

LONDON BOROUGH OF LAMBETH

STATEMENT OF REASONS

STREATHAM HILL LOW TRAFFIC NEIGHBOURHOOD (LTN)

Background

Low Traffic Neighbourhoods enable areas to be safer, more sustainable, and give everyone in Lambeth more equal access to their local streets. They reduce road danger from vehicles using the streets as cut throughs and provide the right conditions for Healthy Routes to support more people walking and cycling. In October 2020 the Council issued scheme approval for the implementation of the Streatham Hill LTN (Low Traffic neighbourhood), along with a number of other interventions, under experimental traffic orders. In June 2022 the Council issued approval for the making of traffic management orders to make the Streatham Hill Low Traffic Neighbourhood scheme permanent. These proposals are additional to the existing restrictions already made permanent and will be subject to statutory consultation.

Proposals

These current proposals seek to permanently upgrade the existing traffic filters in the Streatham Hill Low Traffic Neighbourhood and deliver a range of wider improvement schemes. The proposed scheme changes will include

- providing enhanced public realm by upgrading the filters from temporary wooden planters to permanent schemes with opportunities for greening,
- pavement widening, seating, and additional cycle parking.
- Reinforce the existing traffic filter restrictions;
- Continue to provide a safer environment for people walking, cycling and wheeling.
- The wider improvement schemes will narrow junctions, provide cycle parking, provide additional tactile paving at crossings, and provide additional crossing facilities;

These proposals will upgrade existing traffic filters from temporary installations utilising planters to permanent public realm improvements at following locations:

- Palace Road junction with Daysbrook Road
- Palace Road junction with Coburg Crescent
- Wavertree Road junction with Hillside Road
- Amesbury Avenue junction with Emsworth Street
- Amesbury Avenue junction with Faygate Road
- Mount Nod Road junction with Hailsham Avenue
- Rosedene Avenue junction with Stockfield Road

Objectives

The key objective is to achieve a reduction in through motor traffic within LTN areas and an overall reduction in motor vehicle movements in the wider area, when considering boundary and internal roads together. These goals have been achieved via temporary traffic filters using planters and cameras. This proposal seeks to permanently upgrade those traffic filters to improve the public realm and will be accompanied by a range of wider improvements within the LTN area.

These changes are expected to achieve a reduction in road danger, air pollution, carbon emissions and congestion.

Use of Experimental Order (if required)

N/A

Measures of success

- Reducing traffic volumes across the neighbourhood to deliver improved air quality, improved safety and create street spaces where people can socialise and play
- Preserving motor vehicle access so residents and local businesses can use cars and vans when they need to
- Enabling people to travel safely through the area on foot or by cycle