

1. Why are you doing your engagement and data counting during the school summer holidays when both of these will inevitably be lower than normal?
 - For the Streatham Wells LTN we are not collecting traffic data during the school holidays. It is possible that other council teams who do work on Leigham Court Road were gathering data.
 - We have organised a number of different engagement events, through a range of different modes, including Commonplace, in-person workshops, online Q&A's and 1:1 meetings with stakeholder organisations. Together these events feed into the information collection and design phases of the project
 - We will be doing more engagement on any potential concept designs as part of the next phase of the project.
2. In creating "Low Traffic Neighbourhoods", what you have actually created is a series of "zero traffic neighbourhoods" and a series of "high traffic neighbourhoods ". Please explain how this is fair and how this complies with your measures of success?
 - We would contest the notion that the LTN programme automatically leads to 'zero' and 'high' traffic neighbourhoods. Traffic changes, both increases and decreases, are specific to each LTN.
 - Different roads have different functions in the street matrix and the wider London road network. TfL's Street Matrix for example the A23 (Streatham High Road) and the A205 (South Circular) as part of the Strategic Road Network with a very high movement function. Leigham Court Road is a Connector Road with a greater movement function than for example Valley Road or Hillside Road, but not as great as the A23/A205. LTNs remove through traffic from local neighbourhood roads and aim to redirect them to the Strategic Road Network and roads with these greater movement functions.
 - LTN success criteria are guided by our policies and strategies, including the [Transport Strategy \(2019\)](#) and [Climate Action Plan \(2022\)](#). These include encouraging a modal shift towards sustainable transport (85% of all trips) and reducing traffic significantly (decrease by 27%) by 2030.
3. Will the council consider timed closures of Leigham Court Road with ANPR access for residents, or even a mega-LTN incorporating Streatham Hill and Streatham Wells?
 - Leigham Court Road is designated as a Connector Road through Transport for London's Street Matrix. It therefore has a greater function for movement than roads such as Valley Road or Hillside Road. Because of this difference, it is currently not within the scope to include Leigham Court Road as part of the LTN.
 - We appreciate the suggestion from local residents to install a modal filter, including potential exemptions, and we will consider this as a potential for any future part of the scheme
4. Can you consider installing strategically placed speed bumps that are actually effective in slowing vehicles down? Or introducing more traffic islands or chicanes?
 - We are considering these interventions to slow traffic speeds on Leigham Court Road. Pending signoff and available budget, we aim to propose several concept designs for improvements on Leigham Court Road.
5. LCR is mostly congested at school drop off and pick up times. The difference in the holidays is amazing. How are you working with schools to discourage and disincentivise car use by parents?

- We have a behaviour change programme that works with schools. The aim of this programme is to promote walking and cycling and discourage a car-based school run. Activities include for example introducing [School Streets](#) and [cycle training](#).
 - Our [Healthy Route network](#) also aims to provide better walking and cycling routes in the local neighbourhoods, connecting where people live to destinations such as schools.
6. Air quality, have you noticed an increase of pollution on the road closes to the LTNs?
- [Our monitoring reports](#) for the other 5 can be read online. These model air quality based on the traffic changes. They also estimate the change in pollution at the building frontage of sensitive receptors such as schools.
 - We also publish [Annual Status Reports](#) on air quality. These reports always take some time to be published, i.e. the 2020 report was published in August 2021. The ASR for 2021 has not yet been published. These reports will also give an indication on any changes in pollution on roads close to the LTNs.
7. Do you notice in your statistics the increase traffic on the local roads since the LTNs have been imposed and reduces once the trail ended?
- There has not been a situation in Lambeth where we removed an LTN, as all 5 main LTNs will be or have been made permanent.
 - Some other Councils in London have removed LTNs, but we have not seen any post-assessments if traffic reduced to pre-implementation levels or below.
8. As a cyclist with children I'm very supportive of LTNs but equally I'd like to learn about the problems this creates for my neighbours as drivers (i have a car too but dont use it much) and how much of a problem this is for them in terms of inconvenience vs all the benefits.
- It is possible that certain vehicle-based trips will take longer as routes change because of the modal filters. That being said, part of the objective of LTNs is to reduce local and short car trips, and encourage a modal shift from car-based trips to sustainable transport-based trips. We also ensure to maintain access by vehicle to all properties within an LTN area. Third, we have introduced [a dispensation policy](#) for blue badge holders, to ensure that potential negative impacts on disabled people that rely on cars are mitigated.
 - Lastly, one of the lessons learned from the Covid-19 Emergency LTNs is to improve our communication and announcement on modal filters and road closures, to make sure that people are not 'caught out' by the changes.
9. why didn't you do the extensive traffic monitoring on LCR before launching the streatham hill ltn?
- The Streatham Hill LTN was in response to the [Central Governments mandate](#) to create better spaces for walking, cycling and social distancing. This meant implementation had to happen rapidly and swiftly. As these instructions came after the lockdown was announced, there was no opportune moment to collect a baseline that was not impacted by the Covid-19.
 - In response, we used a collection of older sources of data (i.e. 2017 and 2019), factored in changes such as population growth, and tried to separate out the impacts of the Streatham Hill LTN and Covid-19 respectively in terms of traffic reductions.
10. Parking is a blight in the area and is free across most of the area. Will you look at introducing a CPZ across the area to further encourage a reduction in car use, in tandem with the new LTN?

- CPZ's fall under the remit of our Parking team, not the Transport Strategy team. As a Council however we are looking at rolling out more Controlled Parking Zones as part of our Climate Emergency Response and the ongoing management for parking.
11. How about delivery hubs and mobility hubs? The number of delivery drivers has increased exponentially. There are suitable sites - the car park on LCR, and various estate garages.
- Part of our [Climate Action Plan \(2022\)](#) is to reduce emissions from delivery vehicles and freight. We aim to do this through a number of different initiatives, including freight consolidation for bigger businesses, construction site consolidation and encouraging the uptake of cargo bikes for smaller deliveries. We also want to encourage the uptake of electric bikes for deliveries.
12. A 2019 survey of Valley Road indicated most of traffic was through-traffic. Why then is Valley Road classified as a Local Street rather than a Connector Road, in a similar way to Leigham Court Road?
- TfL's Street Matrix looks at more than just the proportion of through traffic. It also looks at how the road fits into the wider network (i.e. Leigham Court Road connects 2 A-roads, Valley Road connects an A-road with another local road), what kind of transport networks use the road (i.e. freight or buses), as well as other elements.
13. Which are the roads that had shown a decrease in traffic? A few months ago two new LTN have been introduced near Sunnyhill and Julian's school
- Sunnyhill Primary School and St. Julian's Primary School have seen the introduction of [School Streets](#), not LTNs. These are being monitored as well
 - For traffic changes, please see [Our monitoring reports](#) of the different LTNs.
14. Leigham Ct Rd is on a massive hill, how can you expect children to cycle to Julians primary!
- We recognise that not all trips can be made by foot or by bike, however we want to encourage as many trips as possible to use these modes as well as public transport. To encourage this, we need to create routes and streets that are safe and comfortable for walking and cycling. LTNs form part of the solution to make such a future happen
15. Do they reduce or just push the traffic in other roads?
- [Our monitoring reports](#) indicate that there is an element of traffic evaporation, as well as a shift towards more cycling on both the 'boundary roads' as well as on 'internal roads'. However, the impacts are very specific per LTN and LTNs need to be delivered in tandem with other initiatives like Healthy Routes to maximise the positive impacts and mitigate negative impacts.
 - Research looking at the Covid-19 Emergencies, for example the Centre for London report ["Street shift – The future of Low-Traffic Neighbourhoods"](#), showcase that overall there is a reduction in traffic and an increase in cycling after a year of implementation. Academic research suggests that areas with LTNs have a more [significant reduction in car ownership](#) and a [more significant increase in active travel](#) over time compared to areas without LTNs.