

Estreham Road – Frequently Asked Questions

Q) Why is through traffic being restricted on Estreham Road?

Estreham Road is a residential street with high volumes of non-residential through traffic using it each day. A high proportion of this non-local motor traffic uses the road to avoid the traffic signals at the junction of Greyhound Lane and Streatham High Road. An average of 3118 vehicles use Estreham Road daily in both directions.

Estreham Road will form part of Quietway 5, a cycling route linking Waterloo to Norbury. This has presented a unique opportunity for Estreham Road to benefit from Transport for London investment.

Quietways will be a network of high quality, well signed cycle routes throughout London, mostly using backstreets. The routes will link key destinations and will appeal to new and existing people that cycle who want to use quieter, low-traffic routes. Quietways will complement other cycling initiatives in London, such as the Cycle Superhighways.

Q) What are the benefits of restricting traffic on Estreham Road?

By reducing the amount of motor traffic using Estreham Road, we hope to create a better street environment in the area which prioritises people over vehicles, making it more pleasant for residents and visitors to walk through.

This route is already well used for cycling, and our proposals aim to attract more people to cycle for everyday journeys and cater for the predicted increase in the number of people using bicycles.

Q) Will I still be able to drive to my home / place of interest?

Yes, you will still be able to access everywhere on Estreham Road, and adjoining roads in the area, by car, although you may have to take a slightly different route.

Q) What led to this proposal being trialled?

Between July 2015 and January 2016, Lambeth engaged with local residents in order to develop Quietway proposals that would benefit the community. We aimed to identify existing transport issues, develop solutions that may enhance the area for those who live here and improve safety on the roads for more vulnerable road users, particularly pedestrians and cyclists. Over 500 residents shared their views with us.

Three design proposals were developed, and feedback was sought from residents through online and postal surveys and public drop in sessions. The most popular design option was taken to public consultation in February this year. After receiving 56% support at the consultation (compared to 37% who did not support the proposals), Lambeth took the decision to trial the proposal for six months, in order to monitor the impact of the changes on the road network.

Q) Why does the trial need to be a full six months?

Some disruption to the road network is to be expected initially, as with any change to the road layout, and so a six month trial will allow for monitoring to take place once traffic had adjusted to the changes. The temporary trial gives us an opportunity to understand how the changes will work in practice, and how the street changes impact the neighbourhood and local traffic flows. We will review all the data and feedback from the trial after six months and make a decision about the next steps.

Q) Why is Lambeth not trialling a full closure to vehicular traffic on Estreham Road?

Lambeth originally proposed a full vehicular traffic closure at this location. During engagement with residents it became clear that they would not support such a measure, with particular issues raised relating to safety at the junction of Natal Road and Streatham High Road.

In response to this two further design options were developed and presented to residents via surveys and drop-in sessions, with the most well supported option taken to public consultation.

Q) Will this mean heavier motor traffic on surrounding roads?

Non-local motor traffic uses Estreham Road as a cut through to avoid using Greyhound Lane and Streatham High Road. Some of the traffic that previously used Estreham Road is expected to use the main roads in the area that are designed to accommodate higher traffic levels. The six month trial and monitoring will help us understand the actual effects on surrounding roads.

Q) How can I comment on this trial?

The six month trial period will form a further public consultation period in relation to the proposals, and any representations received during this period in support or opposition to the scheme will feed into the assessment process. Please visit <https://www.lambeth.gov.uk/estreham> to submit your comments.

Q) Who will make the decision on making the scheme permanent after the trial?

At the end of the six month trial period a report will be prepared for the Cabinet Member for Environment & Transport. The council will then take the decision as to whether to make the scheme permanent (by introducing a permanent traffic order) or to remove the one-way closure.