

Low Traffic Neighbourhood

Summary Report



Brixton Hill LTN

Summary Report
April 2023

Introduction

WHAT HAS HAPPENED

The first phase of the Brixton Hill LTN engagement process took place between November 2021 to August 2022. During this period, we undertook engagement activities to Identify and Design ideas to improve local streets in Brixton Hill.

WHAT IS HAPPENING

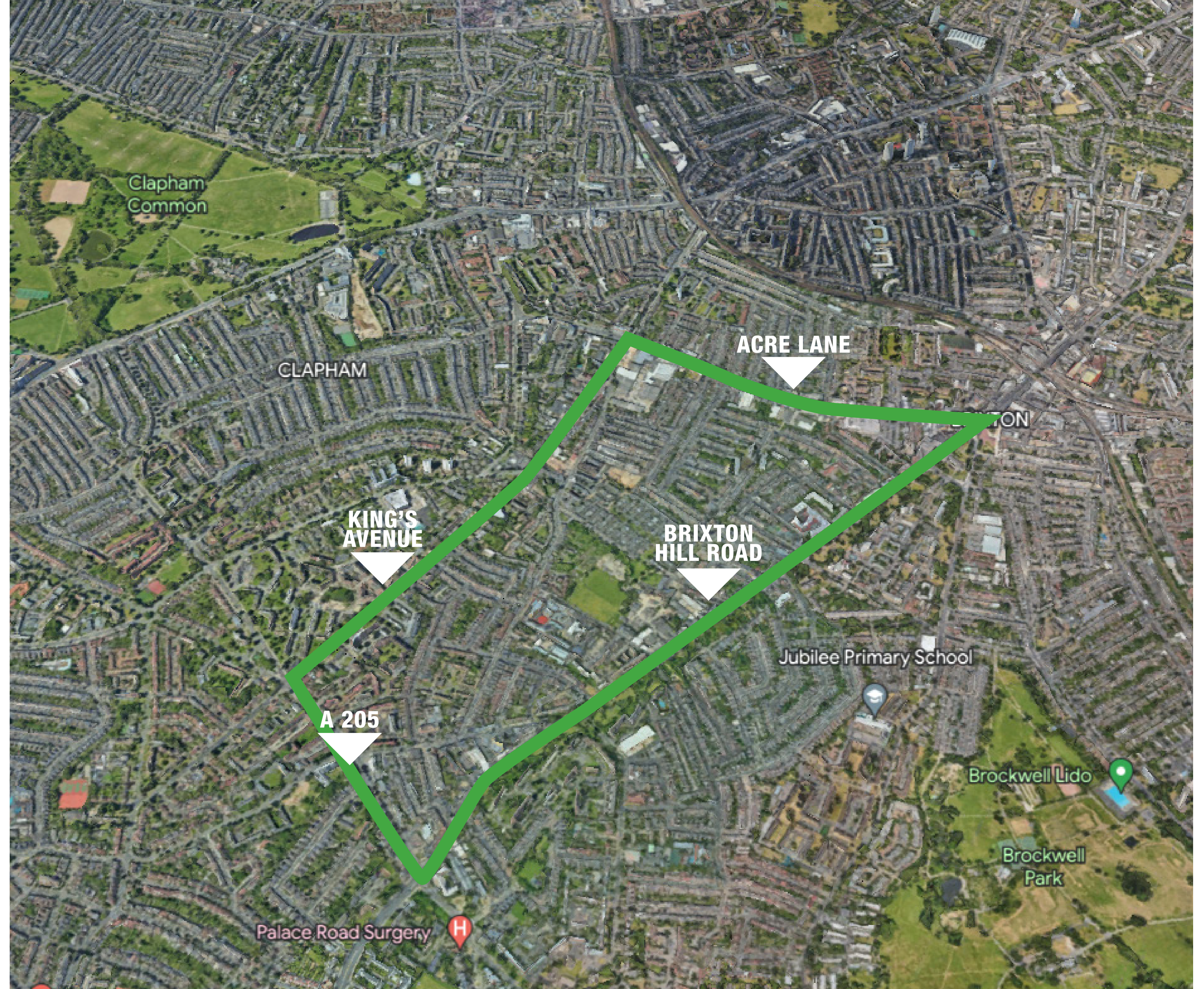
This initial plan was informed by the feedback received and other data sources - such as traffic counts and speed data. Council officers have been and will continue liaising with TfL and the Emergency Services on the proposed plan.

This document presents the engagement process and findings for Phase 2 of the Brixton Hill Low Traffic Neighbourhood (LTN). The Phase 2 engagement focused on:

- Traffic filters
- Wider improvements in the area

PROJECT EXPERTISE

We collaborated with Sustrans on the LTN trial designs and wider improvement locations. Sustrans is a charity that works to ensure that everyone enjoys the benefits of walking and cycling.



Brixton Hill LTN

Lambeth Transport Strategy

LAMBETH'S 2019 TRANSPORT STRATEGY SETS OUT THE PRIORITIES FOR THE LOCAL TRANSPORT NETWORK

- Sustainable growth
- Inclusive and accessible
- Efficient and connected
- Active and safe
- Clean air and carbon neutral

In 2021, Lambeth's citizen's assembly published recommendations for all in the borough to tackle the climate emergency. Building upon the recommendations with help from organisations across the borough, Lambeth published its Climate Action Plan in 2021. A key outcome for transport is the need to reduce car vkm by 27% by 2030.

LAMBETH'S 2019 TRANSPORT STRATEGY SETS OUT THE PRIORITIES FOR THE LOCAL TRANSPORT NETWORK

SUSTAINABLE GROWTH:

For Lambeth to continue to thrive we need new homes, jobs and investment in our borough. We need to ensure this growth is not car-led.

INCLUSIVE AND ACCESSIBLE:

Many of our roads have been designed without considering the needs of people who aren't drivers. We need to make it easier for people walking, wheeling and cycling.

EFFICIENT AND CONNECTED:

We know we have limited space and as we plan for the future, we need quick and reliable routes to travel around Lambeth. We need to take advantage of new technology.

ACTIVE AND SAFE:

Transport is both a cause and a potential solution to public health issues. By discouraging traffic we can reduce road danger, the risk of poor health due to pollution and encourage daily exercise.

CLEAN AIR AND CARBON NEUTRAL:

We need to move swiftly towards carbon neutrality by 2030 to respond to the climate emergency we face.

1. Engagement Approach

COMMUNITY STREET DESIGN ENGAGEMENT PROCESS

Lambeth Council prioritises collaboration, experimentation, and imagination to involve all local people and organisations in the design process. We use 5 core principles to engage with the borough's diverse range of stakeholders:

- Identify: Scoping out a project area, conducting initial research, identifying issues and opportunities with local people
- Design: Collaborative process working with local people to develop imaginative ideas that can be tested to improve the public realm
- **Inform: Sharing clear information at regular intervals. Ensuring we are transparent on timelines and decision processes.**
- Empower: Upskilling individuals and community groups to take ownership of the development, use and maintenance of different projects.
- Learn: Evaluating projects and ideas including through 'formal consultation'



2. Project Context

GENERAL INFORMATION & TIMELINE

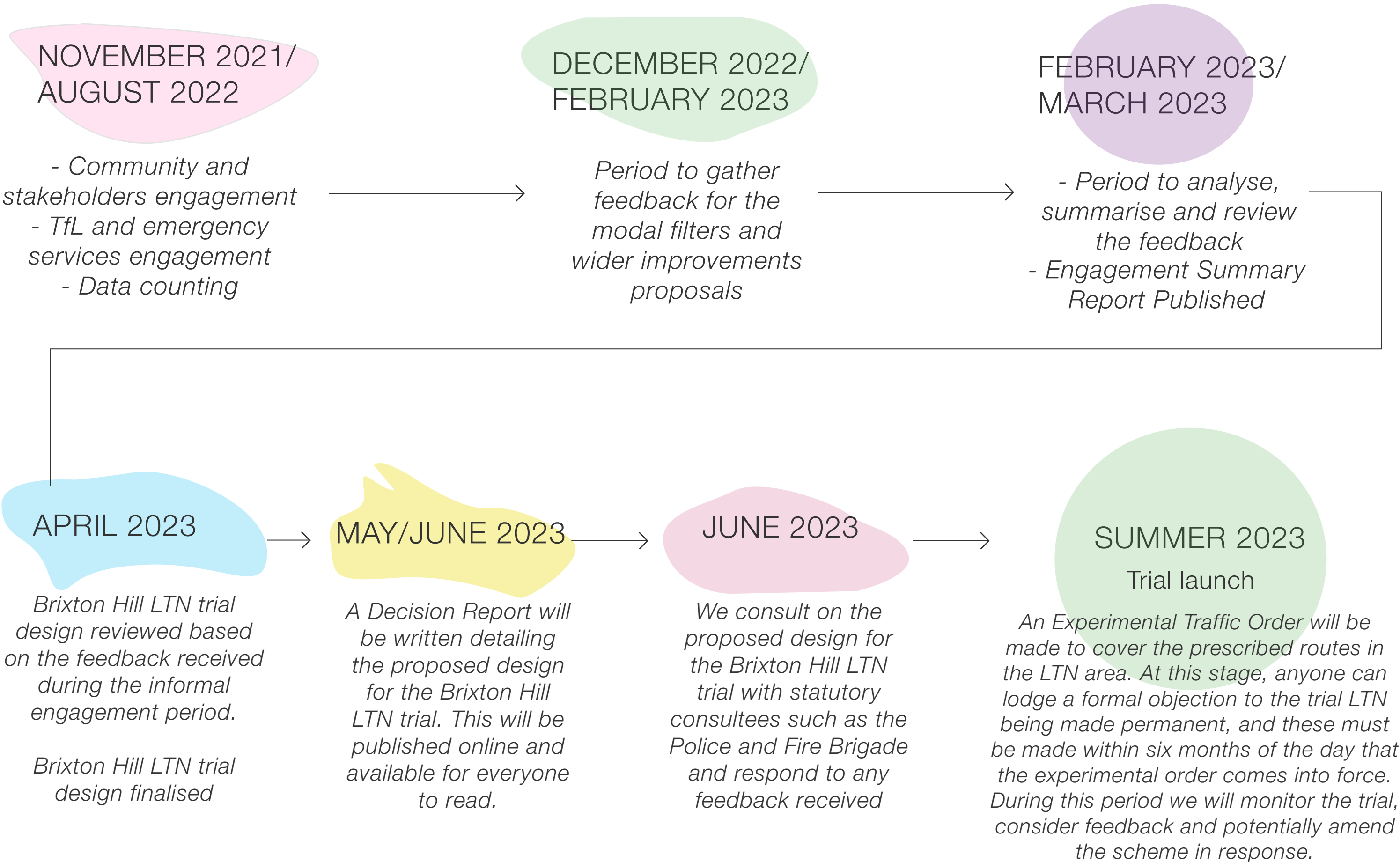
Lambeth Councils aims to make spaces where everyone feels welcome, is resilient to climate change, and reflects important local history and context. We all need to take bold action to reduce car journeys, clean up the air in Lambeth, and cut carbon emissions in response to the climate crisis we face.

About the Traffic Filters:

- Traffic filters stop motor vehicles from cutting through an area
- Individuals walking, cycling, and wheeling can still pass through
- Emergency services and refuse vehicles can still pass through
- All destinations within an LTN remain accessible by motor vehicle, although the route to each destination may change

What we want to achieve:

- Improve road safety for all users
- Encourage travel in healthier, more active ways
- Improve air quality
- Support the local economy and placemaking



3. Engagement

OVERVIEW

The engagement took place between 12 December 2022 and 3 February 2023. The engagement aims to collect feedback about the two proposals:

- Traffic filters
- Wider improvements and Parklets

ONLINE

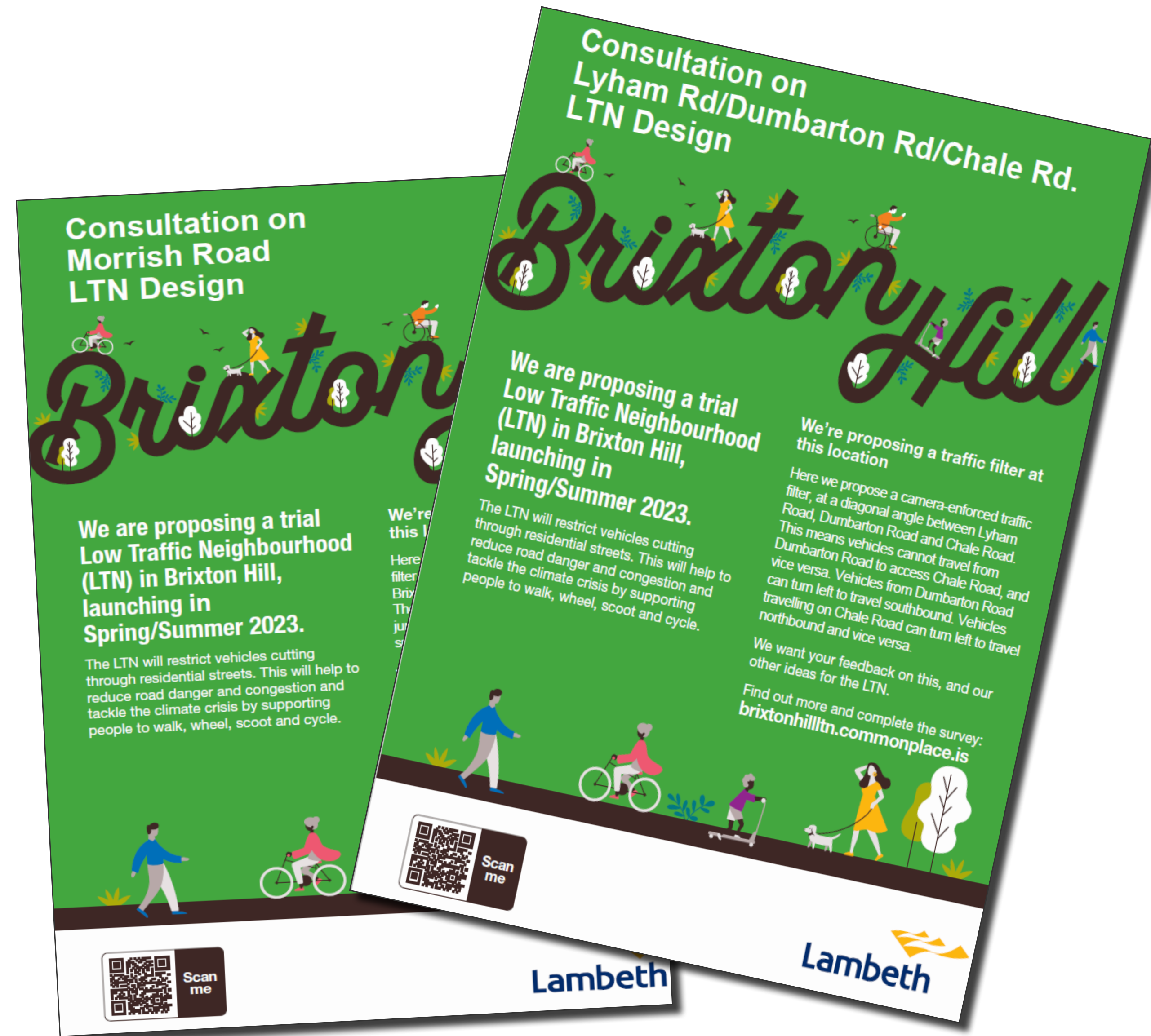
For this Informing Phase of engagement, we aimed to direct people to the Brixton Hill Commonplace Website:

brixtonhillltn.commonplace.is

OFFLINE

To allow those who prefer to submit their feedback on a paper, we organised drop-in sessions in community centres in the area.

- School workshop
- Business Meeting



3.1 Communication

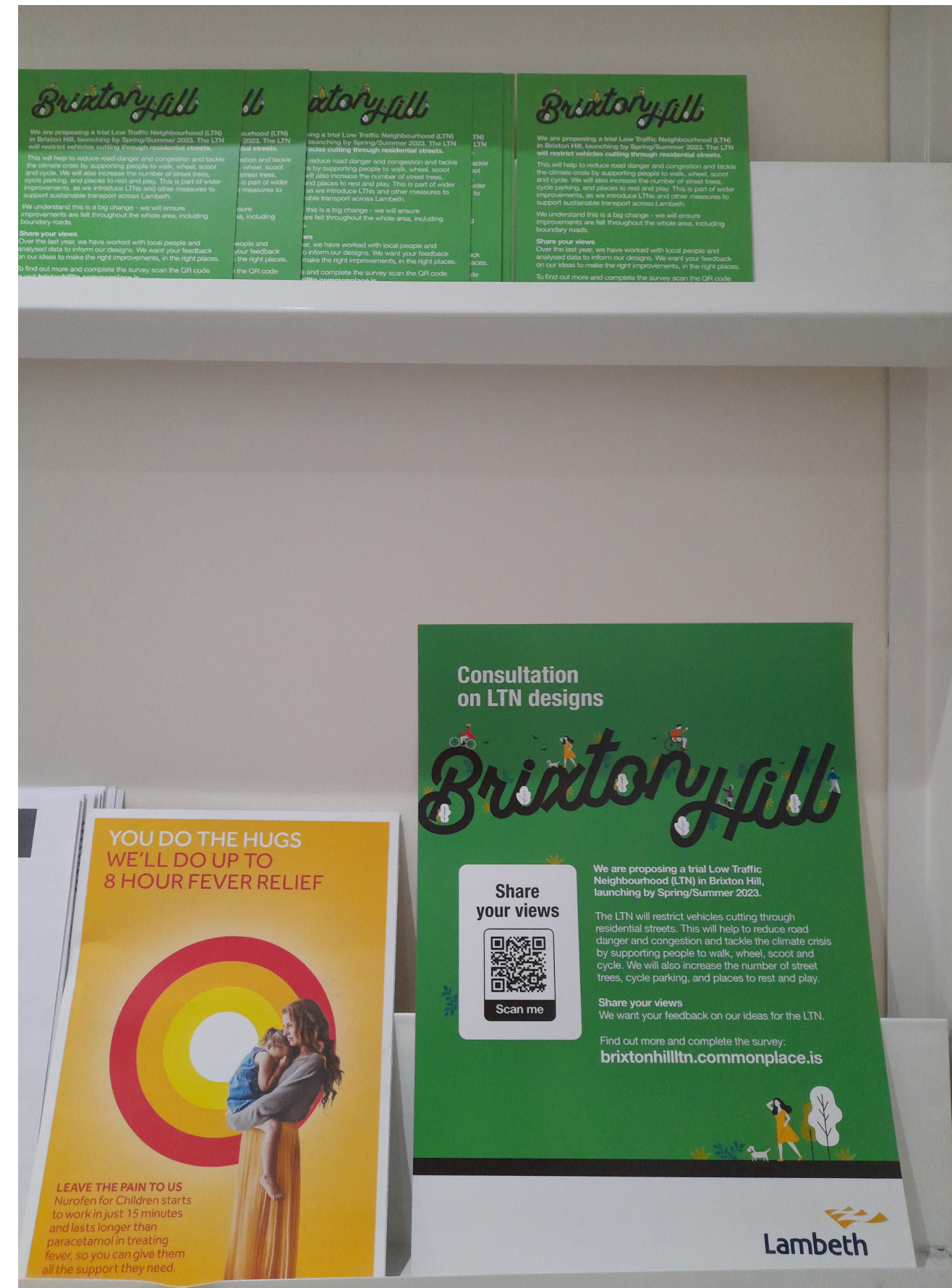
This engagement phase used different methods for advertising the Commonplace survey. The advertising and delivery of the engagement has been done both online and offline through the following streams.

ONSITE/OFFLINE ADVERTISING METHODS:

- Informative drop-in for local businesses in the area
- An informative letter was sent to residents and business owners in the area
- Lamppost wraps advertising the projects and the workshops
- Attached posters in community centres and GPs

ONLINE ADVERTISING METHODS:

- We emailed and messaged stakeholders
- Published updates on the Lambeth Council website and Commonplace
- Social media



3.2 Commonplace Engagement

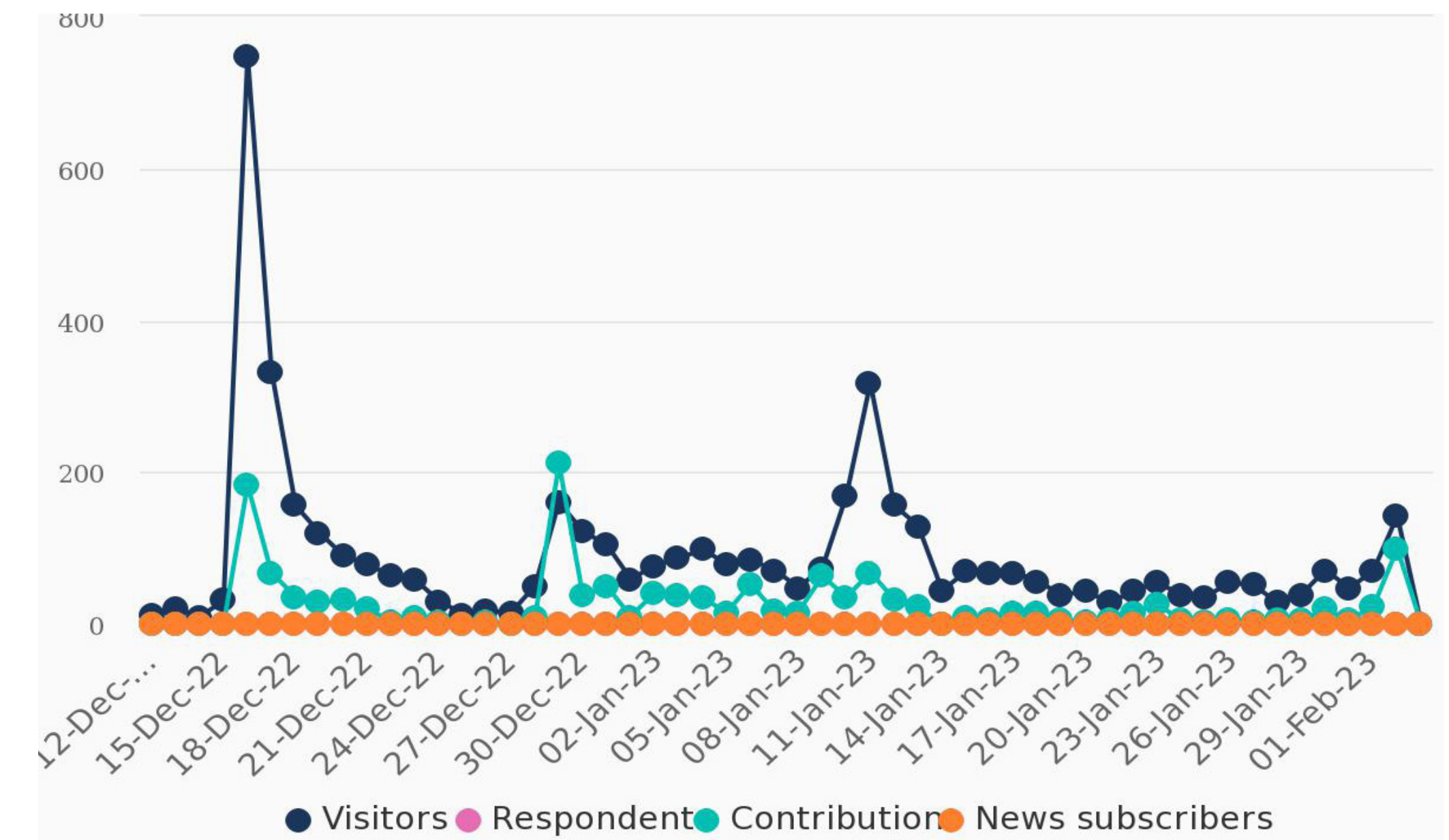
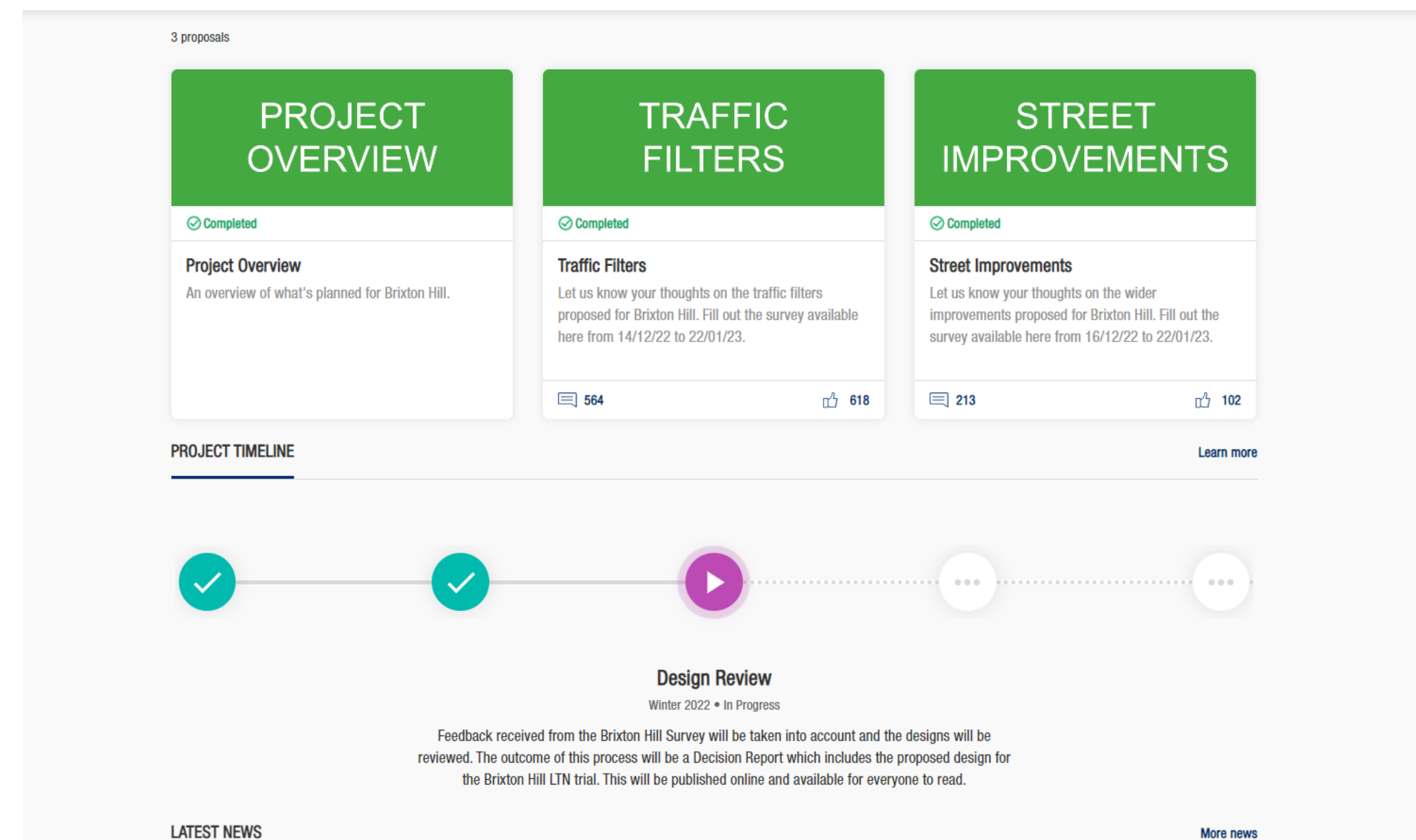
The website page [Brixtonhillltn.commonplace.is](https://brixtonhillltn.commonplace.is), is the leading website page where Lambeth Council publishes the Low Traffic Neighbourhood updates.

On Commonplace, we published three new pages:

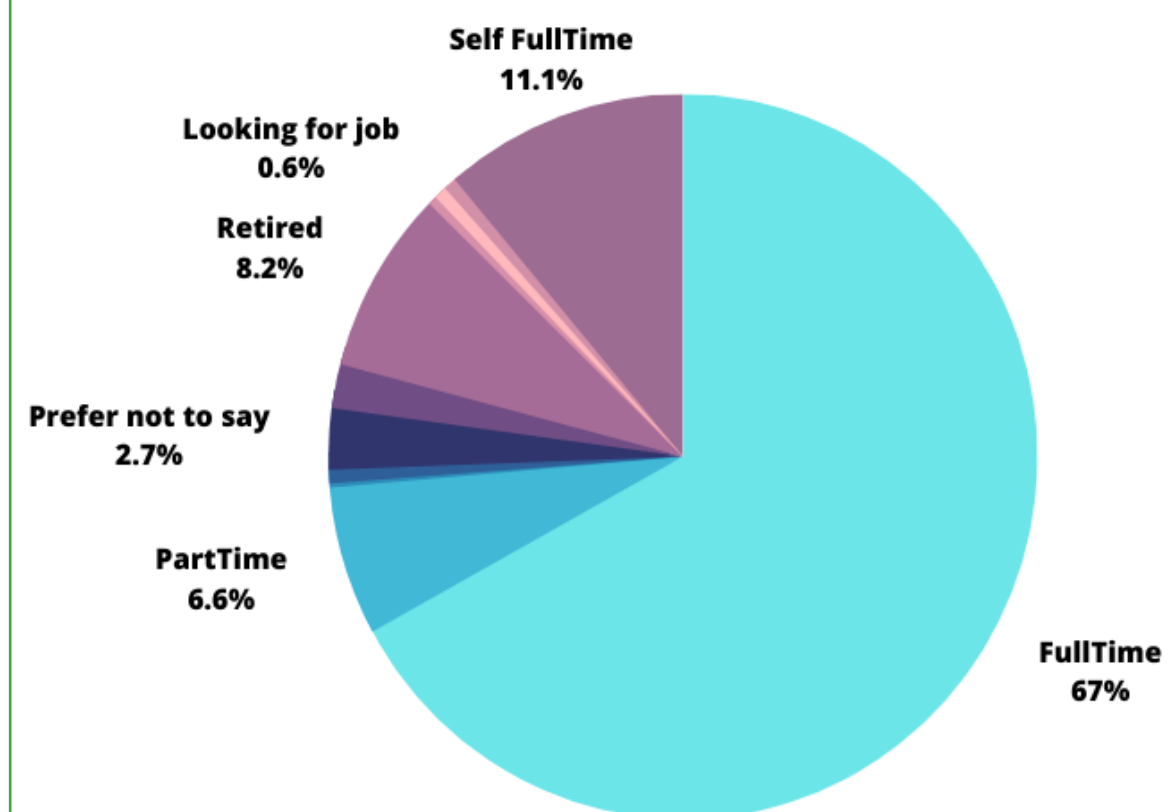
- Overview page
- Traffic filters page
- Wider improvements page

The Council launched the design proposals and the correspondent surveys on 12 December 2022 and closed on 3 February 2023. During this period, Commonplace had:

- 4764 visitors
- 636 respondents
- 1404 contributions
- 612 new subscribers



EMPLOYMENT STATUS

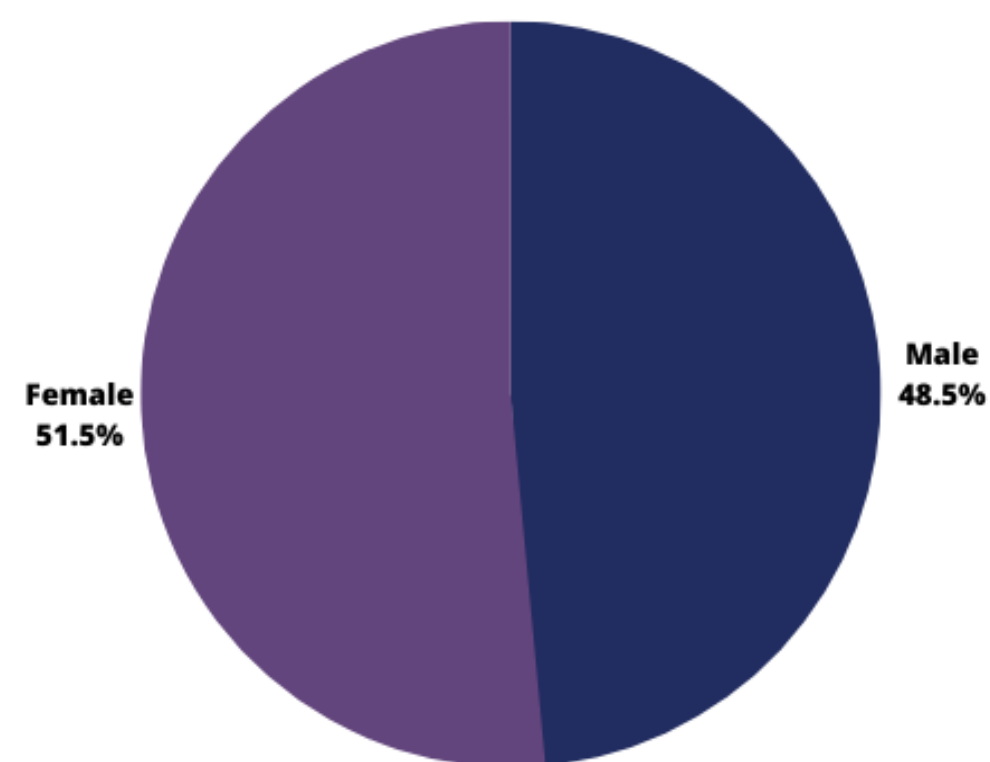
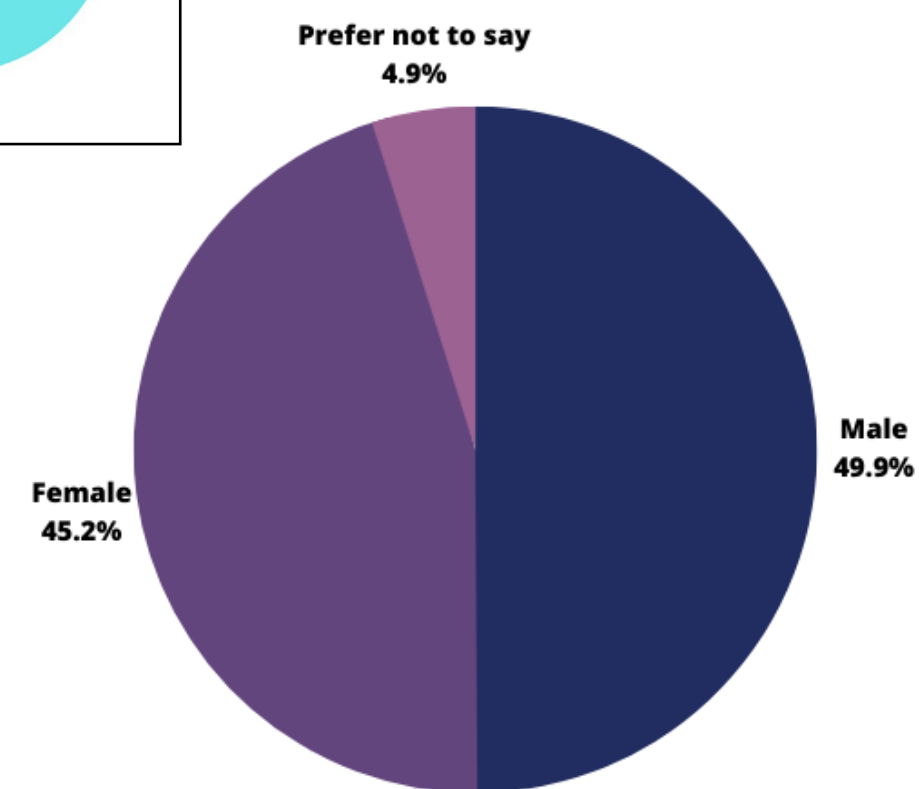
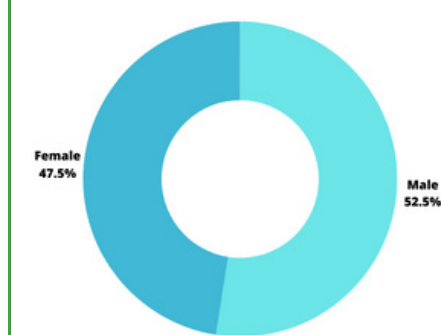


We compared the demographic data collected from Commonplace respondents and compared these to the latest CENSUS.

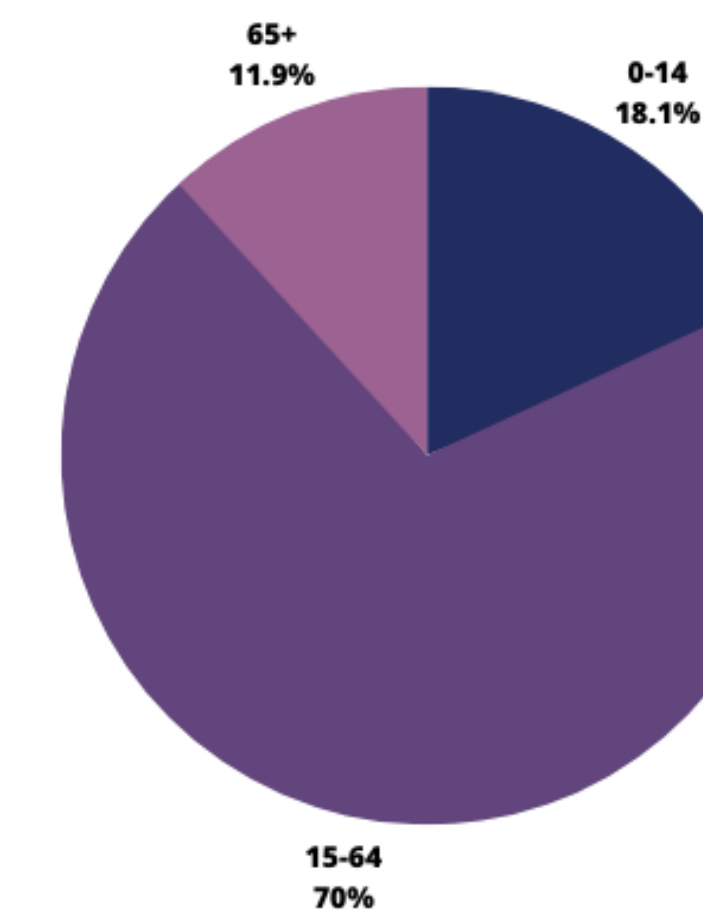
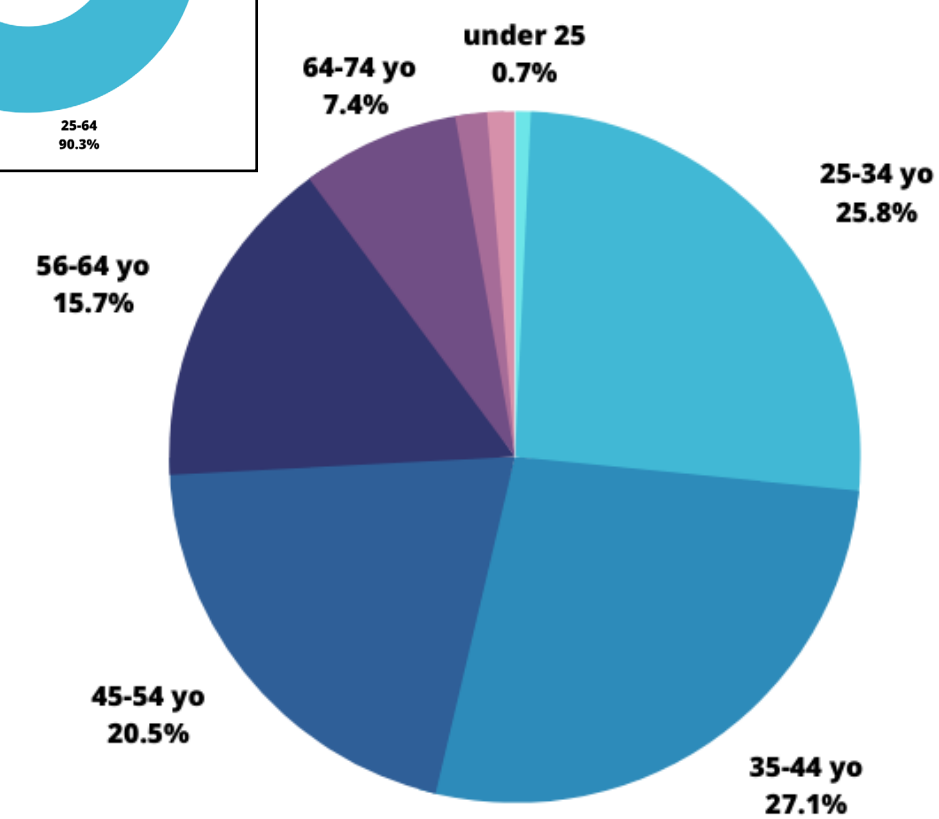
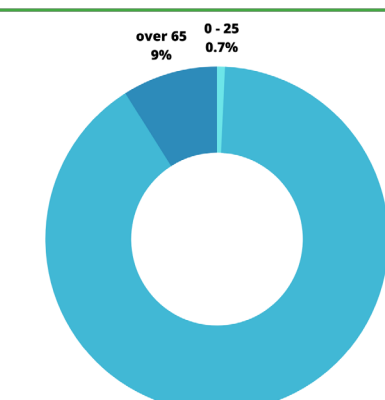
Gender: The percentage of respondents reflects the demographics, with almost half of the population Female and half Male.

Age: The percentage of people between 24 and 64 who responded to the Commonplace survey is higher than the Ward percentages. We engaged with over 50's Community Groups and schools to avoid this gap.

GENDER



AGE



3.3 Social Media Engagement

To reach beyond our typical audience, we posted updates on our social media profile on Instagram, Twitter and Facebook, going 151440 users.

Follow us on @lambeth_council :



lambeth_council

Follow

Message

544 posts

4,807 followers

170 following

Love Lambeth

See what's going on in your community

From #Clapham to #Streatham, #Brixton to #Vauxhall.

linktr.ee/Lambeth_Council

Tweet activity	
<div><div><div>Lambeth Council @lambeth_council</div><div>Have your say on a new LTN in Brixton Hill 🌳🚶🚲🛴</div><div>We plan to introduce a traffic filter between Lyham Road, Dumbarton Road, and Chale Road 🚧🚧</div><div>This will help to:</div><div>Prevent cut-through traffic 🚫</div><div>Make it safer for pedestrians & cyclists 🚶🚲</div><div>https://orlo.uk/bCxZp pic.twitter.com/a3SmvPbq6A</div></div></div>	Impressions
	1,126
	Media views
	180
	23
	Total engagements
	8
	Link clicks
	6
	Detail expands
	4
	Media engagements
	3
	Retweets
	1
	Likes
	1
	Profile clicks

Tweet activity	
<div><div><div>Lambeth Council @lambeth_council</div><div>Brixton Hill LTN 📍</div><div>We're proposing to introduce a traffic filter 🚫 and more greening 🌳 and planting 🌸 at the junction of Lyham Road and Kings Avenue. This will make the area 🌞</div><div>🌞 More climate resilient to floods & heat</div><div>🚶 Feel safer for pedestrians 🚶</div><div>https://orlo.uk/xPrZW pic.twitter.com/W93adJ0c9S</div></div></div>	Impressions
	995
	Media views
	193
	Total engagements
	18
	Media engagements
	5
	Likes
	4
	Link clicks
	3
	Detail expands
	3
	Replies
	2
	Profile clicks
	1

Tweet activity	
<div><div><div>Lambeth Council @lambeth_council</div><div>The Brixton Hill LTN consultation closes this Friday!</div><div>A new LTN will:</div><div>✅ Encourage more walking, wheeling, & cycling 🚶🚲🛴</div><div>✅ Make it safer for pedestrians 🚶</div><div>✅ Make the area more climate resilient to floods & heat 🌞</div><div>✅ Create community spaces 🌳</div><div>https://orlo.uk/GCbxZ pic.twitter.com/thGOcdCJTw</div></div></div>	Impressions
	1,421
	Media views
	203
	Total engagement
	38
	Media engagements
	8
	Likes
	7
	Link clicks
	7
	Detail expands
	6
	Retweets
	4
	Replies
	3
	Profile clicks
	3

3.4 On-site Engagement

OVER 50'S GROUPS

We provided paper copies of the map, design proposals and survey to interested community groups. We organised drop-in sessions with:

- Clapham Park Morning Coffee Group
- Brixton Windmill Over 50's Group

YOUNG PEOPLE

We organised an in-person event to hear the thoughts of King's Avenue Primary School's students.

We sent various schools in the area booklets to collect their views, ideas and thoughts about the proposed traffic filters.

OTHER STAKEHOLDERS

We met with:

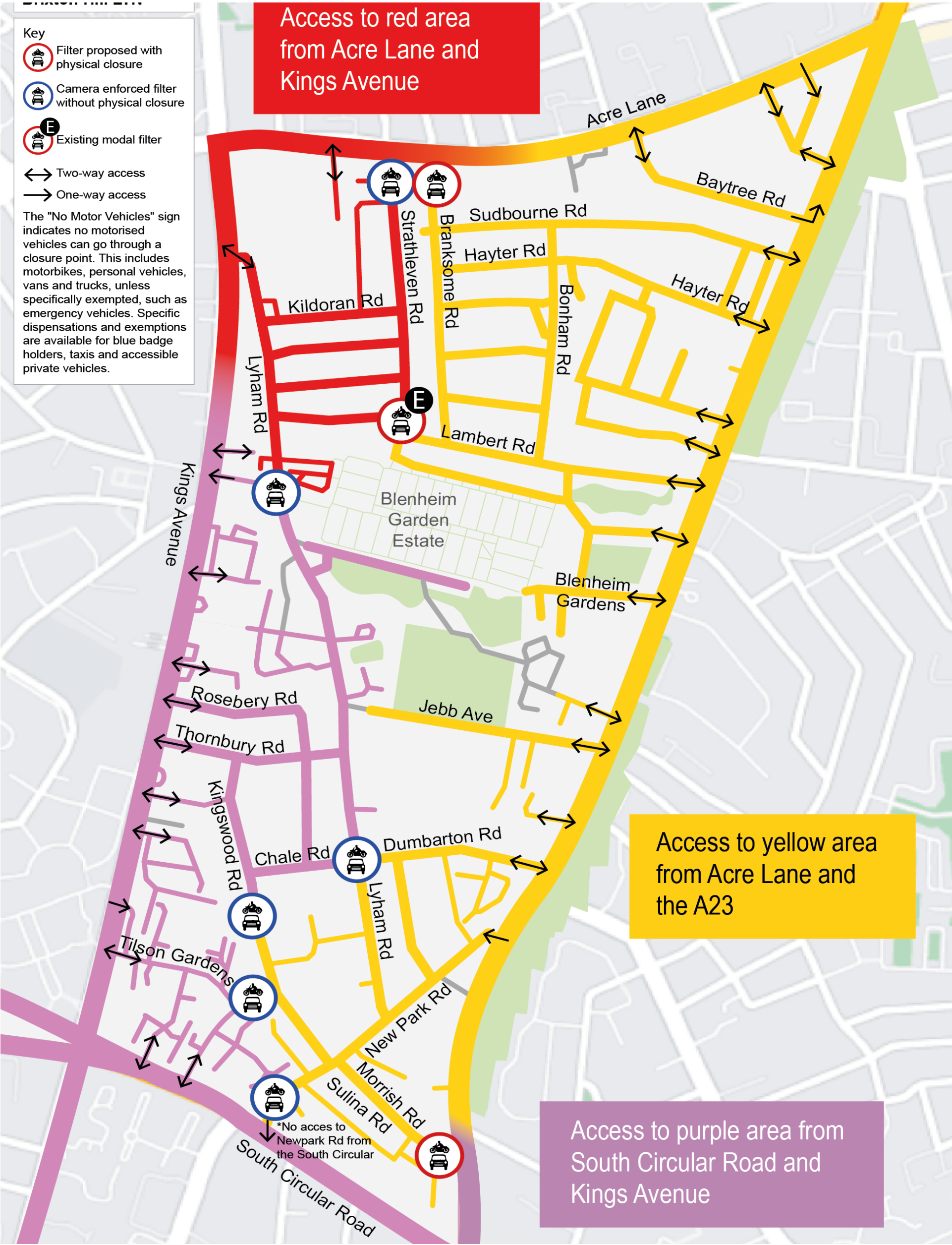
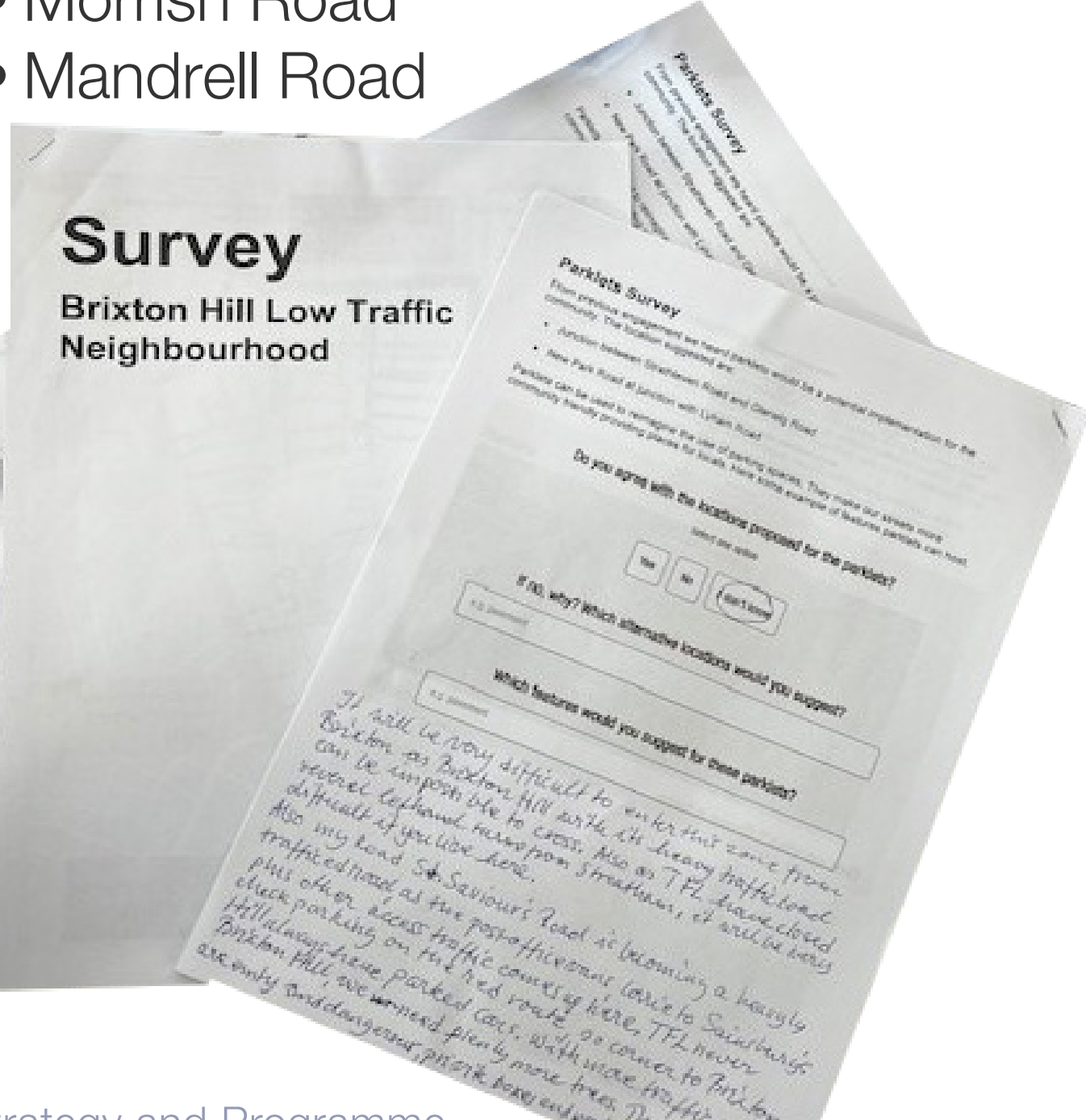
- Sudbourne Primary School parents
- Londis (Lyham Road)
- Prince of Wales (Lyham Road)
- Warm lunch group at the methodist church



The Clapham Park Centre, Over 50's Morning

4. Traffic Filters

- Branksome Road
- Lyham Road /Crescent Lane
- Lyham Road/Dumarton Road/Chale Road
- Strathleven Road
- Kingswood Road
- New Park Road
- Forster Road
- Morrish Road
- Mandrell Road

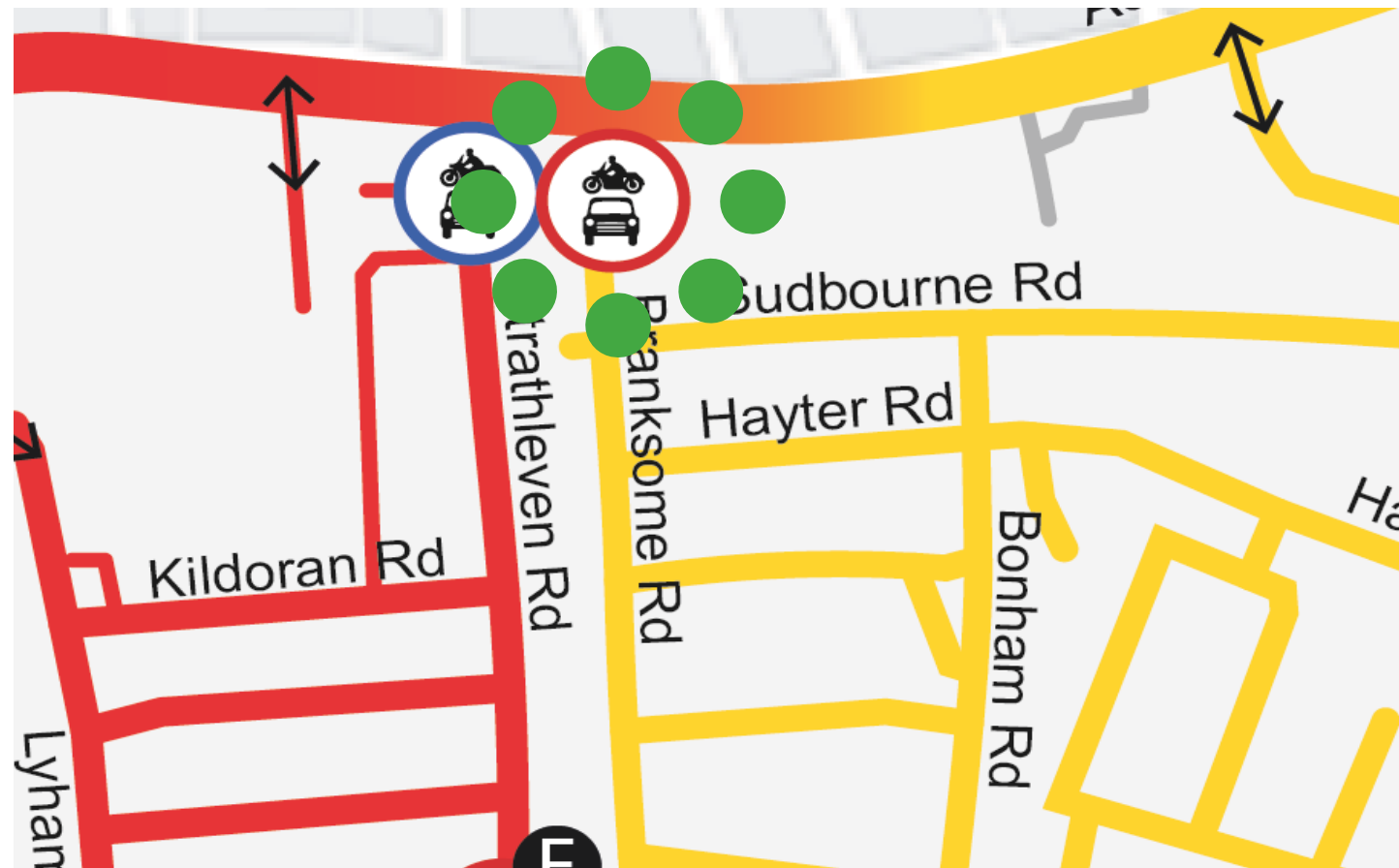


4.1

STARTING DESIGN PROPOSAL:

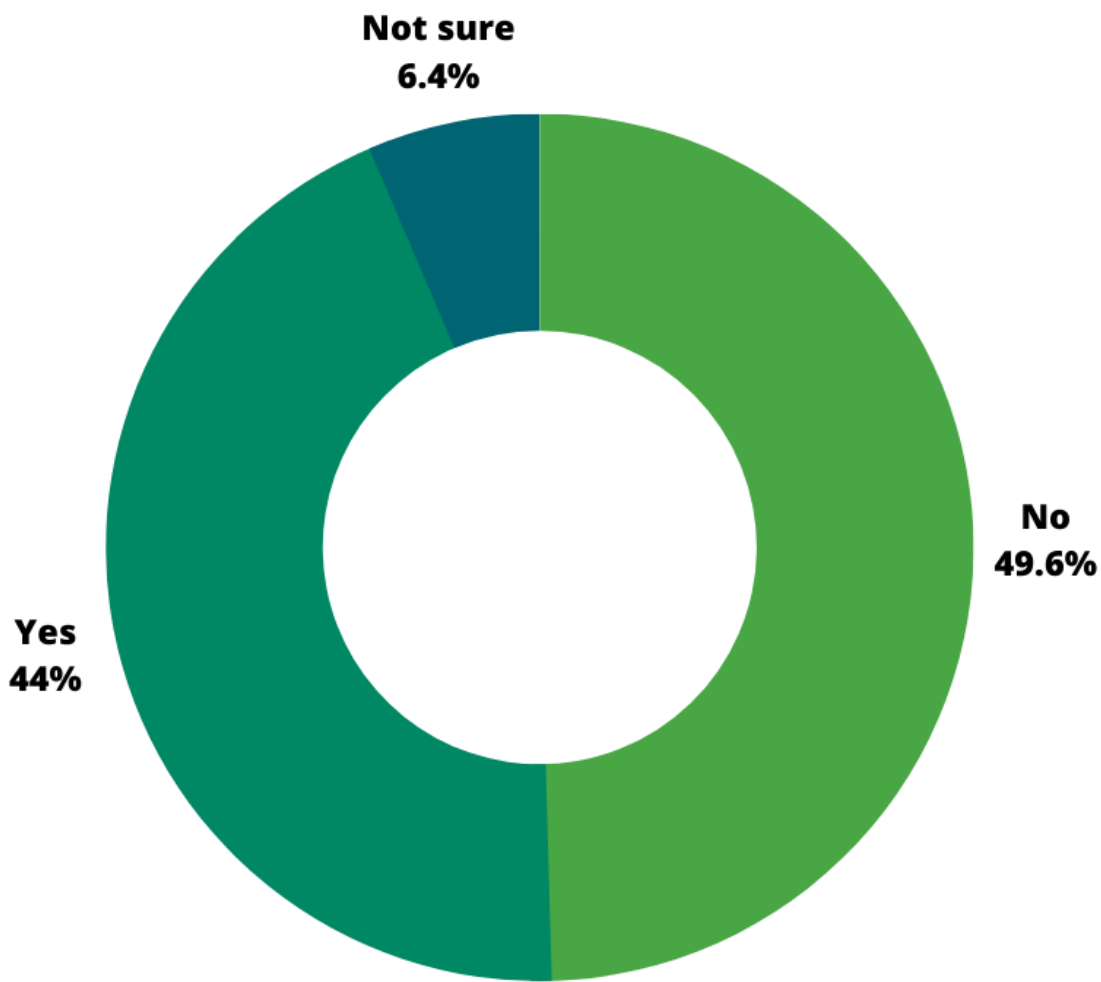
Branksome Road has been identified as a popular cut-through for drivers. A high percentage of through-traffic has been recorded travelling between Branksome Road and Lambert Road. This route is also used by children and their guardians walking to/from school.

As part of the Brixton Hill LTN proposals, a physical modal filter is proposed on Branksome Road, meaning that no traffic can pass through from one side to the other. Reducing traffic along this route will make it safer and more attractive for all users.

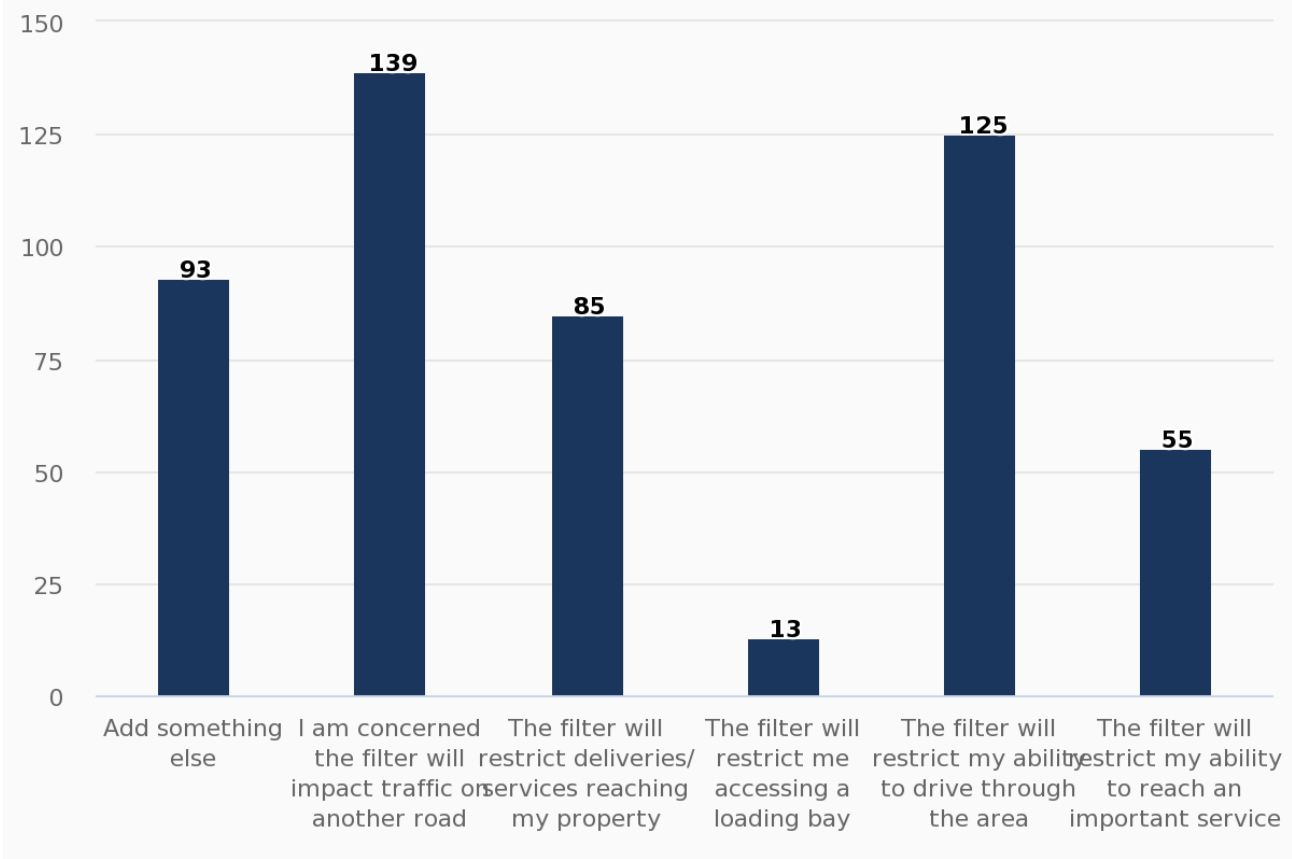


KEY-FINDINGS BRANKSOME ROAD

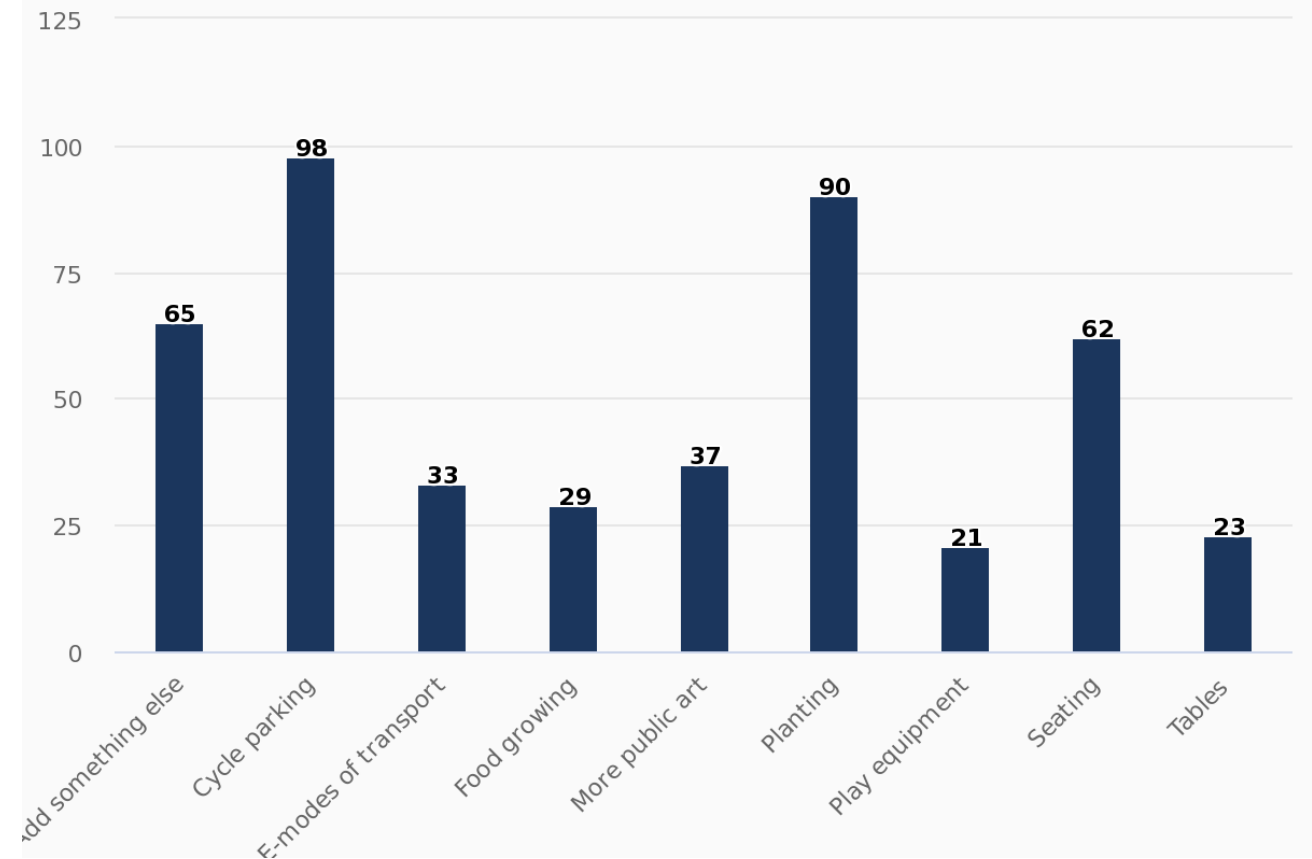
IS THIS FILTER AT THE CORRECT LOCATION?



IF NOT, WHY?



WHICH FEATURES WOULD YOU LIKE HERE?



“It’s already one way. But cars and lorries come zooming up to cut through to Brixton hill. Need to block the other way!”

“A scheme like in Dulwich restricting access during morning and afternoon school times would make better sense for local residents in my opinion”

“The road end could be narrowed to limit speed - as also other junctions and used for seating/planting”

“Filters near the ends of roads leave spaces that become impromptu parking bays, needing extra enforcement until something else is put in the space”

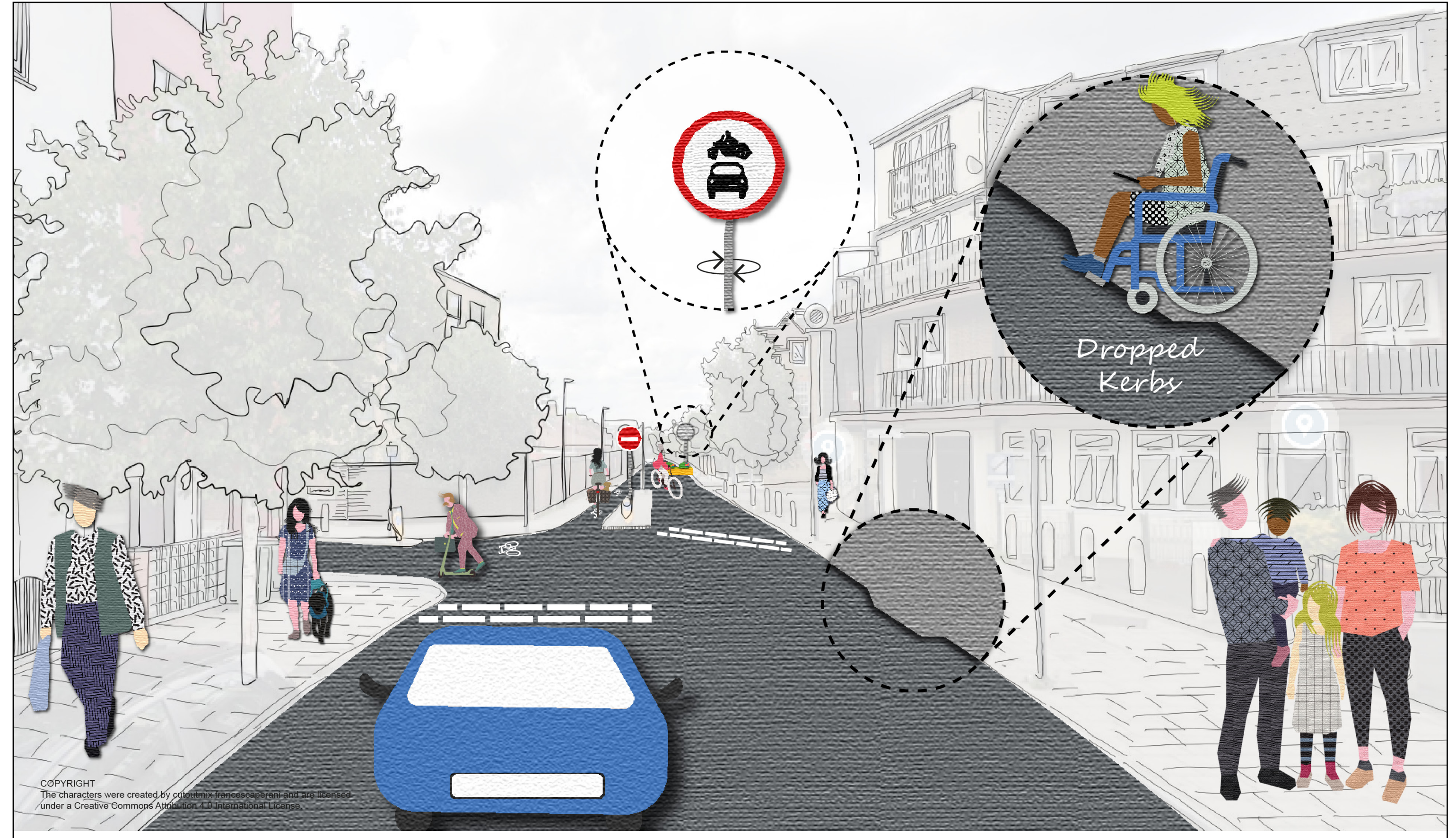
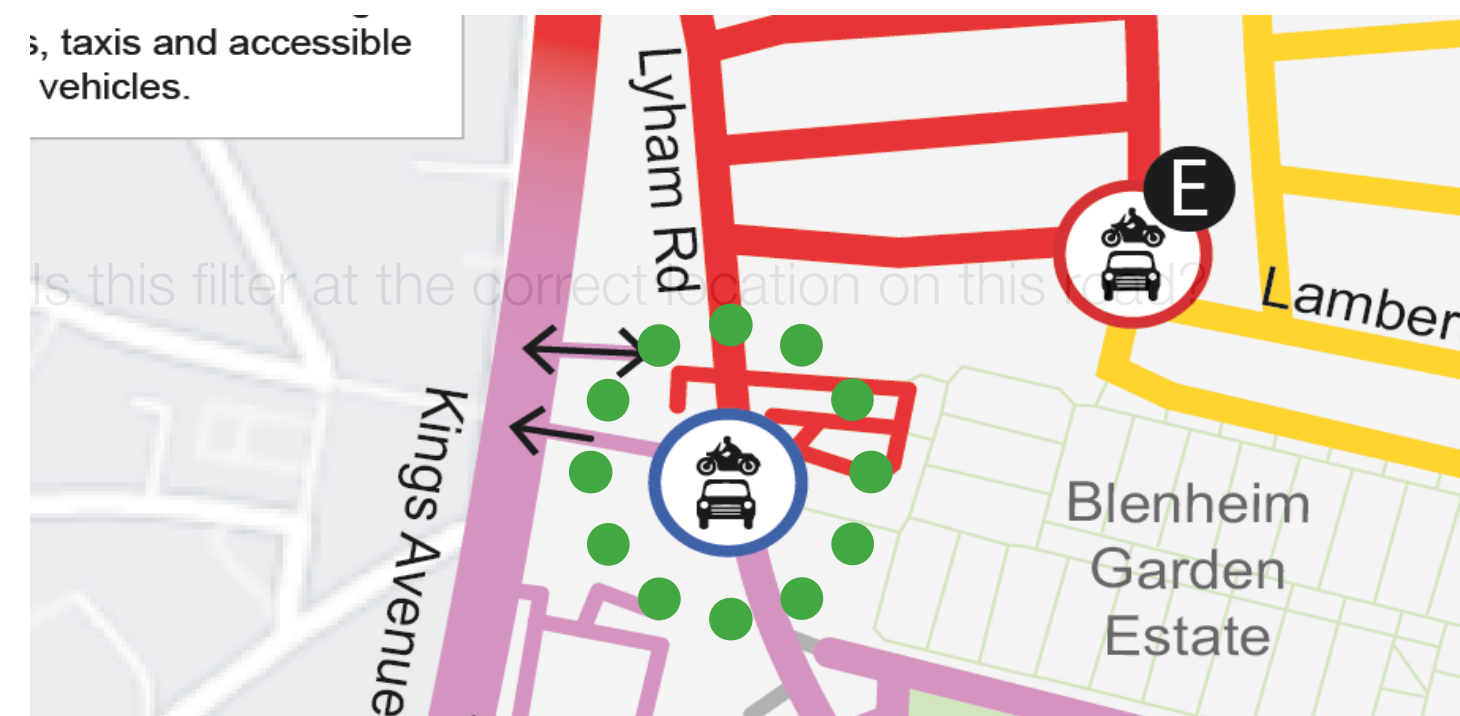
RECOMMENDATIONS

- Based on the feedback, we are considering implementing a camera-enforced filter. As part of the monitoring process, we will evaluate the impact of the modal filter during the trial and consider if changes are necessary.
- During the six months Experimental Traffic Order, we will monitor the impact of the LTN measures. This includes the monitoring of traffic flows on Sudbourne Road and Hayter Road.
- LB Lambeth has considered granting general exemptions to all residents in the scheme area but concluded there is a high risk that the objectives of the LTN would not be met if this was introduced. Additionally, there are concerns about providing exclusive access to certain areas of public highways for certain residents. More information regarding the LTN dispensation policy is available here: [Low Traffic Neighbourhood \(LTN\) dispensation | Lambeth Council](#)
- The implementation of LTN modal filters will reduce the number of vehicles travelling on Branksome Road and restrict through-traffic. With predominantly local traffic using the roads, we anticipate vehicle speeding will also reduce

4.2 Lyham Road/ Crescent Lane

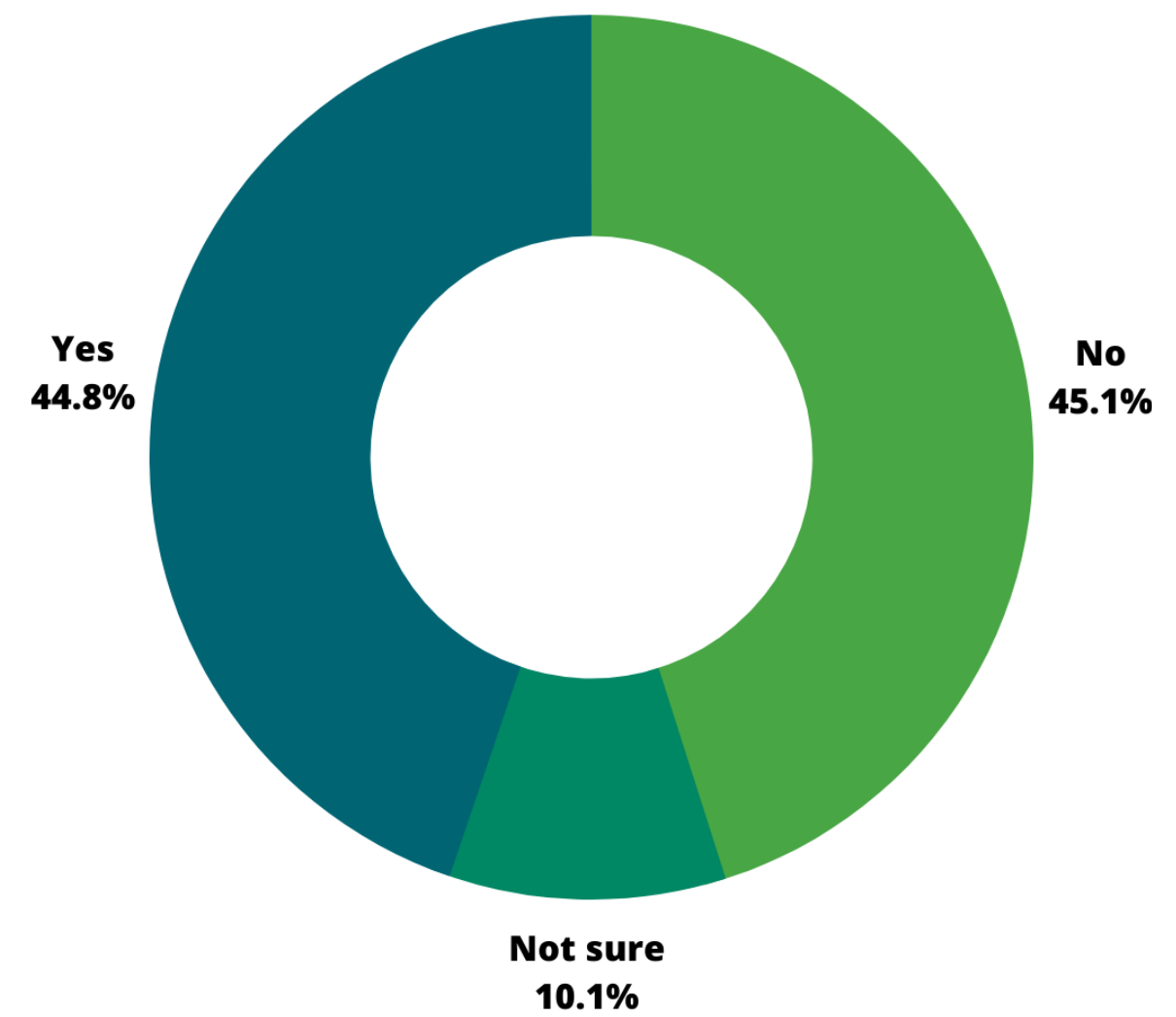
STARTING DESIGN PROPOSAL:

- A no-entry sign is currently located on Lyham Road at the junction with Crescent Lane which prevents northbound traffic continuing north along Lyham Road.
- Vehicles travelling southbound on Lyham Road can continue south along Lyham Road.
- Camera-enforced traffic filter at the junction with Prague Place to stop vehicles travelling further south along Lyham Road
- Cyclists and pedestrians will still be able to travel southbound. Certain vehicles like emergency service vehicles will be able to pass through.
- The existing modal filter will be upgraded to a camera-enforced modal filter.
- The cycle contraflow will remain in place.

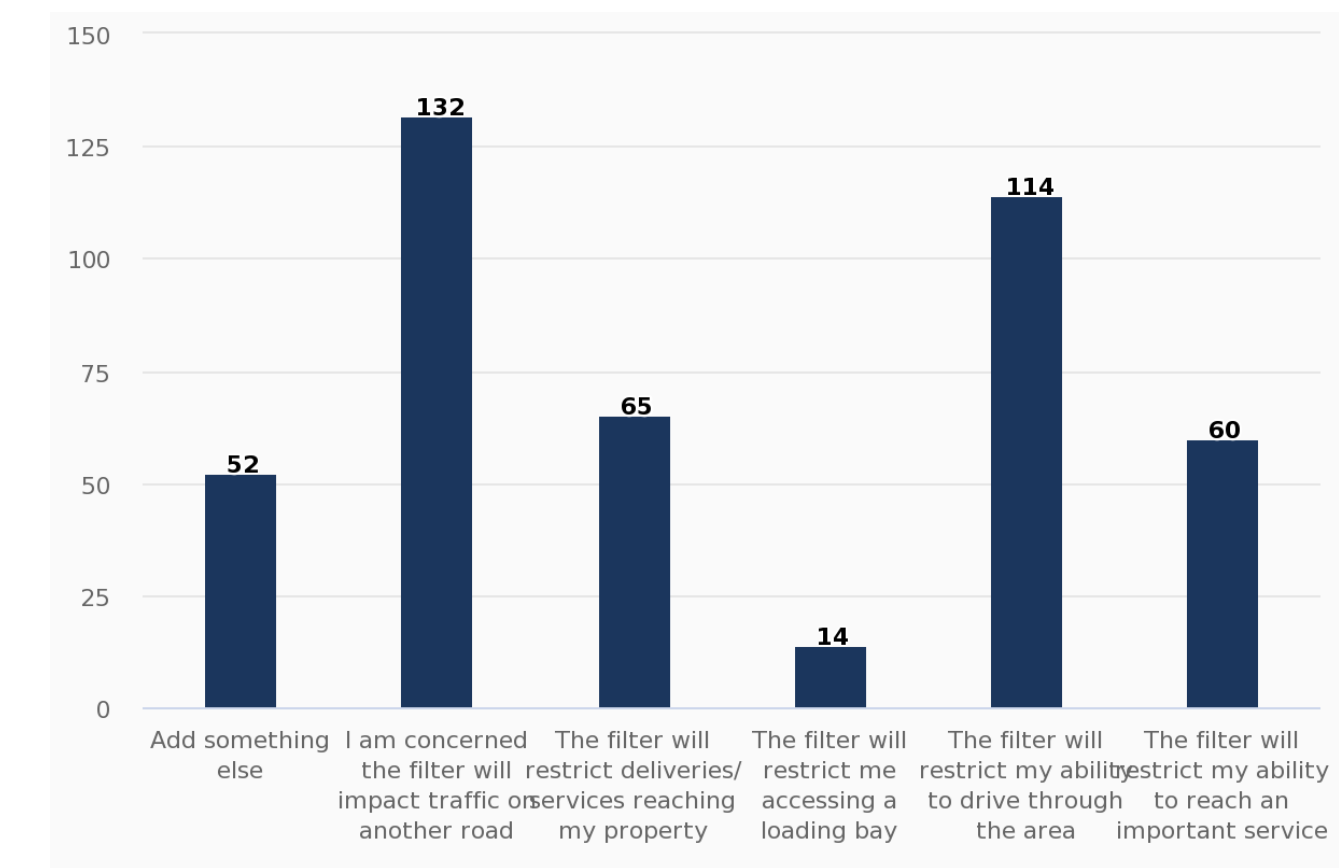


KEY-FINDINGS & RECCOMENDATIONS LYHAM / CRESCENT LANE

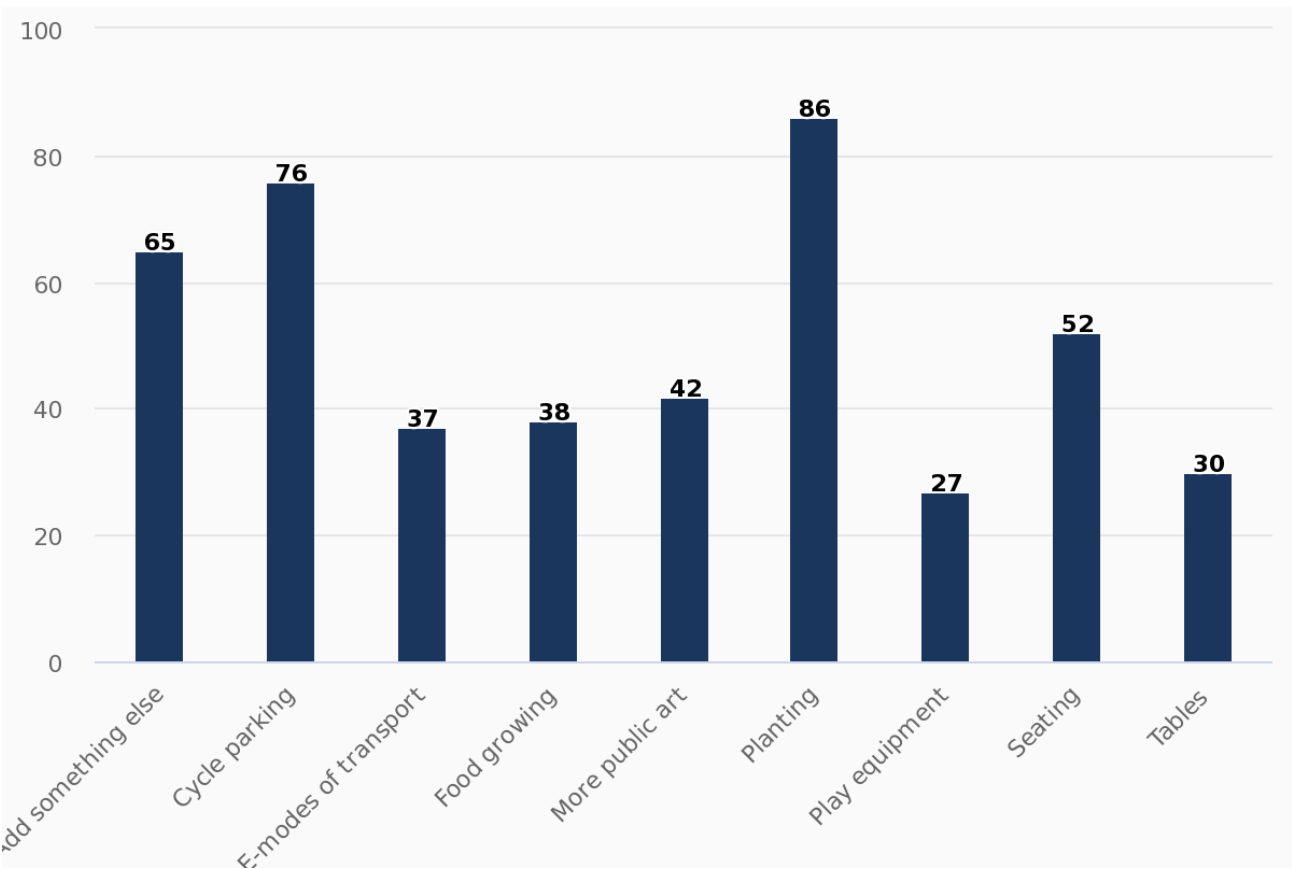
IS THIS FILTER AT THE CORRECT LOCATION?



IF NOT, WHY?



WHICH FEATURES WOULD YOU LIKE HERE?



“It should be located just North of Thornbury Road and instead there should be a ‘no-right turn’ into Crescent Lane.”

“As a part of the purple red and yellow zones, the traffic will increase in Crescent Lane as it will become the primary exit route from the purple zone and their will be increased traffic from the red zone as cars cannot exit into Acre Lane in future.”

“I favour Crescent Lane being included in the red zone and the camera filter being 2 way on lyham road just south of crescent lane. This would align with the parking zones more closely”

RECOMMENDATIONS

- The proposals will not impact parking at Crescent Lane; instead, the filter at Prague Place may change the route permit-holders take to access parking bays. Permit-holders wishing to park in bays in Crescent Lane will need to travel via Kings Avenue through the purple zone. It should be noted that access between the red and purple zones is still possible by foot, cycle or wheelchair.
- Officers will work with local businesses and representative organisations to assist with any adaptations or support measures that may be required to manage a transition to the trial road network. Specifically, the team will further engage with the Londis business owner on Lyham Road to better understand the modes of transport customers use to access the shop.
- For clarity, Crescent Lane will not be accessible from the red zone. Vehicles in the red zone will exit via Lyham Road, not Crescent Lane. It should be noted Crescent Lane is not the only road vehicles can use to exit from the purple zone.
- The location of the filter at the junction with Prague Place has been selected to minimise vehicles making potentially dangerous turning manoeuvres.

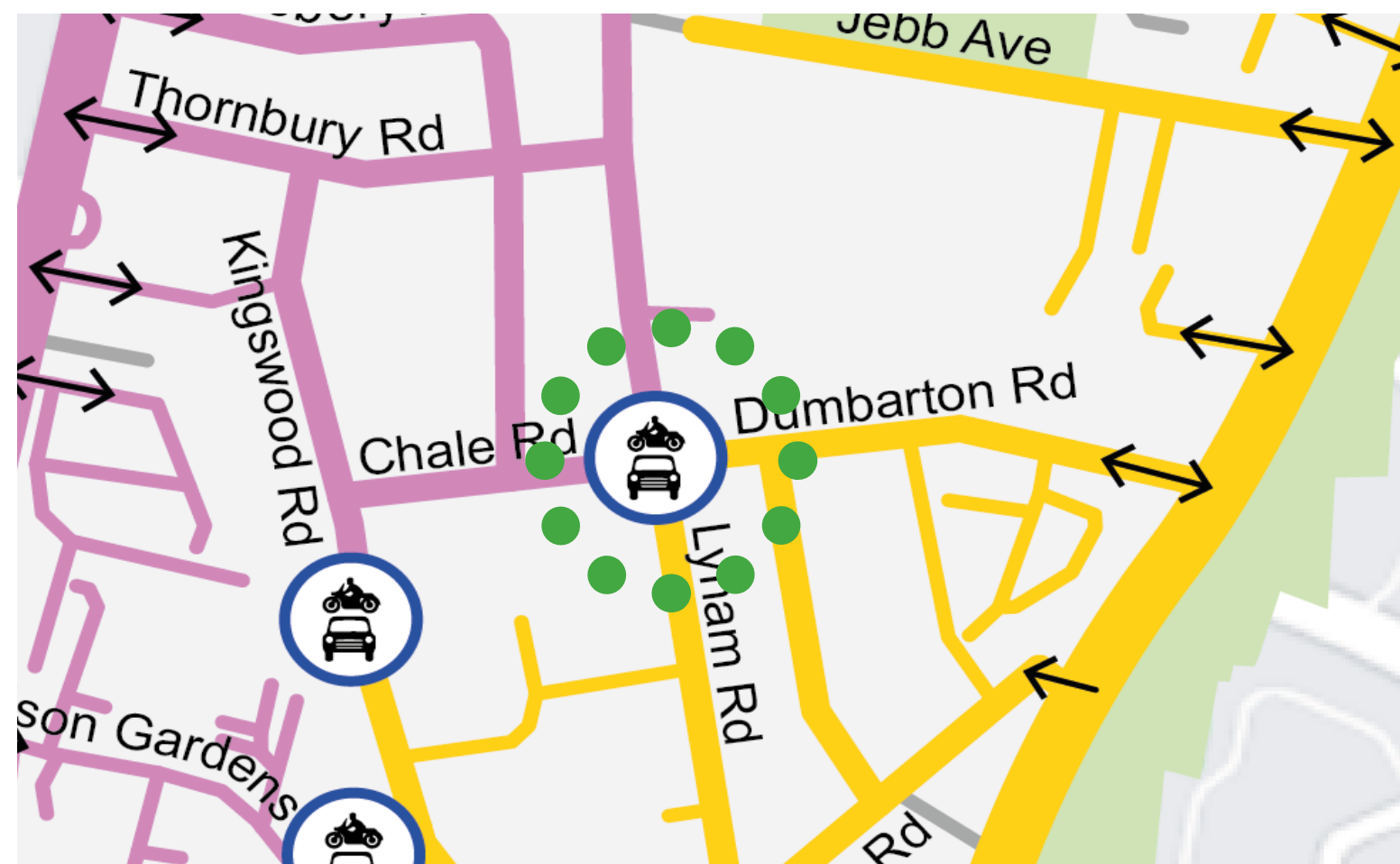
4.3 Lyham/ Dumbarton/ Chale Road

STARTING DESIGN PROPOSAL:

Currently drivers can use these roads to make east to westbound journeys, and vice versa.

Proposal:

- Camera-enforced filter, at a diagonal angle between Lyham Road, Dumbarton Road and Chale Road
- Filter will not allow vehicles travelling from Dumbarton Road to access Chale Road, and vice versa.
- Vehicles travelling from Dumbarton Road will be able to turn left to travel southbound on Lyham Road and vice versa. Vehicles travelling on Chale Road will be able to turn left to travel northbound on Lyham Road and vice versa.

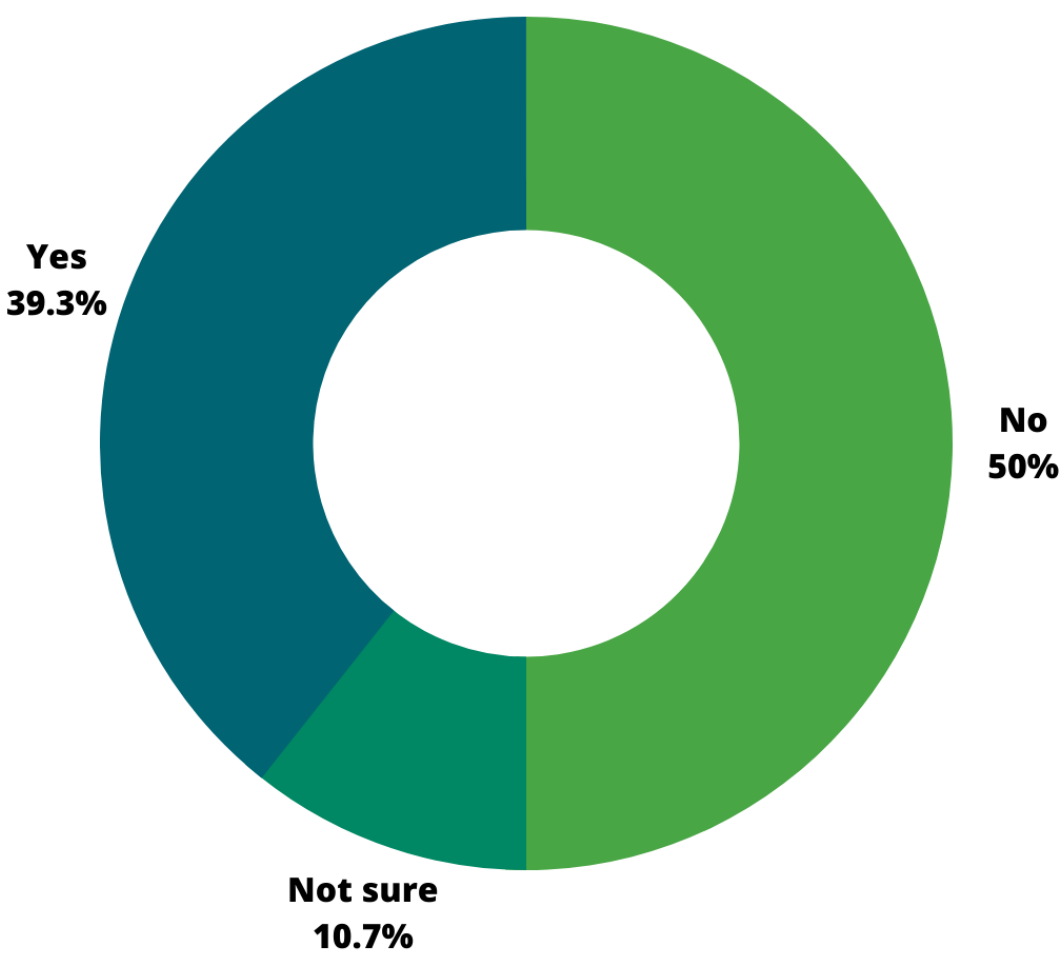


The existing modal filter preventing northbound traffic continuing north along Lyham Road will be upgraded to a camera-enforced modal filter. The cycle contraflow will remain in place.

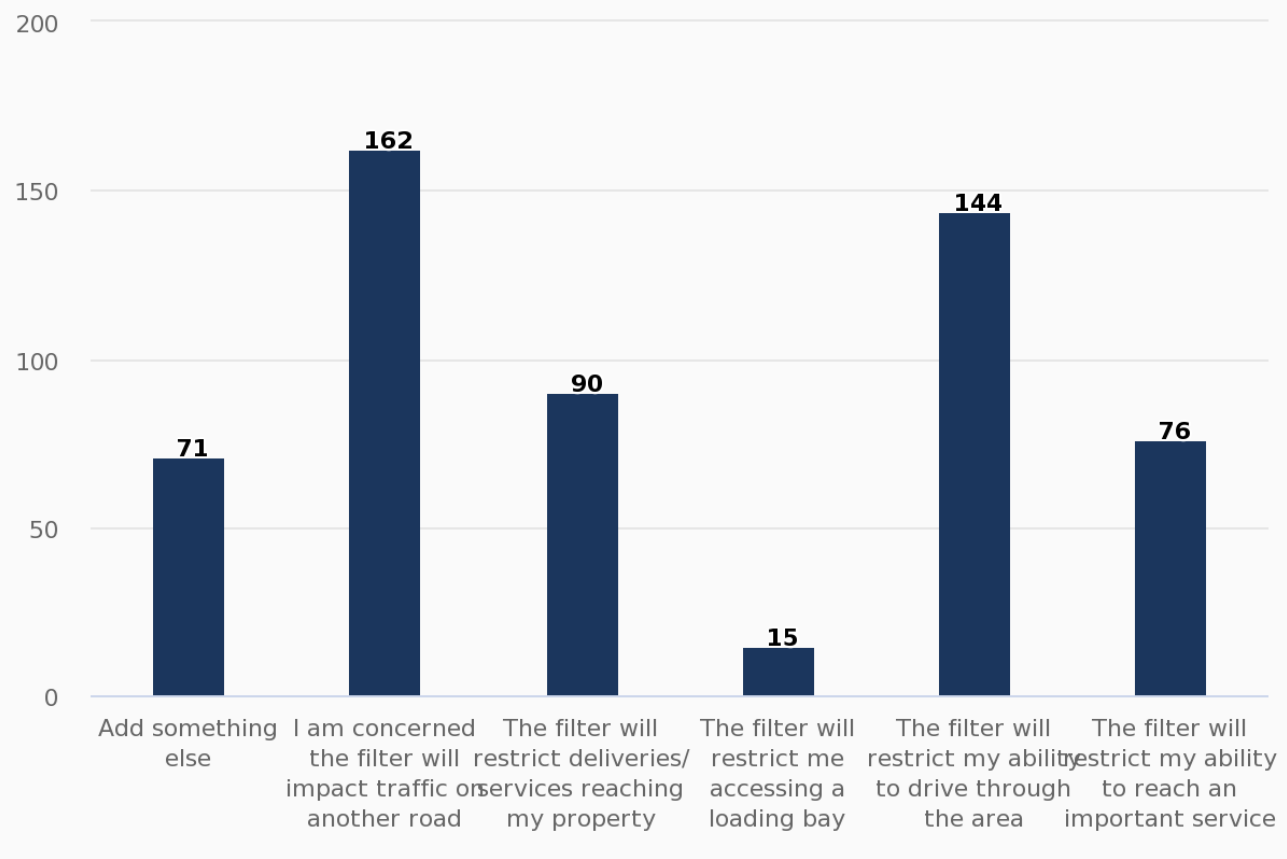


KEY-FINDINGS & RECCOMENDATIONS LYHAM/DUMBARTON/CHALE ROAD

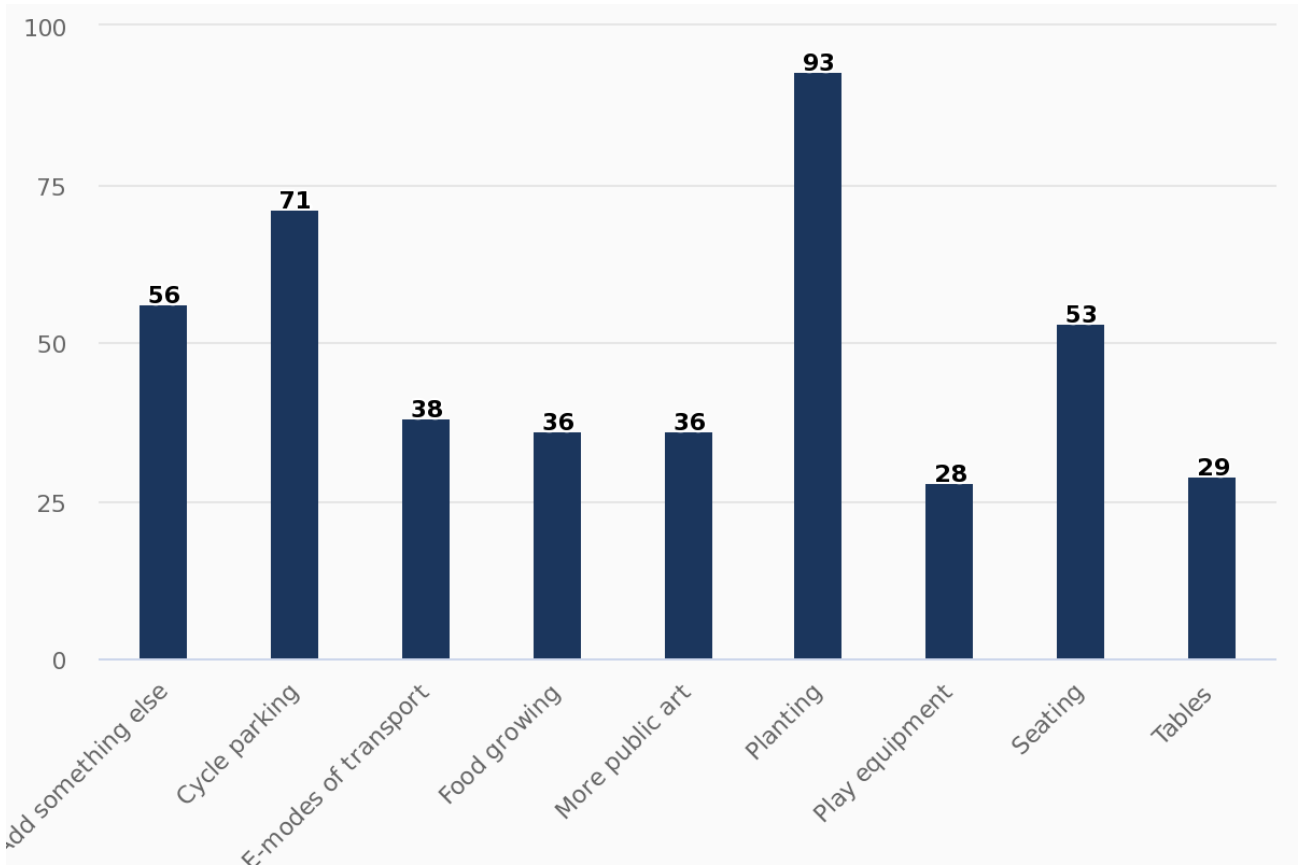
IS THIS FILTER AT THE CORRECT LOCATION?



IF NOT, WHY?



WHICH FEATURES WOULD YOU LIKE HERE?



“A filter is also needed at the junction between Dumbarton and Brixton Hill. This will reduce the tailback on Brixton Hill. Improving traffic circulation, and deal with cars cutting through Dumbarton Road to join the South Circular”

“Introducing the stretch between Thornbury and Crescent Lane as a one way route would resolve a lot of the same problems”

“Planters are an eyesore and likely to be vandalised. The kerb and pavement should be modified to implement this filter instead”

“Diagonal filter will be confusing”

RECOMMENDATIONS

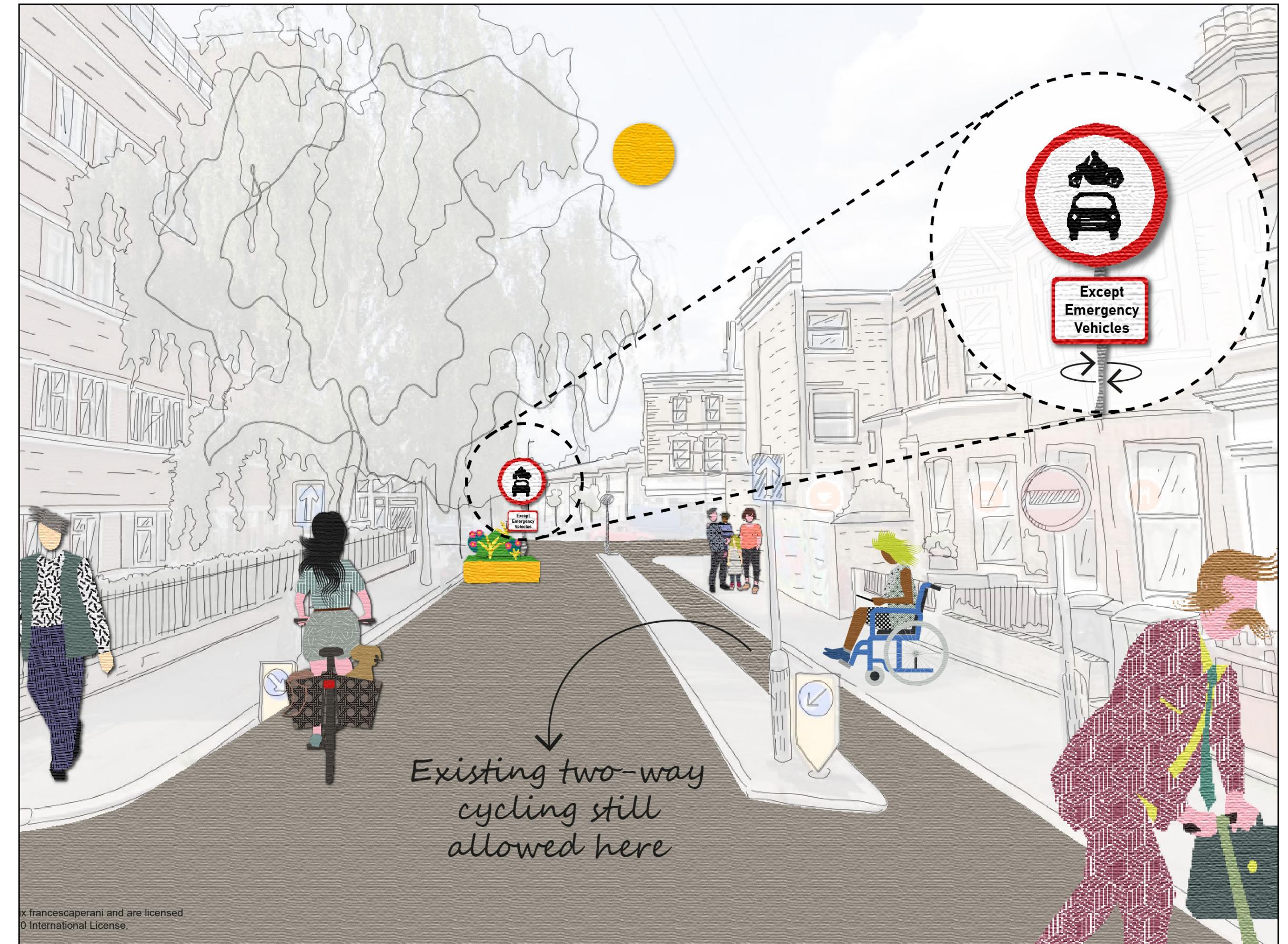
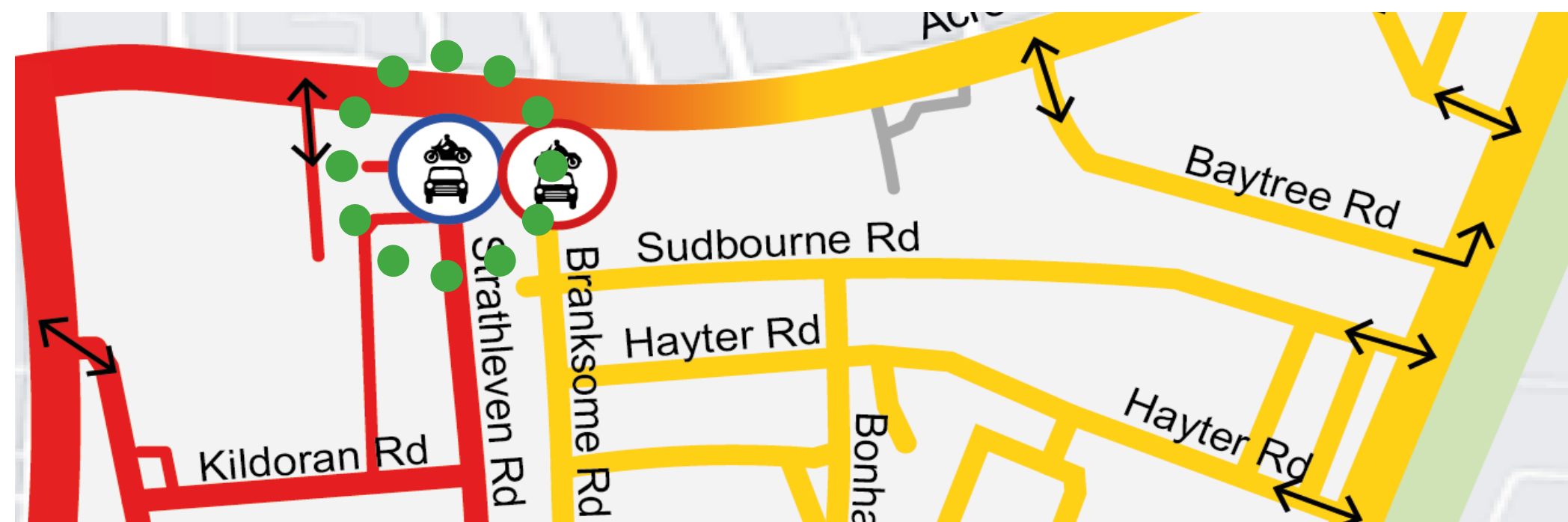
- Based on the feedback received during the engagement period, we are now exploring options to make a short section of Dumbarton Road (at the junction with A23 Brixton Hill) one-way eastbound. This set-up will prevent vehicles on the A23 Brixton Hill from travelling via Dumbarton Road to access the South Circular. This will also address the road safety issue at the junction between Dumbarton Road and the A23 Brixton Hill, where vehicles frequently collide with the half-bell bollard. We are now in the process of sharing the updated proposal with Transport for London (TfL) for comment.
- Feedback from the engagement period suggests some respondents may need to understand the proposed modal filter at the junction between Lyham Road / Chale Road / Dumbarton Road. To be clear, a diagonal modal filter is proposed here.
- Given the Brixton Hill LTN will be introduced as a trial, planters are a useful means for creating modal filters. If the LTN is made permanent, more permanent changes to the existing highway can be introduced.

4.4 Strathleven Road

STARTING DESIGN PROPOSAL:

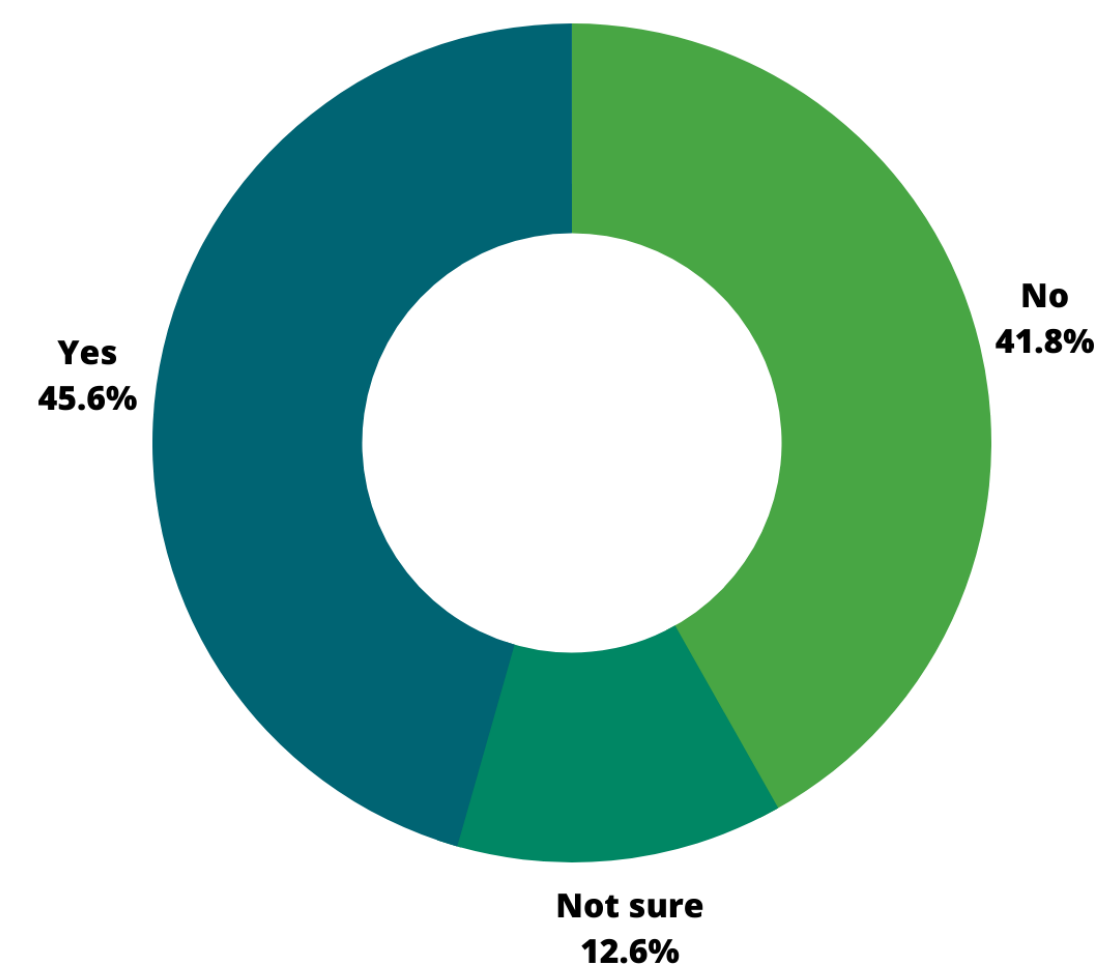
- Currently access to Strathleven Road is prohibited from Acre Lane.
- A cycle contraflow lane is located on the eastern side of Strathleven Road to facilitate southbound cycle journeys. Feedback suggests there are problems with vehicles parking on the double-yellow lines at the junction between Acre Lane and Strathleven Road which means the cycle contraflow is sometimes blocked by parked vehicles and drivers turning out of Strathleven Road have poor visibility on Acre Lane.
- Proposing to install a camera-enforced modal filter on Strathleven Road at the junction with Acre Lane. This proposal should prevent vehicles using Strathleven Road as a cut-through to Acre Lane. This filter will be camera-enforced which will allow certain vehicles like emergency service vehicles or blue badge holders with dispensation, to pass through. The existing cycle contraflow will remain in place.

Through traffic : Through traffic or 'rat-running' generally refers to vehicles using residential roads as short cuts or vehicles travelling through an area to get to another destination.

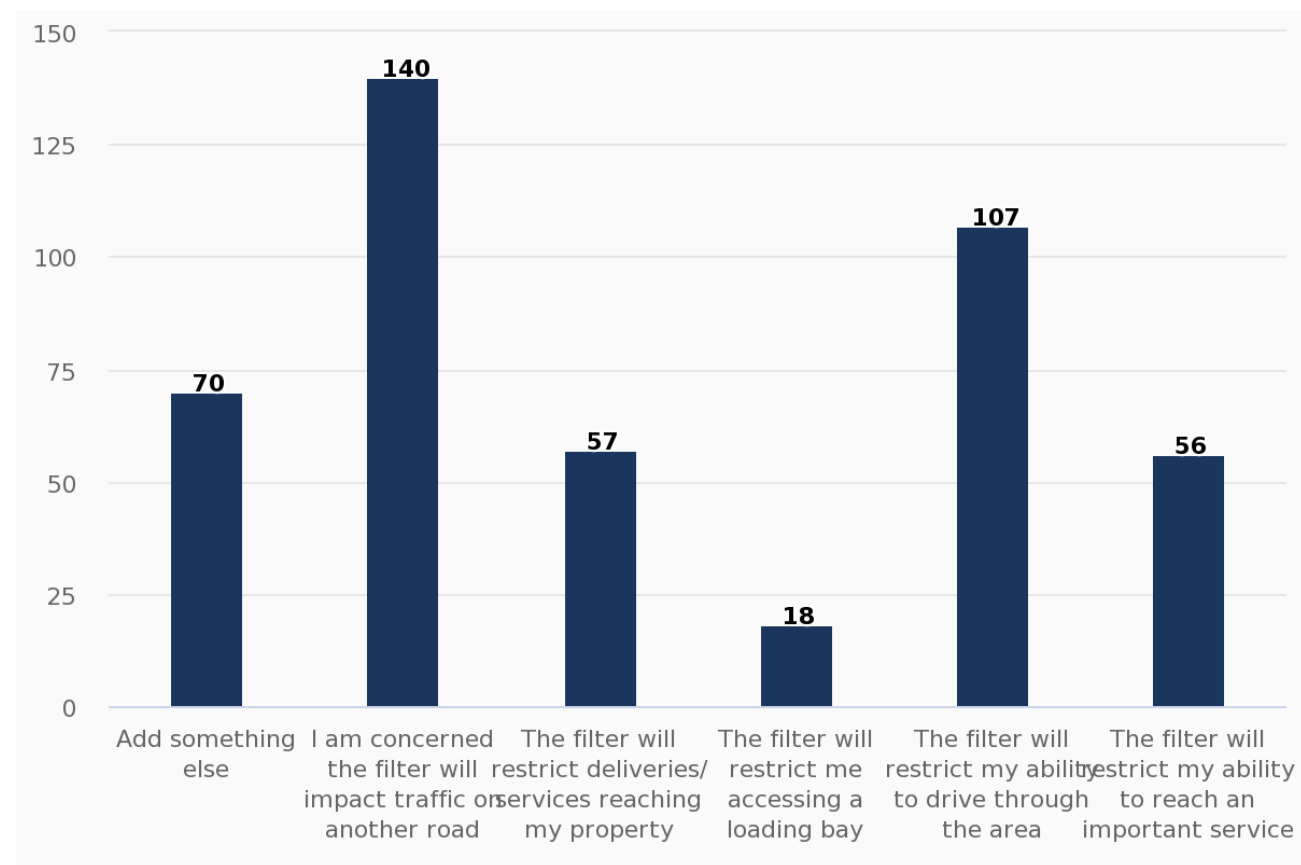


KEY-FINDINGS & RECCOMENDATIONS STRATHLEVEN ROAD

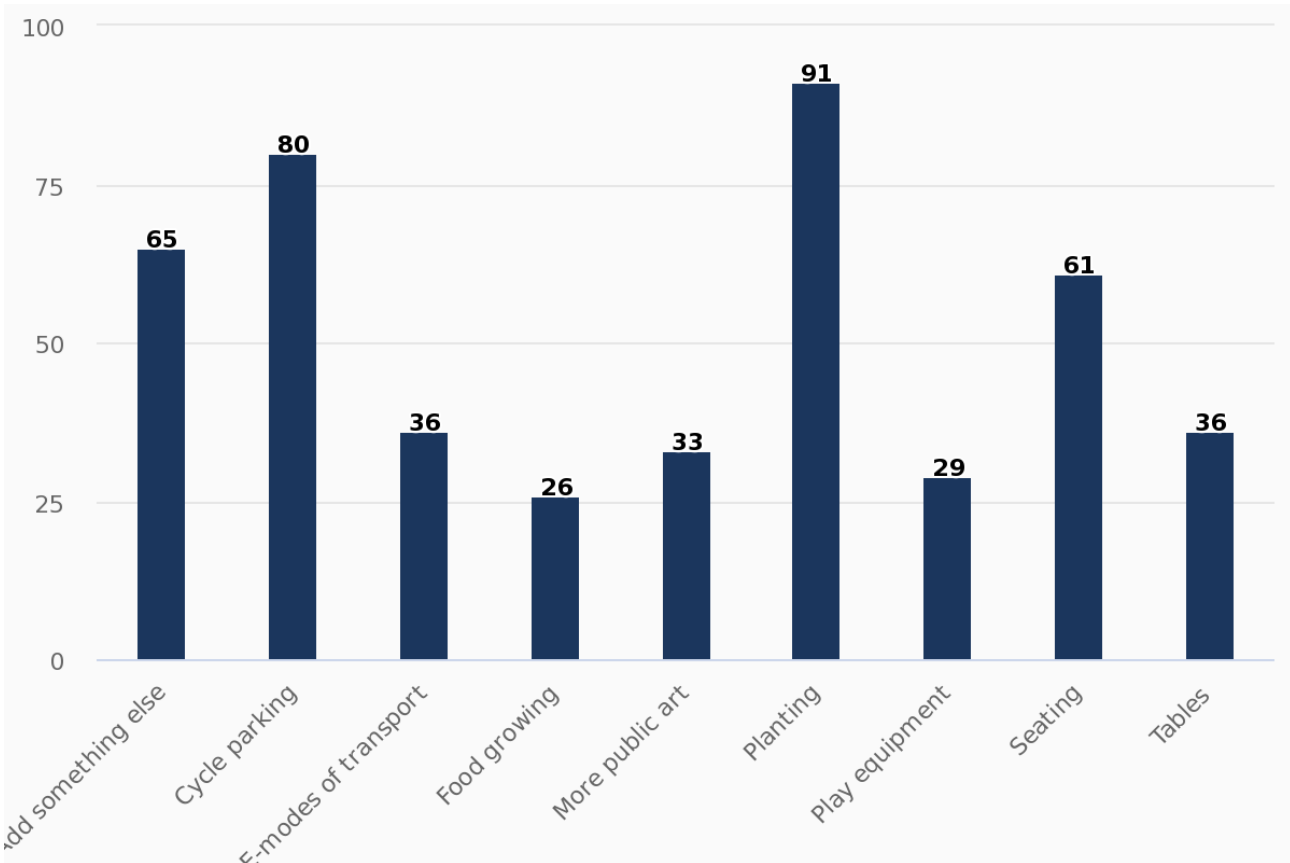
IS THIS FILTER AT THE CORRECT LOCATION?



IF NOT, WHY?



WHICH FEATURES WOULD YOU LIKE HERE?



“Sleeping policemen are needed down strathleven AND Kildoran rd.”

“The parking spaces are too close to the end of the narrow cycle path - you cannot see if it safe to enter the main section of the road without swinging your bike front wheel into the carriageway and cars get faster”

“I have a car park space within the courtyard. Access is via Strathleven Road so I will not be able to have access”

“I do not consider road traffic on Strathleven Road atm to be an issue”

“As a woman I know I confidently like to be dropped back to my home after a night out for safety. if not a car can’t get there and I feel unsafe”

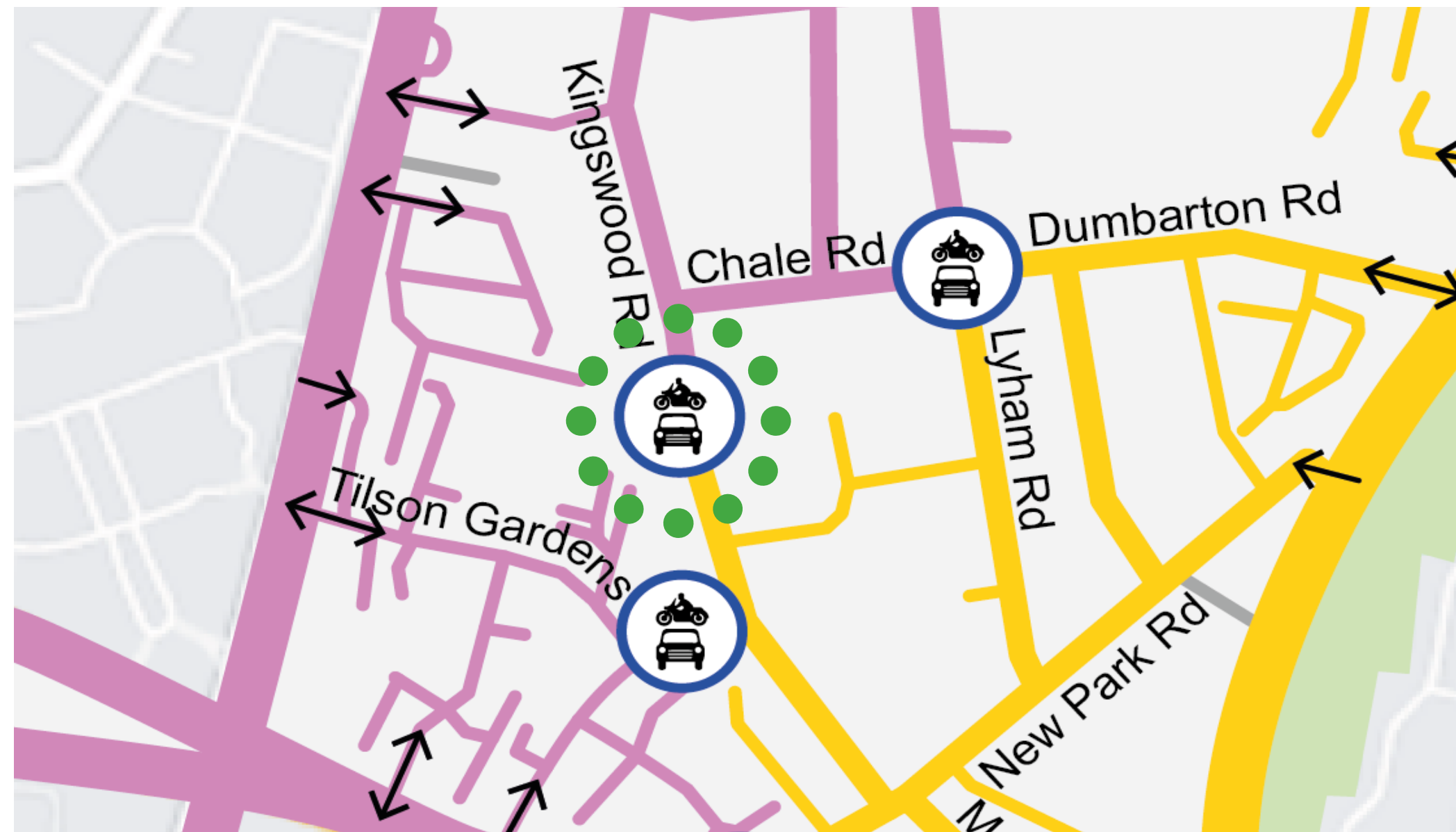
RECOMMENDATIONS

- As shown in the data maps available on Commonplace, a high percentage of traffic travelling on Lyham Road is through traffic. In the AM peak, approximately 75% of vehicles travelling on Lyham Road, between the junction with Kings Avenue and Kildoran Road, are through traffic. The estimated through traffic percentage increases to 87.5% - 100% in the PM peak period. The purpose of the modal filters is to remove through traffic. Therefore during the trial, we anticipate the only traffic using this junction will be residents in the red cell (local traffic). Regardless of where modal filters are placed, the junction will see a significant reduction in the number of vehicles using it.
- We considered the alternative proposal put forward by residents and will share a detailed response via the ward councillor.
- The proposed modal filter will not impact Sandhurst Court car park access. With the proposed 2-way modal filter, vehicles will continue to access the car park from Strathleven Road.
- Monitoring results from other LTNs suggests that modal filters lead to a reduction in rates of speeding. As part of the monitoring carried out after the implementation of Railton LTN, speed data at several locations within the LTN was recorded. The data indicated speeds had reduced by up to 36% in some locations within the LTN. Outside of the LB Lambeth, research from the LB of Islington regarding The Canonbury East LTN found on local streets within the neighbourhood, speeding rates fell by 88%

4.5 Kingswood Road

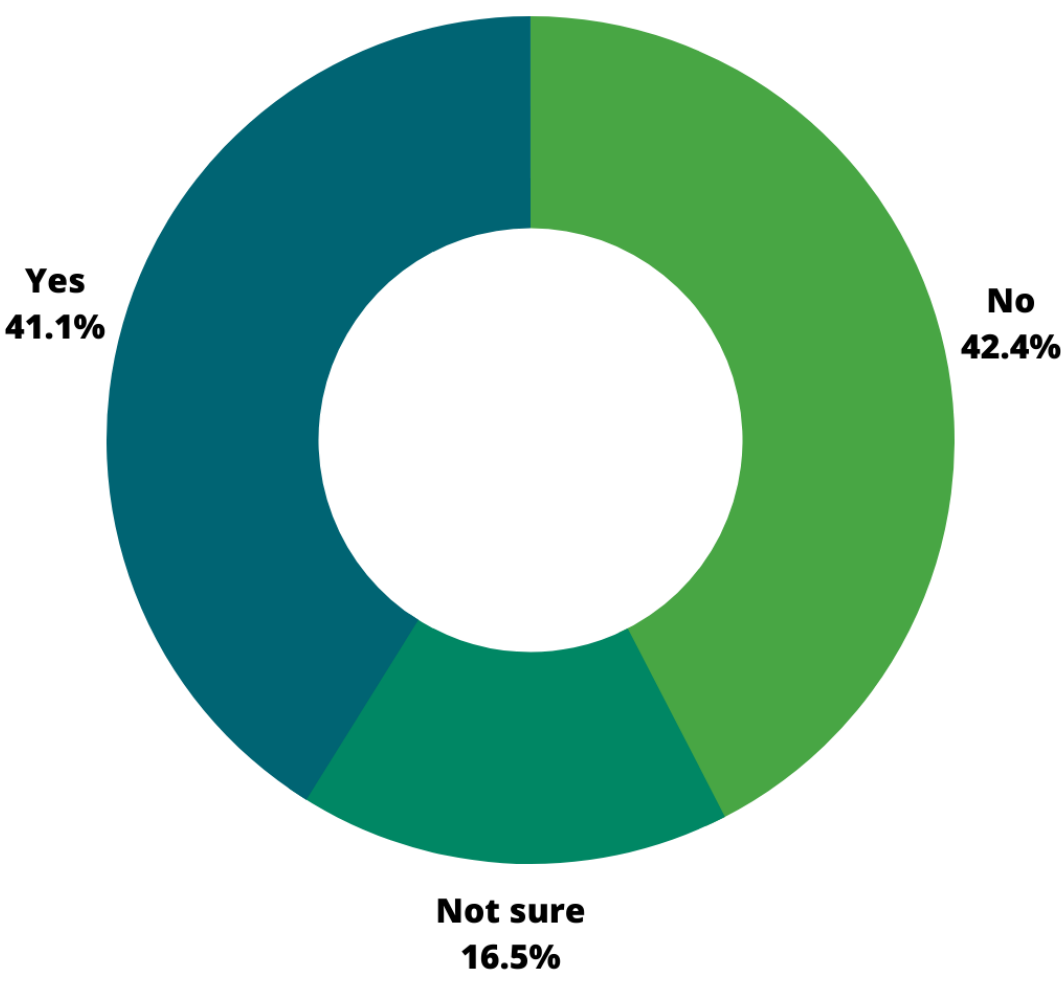
STARTING DESIGN PROPOSAL:

- Kingswood Road has high traffic flows and has been identified as a popular a cut-through for drivers. Bikes are frequently found locked to railings which suggests there is demand for cycle parking in this area.
- As part of the Brixton Hill LTN proposals, a camera-enforced modal filter is proposed on Kingswood Road to the south of the junction with Chale Road. This allows certain vehicles like emergency service vehicles or blue badge holders with dispensation, to pass through.

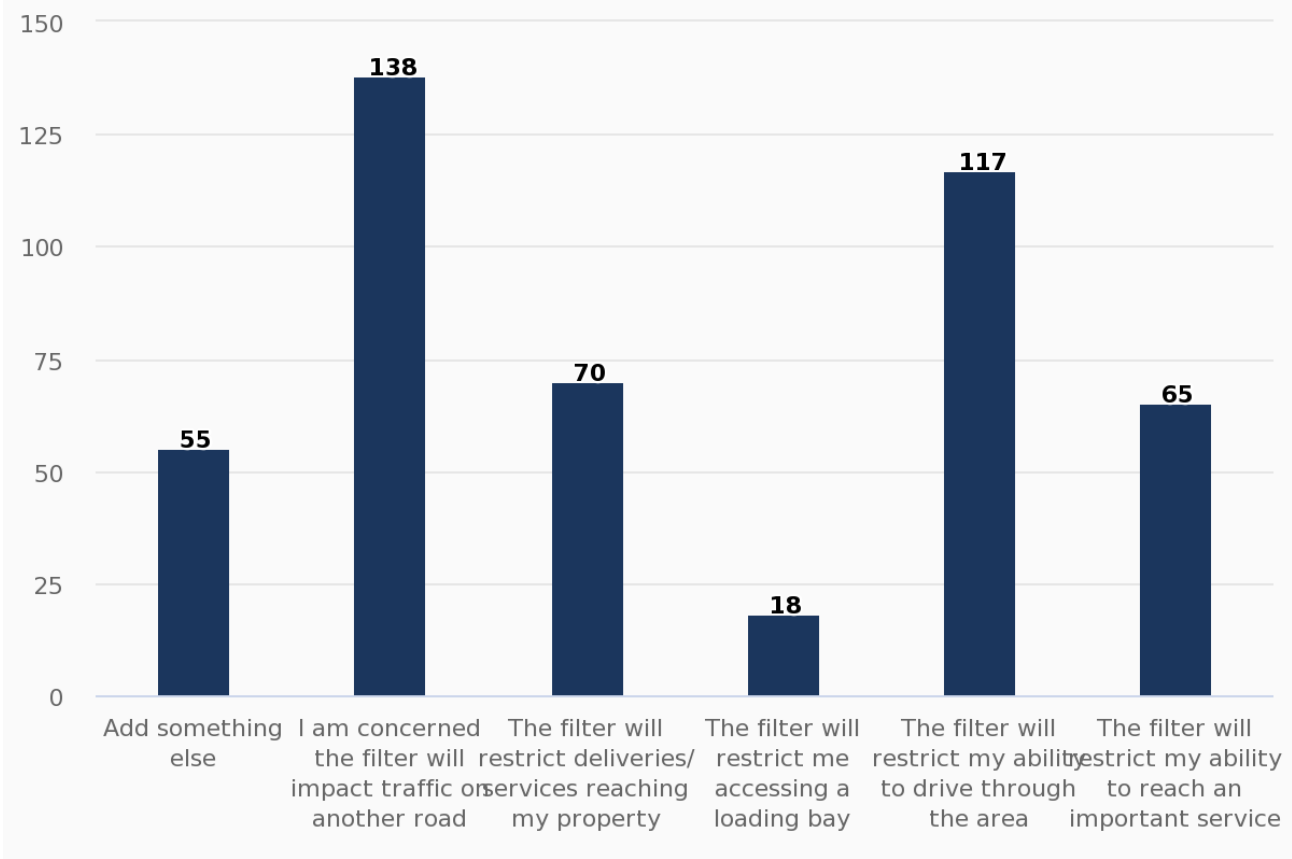


KEY-FINDINGS & RECCOMENDATIONS KINGSWOOD ROAD

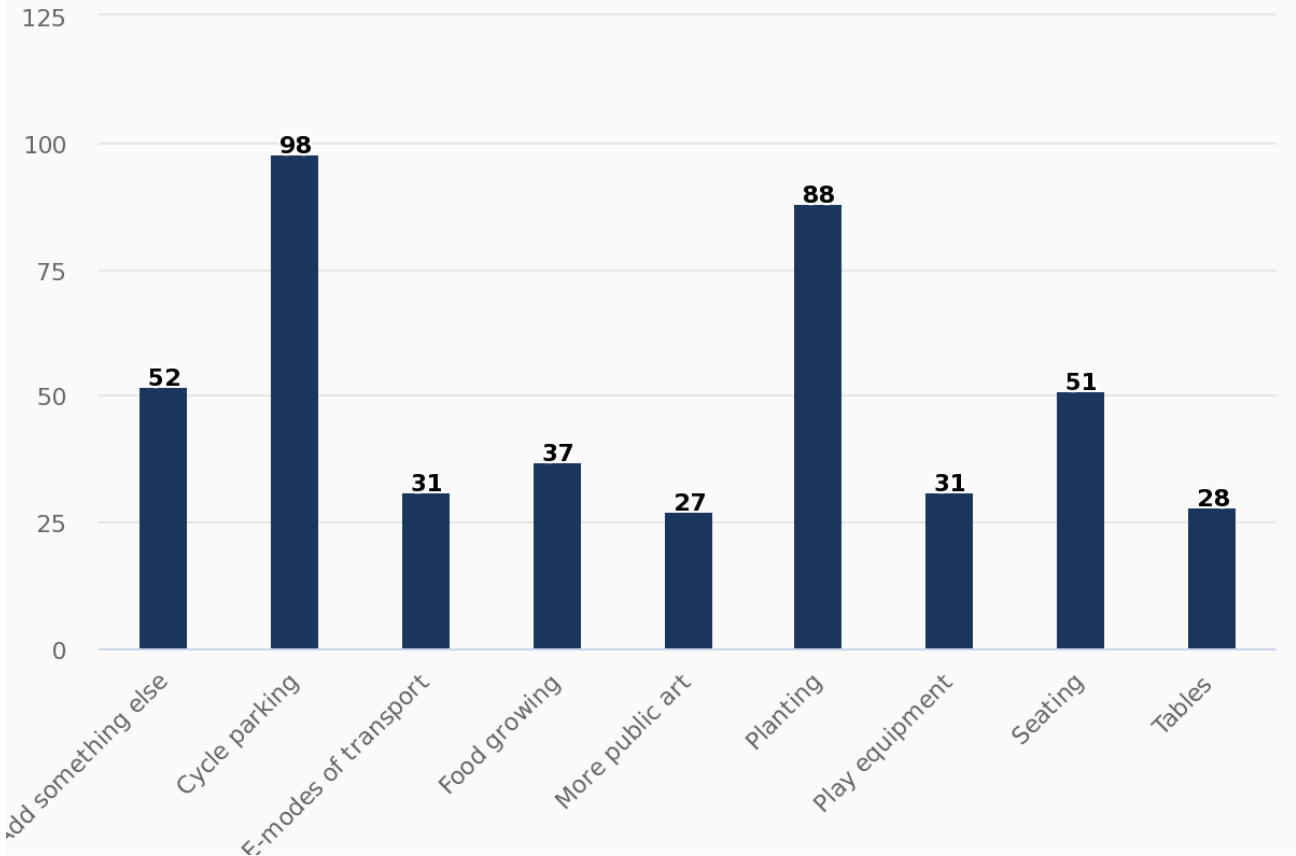
IS THIS FILTER AT THE CORRECT LOCATION?



IF NOT, WHY?



WHICH FEATURES WOULD YOU LIKE HERE?



“Not clear that emergency vehicles can pass through easily”

“This filter will make it unsafe for locals to walk home at night, difficult to unload cars with children etc. The issue is speed of vehicle not traffic”

“Please check positioning as what we don’t want are taxis just dropping off and trying to 3 point turn on kingswood and getting stuck. If the filters can incorporate the T junctions of forster and Saxby or even chale to allow for this”

“Loss of parking near my home”

“One way system to control and discourage it being used as a rat run”

“Speeding issue”

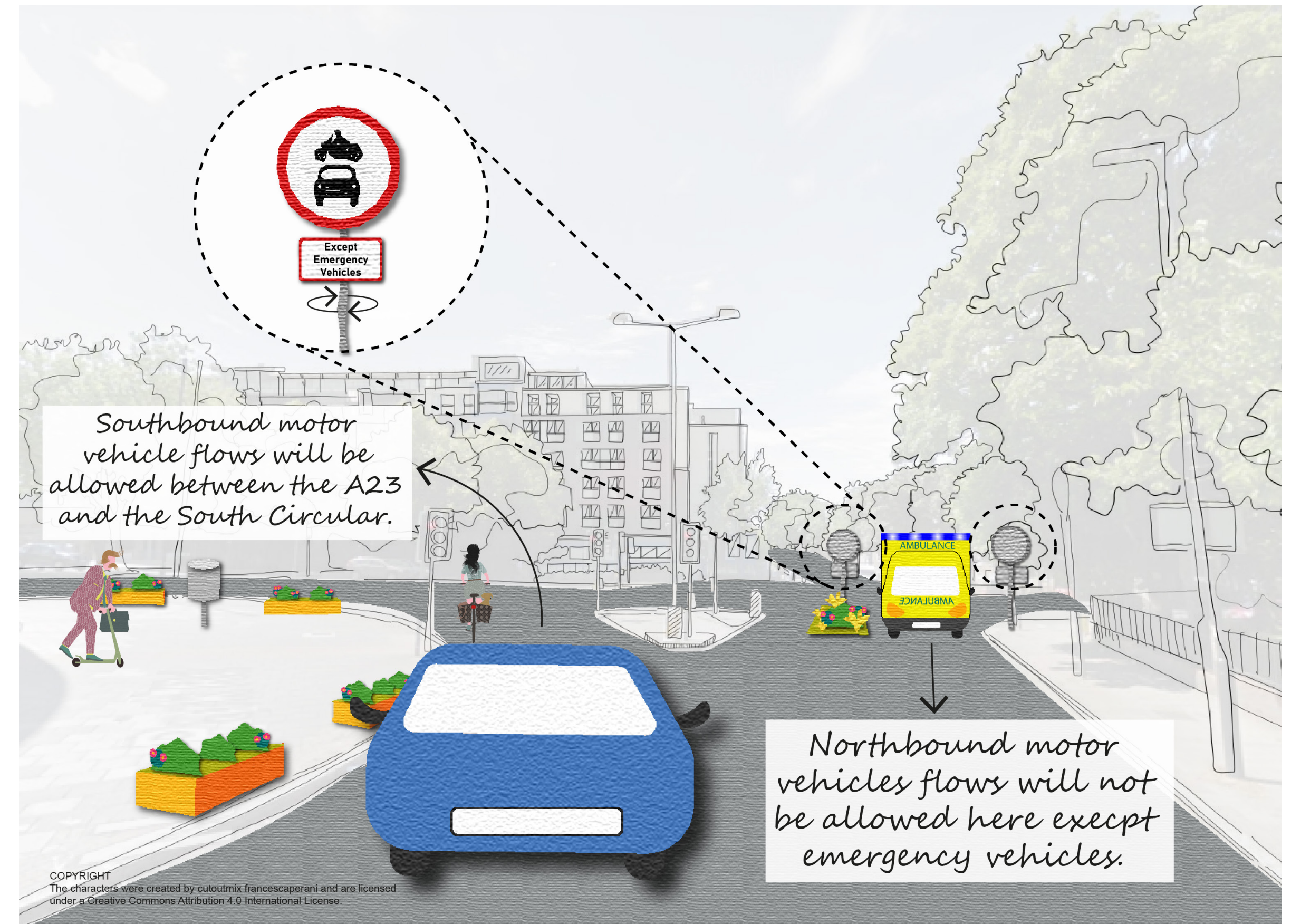
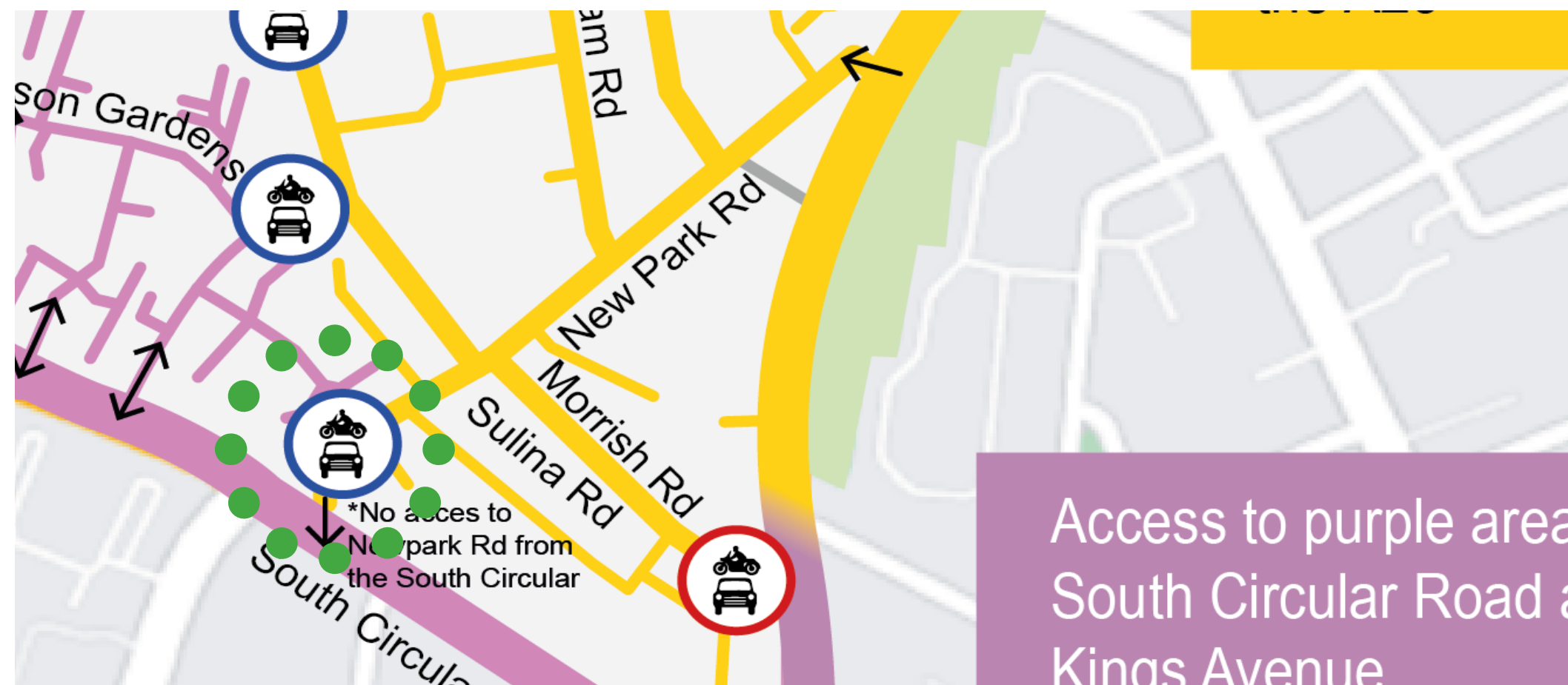
RECOMMENDATIONS

- The modal filter itself is designed to reduce traffic speeds, as well as reduce motor vehicle through traffic. It is anticipated that a high percentage of traffic flows speeding on Kingswood Road is traffic travelling through the area instead of local traffic. Therefore with the introduction of a modal filter, it is anticipated the number of vehicles travelling in the area will reduce and comprise local traffic accessing residential properties. The location of the modal filter, in a central location on Kingswood Road, will also deter vehicles from speeding.
- Emergency service vehicles will be able to pass through the modal filter.
- Vehicle turning manoeuvres have been checked through the design process

4.6 New Park Road

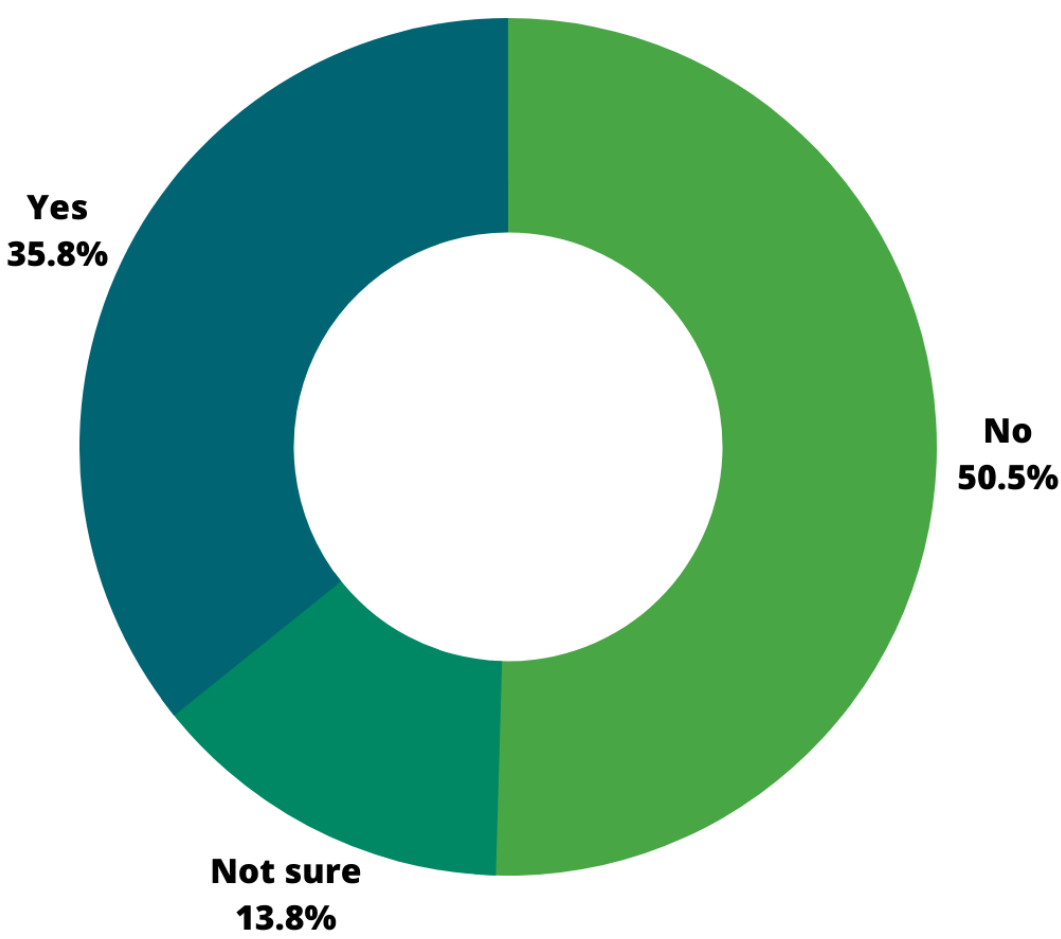
STARTING DESIGN PROPOSAL:

- New Park Road has been identified as a cut-through for drivers travelling between the A23 Brixton Hill and the South Circular. Speeding is also an issue on this road which makes the environment unpleasant for people accessing the primary school, shops, cafes and pubs on New Park Road.
- We are proposing a camera-enforced traffic filter at the junction between New Park Road and the South Circular. The filter will prevent traffic from the South Circular using New Park Road as a cut-through to access the A23 Brixton Hill. This filter will be camera-enforced which will allow certain vehicles like emergency service vehicles or blue badge holders with dispensation, to pass through.
- Following engagement with TfL, southbound motor vehicle flows will be allowed between the A23 and the South Circular. Northbound motor vehicles flows will not be allowed here.

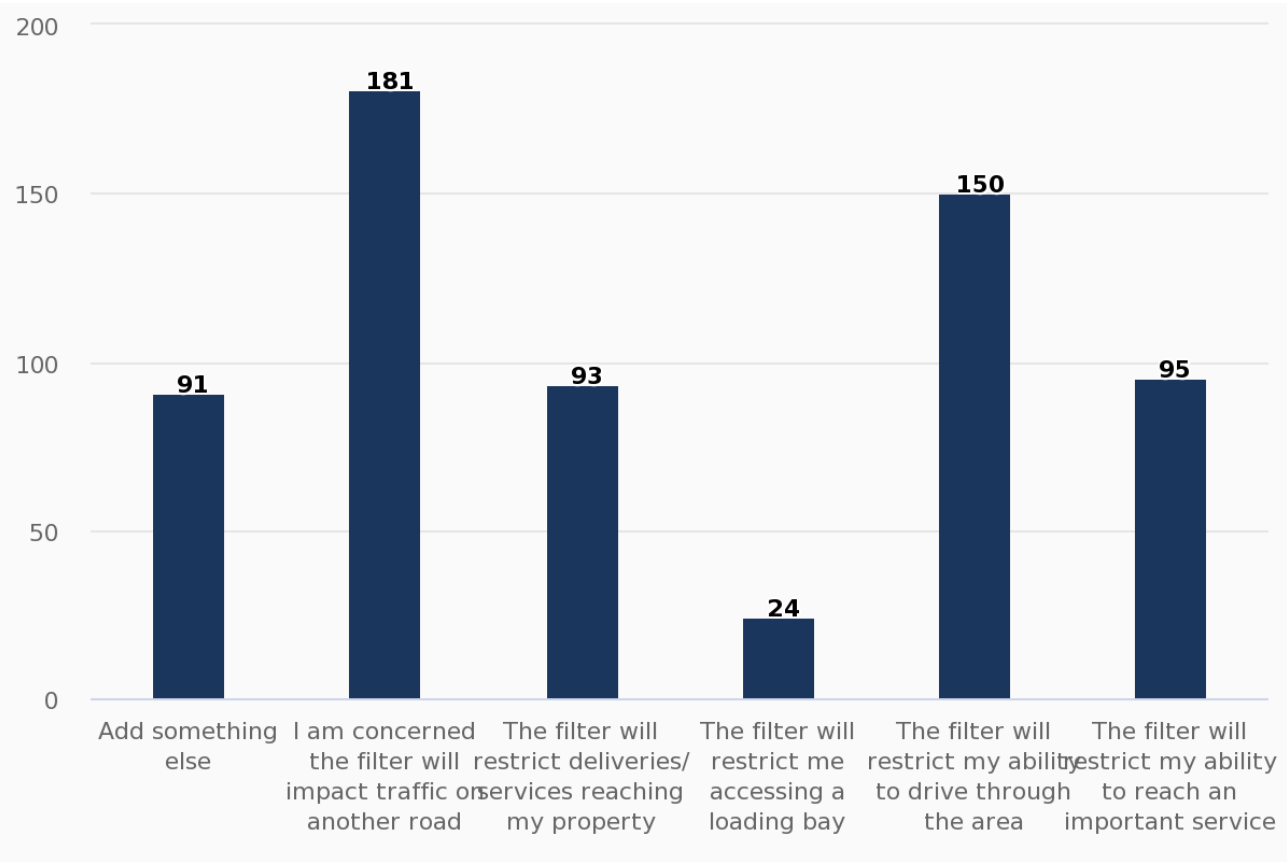


KEY-FINDINGS & RECCOMENDATIONS NEW PARK ROAD

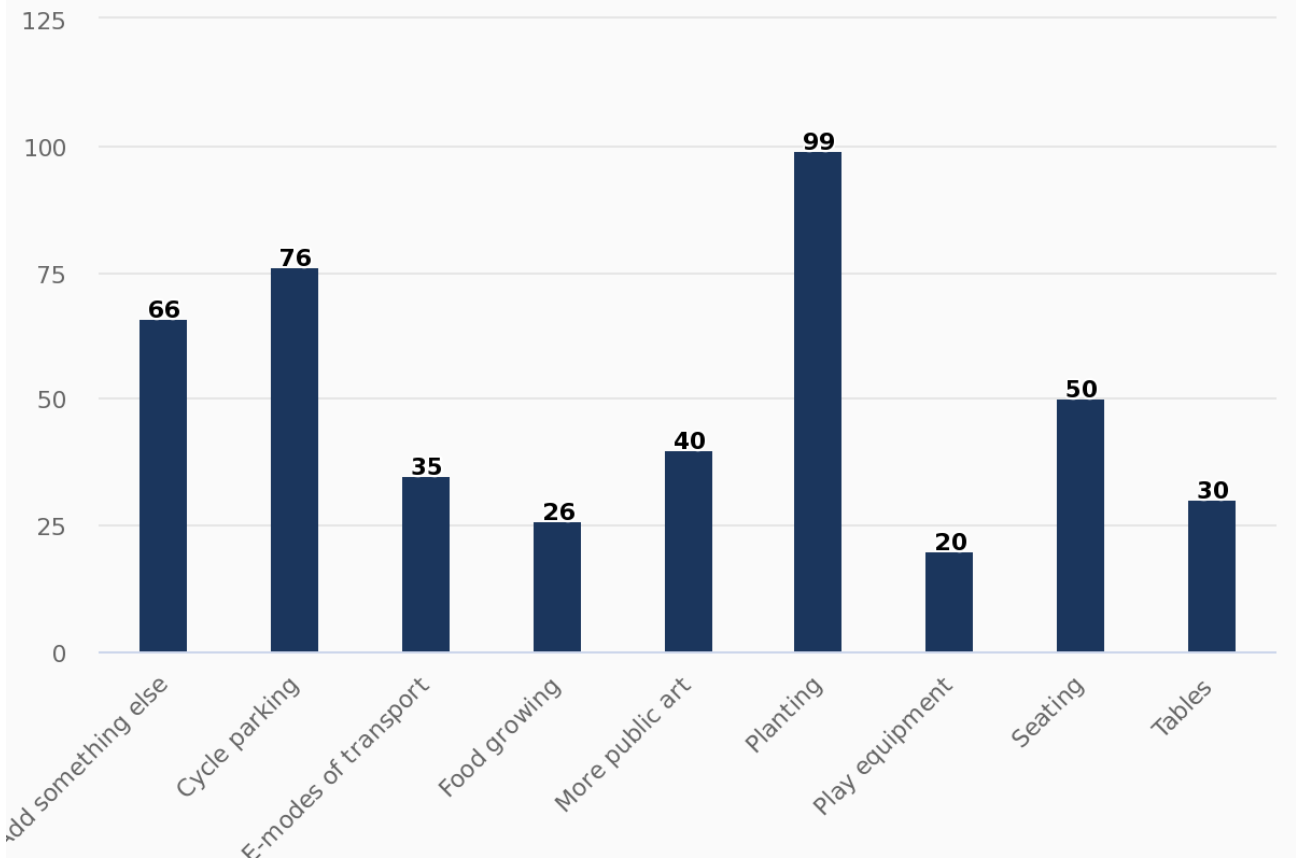
IS THIS FILTER AT THE CORRECT LOCATION?



IF NOT, WHY?



WHICH FEATURES WOULD YOU LIKE HERE?



“The traffic needs to also be dealt with in the other direction”

“The danger at this junction is the appalling driving you have to endure when crossing to the south side of the A205- so many red-light infractions by fast moving vehicles makes crossing very risky”

“The existing traffic calming measures needed to be strengthened since motor vehicles cut across payments and have destroyed trees an bike parking. Proper Zebra or signalised crossings (with default to pedestrian green) are needed instead of ‘courtesy’ crossings that are now in place

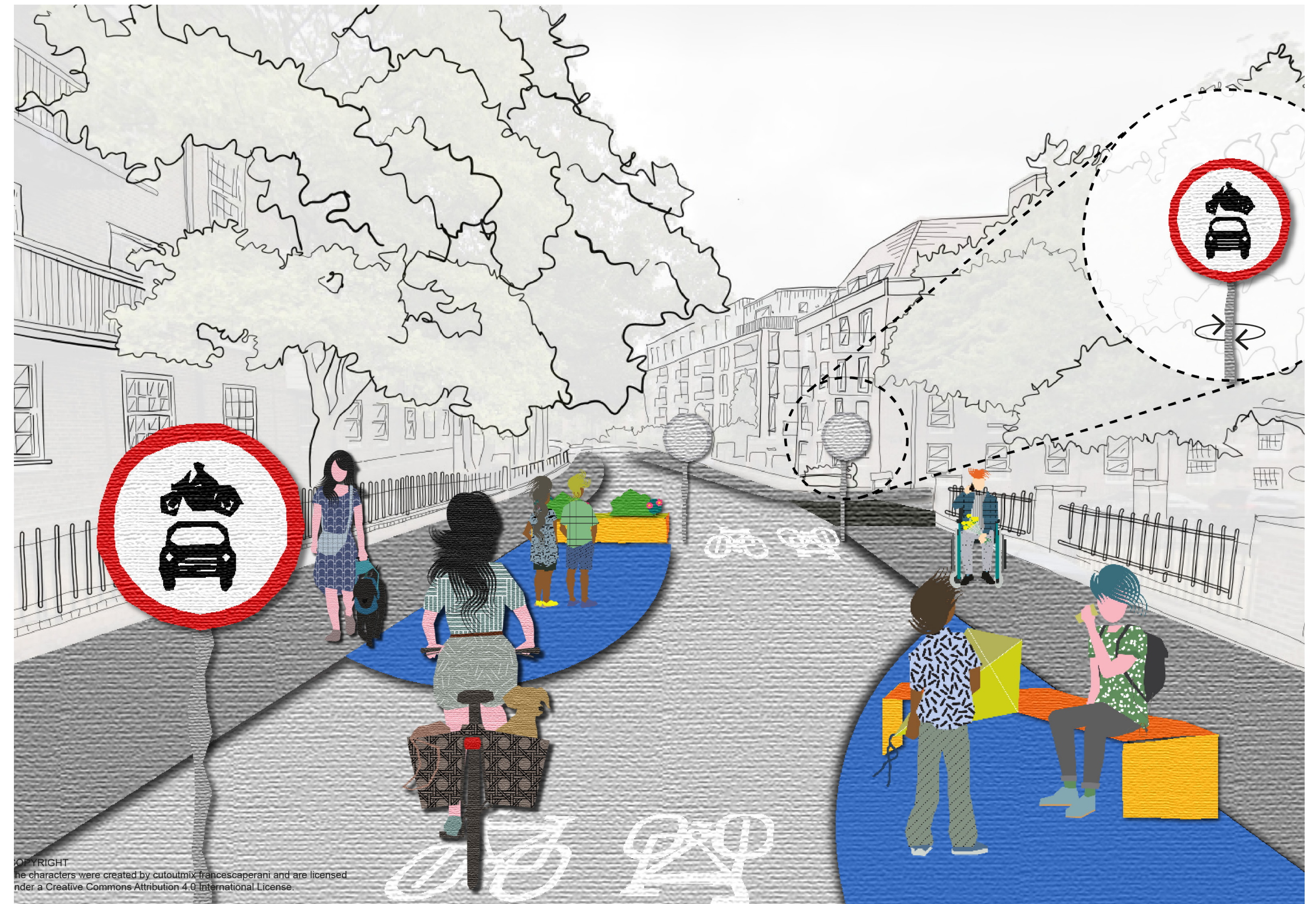
RECOMMENDATIONS

- The modal filter design is based mainly on discussions with Transport for London (TfL). Introducing a modal filter for northbound journeys will reduce traffic flows on New Park Road. The LTN will be introduced as a trial, and therefore we will monitor the change in traffic flows on New Park Road to evaluate the impacts of the modal filter. If the monitoring results suggest additional measures are required, we will endeavour to explore these options in conjunction with Transport for London (TfL).
- As part of the wider improvements we are proposing at New Park Road, we are looking to improve traffic calming and discourage vehicles overrunning the pavement

4.7 Forster Road

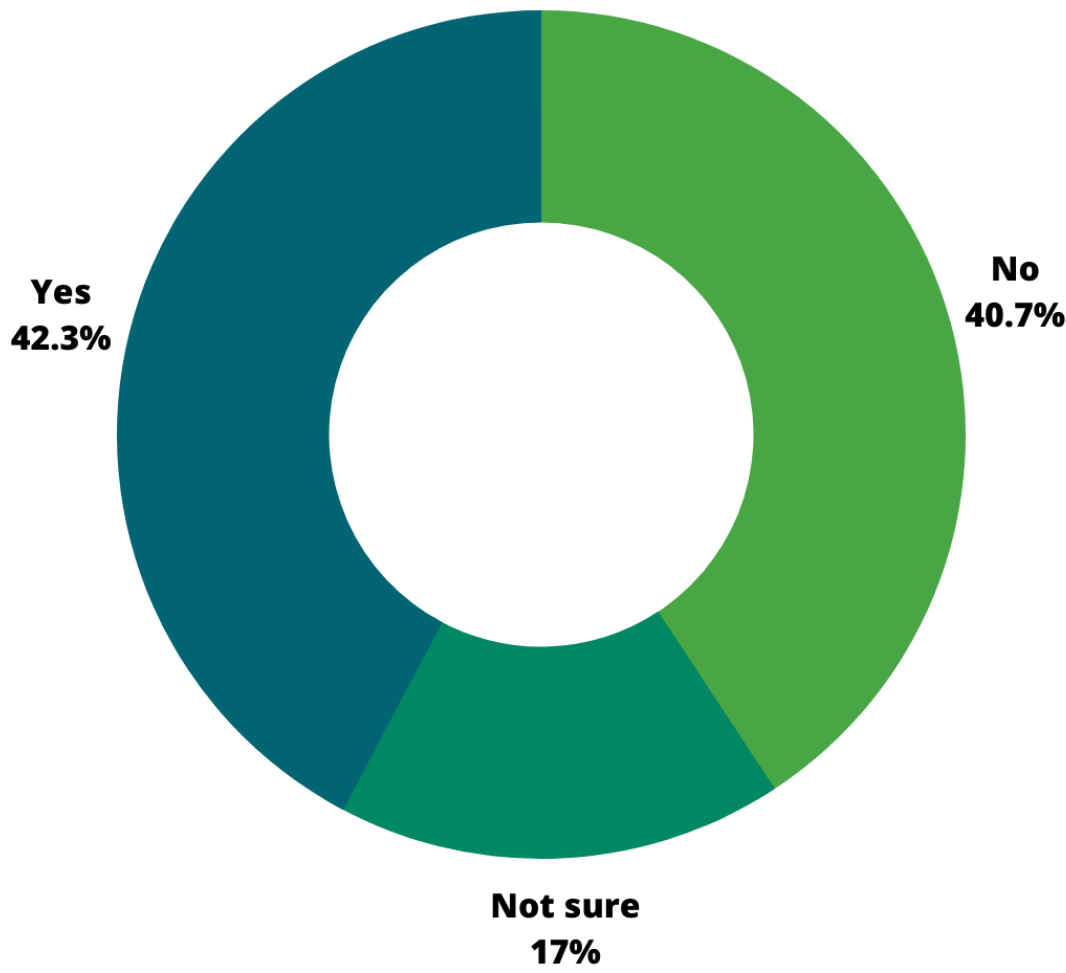
STARTING DESIGN PROPOSAL:

- Forster Road has been identified as a popular cut-through for vehicles seeking to avoid using the South Circular. Forster Road also carries high traffic flows. Speeding has also been identified as an issue, which creates an unpleasant environment for pedestrians and cyclists.
- A camera-enforced modal filter is proposed on Forster Road to the east of Tilson Gardens to prevent the road being used as a cut-through. This will allow certain vehicles like emergency service vehicles or blue badge holders with dispensation, to pass through

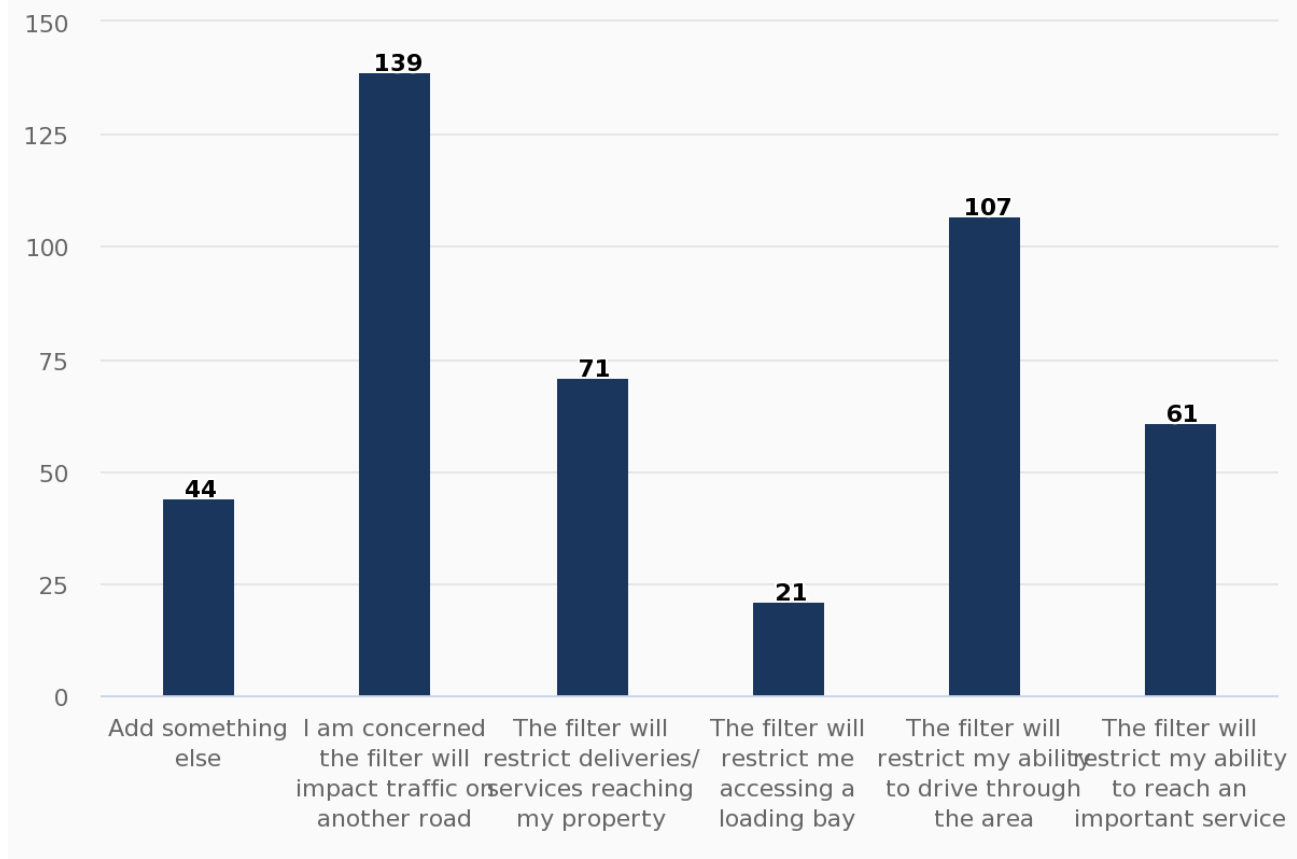


KEY-FINDINGS & RECCOMENDATIONS FORSTER ROAD

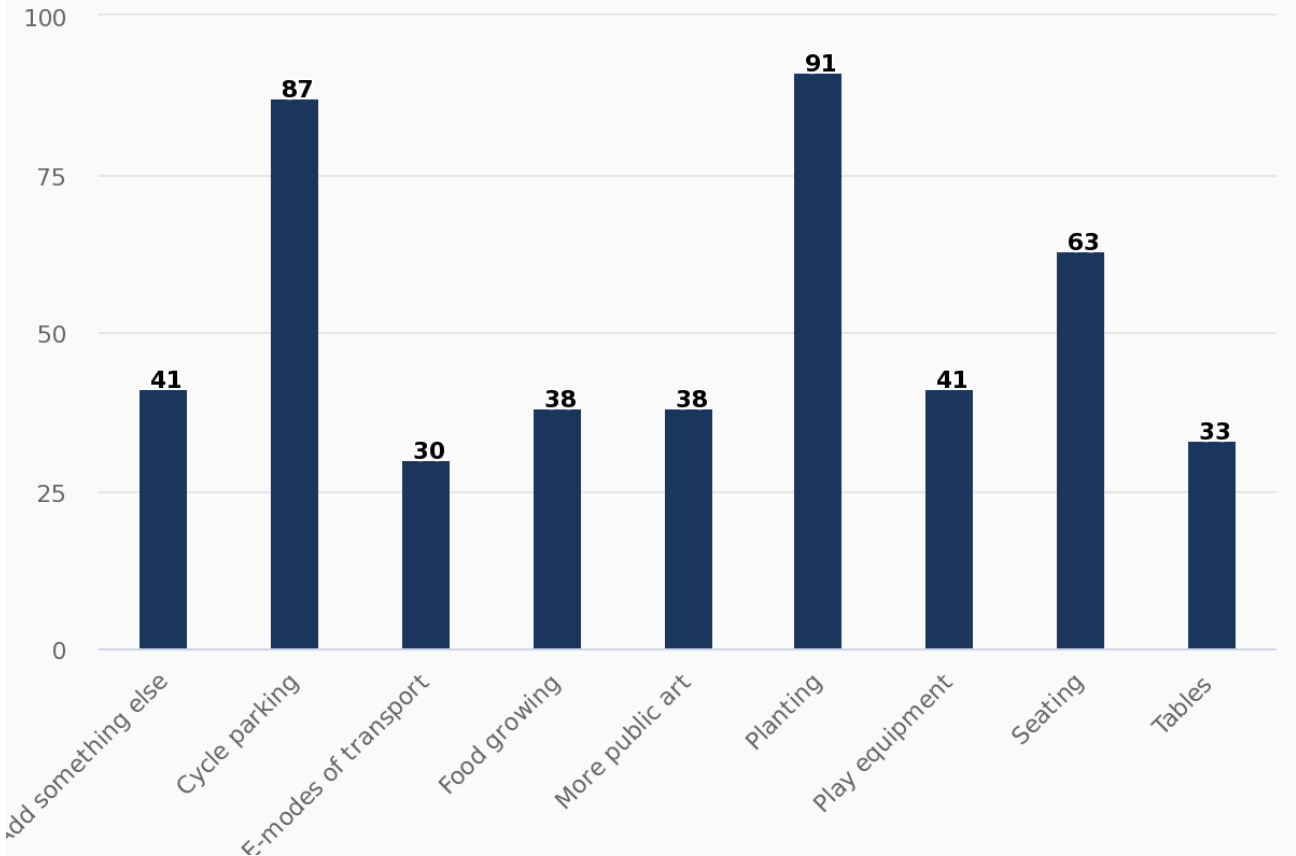
IS THIS FILTER AT THE CORRECT LOCATION?



IF NOT, WHY?



WHICH FEATURES WOULD YOU LIKE HERE?



“Not clear whether emergency vehicles can pass through easily”

“Tilson gardens does not allow through traffic as there is currently a block here”

“Loss of parking near my home”

RECOMMENDATIONS

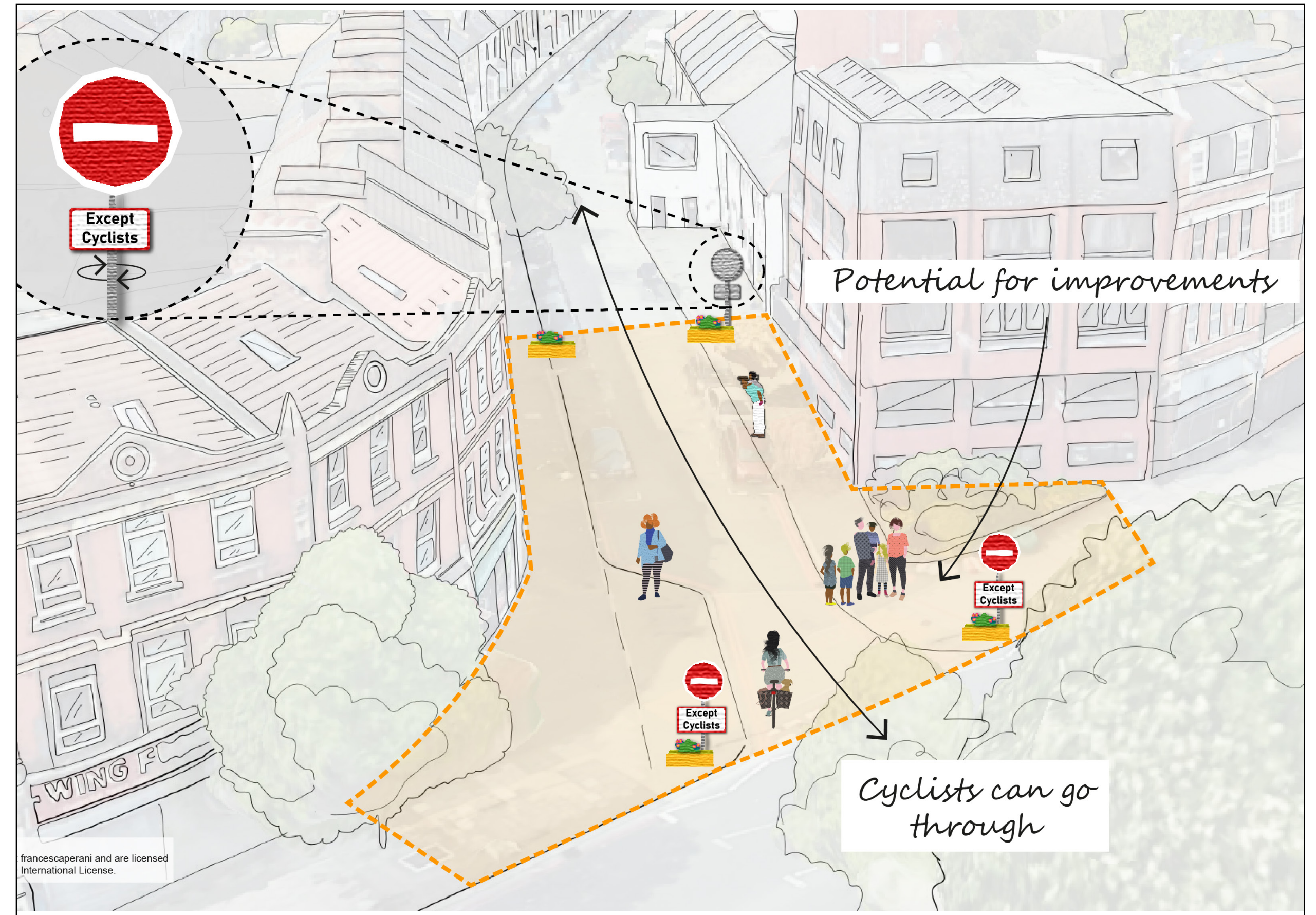
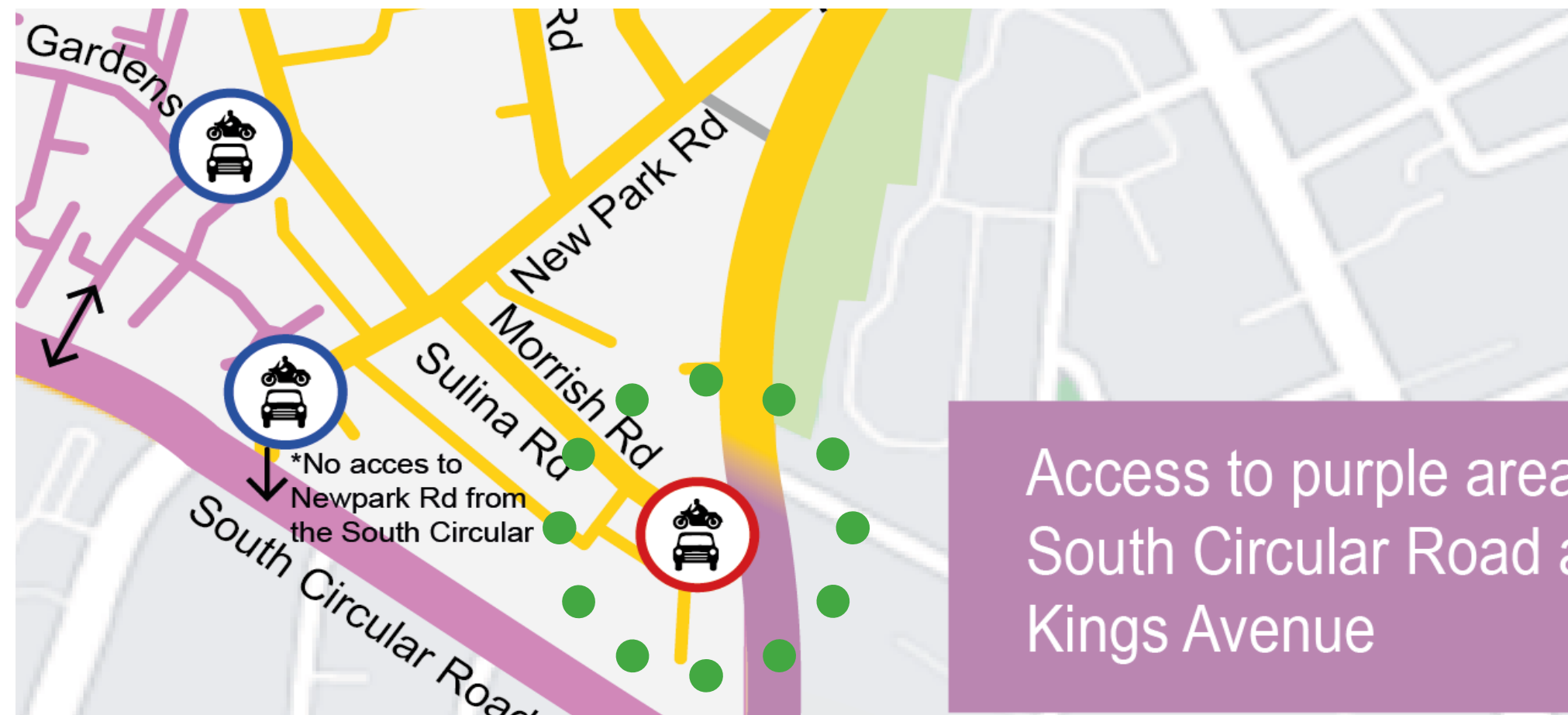
- To clarify, the proposed modal filter on Forster Road will allow emergency services to pass through.
- Priority 2 of Lambeth’s Kerbside Strategy is to Create Places for People. Many households don’t have outdoor space or a car and can’t make use of the kerbside. Therefore the removal of car parking spaces to create social spaces on our streets is essential for delivering the Kerbside Strategy.

4.8 Morrish Road

STARTING DESIGN PROPOSAL:

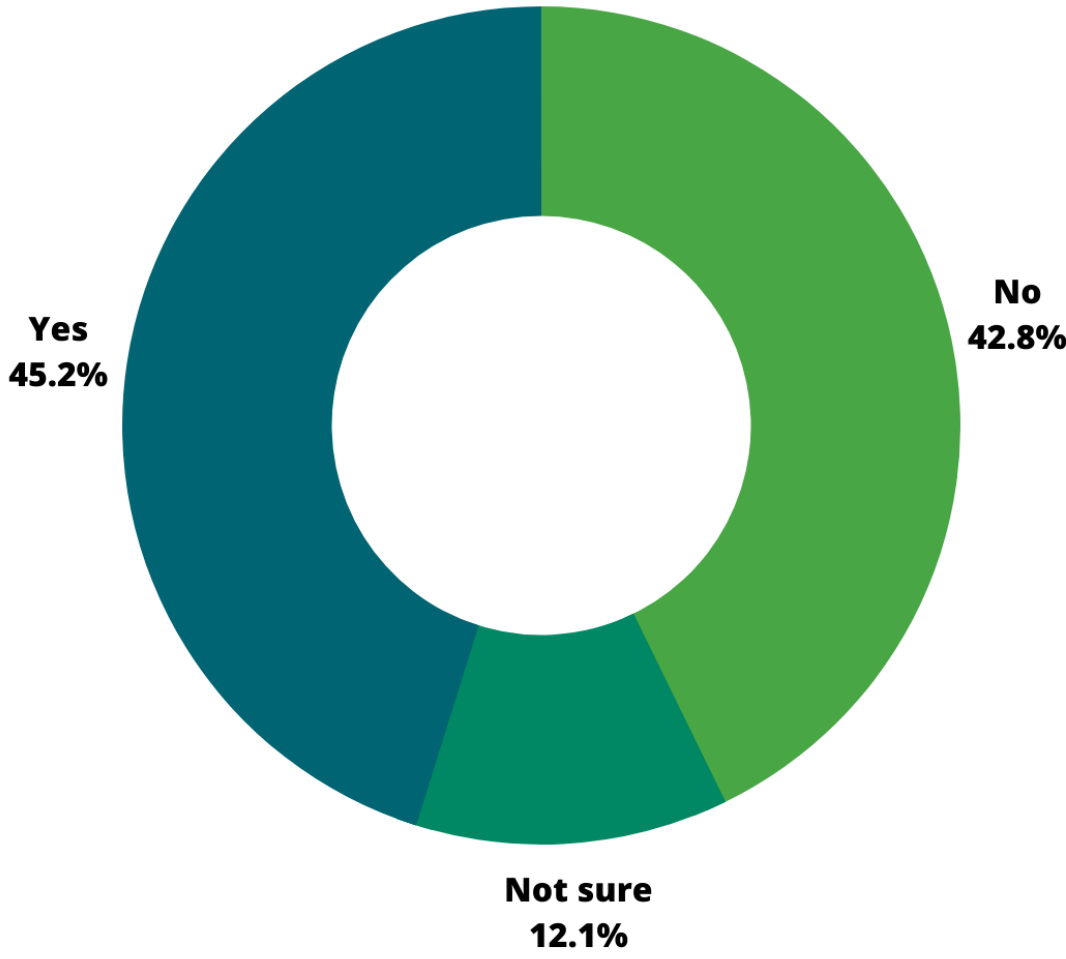
Morrish Road is a popular cut-through and speeding has been identified as a problem. Engine idling is reported as an issue which creates an unpleasant environment for pedestrians. There is a triangular area of green space located at the junction with Morrish Road which is undervalued and neglected.

Vehicles are currently prohibited from accessing Morrish Road from the A23 Brixton Hill. As part of the Brixton Hill LTN proposals, a physically-enforced modal filter is proposed on Morrish Road to prohibit vehicles accessing the A23 Brixton Hill from Morrish Road and vice versa. The proposed modal filter will be located to the west of the junction with the A23 Brixton Hill to create a space free from vehicles.

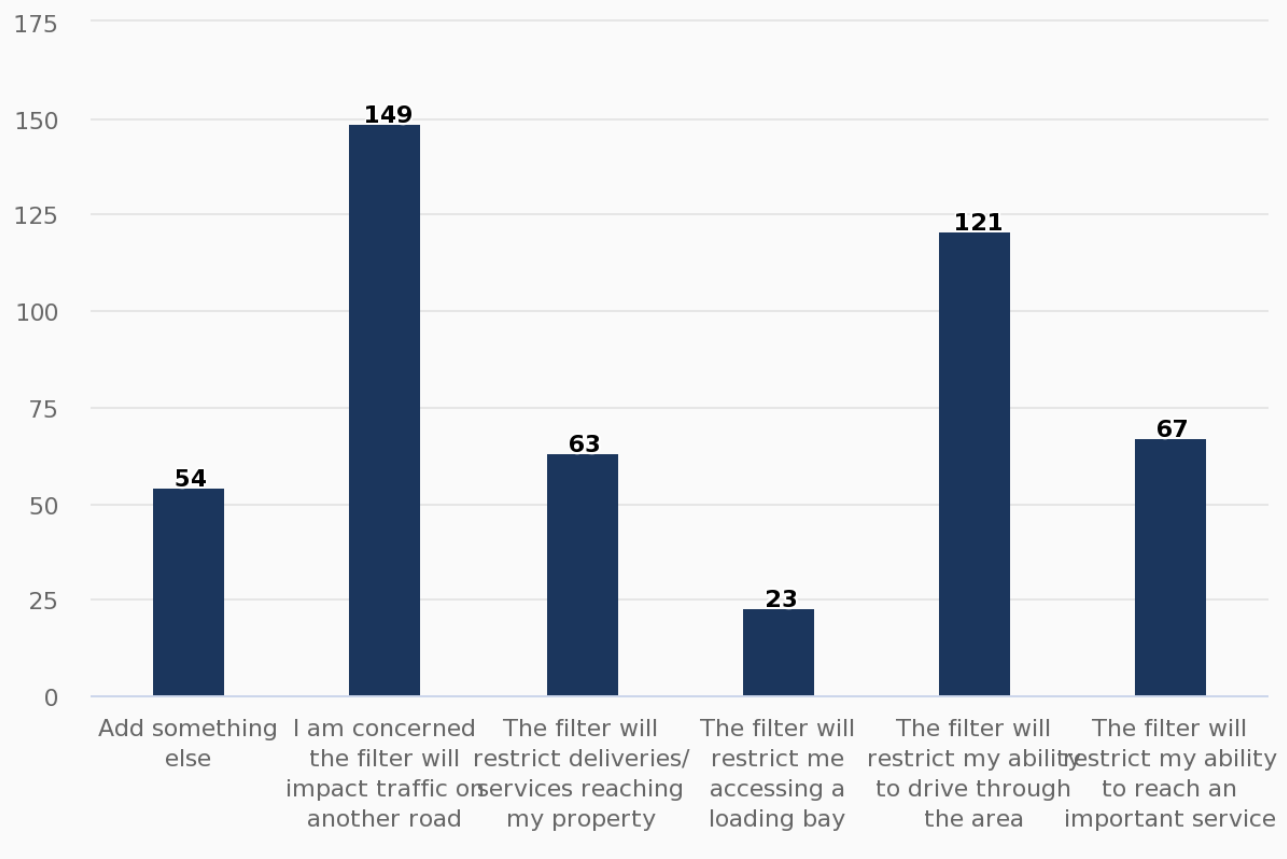


KEY-FINDINGS & RECCOMENDATIONS MORRISH ROAD

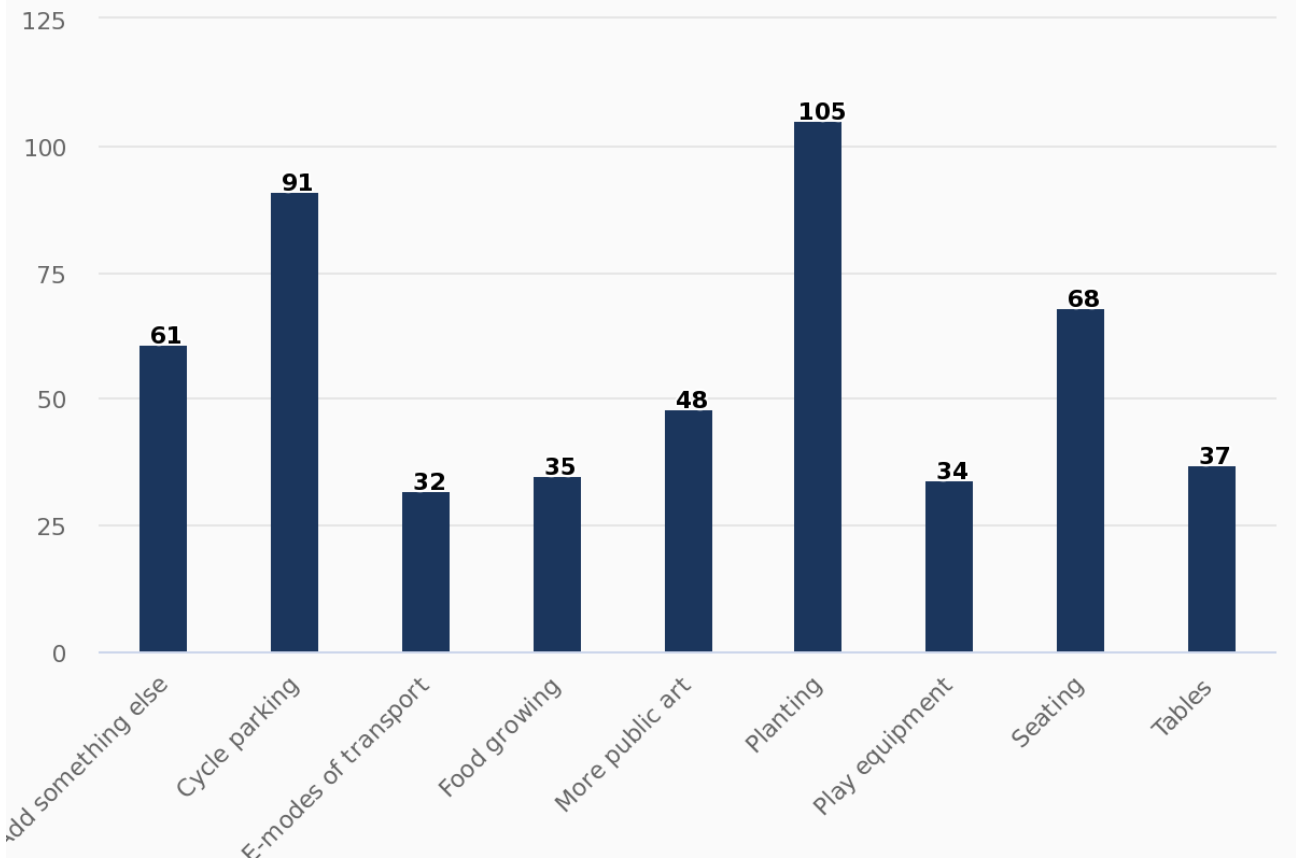
IS THIS FILTER AT THE CORRECT LOCATION?



IF NOT, WHY?



WHICH FEATURES WOULD YOU LIKE HERE?



“Can’t see how traffic will be able to turn around and exit the road. Also, how will emergency vehicles be able to access easily”

“This will need camera enforcement. Better provision of green space here would be welcome. More planters, more plants to absorb some of the pollution from traffic in Brixton Hill”

RECOMMENDATIONS

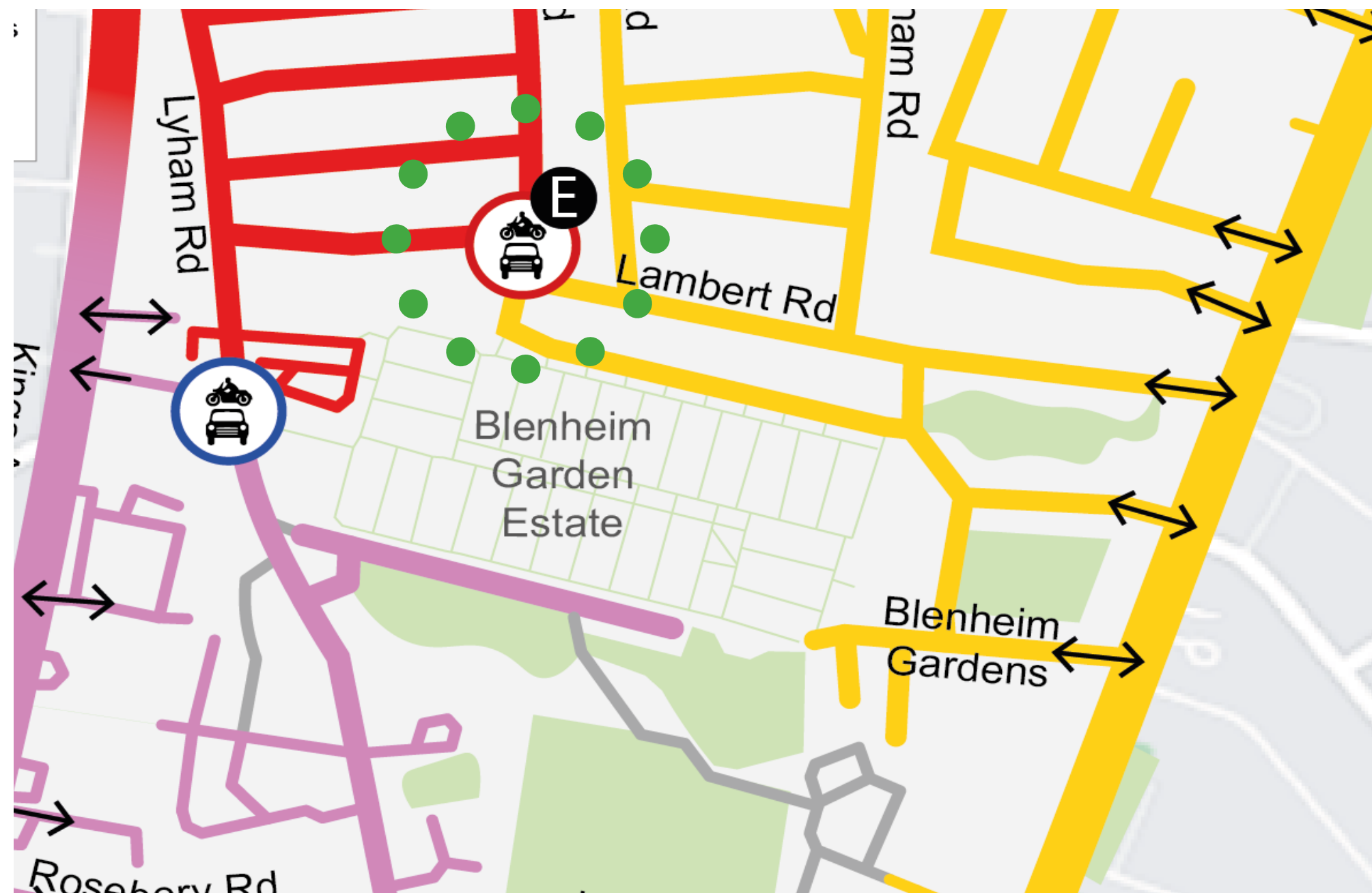
- Based on the feedback received during the engagement period with both residents and statutory consultees, we are proposing some parking removal to ensure sufficient space for vehicle turning movements.
- We are consulting with the emergency services as part of the design process. The emergency services will also be formally consulted on the proposals as part of the statutory consultation.
- We are exploring how we can add more greening and planting in this area as part of the wider improvements

4.9 Mandrell Road

STARTING DESIGN PROPOSAL:

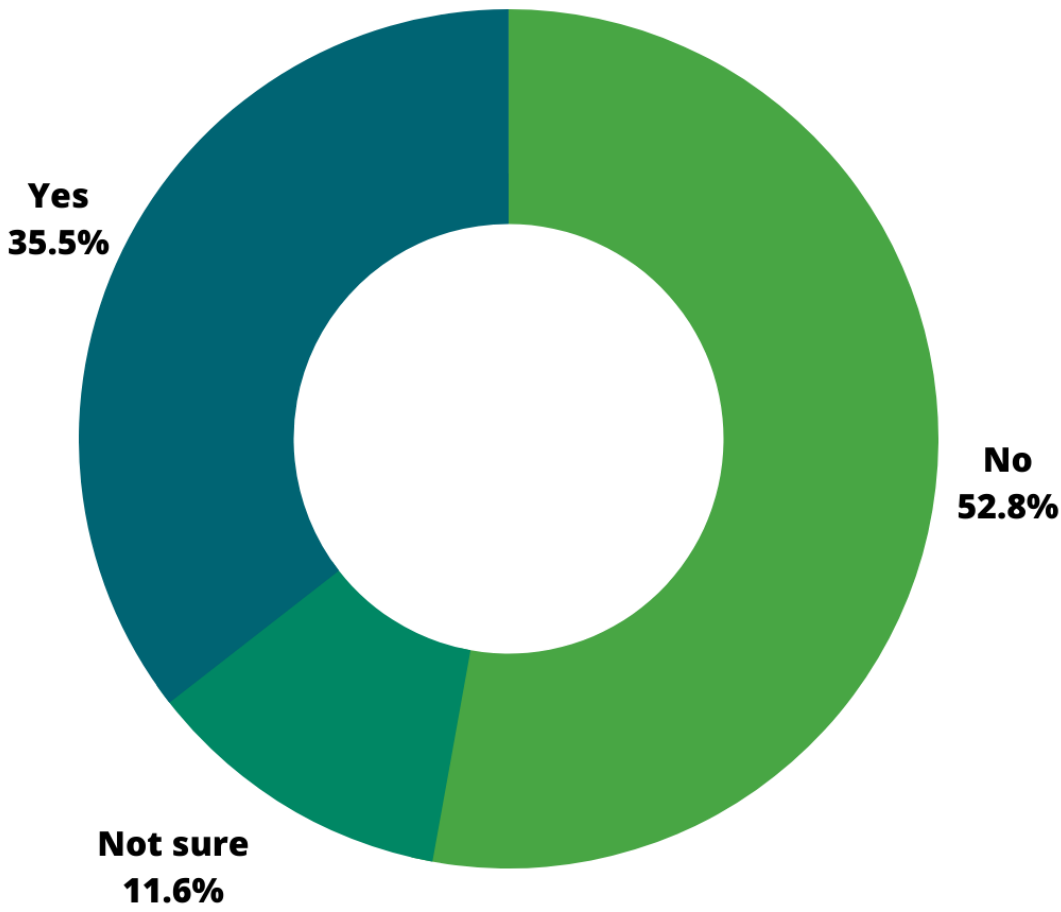
A modal filter is currently located at the southern section of Strathleven Road at the junction with Mandrell Road.

We are proposing to keep the existing modal filter in place, but we are exploring options to improve the area directly around it such as introducing planting, cycle parking and seating.

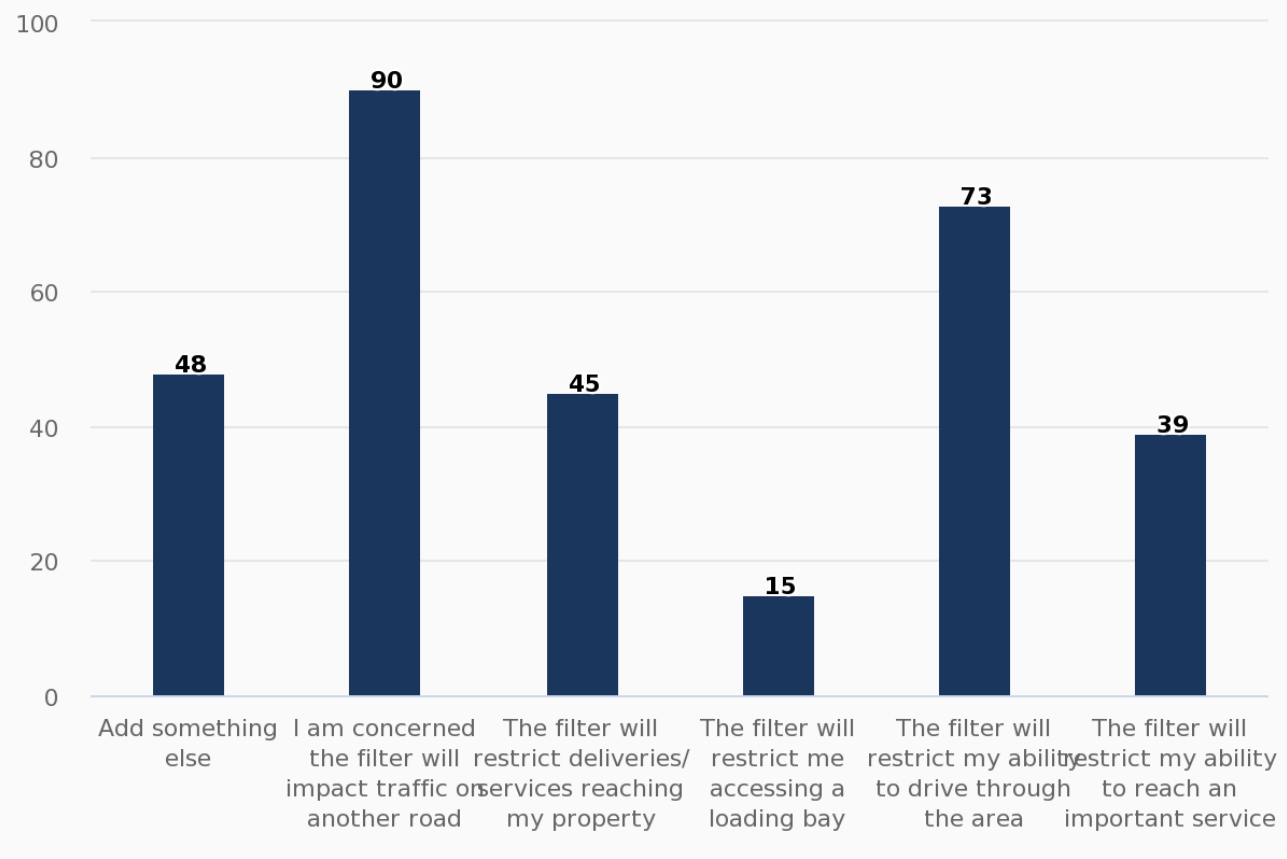


KEY-FINDINGS & RECCOMENDATIONS MANDRELL ROAD

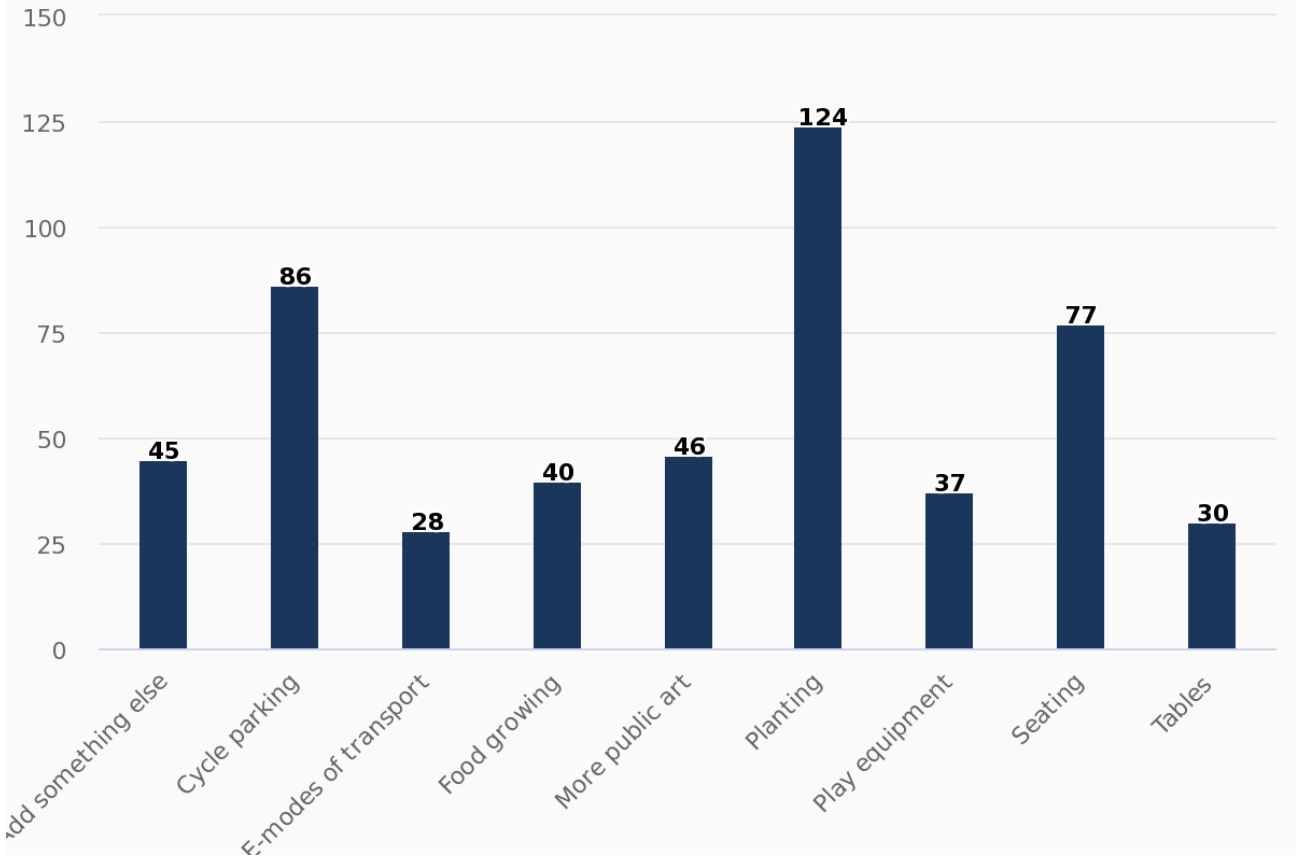
IS THIS FILTER AT THE CORRECT LOCATION?



IF NOT, WHY?



WHICH FEATURES WOULD YOU LIKE HERE?



“With Sudbourne School located across at this site, the modal filter is currently increasing danger as parents need to do 99 point turns when dropping off their children”

“The streets around Sudbourne need a School Street in addition to this modal filter.”

“This cul de sac does not provide any through road and so should be pedestrianised, apart from cycle lanes as lots of kids and parents cycle to the school.”

“Please not e that the school has NO outdoor play equipment whatsoever and it would be amaziung for the children to turn this space into an after school play area”

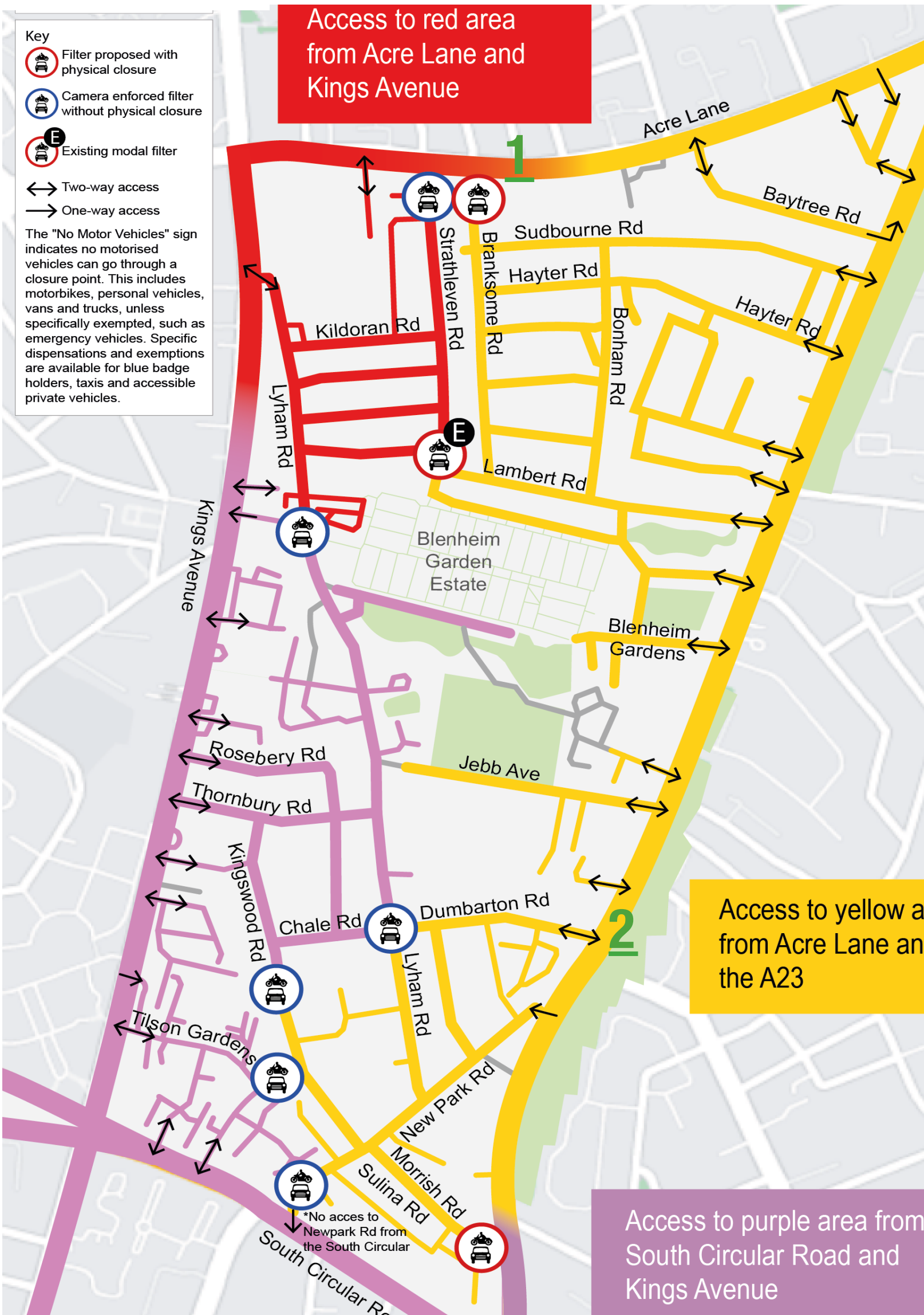
“Benches would never be used”

RECOMMENDATIONS

- It should be noted that Sudbourne Primary School relocated to the Mandrell Road site in September 2022. The initial listening phase of engagement for the Brixton Hill LTN occurred between November 2021 – August 2022. Therefore, most issues reported in the most recent engagement period were not realised until after the LTN was designed.
- We heard about problems with parents/carers undertaking dangerous manoeuvres during pick-up and drop-off times on Lambert Road / Strathleven Road. Therefore we will prioritise Sudbourne School in the School Streets programme and aim to launch a School Street in September 2023.

SUMMARY MAP OF RECOMMENDATIONS

STARTING PROPOSAL



Transport Strategy and Programme

UPDATED PROPOSAL



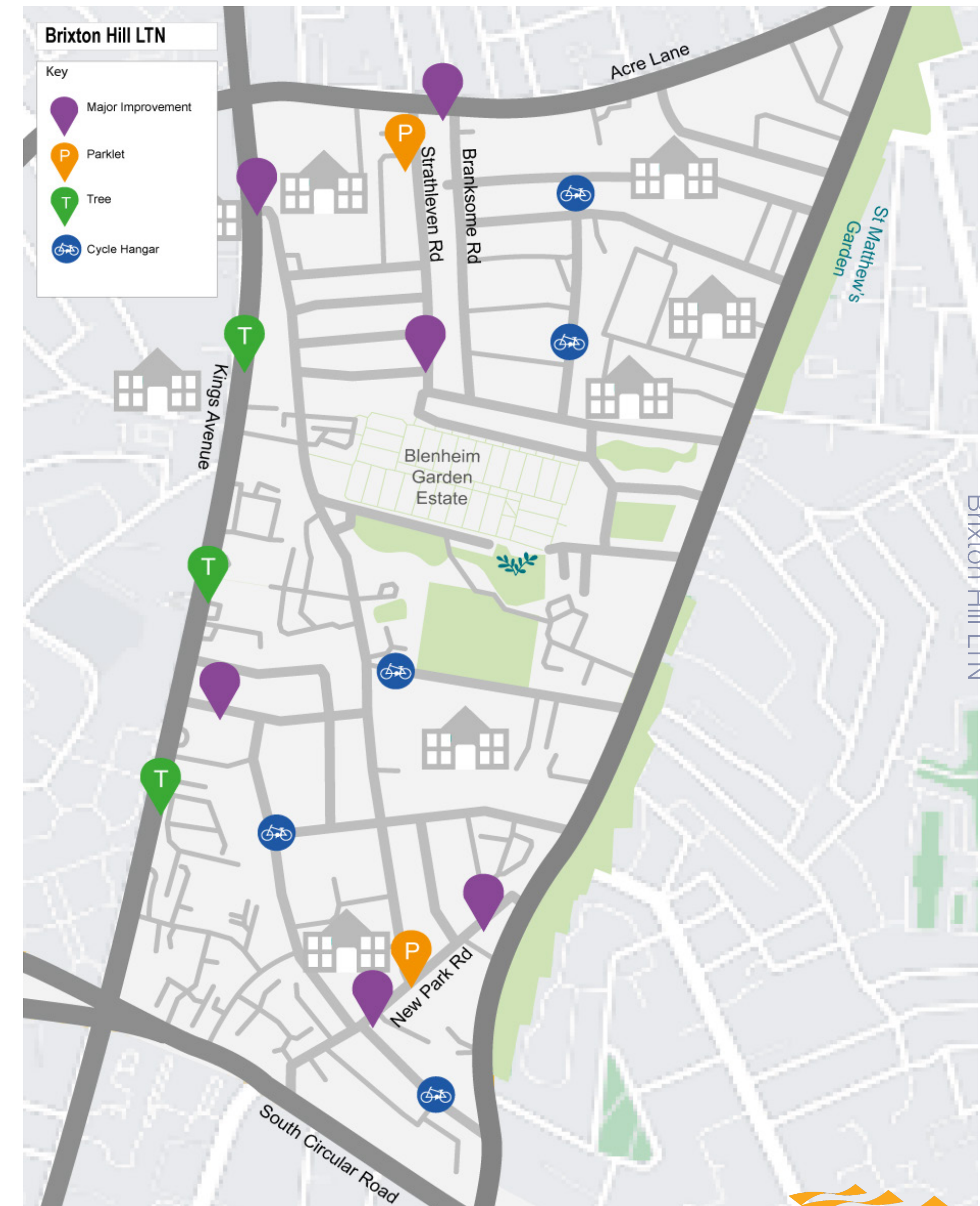
Sustainable Growth and Opportunity Directorate

RECOMMENDATIONS

1. We are now considering implementing a camera-enforced filter on Branksome Road. As part of the monitoring process, we will evaluate the impact of the modal filter during the trial and consider if changes are necessary.
2. We are now exploring options to make a short section of Dumbarton Road (at the junction with A23 Brixton Hill) one-way eastbound. This will prevent vehicles on the A23 Brixton Hill from travelling via Dumbarton Road to access the South Circular. This will also address the road safety issue at the junction between Dumbarton Road and the A23 Brixton Hill, where vehicles frequently collide with the half-bell bollard. We are now in the process of sharing the updated proposal with Transport for London (TfL) for comment.

Summary Report

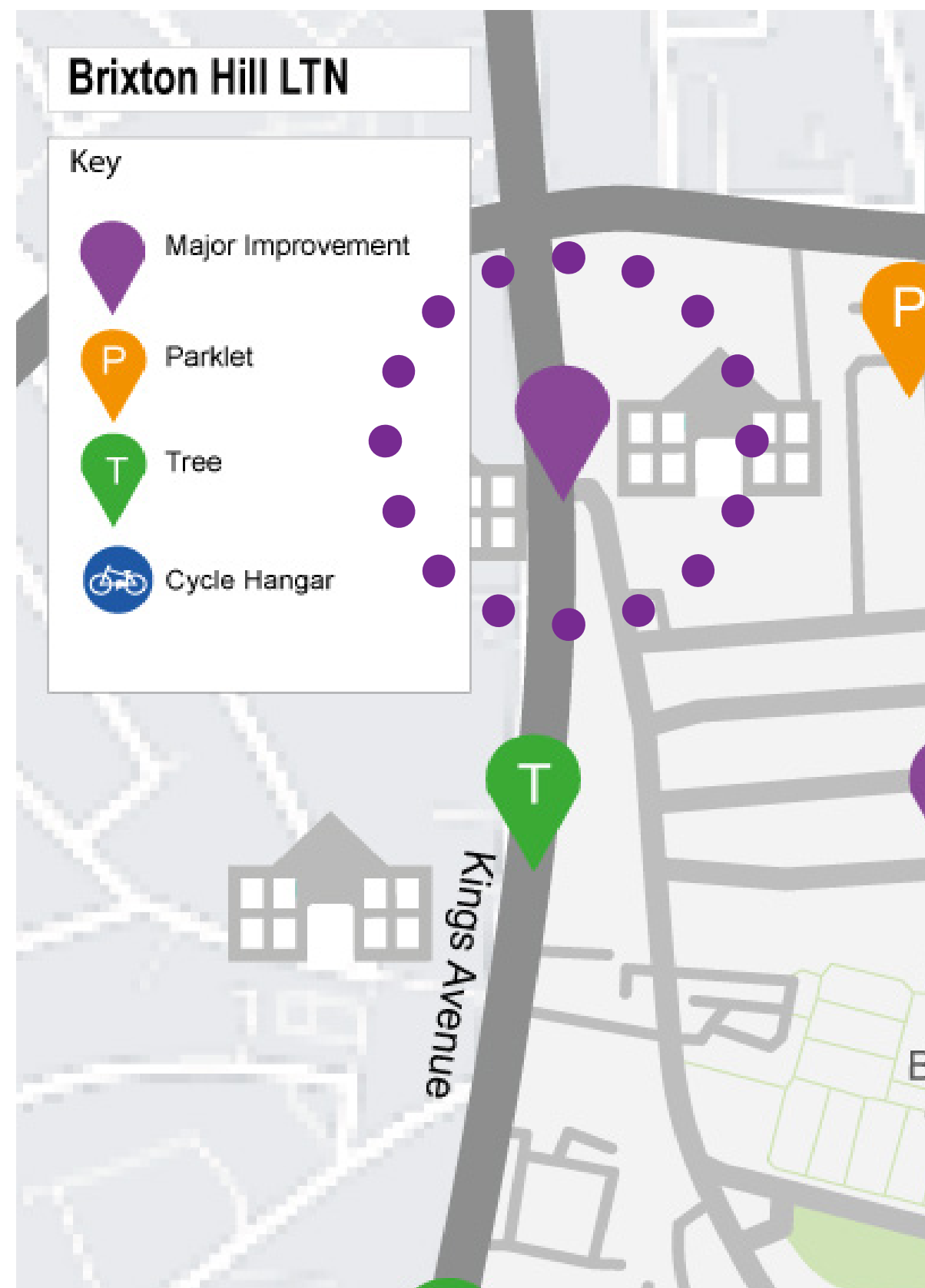
- Lyham Road / Kings Avenue Road
- Thornbury Road
- New Park Road (between Kingswood and Lyham Road)
- New Park Road (between Dovefield Rd and Felsberg



5.1 Lyham Road / King's Avenue

STARTING DESIGN PROPOSAL:

- High traffic flows, speeding and aggression from motorists have been reported on Lyham Road. Collectively this makes the space unpleasant, as well as dangerous, for pedestrians and cyclists.
- As part of the Brixton Hill LTN proposals, we are exploring options to make the junction between Lyham Road and Kings Avenue feel safer for pedestrians. We are also considering how more greening and planting can be introduced in this space.



Summary Report

A pie chart illustrating the distribution of responses for the statement "I am satisfied with the way the government is handling the COVID-19 crisis". The chart is divided into five segments, each with a label and a percentage. The segments are: Happy (80%, green), Unhappy (47%, red), Dissatisfied (2%, orange), Neutral (21%, yellow), and Satisfied (35%, light green). The segments are arranged in a circle, with the Happy segment being the largest and the Dissatisfied segment being the smallest.

Response	Percentage
Happy	80
Unhappy	47
Dissatisfied	2
Neutral	21
Satisfied	35

Option	Number of respondents
Greening	100
Cycle parking	52
Seating	34
Add something else	29
Space for community activities	17
Informal play equipment	12

Measure	Percentage
Add something else	23
It is poorly lit	17
It will increase anti-social behaviour	17
It will increase danger for pedestrians	21
It will reduce parking availability	18
It won't be maintained	29
There is insufficient greening	19

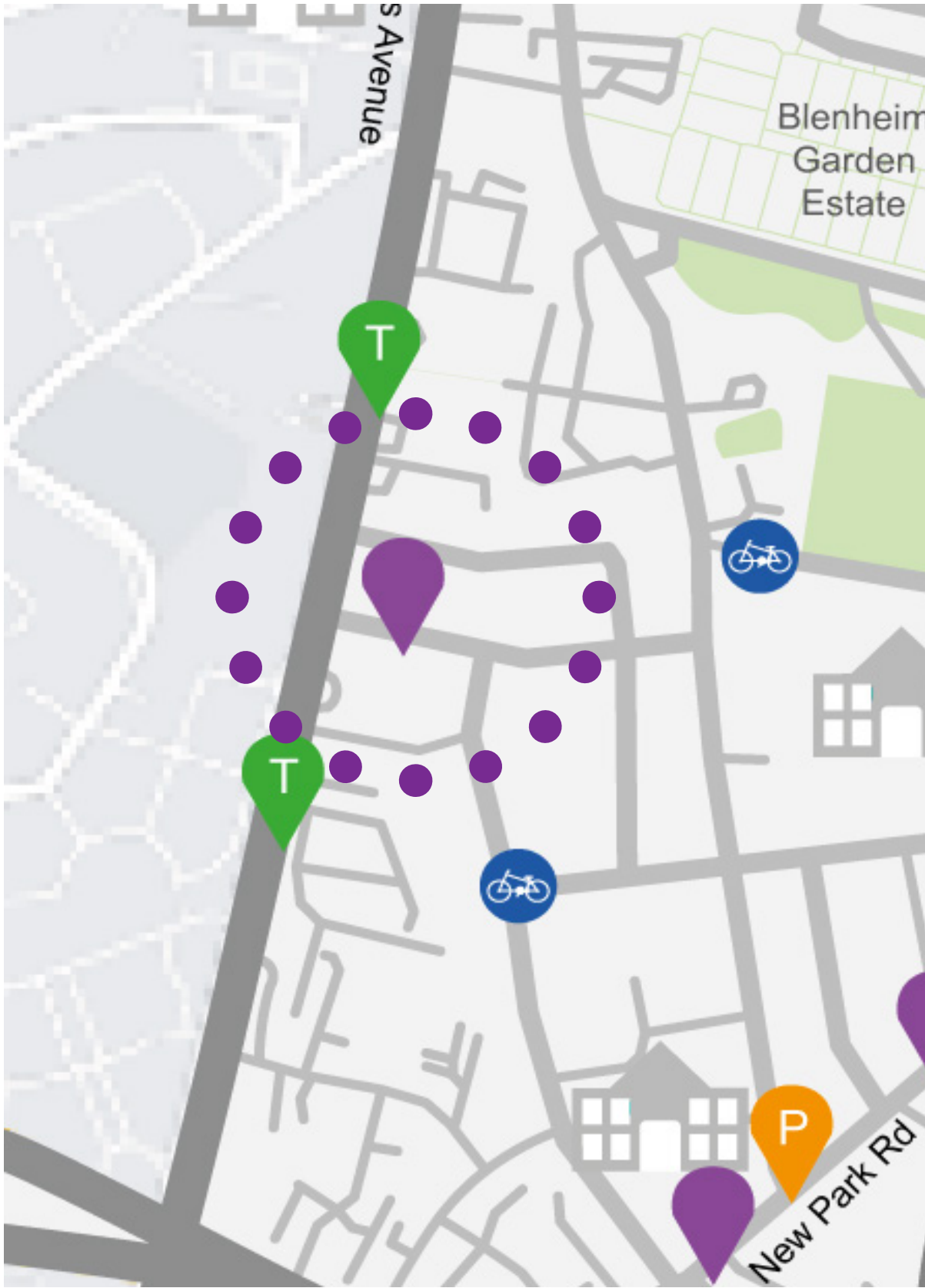


Brixton Hill | TN

5.2 Thornbury Road

STARTING DESIGN PROPOSAL:

- Speeding has been identified as a problem on Thornbury Road, as well as the road being a popular cut-through.
- As part of the Brixton Hill LTN proposals, we are looking at ways to improve the experience for pedestrians and cyclists. We are proposing to introduce passing places to reduce vehicle speeding. This will require the removal of some parking spaces.



Summary Report

A pie chart illustrating the distribution of responses for the statement 'I am satisfied with the way the government is handling the COVID-19 crisis'. The chart is divided into five segments, each with a label and a percentage value. The segments are: Happy (69%, green), Unhappy (44%, red), Dissatisfied (1%, orange), Neutral (13%, yellow), and Satisfied (36%, olive green). The 'Happy' segment is the largest, followed by 'Unhappy', 'Satisfied', 'Neutral', and 'Dissatisfied'.

Response	Percentage
Happy	69
Unhappy	44
Dissatisfied	1
Neutral	13
Satisfied	36

Feature	Percentage
Add something else	14
Cycle parking	61
Greening	76
Informal play equipment	19
Seating	48
Space for community activities	19

Measure	Percentage
Add something else	14
It is poorly lit	6
It will increase anti-social behaviour	21
It will increase danger for pedestrians	22
It will reduce parking availability	33
It won't be maintained	32
There is insufficient greening	16



“Insufficient traffic slowing measures”

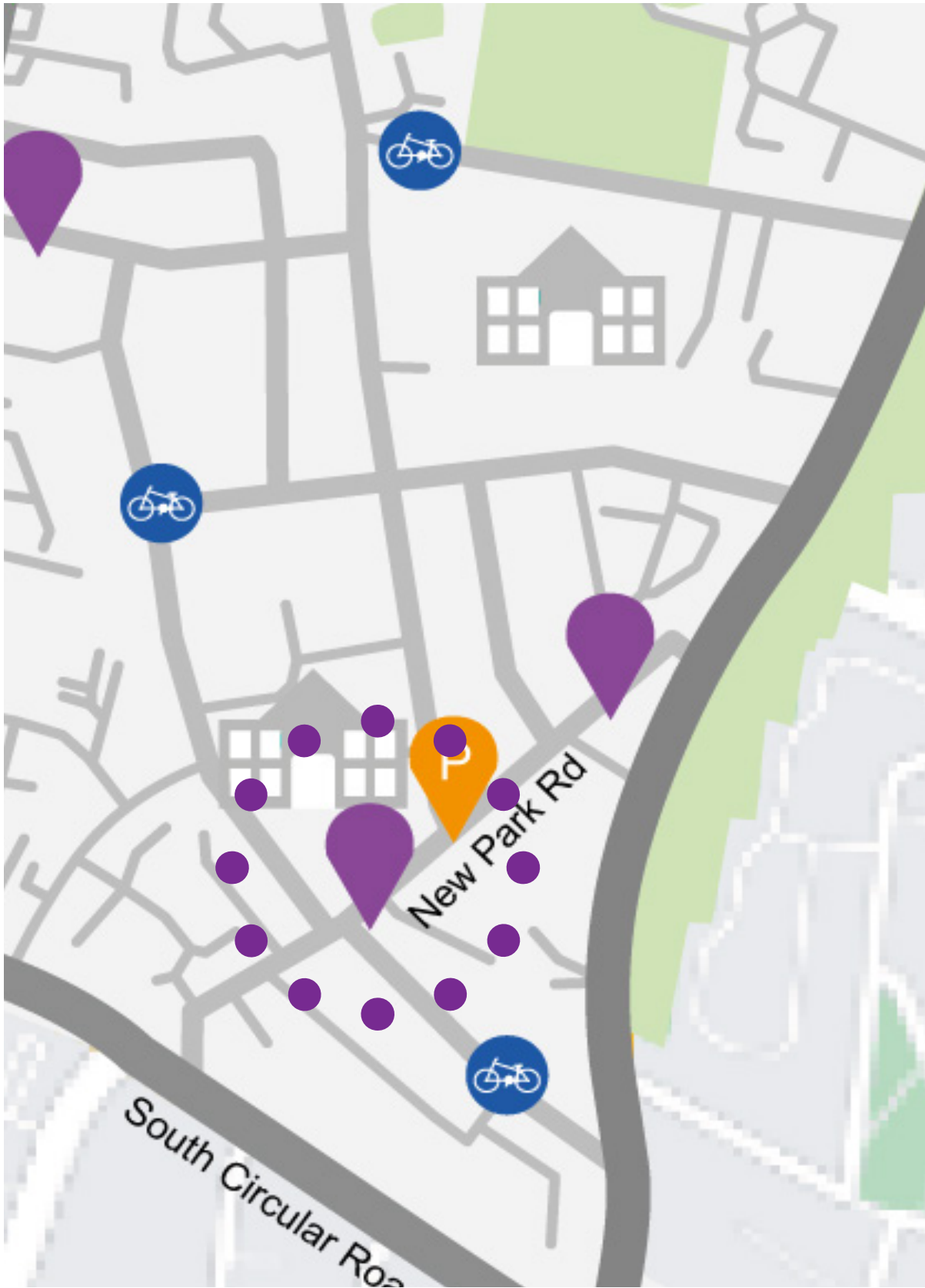
Brixton Hill | TN

5.3 New Park Road (location 1)

STARTING DESIGN PROPOSAL:

New Park Road has been identified as a popular cut-through for traffic in the Brixton Hill area. Speeding is also a problem which reportedly deters people from cycling along New Park Road. Parts of New Park Road have been identified as unpleasant for pedestrians and cyclists. This has been attributed to a variety of factors including the number of parked cars on the pavement, the high volume of two-way vehicles and a lack of green space.

As part of the Brixton Hill proposals, we are looking at ways to introduce green spaces and replant trees, as well as cycle parking and options to facilitate safer crossing movements for pedestrians.



Summary Report

A pie chart illustrating the distribution of responses for the statement 'I am satisfied with my life'. The chart is divided into five segments: a large green segment for 'Happy' (75%), a red segment for 'Unhappy' (51%), a yellow segment for 'Neutral' (28%), a small orange segment for 'Dissatisfied' (8%), and a green segment for 'Satisfied' (34%).

Response	Percentage
Happy	75
Unhappy	51
Neutral	28
Dissatisfied	8
Satisfied	34

Change	Percentage
Greening	90
Seating	55
Cycle parking	52
Space for community activities	27
Informal play equipment	19
Add something else	14

Factor	Percentage
Add something else	22
It is poorly lit	9
It will increase anti-social behaviour	21
It will increase danger for pedestrians	29
It will reduce parking availability	30
It won't be maintained	40
There is insufficient greening	22



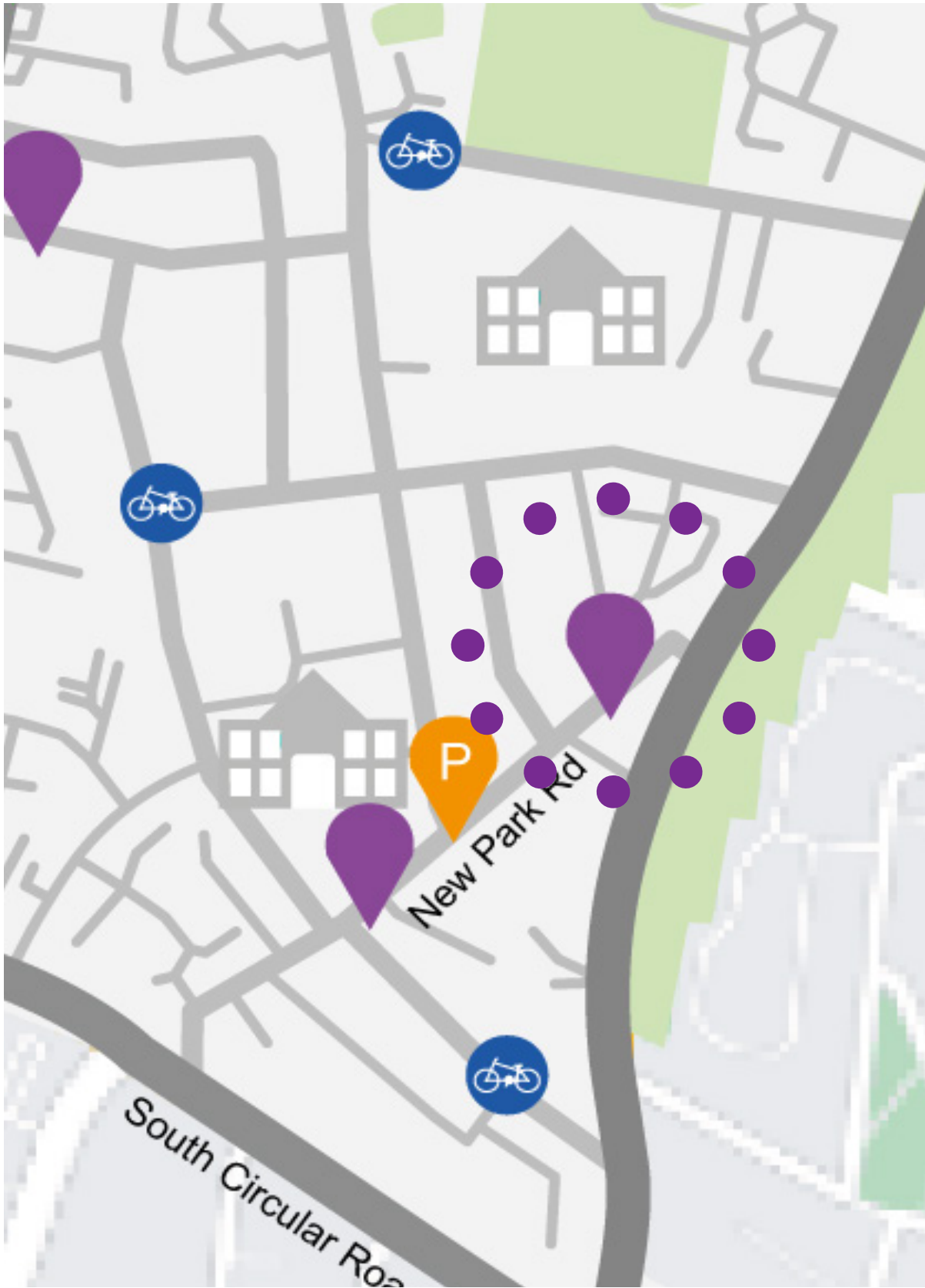
“Needs segregated cycling provision”

5.4 New Park Road (location 2)

STARTING DESIGN PROPOSAL:

New Park Road has been identified as a popular cut-through for traffic in the Brixton Hill area. Speeding is also a problem which reportedly deters people from cycling along New Park Road. Parts of New Park Road have been identified as unpleasant for pedestrians and cyclists. This has been attributed to a variety of factors including the number of parked cars on the pavement, the high volume of two-way vehicles and a lack of green space.

As part of the Brixton Hill proposals, we are looking at ways to introduce green spaces and replant trees, as well as cycle parking and options to facilitate safer crossing movements for pedestrians.



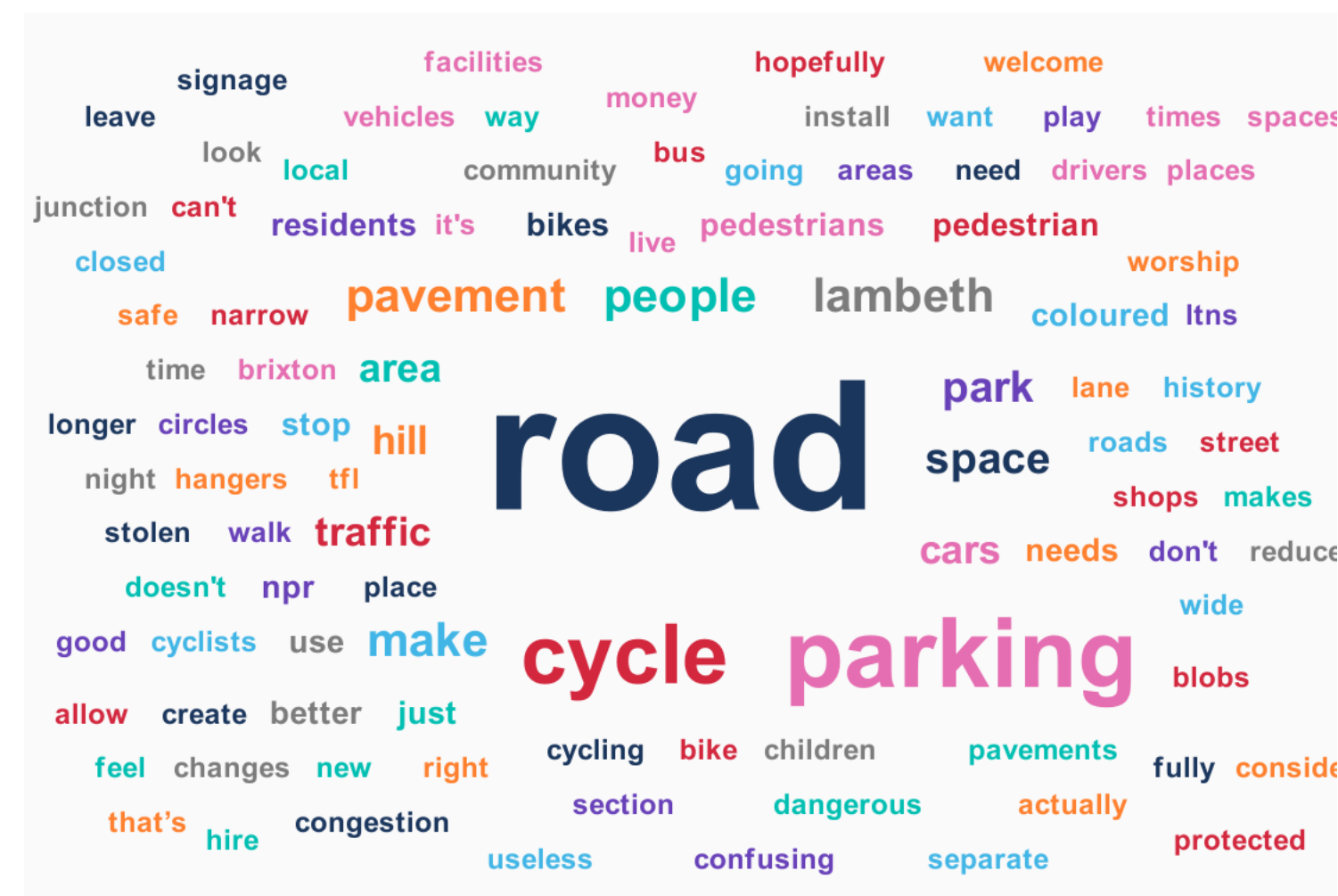
Summary Report

A pie chart illustrating the distribution of responses for the statement 'I am satisfied with the way the government is handling the COVID-19 crisis'. The chart is divided into five segments, each with a label and a percentage. The segments are: Happy (86%, green), Unhappy (38%, red), Dissatisfied (2%, orange), Neutral (20%, yellow), and Satisfied (36%, light green). The 'Happy' segment is the largest, followed by 'Unhappy', 'Satisfied', 'Neutral', and 'Dissatisfied'.

Response	Percentage
Happy	86
Unhappy	38
Dissatisfied	2
Neutral	20
Satisfied	36

Change	Percentage
Greening	79
Seating	42
Space for community activities	24
Informal play equipment	19
Cycle parking	56
Add something else	7

Reason	Percentage
Add something else	14
It is poorly lit	9
It will increase anti-social behaviour	18
It will increase danger for pedestrians	28
It will reduce parking availability	27
It won't be maintained	37
There is insufficient greening	17



“No more coloured blobs on the road please! [...] Concentrate on the pedestrian experience - upgrade pavements, increase coloured resin pathways marked with trees and borders that create separate, safe feeling spaces. Have a community noticeboard that’s regularly monitored - Pavement area that needs better lighting, and designed for pedestrians flowing to and from the bus stop often later at night and earlier in the morning.”

Brixton Hill | TN

5.5 Parklets

STARTING DESIGN PROPOSAL:

From previous engagement we heard parklets would be a potential implementation for the community. The location suggested are:

- Junction between Strathleven Road and Glenelg Road
- New Park Road at junction with Lyham Road



“They won’t be maintained. Could attract antisocial behaviour and be a magnet for litter. Trees are a better option as they produce more oxygen, remove pollutants, live longer, take less maintenance and take up less space”

“Away from chicken shops and off licenses”

“St.Saviours Road”

“Parklets on Hayter Road, where there is plenty of space”

“Morrish Rd, New Park Rd”

“Lambert Road, Branksome Road, Bonham Road”

“Acre Lane”

“Outside the hand in hand pub”

“With the physical closure of Branksome Road at the junction with

“Places where people naturally congregate eg outside schools/ nurseries or shops”

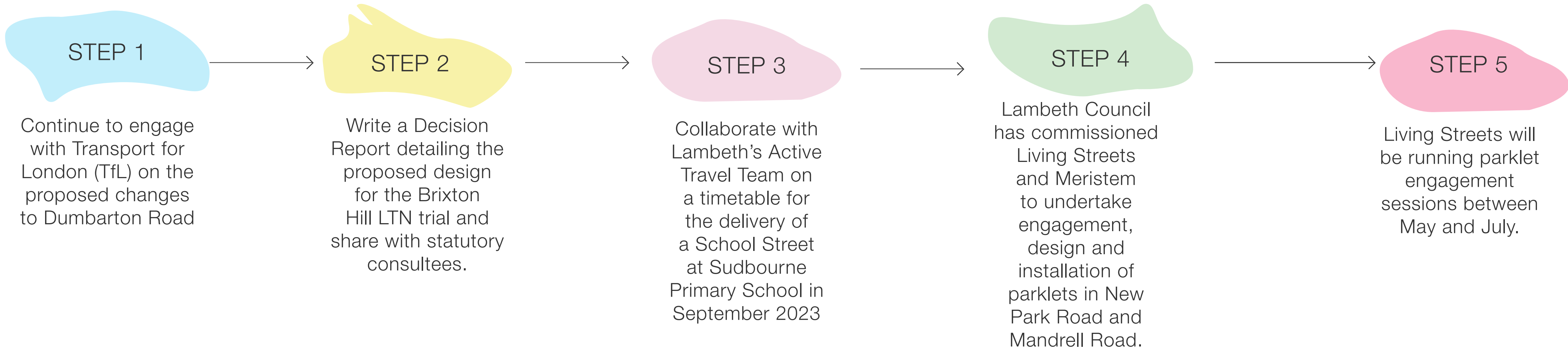
“School drop off times caused issues in terms of pollution but also the potential for accidents. Many parents now get blocked in doing a 10-point-U-turn on Lambert Road outside the school to drop their children off. The school for some time has been campaigning for a school street to be put in operation both at this site and the previous one. ”

RECOMMENDATIONS

- Living Streets has been commissioned to organise further engagement activities with residents and stakeholders. In July, Living Streets will commence the engagement for co-designing the parklets in front of Sudourne Primary School and New Park Road.

6. Next steps

Summary Report



Brixton Hill LTN

