

Estreham Road – Frequently Asked Questions

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

Estreham Road is a residential street that prior to the northbound closure experienced high volumes of non-residential through traffic each day. A proportion of this non-local motor traffic would use the road to avoid the traffic signals at the junction of Greyhound Lane and Streatham High Road. Before the restriction came into effect, over 3100 vehicles used 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 the area 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, a key objective is to create a better street environment in the area which prioritises people over vehicles, making it more pleasant for residents and visitors to walk and cycle 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) 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) How will you address any impact the restriction has had on adjacent roads?

We are aware that the Estreham Road changes have had an impact on traffic volumes and parking on Pathfield Road. 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. We realise, for example, that 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.

We are continuing to look very carefully at any continuing impact, and we will consider whether any separate measures could be implemented alongside the current restriction to help address concerns.

Q) Why did 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 allowed for monitoring to take place once traffic had adjusted to the changes. The temporary trial gave 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 and make a decision about the next steps.

Q) How is the restriction being enforced?

A mobile CCTV unit has monitored the no entry point and drivers who ignore the restriction have been issued with fines.

Q) Why did Lambeth not trial 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) Has the traffic on local roads increased since the trial began?

Non-local motor traffic uses Estreham Road as a cut through, often 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) What monitoring has taken place since the trial began?

Lambeth Council has been monitoring the impact of the changes by collecting speed and volume counts before the trial, three and six months in, as well as monitoring changes in the air quality in the area before and during the trial.

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.

Conversely, the surveys show that the number of vehicles using Greyhound Lane has increased, and that the number of vehicles using Pathfield Road has increased by approximately 200 vehicles a day.

Air quality monitoring** took place before the trial began, and again when the trial had been in place for five months. This study showed that during the monitoring prior to the trial, Natal Road, Estreham Road and Barrow Road experienced Nitrogen Dioxide (NO₂) levels of between 63 and 66 micrograms per cubic metre, a level which would fail mean annual EU and UK air quality objectives. A month later, levels on these roads had decreased to between 53 and 63 micrograms per cubic metre, and five months later, levels on these roads had halved to between 31 and 35 micrograms per cubic metre, figures which would pass mean annual EU and UK air quality objectives.

Prior to the trial, Greyhound Lane experienced Nitrogen Dioxide levels of 97 micrograms per cubic metre, that have since decreased to 73 micrograms per cubic metre – both figures indicate that the road fails current targets, despite a small decrease in NO₂ during the most recent monitoring survey.

Counts indicate that over 200 cycle journeys are currently made on Estreham Road daily during the morning and evening peak hours alone***.

Q) How can I comment on this trial?

The six month trial period forms 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 www.lambeth.gov.uk/q5update to submit your comments before the 19th May 2017.

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

Once the council has collected the results of this survey a report will be prepared for the Cabinet Member for Environment & Transport. All other data collected during the trial period will be incorporated into the report. 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.

It is anticipated that the decision on whether to keep the closure will be based on a balanced assessment of the traffic survey data, the feedback received during the trial period and via this survey. Residents' and other stakeholders' views will be a fundamental part of this assessment process.

*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

** Air quality monitoring carried out by Gradko International in October 2016, November 2016 and March 2017 over two week periods. Other environmental factors may affect NO₂ levels.

***Cycle counts carried out on a weekday in April 2017 between 07.45-09.45 and 16.30-18.30