

# Estreham Road northbound restriction: Post-trial monitoring report

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## Quietway Waterloo to Norbury

May 2017



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# 1 Executive Summary

Between July 2015 and January 2016, Lambeth engaged with local residents on Estreham Road and the surrounding network of streets in order 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.

As a result of feedback received through this process, three design proposals were developed, and the most popular proposal, to trial a northbound restriction on Estreham Road for 6 months, was successfully consulted on and subsequently trialled between October 2016 and April 2017.

At the end of the six month trial period, residents were asked to feedback on the trial, and changes in air quality and traffic volumes in the area were collected.

## Key findings

- The number of vehicles travelling north on Estreham Road has dropped from over 1600 vehicles a day to under 400 a day, while the number of vehicles on Pathfield Road and Greyhound Lane has increased.
- At the end of the six month trial **the number of residents who were in favour of making the trial permanent is 60% and the number against is 34%.**
- In 2016, residents were asked whether they would be in favour of measures to restrict through traffic on Estreham Road. **33% of residents were in favour, and 60% against.**
- In 2015, 52% of 417 survey respondents stated that driving was their main mode of travel on Estreham Road, with 31% walking and 13% cycling. In 2017, 44% of 392 respondents stated that walking was their main mode of travel on Estreham Road, with 30% driving and 21% cycling.
- In 2015, 44% of survey respondents stated that it was easy to cycle on Estreham Road. In 2017, 61% of respondents stated that it was easy to cycle on Estreham Road.
- The most common reasons given by respondents who wanted the scheme to remain in place were the reduction of through traffic, the benefits for walking and cycling, and the improvements the scheme made to road safety. The most common reasons given by respondents who did not want the scheme to remain in place were the increased traffic on surrounding roads, the inconvenience caused by having to take a different route, and the impact of the scheme on Pathfield Road.
- The most commonly requested additional measure respondents would like to see implemented were the installation of cameras to ensure compliance with the restriction, a controlled parking zone to protect residents' parking, and for the restriction to be increased to both directions.
- No objections were received from statutory consultees

## 2 Introduction

Estreham Road forms part of Quietway 5, a cycle Quietway linking Waterloo to Norbury and spanning the London Boroughs of Lambeth and Croydon.

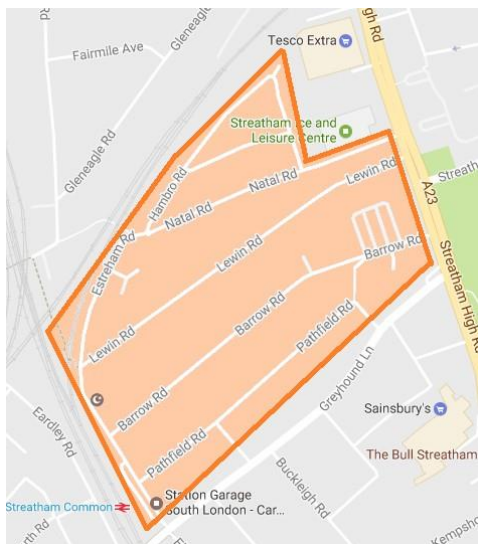
Quietways will be a network of high quality, well signed cycle routes throughout London, mostly using backstreets. The routes will link key destinations and will appeal to new and existing people that cycle who want to use quieter, low-traffic routes. Quietways will complement other cycling initiatives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

Quietways are continuous routes following quieter streets, parks and waterways across inner and outer London. They provide the opportunity to make streets healthier and create safer and more pleasant neighbourhoods for everyone, by reducing the speed and dominance of motor traffic, improving local air quality and investing in a better, more accessible, urban realm.

Estreham Road is a residential street that prior to the northbound closure experienced high volumes of non-residential through traffic each day. Before the restriction came into effect, over 3100 vehicles used Estreham Road daily in both directions. Traffic surveys indicated that up to 70% of this traffic was non-residential, with a high proportion using Estreham Road to avoid the main highway network, particularly the traffic signals at the junction of Greyhound Lane and Streatham High Road.

## 3 The process to date

Between July 2015 and January 2016, Lambeth engaged with local residents on Estreham Road and the surrounding network of streets (Fig. 1 Engagement area) in order 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 by completing an online survey or attending one of several public drop in sessions.



As a result of feedback received through this process, three design proposals (appendix 1) were developed, and feedback was sought from residents through surveys and public drop in sessions. The most popular proposal, to trial a northbound restriction on Estreham Road for 6 months, was taken to public consultation in February 2016 (appendix 2). After receiving 56% support at the consultation (37% did not support the proposals and 7% had no preference), Lambeth took the decision to implement the scheme for a six month trial period (October 2016 to April 2017), in order to monitor the impact of the changes on the road network.

The full consultation report can be viewed from [www.lambeth.gov.uk/q5update](http://www.lambeth.gov.uk/q5update).

At the end of the six month trial period, a letter (appendix 3) was sent to all residents in the

*Fig. 1 Engagement area*



engagement area, informing them of the traffic count captured throughout the trial, and inviting them to feedback on whether they would like the trial to be made permanent, through an online survey. An updated FAQs pack (appendix 4) was also made available at [www.lambeth.gov.uk/q5update](http://www.lambeth.gov.uk/q5update).

Residents were informed that the decision on whether to make the trial permanent would be made by the Cabinet Member for Environment, through a balanced assessment of monitoring data and resident feedback.

## 4 Monitoring

Lambeth Council has monitored the impact of the restriction by collecting speed and volume counts before the trial and during the trial at 3 and 6 months.

### 4.1 Traffic counts

Traffic surveys\* indicate that over the last 6 months, the number of vehicles travelling north on Estreham Road has dropped from over 1600 vehicles a day to under 400 a day, and that the number of vehicles travelling eastbound on Lewin Road has dropped by nearly 300 a day (appendix 5).

Conversely, the surveys show that the number of vehicles using Greyhound Lane has increased. This was an expected outcome, as restricting traffic on residential streets moves traffic to the main roads in the area that are designed to accommodate higher traffic volumes.

The number of vehicles using Pathfield Road has increased by approximately 200 vehicles a day. This was anticipated in the early stages of the trial, as it is normal for road users to require a period of adaptation to any change to the road network. For example, some road users who were unaware of the closure on Estreham Road have been using Pathfield Road to perform U-turns and to access Greyhound Lane. This pattern will require careful monitoring, and Lambeth will consider whether any separate measures could be implemented alongside the current restriction to help address concerns.

\*Traffic surveys carried out by Traffic Survey Partners in January 2015 and April 2017, and by Tracsis in January 2017 over a 5 day week

### 4.3 Cycle counts

Counts indicate that over 200 cycle journeys are currently made on Estreham Road daily during the morning and evening peak hours alone\*\*\*. Prior to the trial, approximately 100 journeys were made by pedal cycle and motor cycle combined (surveying was carried out by automatic counters and cannot be separated). However, this suggests that the number of cycle journeys made during the morning and evening peak hours has doubled, approximately, since January 2015.

\*\*\*\*ATCs carried out by Traffic Survey Partners in January 2015 and manual cycle counts carried out on a weekday in April 2017 between 07.45-09.45 and 16.30-18.30

## 5 Feedback received from residents

### 5.1 Feedback received during the trial period

Between October 2016 and April 2017, an online form was made available to residents to submit comments. This form did not include any specific questions, only a single comment box. These responses have been coded by key theme.

### 5.1.1 Feedback in support of the trial

Dec 18 2016	In favour, road are calmer and safer
	Non compliance is an issue
Dec 8 2016	School run on foot and bike has greatly improved as a result of trial
Dec 8 2016	Useful link for cyclists and pedestrians, do not revert it
Dec 8 2016	Much safer for cycling now
	Important north south link
Dec 7 2016	Much safer and more pleasant
	A huge benefit for many people
	If shops on Greyhound are losing trade, short term parking bays should be provided on Estreham Rd
Nov 15 2016	It's great
	Non compliance is an issue
Nov 5 2016	Estreham Rd should be closed to two way traffic as it is still a southbound ratrun

### 5.1.2 Feedback objecting to the trial

Mar 8 2017	No parking for customers
	Customers put off by journey time
Mar 1 2017	The lights at the Estreham/Greyhound/Eardley junction need longer phasing
Jan 19 2017	Business is down, customers not interested in properties with limited parking
	I can't drive to work (I live on Guildersfield Rd)
Jan 13 2017	Left turn from A23 to Natal is dangerous across bus lane
	Could the restriction be peak only?
	Non compliance is an issue
Dec 6 2016	Residents have been ignored
Nov 28 2016	Great inconvenience as can't park for station access
	Believes traffic surveys are false
Nov 16 2016	Pathfield Rd is noisy and dangerous
Nov 8 2016	Longer journey time on Greyhound Lane
	Increased traffic on Pathfield
Nov 1 2016	Increased traffic on Pathfield
	Increased traffic on Greyhound
Nov 1 2016	Longer journey time on Greyhound Lane/A23
Nov 1 2016	Pathfield Rd is noisy and dangerous
Nov 4 2016	Pathfield Rd is noisy and dangerous

## 5.2 Feedback received at the end of the trial period

We wrote to all residents in the engagement area on 19<sup>th</sup> April 2017 and invited them to feedback on the trial via an online survey. This was complemented by three on-street surveying sessions outside Streatham Common rail station. A total of 392 responses were received.

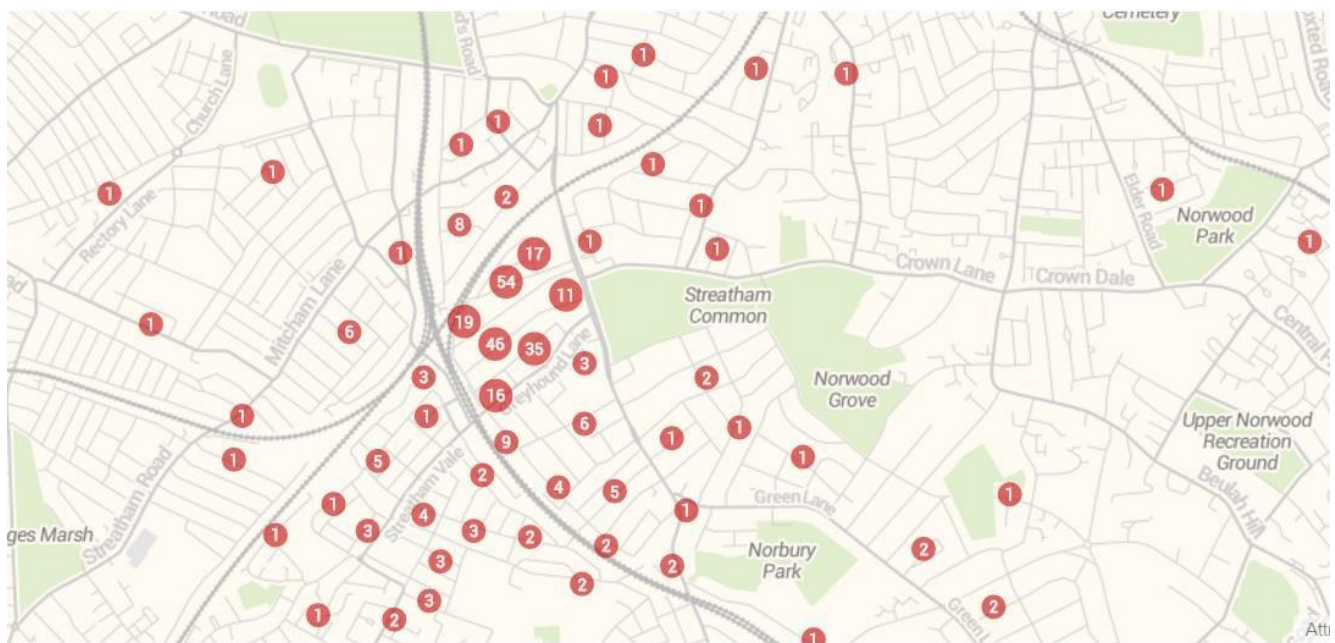
The survey (see appendix 7) included several questions structured around TfL's Healthy Streets indicators, many of which were repeated from the original engagement survey used in 2015 to allow for comparative data.

Residents were also asked whether they would like the scheme to remain in place, the reason for their choice, and whether they would like to see any additional measures put in place to address any impact the scheme may have had.

Free entry comments were coded by key theme and counted to establish the most commonly raised theme.

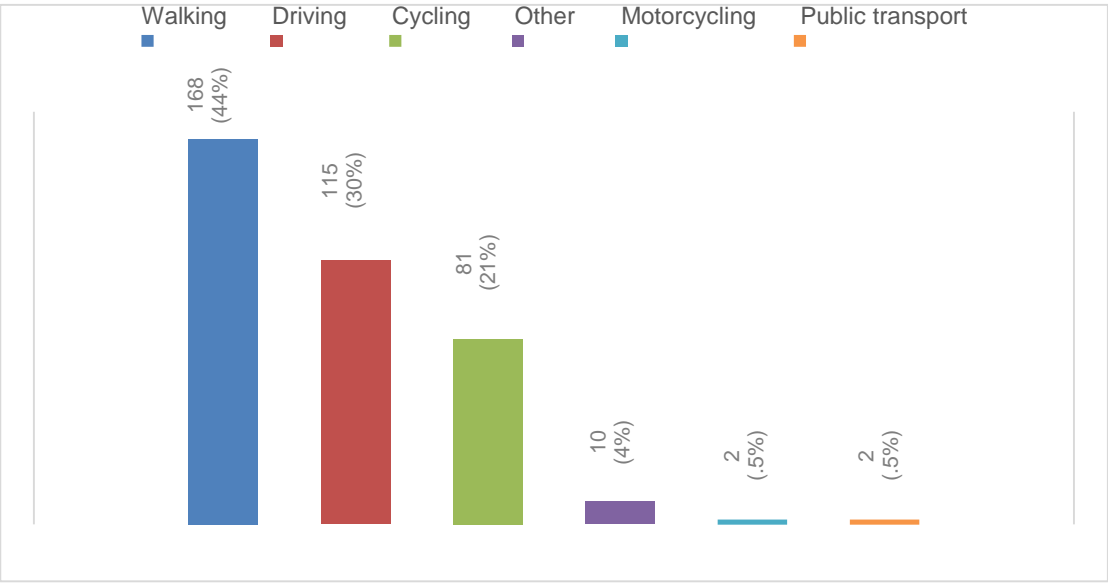
### 5.2.1 What is your postcode?

The map below shows the postcode location of those respondents who provided complete postcodes.

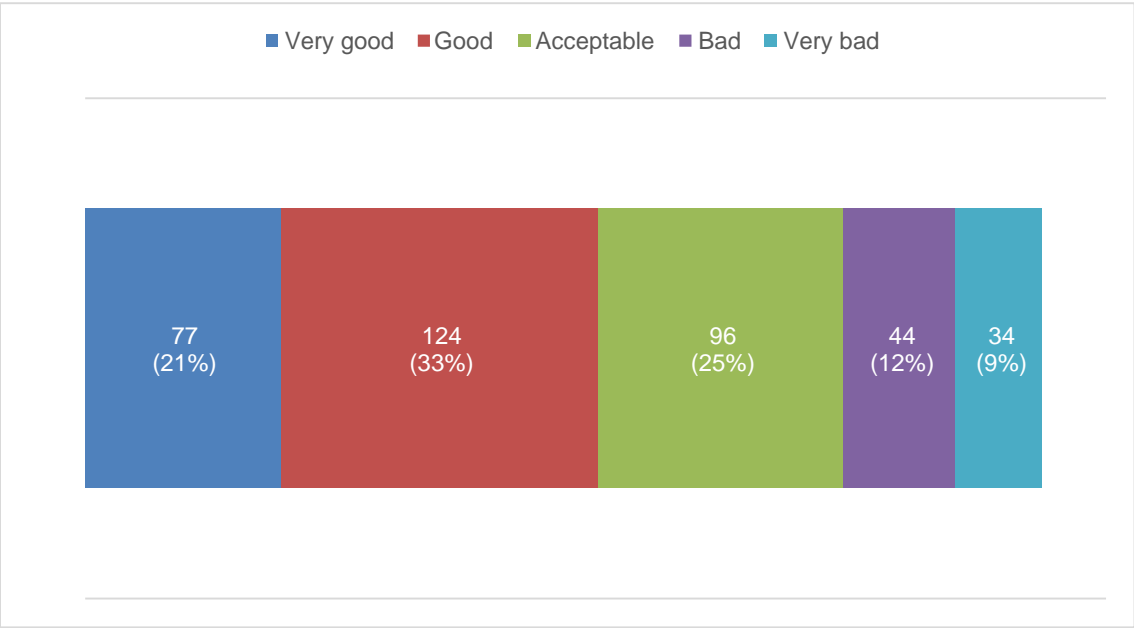




5.2.2 Which of these is the single most common way you travel on Estreham Road?

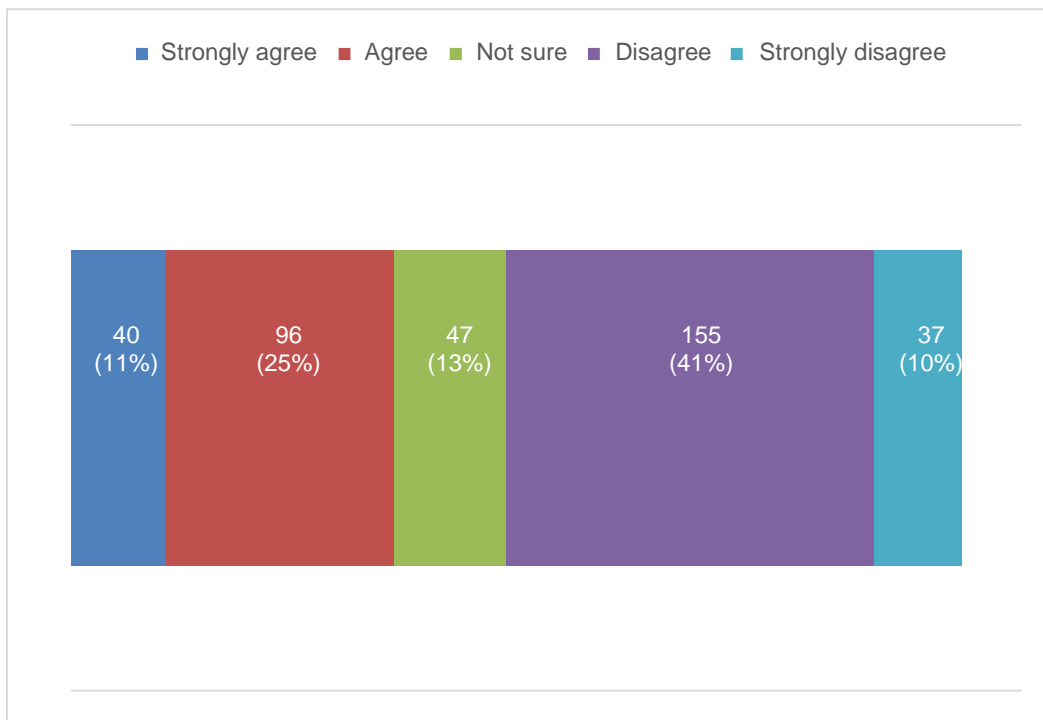


5.2.3 How would you rate your experience of using Estreham Road?

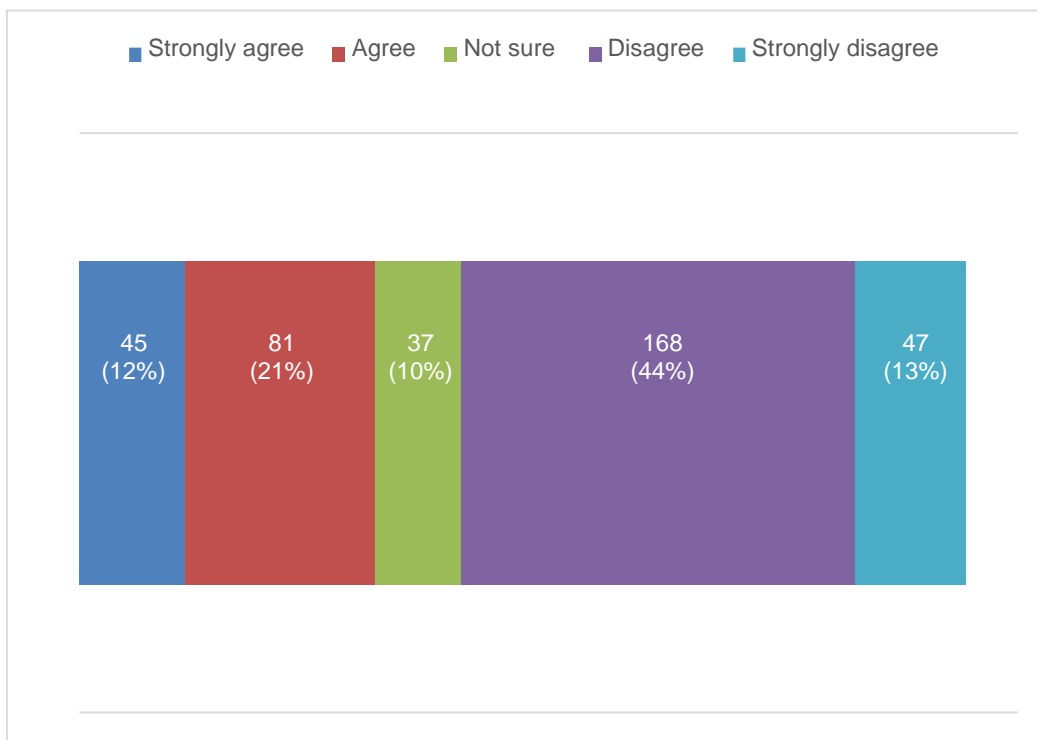


#### 5.2.4 Do you agree or disagree with the following statements about Estreham Road?

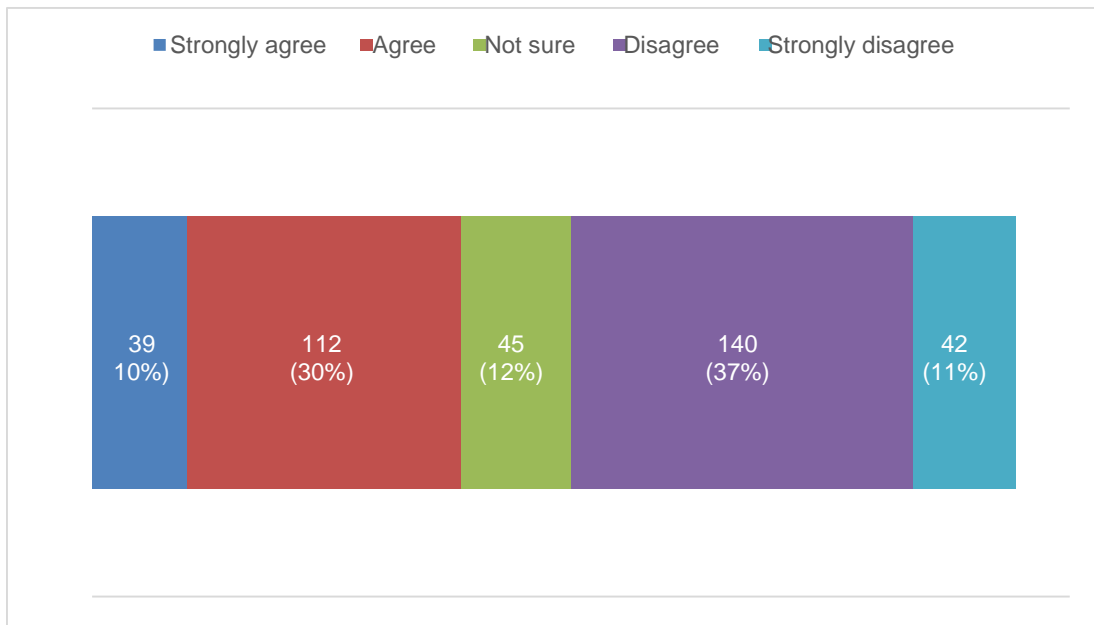
“Traffic is too fast on Estreham Road”



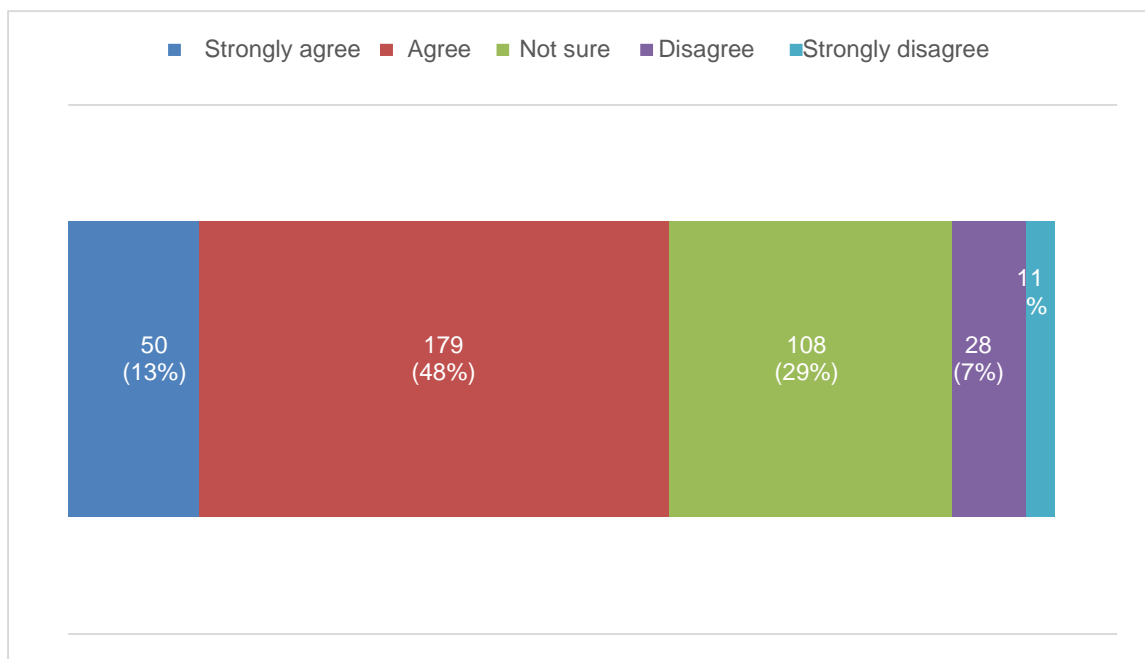
“There is too much traffic on Estreham Road”



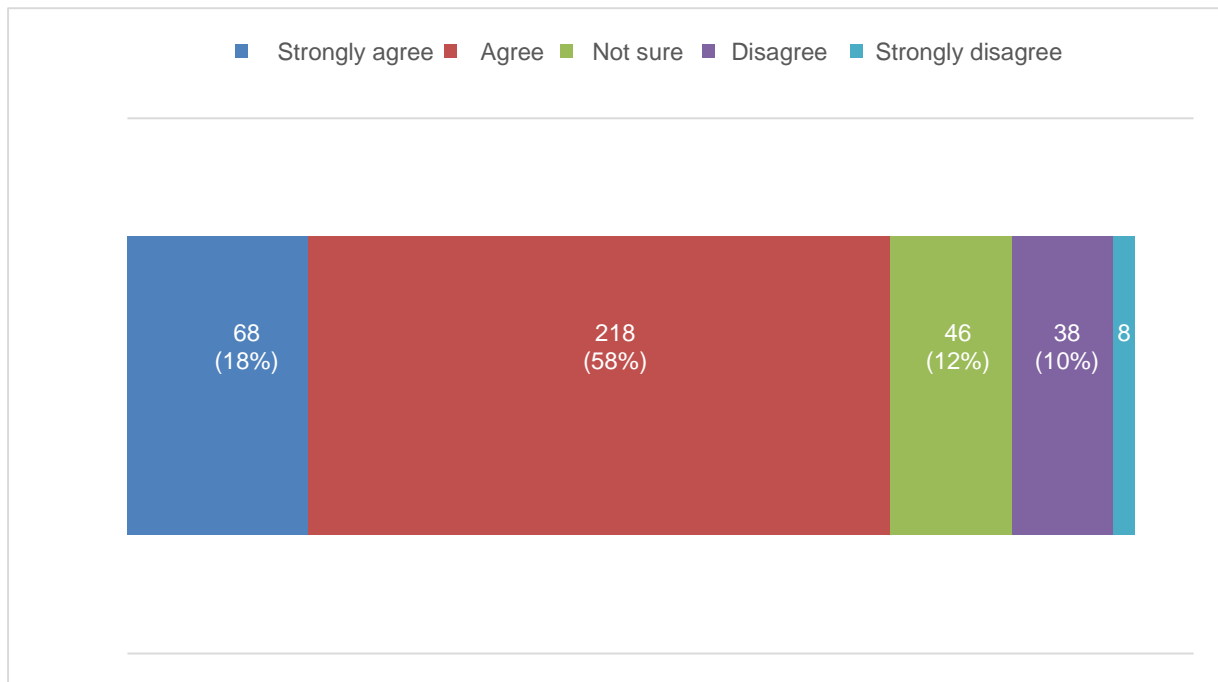
### “Road safety is an issue on Estreham Road”



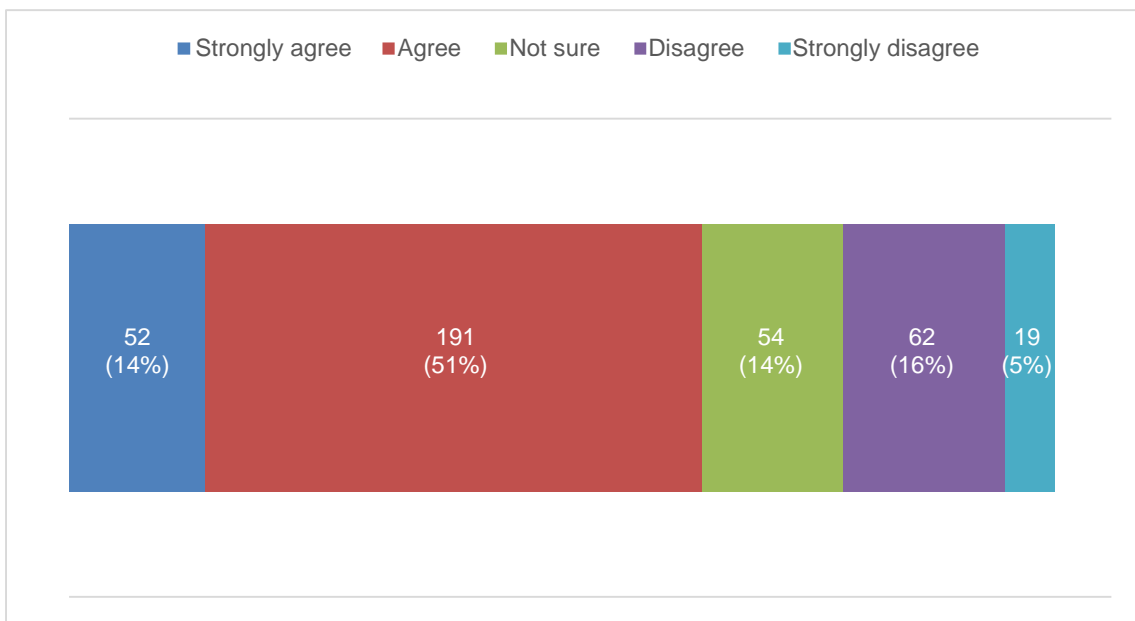
### “Estreham Road is safe to cycle on”



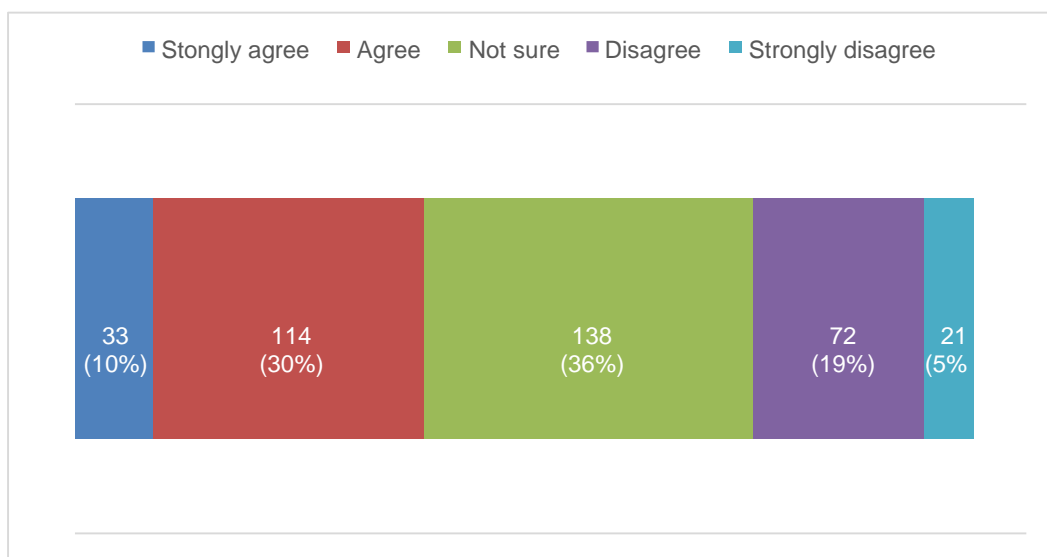
### “It’s easy to cross Estreham Road”



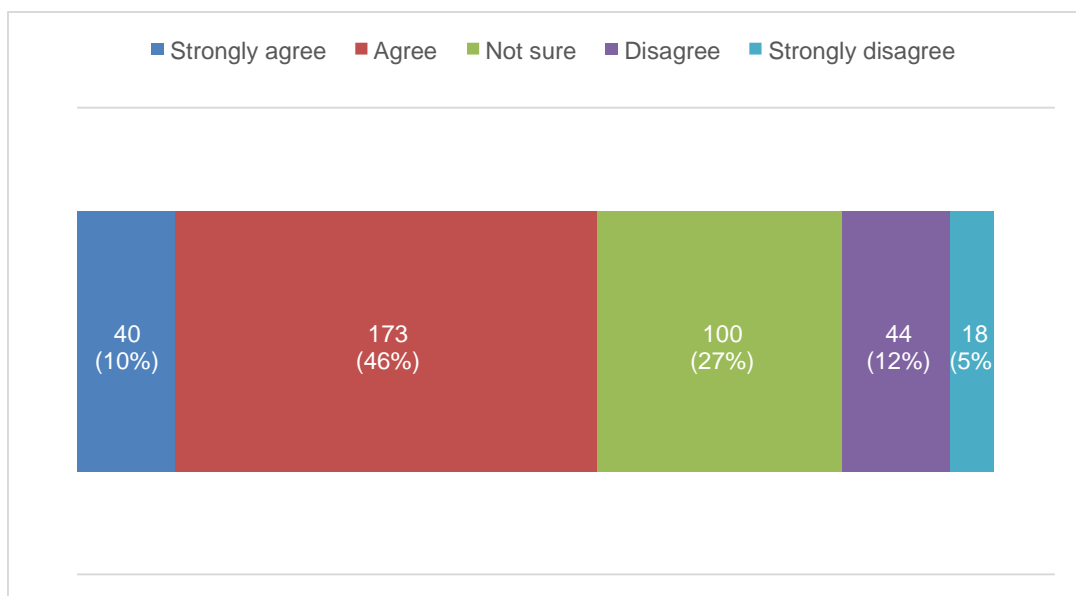
### “Estreham Road feels quiet”



### “The air on Estreham Road feels clean”

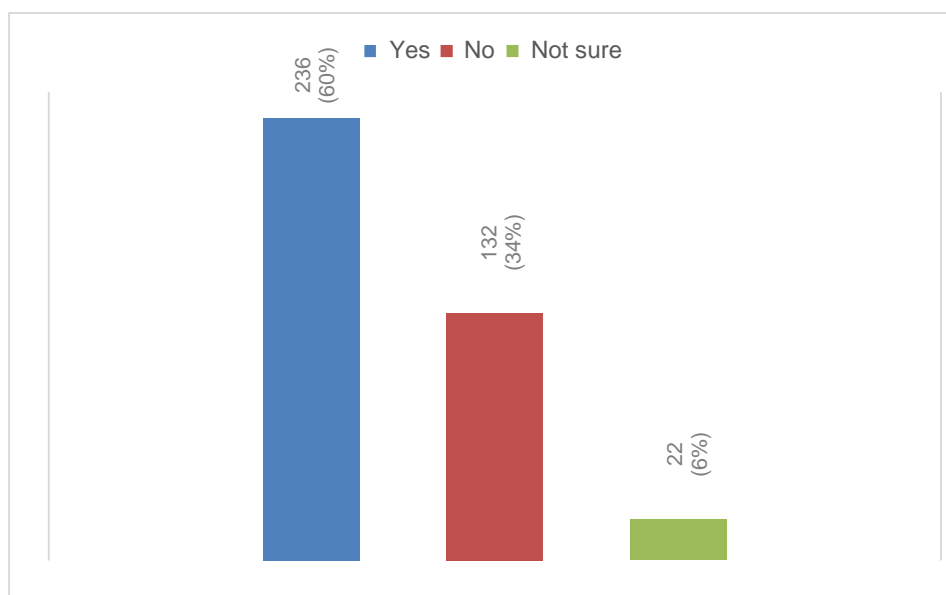


### “People seem relaxed using Estreham Road”





### 5.2.5 Would you like to see the northbound “No Entry” filter to stay in place?



### 5.2.6 For what reasons?

The most common responses to this free entry question among respondents who wanted the scheme to remain in place were the reduction of through traffic, the benefits for walking and cycling, and the improvements the scheme made to road safety. A significant number of respondents stated that air quality had improved, the area felt safer for walking or cycling with children, and that the area felt quieter.

The most common responses to this free entry question among respondents who did not want the scheme to remain in place were the increased traffic on surrounding roads, the inconvenience caused by having to take a different route, and the impact of the scheme on Pathfield Road. A significant number of respondents stated that their journey time had increased, parking conditions had worsened and that the scheme had been unnecessary as there had been no through traffic issue to address.

In addition, some general comments were raised a number of times. 17 respondents raised the issue of non-compliance being a cause for concern, 4 respondents specified in their comments that the scheme had not had any noticeable impact, and 4 respondents described the fact that they had initially been strongly opposed to the scheme but were now very much in favour.

The tables below shows the total number of times each theme was referred to by a respondent in answer to this question.

### 5.2.6.1 Reasons in favour of making the scheme permanent

There has been a reduction in through traffic	67
It's more pleasant for walking and cycling	50
Road safety has improved	34
Air quality has improved	28
Safer for walking or cycling with children	23
The area is quieter	23
Traffic speeds have reduced	20
Added journey time or inconvenient route is not an issue	16
Improved the general feel of the neighbourhood, the environment or relations in the community	16
Crossing the road is now safer	13
Driver behaviour has improved	11
Parking issues have improved	11
More needs to be done to reduce through traffic elsewhere by implementing similar schemes on other streets	11
I have started cycling as a result of the scheme	6
There has been a reduction in fly tipping	2
It is more pleasant for driving	2
It's more pleasant for driving	2
The scheme makes cycling more visible	1

### 5.2.6.2 Reasons against making the scheme permanent

Increased traffic on other roads	50
Access is less convenient	37
Pathfield Rd has become an alternative rat run, noisy and dangerous	30
Increased journey time	27
Parking is now an issue	19
The scheme was unnecessary, there was no issue to begin with	19
The scheme has not relieved the problems on Estreham Road, or has made conditions worse	12
The air quality on neighbouring roads has been negatively impacted	11
Alternative cut throughs have been created	5
Aggressive driving has increased	4
I object to the camera and the issuing of fines	4
There's no evidence of any increase in cycling	3
It hasn't improved conditions for cyclists	3
The new layout is unclear to road users	2
The scheme has had a negative impact on business	3
Access for deliveries is less convenient	1
Access for emergency services may be affected	1
The visibility at the crossing is poor	1
Less passing traffic feels unsafe for elderly	1

### 5.2.7 Are there any additional measures you would like to see implemented?

The most commonly requested additional measure were the installation of cameras to ensure compliance with the restriction, a controlled parking zone to protect residents' parking, and for the restriction to be increased to both directions.

A significant number of respondents also requested further filters in surrounding streets, improved signage on Greyhound Lane alerting drivers to the restriction, traffic calming in the whole area, and a "No entry" restriction from Estreham Road to Pathfield Road.

The tables below shows the total number of times each theme was referred to by a respondent in answer to this question.

Install a camera or other measure to ensure compliance	37
Parking restrictions (CPZ)	36
The northbound filter is not enough. Through traffic should be restricted in both directions.	23
There should be more schemes to further reduce traffic in other surrounding streets (for example, on Eardley and Ellison Roads)	18
Improved signage on Greyhound Lane alerting drivers to filter	15
Traffic calming (particularly Pathfield Road and corners of Lewin Road and Natal Road)	15
Restrict northbound traffic on Pathfield by implementing a "No entry" from Estreham)	15
Better enforcement of the speed limit	10
Remove graffiti or improve appearance of planters, including improving planting	8
Phasing of lights needs to be longer to allow for drivers to exit Estreham and join Greyhound without traffic backing up, which is what may encourage them on Pathfield Rd	6
Answered "No" but specified that if made permanent must include CPZ and no entry from Estreham Road to Pathfield Rd	6
Restrict northbound traffic on Pathfield by making the section between Rotherhill and Estreham one-way	5
Removal of parking on west side of Estreham Road	4
Segregated cycle track on Estreham Road	4
Update Sat Navs so that the route ceases to be recommended	3
Pavements need maintenance and widening, particularly at north corner of Estreham Road	3
Automatic bollards	3
Repair pot holes on Estreham Rd	3
A23/Natal Road junction junction is difficult put in "Keep clear" markings to allow safe turn in and out	3
Visibility at corner of Lewin is poor, make Estreham Road narrower here or provide crossing	3
Allow residents to drive northbound	3
Improve access and lighting at Potters Lane, including clearing vegetation and widening barriers	3
Cut back vegetation from pavements	3
The restriction should be implemented only at certain times	2
Bike hangars for residents	2
Replace no entry with "Priority over oncoming vehicles" signs	2
Improve visibility for drivers pulling out of station	1
Install better lighting	1
Pedestrian priority signs at Potters Lane	1
Pedestrian priority signs at crossing	1
Make full traffic and air quality monitoring data available to residents	1
Allow motorcycles to pass the "No entry" point	1
Traffic calming on Streatham Road	1
Restrict motorbike access on Potters Lane	1
More parking spaces	1
Cycle parking at the Railway Pub	1
Move the closure further North to allow access to Barrow and Lewin Roads	1
The zebra crossing is obstructed by the planter, so drivers don't always stop for pedestrians	1
Traffic calming needed on Greyhound Lane	1
Signs to discourage through traffic on Pathfield	1
Don't remove parking spaces	1
Make some streets on either side of the Vale one way	1
Plant some trees at the crossing	1
An additional timed southbound restriction should be implemented	1

## 6 Comparative analysis of resident feedback (2015-17)

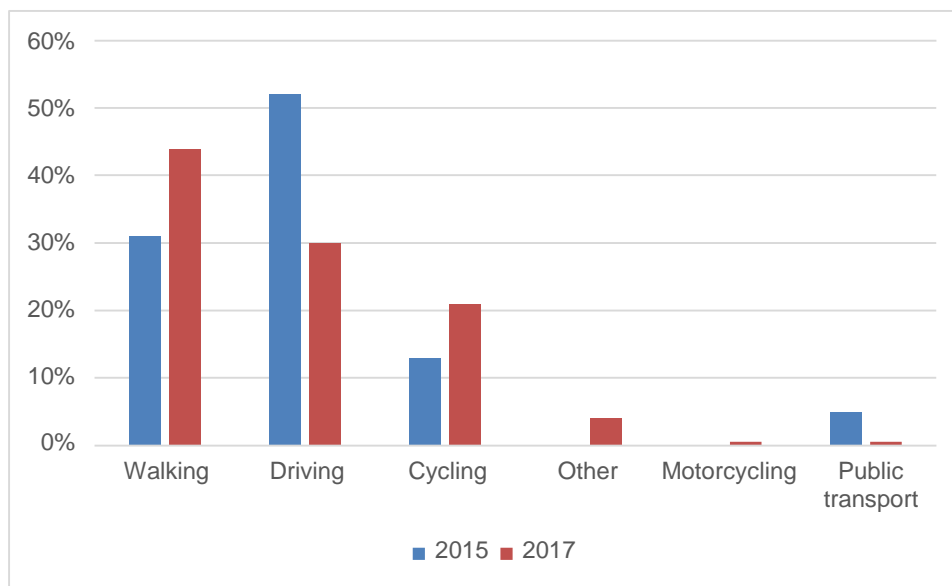
The original survey carried out during the July 2015 engagement, before the design and subsequent consultation, included several of the questions repeated in the post-trial survey in April 2017.

The charts below show the comparative responses for the answers to these questions. The number of respondents in 2015 was 417 and the number of respondents in 2017 was 392.

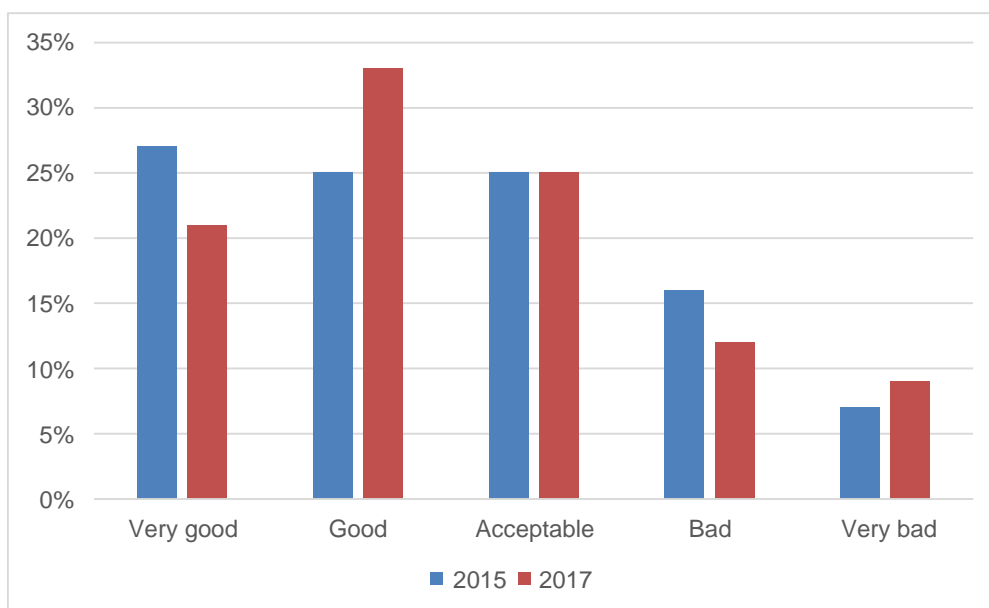
### 6.1 Survey questions

The charts below show the comparative responses for the answers to these questions. The number of respondents in 2015 was 417 and the number of respondents in 2017 was 392.

### 6.1.1 Which of these is the single most common way you travel on Estreham Road?

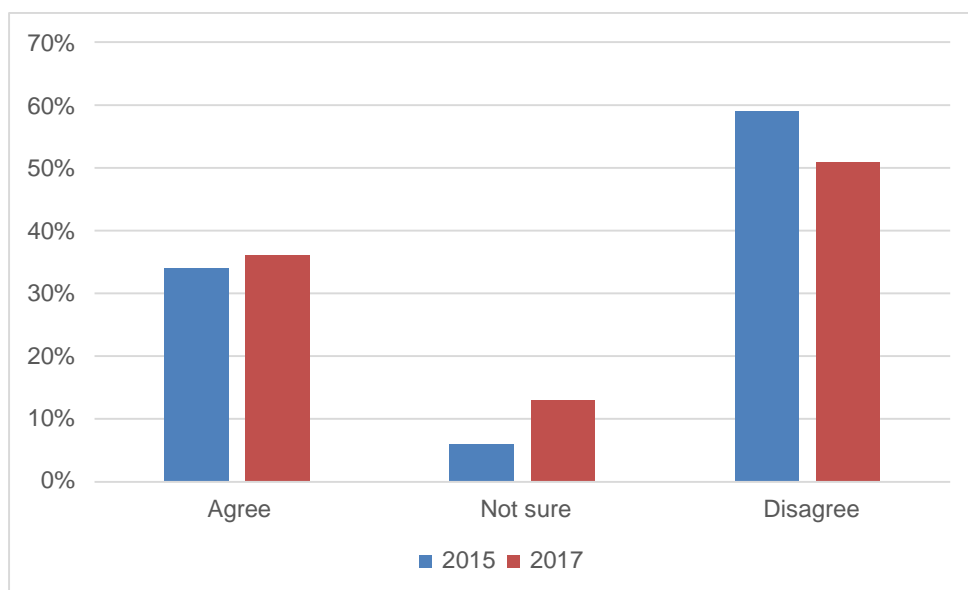


### 6.1.2 How would you rate your experience of using Estreham Road?

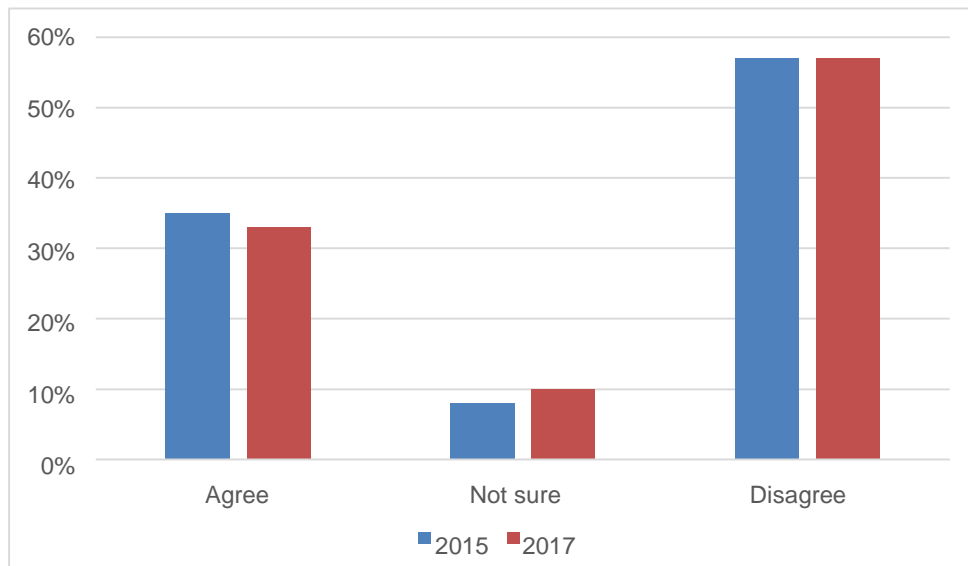


### 6.1.3 Do you agree or disagree with the following statements about Estreham Road?

“Traffic is too fast on Estreham Road”

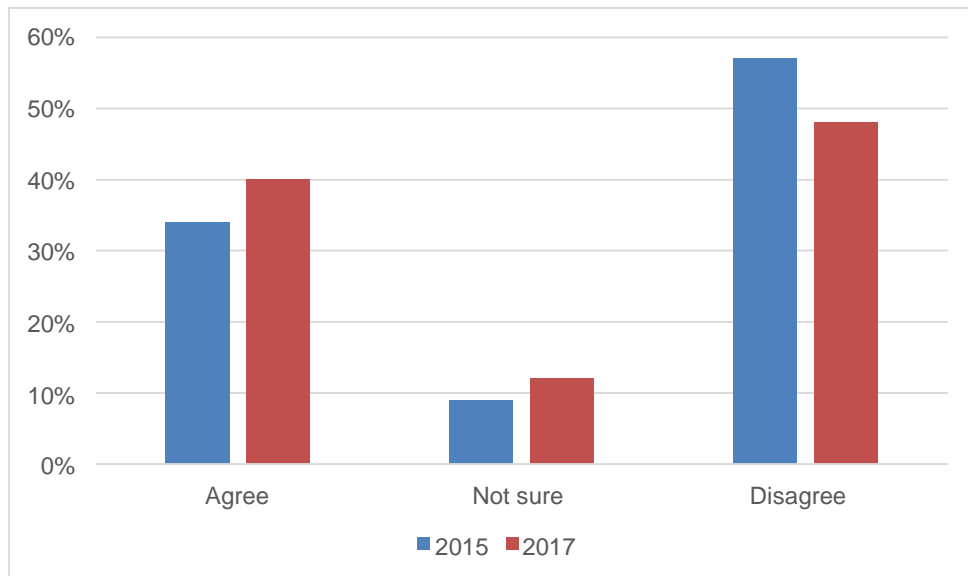


“There is too much traffic on Estreham Road”

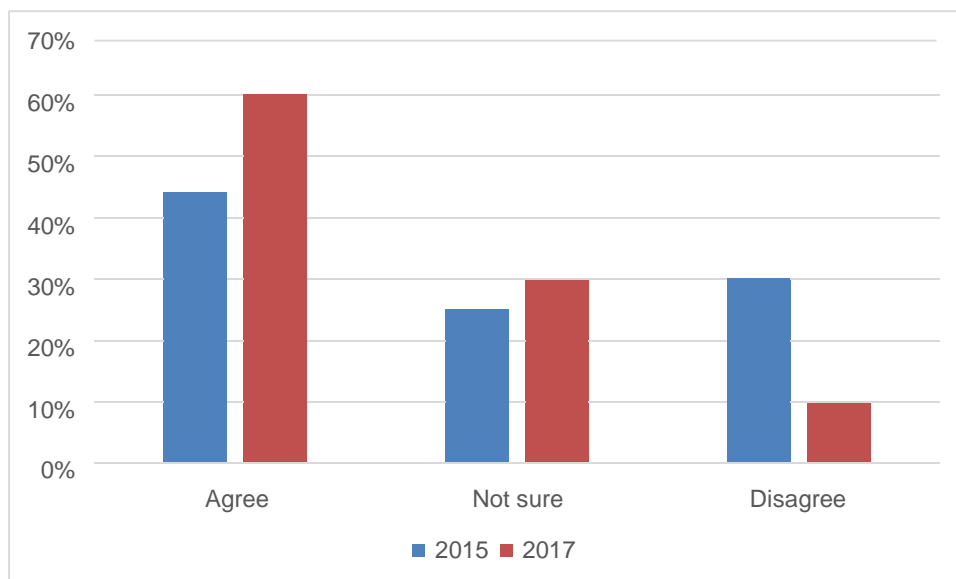




### “Road safety is an issue on Estreham Road”

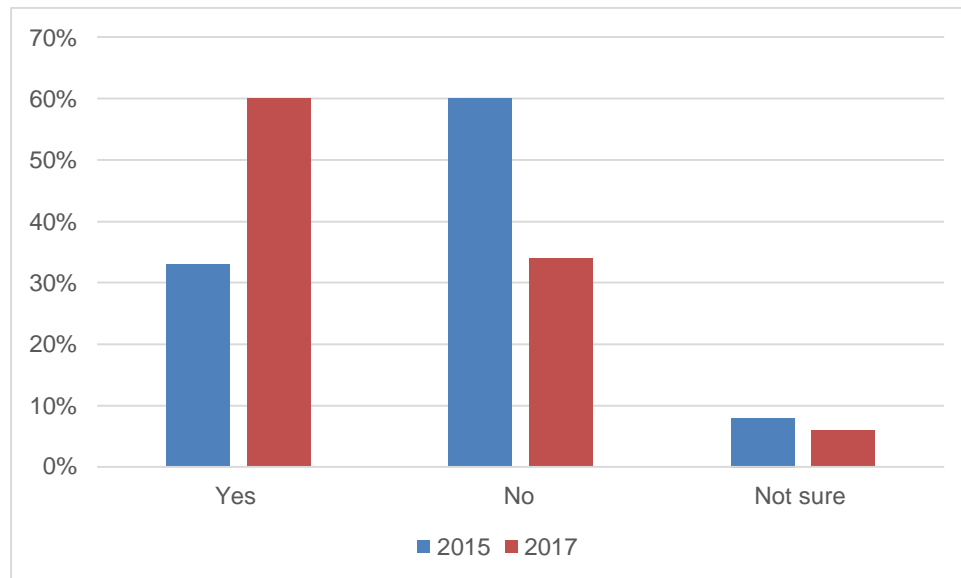


### “It is safe to cycle on Estreham Road”



## 6.2 Response to through traffic reduction

In 2016, residents were asked whether they would be in favour of measures to restrict through traffic on Estreham Road. 33% of residents were in favour, and 60% against. Two years later, and once the trial had been in place for 6 months, the number of residents who were in favour of making the trial permanent is 60% and the number again is 34%. The number of residents not sure remains relatively stable.



## 7 Feedback from statutory consultees

The emergency services (London Fire Brigade, London Ambulance and Metropolitan Police) are statutory consultees in this process. They were informed of the trial on 10<sup>th</sup> October 2016 and again on 25<sup>th</sup> April 2017.

The London Fire Brigade and the London Ambulance Service made no objections. The Metropolitan Police stated that there were no objections to the trial scheme, but stipulated that if the scheme were made permanent, there should be no tree planting at the filter location, as this would impede visibility.

## 8 Feedback from stakeholders

There are three pre-schools located within the engagement area: Cavendish Lodge Nursery School on Lewin Road, Pathfield Nursery on Pathfield Road and Lewin Pre-school on Natal Road.

The director of Pathfield Nursery did not object, but stated:

“The comments I would like to make is that as a nursery we do generate some traffic with parents dropping off and picking up their children in the morning and in the evening. Up till now, traffic was never an issue. However, it appears that the entry to Pathfield Road (north side) has become quite congested in the morning between 7.30am and 8.30am since the temporary restricted access has started. It is now used as a shortcut and it has become a bit problematic in the morning for parents first of all to access the road and secondly to park. Some parents have brought this to our attention and I would be grateful if you could add it to the feedback report.”

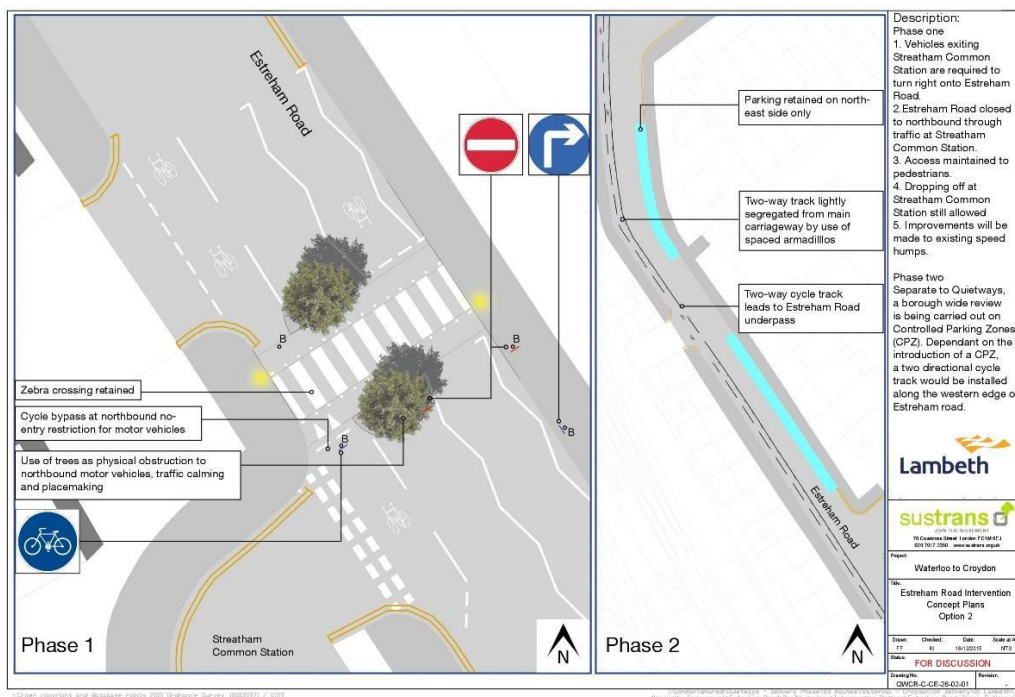
The director of Cavendish Lodge Nursery School strongly supported the scheme, and stated:

“At first we thought the closure would be a nightmare for us as a family and also our 200 plus parents at the nursery but I have to say it has been just the opposite. Our parents have simply found other ways to get to us. For our household, entering Lewin from the high road has been no great problem. The whole area is so much more peaceful, safe and pleasant. Before the closure the children at Cavendish Lodge nursery had to be so aware of speeding rat runners roaring up and down Lewin Road as it is so straight and wide, that has all stopped so please leave it as it is. Since the closure my twin daughters age 13 and me and my son age 7 all cycle to school on dry days every day traveling from Lewin to Estreham, under Potters lane and towards Tooting common so its implementation has had the desired effect, our car stays at home and my kids are getting fitter.”

The director of Lewin Pre-School did not provide comment.

## 9 Appendix

### 9.1 Appendix 1: Options presented to residents, December 2015







### 9.3 Appendix 3 – Traffic Counts

5 day 00-00 hours							
	<b>Natal</b>	<b>Lewin</b>	<b>Estreham</b>	<b>Barrow</b>	<b>Pathfield</b>	<b>Greyhound (Estreham end)</b>	<b>Greyhound (Streatham end)</b>
<b>Jan-15</b>							
northbound	1132	489	1616	312	248		7231
southbound	1285	420	1597	115	264		6517
<b>Jan-17</b>							
northbound	490	184	280	223	460	9756	
southbound	1389	520	1516	312	203	6951	
<b>Mar-17</b>							
northbound	271	201	380	238	447	9467	8993
southbound	1164	588	1662	346	248	7077	6680

## 9.4 Appendix 4– Post-trial survey

Postcode:					
Which of these is the single most common way you travel on Estreham Road?	Walking /Cycling / Driving / Public transport / Motorbike				
	Other:				
How would you rate your experience of using Estreham Road? (1=very bad and 5 = very good)	Very bad	Bad	Acceptable	Good	Very good
Do you agree or disagree with the following statements about Estreham Road?	Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure
Traffic is too fast					
There is too much traffic					
Road safety is an issue on Estreham Road					
Estreham Road is safe to cycle on					
It's easy to cross Estreham Road					
Estreham Road feels quiet					
The air on Estreham Road feels clean					
People seem relaxed using Estreham Road					
<p>For the last six months, Lambeth have been trialling a northbound no entry filter on Estreham Road to address through traffic and improve the area for walking and cycling. Would you like it to stay in place, and why?</p> <p>If the scheme is made permanent, bollards and permanent planting would replace the existing temporary wooden planter.</p>					
Yes	No		I'm not sure		
<p>Why?</p> <p>We are aware that the restriction may have had an impact on traffic on adjacent roads. We will consider whether any separate measures could be implemented alongside the current restriction to help address concerns. Do you have any thoughts on additional measures you would like to see?</p>					