

Elm Park Shopping Parade

Summary: Q&A session, 29 January 2024

Context

The Council implemented five Low Traffic Neighbourhoods (LTNs) during the COVID-19 pandemic, marking a significant milestone as the first of their kind in our borough. Transitioning from trial initiatives to permanent schemes is a new process, prompting careful consideration on how to select locations for further development based on the successes observed during the trials. In areas such as Railton and Oval, our focus has been on enhancing existing traffic restrictions to create more vibrant public spaces. When planning the wider improvements for Tulse Hill, we revisited this approach and looked at how we could best spread the benefits to locations that need it the most. This involved a rigorous prioritization process, considering various factors such as flood risk, inadequate green spaces, levels of deprivation, and road safety concerns. Elm Park parade, scoring highly, emerged as a top-priority location. Subsequently, efforts have been directed towards designing a scheme that best serves the community and supports local businesses. Aspects of the design, primarily revolving around optimizing road configurations, are essentially set and await feedback from the statutory consultation process. The statutory consultation process is now underway, spanning February and March, involving engagement with key stakeholders including emergency services. During the three-week period, residents and businesses can feedback or raise objections via the LTN inbox - lowtrafficneighbourhoods@lambeth.gov.uk

One-way west-east direction

With the LTN in place, there is much less traffic in the area already. As such, making this section of Elm Park one way will not significantly increase traffic on nearby streets. At the same time, the one-way system means we can reclaim a lot more of the kerbside for other uses, in line with [Lambeth's Kerbside Strategy](#). This also creates a much safer environment for pedestrians and cyclists, as cars will not be trying to negotiate and pass each other while making their way along the parade, in line with [Lambeth's Road Danger Reduction Strategy](#).

While developing the design, our emphasis was on expanding the pedestrian pathway along the south side of the street, where the shops are. With traffic flowing west to east along the one way, we could maximise the kerbside space to accommodate the widened footway and facilitate the movement of larger vehicles, such as refuse vehicles.

Journey times and pollution

Drivers currently travelling eastbound along Elm Park are unlikely to turn around to exit along Elm Park. Their current most convenient routes would be to exit via Ostade Road, Craster Road or Medora Road. The one-way system will not change this.

Drivers wanting to travel west along Elm Park from Ostade Road will need to travel 3 additional blocks to head westbound on Elm Park. Drivers wanting to travel west along Elm Park from Craster Road will need to travel 2 additional blocks to head westbound on Elm Park. These are very short distances and, given the low volume of traffic, will have a negligible affect on air pollution.

Making Elm Park one way will not stop people from using Craster Road and Medora Road or prevent people from getting back out to the signal junction between Elm Park and Brixton Hill.

Junction of Upper Tulse Hill and Brixton Hill

If there is a need to add traffic lights at the junction, we will flag this with TFL.

Key Performance Indicators (KPIs)

By 2030 Lambeth aims to reallocate 25% kerbside into places for people, not just cars, to help create healthier, fairer, and more sustainable streets. We identified four key priorities, which are set out in [Lambeth's Kerbside Strategy](#), with respect to kerbside use. They are:

Priority one: enable safe, accessible, and active travel

Priority two: create places for people

Priority three: increase our resilience to climate change

Priority four: reduce traffic and emissions from transport

The Elm Park shopping parade design delivers on these priorities and strikes the balance between a local shopping street and residential area. We remain steadfast in our commitment to prioritize climate action; however, we recognize the importance of addressing resident concerns regarding social behaviour issues and supporting local businesses. It's crucial to understand that it's not a matter of choosing one over the other. While prioritizing climate action remains a top priority, we can simultaneously address pressing concerns.

Seating

The council will be responsible for maintaining the seating, which will be added to our asset list and maintained as usual.

The design for Elm Park shows different types of seating:

Seating associated with the pub or the café: for people having a drink or meal.

This area boasts a strong residential community, and we are actively encouraging local business development. Elm Park Tavern plays a key role in making Elm Park shopping parade the success we all want. Currently, you will often find people standing outside the tavern during operating hours, potentially impeding the use of the pavement. The proposed design addresses this by incorporating designated seating areas during operating hours, facilitating smoother movement along the footway. These seats will be moved indoors when the pub is closed. Alongside providing a comfortable spot, this seating arrangement also enhances neighbourhood surveillance, contributing to a heightened sense of safety, especially during the darker months. We understand there are concerns about noise, and we assure you that we will make every effort to ensure the pub adheres to the licensing terms agreed upon with us.

Fixed seating: trial basis to enable monitoring of anti-social behaviour; exact type and location to be determined. We welcome your feedback.

Priorities set within [Lambeth's Kerbside Strategy](#) focus on enabling accessible and active travel and creating places to stop and rest. Public seating provides places to stop and rest, especially for the elderly, those with disabilities, individuals traveling with young children, or those for whom Elm Park is not their final destination. It is very important to have these places to stop and rest because without them, people may be prevented from making simple everyday journeys. Anti-social behaviour becomes less of an issue when the space is attractive, well-maintained, and actively used by the local community.

If you would like to explore other neighbourhood street improvements in Lambeth which include public seating, we recommend visiting Van Gogh Walk, Clayands Road and Fentiman Road.

Tables and chairs licencing for businesses

The businesses on Elm Park shopping parade that would like to put out tables and chairs, such as the Elm Park Tavern, will need to [apply for a tables and chairs licence](#). The application process includes a public consultation period during which residents can send in their views and opinions.

Planting

We carefully choose the plants for these locations, ensuring we select the right species at the time of planting. The species we use can survive a month or two without rain during the summer. With the right species and planting variations, you'll find our plantings to be very durable.

The green infrastructure will be added to our green asset list and maintained periodically throughout the year. The first two years usually require the most intense maintenance with watering and weeding and this will be managed internally or contracted out depending on capacity. After this point, due to the careful selection of plants, maintenance should be minimal. Read [Lambeth's Green Infrastructure Strategy](#) to find out more.

Anti-social behaviour

We understand there are concerns about potential anti-social behaviour in relation to seating. Our goal is to create streets that are fit for the future. We're working on finding the right balance when it comes to providing seating areas – enough for people to take a break without creating spaces that attract trouble. Over time, this area will become a neighbourhood destination where everyone feels safe and comfortable, which in turn should discourage anti-social behaviour. Designing streets with everyone in mind, including those who need a spot to rest, is crucial from a policy standpoint.

If you encounter antisocial behaviour, you can report it here: [Report anti-social behaviour in Lambeth](#).

You can also send comments to us at lowtrafficneighbourhoods@lambeth.gov.uk or contact your local councillors: [Councillor Marcia Cameron](#), [Councillor Adrian Garden](#), and [Councillor Ben Kind](#).

Vehicle Parking

We conducted a parking survey that indicates that less than half of the parking bays are in use along the specified section of Elm Park, Ostade Road and Leander Road. The data shows that the nearby streets can support additional parking following the implementation of the proposal and residents will be able to find parking within their existing controlled parking zone permits. The results of the parking survey are provided at the end of this document.

Blue Badge Holders:

As Blue Badge holders can park in any residents' bays, and Pay by Phone bays for an unlimited time, they will have access to all parking spaces available along Elm Park (not including the loading bay) and neighbouring roads.

Blue Badge holders can display their badge and park:

- for up to three hours on yellow lines where there are no loading restrictions, providing the clock card is displayed and set to your time of arrival
- in residents' bays, and Pay by Phone bays, for an unlimited time
- in bays marked 'Disabled', for an unlimited time
- free of charge in any parking bay within Lambeth Council-operated car parks, subject to the time limits that apply to the car park

[Please click here for more information regarding disabled parking badges and bays.](#)

Safety:

While this may mean that some individuals won't be able to park right outside their homes, they will not need to walk far to find a parking space. The results of the parking survey are provided at the end of this document.

We consider several elements to ensure people feel safe at night in their neighbourhoods, including street lighting and sightlines. We also collaborate with our [Violence Against Women and Girls](#) (VAWG) team to ensure we address these types of issues and insights when developing our schemes. Personal safety at night, both real and perceived, is a significant concern, and we understand that comfort levels can vary among individuals. Regarding the Elm Park scheme, the stretch where parking has been removed is extremely short, and there is ample parking capacity nearby. Therefore, we anticipate that any additional walking time will be minimal.

Please visit our VAWG page, [Get Help and Keep Safe](#), for more information about services and help you can access.

Cycle Parking

In addition to the cycle parking on the side near to the shops, we will provide new cycle parking spaces on the opposite side of the street. We will review the scheme's cycle parking areas to see if it can support cargo/adapted bikes.

Litter and rubbish

Recognizing that waste management has been a significant aspect of the feedback we've received, we are prioritizing this issue to ensure we provide a solution that meets the needs of residents and keeps Elm Park parade free of rubbish and litter.

On the north side of the Elm Park shopping parade: The proposed bin bays will utilize the space reclaimed from parking to provide enclosed bays for residents to store their wheelie bins. This will relocate the wheelie bins from the footway, enhancing the area's attractiveness and ensuring it is free of obstacles for pedestrians and those using wheelchairs. The bin bays will be at pavement level, facilitating easy use for residents to store their wheelie bins. Further detailed design work will determine the quantity and positioning of these bays.

On the south side of the Elm Park shopping parade: We acknowledge the concerns regarding bin capacity for residents in the flats above the shops. We are liaising with the refuse team to assess the feasibility of potential solutions. Consequently, the current design does not yet show the final solution. With [fortnightly rubbish collections](#), starting April 2024, all black rubbish bins for street-level (kerbside) households will change from being every week to every two weeks. This collection change does not apply to the flats above the shops. See above question for further details.

Fly-tipping

Fly-tipping is a serious problem across the borough, and Lambeth is cracking down on this environmental crime that blights communities and wastes public money to address. We pick up litter from every street in Lambeth every week, aiming to investigate and remove dumped waste within 4 days. With the design of Elm Park, we look to address the current problem of clutter and litter caused by bin location and capacity issues. However, fly-tipping will also be closely monitored, and we appreciate your assistance. [Click here to report dumped rubbish or tell us you've seen someone fly tipping](#).

Monitoring

This is a permanent scheme with significant works to improve the public realm. There are various elements in the design, including seating, cycle parking, and areas for people to wait outside the shops. These elements will be monitored, but we expect the scheme to function effectively without the need for alterations. However, we are always open minded and can make minor adjustments, should there be a justifiable need.

With respect to the LTN, we had several stages of monitoring. We had one stage of monitoring to collect baseline data. Then we had two rounds of monitoring once the trial scheme was in. We made the scheme permanent once we saw there was a net reduction in traffic over the boundary and neighbourhood roads. This stage of the project is about enhancing the area. Depending on what happens once the improvements are in place, some monitoring might be required. However, this is not something that we have done in the past on permanent schemes.

Modelling

Modelling is usually conducted for locations with high flows of various modes of major transport. For a scheme like this, in terms of motor vehicle traffic, the traffic flows are so low that there will not be a significant impact on the local road network, so modelling is not required.

Business Support

Although the Elm Park Shopping Parade doesn't fit the typical image of a bustling high street, it holds a special place in the Tulse Hill community. This is evident from the feedback we've received from both local councillors and residents who are eager to see improvements made to the area. When you have a multi-use stretch of road like this one, lined with shops and businesses, Lambeth aims to create spaces that are attractive, enjoyable, and easily accessible by walking, wheeling or cycling. This encourages more people to visit the area and can help boost the local economy. We understand the importance of vibrant shopping areas for our neighbourhoods and are committed to making Elm Park a welcoming space for those in the neighbourhood and those visiting the local shops.

Communications and engagement

Within any residential area of Lambeth, people may move in or out over the course of our project delivery. Through our engagement, we aim to reach residents and businesses living in the area to gain perspective on the neighbourhood and its needs. Although this engagement represents a snapshot in time, we carefully structure our activities so that the knowledge gained lends itself to designing a scheme that thoughtfully supports both current and future residents and businesses within the area.

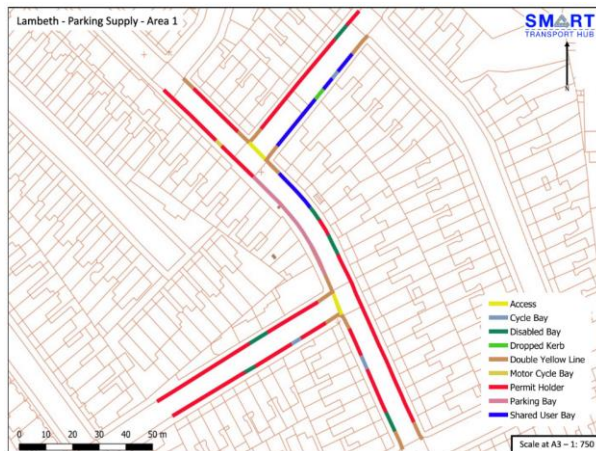
In addition to these Frequently Asked Questions, which address comments, concerns and worries reported by businesses and residents, the [Tulse Hill Wider Improvements Engagement Report](#) includes both the positive and less positive comments we received during engagement. The [Tulse Hill LTN page](#) and associated decision report also list comments received.

The original plan for this proposal involved engaging with the community and testing ideas during the summer of 2023. However, due to resource limitations, we were unable to test the preliminary as intended. We sincerely apologise for any inconvenience caused by this setback.

Next Steps

Construction is scheduled to commence in the summer, starting with excavation works and concluding with the installation of lighter amenities. If all goes according to plan, we anticipate the full scheme to be operational by mid-summer.

Elm Park Shopping Parade Parking Survey Results



Area 1

TABLE 2a: DETAILS OF PARKING DEMAND AND STRESS BY ROAD

Road Name	Available spaces	Actual spaces	TOTAL VEHICLES (in PCUs)											
			Beat 101	Beat 102	Beat 103	Beat 104	Beat 105	Beat 106	Beat 201	Beat 202	Beat 203	Beat 204	Beat 205	Beat 206
			Thu 0700-0900	Thu 0900-1100	Thu 1100-1300	Thu 1300-1500	Thu 1500-1700	Thu 1700-1900	Sat 0700-0900	Sat 0900-1100	Sat 1100-1300	Sat 1300-1500	Sat 1500-1700	Sat 1700-1900
Elm Park	48	55	26	27.4	24	27	26.4	25.4	28	29	31	26	26	27
Leander Road	16	21	7	8	8	8	7	5	8	8	7	9	5	5
Ostade Road	26	29	15	14	17.2	7	6	9	12	12	12	9	11	13
	90	105	48	49.4	49.2	42	39.4	39.4	48	49	50	44	42	45

Road Name	Available spaces	Actual spaces	TOTAL STRESS											
			Beat 101	Beat 102	Beat 103	Beat 104	Beat 105	Beat 106	Beat 201	Beat 202	Beat 203	Beat 204	Beat 205	Beat 206
			Thu 0700-0900	Thu 0900-1100	Thu 1100-1300	Thu 1300-1500	Thu 1500-1700	Thu 1700-1900	Sat 0700-0900	Sat 0900-1100	Sat 1100-1300	Sat 1300-1500	Sat 1500-1700	Sat 1700-1900
Elm Park	48	55	47.27%	49.82%	43.64%	49.09%	48.00%	46.18%	50.91%	52.73%	56.36%	47.27%	47.27%	49.09%
Leander Road	16	21	33.33%	38.10%	38.10%	38.10%	33.33%	23.81%	38.10%	38.10%	33.33%	42.86%	23.81%	23.81%
Ostade Road	26	29	51.72%	48.28%	59.31%	24.14%	20.69%	31.03%	41.38%	41.38%	41.38%	31.03%	37.93%	44.83%
	90	105	46%	47%	47%	40%	38%	38%	46%	47%	48%	42%	40%	43%