; a heatmap, where users were able to leave a location-specific comment, and a survey that asked about respondents’ experiences and aspirations.

**Outcomes:**

- 577 total responses to the survey
- 511 verified responses to the survey
- 2,991 agreements on the publicly-shown survey responses in comment form





Heat map as shown on Commonplace

### Overview of comments made by respondents:

- **Traffic and congestion** was the most commented theme, mentioned in 40% of comments
- **Road safety and speeding** was the second most commented on theme, with particular locations identified for having recurring issues with speeding, such as Wellfield Road, Sunnyhill Road, and Valley Road.
- 75% of all comments categorised in either one of the previous two themes

### Active travel:

- Much of the commentary was positive. Frequent mentions of potential improved opportunities to walk and cycle in a safer manner suggest there is support within the area.

### Traffic and Congestion:

- Comments most frequently related to current congestion issues and concerns surrounding traffic displacement as a result of both current and future LTNs.
- Comments about public transport expressed a desire for increased service to the area, especially in light of increased traffic on bus routes.

### Air quality:

- Comments related to traffic displacement and an increase in pollution on boundary roads.

### Public Spaces:

- Comments highlighted a common desire for cleaner pavements, especially around businesses, more green space, trees and greenery, better use of existing space, and requests for more to do in such spaces.



**Streatham Hill Station**

**Streatham High Road**

**Leigham Court Road**

**Leigham Avenue**

**Leigham Vale**

**Knollys Road**

**Valley Road**

**Gleneldon Road**

**Wellfield Road**

**Sunnyhill Road**

**Pendennis Road**

**Gracefield Gardens**

**Tate Streatham Library**

**Sunnyhill Primary School**

**Dunraven School**

**Julian's Primary School**

**Unigate Wood**

**St Leonard's Church Gardens**

**School Streets**

**1**

**2**

**3**

**4**

**5**

**6**

**7**

**04. ACTIVITY III**

**Let's follow one of the paths on the map. No. 1**

Thinking about our **objectives**, look around and note the places that capture your attention.

Add any comment in the boxes.

**COMBINED SEATING + PLANTERS AT STREATHAM CT. OPPOSITE LEIGHAM CT.**

List 3 places you wished you had

**1** ANOTHER CROSSING POINT ON VALLEY RD

**2** BENCHES NEAR JUNCTIONS, + PLANTERS

**3** CAROLINE CLOSE NEEDS MORE LIGHTING

**FIX BROKEN PAVING STONES/UNEVEN PAVEMENTS!**

What changes would be needed to transform these places into your dream spots? eg. street art, wider pavements, sitting areas, green areas...

**SEATING AT BUS STOP ON LEIGHAM CT. RD. OPPOSITE LOWER/6TH FLM, PLANTERS ON WIDE PAVEMENT, UP TO CORNER OF STREATHAM CT. OPPOSITE LEIGHAM CT.**

List 3 places you wished you had

**1** SIGNIFICANTLY REDUCE MOTOR TRAFFIC BY ADDING FILTERS OF STRATEGIC GREEN SPACE TO NEIGHBOURHOOD (SEE BACK OF BUSHLET). CREATE RAISED TABLE (PLANTER) WHERE THE ARROWS ARE ON NEW MAP WITH TREES AND PLANTING AND REMOVAL OF EXISTING PAVING + CREATING SPACE FOR BIKES AND PEDESTRIANS. ADD SIGNS + STREET ART REFLECTING THE SUNNYHILL NATURE GARDEN.

**2** OPPORTUNITY TO CREATE PARKLET HERE

**3** PAVEMENT BUILD OUT + PLANTING HERE

Would any of the following options help? Circle the ones that do.

**Trees**

**Street Lights**

**Benches**

**Street Art**

**Green Areas**

**Wider Pavements**

**Dog Parks**

**Cycle Parking**

**Playground**



## 3.4.5. Roundtable Events



**When:** Session 1: Monday, 23rd May 2022

Session 2: Monday, 6th June 2022

Session 3: Monday, 27th June 2022

**Stakeholder groups invited:** 25

**Why:**

### **Session 1 –The LTN**

To explore the goals of Lambeth’s transport strategy and other important relevant policy.

### **Session 2 – The LTN and its trial measures - What? How? Where?**

To focus on temporary/trial features (i.e. school streets, play streets, bus gates, etc...) Participants suggested potential interventions on an A0 map of the area.

### **Session 3 – Wider Improvements - What? How? Where?**

To focus on permanent features. In this context, permanent features are rain gardens, benches, way finding features, trees, art elements, pavement widening and junction improvements amongst others. Participants suggested potential interventions on an A0 map of the area.

**Outputs:**

- Map of the routines/journeys of each participant within the LTN in question
- Overview of main priorities for stakeholders/their communities
- Maps with participant’s proposed measures and their ideal locations
- List of proposed interventions and locations for both trial and permanent measures



## 3.4.6. Meetings with Councillors



**Why:** To understand the different views of local people represented through elected officials for both Streatham Wells and the surrounding wards.

### General comments made at the workshops:

- Support for cutting through traffic on Valley Road
- Support for development/making of community areas/hubs following the model of 'our streets' project
- Concern over lack of promotion of car clubs in the area
- Support for investing on social interventions
- Concerns over people not being made aware of entering an LTN. Some support for introducing signage to identify LTNs
- Support for introducing recognizable bus stops in the area
- Support for improved forms of communication and signage

### CPZ

- Residents feel that there is the need for a formal process to be put in place for future CPZs. There is resident support for CPZs inside Streatham Wells LTN area east of A23. However, residents and businesses on the western side of A23 feel they were not consulted before current implementation of CPZ

### Permeability

- Support for introducing wayfinding systems identifying local green areas and pedestrian paths
- Support for investment on forms of pedestrian permeability (e.g. Wellfield walk, Wellfield Road, Leithcote Park, Knight's Hill, etc)



## 3.4.7. Leigham Court Road Workshop and Q&A Session



**When:** In-person Workshop on Monday, 27th July 2022, St. Peter's Church, Leigham Court Road  
Online Q&A Session on Wednesday, 3rd August 2022 on Microsoft Teams

**Why:** To explore the goals of Lambeth's transport strategy and other important relevant policy. To Co-design improvements with residents living on or near Leigham Court Road.

**Attended:** 10 Participants (27 Participants registered interest in attending the event)

### General comments made at the workshops:

- Support for crossings to be added on Leigham Court Road
  - Support for making pavements on Leigham Court Road accessible and safer for everyone
  - Concern over focus being put on reducing cars rather than supporting walking, cycling and vulnerable pedestrians in the area (i.e. children, electric vehicles, hire bikes etc)
  - Concern over LTNs and possible changes made to the road
  - General support for interventions on side roads
  - Support for buildouts to be considered holistically rather than in isolation. Concern over choice of materials for buildouts (i.e. possible vibrations, noise and maintenance needs).
  - Support for greenery where possible. Biodiversity has decreased in the area
  - Concern over pollution and congestion in the area. Some support for keeping traffic moving.
- Some support for narrowing the carriageway consequently reducing vehicles' speeds
- Support for banning HGVs from driving on Leigham Court Road
  - Support for enforcing 20mph speed limit by implementing speed cameras
  - Concerns over drivers not being made aware of entering an LTN
  - Support for segregated cycle lanes.
  - Concern over topography variations on Leigham Court Road and their implications on people choosing to cycle there



# 3.4.8. Business Survey

## Streatham Wells LTN Business Survey

Lambeth is currently seeking feedback on the local issues regarding traffic, air quality, green spaces and the public realm in **Streatham Wells**. 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**

2. Business **address**

3. Contact name

### 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? T 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 [lowtrafficleighbourhoods@lambeth.gov.uk](mailto:lowtrafficleighbourhoods@lambeth.gov.uk)

**When:** Market Research team targeted all businesses on the A23 on Friday 5th August 2022 and Saturday 13th August 2022

**Why:** We used a business survey to gather feedback from local businesses. Its objectives were:

- To have a clearer understanding of businesses needs/wants and scope for change
- To create relationships with the businesses
- To include businesses in co-design stage

One of the supposed issues of existing LTNs is related to businesses being impacted by smaller footfalls. Data exists to disprove this misconception, however engaging directly with businesses and highlighting the data can provide a helpful evidence base from which they can generate solutions. Business-specific issues must be considered and explored during engagement so that we can look to mitigate them.

**Participated:** 14 businesses on A23

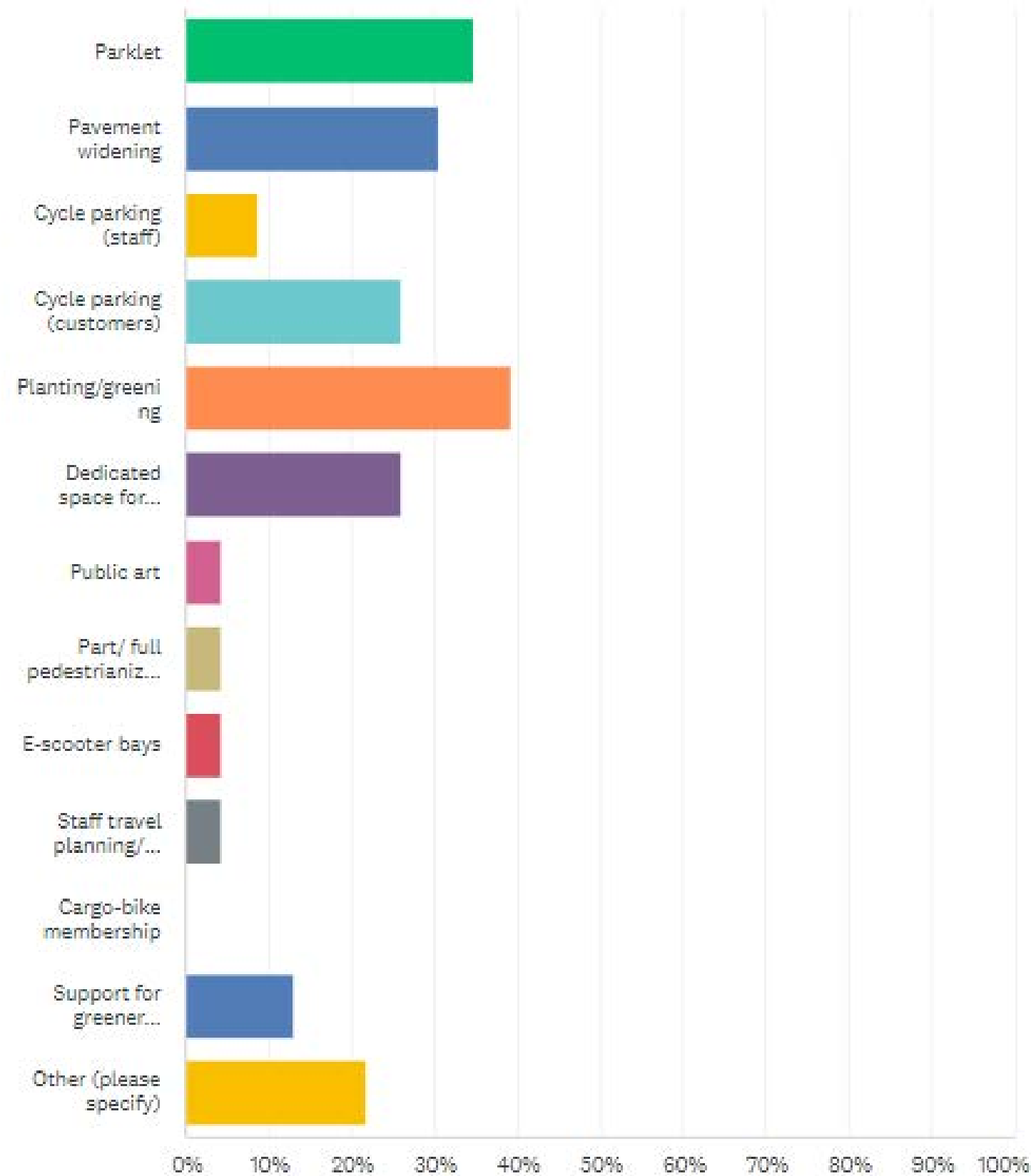
### General comments made:

Traders such as plumbers, builders and landscapers may find access to the LTN challenging, particularly in an area they are unfamiliar with. To tackle this, we may need better and clearer signage, more accurate wayfinding services from Google and Waze, and better widespread promotion of the LTN’s existence so that we can neutralise a source of complaint.



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

Answered: 23 Skipped: 1



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

ANSWER CHOICES	RESPONSES	
Parklet	34.78%	8
Pavement widening	30.43%	7
Cycle parking (staff)	8.70%	2
Cycle parking (customers)	26.09%	6
Planting/greening	39.13%	9
Dedicated space for outdoor seating for customers	26.09%	6
Public art	4.35%	1
Part/ full pedestrianization	4.35%	1
E-scooter bays	4.35%	1
Staff travel planning/ active travel schemes	4.35%	1
Cargo-bike membership	0.00%	0
Support for greener vehicles (e.g. EV charge points)	13.04%	3
Other (please specify)	21.74%	5

RESPONSES (5)	WORD CLOUD	TAGS (0)	Sentiments: OFF
<input type="checkbox"/> Add tags <input type="checkbox"/> Filter by tag <input type="text" value="Search responses"/>			
Showing 5 responses			
<input type="checkbox"/> Car park	8/13/2022 2:47 PM	<a href="#">View respondent's answers</a>	<a href="#">Add tags</a>
<input type="checkbox"/> Parking is difficult due timings	8/13/2022 1:54 PM	<a href="#">View respondent's answers</a>	<a href="#">Add tags</a>
<input type="checkbox"/> Stop blocking off all the roads	8/5/2022 2:36 PM	<a href="#">View respondent's answers</a>	<a href="#">Add tags</a>
<input type="checkbox"/> More parking availability for my customers and suppliers.	8/5/2022 2:32 PM	<a href="#">View respondent's answers</a>	<a href="#">Add tags</a>



# 4. Key Findings




From feedback we've had so far (from Commonplace, face-to-face meetings, and discussions with community groups), we have heard that:

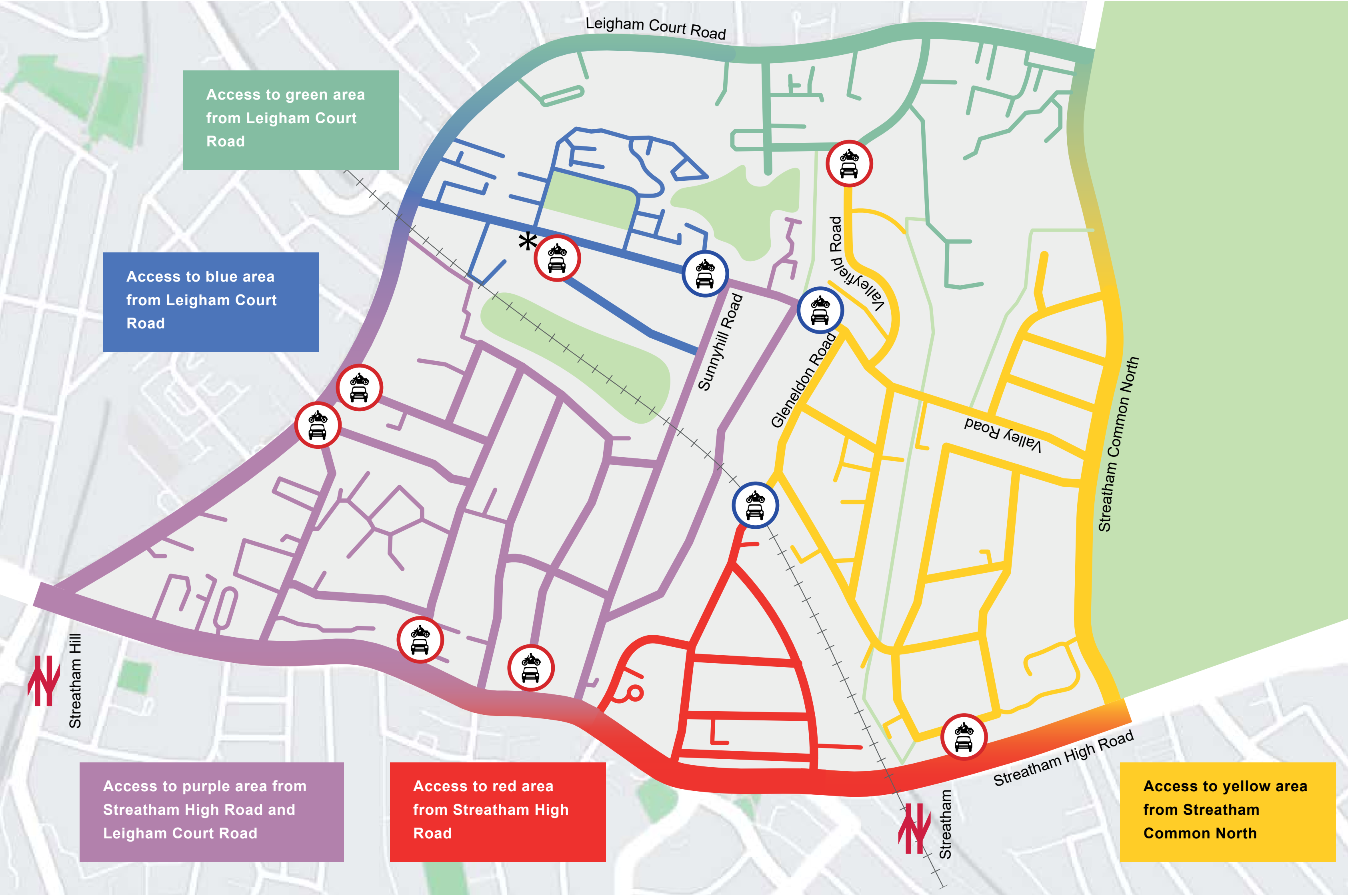
- There is a broad range of feedback for the project, with some people and organisations strongly supporting the initiative and others strongly opposing the initiative. Along the spectrum of support, individuals have noted their concerns about issues related to congestion, safety, and pollution
- There is concern about how Leigham Court Road will be impacted, especially given its status as a boundary to the Streatham Hill LTN.
- There is support for the project's general aspirations, but also doubts that LTNs are the best way to achieve these aspirations
- There were concerns about poor air quality, with both supporters and opposers to the proposal noted that the LTN would improve/worsen the issue
- Cycling is seen as less practical in a hilly area, especially when making east-west journeys.
- East-west routes are underserved by public transport, making car journeys the most practical option for individuals, families, workers and others

- Concerns about the standard of public transport were noted, with a heavy reliance on the A23 making alternative journeys more difficult. There were frequent calls for more bus routes and train services
- Residents would like to see more investment in pedestrian areas such as on pavements and the different off-road paths
- Several locations were identified as potential options for public realm improvements, although there were concerns that these improvements would attract anti-social behaviour.
- School drop-offs and collections were noted as the most problematic periods of the day, with several highly unpleasant 'hotspots', such as Valley Road, Leigham Court Road, and Shrubbery Road
- Better infrastructure, and provisions for electric vehicles would be good incentives to change travel behaviour



# Filters

- KEY:
-  **TRAFFIC FILTER**
  -  **BUS GATE**
  -  **This filter exempts local access for Harborough Road residents**





# Major Wider Improvements

**KEY:**

G

GREEN PLANTING / POCKET PARKS

T

TRAFFIC MANAGEMENT CHANGES

P

PAVEMENT WIDENING / PEDESTRIAN PRIORITY

📖

Tate Streatham Library

🚉

Train Station

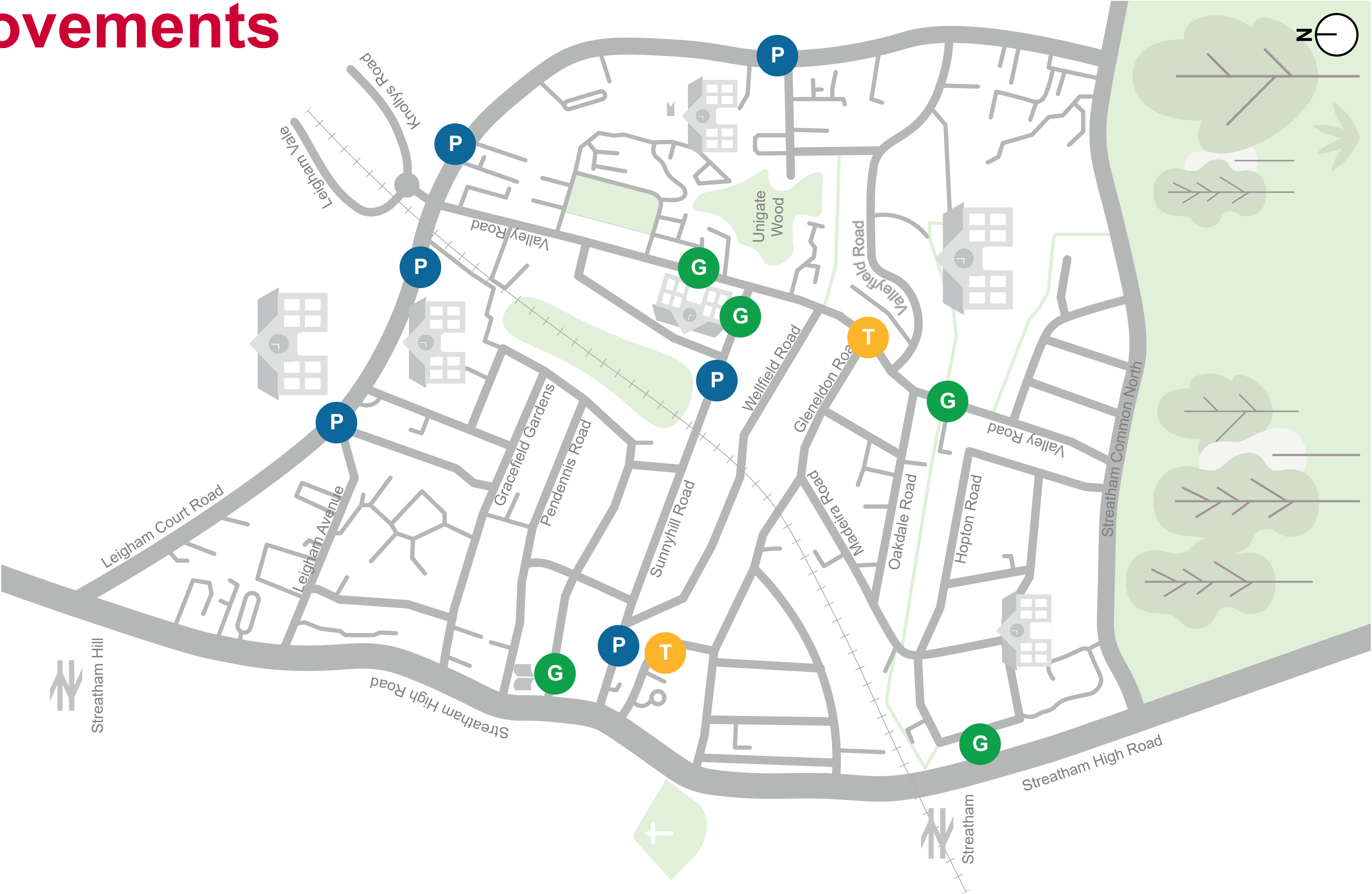
🏫

School

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





# Cycle Parking

KEY:



**CYCLE INFRASTRUCTURE OPPORTUNITY:**

- Near 21 Valley Road
- Woodleigh Gardens
- Near 184 Wellfield Road
- Near 38 Gleneldon Road
- Near 12 Hill House 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:**

- Near 46 Sunnyhill Road
- Near Sunnyhill Nature Garden
- Near 137 Sunnyhill Road
- Gleneldon Road near the Railside Community Garden
- Valley Road near Valleyfield Road
- Valley Road near Valley Road Surgery
- Madeira Road near Oakdale 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.





# Tree Planting

KEY:



**TREE PLANTING OPPORTUNITY**

- |                             |                          |
|-----------------------------|--------------------------|
| Near 100 Gracefield Gardens | Near 91 Valleyfield Road |
| Near 122 Gracefield Gardens | Near 104 Pendennis Road  |
| Near 1 Leithcote Gardens    | Oakdale / Madeira Road   |
| Near 47 Leithcote Gardens   | Stanthorpe Road          |
| Near 3 Angles Road          | Near 15 Ashlake Road     |
| Near 13 Angles Road         | Near 4 Minehead Road     |
| Near 16 Angles Road         | Near 35 SCN Stop         |
| Near 30 Angles Road         | Near Alder Court         |
| Near 47 Angles Road         | Near 6 Minehead Road     |
|                             | Near 20 Minehead 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.





# 5. Engagement Evaluation



## ENGAGEMENT SUCCESSES:

- We have engaged a representative range of stakeholders, incorporating a spread of views, backgrounds and age groups.
- We have established relationships with some key organisations in the community, including pro- and anti-LTN groups, as well as schools.
- Engagement rates have been excellent for the commonplace consultation.

## ENGAGEMENT CHALLENGES:

- The main channel of engaging is digitally, which can alienate certain groups, such as older people.
- Responses to the commonplace engagement weren't representative of the diversity in the community.
- Engagement rate with certain stakeholders has been low, and thus channels of communication have not yet been established (i.e. GPs and local TRAs).
- The election period halted engagement efforts for a period of time.
- The Walk and Talk session was very

challenging

- It has been difficult to change preconceptions amongst businesses in particular.
- In-person events varied in their level of attendance, with some participants requesting the sessions to be held online.

## ENGAGEMENT IMPROVEMENTS/

## FURTHER ENGAGEMENT NEEDED:

- The demographics were skewed towards 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 to engage those who we've yet to speak to, especially care homes.



# 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.