

Streatham Wells

Low Traffic Neighbourhood

Engagement Report:

Period from 21 November 2022 to 8 January 2023

1. Overview

2. Recommendations

3. Other Activities

4. Appendix

A. Primary school worksheets

1. Overview

This document summarises the engagement on the Streatham Wells Low Traffic Neighbourhood (LTN) and Wider Street Improvements which took place between 21 November 2022 and 8 January 2023.

Introduction

WHAT HAS HAPPENED

The first phase of the Streatham Wells 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 Streatham Wells.

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 proposals.

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

- Traffic filters
- Minor Street Improvements in the area
- Major Street 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.



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 2022. A key outcome for transport is the need to decrease motor traffic 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:

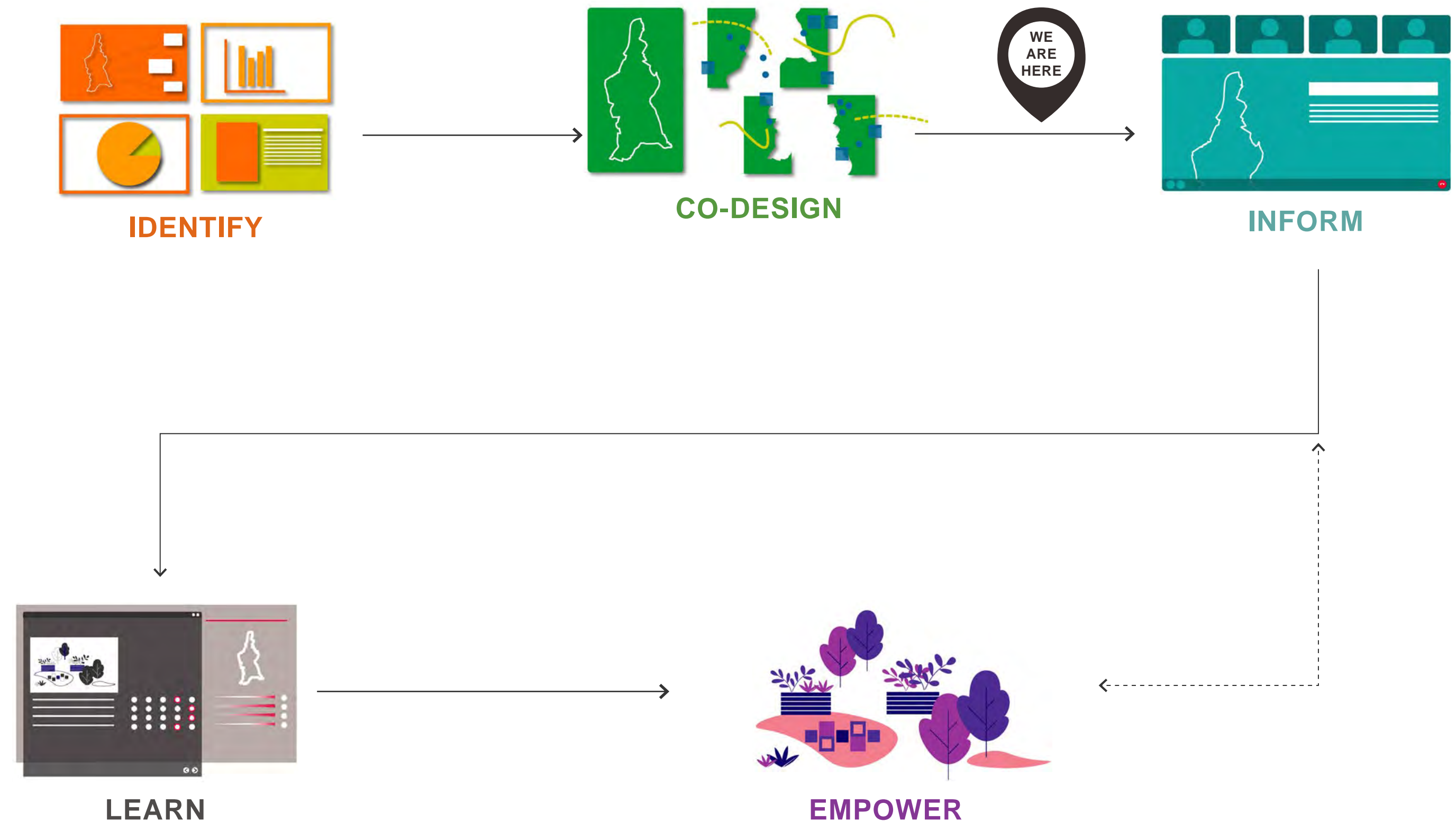
We need to move swiftly towards carbon neutrality by 2030 to respond to the climate emergency we face.

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
- Co-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'



Project Context - Traffic Filters

GENERAL INFORMATION & TIMELINE

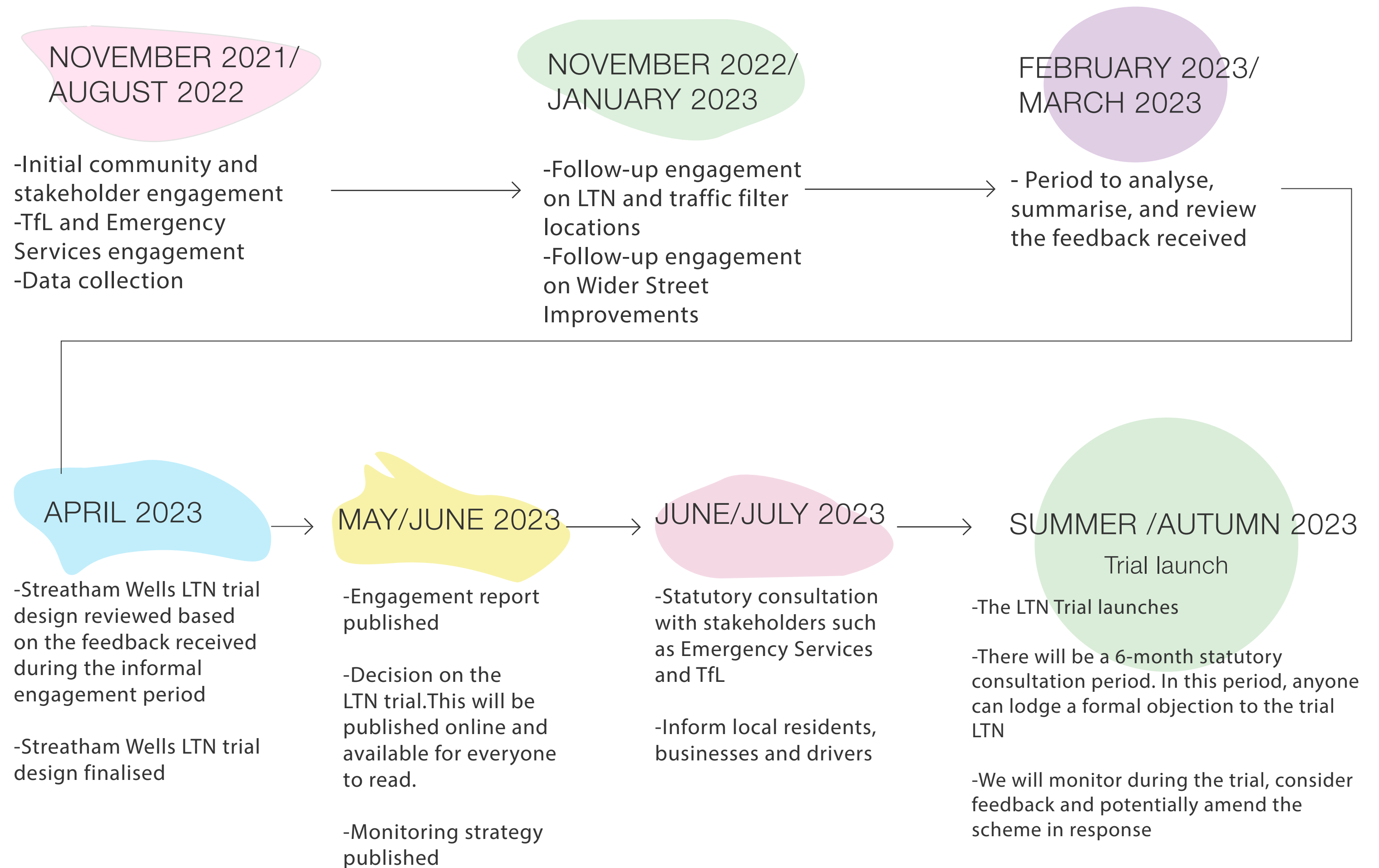
Lambeth Council aims to make spaces where everyone feels welcome, that are resilient to climate change, and reflect important local history and context. We all need to take bold action to reduce vehicle usage, clean up the air in Lambeth, and cut emissions in response to the climate crisis we face.

About the Traffic Filters:

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

What we want to achieve:

- Encourage travel in healthier, more active ways
- Reduce road danger reduction for all users
- Make the area more climate resilient
- Improve air quality
- Support the local economy and improve public spaces



Project Context - Minor Improvements

GENERAL INFORMATION & TIMELINE

During the previous round of engagement, we identified a number of sites with potential for tree planting, cycle hangar and parklet installation. We will deliver these as part of the first phase of **Minor Street Improvements**. These improvements are small-scale, quick-win interventions. A few identified locations will be developed under the **Your Streets Your Way Design Competition**.

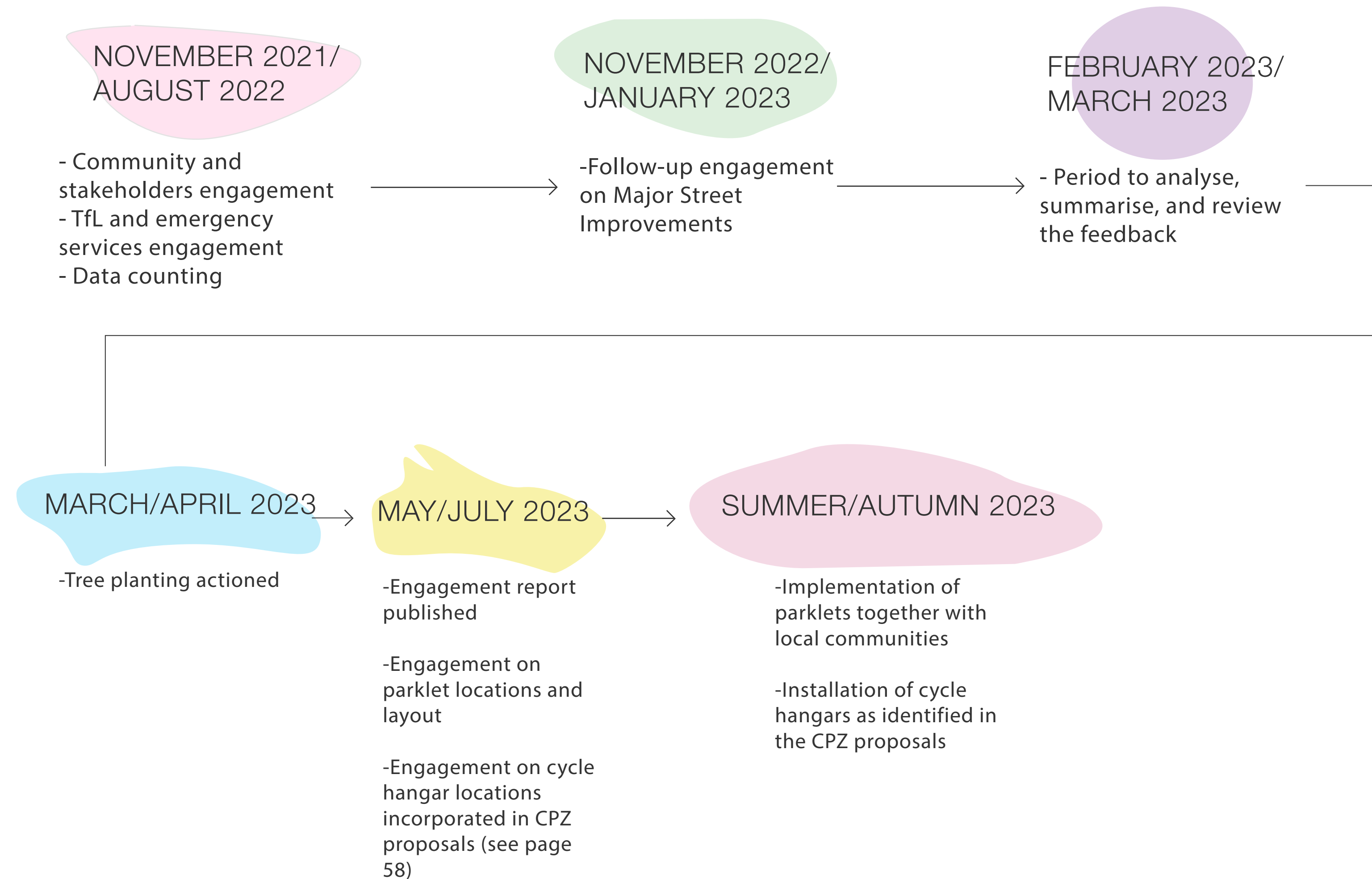
Minor Street Improvements include:

- Tree planting in existing tree pits or where pavement space allows
- Installing cycle hangars where demand has been identified
- Implementing parklets together with the local community

Minor Street Improvements could also include:

- Provision of dropped kerbs
- Placing more bins and street furniture at some locations
- Addressing severe pavement issues

We will be collecting feedback on other locations and opportunities for future phases.



Project Context - Major Improvements

GENERAL INFORMATION & TIMELINE

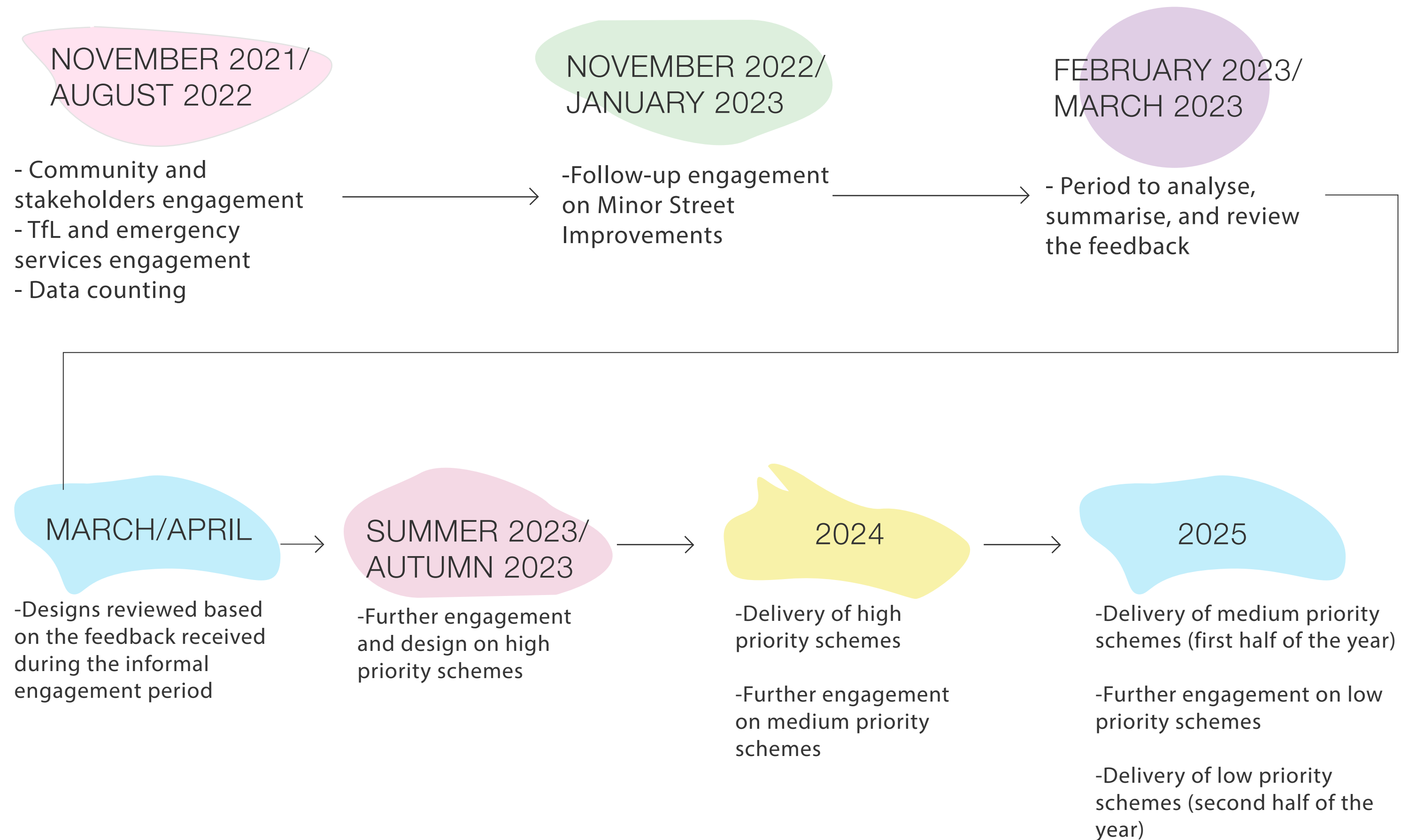
Major Street Improvements are large scale interventions on certain roads. These do not share the same timeline as the LTN trial. Depending on a prioritisation rating (high, medium, low) certain improvements will be fast-tracked, and others will be delivered in a few years. Engagement will be carried out further

Major Street Improvements aim to:

- Reduce vehicle speeds and road danger by design
- Improve greening and tree canopy cover
- Reduce the risk of flooding
- Create more space for pedestrians, businesses, and communities
- Increase cycle parking, seating, lighting, etc...

Major Street Improvements include:

- Replacing car parking with sustainable uses (e.g. greening, cycle parking, pavement space, raingardens, trees, etc...)
- Creating new pedestrian and community spaces
- Building chicanes to reduce vehicle speeds
- Widening pavements to make them accessible for people who walk and wheel



Engagement Outreach

Method	Detail	Outreach
Letter drop	Sent to all households within the proposed LTN and boundary roads (twice)	10,229 households
Posters	Installed in all locations where a design was proposed	54 Posters at 18 locations
Social Media	News update shared on social media	Facebook, Twitter and Instagram
Councillor briefings and correspondence	Online meeting and follow up exchanges	14 Ward Councillors
Schools	Sunnyhill Primary School Drop-in Hitherfield School Christmas Fair Julian's Primary School parents' meeting Sunnyhill Primary School Drop-in	
Schoolchildren's worksheets	Distributed to: Dunraven Primary School Hitherfield Primary School Julian's Primary School Livity School St Andrew's Catholic Primary School Sunnyhill Primary School	146 drawings collected
GPs and Health Facilities	-Gracefield Gardens Medical Centre / Dentist online meeting -Valley Road GP drop-in	

Method	Detail	Outreach
Correspondence from residents		117 emails
Input from community groups and Councillors	Correspondence: Liveable Streatham Wells, London Cab Ranks Committee, Norwood Forum, Guy's and St Thomas' NHS Foundation Trust, , Knights Hill drop-in	Emails 3 petitions: -e-petition submitted on 16 January 2023 by Streatham Action Group 1371 signatures -petition submitted by residents of Culverhouse Gardens on 25 January 2023 40 signatures -e-petition submitted by residents of Harborough Road on 7 February 2023 69 signatures
Survey on Commonplace + paper copy	Between 21 November and 8 January	10718 Visitors About the filters: 1083 respondents About the street improvements: 523 respondents 1 paper copy requested
Information boards	-1 at the intersection between Leigham Avenue with Leigham Court Road -1 on Pinfold Road by the Library -1 against wooden fence at the intersection between Valley Road and Wellfield Road	

Survey on Commonplace

Share your views on the Streatham Wells LTN


Complete the survey on the proposals regarding [Modal Filters](#) and [Street Improvements](#). The survey runs until January 8th 2023.

Your email will be used to contact you about project updates. You can unsubscribe at any point. Please read our [privacy policy](#).

Project navigation: About the project, Project information, Latest news, Team

HAVE YOUR SAY

5 proposals

- Active**


Project overview
An overview of what's planned for Streatham Wells
- Completed**

STEP 1

LTN Design
Take a look at the proposed design

1187
- Completed**

STEP 3

Modal Filter
Information space for you

1083

Culverhouse Gardens

Congestion along this residential street affects residents on a daily basis, especially at the beginning and the end of the school day. This route is used by parents to walk children to school and reducing traffic along it will make it safer for all its users. Individuals have reported speeding issues along this street too, which should be reduced with the overall volume falling. We are proposing a physically enforced filter, meaning that no traffic can pass through from one side to the other. This should reduce danger for local residents, including school children, to safely cross this side street.

Before



After



Proposed model filter physically enforced

Is this filter at the correct location on this road?

Yes

No

Not sure

7? Please select 'add something else' to provide more information

The filter will restrict me accessing a loading bay

The filter will restrict my ability to drive through the area

The filter will restrict deliveries/services reaching my property

The filter will restrict my ability to reach an important service

I am concerned the filter will impact traffic on another road

add comments

other ways, how would you like it to be used?

Seating

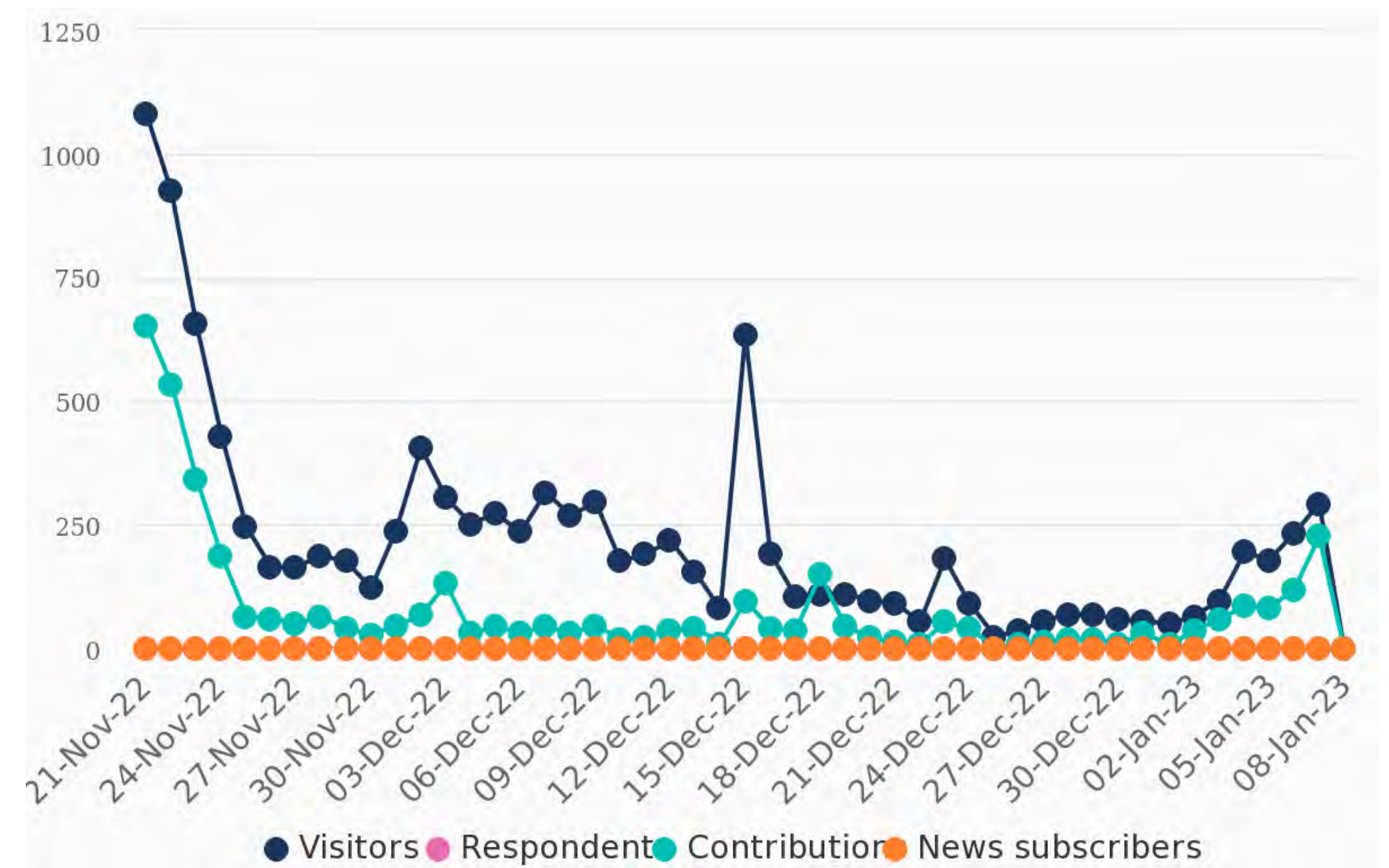
Planting

More public art

E-modes of transport

The Council launched the design proposals and surveys on 21 November 2022 and closed on 8 January 2023. During this period, Commonplace had:


- 10718 visitors
- 3867 contributions
- 1288 new subscribers



School Worksheets

YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD



zebra crossing

camera

ESSE

● What would make this space more pleasant/enjoyable?

● What would make this area more nature-friendly?

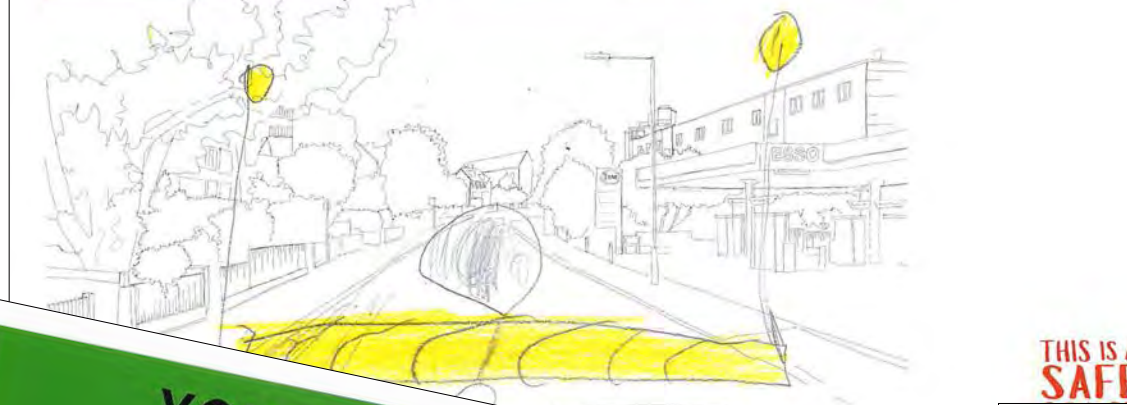
● What would make this space feel safer?

Input from primary school children:

- Safer pedestrian crossings and protected cycle lanes
- Design more playful roads (i.e. colour, play features, etc...)
- Provide more cycle parking and greening
- See Appendix A for further information

YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD



● What would make this space feel safer?


● What would make this space more pleasant/enjoyable?

● What would make this space more pleasant/enjoyable?

● What would make this area more nature-friendly?

YOUR CRAZY IDEA

LEIGHAM COURT ROAD



NO CARS

gummy centre


KFC

● What would make this space more exciting?

● What colours would you like to see here?

YOUR SENSIBLE IDEA

SUNNYHILL ROAD



● What would make this space more pleasant/enjoyable?

● What would make this area more nature-friendly?

Drop-ins



General comments made by businesses:

- Making local deliveries to customers will be more difficult
- Concerns that footfall will reduce due to lack of access
- Desire for businesses to be granted dispensation
- Transforming western end of Sunnyhill Road would limit a number of businesses' capacity to receive deliveries and offer parking for customers
- Skepticism around pedestrianisation being good for business
- Better public transport
- What incentives can be offered?
- Explosion of delivery drivers is a recent phenomenon and needs to be factored into design

General comments by parents and school staff:

- Concerns about lack of access for staff and parents
- Signage needs to be clearer across the board
- One-way streets an option?
- Lack of safe crossings along Streatham Common North

Online and In-person Meetings



General comments made by Gracefield Gardens GP:

- Community clinicians delivering primary healthcare and/or attending medical emergencies in patients' homes to be considered for traffic filter exemption (i.e. consider the Health Emergency Badge (HEB)).
- Staff mostly uses bus services
- Cycle parking infrastructure to be considered outside of the GP practice.
- Concerns over traffic access to the practice for general and clinical waste collection, ambulances, NHS supplies, patient collection, etc... Locals complain about big vehicles driving through residential roads

General comments made by residents of the Knights Hill Ward:

- Consider adding Broxholm Road and Glennie Road to the LTN trial
- Consider the possibility of making Knollys Street one-way
- Consider changing proposed 24-hour traffic filters to timed filters at peak hours
- Consider implementing a school street outside of Julian's Primary School

Walk Arouns



General comments made by GPs:

- Concerns about patients/staff accessing surgery
- Are benefits achievable?
- Concerns for elderly and disabled patients but pleased about blue badge dispensation
- Clarity needed on how dispensation policy works – blue badges, carers, ambulances all OK, what about doctors' private vehicles?
- Will be more difficult for patients to access prescriptions and medication
- Hospital visits will become more difficult
- Elderly people will suffer disproportionately
- Local bus route (315) needs to have a better service to mitigate lack of access to surgery via car

General comments made by nurseries:

- Concerns about access for parents and staff during school hours. Some parents have no choice as they drop children off and go straight to work
- Addressing lack of crossings on LCR should be a priority
- Expectation that parents, staff and families use cargo bikes is unrealistic. Needs to be better provision, infrastructure, safety for this to be possible
- Congestion will cause delays and reduce contact time for children, and also increase stress for staff and parents

Posterering

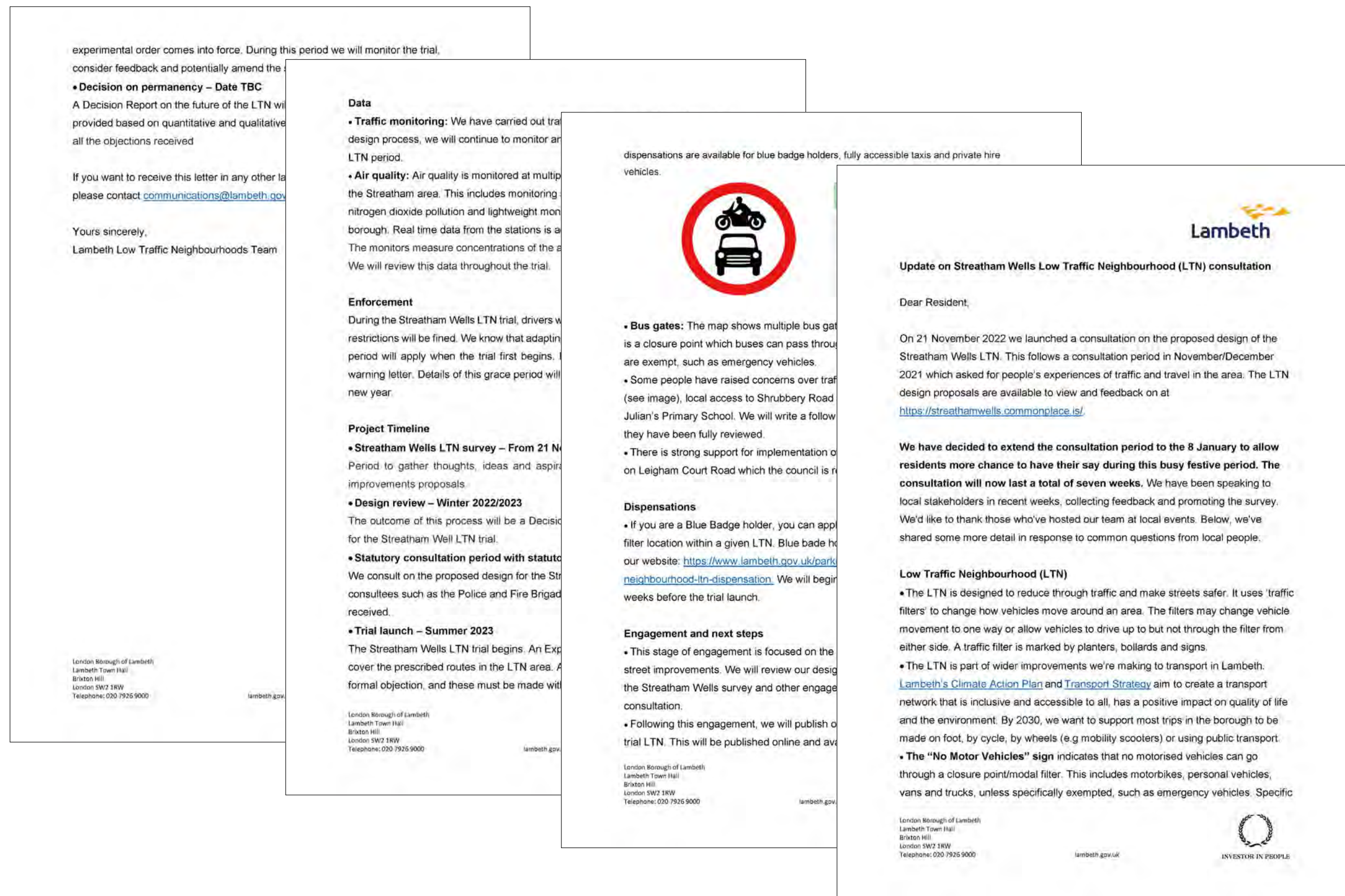


General comments made:

- Public transport services aren't enough, especially SW/NE, or east-west
- Pedestrian experience along the Streatham Common North is not good – cars are prioritised
- Support for active travel initiatives, including E-bikes
- Support for E-bikes
- Support for EV infrastructure
- General condition of pavements across LTN area is poor
- Support for interventions to pay homage to Streatham's history
- Concern about taxis and tradespeople refusing to operate in the area, as well as deliveries
- Call for greater car club provision



Correspondance received



All comments were logged and analysed.

Comments submitted as "Objections" will also be logged and considered when the LTN trial phase is initiated.

Extracts from comments made:

"I appreciate the need to cut down traffic but for residents - you are making it impossible for us to live here."

"It's not quite clear from the plans online exactly how the LTN works. Are the filters actually filters or barriers? I think what would be most beneficial for residents is some sort of ANPR gates that register residents' vehicles, rather than physical barriers at the proposed points"

"My impression is that the majority of traffic is school run and rush hour. I wonder if a timed camera during rush hour/school pickup hours would be the next best thing - similar to the ones around Leigham Vale and Hitherfield Road."

"What you're doing is forcing drivers onto main streets where there are hundreds of people walking all day every day(...) there's more cars on these main street's stuck in traffic longer, polluting longer, where's the sense, all the closed roads to cars there's no one in them there all on the roads you're forcing people to drive on, it's madness!"

Information Stands



General comments made:

- Provide regular updates and maintenance
- There is potential to organise engagement activities at each location


2. Recommendations

Traffic Filters

- Leigham Avenue
- Culverhouse Gardens
- Harborough Road
- Gleneldon Road
- Valley Road North
- Valley Road South
- Valleyfield Road

Culverhouse Gardens

Congestion along this residential street affects residents on a daily basis, especially at the beginning and the end of the school day. This route is used by parents to walk children to school and reducing traffic along it will make it safer for all its users. Individuals have reported speeding issues along this street too, which should be reduced with the overall volume falling. We are proposing a physically enforced filter, meaning that no traffic can pass through from one side to the other. This should reduce danger for local residents, including school children, to safely cross this side street.



Before

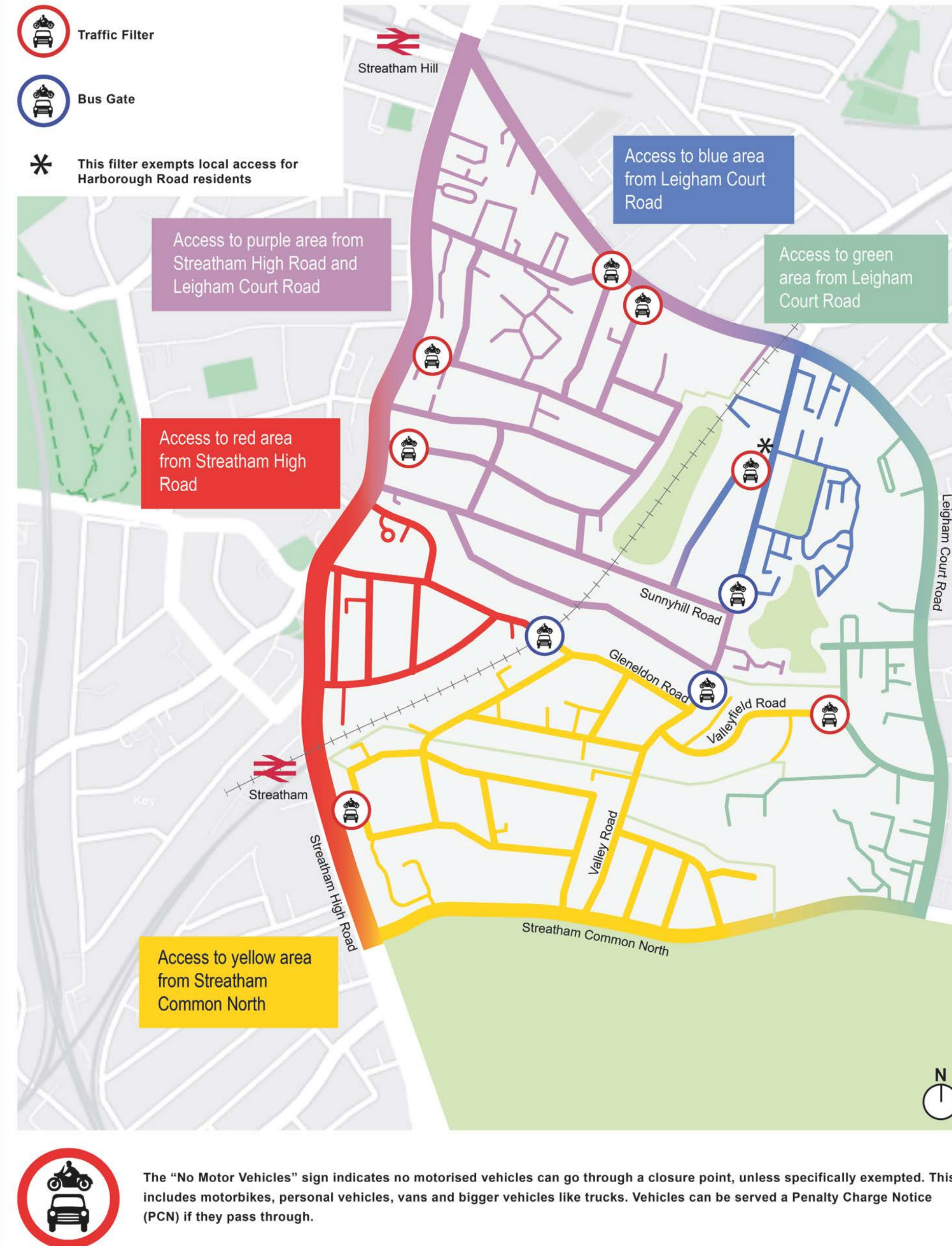
After

Proposed model filter physically enforced

is this filter at the correct location on this road?

If no, why? Please select 'add something else' to provide more information

the space was used in other ways, how would you like it to be used?



Leigham Avenue

STARTING DESIGN PROPOSAL:

- Leigham Avenue has been identified as a cut-through for drivers, and a hotspot for speeding. Feedback has described the pedestrian crossing at the junction with Leigham Court Road as unsafe due to the number of vehicles.
- Introducing a modal filter at the junction with Leigham Court Road will reduce turning movements and make it safer for residents and pupils to cross the road. The modal filter will also reduce the complexity of the junction, making the Healthy Route crossing into Mount Nod Road safer
- We proposed a physically enforced filter, meaning that no traffic can pass through from one side to the other. This makes crossing the side road easier and safer, and also reduce the number of turning manoeuvres.



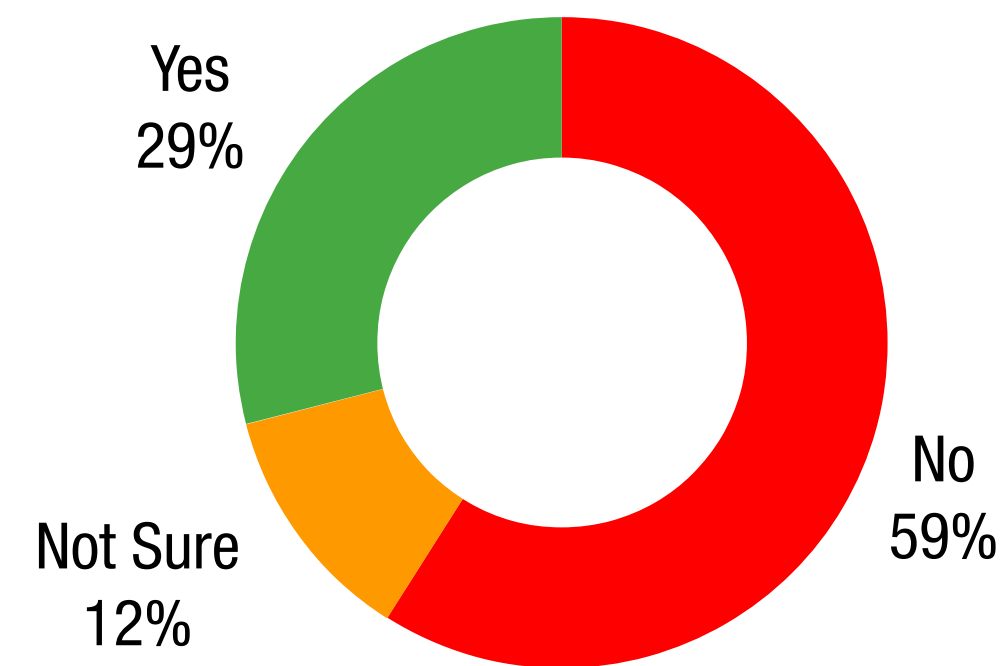
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Key Findings & Recommendations

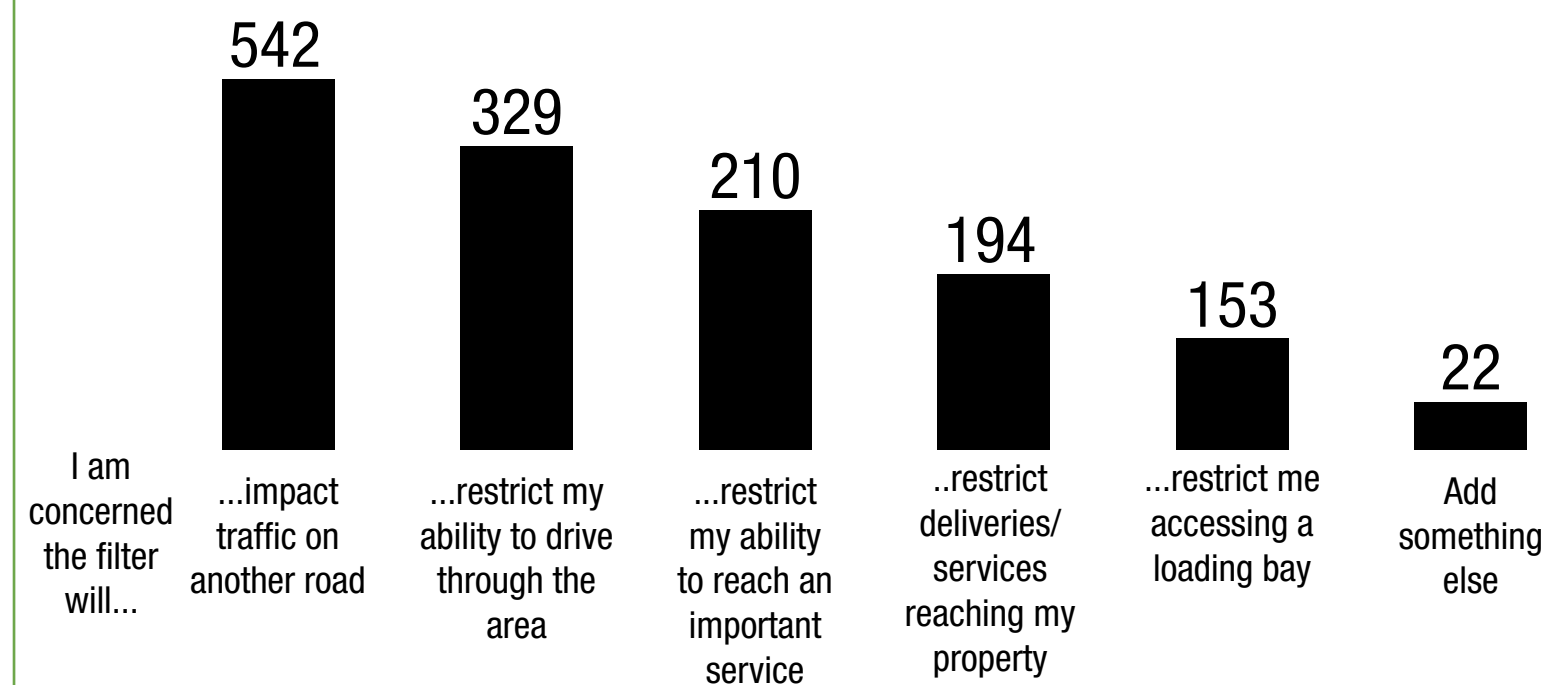
Is the filter at the correct location?

Responses 926



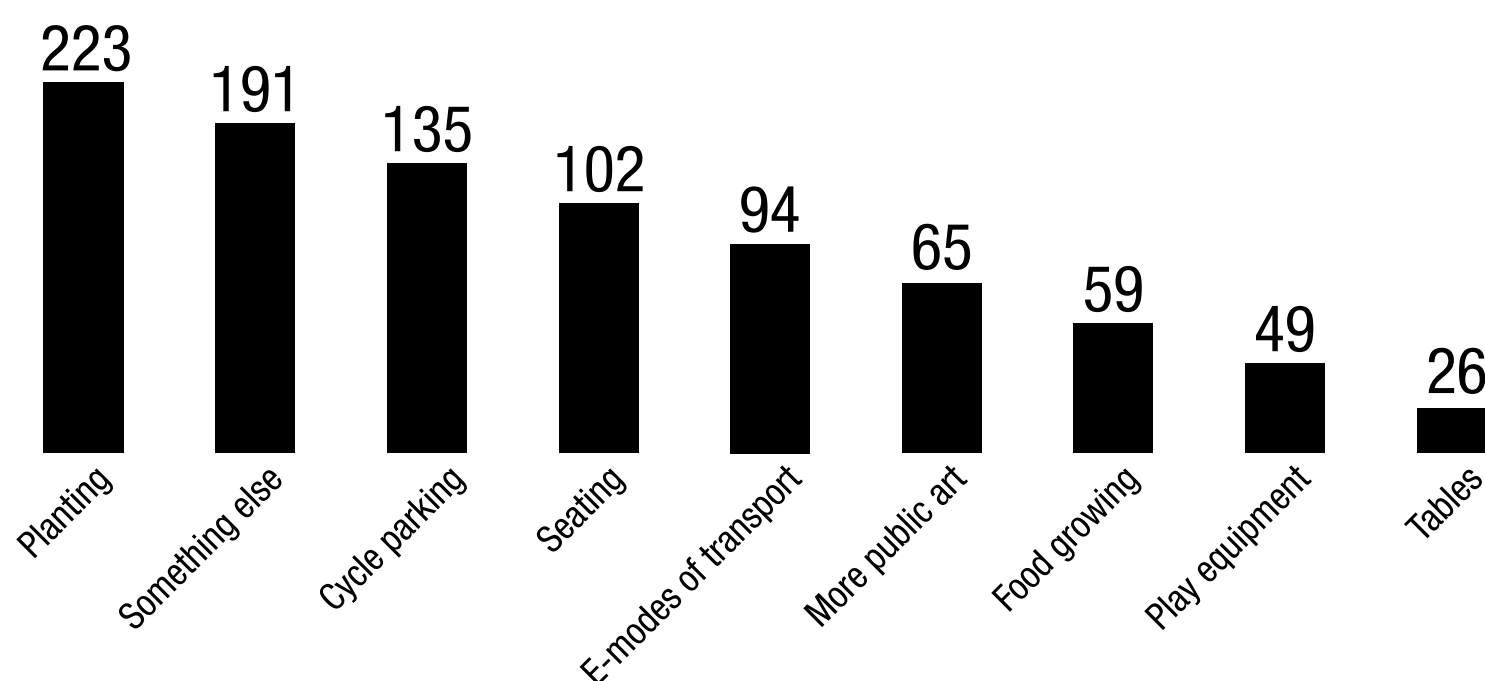
If no, why?

Responses 1450



Which features would you like here?

Responses 944



"Pregnancy and maternity make active travel more difficult, as many pregnant women find walking long distances more difficult, and walking or cycling with one or more small children is more challenging"

"I would never allow my children to play by a main road like LCR"

"Keep Culverhouse Gardens two way with a right turn only onto Leigham Court Road. Keep Leigham Avenue one way with a left turn only onto Leigham Court Road. Enforce traffic speed through hump or speed cameras in Culverhouse Gardens - less pollution and more safety. Allow residents access via Traffic Filters through introduction of APNR"

"This filter could prevent people on the Sackville Estate from being able to leave the area at all"

"This filter and others proposed in the area will make it very difficult to reach my GP surgery in Gracefield Gardens. Healthcare workforce will struggle to reach work and do home visits to housebound patients"

"Recent changes to the junction of Leigham Avenue with LCR have been very beneficial to cyclists"

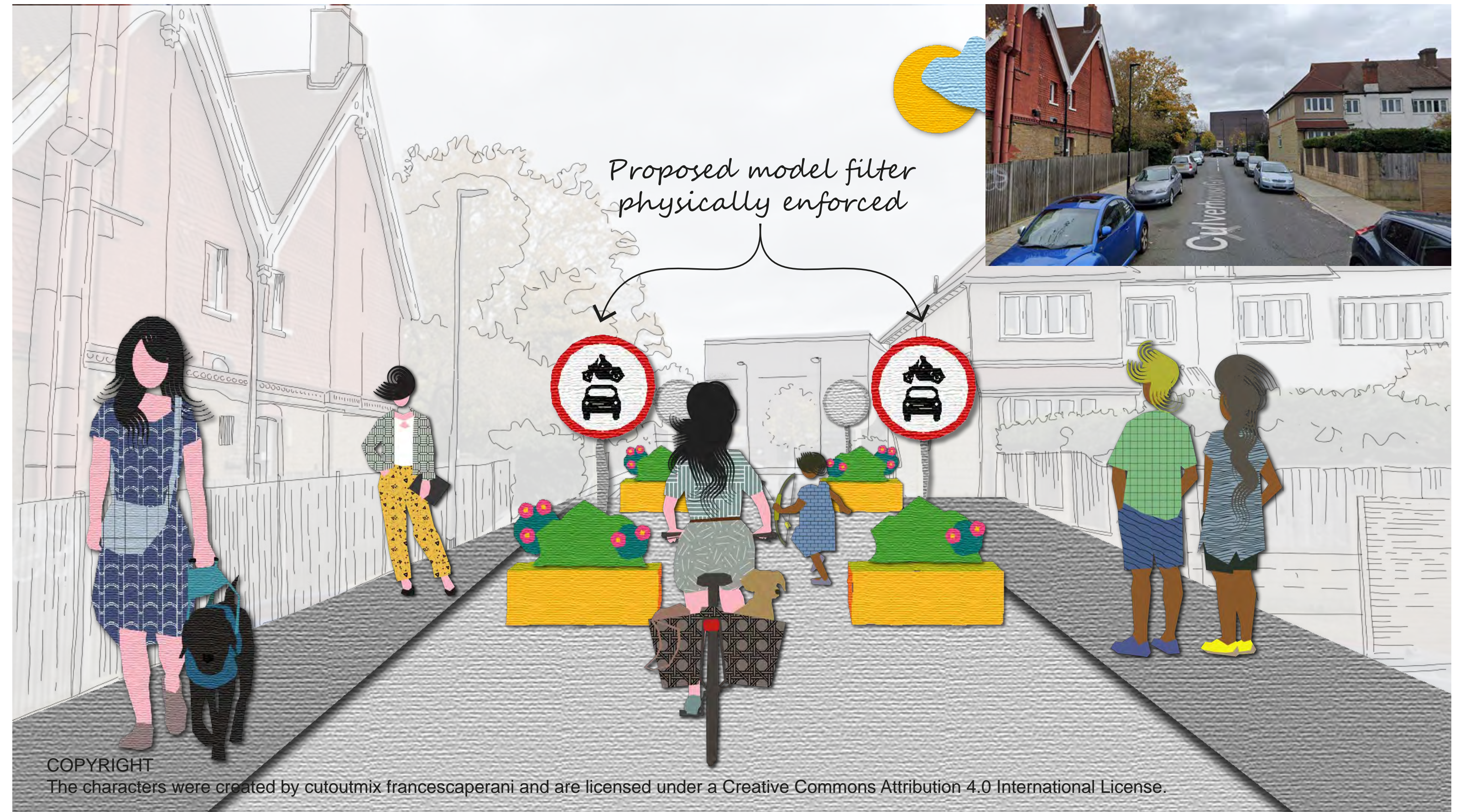
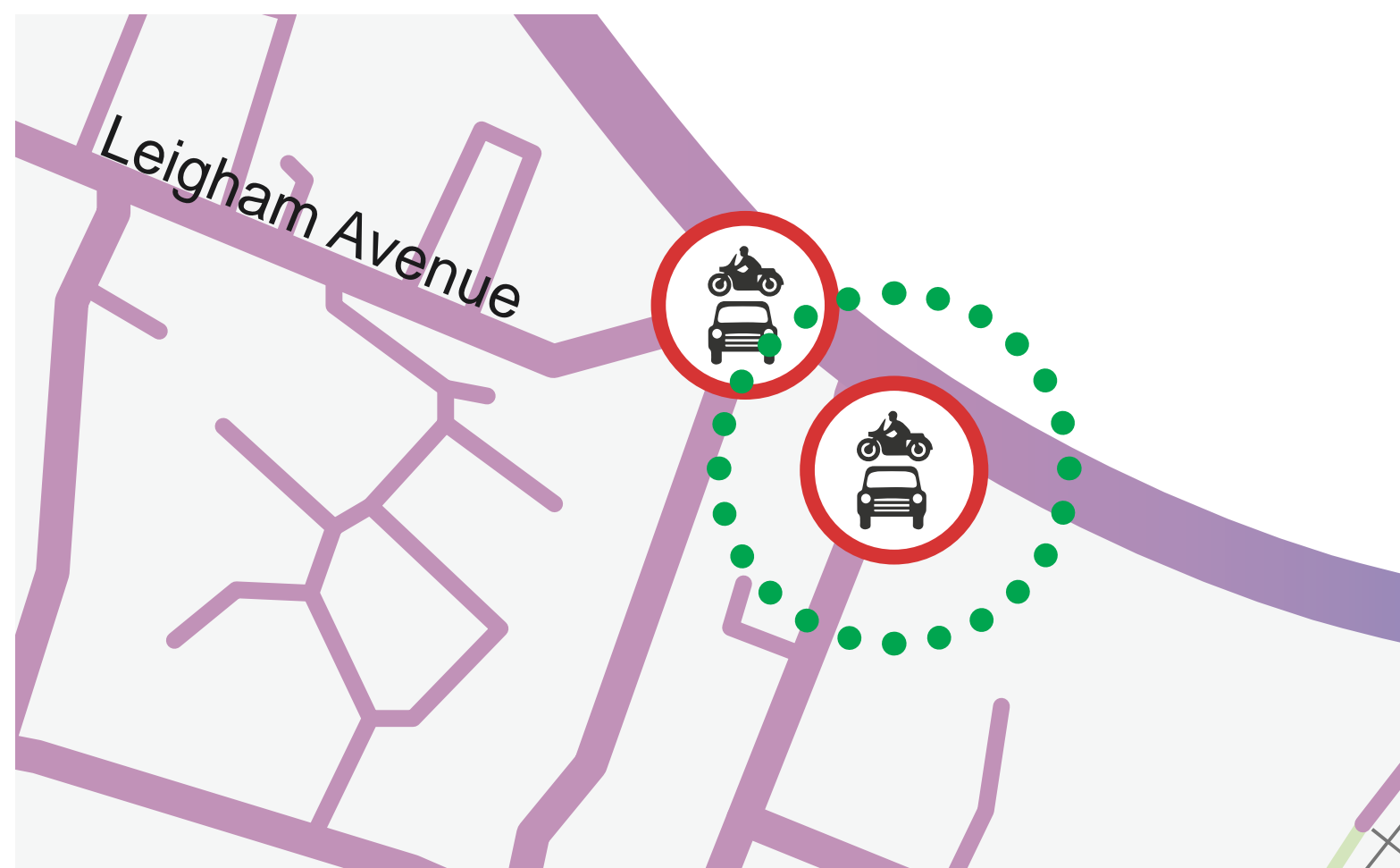
RECOMMENDATIONS

- Change this filter from physically enforced to camera enforced based on feedback received from Emergency Services and Gracefield Gardens GP. This means that Emergency Vehicles will be able to pass through the filter.
- We are also considering ways in which we could make it clear that both pedestrians and cyclists have priority at the crossing point on Leigham Court Road.
- We are considering installing street furniture on the pavement to separate "shared spaces" from "pedestrian-only spaces". This is so that pedestrians and cyclists feel safer.
- The implementation of this traffic filter will prevent vehicles from turning left or right on Leigham Court Road, reducing road danger and simplifying traffic flows. This will also make it safer for people and pupils walking, cycling, wheeling, and crossing the road.

Culverhouse Gardens

STARTING DESIGN PROPOSAL:

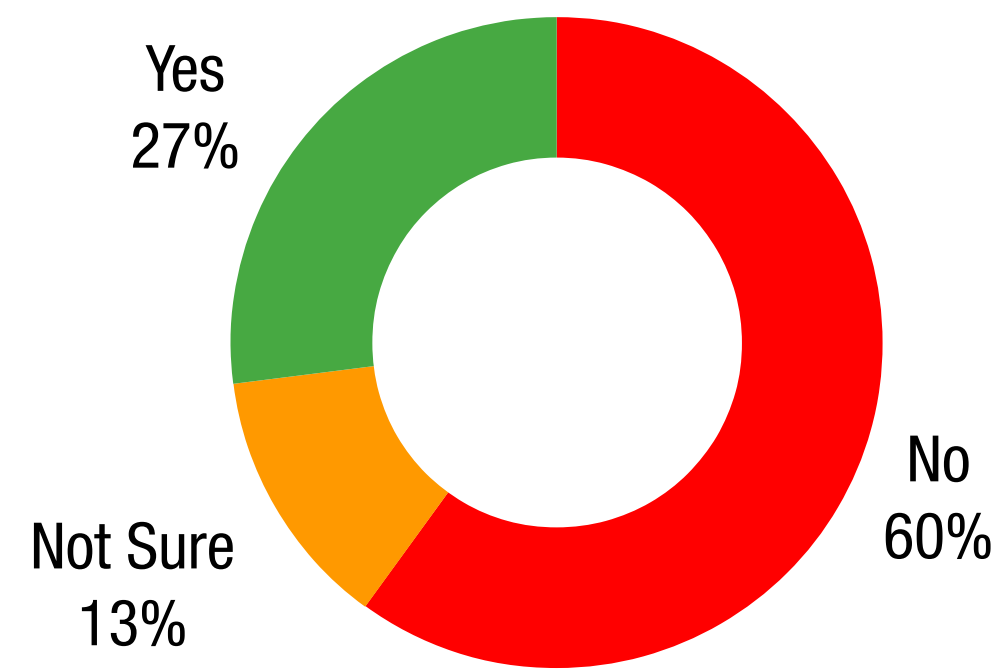
- Culverhouse Gardens is used as a cut-through for drivers. Especially at the beginning and the end of the school day, local residents are experiencing heavy congestion.
- The location of the filter at the junction with Leigham Court Road was selected to minimise vehicles turning into Culverhouse Gardens, and then having to reverse out.
- The street is used by many parents to walk their children to school. Reducing traffic here will make it safer for all users.
- Speeding has been identified as an issue, and by removing through traffic, speeding should be reduced. It will also be safer to cross the side road junction.
- We proposed a physically enforced filter, meaning that no traffic can pass through from one side to the other. This makes crossing the side road easier and safer, and also reduce the number of turning manoeuvres.



Key Findings & Recommendations

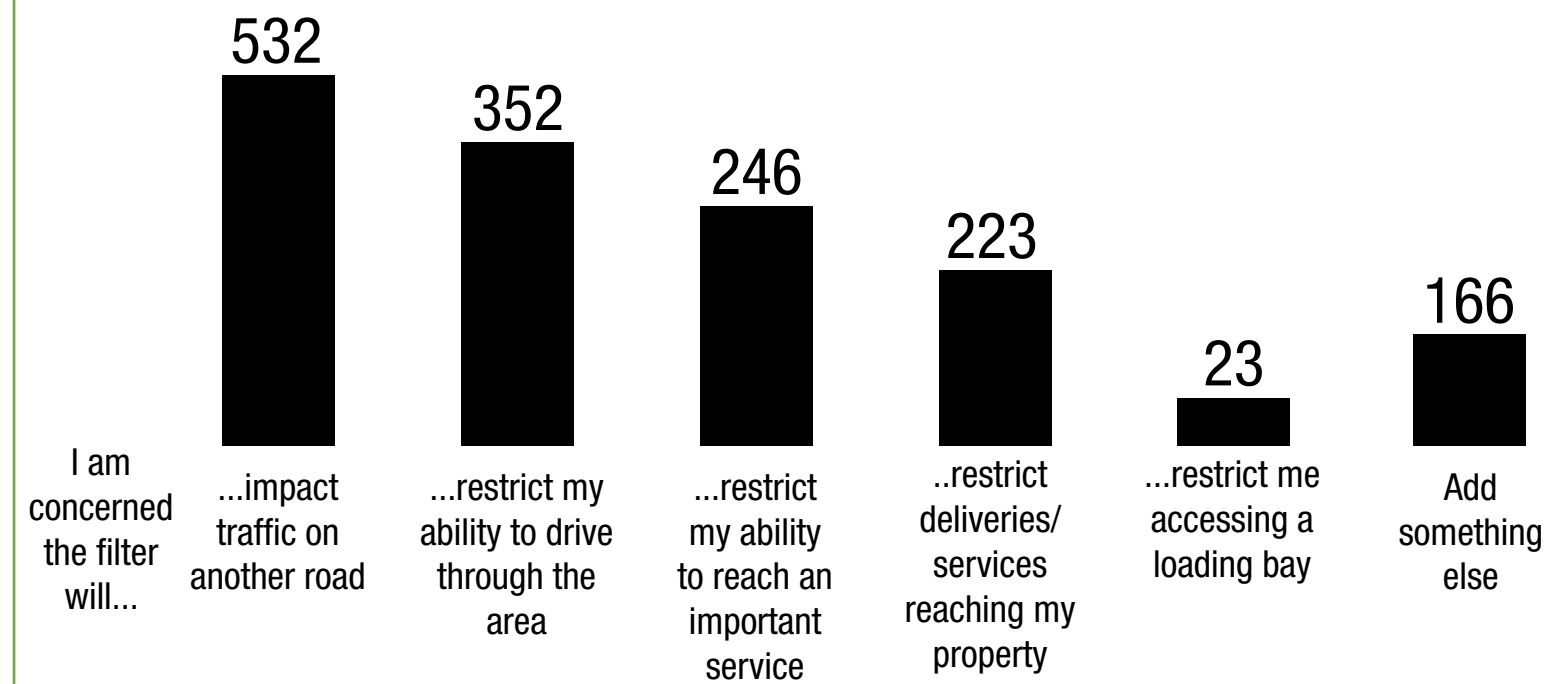
Is the filter at the correct location?

Responses 943



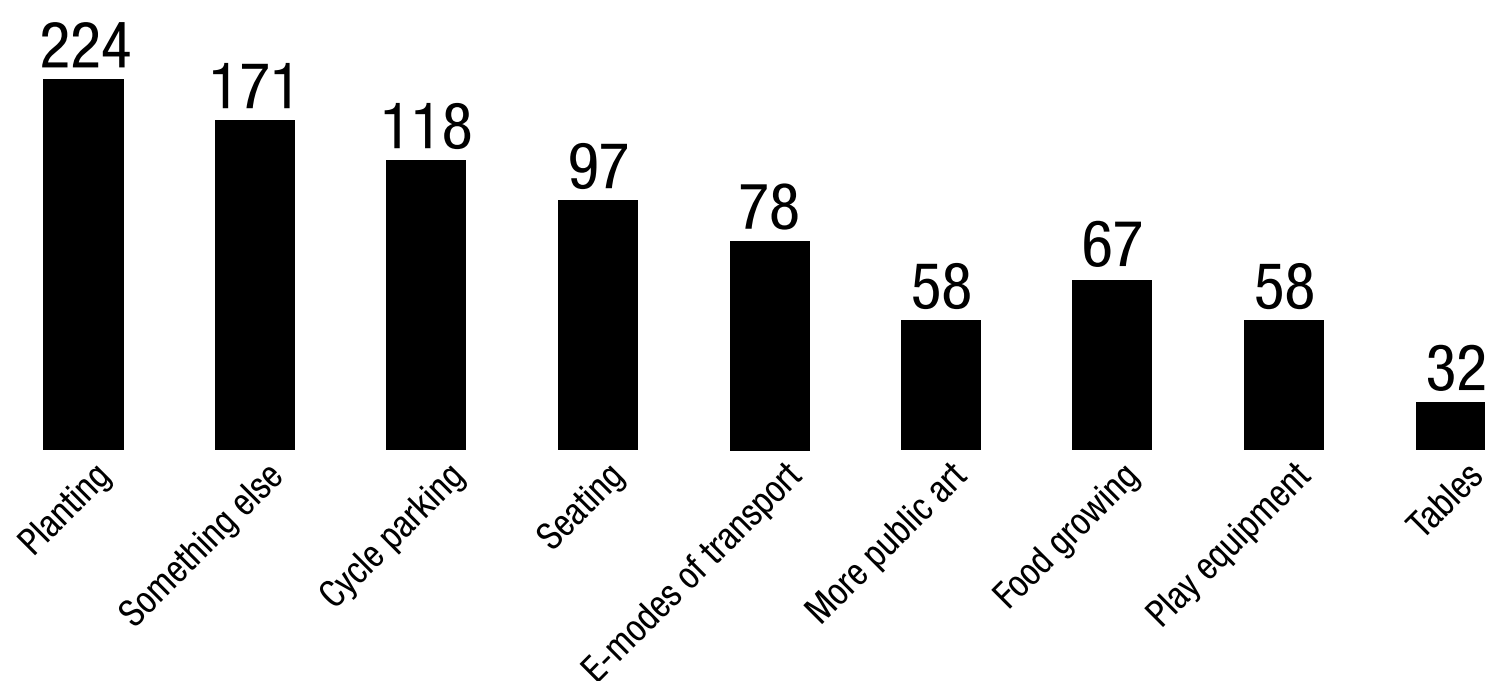
If no, why?

Responses 1542



Which features would you like here?

Responses 903



"Keep Culverhouse Gardens TWO WAY with a RIGHT TURN ONLY onto Leigham Court Road. DO NOT close it off as it is the only exit point to reach West Norwood and the only right turn right before Valley Road"

"If you block both the top of Culverhouse and Leigham Vale we cannot get to Crystal Palace or West Norwood without congesting the High Road even further"

"The filter should be at the top of the road. On one hand to ensure cars do not turn into Culverhouse (...); on the other hand to easily allow 3 point return"

"Why not restrict access at certain times of day instead of 24/7?" "Restrict traffic at school opening and closing times"

"Cause issue at Woodleigh Gardens"

"At the LCR junction impose parking restrictions (double yellows)"

"Dunraven school was expanded without provision for staff parking. These cars use the side roads, Culverhouse Gardens being one of these"

"Access to 76 Leigham Court Road from the Culverhouse Gardens entrance is essential for the school."

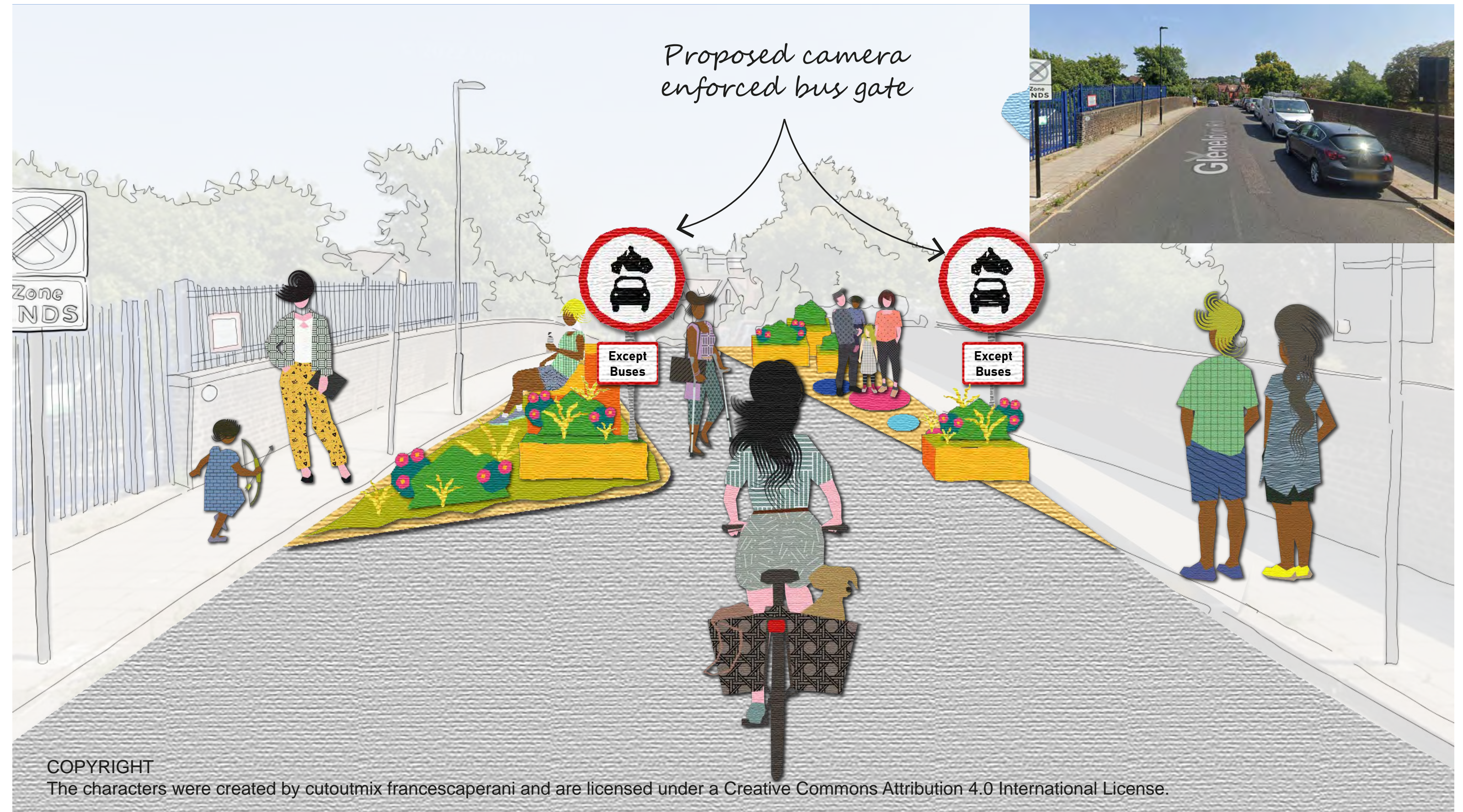
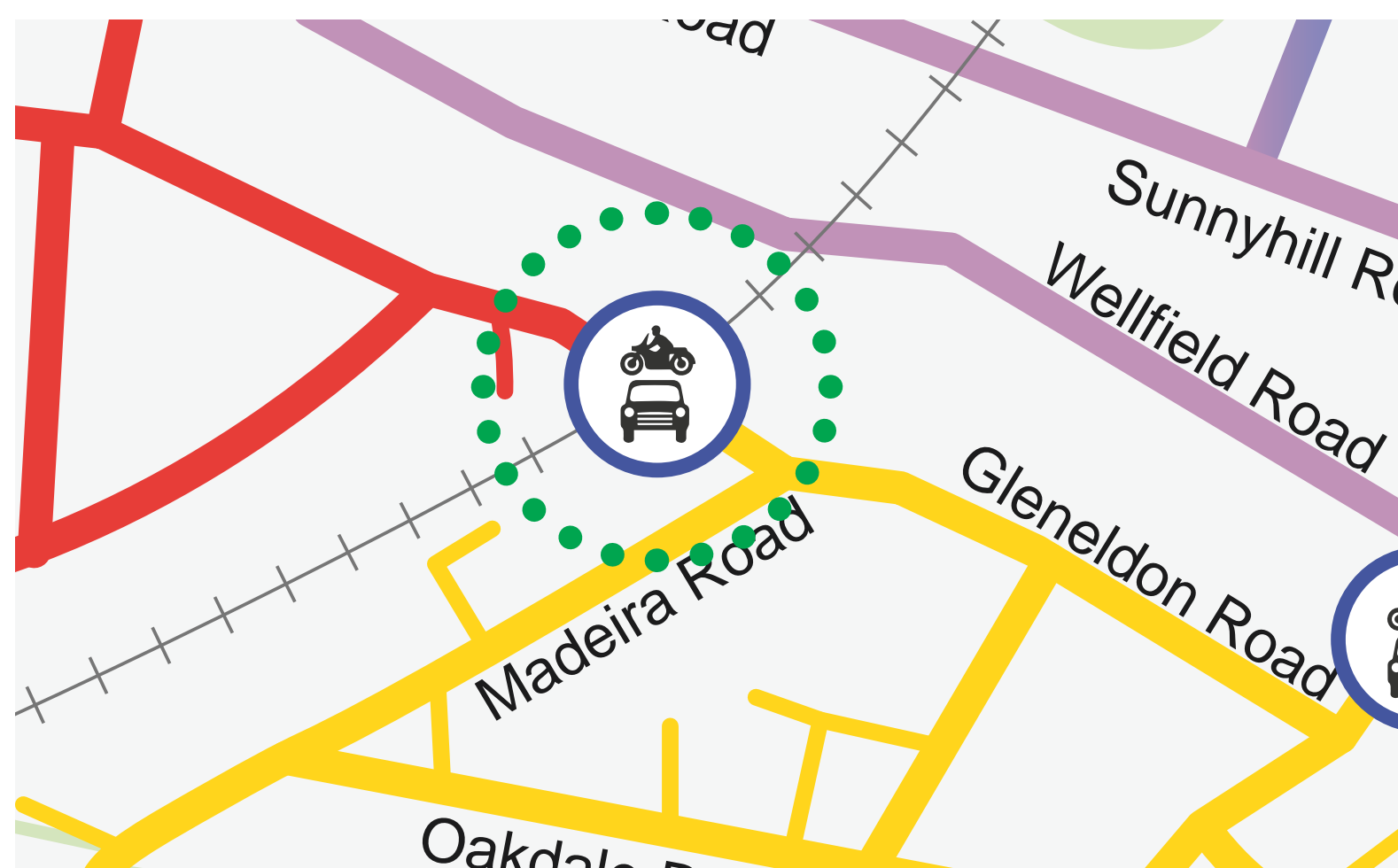
RECOMMENDATIONS

- Change this filter from physically enforced to camera enforced based on feedback received from Emergency Services. This means that Emergency Vehicles will be able to pass through the filter.
- Signage on Leigham Court Road will be adjusted to highlight the traffic filter on Culverhouse Gardens and discourage drivers from entering.
- The filter will still give access to the entrance/ exit of the forthcoming Maypole School site from Leigham Court Road. Officers will work with the Special Education Needs school to assist with any adaptations or supporting measures that may be required.
- This filter will prevent vehicles from cutting through the neighbourhood to reach Leigham Court Road, also preventing traffic from Valley Road or Leigham Avenue that could use Culverhouse Gardens instead.

Gleneldon Road

STARTING DESIGN PROPOSAL:

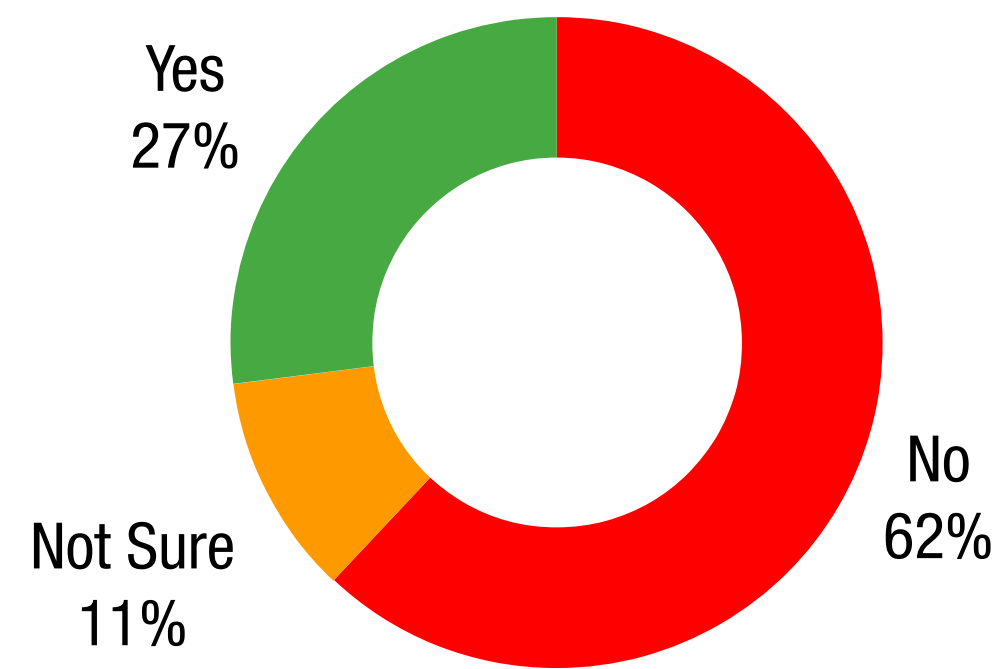
- Gleneldon Road is a popular east-west cut-through for drivers seeking to avoid traffic on Streatham High Road and Streatham Common North.
- Road capacity is particularly strained at rush hour, which results in congestion, air and noise pollution, aggressive driving behaviour and delays to the local bus services.
- There are opportunities to widen the pavement and to include greening, seating, play elements, and to better connect the street with the Railside Community Garden.
- We proposed this modal filter as a camera enforced 'bus gate'. This allows certain vehicles like the 315 bus, emergency services vehicles, refuse vehicles, or dispensated blue badge holders, to pass through.



Key Findings & Recommendations

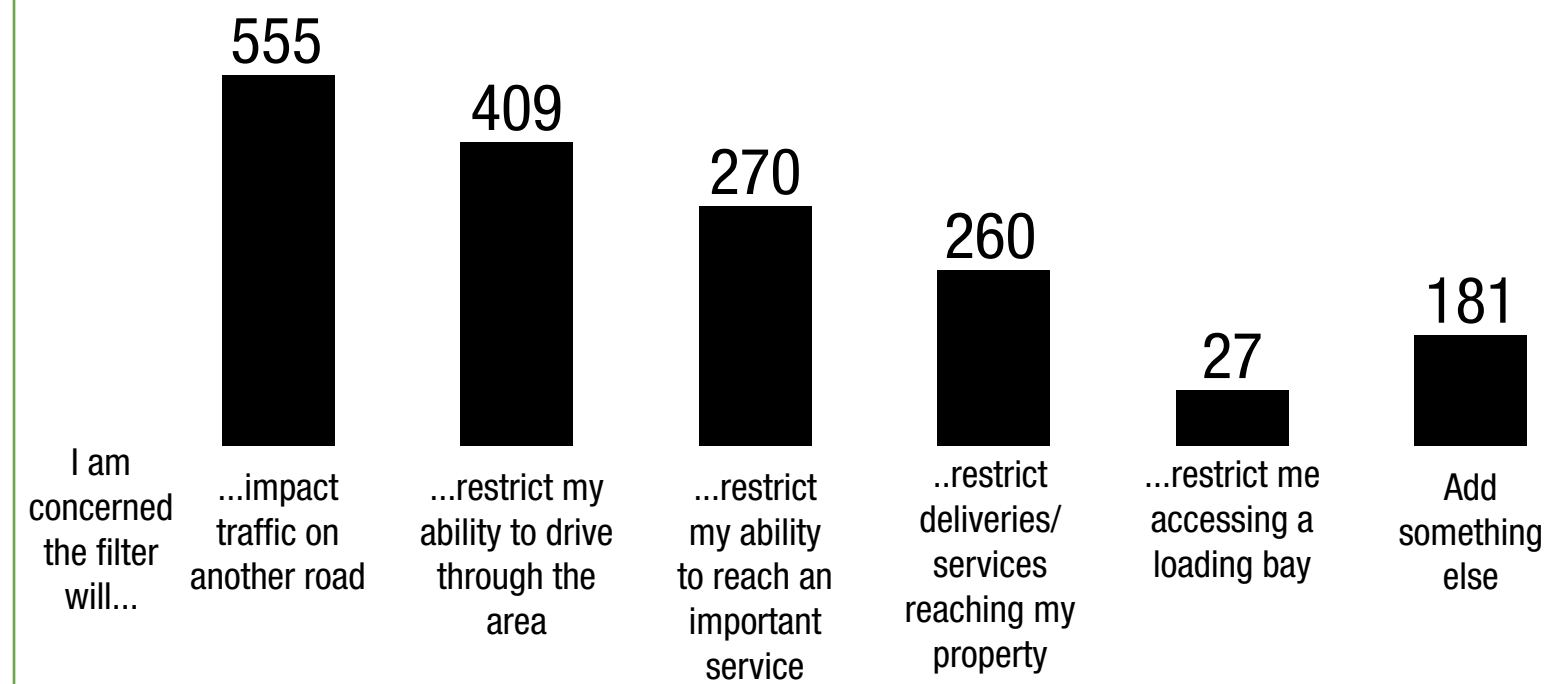
Is the filter at the correct location?

Responses 1001



If no, why?

Responses 1702



"A School Street would suffice" "Add specific school buses to avoid congestion"

"I will feel unsafe walking here at night"

"Add staggered parking" "Add timed restrictions" "Add electric car charging points on one side of the bridge" "Remove parking from the bridge"

"Restricts access to Valley Road GP"

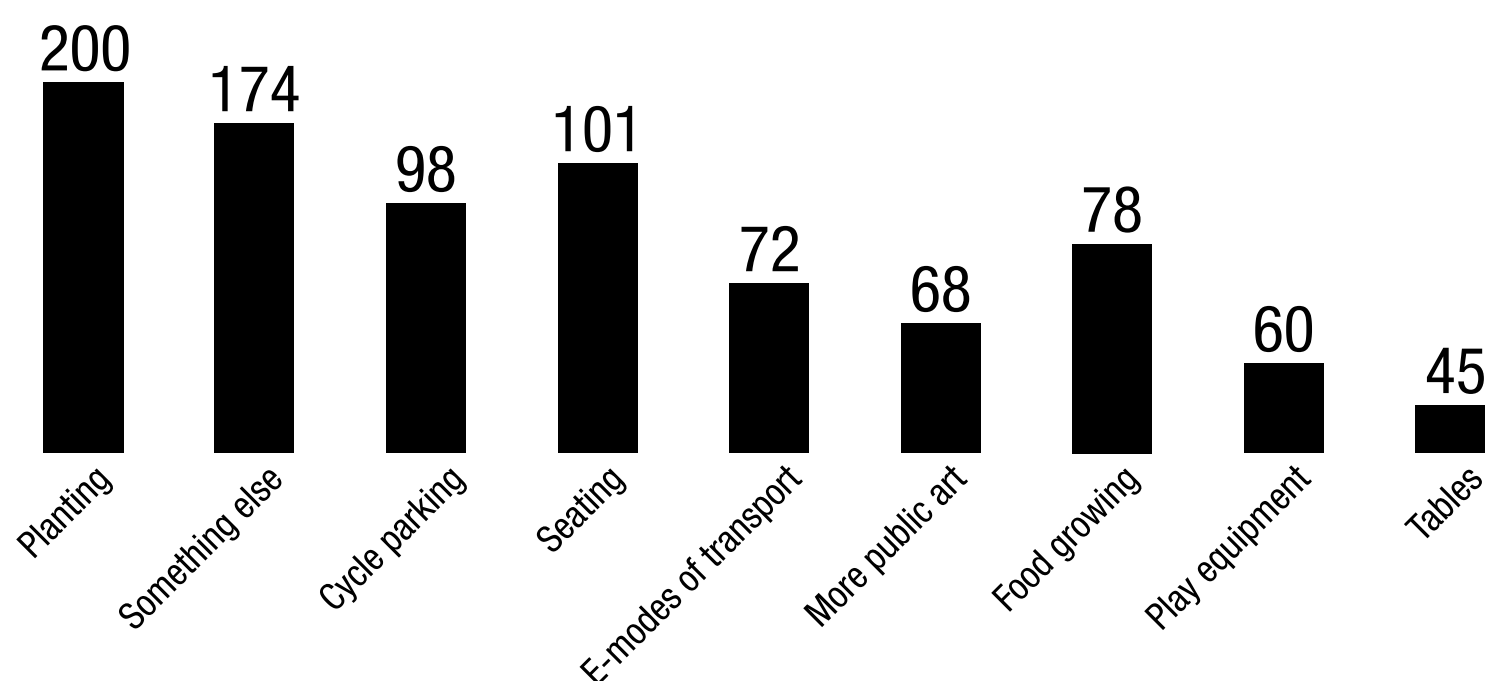
"Gleneldon Road to Stanthorpe Road is a key route for residents in Hopton Road to head Northbound to Tooting" "If you stop people accessing Stanthorpe Road, how will people visit the Care home, how will people access the garage in Gleneldon Mews, how will people get to Balham and Tooting - it is a main route for residents."

"It is a vital access route for a local business centre (i.e. Hideaway Work Space) that provides space for approximately 60 small businesses, start-ups and sole traders. Our estimate is this will directly affect around 70% of our clients."

"Impact on Madeira Road business"

Which features would you like here?

Responses 903



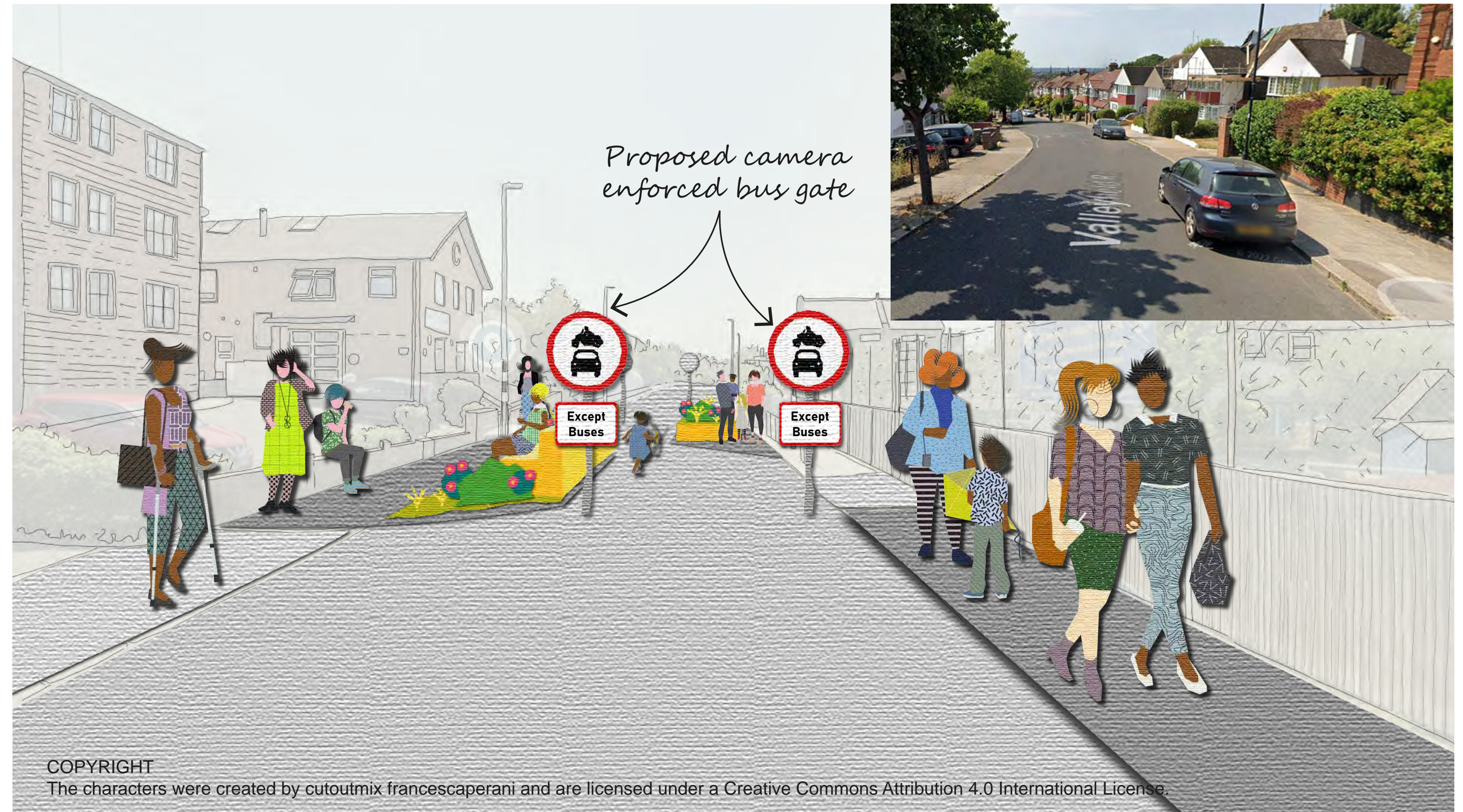
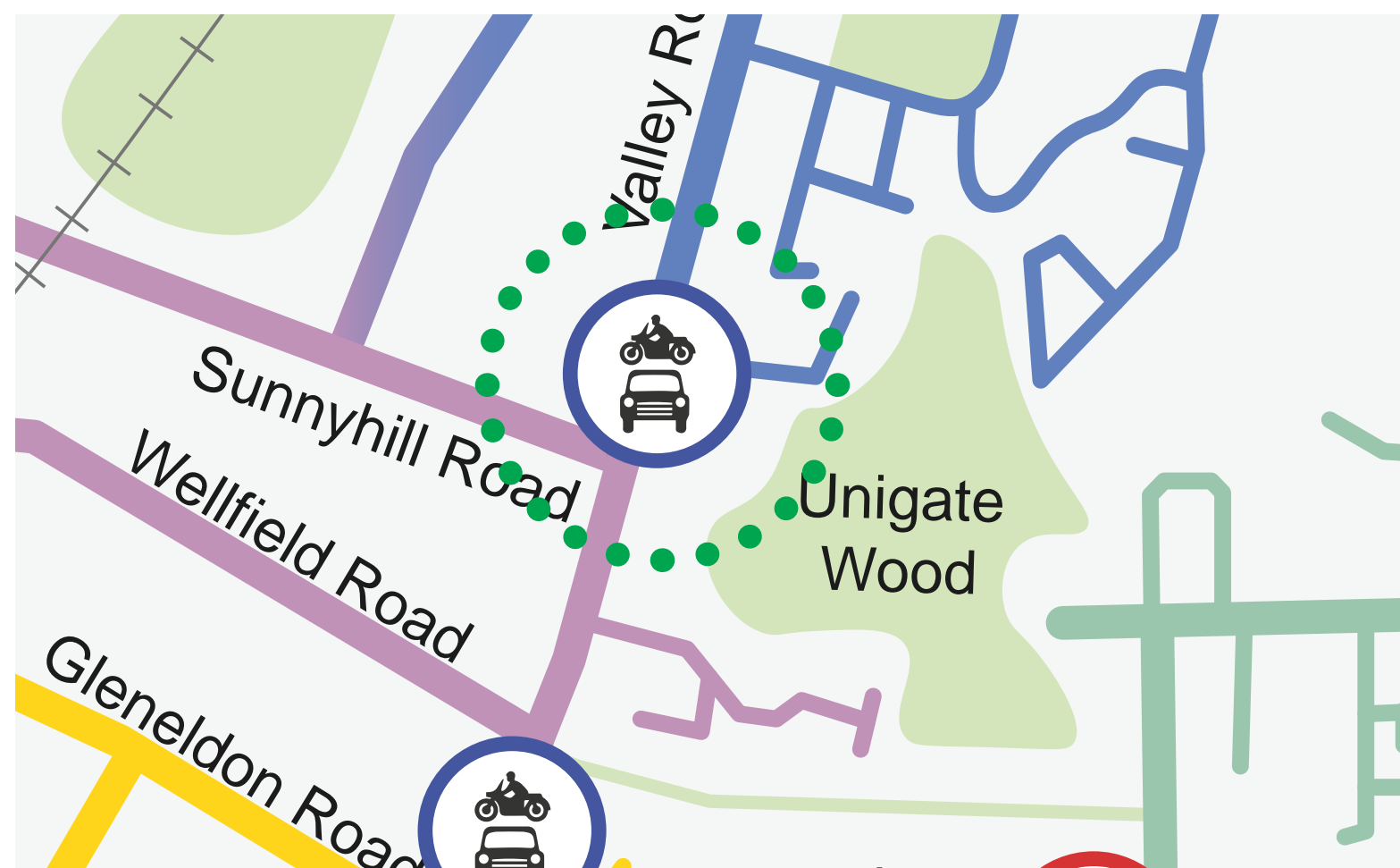
RECOMMENDATIONS

- Based on the feedback, we are considering increasing the distance between the two buildouts and ensuring easy access to the Railside Community Garden.
- LTN dispensations are available to resident Blue Badge holders who require access to a traffic filter during its hours of operation. More information regarding the LTN dispensation policy is available here: [Low Traffic Neighbourhood \(LTN\) dispensation | Lambeth Council](#)
- For the trial, we are also considering converting the buildouts to parklets for two main reasons: 1) to guarantee people walking and wheeling on the pavement feel safe and protected from vehicles driving on the carrieway 2) to trial different types of uses within a protected framework i.e. a parklet could include lighting features, cycle parking, e-scooter parking and greening
- This traffic filter will reduce east-west traffic between Streatham High Road and Leigham Court Road. With only local traffic remaining, we anticipate vehicle speeding will also decrease.

Valley Road North

STARTING DESIGN PROPOSAL:

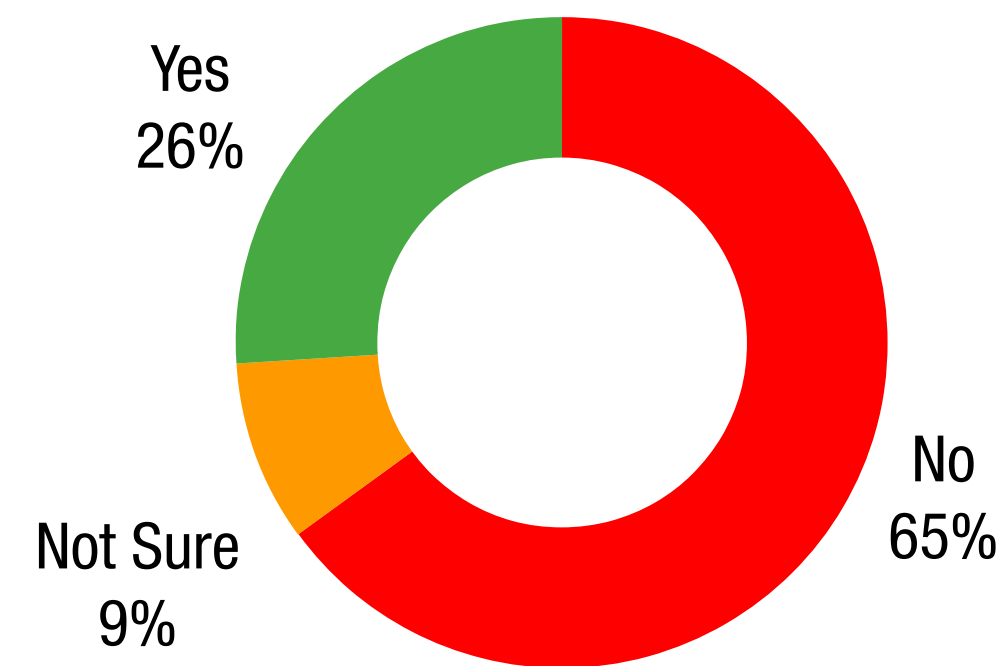
- Valley Road carries a consistent flow of traffic travelling north-south and also south-north.
- Speeding is an issue that calming measures have only partially solved, and accidents are frequent.
- Congestion can be extreme, especially during the school run, due to the layout and size of the road being unable to manage such traffic volumes. This is particularly noticeable near Sunnyhill School, on the junction with Sunnyhill Road.
- We proposed this traffic filter as a camera enforced “bus gate”. This allows certain vehicles like the 315 bus, emergency service vehicles or blue badge holders with dispensation, to pass through.



Key Findings & Recommendations

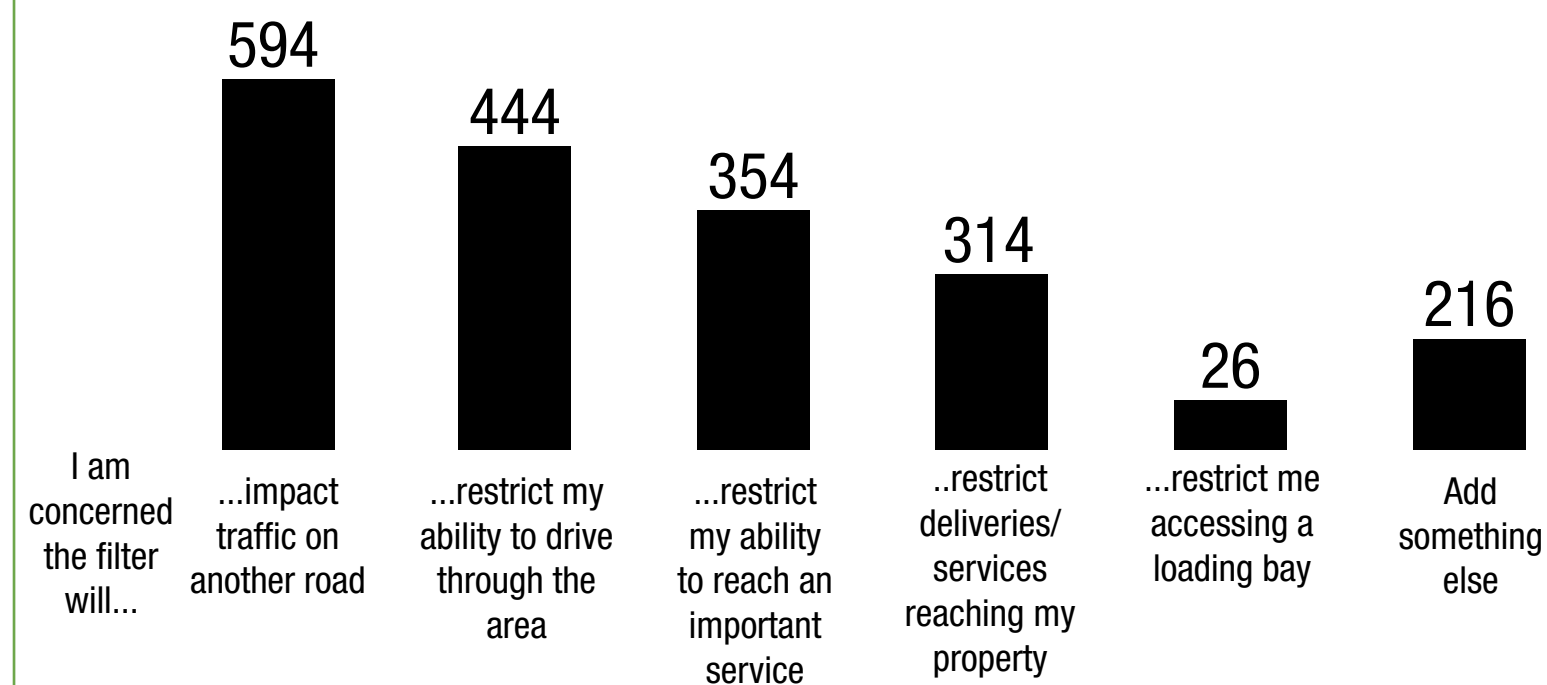
Is the filter at the correct location?

Responses 1012



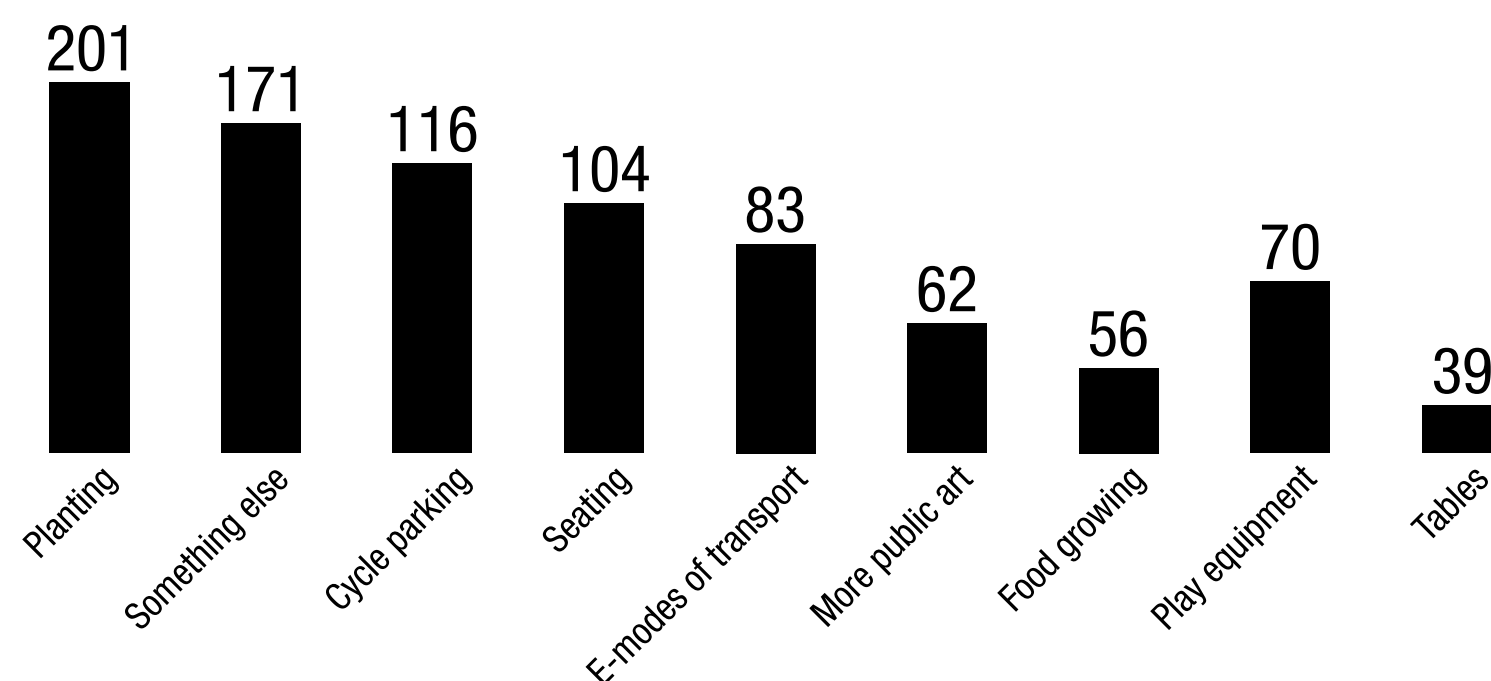
If no, why?

Responses 1948



Which features would you like here?

Responses 902



"A School Street would suffice" "Add specific school buses to avoid congestion"

"I will feel unsafe walking here at night"

"Add staggered parking" "Add timed restrictions" "Add electric car charging points on one side of the bridge" "Remove parking from the bridge"

"Restricts access to Valley Road GP"

"Gleneldon Road to Stanthorpe Road is a key route for residents in Hopton Road to head Northbound to Tooting" "If you stop people accessing Stanthorpe Road, how will people visit the Care home, how will people access the garage in Gleneldon Mews, how will people get to Balham and Tooting - it is a main route for residents."

"It is a vital access route for a local business centre (i.e. Hideaway Work Space) that provides space for approximately 60 small businesses, start-ups and sole traders. Our estimate is this will directly affect around 70% of our clients."

"Impact on Madeira Road business"

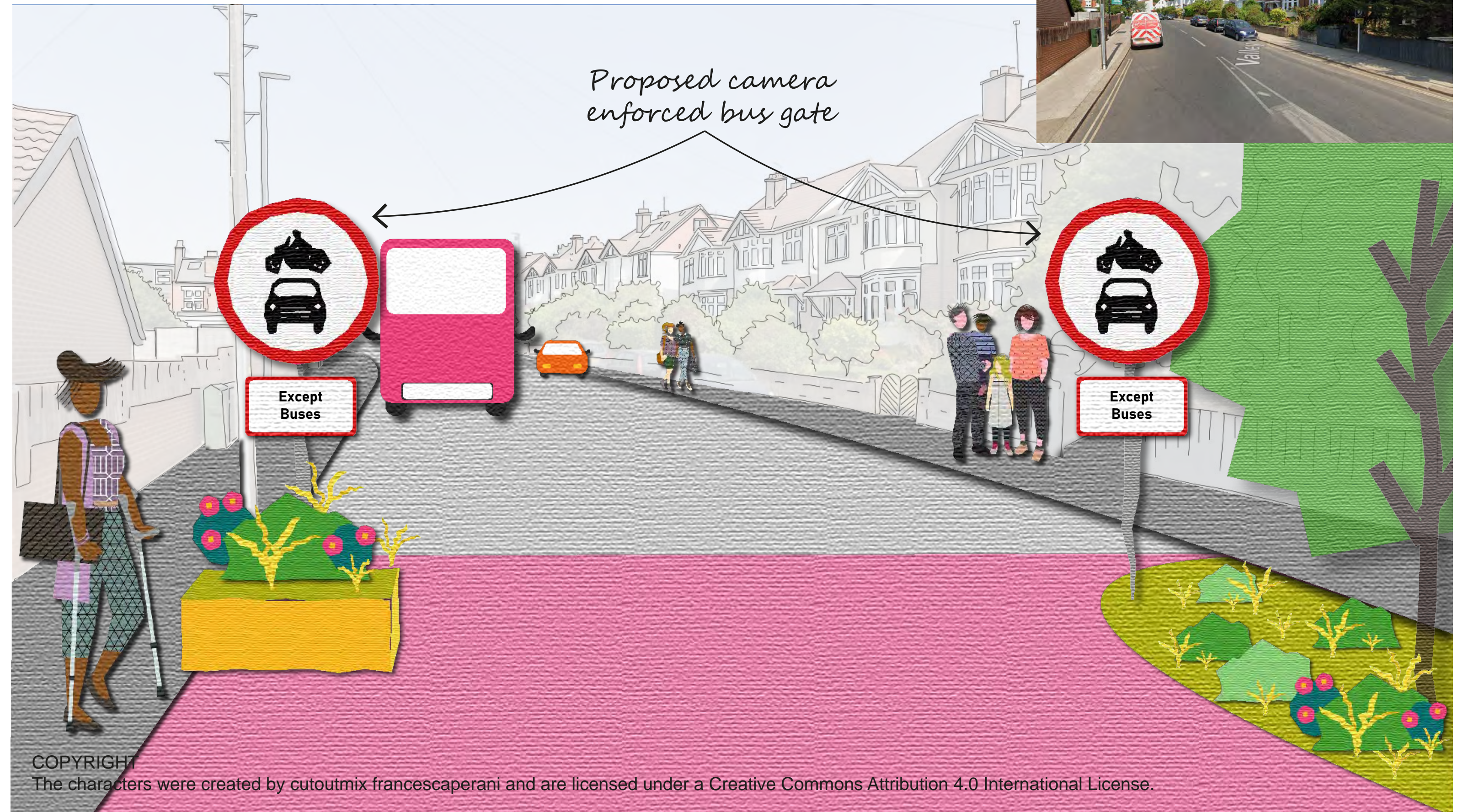
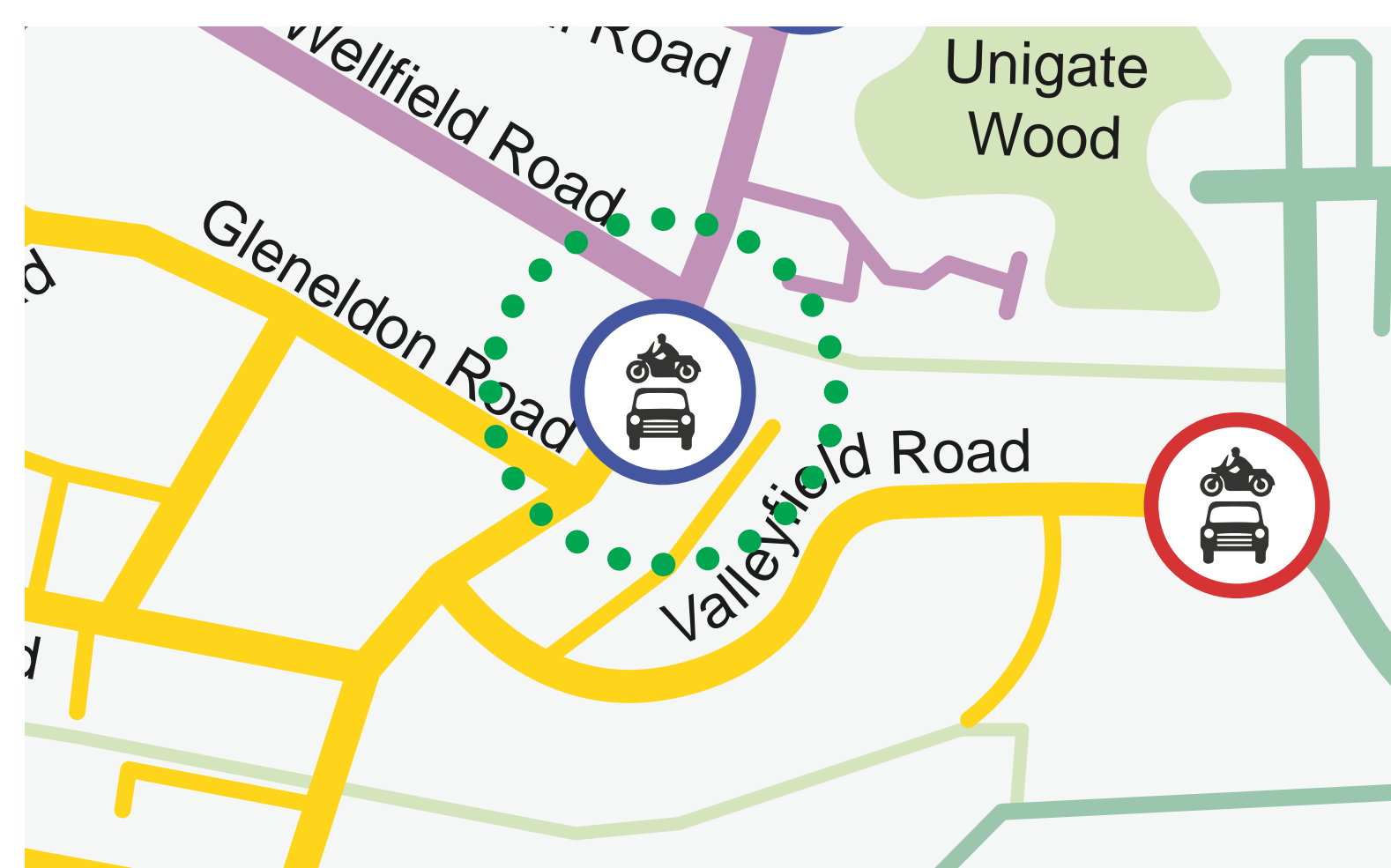
RECOMMENDATIONS

- Based on concerns raised by local residents about the functioning of this traffic filter, together with the Harborough Road traffic filters, we are proposing to change its location. The new filter will be at the north end of Valley Road, at the junction with Leigham Court Road, north of Caroline Close. Please see page 37 for new layout.
- Due to the filter's new location, we are considering expanding the Sunnyhill Primary School Street to give local residents more flexibility and discourage school-run traffic.
- We are considering retaining a buildout or parklet on Valley Road near the GP surgery with elements such as seating and greening to create a nicer resting area when waiting for the 315 bus.
- LB Lambeth is considering granting general dispensations at both filters on Valley Road. Disabled drivers, taxis and other vehicles will be allowed through. More information regarding the LTN dispensation policy is available here: [Low Traffic Neighbourhood \(LTN\) dispensation | Lambeth Council](#)

Valley Road South

STARTING DESIGN PROPOSAL:

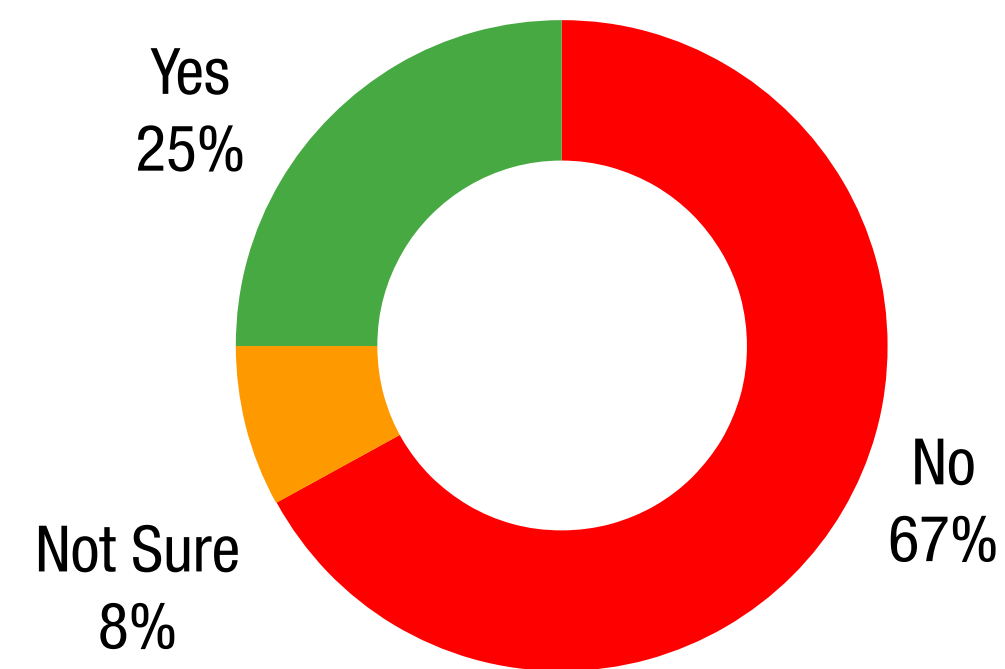
- Valley Road carries a consistent flow of traffic travelling north-south and also south-north.
- Speeding is an issue that calming measures have only partially solved, and accidents are frequent, especially at the junction with Gleneldon Road.
- Congestion can be extreme, especially during the school run, due to the layout and size of the road being unable to manage such traffic volumes.
- This part of Valley Road is affected by speeding, accidents, and damage to parked cars, and is noted as especially unfriendly to pedestrians.
- We proposed this traffic filter as a camera enforced “bus gate”. This allows certain vehicles like the 315 bus, emergency service vehicles or blue badge holders with dispensation, to pass through.



Key Findings & Recommendations

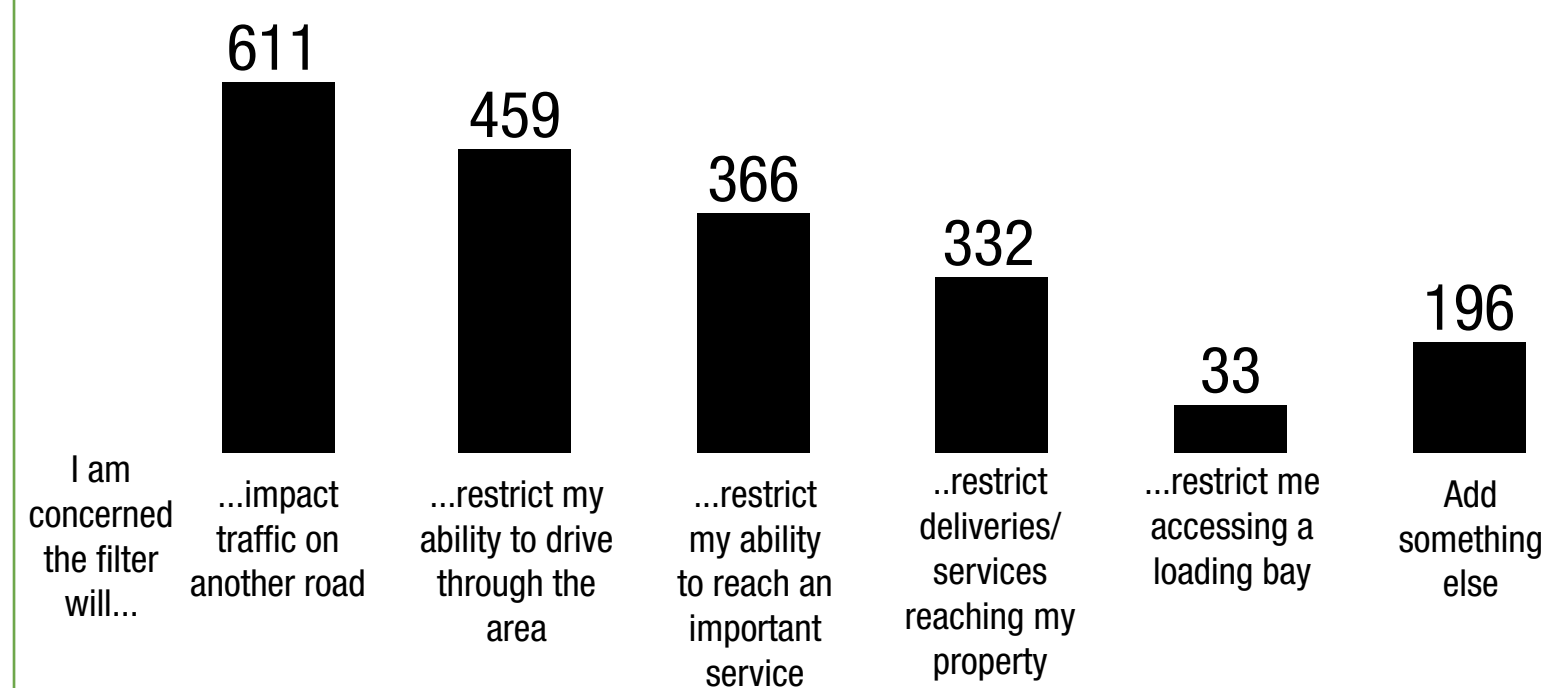
Is the filter at the correct location?

Responses 1014



If no, why?

Responses 1997



"Will cause difficulties accessing Bishop Thomas Grant and St. Andrews Catholic school"

"I would much rather Wellfield Road was in the Yellow Zone exiting onto Streatham Common South. It is much easier and safer because of the traffic lights there."

"Restrict access to non-local traffic" "Restrict car parking"

"This limits access to Valley Road Surgery" "It will impact the Sunnyhill shops negatively" "People whose businesses are based on the fact that they drive (e.g. transporting construction materials)"

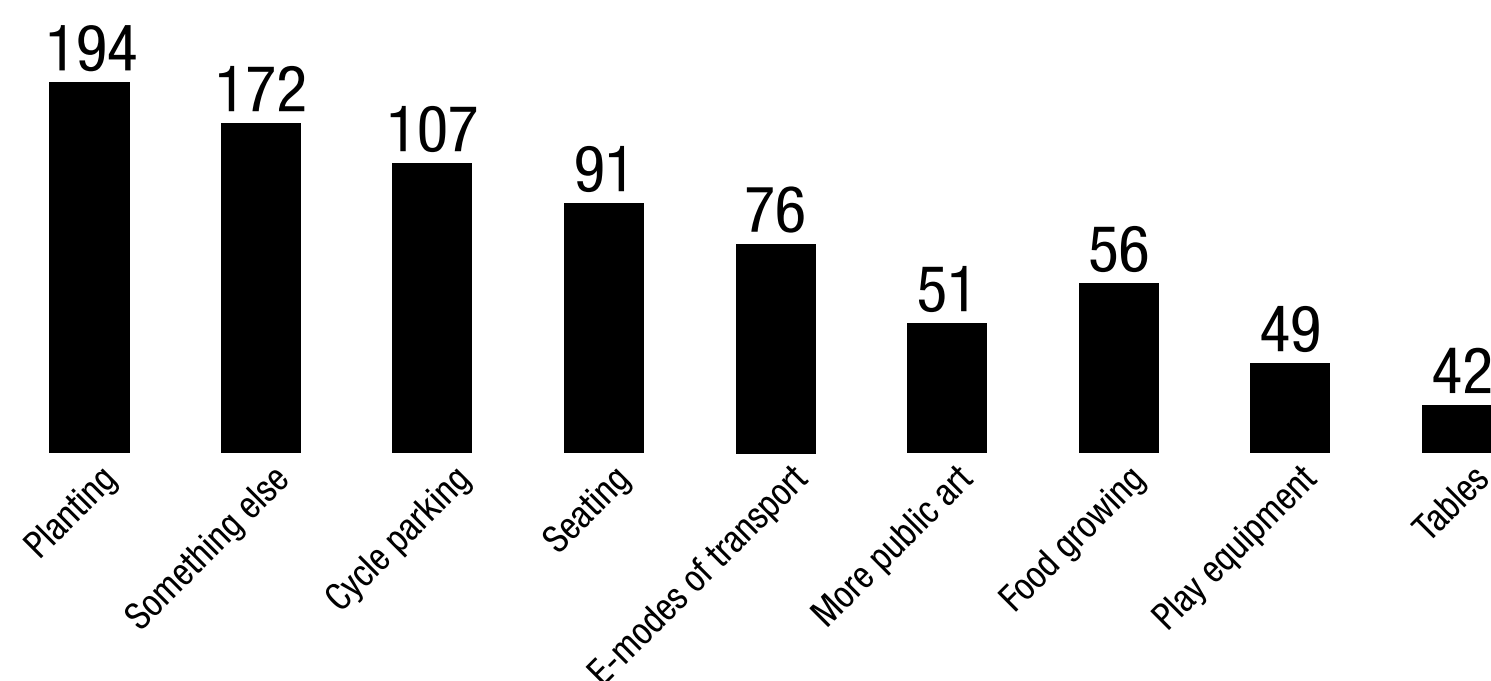
"More traffic calming measures should be added and as suggested in your Street Improvement proposal (Valley Road), the Gleneldon Rd junction should be turned into a T-junction with pavement widening and a raised table to reduce speeding implemented"

"Double yellow lines closer to Streatham Common North"

"Should the filter be closer to the Gleneldon junction to prevent cars doing 3 point turns?"

Which features would you like here?

Responses 838



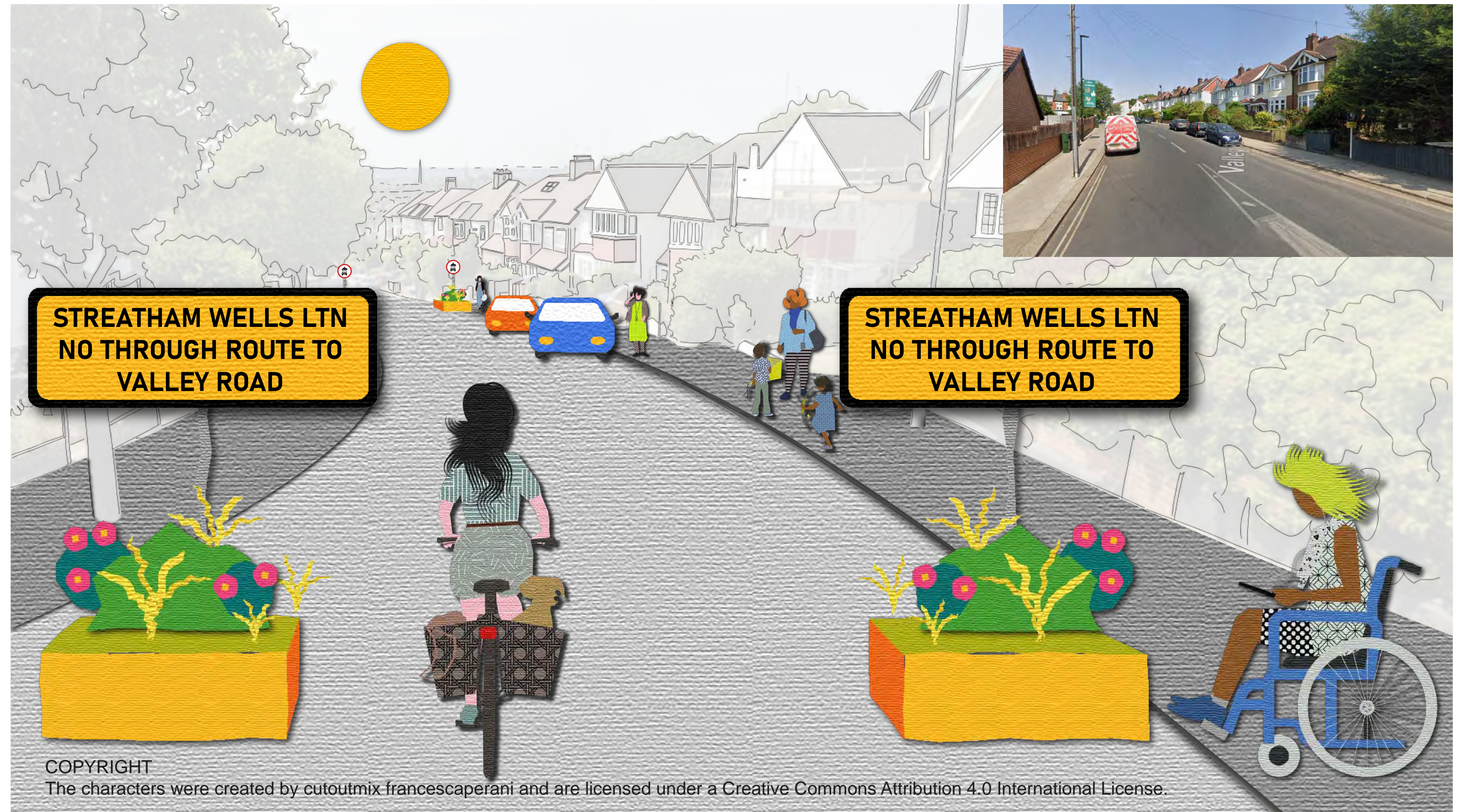
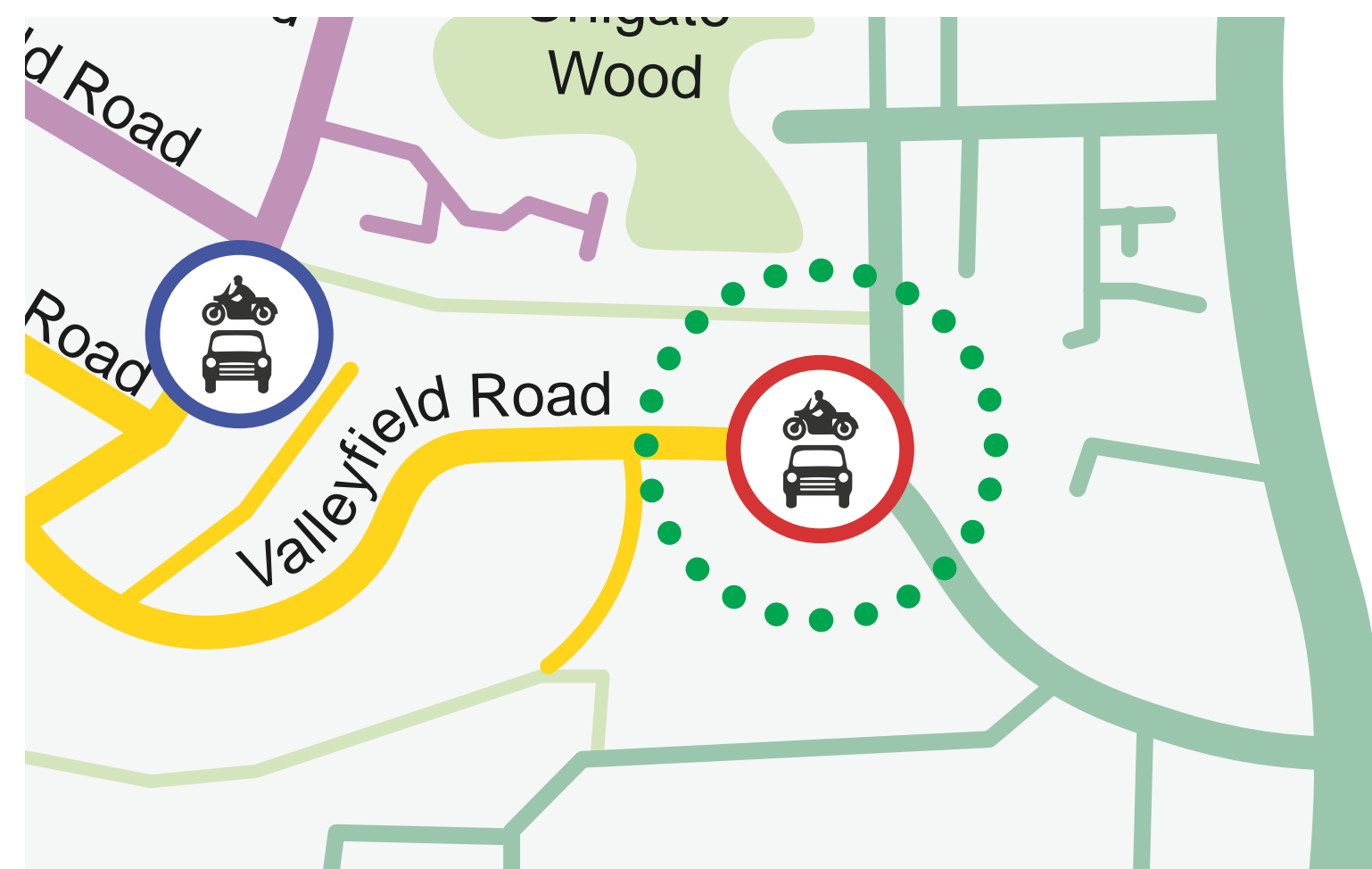
RECOMMENDATIONS

- Advanced warning signage to be installed approaching the mini roundabout.
- This traffic filter will be accompanied by a buildout or parklet. This space will provide greening, cycle parking and/or seating to create a better resting area when waiting for the 315 bus.
- The new traffic filter (see Valley Road North section) will stop through traffic from using residential roads such as Sunnyhill Road, Valleyfield Road and Valley Road. It will also help to reduce vehicle flows and turning movements on the Gleneldon Road mini roundabout, a local hotspot for collisions.
- LB Lambeth is proposing granting general dispensations at both filters on Valley Road. Disabled drivers, taxis and other vehicles will be allowed through. More information regarding the LTN dispensation policy is available here: [Low Traffic Neighbourhood \(LTN\) dispensation | Lambeth Council](#)

Valleyfield Road

STARTING DESIGN PROPOSAL:

- Valleyfield Road has been used as an east-west cut-through between the A23 and Leigham Cour Road. Feedback collected indicates that the junction with Valley Road is particularly unsafe due to the lack of visibility, with a number of accidents having been reported there. There are also speeding issues along this road.
- We have proposed this modal filter as a camera enforced filter. This allows certain vehicles like emergency service vehicles or blue badge holders with dispensation, to pass through the filter unimpeded. There are opportunities to include greening, seating or play elements as part of this filter.
- We are also proposing to do advanced warning signage and planters at the junction with Springwell Road. Since the traffic filter is located on an incline, giving advanced warnings to vehicles will help prevent vehicles turning on the incline.

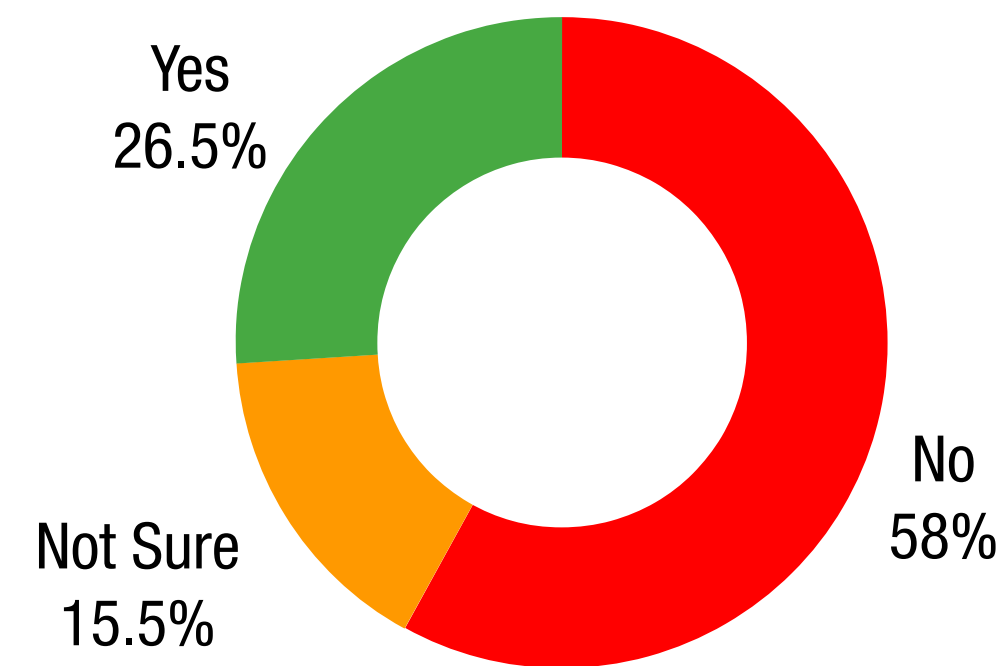


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Key Findings & Recommendations

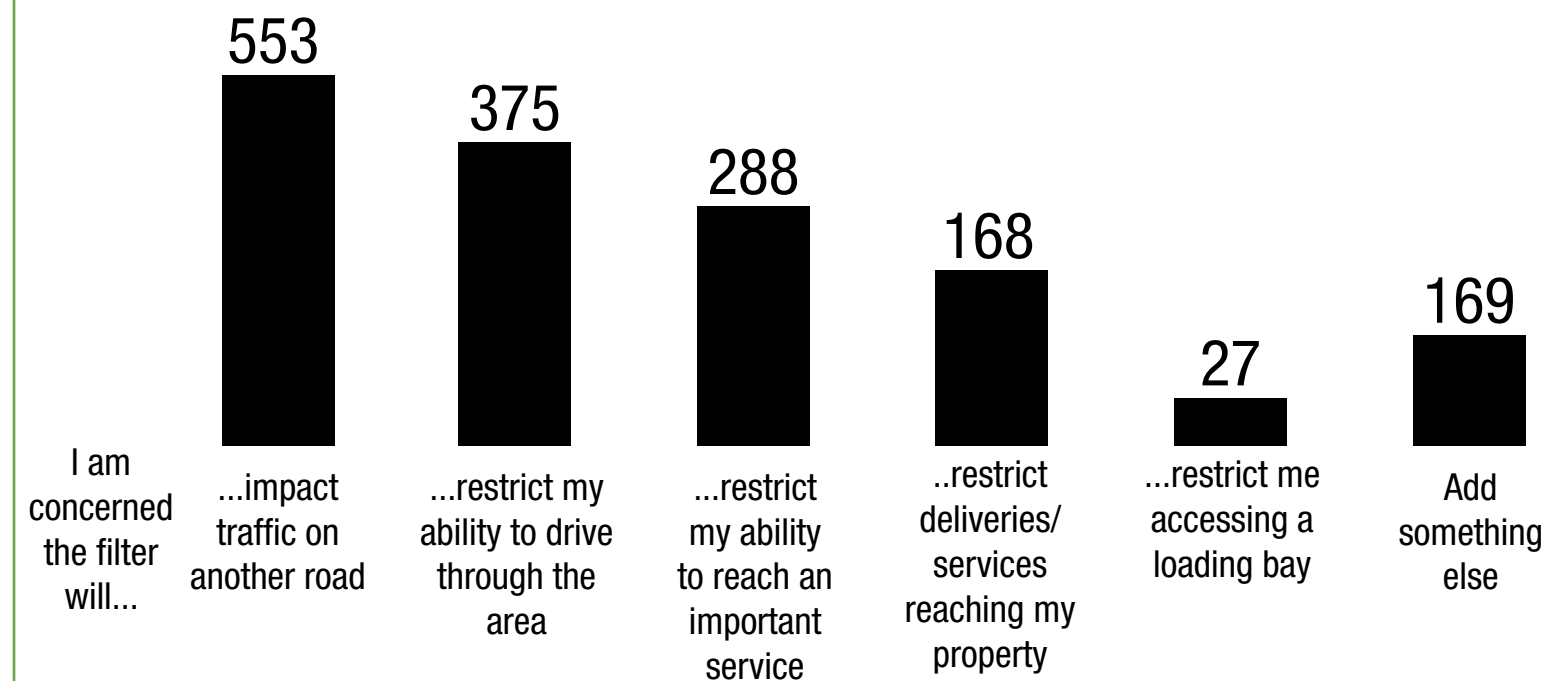
Is the filter at the correct location?

Responses 956



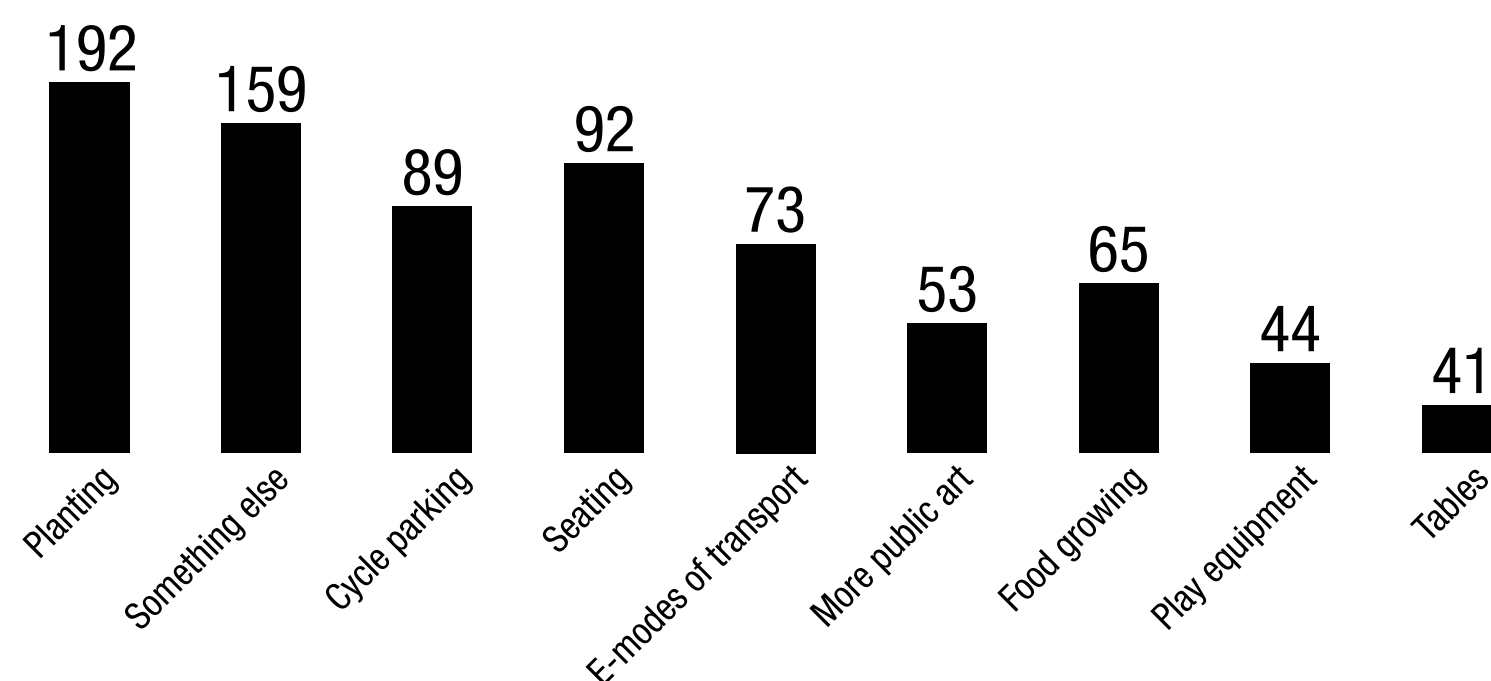
If no, why?

Responses 1680



Which features would you like here?

Responses 944



"Surprised a filter wasn't considered at the bottom of the road (allowing access to the garages from Valley Road but not houses on Valleyfield instead to further ease the traffic on valley road which appears to be the main reason for the LTN in Streatham Wells"

"Concerned with school drop off traffic accessing Strathdale" "This filter would severely impact the school staff as well as students. A safe crossing on Valley Rd and Streatham Common North would be more useful and safer"

"The fact both that there is now a School Streets scheme in operation for Julian's School on Springwell Road and effective road humps all the way up and down Valleyfield means that speeding vehicles is not normally a problem and with far less accidents on account of speeding than has been the case at the top end of LCR"

"Drainage, and debris collection will be a problem. Drivers turning round at this location due to lack of visibility is also an issue, especially in poor weather."

"A better solution would be: 1. widening the pavements (...) 2. putting indented designated residents only parking spaces into widened pavement 3. putting a segregated cycle lane down the entire length" "Have the filter a little closer to Strathdale"

RECOMMENDATIONS

- We are proposing to remove this filter from the initial LTN design. The reasons being:
 - the filter was placed on a steep incline
 - the Gleneldon Road bus gate is expected to stop the majority of east-west through-traffic (between Streatham High Road and Leigham Court Road)
- We will be monitoring the traffic levels on Valleyfield Road. We may reintroduce this traffic filter if traffic levels on Valleyfield Road and at the southern end of Valley Road remain too high.
- This traffic filter interacts with the Julian's School Street on Springwell Road. We will investigate the interaction between the LTN trial and School Street scheme.

Harborough Road

STARTING DESIGN PROPOSAL:

- Speeding is an occasional issue on Harborough Road, with visibility especially poor due to the number of parked cars along the road. The northern entrance to the road is a hotspot for speeding and accidents on Valley Road.
- We proposed this traffic filter as camera enforced with an exemption for residents of the road. This allows certain vehicles like the emergency service vehicles or blue badge holders with dispensation, to pass through. Resident's registration plates would also be exempted like with the School Street.
- As part of this proposal, we also considered making Harborough Road a two-way street, to allow residents access from both Sunnyhill Road as well as Valley Road. As part of this change we would also create passing places along Harborough Road by introducing more Double Yellow Lines.



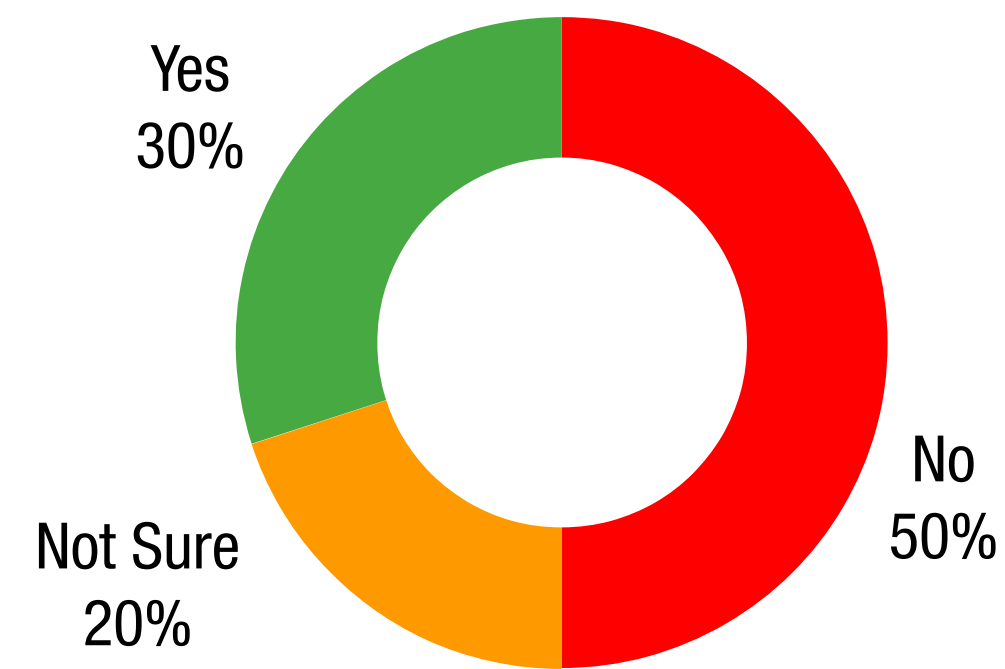
This filter exempts local access for Harborough Road residents



Key Findings & Recommendations

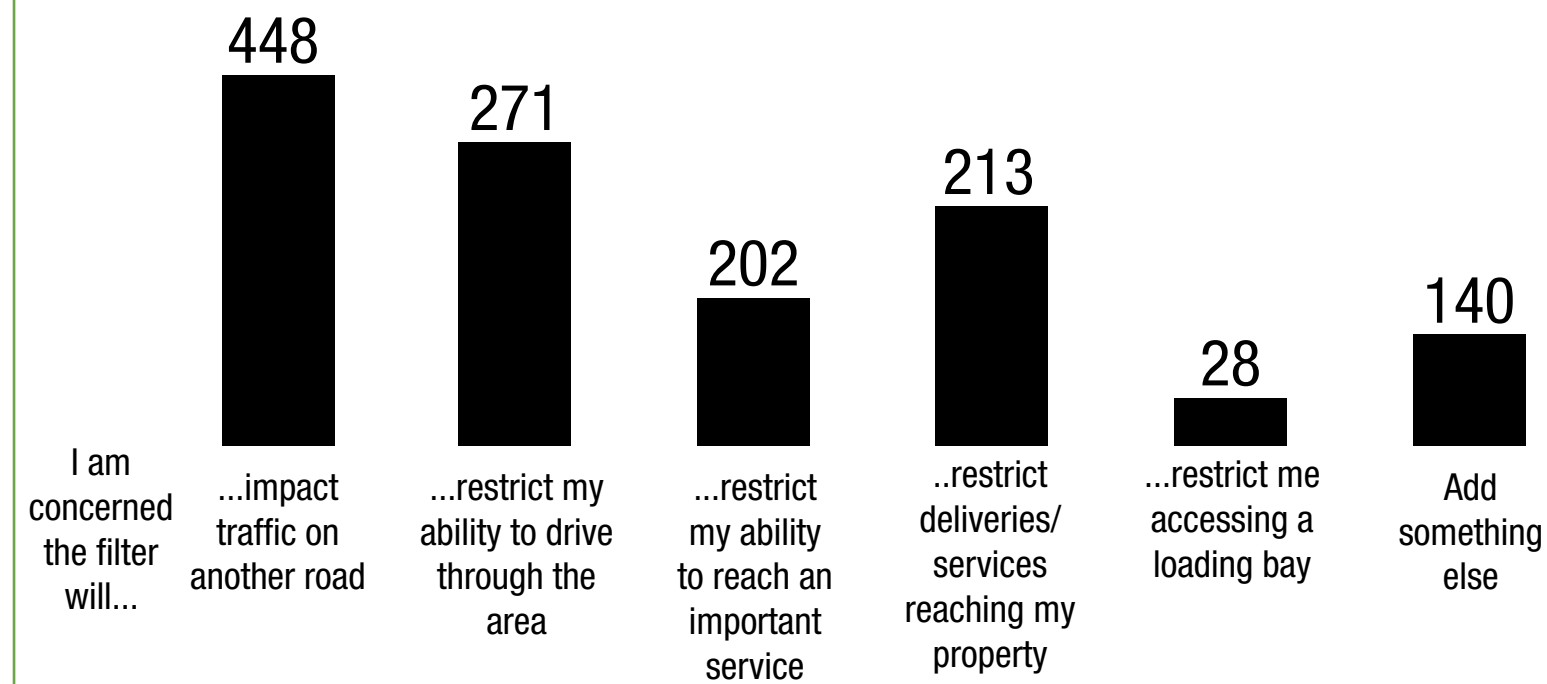
Is the filter at the correct location?

Responses 942



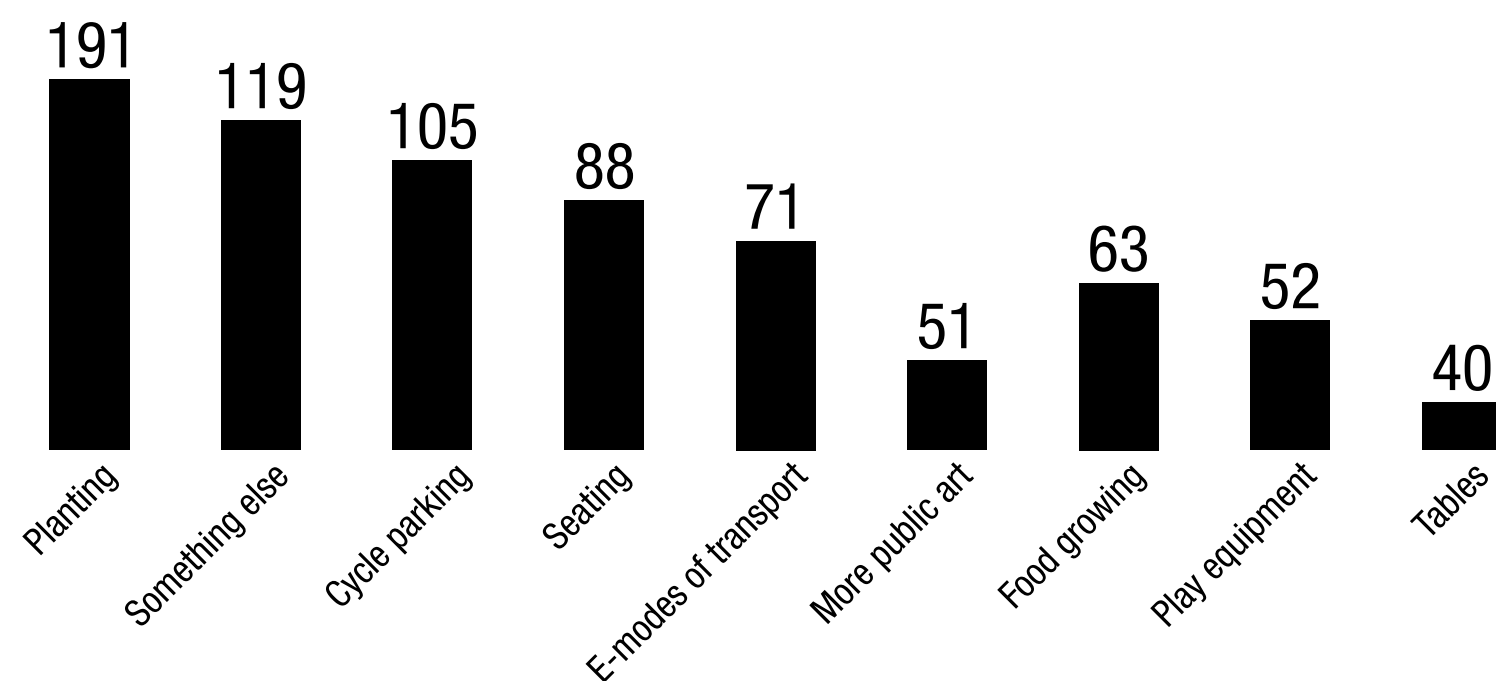
If no, why?

Responses 1302



Which features would you like here?

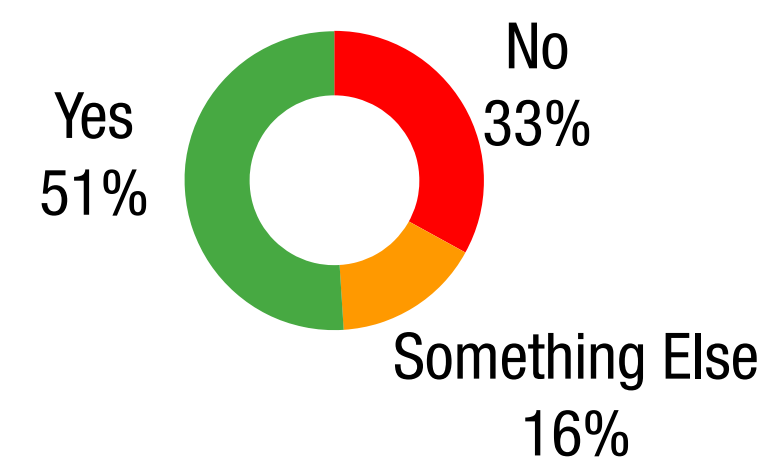
Responses 944



Make it two-way?

Responses 516

"The best thing to happen to Harborough Road was to be made one way. It has made such a difference. It used to be so stressful."



"Add more passing spaces by way of double yellow lines" "The double yellow lines that are in the bend should carry on until outside number 11 Harborough Road"

"Parents will use this road again as pick up and drop off points for the school"

"Why is it that Harborough Road is the only road to benefit from a local resident filter?"

"Electric vehicle charging on this street would no longer be accessible"

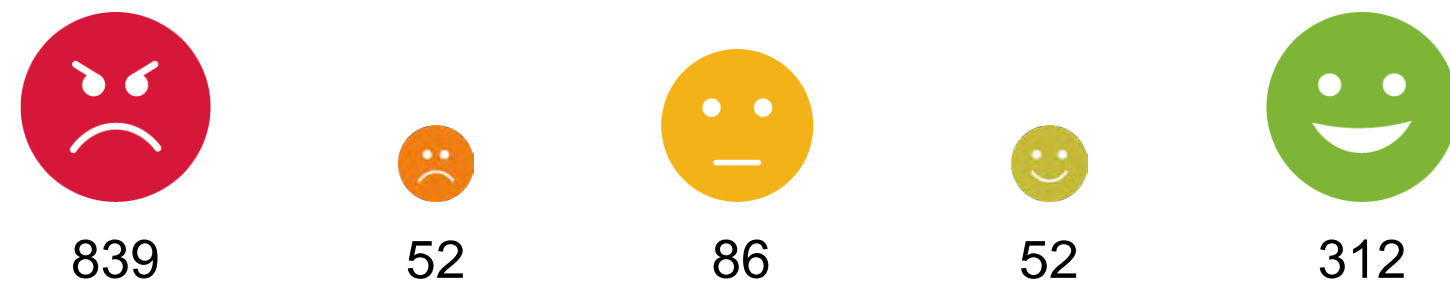
RECOMMENDATIONS

- Based on feedback received it was clear that the 'local access exemption' was unclear. Many questions were raised about its impacts on deliveries, taxis, and visitors and why "local access exemptions" were not being considered on other roads.
- Based on feedback received, we are proposing to change the LTN design. By moving the Valley Road North traffic filter to the junction with Leigham Court Road (see Valley Road North section), this traffic filter is no longer necessary.
- The two-way proposal was not supported by local residents. In absence of a traffic filter on Harborough Road, the current one-way will be retained.

About the LTN design

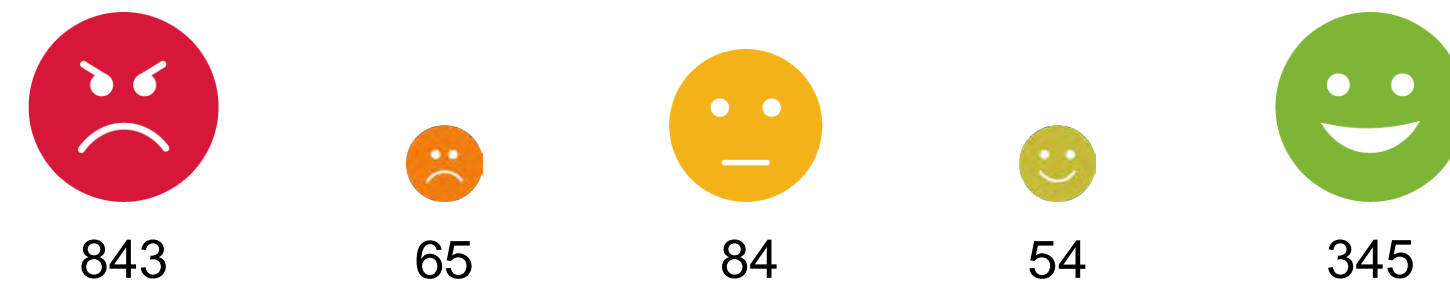
How do you feel about the LTN design?

Responses 1341



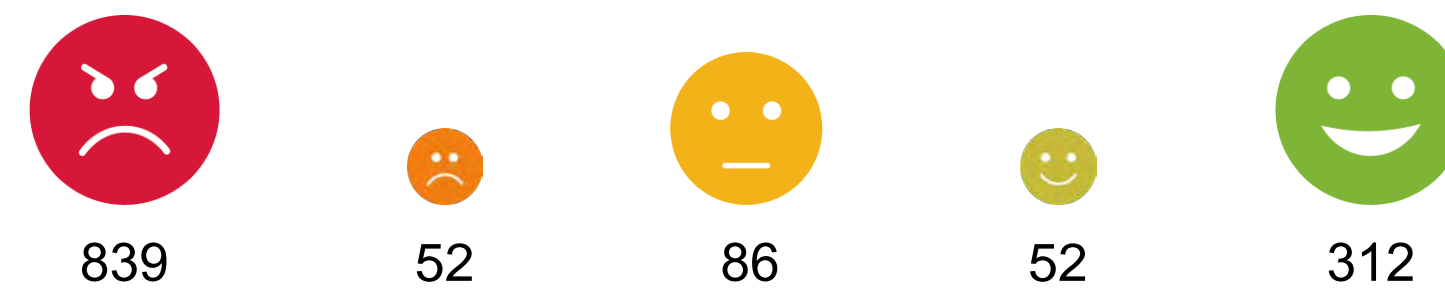
Easier to cycle?

Responses 1391



Easier to walking/wheeling?

Responses 1341



General Comments

Comments about active travel:

- There is support for segregated cycle lanes on Leigham Court Road and Valley Road.
- Children and parents would benefit from extension of timed school streets on Sunnyhill Road.
- New pedestrian crossings would be appreciated on Leigham Court Road and on Streatham Common North.
- Concern over topography variations on Leigham Court Road and its implications on people choosing to cycle there.

Comments about road danger:

- Support for enforcing 20mph speed limit by implementing speed cameras and ANPR system allowing local access to residents.
- Concern over focus being put on reducing cars rather than supporting walking, cycling and vulnerable pedestrians in the area (i.e. children, electric vehicles, hire bikes etc).
- Traffic calming features to be implemented and/or enforced through design (i.e. introduce furniture, SuDS, car parking, speed bumps, weight limits and speed cameras, etc...) namely on the northern and southern parts of Leigham Court Road.
- Pavement widening, namely on Leigham Court Road would make walking safer as it would reduce road space and encourage vehicles to slow down.
- More road crossings are need in the area, namely in on Leigham Court Road (i.e. St Peter's Church and Julian's Primary School) and on the Streatham Common North.
- A protected area including green spaces and seating (i.e. parklet) would be appreciated in front of Hitherfield School. This would increase pedestrian safety for parents and children.

Comments about bus services:

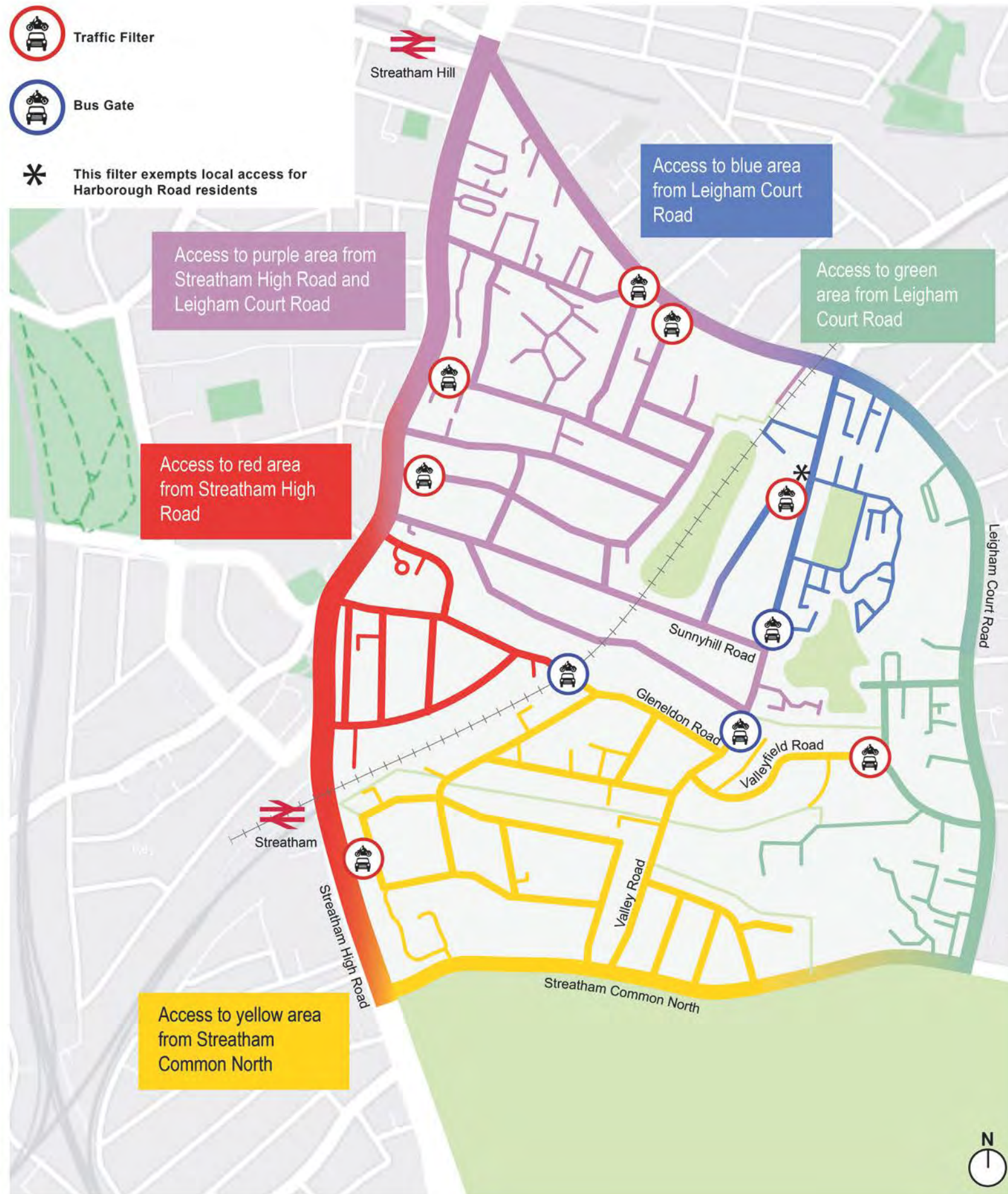
- Seating to be added on bus routes.
- Service is reduced. New bus routes would be appreciated on Leigham Court Road. Increase bus services namely for the 315 and 417.
- Increase bus services at school peak times.
- Consider creating a school bus.


Other comments:

- Concern over designs overlooking roadworks and maintenance needs (i.e. Thames Water roadworks, etc...)
- Concern over pollution and congestion in the area. Support for keeping traffic moving.
- Concern over School Streets displacing cars to side streets at pick-up and drop-off times.
- Concerns over drivers not being made aware of entering an LTN. Some support for introducing road markings to identify LTNs.
- Attention should be put into section outside of St Peter's Church.
- Concern over Heavy Goods Vehicles on Leigham Court Road

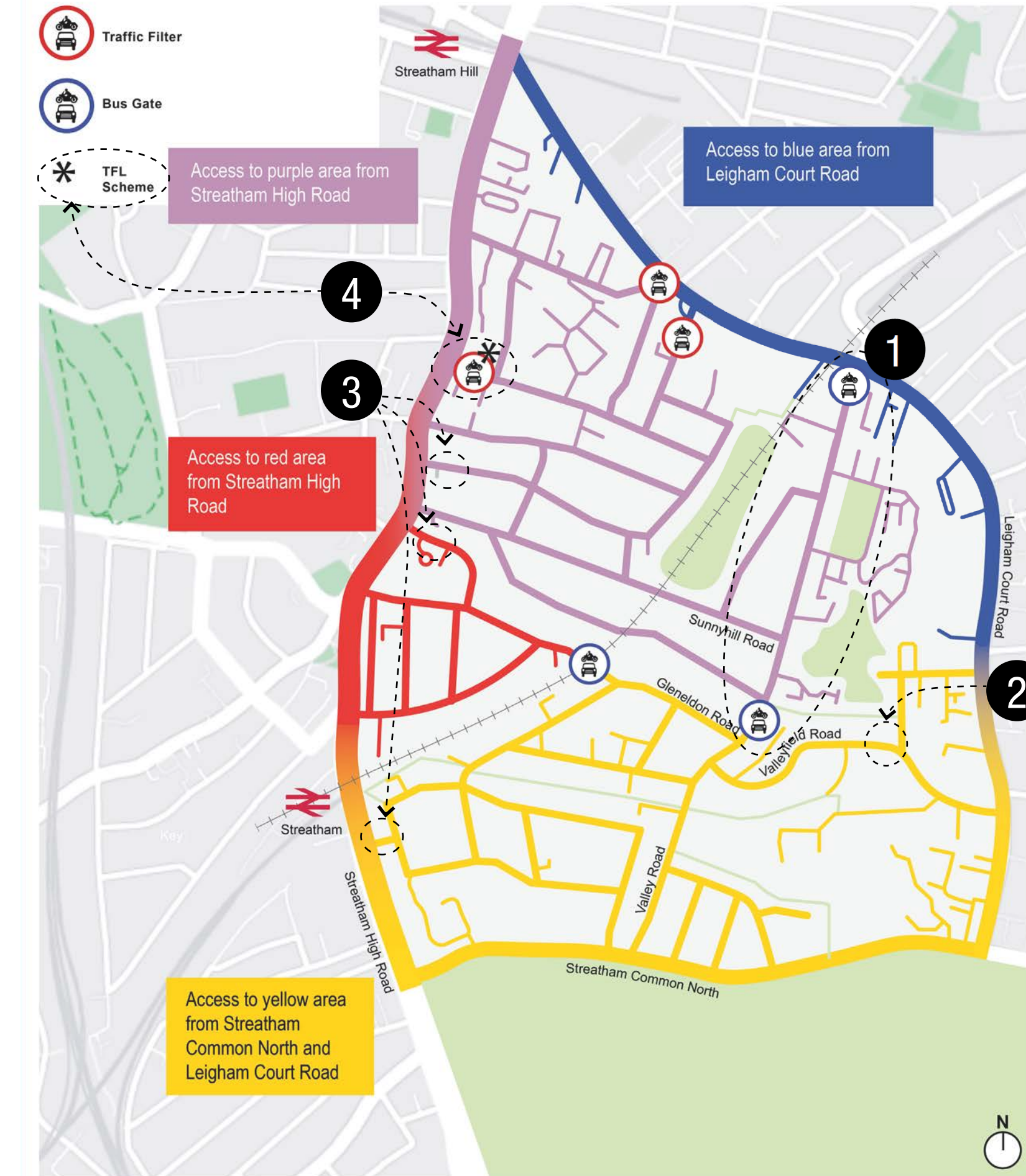
Summary of recommendations


Starting proposal



 The "No Motor Vehicles" sign indicates no motorised vehicles can go through a closure point, unless specifically exempted. This includes motorbikes, personal vehicles, vans and bigger vehicles like trucks. Vehicles can be served a Penalty Charge Notice (PCN) if they pass through.

Updated proposal



 The "No Motor Vehicles" sign indicates no motorised vehicles can go through a closure point, unless specifically exempted. This includes motorbikes, personal vehicles, vans and bigger vehicles like trucks. Vehicles can be served a Penalty Charge Notice (PCN) if they pass through.

LTN DESIGN - RECOMMENDATIONS

- 1 Based on the feedback received we are proposing to move the location of the Valley Road North traffic filter to the junction with Leigham Court Road and remove the traffic filter on Harborough Road. This will simplify the LTN design.
- 2 We are removing the Valleyfield Road traffic filter. Not having this traffic filter on a steep slope will prevent complicated turning manoeuvres and give residents in the yellow cell more flexibility. We will be monitoring the situation and may reintroduce the traffic filter if traffic levels on Valley Road and Valleyfield Road remain too high.
- 3 Major Street Improvements on Pinfold Road, Shrubby Road and Hopton Road have longer timescales and will not be in place when the LTN is introduced. We will continue to engage and co-design these schemes with the residents and businesses.
- 4 Gracefield Gardens is a TfL led scheme which will close the road at the junction with Streatham High Road. We will be working with TfL to mitigate negative impacts and improve local benefits.

Street Improvements

- Hopton Road
- Pinfold Road
- Sunnyhill Road
- Valley Road
- Shrubbery Road
- Leigham Court Road

Street Improvements are divided into:

- **Major Street Improvements** are large scale interventions on certain roads. These do not share the same timeline as the LTN trial. Depending on a prioritisation rating (high, medium, low) certain improvements will be fast-tracked, and others will be delivered in a few years. Engagement will be carried out further.
- **Minor Street Improvements** are small-scale, quick-win interventions. We will be collecting feedback on other locations and opportunities for future phases.

See pages 7 and 8 for further information about the street improvements, namely regarding timelines.



Hopton Road

STARTING DESIGN PROPOSAL:

- This side road to Streatham High Road has been identified as unpleasant and dangerous in feedback collected throughout the engagement period.
- We would like to create a pocket park for local communities and introduce more greening into the area. This would also help people cycle to Streatham Station.
- In terms of vehicle parking, the following changes would be included:
 - Parking space on Hopton Road to be removed
 - The car club bay and disabled parking bay to be relocated on Polworth Road around the corner
 - Loading space for businesses would be provided around the corner on Hopton Road.

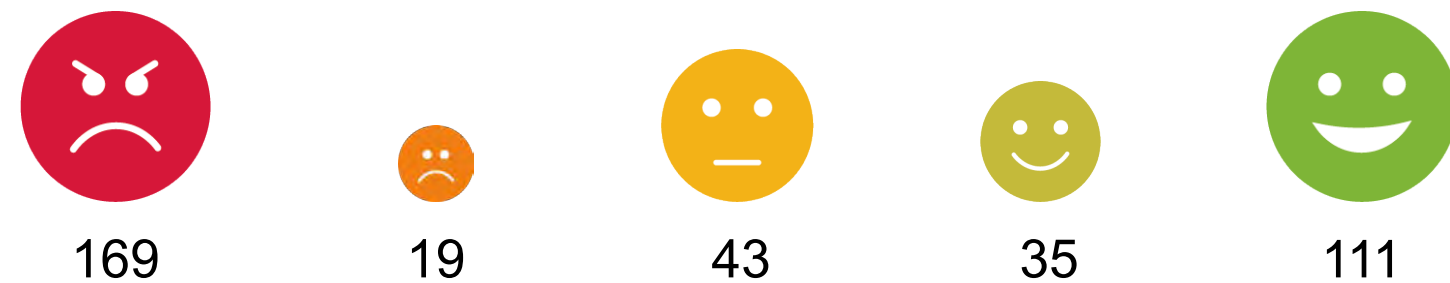


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Key Findings & Recommendations

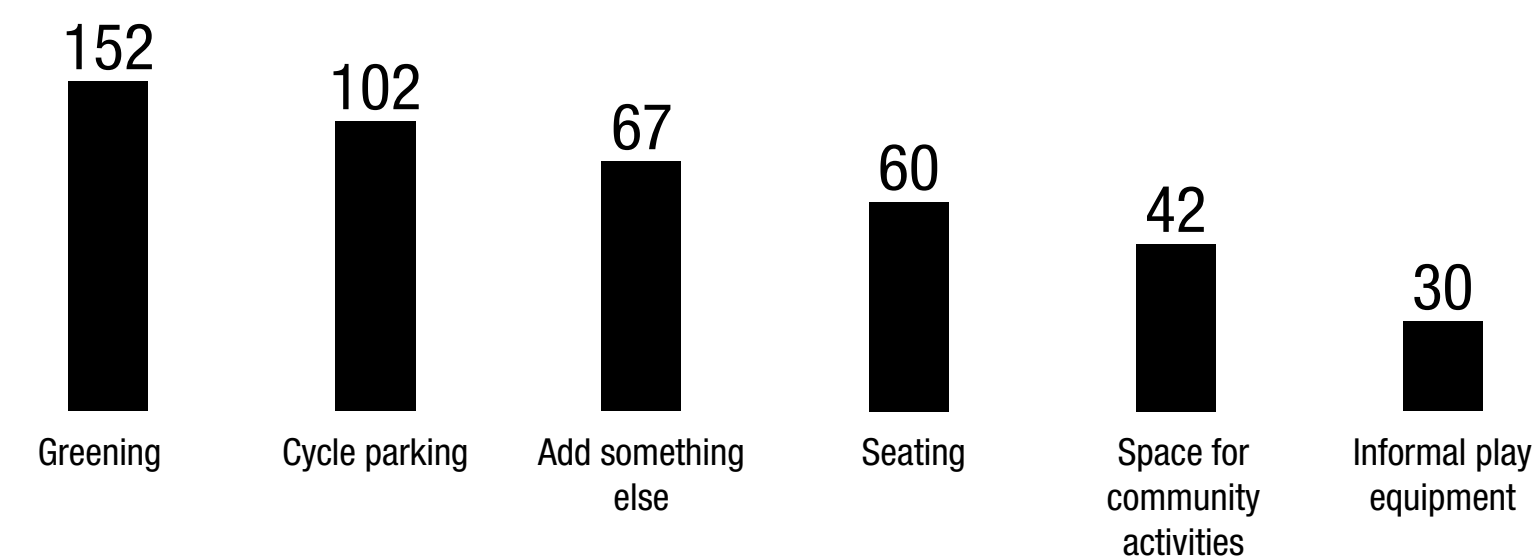
How do you feel?

Responses 942



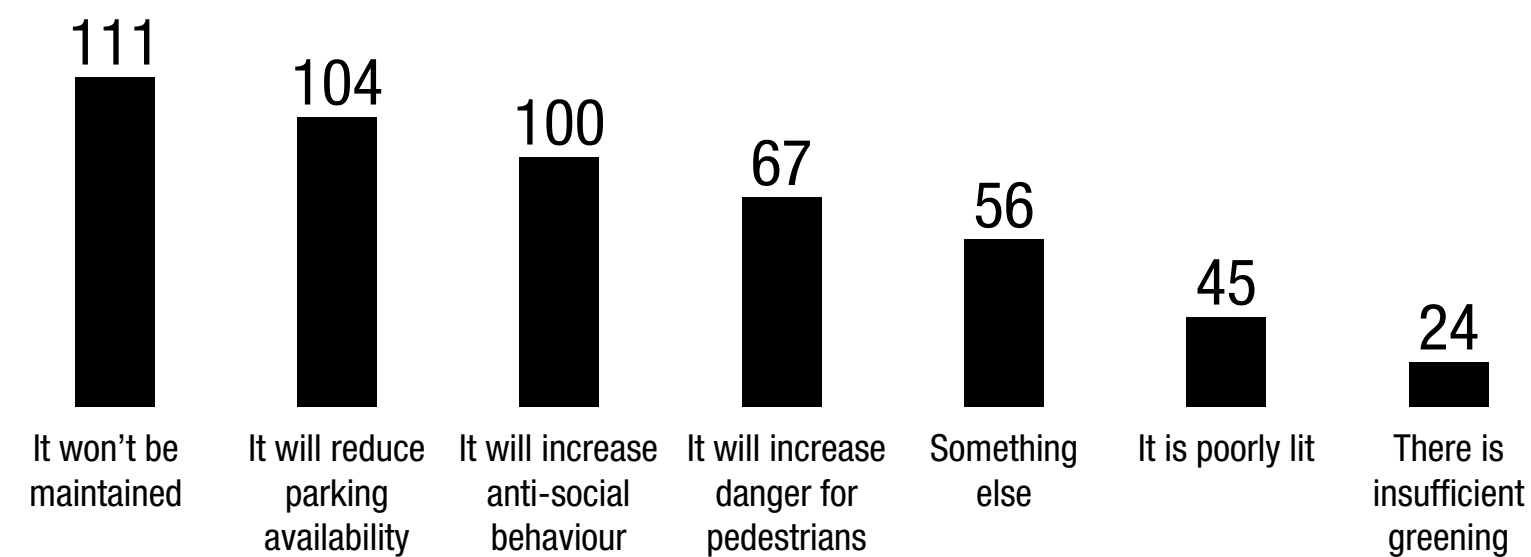
Which features would you like here?

Responses 453



If no, why?

Responses 507



"Given the hot food takeaways on Hopton Parade I can see planters and green spaces swiftly becoming spoiled. Better to provide lots of bins for people here so they don't through their takeaway rubbish into the gardens on the residential part of Hopton Road"

"Wide footpaths with ramps so that differently abled people can walk safely"

"I think the disabled parking spaces should be kept where they are"

"(...) At night as there are often people lurking in the alley next to the station(...)"

"It will reduce parking availability." "Half hour free parking for the shopping parade." "Loading spaces for the local businesses are critical"

"Connecting this to a safe crossing to the supermarket"

"Pedestrian crossings in front of the Common, the church and the war memorial"

"Turning left into Hopton Road from Streatham High Road is currently very dangerous (...) If cycling is to be encouraged, I suggest relocating the bus stops slightly so that they are further from the turning."

RECOMMENDATIONS

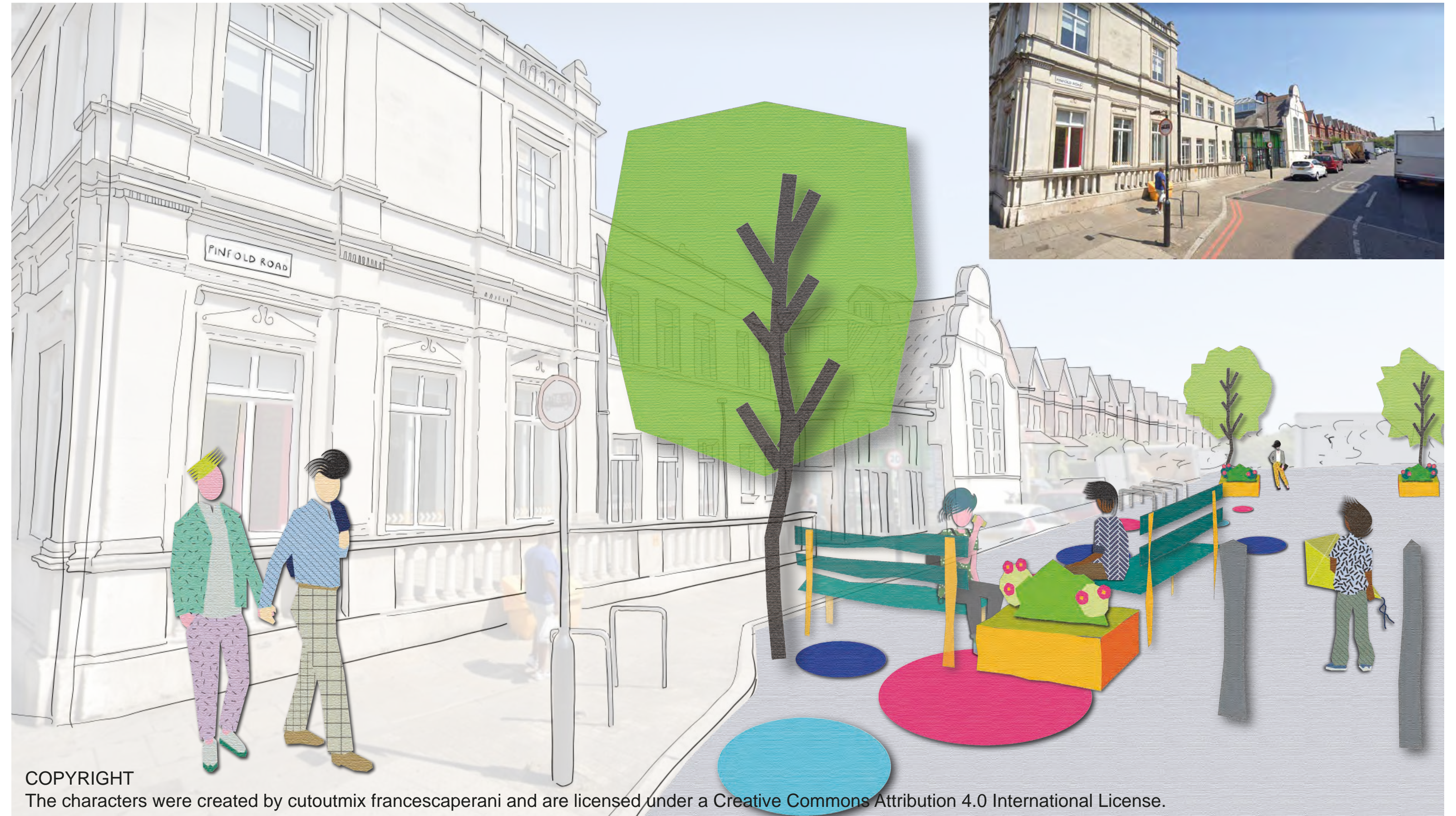
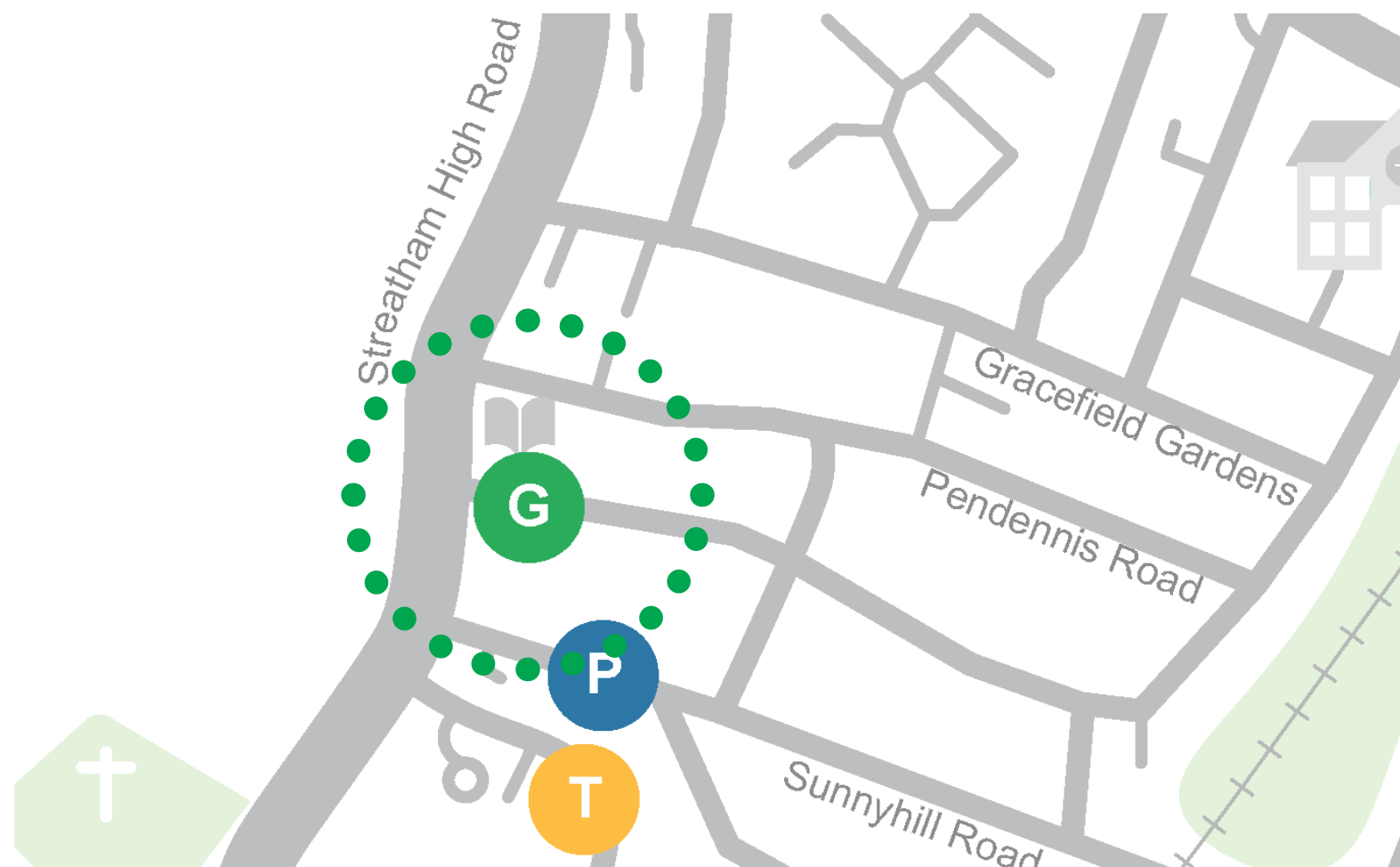
Priority Grade: Medium

- We are considering retaining vehicle access through Hopton Road. This is based on feedback from local residents, businesses, and Emergency Services. A few options will be considered: one-way access, 'local access' or 'loading only' exemption.
- The disabled parking bays, car club bay, and loading facilities will be either retained or shifted to other sections of Hopton Road and/or Polworth Road
- Consider not just seating, cycle parking and greening, but also upgrade lighting and CCTV.
- The majority of businesses and Streatham Station are situated on the north side. As a result, we will explore the possibility of installing facilities on this side to support the local businesses.
- We will be doing follow-up engagement with local residents and businesses to co-design the local public realm and provide more space for pedestrians, cyclists, and greening.

Pinfold Road

STARTING DESIGN PROPOSAL:

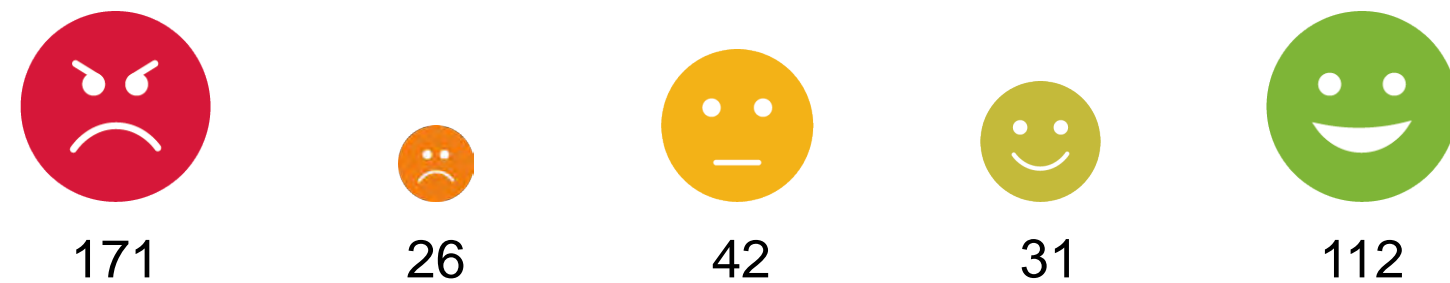
- Pinfold Road sees through-traffic disproportional to its size, and its entrances, much like other side-roads off the A23, feel dangerous to some due to the speed, frequency and aggression of turning movements in and out of the road.
- We proposed a pocket park outside the library, whilst restricting access for through traffic. This would make it easier to walk and cycle to the High Street and provide a space to rest away from the A23. The pocket park would also introduce more greening and space for local communities.
- In terms of vehicle parking, the following changes would be included: Removal of parking outside of the library and the creation of a loading bay outside 2-4 Pinfold Road to accommodate the businesses on Streatham High Road. Shifting the disabled parking slightly further east to accommodate vehicle turning. We considered an exemption for loading access, so that vehicles can access the replaced loading bay.



Key Findings & Recommendations

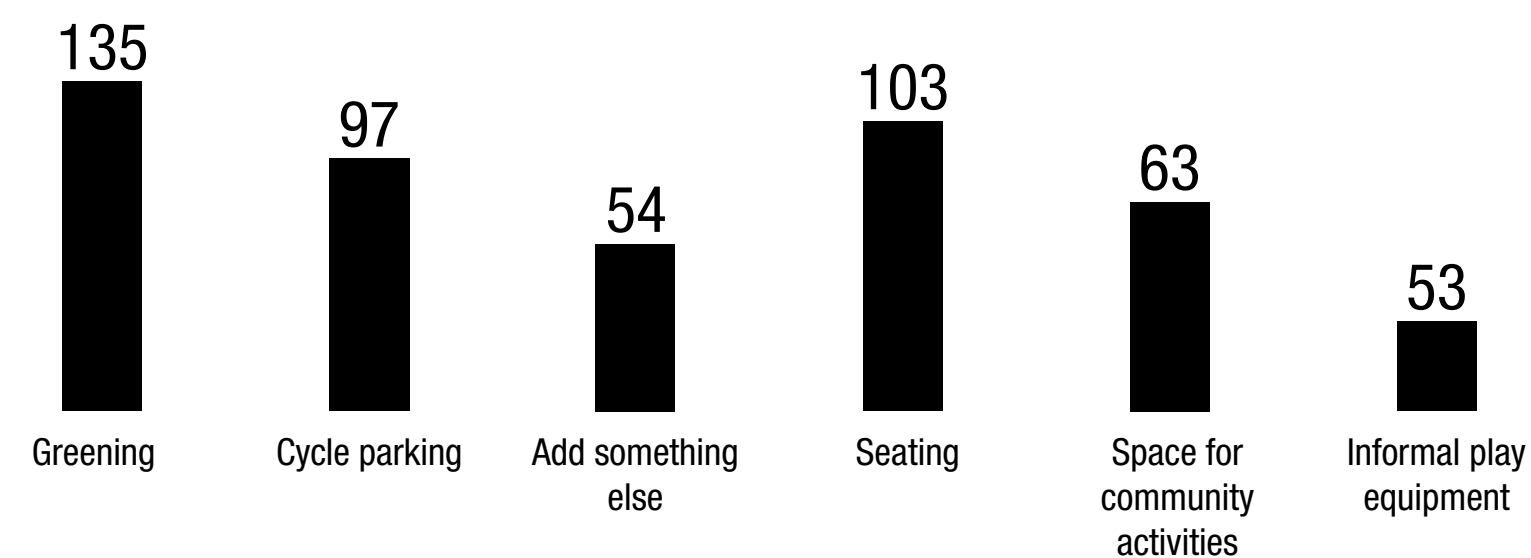
How do you feel?

Responses 382



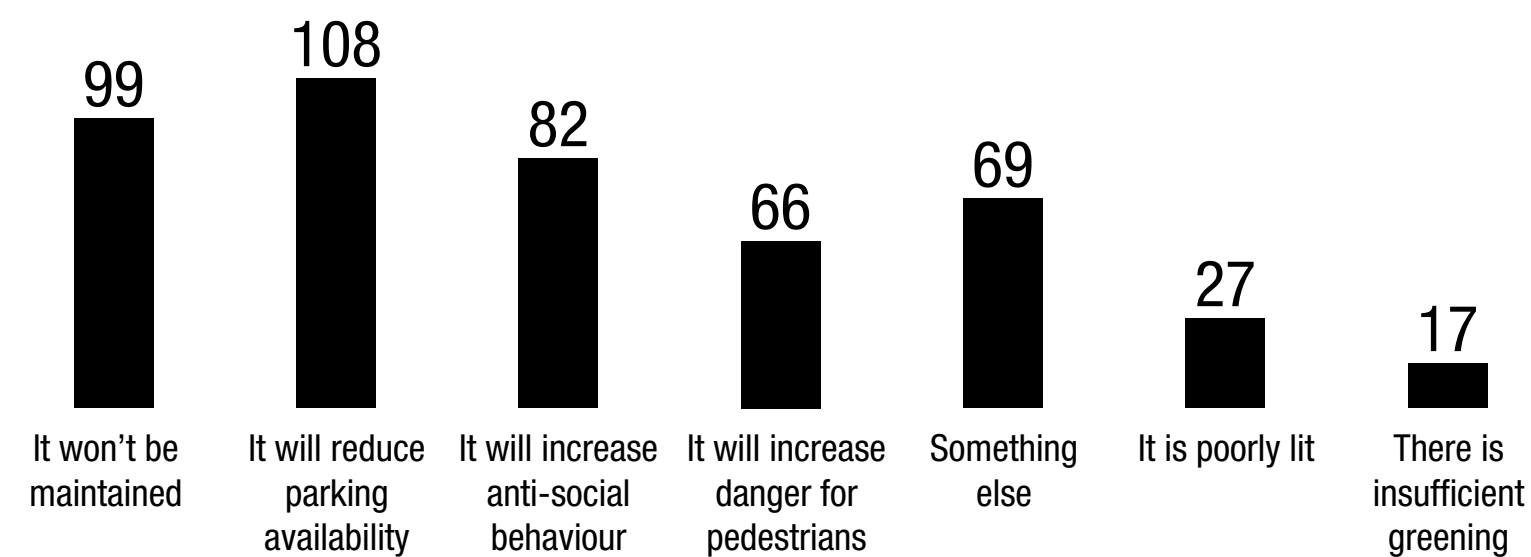
Which features would you like here?

Responses 505



If no, why?

Responses 468



"The idea that the area in front of the library could be used for community events is interesting, so long as there's primary consideration and mitigation given to the way the space is used during the day and at night.

Finding a preemptive solution that protects the safety of residents"

"Paving on raised table over full extent of library frontage."

"It would be nice to celebrate the library more. If the road was closed on Sundays to have a local market, that would be good. However, in the evenings, the space will become dead. It would need something like a cinema (like West Norwood Picturehouse) to keep it safe." "Space for market stalls would be brilliant."

"Better street lighting at the entrance to Pinfold road"

"If there is no access from A23 to a loading bay, how will library and local businesses be served?"

"The cycle parking spaces should not be next to the seating area to avoid people cycling right in front of people seated"

"Add barrier of trees between library and the high street"

RECOMMENDATIONS

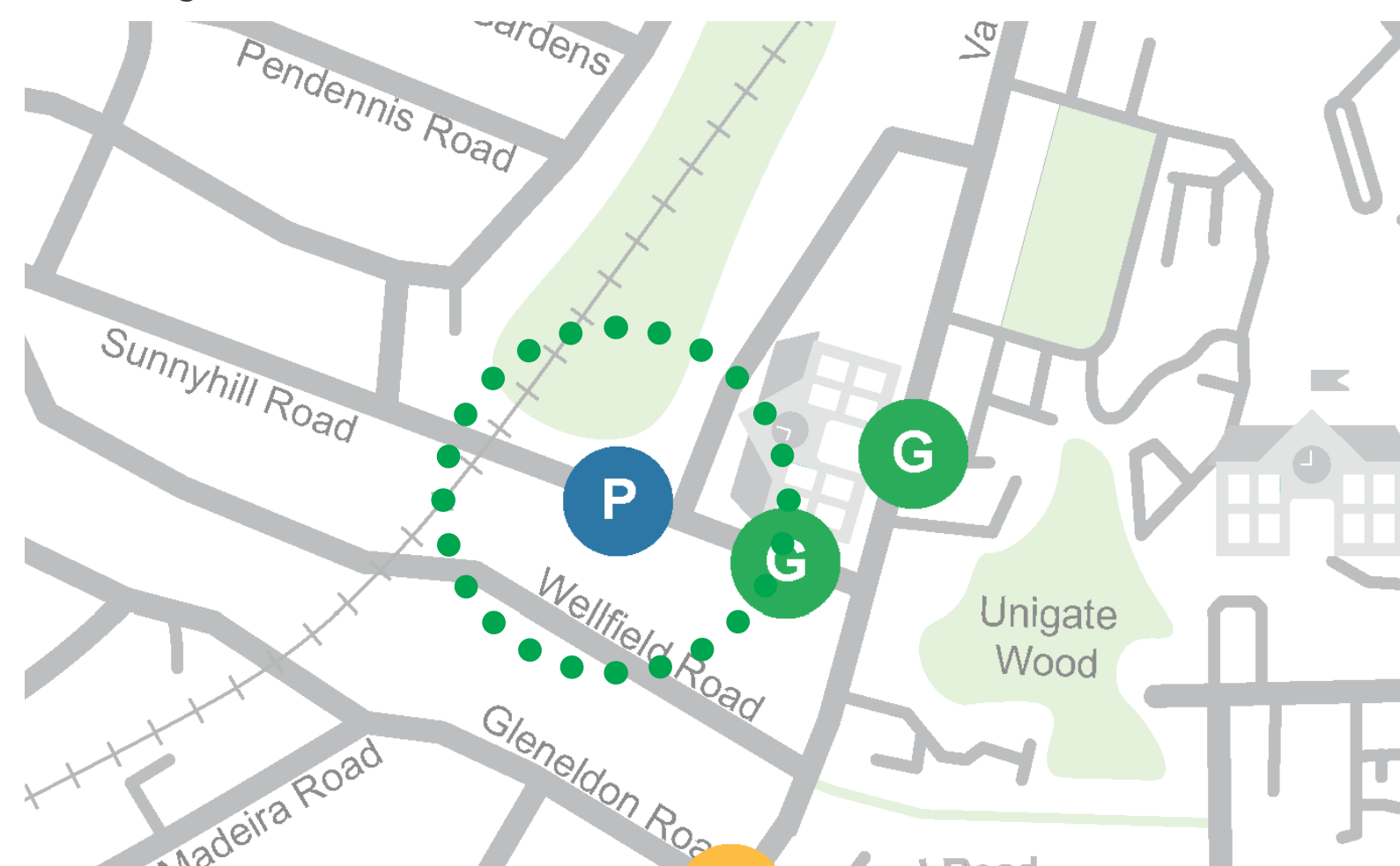
Priority Grade: Medium

- We are considering retaining vehicle access through Pinfold Road. This is based on feedback from local residents, businesses, and Emergency Services. A few options will be considered: one-way access, 'local access' or 'loading only' exemption.
- Local feedback highlighted the fact that this space could be used by the community for activities and events, as well as the library.
- Consider not just seating, cycle parking and greening, but also upgrade lighting and CCTV
- Retain loading facilities for local businesses, either on Streatham High Road or on Pinfold Road.
- We will be doing follow-up engagement with local residents, businesses, and the library to co-design the local public realm and provide more space for pedestrians, cyclists, and greening.

Sunnyhill Road

STARTING DESIGN PROPOSAL:

- This is a main cut-through for private vehicles seeking to avoid the main roads. It sees congestion and speeding at a higher level than most residential roads, and both its entrances suffer particularly due to vehicles congregating at different times, for different reasons.
- We have heard it is often unpleasant and difficult to walk to local shops, and that the narrow pavement is often cluttered. We want to remove car parking spaces and widen the pavement to provide more space for local people.
- The little parade of shops near the eastern end of Sunnyhill Road is currently a grey, under-utilised space. Here we are proposing to create more space for pedestrians, more seating and more greening, amongst wider improvements. Whilst we currently have no identified budget to implement these proposals, we are still developing it in case additional funding does become available.

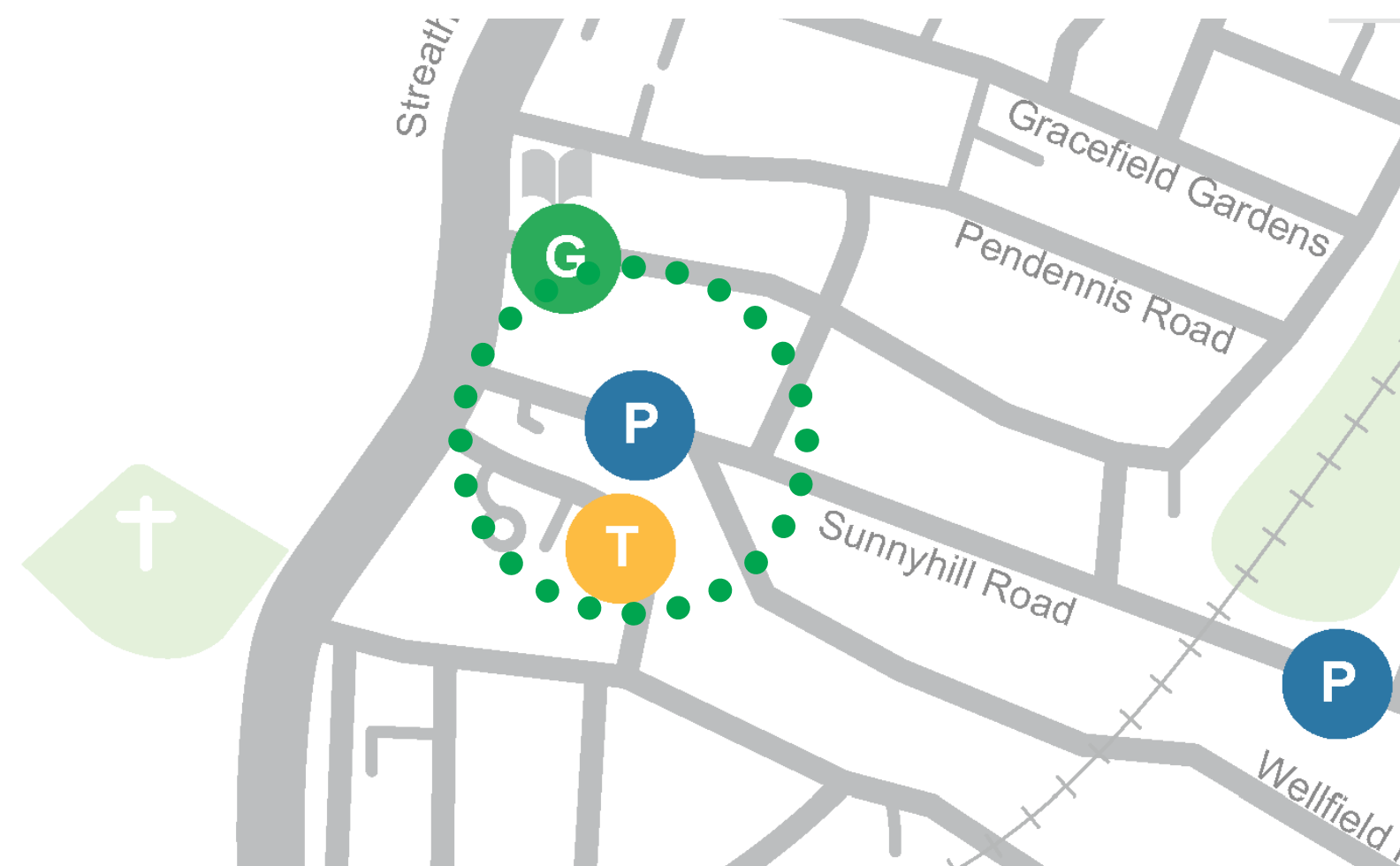


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Sunnyhill Road

STARTING DESIGN PROPOSAL:

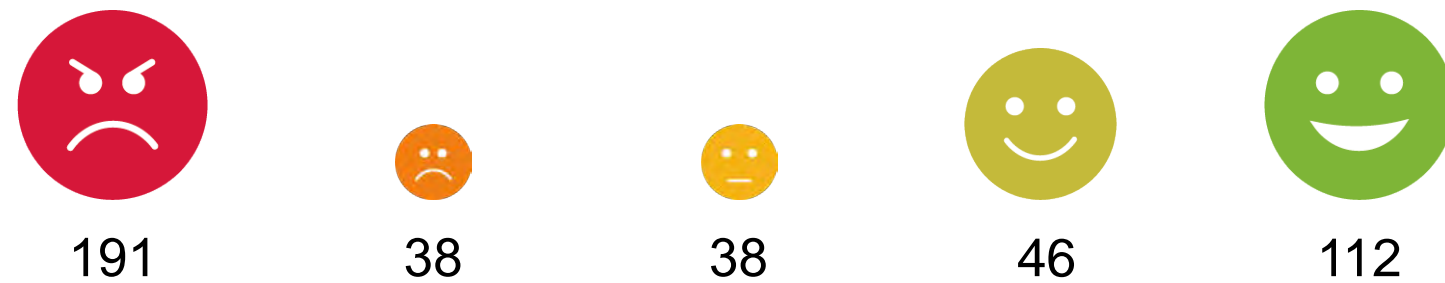
- In terms of vehicle parking, the following changes would be included:
- Removal of parking outside 6-48 Sunnyhill Road to provide pavement widening
- Reduction of parking outside 17-21 Sunnyhill Road to provide a passing place
- Retention of the loading bay near the junction with Streatham High Road
- Removal of parking outside 131-139 Sunnyhill Road
- Reduction of parking outside 156-162 Sunnyhill Road



Key Findings & Recommendations

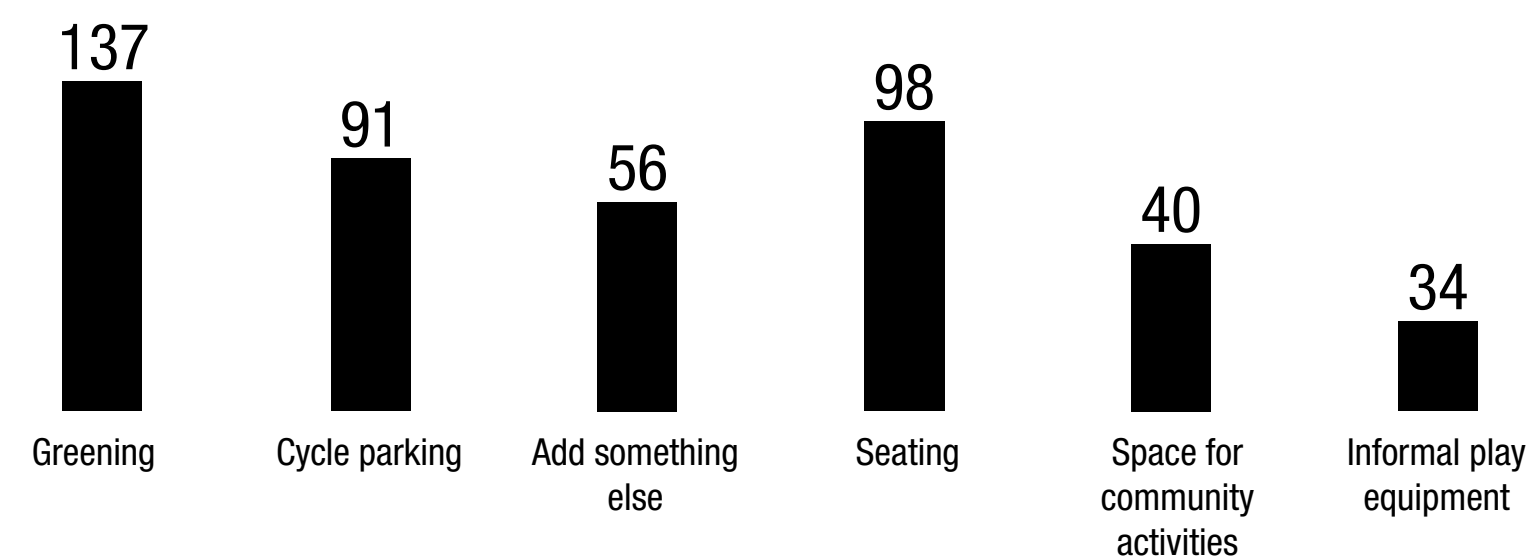
How do you feel?

Responses 425



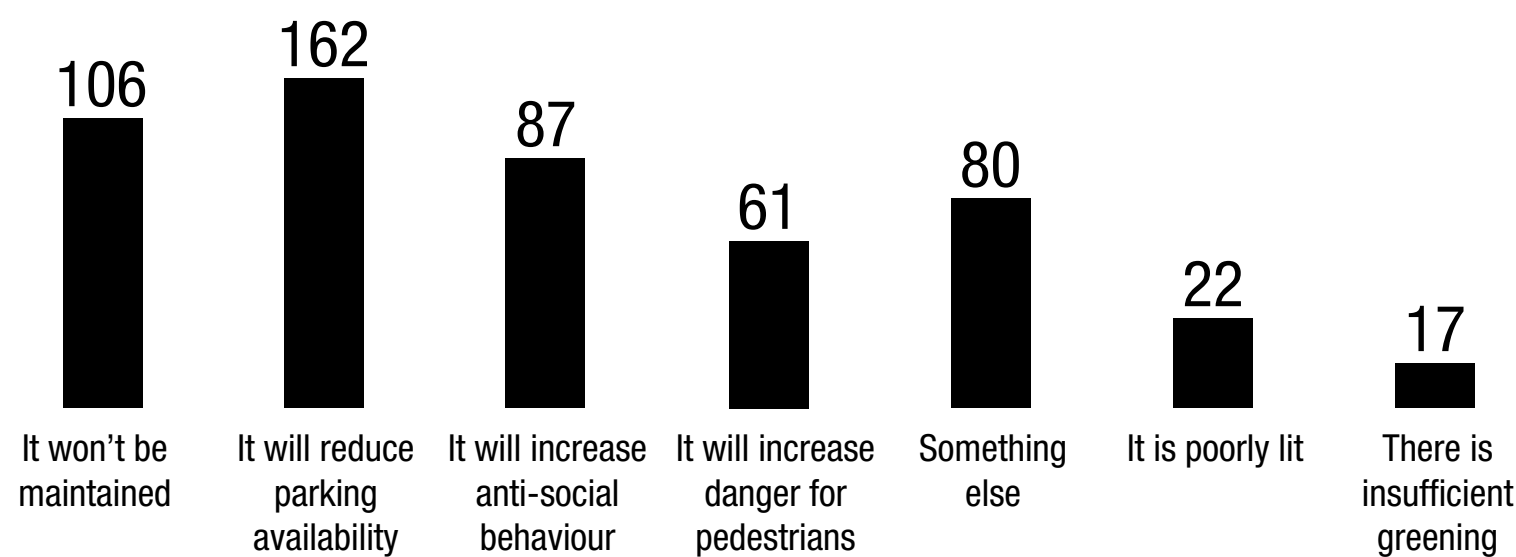
Which features would you like here?

Responses 456



If no, why?

Responses 535



"NOT a logical, sensible or reasonable space for a parklet: directly outside a private residence with bedroom windows hard on the road" "There are a dozen businesses at the Western end of Sunnyhill Road which could benefit from outdoor social space." "Add seating space for the shops"

"Better access to the whole area for wheelchair users who rely on their cars to travel within and outside the borough."

"This "parklet" near 46 Sunnyhill Road - very specifically, NOTHING involving seating or anything encouraging people to linger, drink, chat or otherwise make noise in that area near the pub."

"When through traffic was reduced due to Thames Water Road closures their turnover was seriously impacted"

"Parking outside 131-139 Sunnyhill Road should not be removed as it will damage businesses" "I am not convinced by the number or positioning of the "passing places" on the design. They are too far down the road."

"Bike parking facilities need to improve to encourage and cater for this emerging transport mode."

RECOMMENDATIONS

About Sunnyhill Road near Harborough Road
Priority Grade: High

- Reduce scale of the scheme, retaining loading opportunities for local businesses. Instead of pavement widening, provide a parklet first.
- Integrate the existing cycle parking facilities and create space for (commercial) seating.

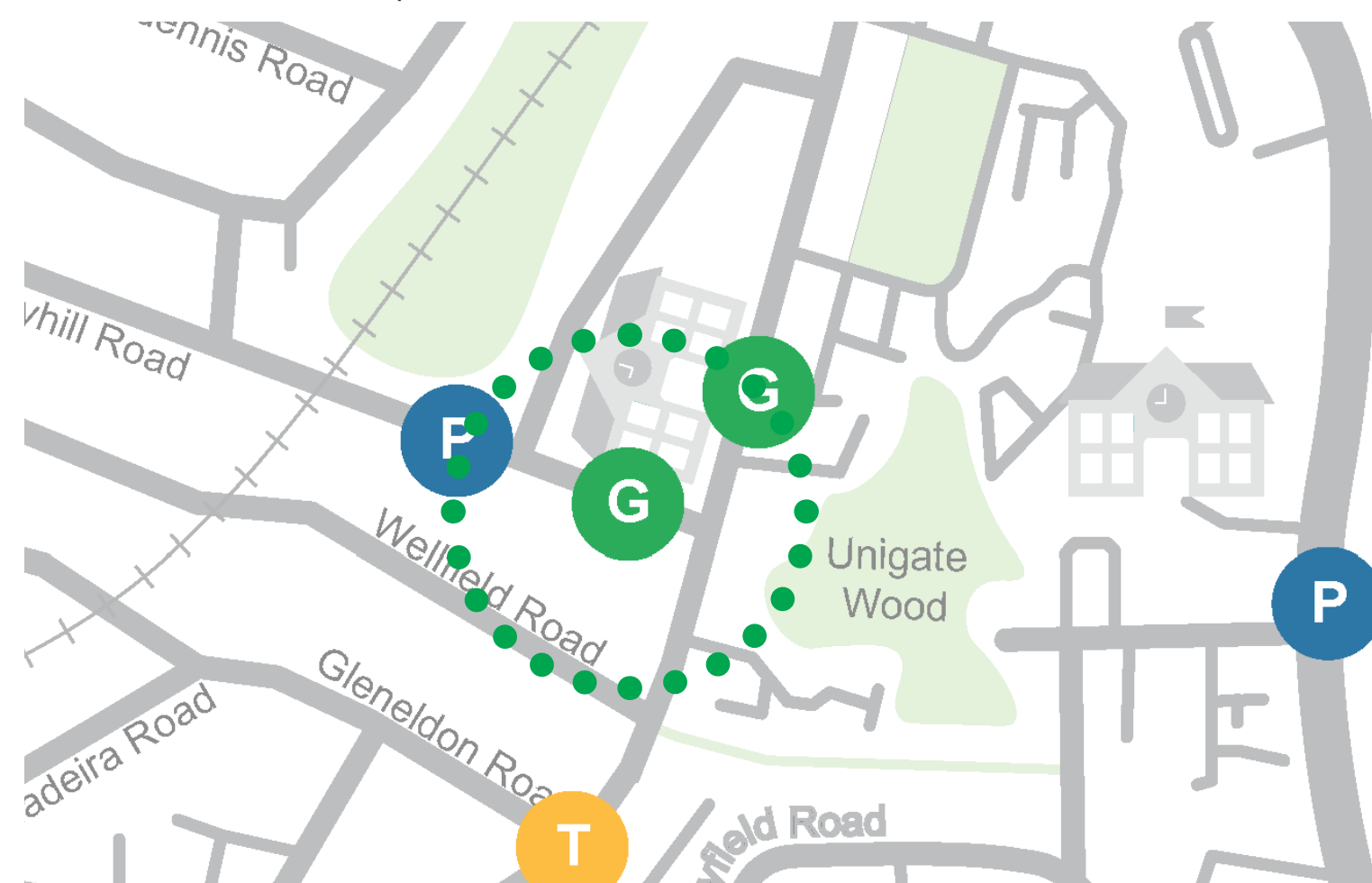
About Sunnyhill Road near Streatham High Road
Priority Grade: Medium

- Continue to engage with local businesses and residents about kerbside possibilities here (i.e. seating and greening).
- Review the size of the pavement widening to ensure vehicles can pass each other with ease.
- Provide loading facilities for businesses.

Valley Road / Gleneldon Junction

STARTING DESIGN PROPOSAL:

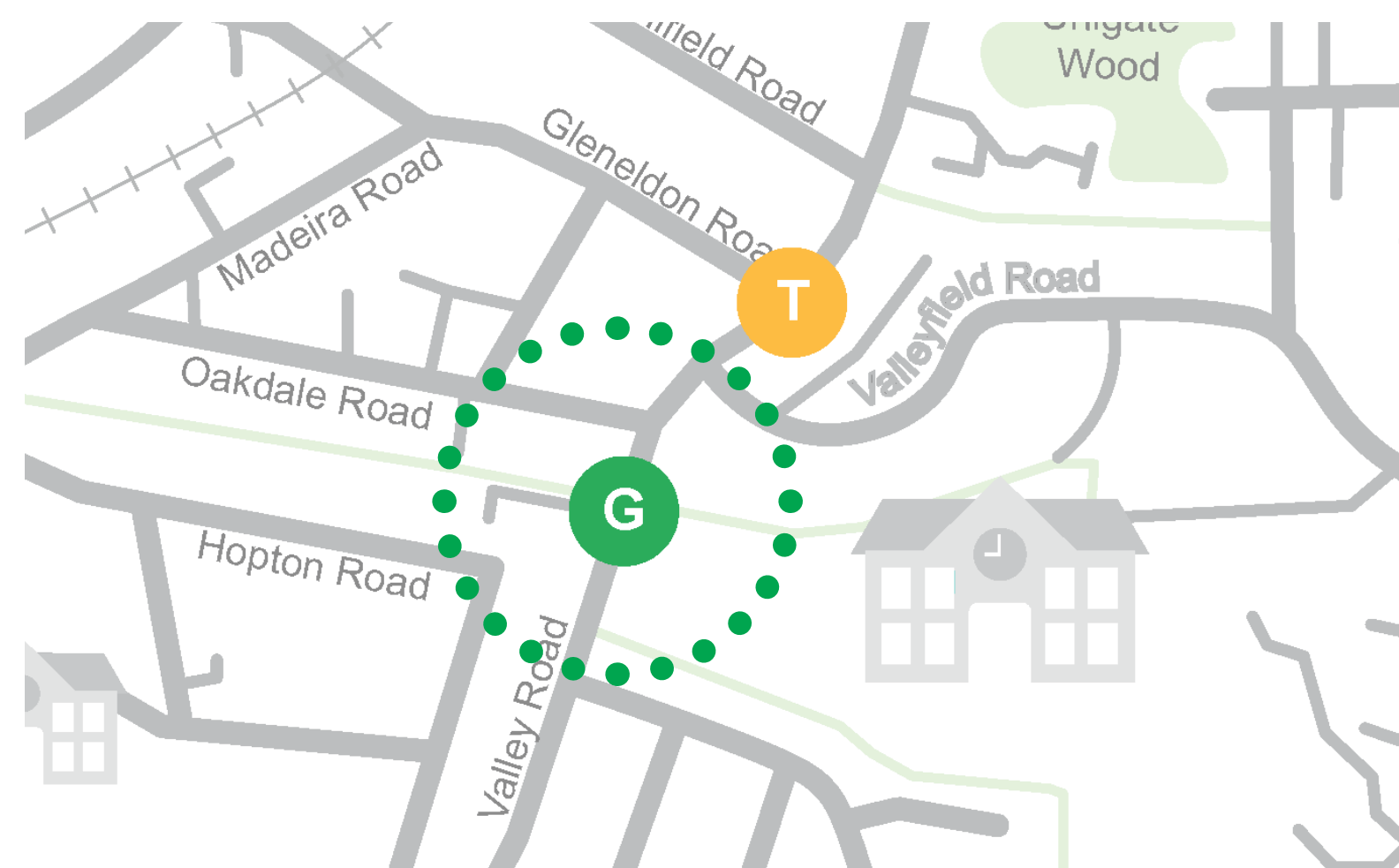
- Valley Road carries a consistent flow of traffic travelling north-south and vice versa. Speeding is an issue that calming measures have only partially solved, and accidents are frequent. Congestion can be extreme. In terms of vehicle parking, the following changes would be included:
- Extending Double Yellow Lines on Gleneldon Road to provide space for pavement widening
- Extending Double Yellow Lines on Valley Road south of the junction to provide space for pavement widening
- We proposed to convert the existing mini roundabout into a T-junction and widen the pavements to help people cross the roads and reduce traffic speeds. The sections of pavement widening feature more greening and planting. We are also investigating a raised table, making the road the same height as the pavement. This would slow down traffic further and make it easier for pedestrians to cross.



Valley Road / Russell's Footpath

STARTING DESIGN PROPOSAL:

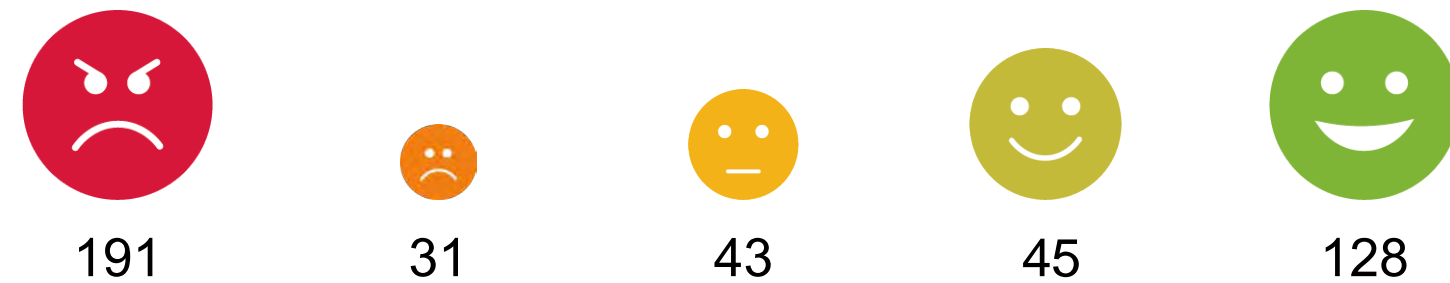
- We proposed a footway buildout with planting to make it easier to cross Valley Road and walk along Russell's Footpath. The footway buildout would be paired with a priority giveway, slowing down traffic.
- In terms of vehicle parking, the following changes would be included:
- Removal of parking south of the crossing point to allow vehicles to pass each other.
- Potential removal of parking north of the crossing point to allow vehicles to pass each other



Key Findings & Recommendations

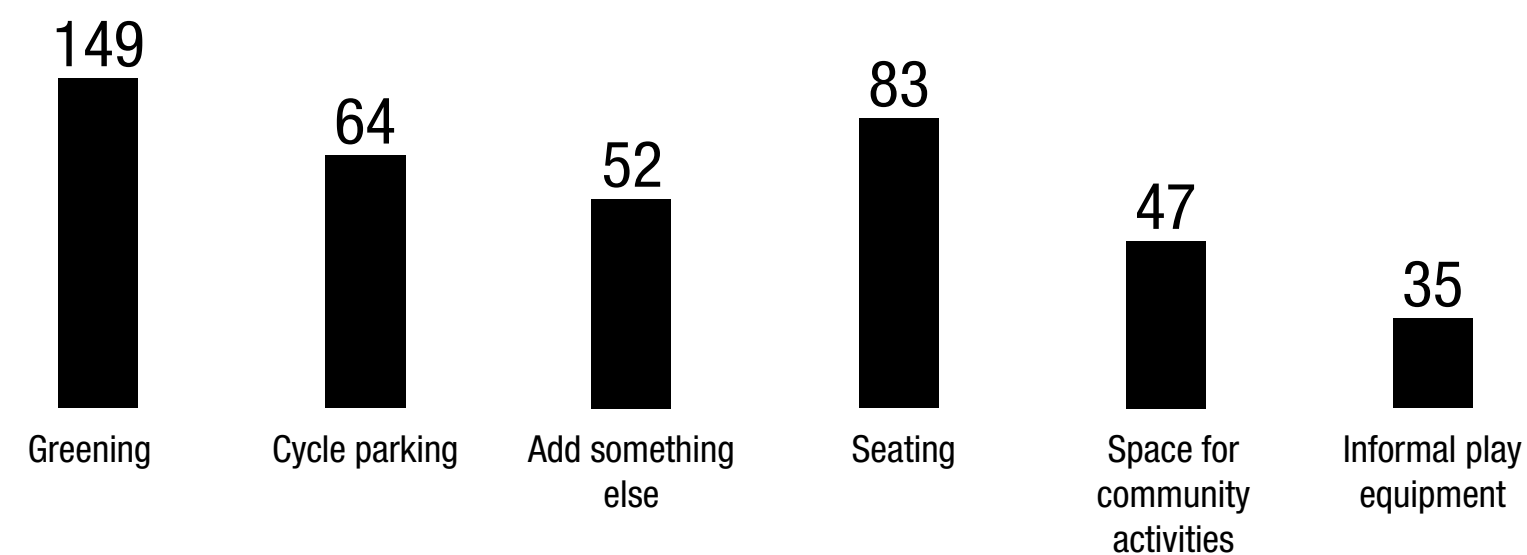
How do you feel?

Responses 438



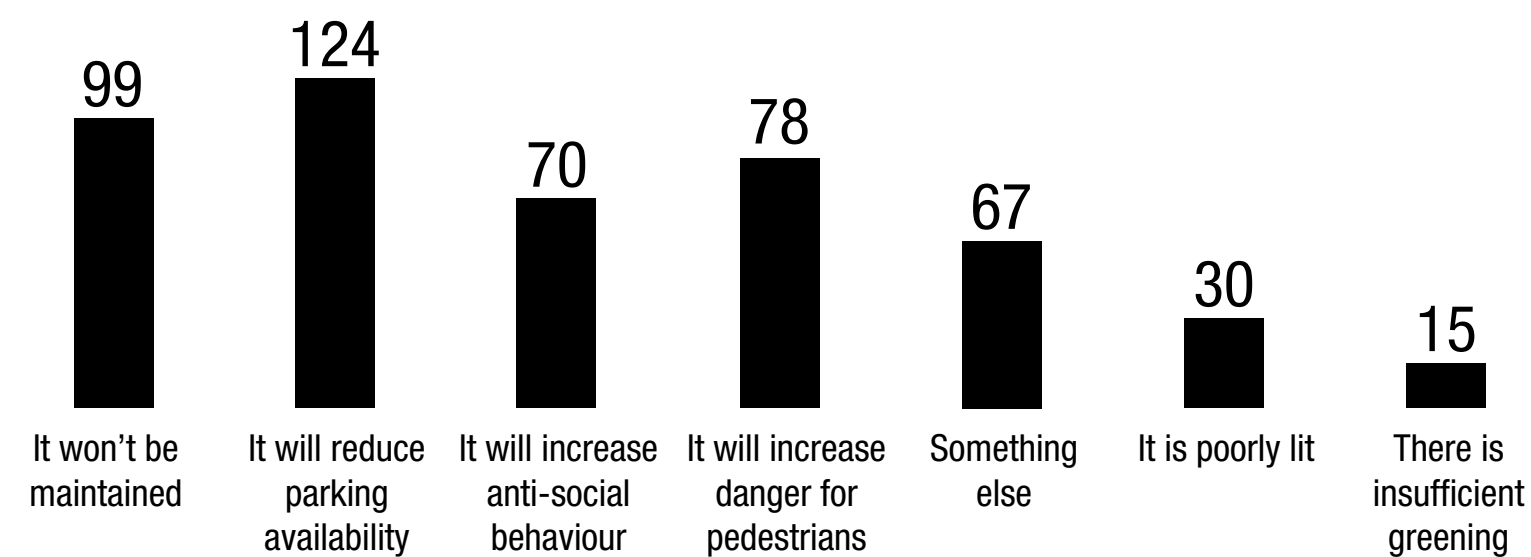
Which features would you like here?

Responses 430



If no, why?

Responses 483



"Everywhere these zones prevent through access will mean that those who have no choice but to drive their children to school because of distance and other commitments will have to turn round to exit the area."

"More disabled parking." "Easy wheelchair access and space for enabling wheelchair users to socialise."

"Raised table is against the visually impaired." "(...) raising the road surface to pavement level will encourage scooters and cyclists to drive onto pedestrian areas."

"Seating at bus stops."

"This will create chaos and traffic jams for all the residents who only have one entrance to the 'yellow section' from Streatham Common North."

"It's true that drivers don't use the current mini-roundabout as such; in fact it already operates as if it were a T-junction"

"This plan ignores adverse impact of reducing service use on those older people and those with reduced mobility"

RECOMMENDATIONS

About the Russell's Footpath buildout
Priority Grade: High

- Ensure vehicles can freely exit Beechcroft Close
- Consider including lighting elements

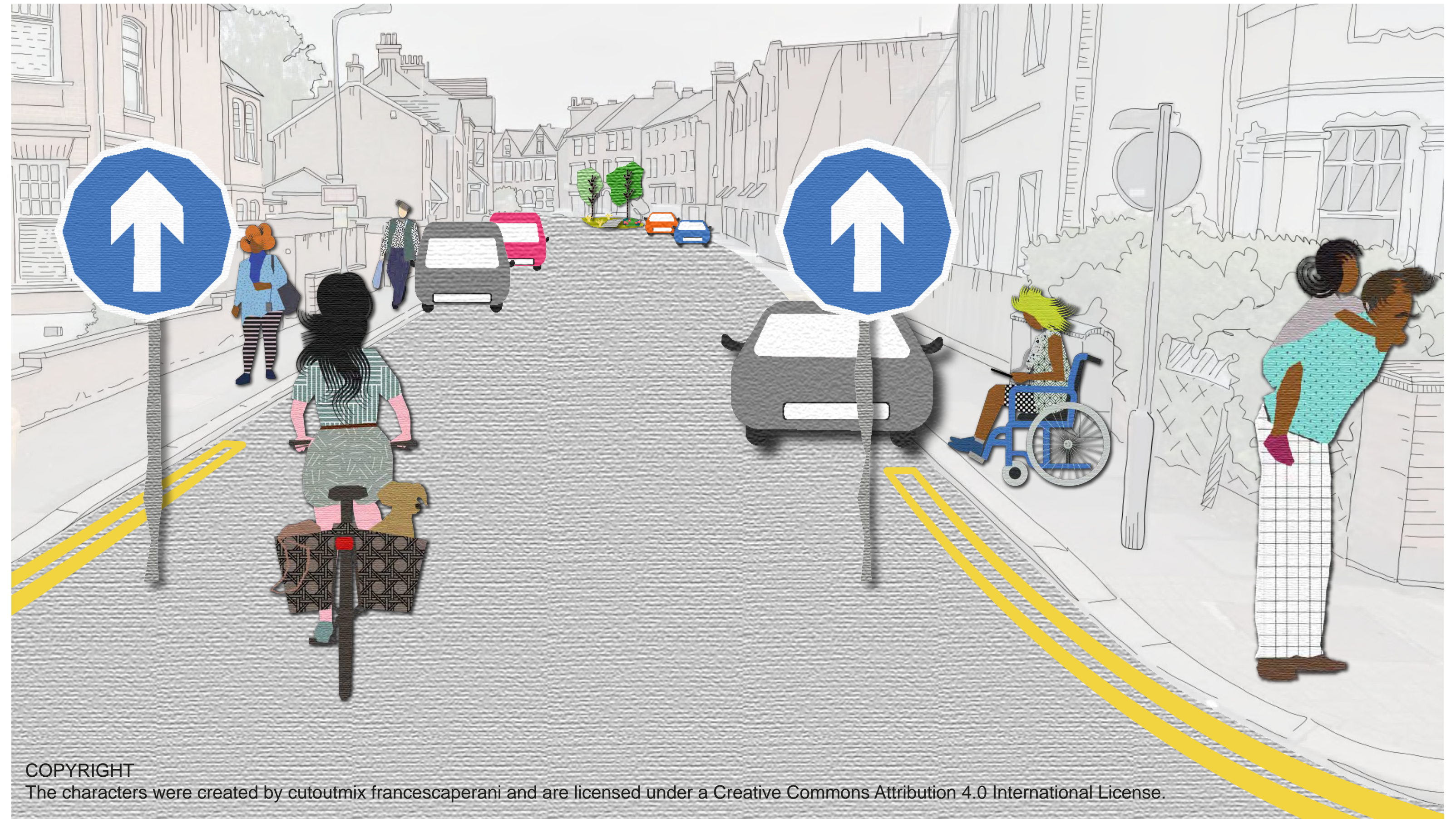
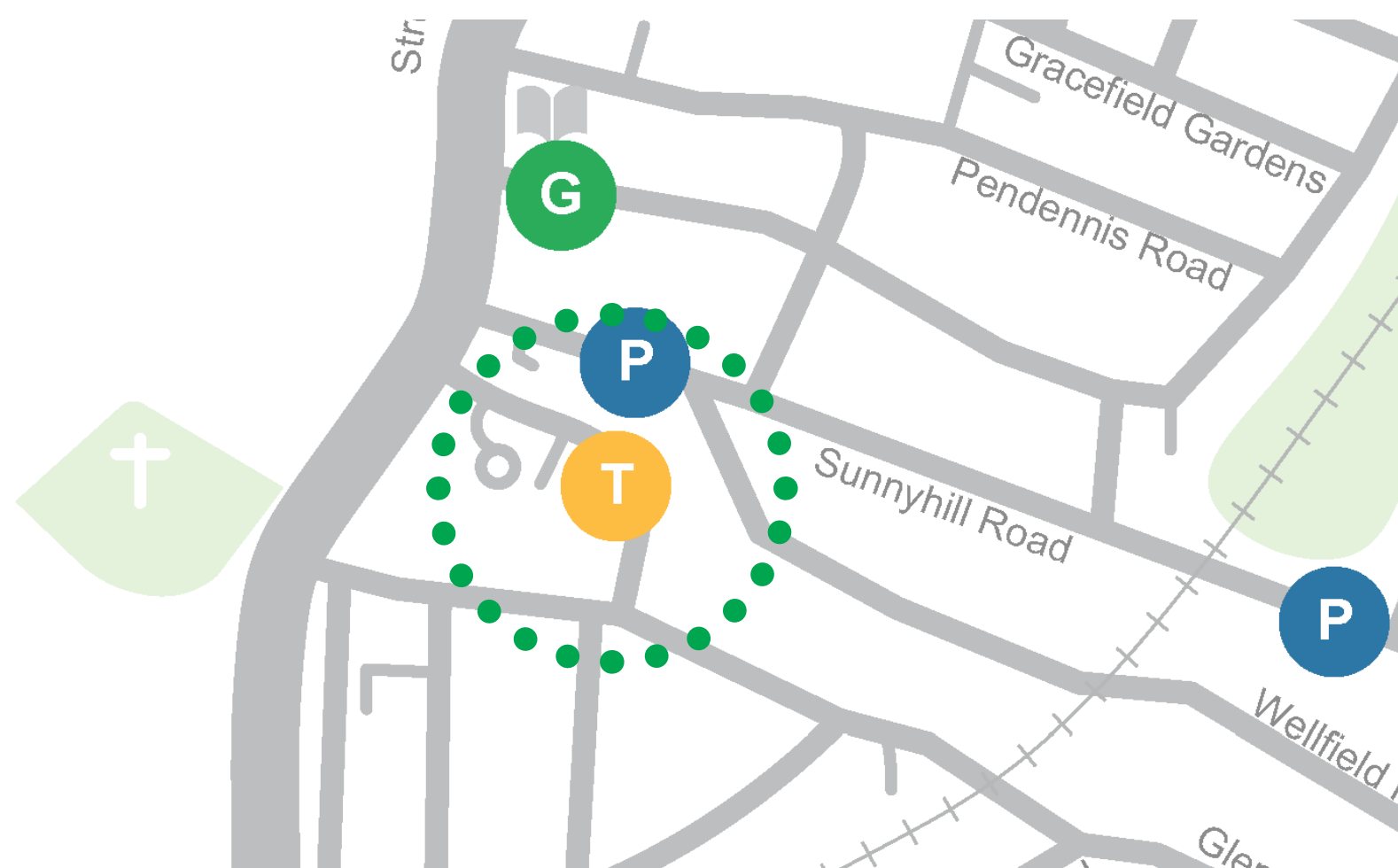
About Gleneldon Road/Valley Road junction
Priority Grade: Low

- Review traffic flows and bus movements after LTN trial launches. Adapt pavement widening proposal if required.
- Ensure that vehicles do not overrun pavement sections if a raised table is installed here. Consider additional protections for pedestrians.

Shrubbery Road

STARTING DESIGN PROPOSAL:

- There is a severe issue with traffic volumes, congestion, and aggression on this side road. Feedback has been especially negative about its current dynamic.
- We proposed to make Shrubbery Road a one-way street with allowance for contraflow cycling. This would make Shrubbery road exit only at the junction with the A23. We also proposed a section of pavement widening halfway down the road to slow vehicles down.
- In terms of vehicle parking, the following changes would be included:
 - Removal of parking outside 45-57 Shrubbery Road to provide pavement widening
 - Removal of parking outside 28-32 Shrubbery Road to provide space for vehicles to pass the pavement widening.

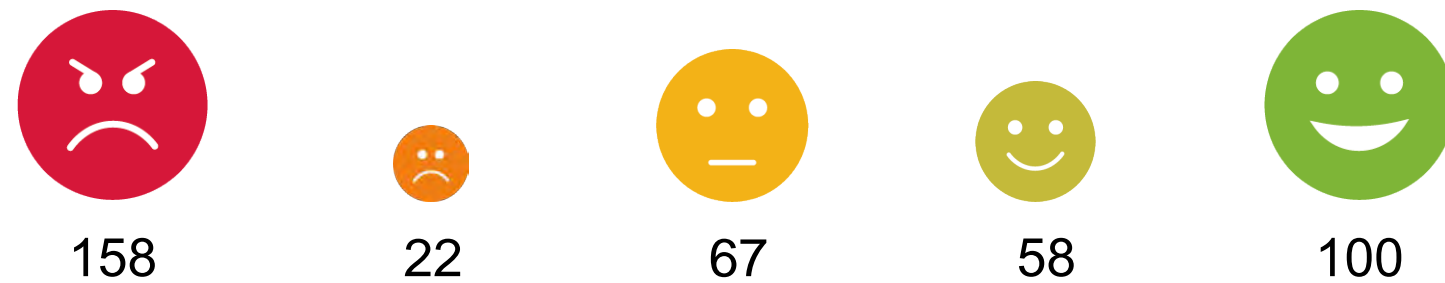


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Key Findings & Recommendations

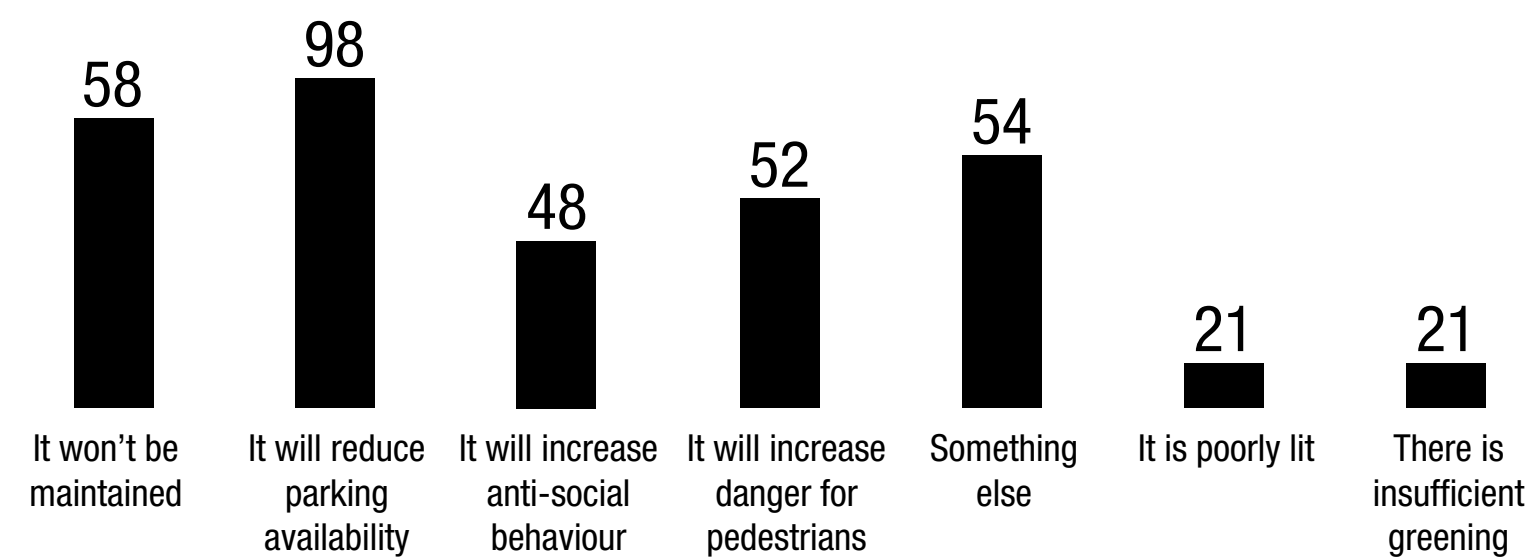
How do you feel?

Responses 405



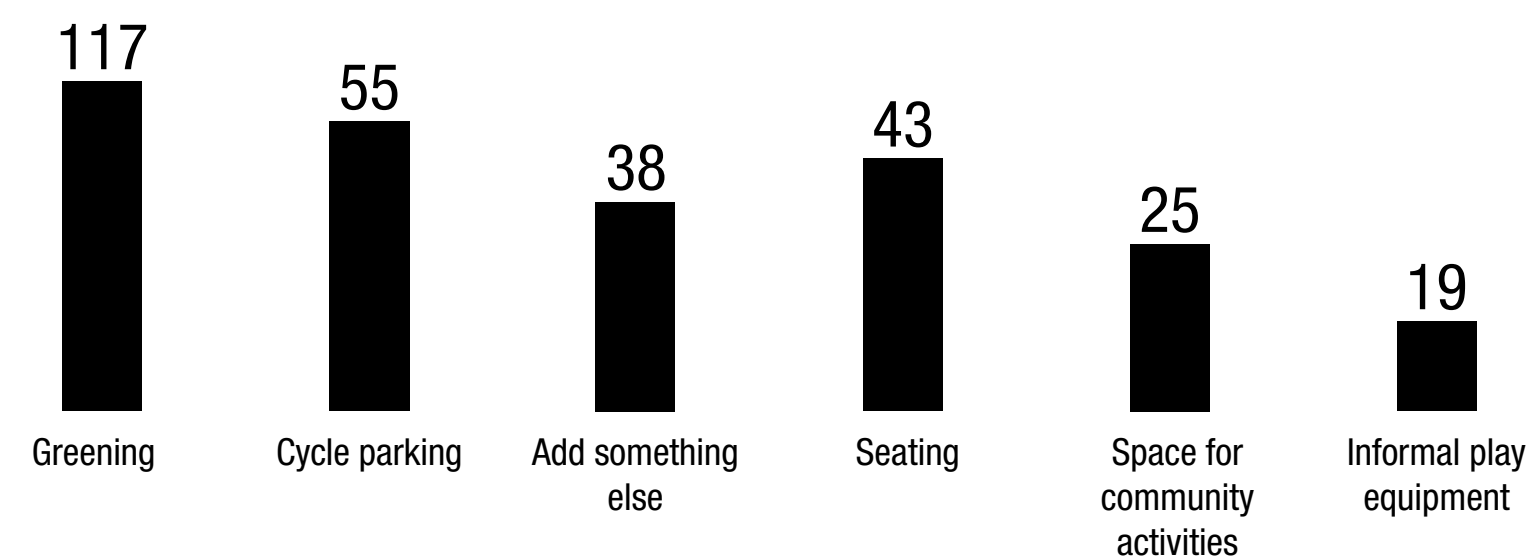
If no, why?

Responses 352



Which features would you like here?

Responses 297



"Clear signage for show residents how they can access the Stanthorpe Triangle if they are head-ing north on the A23."

"Currently public transport is not accessible for most journeys and disabled people must often use a car or taxi to travel."

"If you are proposing one way, it should be the opposite to the one suggested. Entry only from the A23. It is easier to enter than exit."

"Ignores the needs of existing commercial businesses." "Free half hour parking by the cafes and small shops in Shrubbery Rd to support those businesses."

"It will make it impossible to access the Stanthorpe Triangle from the south, east, and west, I am dependent on deliveries and these will be made very difficult by preventing access to me from the High Road."

"If you do make it one way and contra flow cyclists, you might as well carry on the cycle contra flow along Gleneldon Road for better cycle Access."

"Bike parking facilities need to be improved."

RECOMMENDATIONS

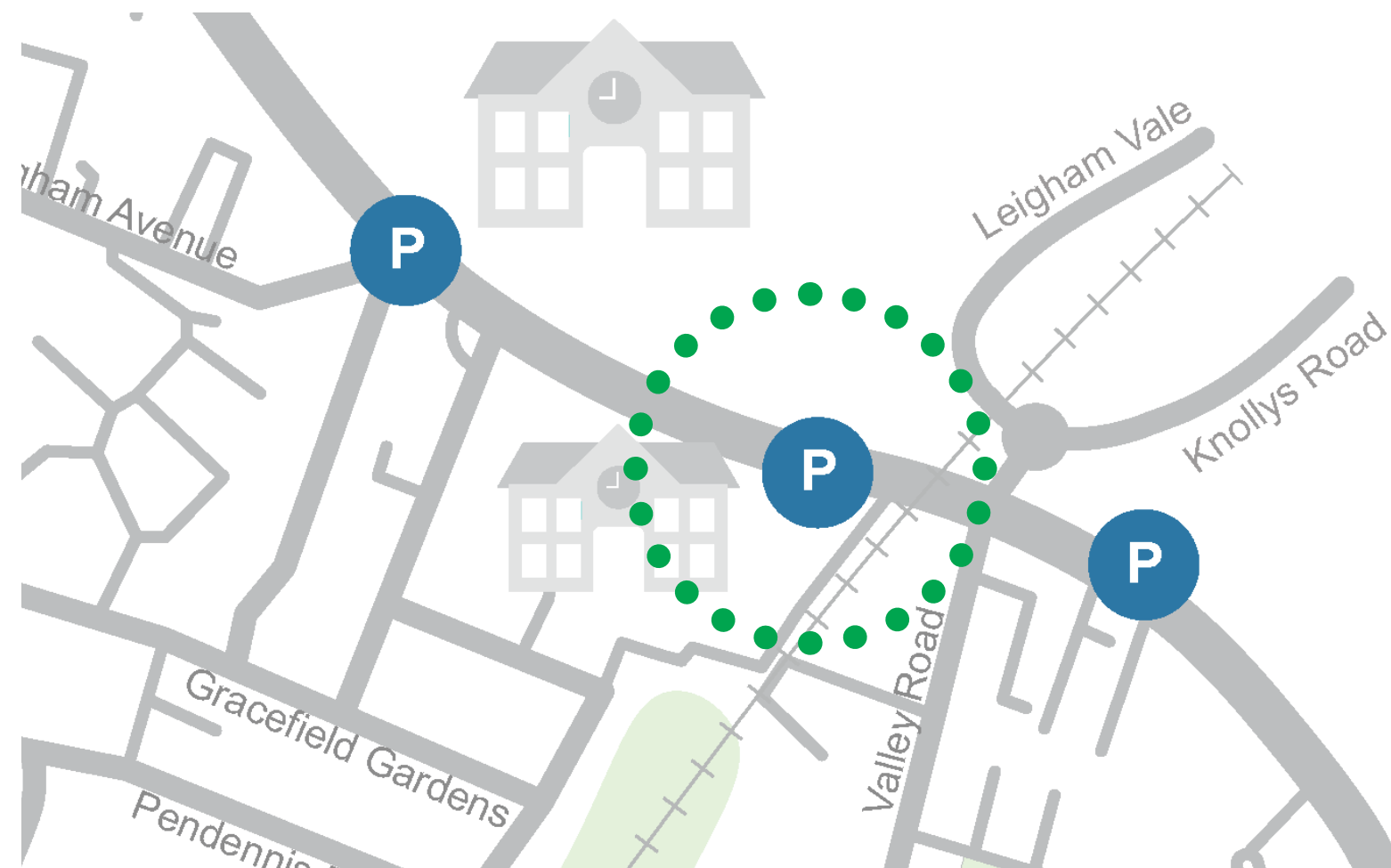
Priority Grade: Low

- Review traffic flows, through traffic levels and speeds after LTN has been in place in order to assess whether pavement buildout and one-way system are required.
- Continue to engage with TfL on access to the local area. Only implement the one-way scheme if other access points to the area can be provided.
- Investigate if the pavement buildout with greening can be delivered as a standalone intervention.

Leigham Court Road / Dunraven Secondary

STARTING DESIGN PROPOSAL:

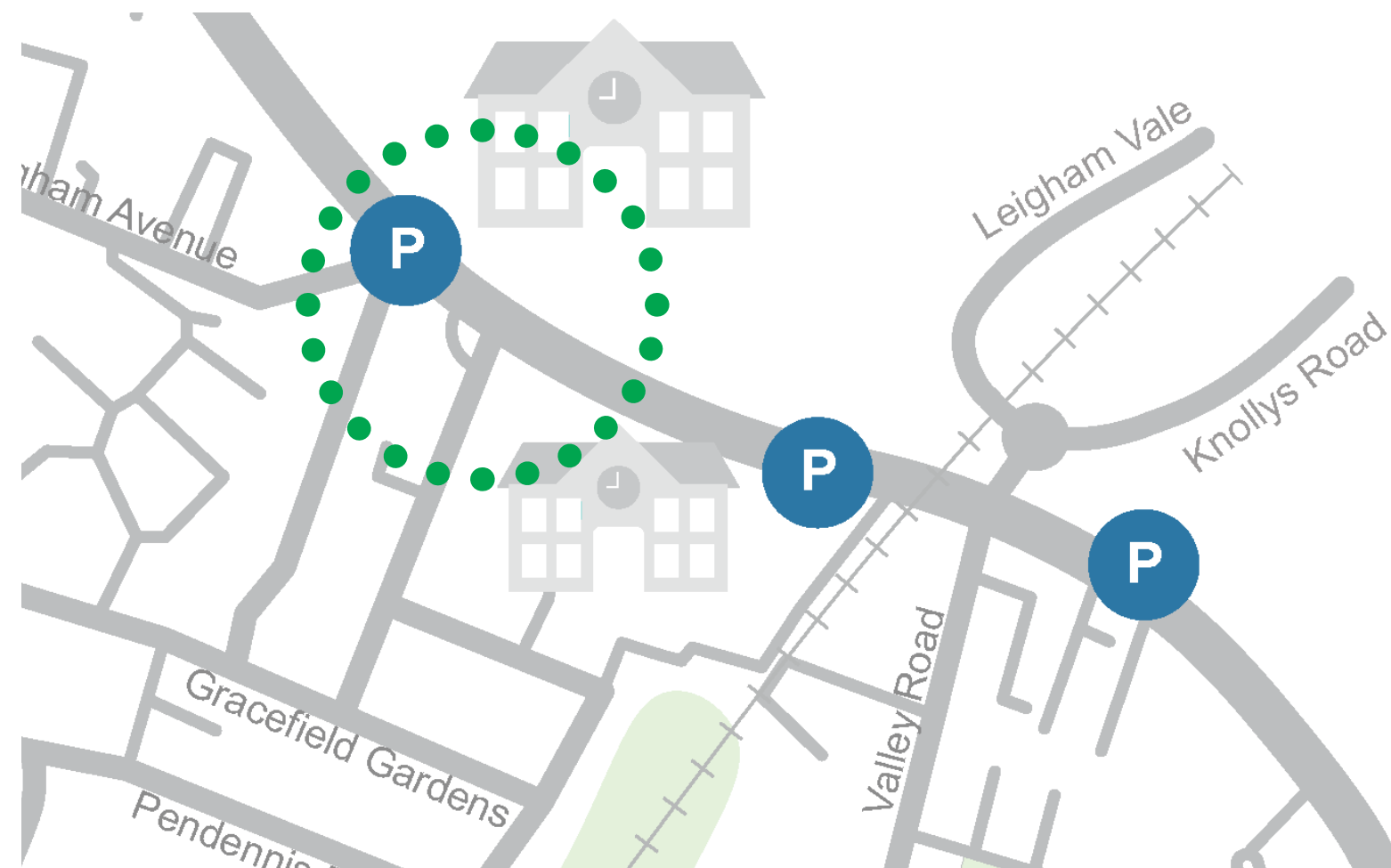
- Speeding, congestion and air quality are some of the main issues that respondents have referred to in feedback. Several measures are being taken in a variety of ways to address these issues
- The pavements around the Dunraven schools can become quite congested, especially around school start/end times. We wanted to introduce pavement widening, to provide space for pedestrians. This was planned on the stretch between Dunraven Secondary School and Leithcote Path and between Dunraven Sixth and Mount Nod Road.
- The proposals, provided more space for waiting at the bus stop and help to reduce car speeds. No changes in parking were proposed as part of these proposals.



Leigham Court Road / Dunraven Primary

STARTING DESIGN PROPOSAL:

- Speeding, congestion and air quality are some of the main issues that respondents have referred to in feedback. Several measures are being taken in a variety of ways to address these issues
- The pavements around the Dunraven schools can become quite congested, especially around school start/end times. We want to introduce pavement widening, to provide space for pedestrians. This is planned on the stretch between Dunraven Secondary School and Leithcote Path and between Dunraven Sixth and Mount Nod Road.
- The proposals would also provide more space for waiting at the bus stop and help to reduce car speeds. No changes in parking are proposed as part of these proposals



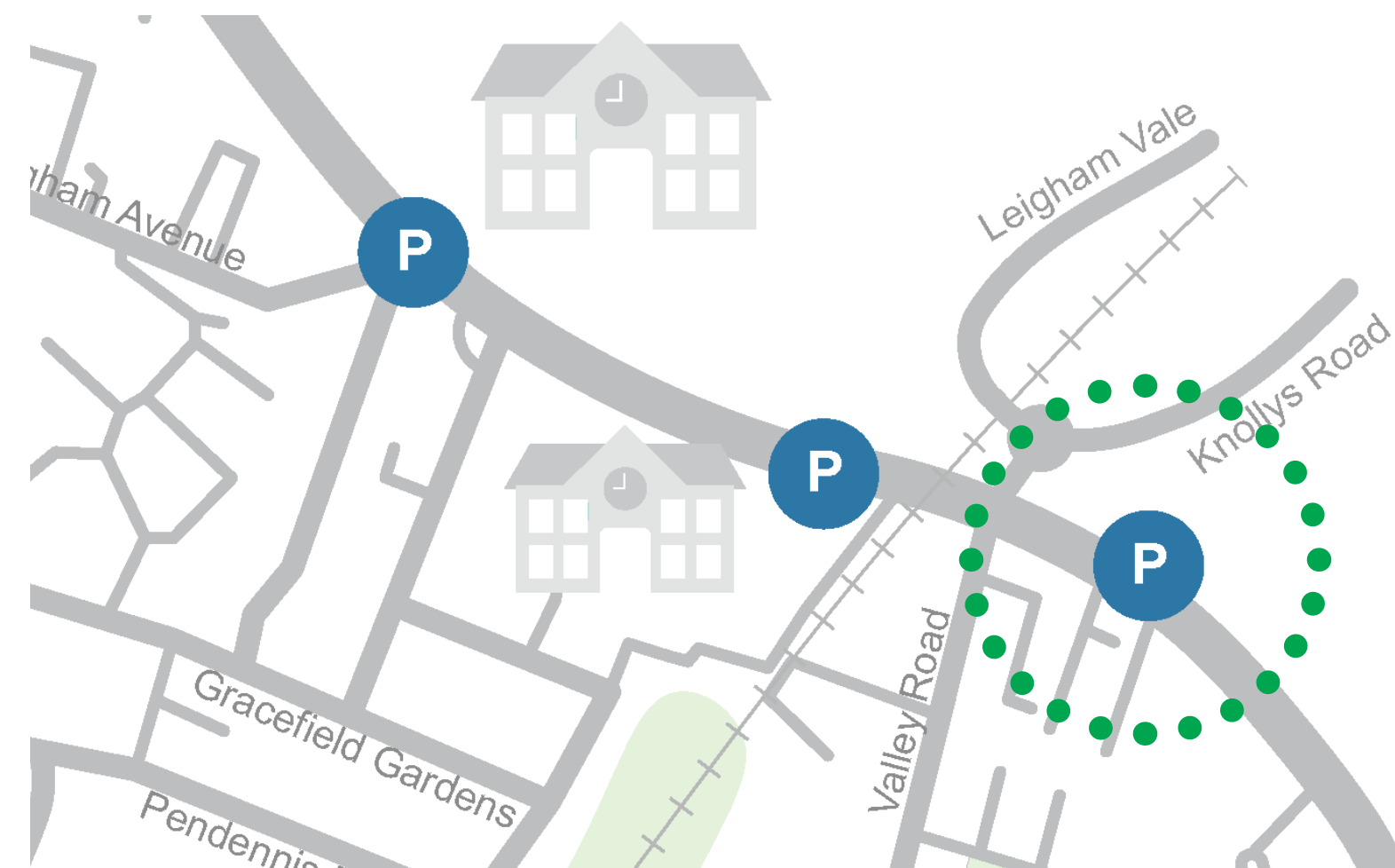
Leigham Court Road / Esso Petrol Station



Lambeth

STARTING DESIGN PROPOSAL:

- At this location, we wanted to introduce a section of pavement widening, to provide more space for the pedestrians. The pavement widening section would replace car parking and introduce more trees and green space. The designs would incorporate the existing disabled parking bay.
- Whilst we currently have no budget to implement this proposal, we are still developing it in case additional funding becomes available.
- In terms of vehicle parking, the following changes would be included:
 - Reduction of parking outside 153-213 Leigham Court Road
 - Retention of the disabled parking bay outside 175 Leigham Court Road

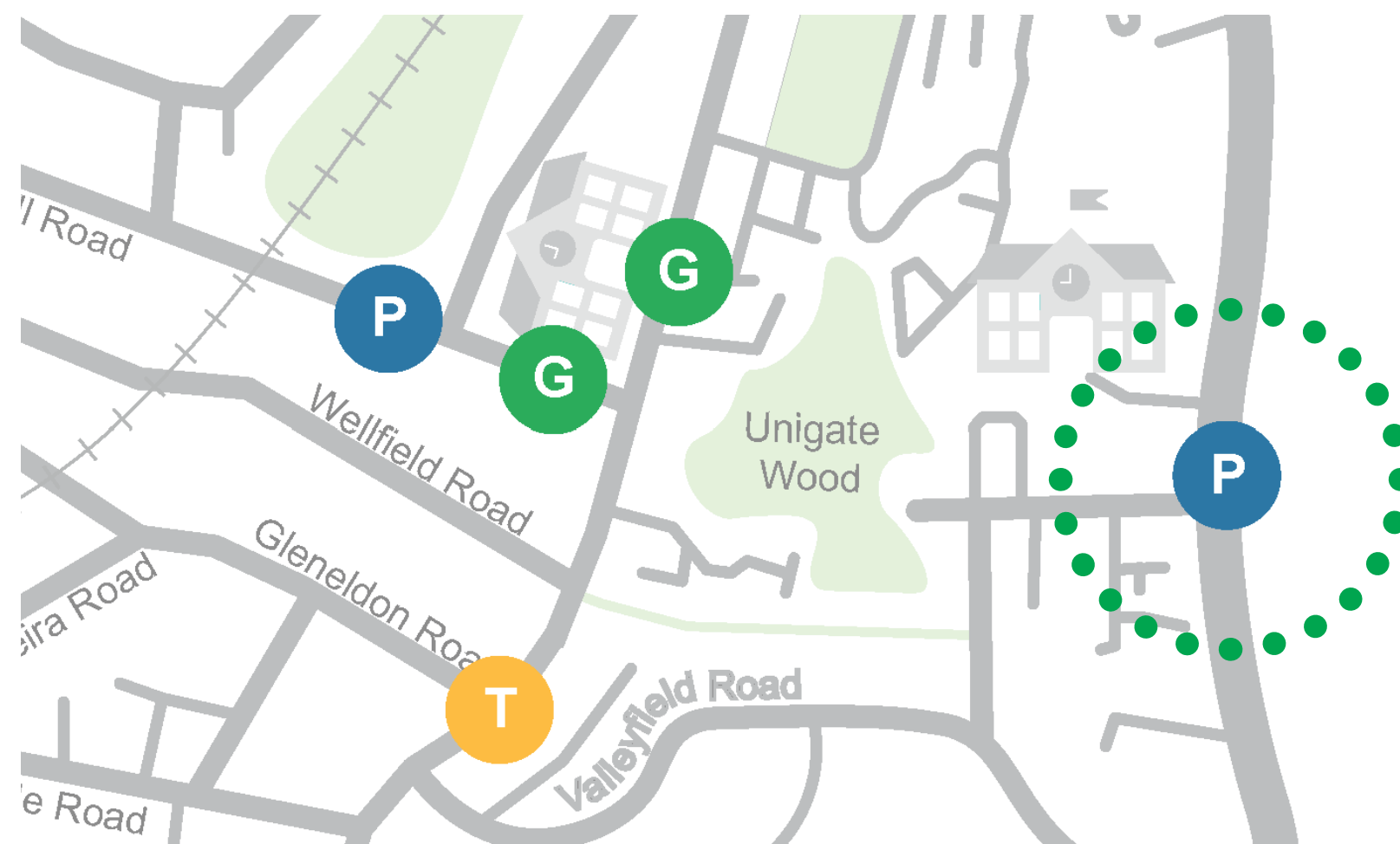


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Leigham Court Road / Julian's Primary

STARTING DESIGN PROPOSAL:

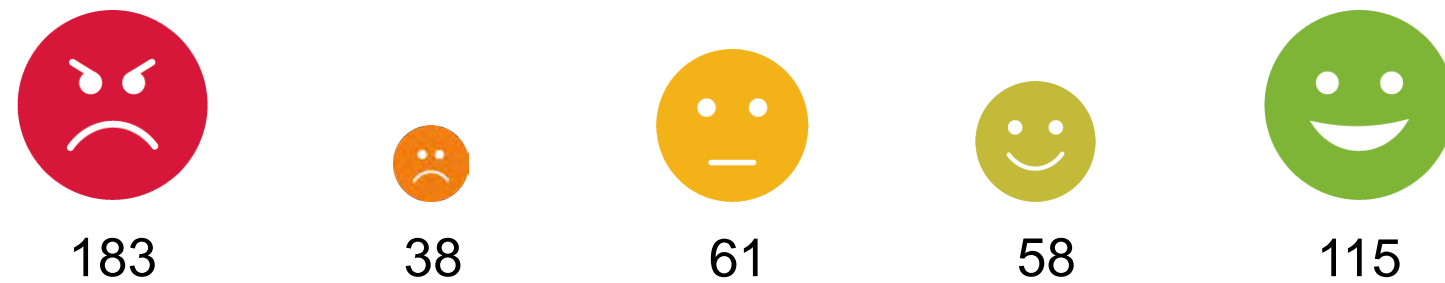
- The pavements outside of St. Julian's Primary School can become quite congested and our road safety statistics show that there is a cluster of collisions at this location.
- We want to introduce a section of pavement widening, to provide space for pedestrians. We will also provide a continuous crossing across St. Julian's Farm Road, to provide a clearer pedestrian priority. No changes to parking are proposed as part of this proposal



Key Findings & Recommendations

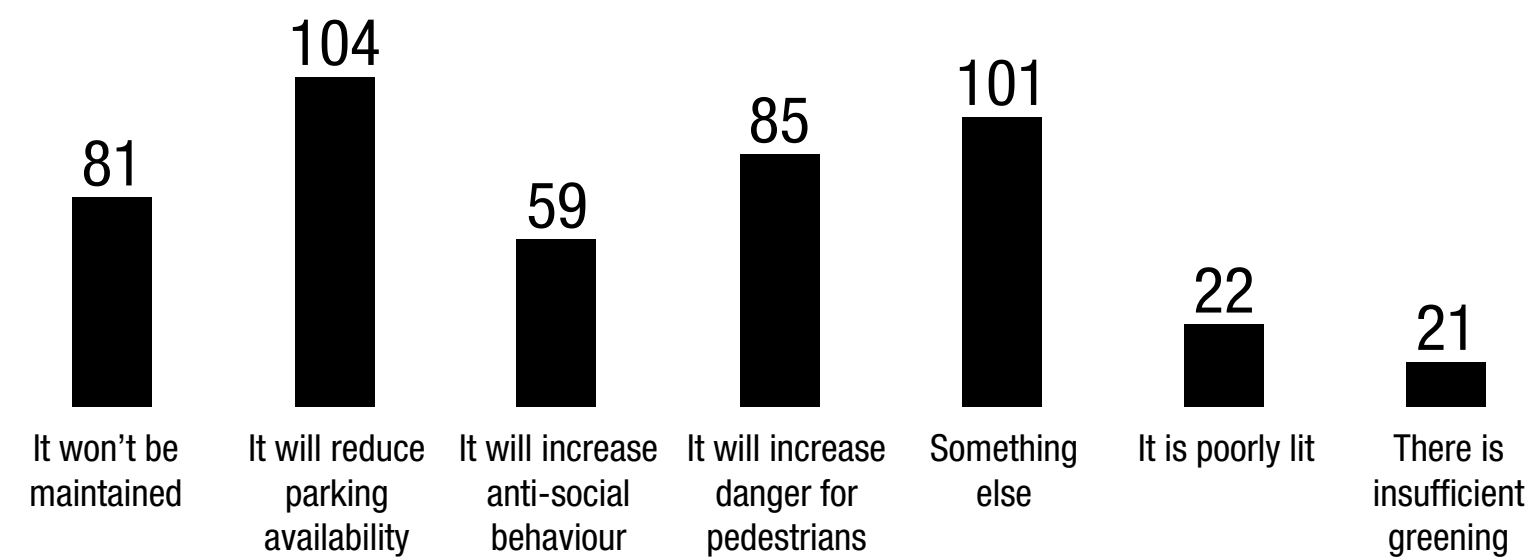
How do you feel?

Responses 455



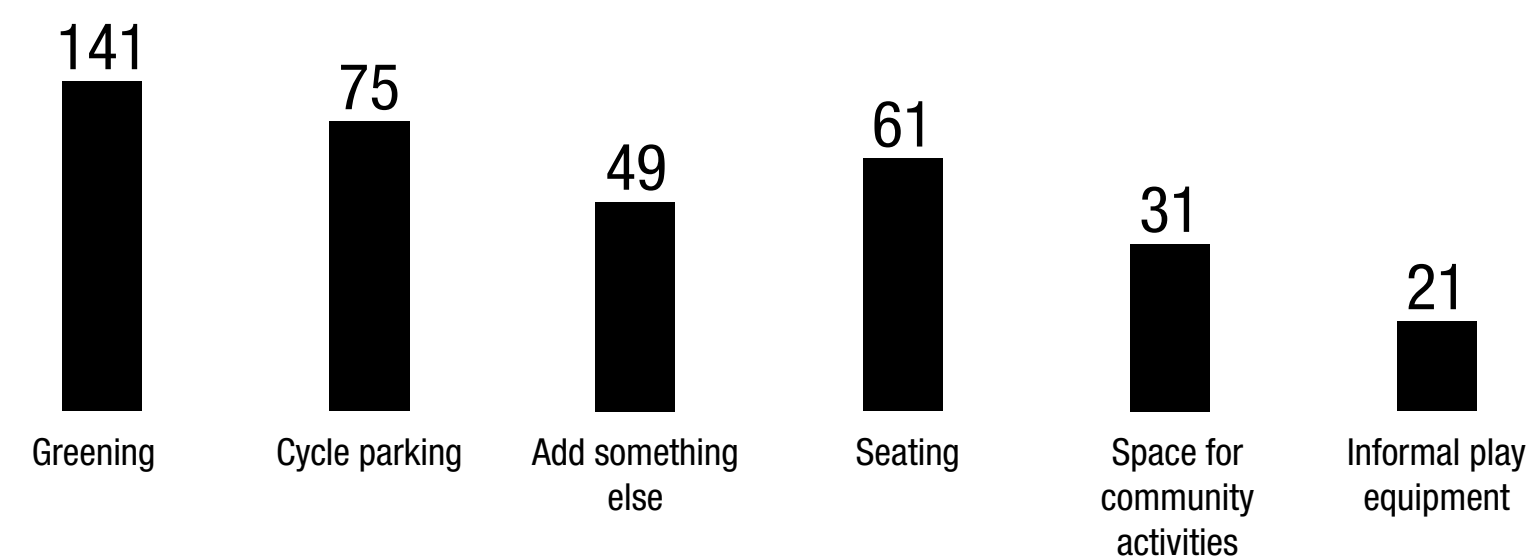
If no, why?

Responses 473



Which features would you like here?

Responses 378



"In your report it tells us of all the routes that go along the A23, one of these routes (133 or 159) could be diverted along to help as this is their diversion route when there is a problem with the A23."

"The proposals do not go far enough up to the top of LCR. This is where traffic calming is needed and the pavements need widening." "Similar treatment should be applied on upper end of Leigham Court Rd ending in crossing with Streatham Common North." "Individual benches for the elderly or infirm to rest with their shopping, especially on the up hill section near St Peter's church."

"A proper zebra crossing or toucan on St Julian's farm road. Maybe the pavements on St Julian's should be widened too?"

"Pavement widening and Reduction of parking outside 153-213 Leigham Court Road This measure would limit maintenance access to one's property. Where would a Scaffold truck park if you needed a roof repair? Firms are not insured to walk scaffold poles two or three streets away in order to get to your house."

"The road is barely wide enough to support the current traffic volumes pre-LTN. The vehicle types vary in size and as a cyclist, these proposals reduce my safe space on LCR."

RECOMMENDATIONS

About the two sections of pavement widening at Dunraven Schools:

Priority Grade: high

- Consider more cycle parking
- Continue to engage and co-design with local residents and Dunraven School staff, parents and children.

About the changes at Julian's Primary School:

Priority Grade: high

- Work to increase the visibility of the pedestrian priority crossing on St. Julian's Farm Road
- Continue to engage and co-design with local residents and St. Julian's Primary School staff, parents and children.

About the changes at the Esso Petrol Station:

Priority Grade: low

- Consider reducing the size of the pavement widening or retain more parking as inset bays.
- Add pedestrian crossings closer to Streatham Common North and St Peter's Church.
- Consider protected cycle lane here.
- Widen the pavements, reduce greening.
- Add speed enforcement.

Other Recommendations

ABOUT ENGAGEMENT:

- Set up meeting with Julian's Primary School and parents to discuss the preliminary design for the space outside of the school.
- Support local schools in delivering the news about the changes to parents.
- Set up meeting with the staff of Hideaway Work Space to better understand their challenges and concerns.
- Support GPs in delivering the news to their patients, namely to the most vulnerable. Possibility to install colourful information stands outside of GP practices.
- Set up meeting with TfL to review comments made by the community.
- Create business focus group to discuss the detailed designs for Pinfold Road, Sunnyhill Road and Hopton Road.
- Create focus group with Library staff to discuss the preliminary design for the proposed street improvements outside of the Library.
- Contact the residents on Harborough Road by letter to offer clarification meeting about the filters on the road.
- Engage with the police and the community to implement community speedwatch.
- Clarify the dispensation policy.
- Clarify what is the proposal regarding the red area on the LTN map (i.e. Stanthorpe Triangle).
- Clarify why ANPR is not being considered.

ABOUT THE STREET IMPROVEMENTS:

- Respondents mentioned "more greening" or "more planting" as the key priority for improving spaces. However, "it won't be maintained" was also raised as a key concern. It is therefore vital that any greening proposals are properly maintained, namely close to the High Street.
- Parklet locations in close proximity to residences to be reviewed following concerns over possible noise disturbances and anti-social behavior at night.
- Cycle parking infrastructure to be installed near the local GP practices.
- Offer regular cycle training to local residents, with focus on Leigham Court Road residents, children and parents.
- Support local business owners who drive to their clients. Set a series of online and in-person Q&A sessions to provide information about other programmes such as the OurBike and cycle training initiatives.
- Partner with School Streets Team to inform children and parents about the traffic changes and benefits of walking/wheeling and cycling.
- Review filter locations close to Valley Road as drivers might attempt U-turns at school drop-off and pick-up times.
- Filters on Valley Road to be considered as one when applying for a blue-badge holder exemption.
- Place disabled and loading bays close to the businesses and other public services such as the Library.

3. Other Activities

Other Activities

While the Streatham Wells LTN and Wider Street Improvements include many projects, other workstreams are also present in the area. Some of these make use of the feedback received during the engagement periods. They include:



[Big Shift Programme](#)

Our new Big Shift active travel programme brings together several initiatives to help residents, businesses and schools choose cleaner and healthier ways of getting around the borough - such as walking, cycling and wheeling.

Some of the relevant projects for Streatham Wells area are:

- Provision of cargo bike sharing options for local residents and businesses
- Reimagining spaces as part of the Your Streets Your Way competition. In Streatham Wells these spaces are Russell's Footpath and Leithcote Path
- Helping residents create and install Community Parklets



[Controlled Parking Zone \(CPZ\)](#)

Lambeth recently announced its intention to implement CPZ's Boroughwide by 2026. This is an important objective in our Climate Action Plan to manage parking and reduce emissions. In the programme, a new Streatham Wells CPZ is earmarked for the 2023-24 financial year.

The Parking Team are currently preparing the engagement materials for the CPZ proposals and are working collaboratively with the Transport Team in relation to the LTN and Wider Street Improvement proposals. Initial informal engagement on the CPZ is planned in the summer of 2023.

[Sustainable Drainage Systems \(SuDS\) Programme](#)



In partnership with Thames Water, our SuDS programme allocates £6 million to help reduce flood risk and improve climate resilience across the borough. In Streatham Wells, there are flooding issues, especially around Sunnyhill Primary School on Valley Road and Sunnyhill Road. These two roads have been identified through the SuDS programme, and specific designs will be created over the next year to reduce flood risk, increase climate resilience and provide more green space in the area.

[Bus Priority Corridors](#)

Together with Transport for London, Lambeth is assessing how to improve bus services on its network, especially where bus services make use of longer corridors. Two of these corridors identified in the Streatham Wells area are Leigham Court Road (417 bus service) and Streatham Common North/A214 (249 bus service).

Officers are currently analysing the baseline conditions and investigate how to holistically improve the bus services. Measures could include:

- New sections of bus lane
- Safer crossing points to reach bus stops
- Better/new bus shelters
- Reducing conflicts between buses, cyclists, and parked vehicles

4. Appendix

A. Primary school worksheets

YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

- What would make this space feel safer?



THIS IS A
**SAFE
SPACE**



- What would make this space more pleasant/enjoyable?

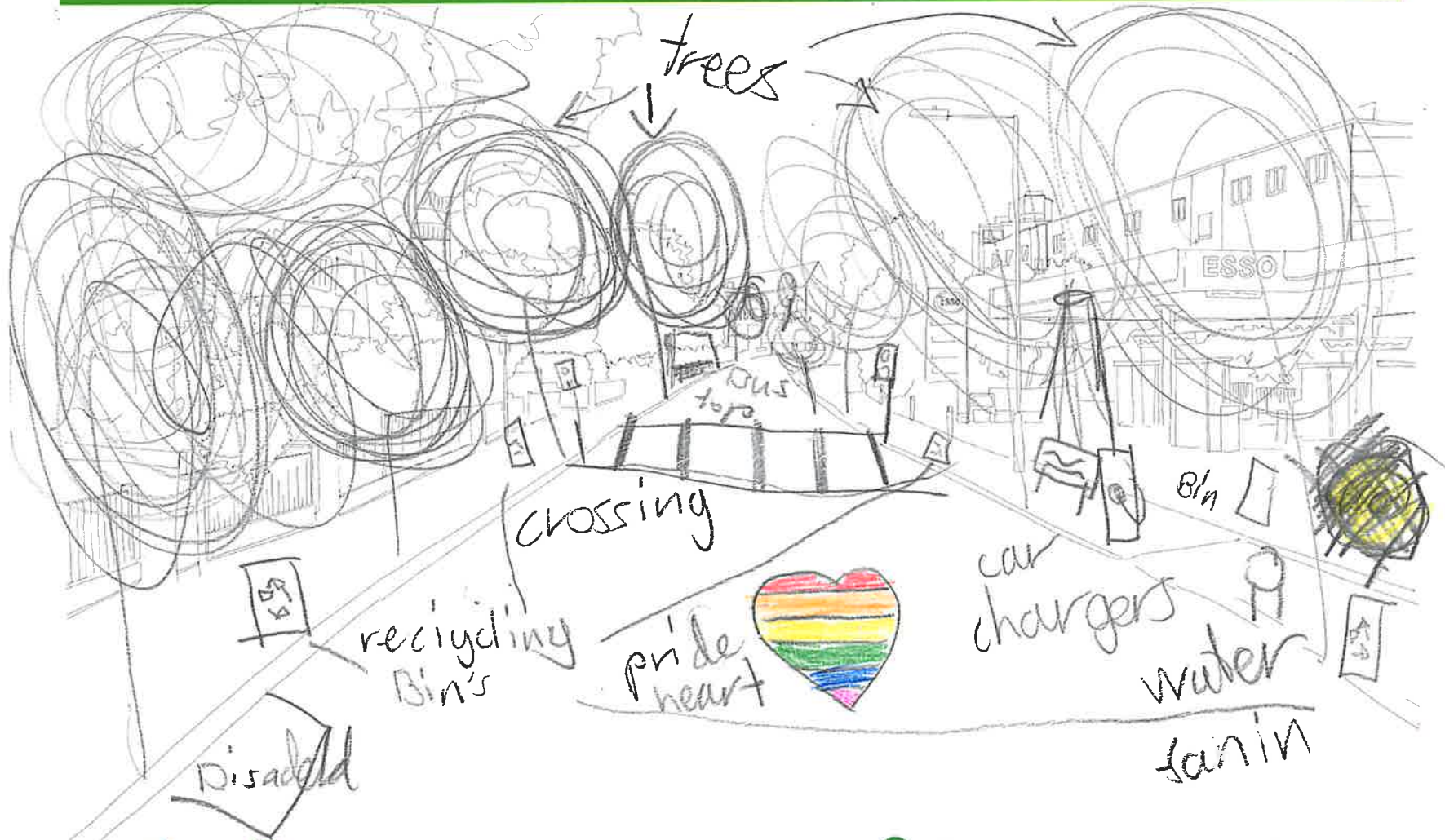
- What would make this area more nature-friendly?



YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

- What would make this space feel safer?



- What would make this space more pleasant/enjoyable?

- What would make this area more nature-friendly?

tree

THIS IS A
**SAFE
SPACE**



YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

- What would make this space feel safer?



- What would make this space more pleasant/enjoyable?



- What would make this area more nature-friendly?



THIS IS A
SAFE
SPACE



YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

- What would make this space feel safer?



- What would make this space more pleasant/enjoyable?



- What would make this area more nature-friendly?

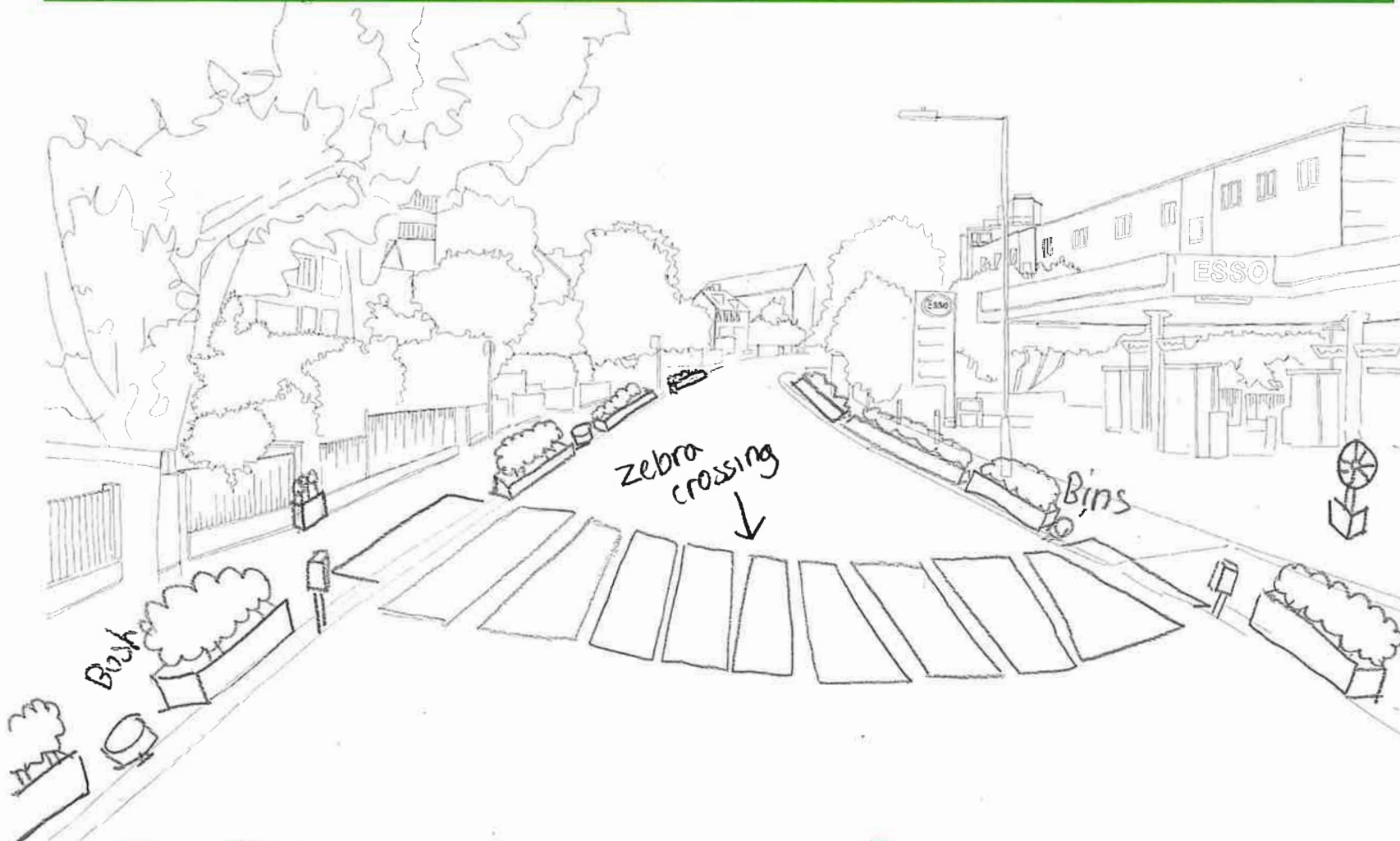
THIS IS A
SAFE
SPACE



YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

- What would make this space feel safer?



- What would make this space more pleasant/enjoyable?



- What would make this area more nature-friendly?

THIS IS A
**SAFE
SPACE**



YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

- What would make this space feel safer?



More Light
Less More warning like 30, 20..
More bins One side for the bikes

THIS IS A SAFE SPACE



- What would make this space more pleasant/enjoyable?

- What would make this area more nature-friendly?

7*

YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD



● What would make this space feel safer?

• 10 cars etc

light

• more light posts

• more crossings

• Bins

• cameras

• Biscals /
scoter

Electric
**THIS IS A
SAFE
SPACE**



● What would make this space more pleasant/enjoyable?



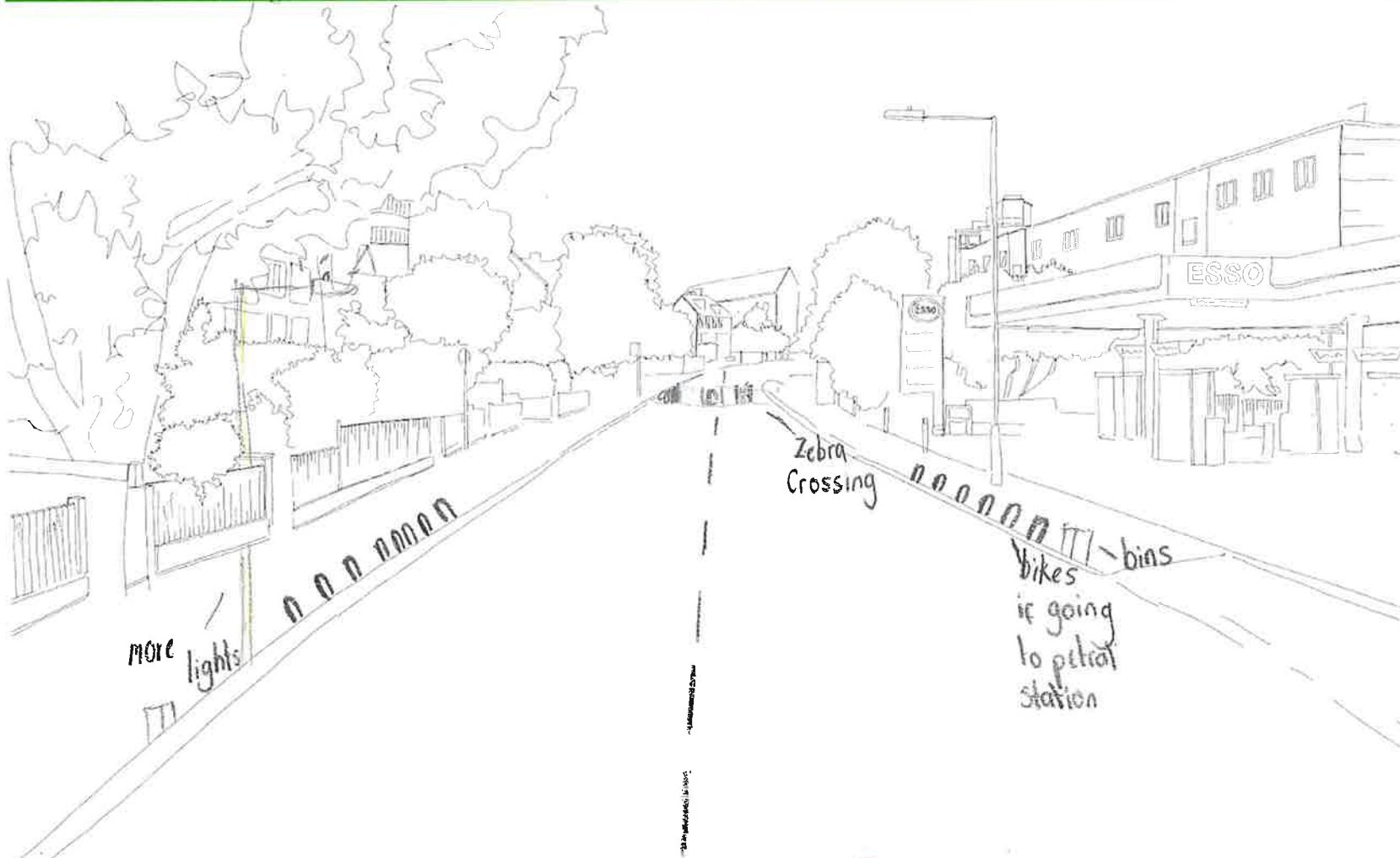
● What would make this area more nature-friendly?



YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

- What would make this space feel safer?



THIS IS A
**SAFE
SPACE**



- What would make this space more pleasant/enjoyable?

- What would make this area more nature-friendly?

YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

- What would make this space feel safer?



- What would make this space more pleasant/enjoyable?

- What would make this area more nature-friendly?



THIS IS A
SAFE
SPACE



YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

- What would make this space feel safer?

Trees



THIS IS A
**SAFE
SPACE**



- What would make this space more pleasant/enjoyable?

More trees



- What would make this area more nature-friendly?

Trees



YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

- What would make this space feel safer?



THIS IS A
**SAFE
SPACE**



- What would make this space more pleasant/enjoyable?

trees



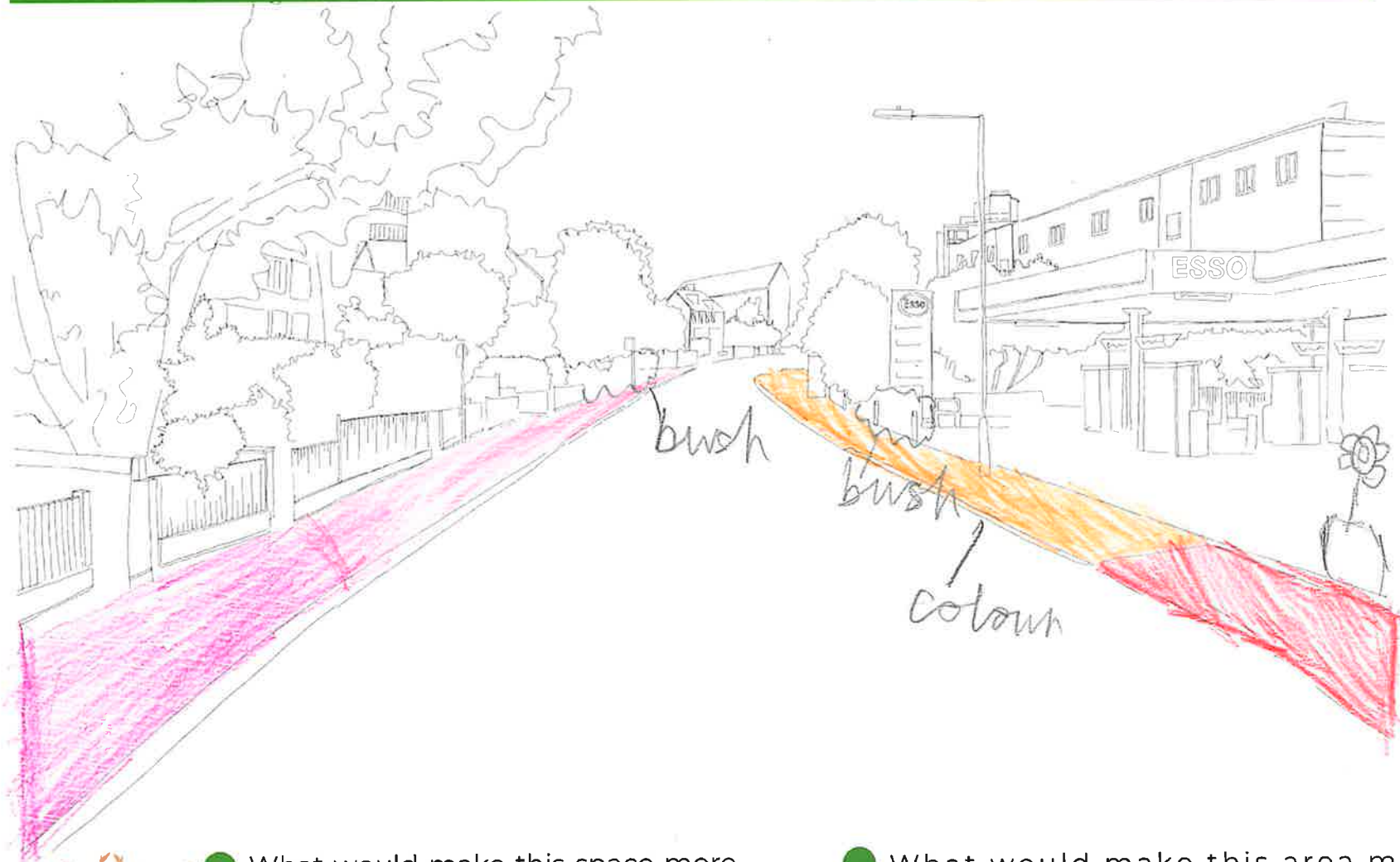
- What would make this area more nature-friendly?

trees



YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD



● What would make this space feel safer?

less dark
colours and
more friendly
colours

THIS IS A
**SAFE
SPACE**



● What would make this space more pleasant/enjoyable?

more nature



● What would make this area more nature-friendly?

plants



YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

● What would make this space feel safer?



● What would make this space more pleasant/enjoyable?

● What would make this area more nature-friendly?



YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

- What would make this space feel safer?



- What would make this space more pleasant/enjoyable?

- What would make this area more nature-friendly?

THIS IS A
**SAFE
SPACE**



YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

● What would make this space feel safer? *people*



E1/B7, cycle thing

THIS IS A
**SAFE
SPACE**



● What would make this space more pleasant/enjoyable? *Hot dog stand, Candy floss stand*

● What would make this area more nature-friendly? *eco-friendly*



YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

● What would make this space feel safer?



● What would make this space more pleasant/enjoyable?

● What would make this area more nature-friendly?

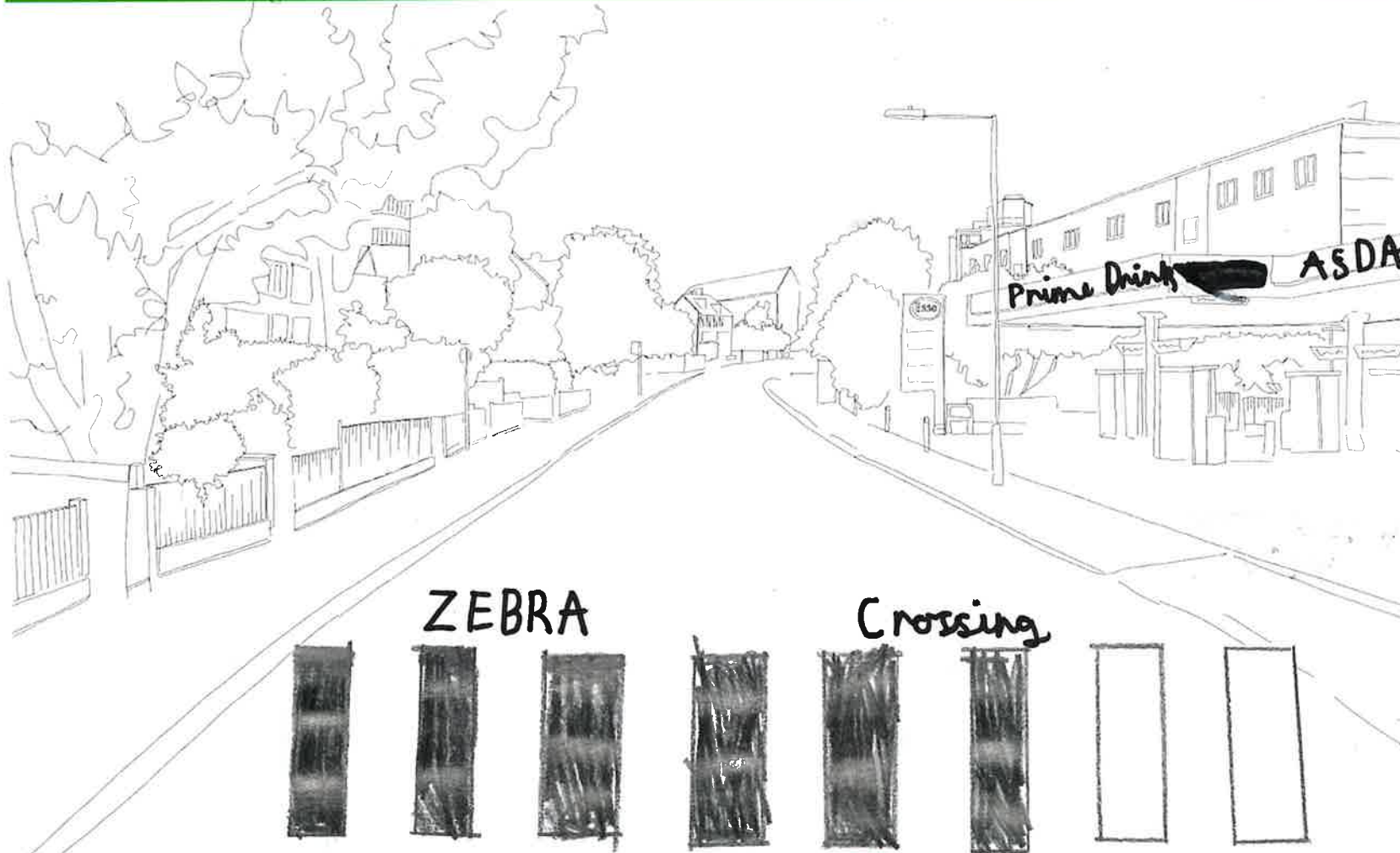
THIS IS A
**SAFE
SPACE**



YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

- What would make this space feel safer?



- What would make this space more pleasant/enjoyable?

- What would make this area more nature-friendly?

THIS IS A
SAFE
SPACE



YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD



● What would make this space feel safer?

buzz-calmer:
there are 2 buttons one is for if you are in trouble & one is if you are sad. If you are in trouble you press it & it will alert people.
I added trees, an extra crossing, buzz-calmer, flowerpot

THIS IS A
SAFE
SPACE



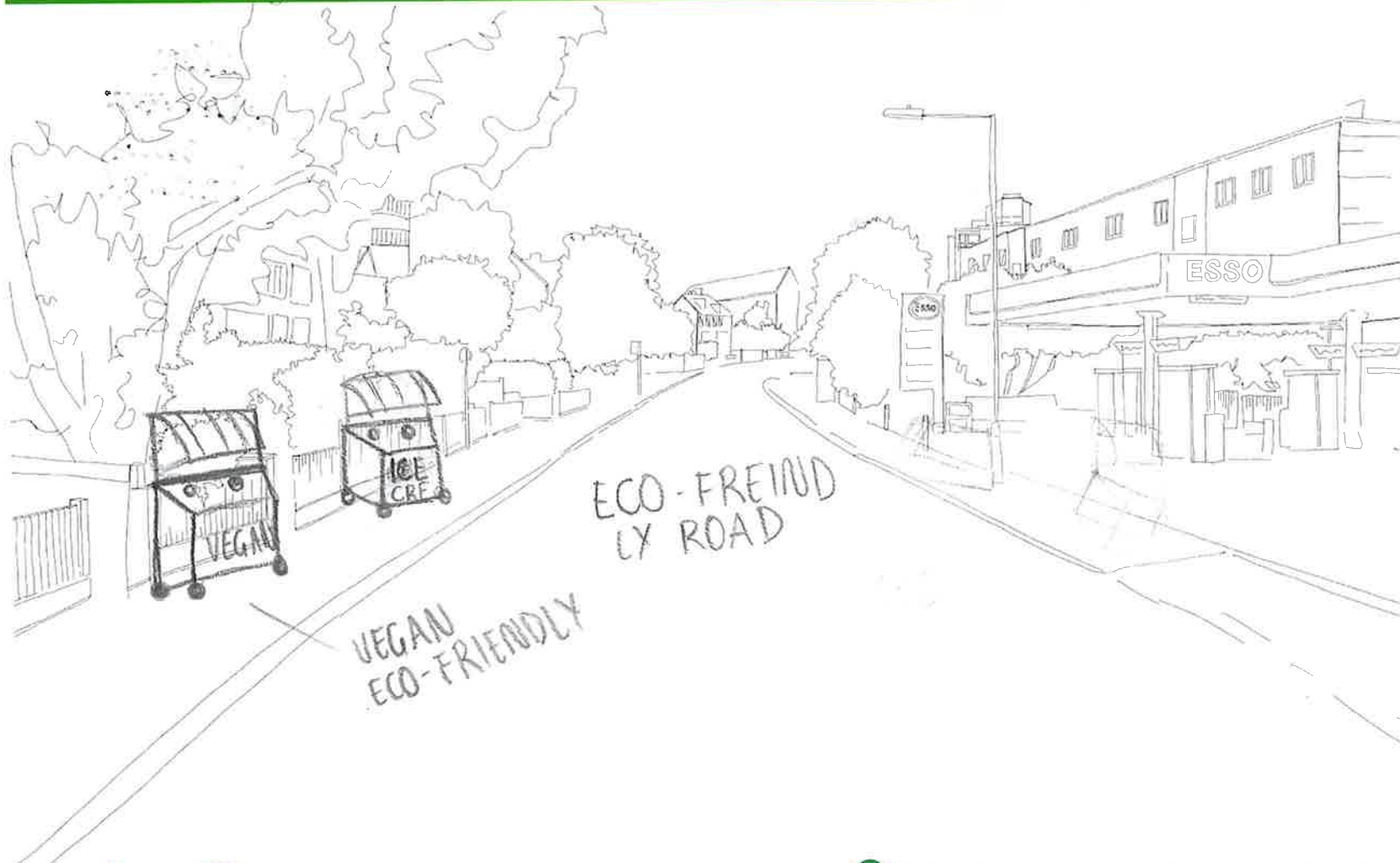
● What would make this space more pleasant/enjoyable?

● What would make this area more nature-friendly?

YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

- What would make this space feel safer?



- What would make this space more pleasant/enjoyable?
Ice-Cream stand



- What would make this area more nature-friendly?
Eco-friendly

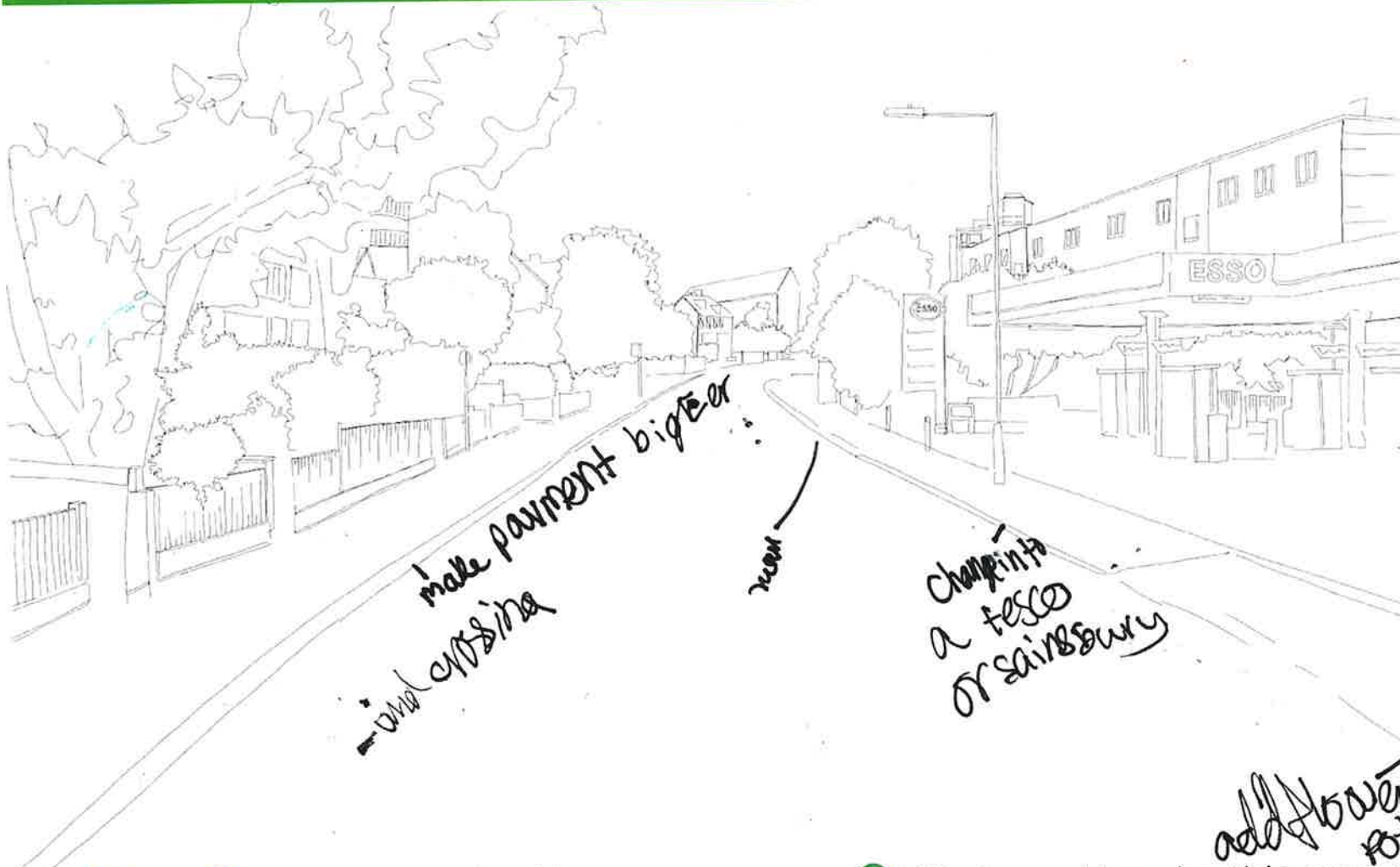


THIS IS A
SAFE
SPACE



YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD



● What would make this space feel safer?

crossings for humans and pets and more & pale

THIS IS A SAFE SPACE



● What would make this space more pleasant/enjoyable?

replace for pets to cross and tables

● What would make this area more nature-friendly?

add a flower pot and a space for pet;

YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

- What would make this space feel safer?



- What would make this space more pleasant/enjoyable?

- What would make this area more nature-friendly?



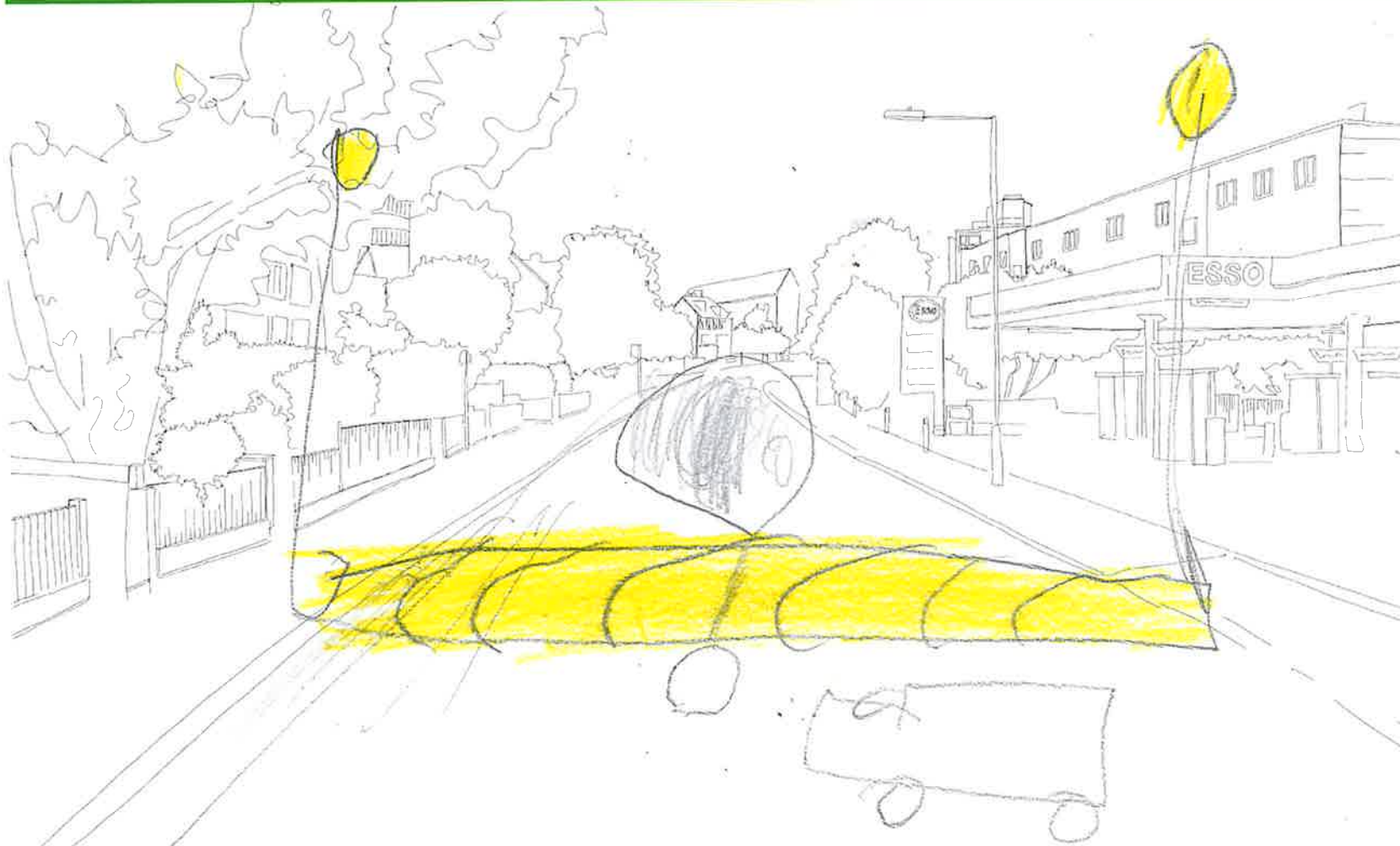
THIS IS A
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SPACE



YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

- What would make this space feel safer?



- What would make this space more pleasant/enjoyable?

- What would make this area more nature-friendly?

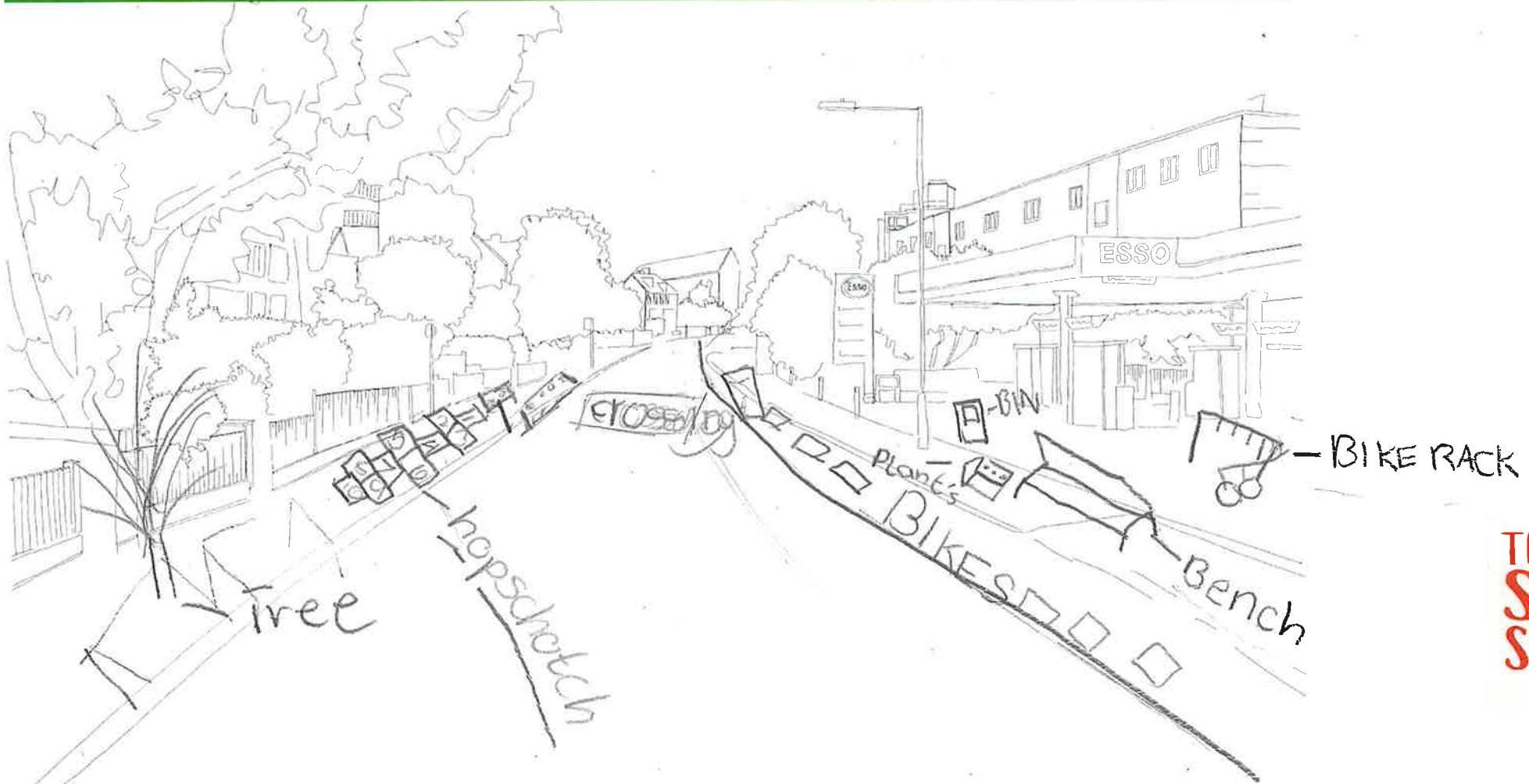
THIS IS A
**SAFE
SPACE**



YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

● What would make this space feel safer?



THIS IS A
**SAFE
SPACE**



● What would make this space more pleasant/enjoyable?

● What would make this area more nature-friendly?

YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

● What would make this space feel safer?



THIS IS A
SAFE
SPACE



● What would make this space more pleasant/enjoyable?

● What would make this area more nature-friendly?



YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

● What would make this space feel safer?



THIS IS A
**SAFE
SPACE**



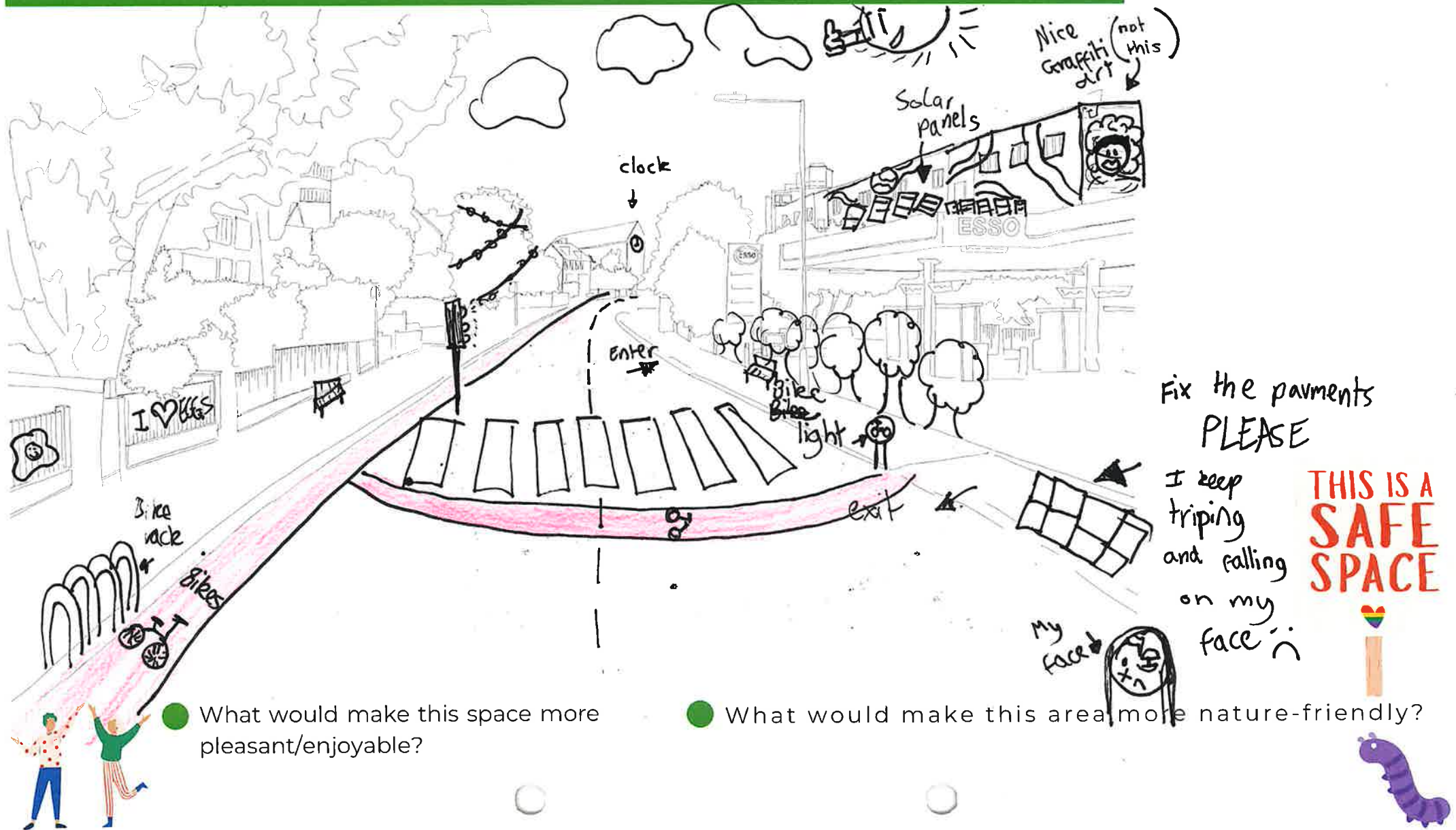
● What would make this space more pleasant/enjoyable?

● What would make this area more nature-friendly?

YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

● What would make this space feel safer?



YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

- What would make this space feel safer?



- What would make this space more pleasant/enjoyable?

- What would make this area more nature-friendly?

THIS IS A
**SAFE
SPACE**



YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

- What would make this space feel safer?



- What would make this space more pleasant/enjoyable?

- What would make this area more nature-friendly?

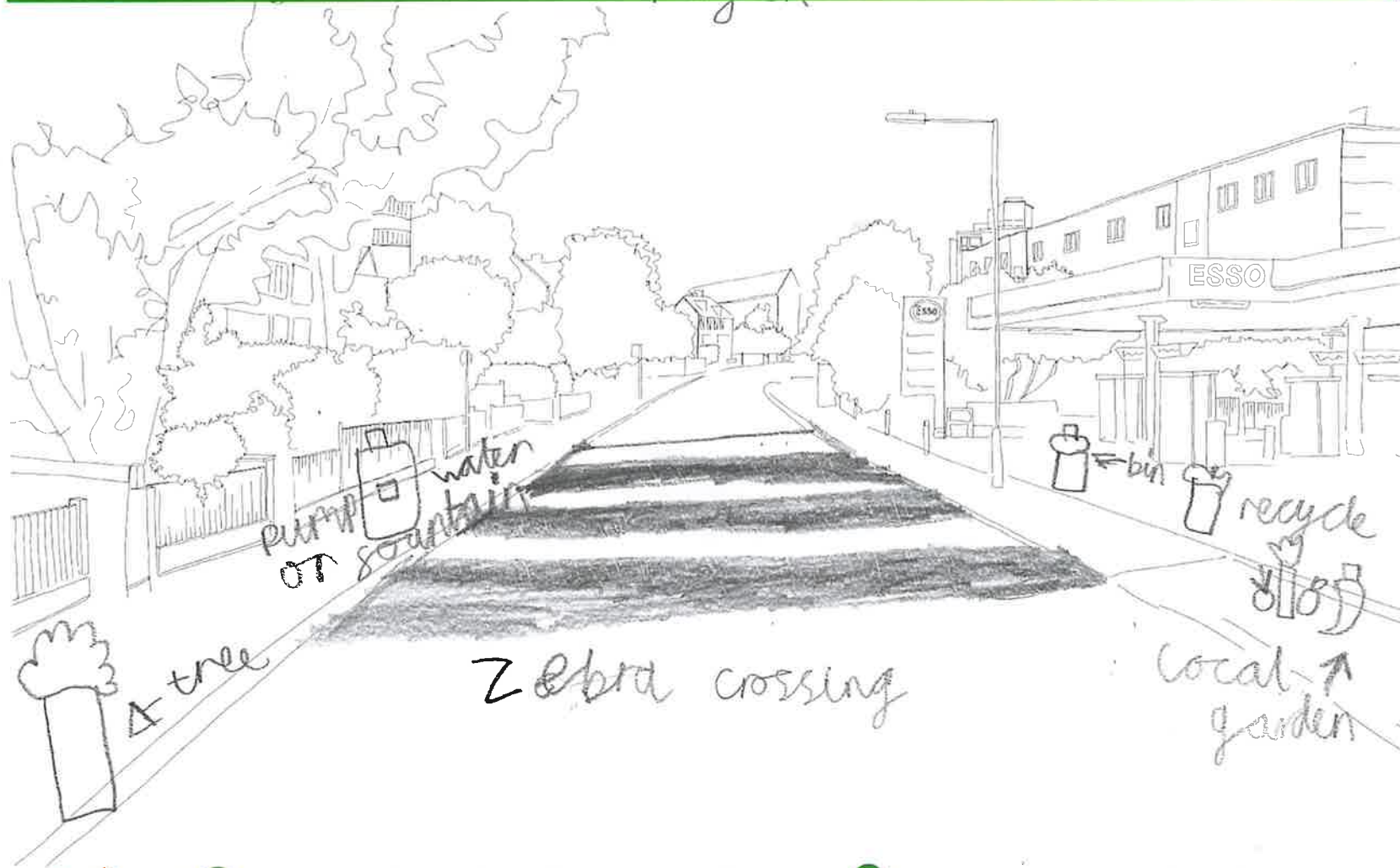
THIS IS A
**SAFE
SPACE**



YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

Taylor



- What would make this space feel safer?



- What would make this space more pleasant/enjoyable?

- What would make this area more nature-friendly?

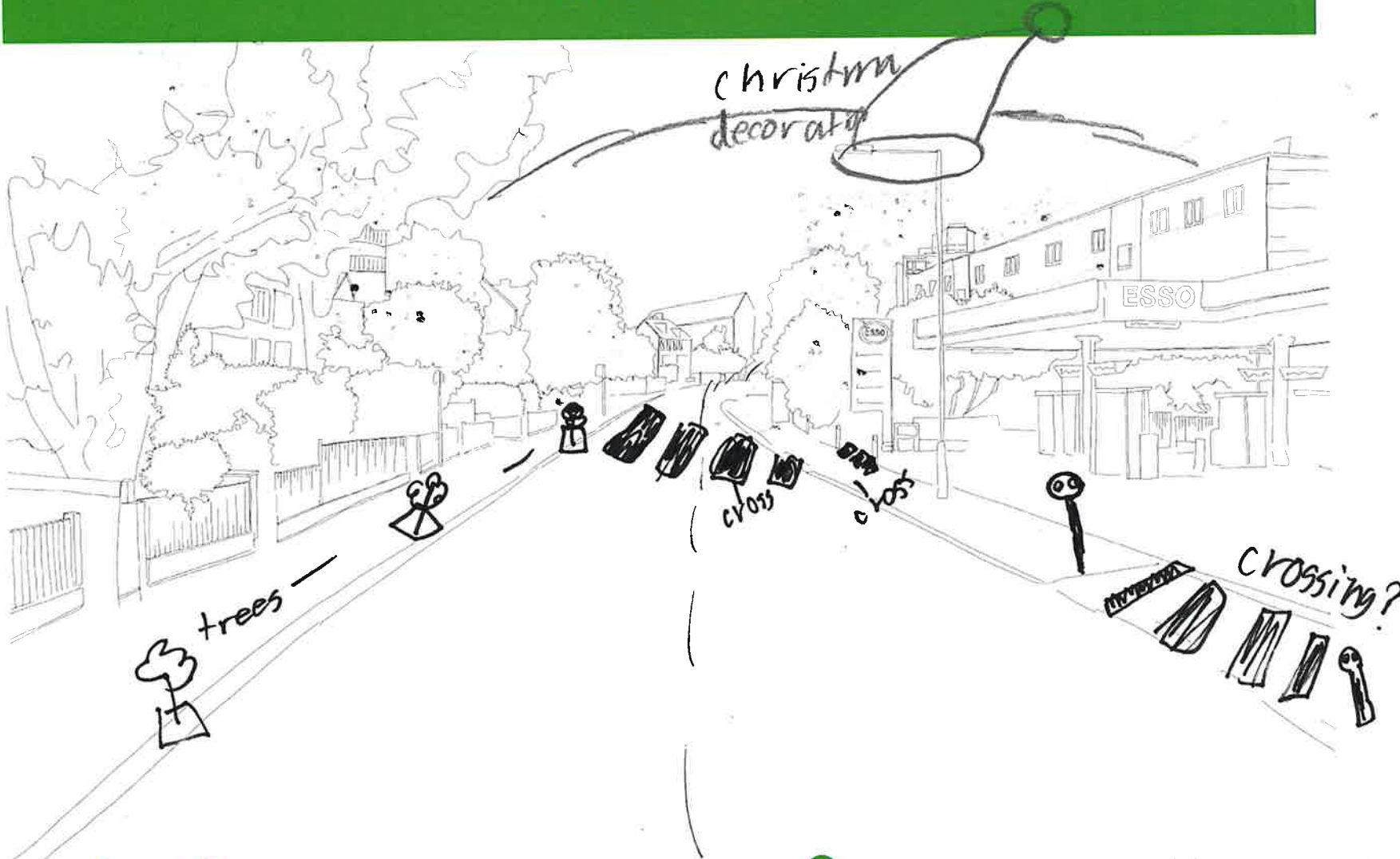
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SPACE**



YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

● What would make this space feel safer?



● What would make this space more pleasant/enjoyable?

● What would make this area more nature-friendly?

THIS IS A
**SAFE
SPACE**



YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

- What would make this space feel safer?



● What would make this space more pleasant/enjoyable?

● What would make this area more nature-friendly?

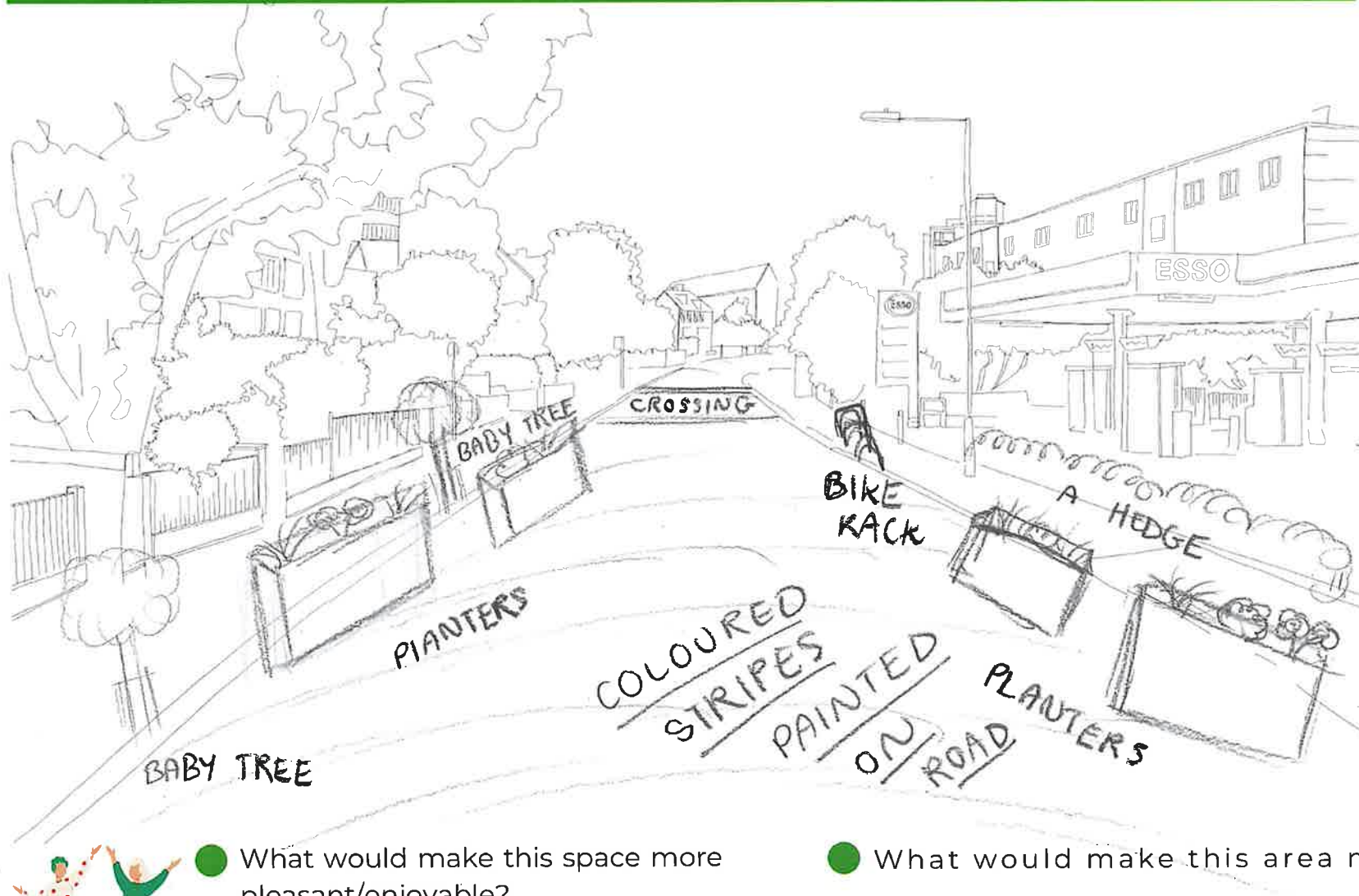
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YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

- What would make this space feel safer?



- What would make this space more pleasant/enjoyable?

- What would make this area more nature-friendly?

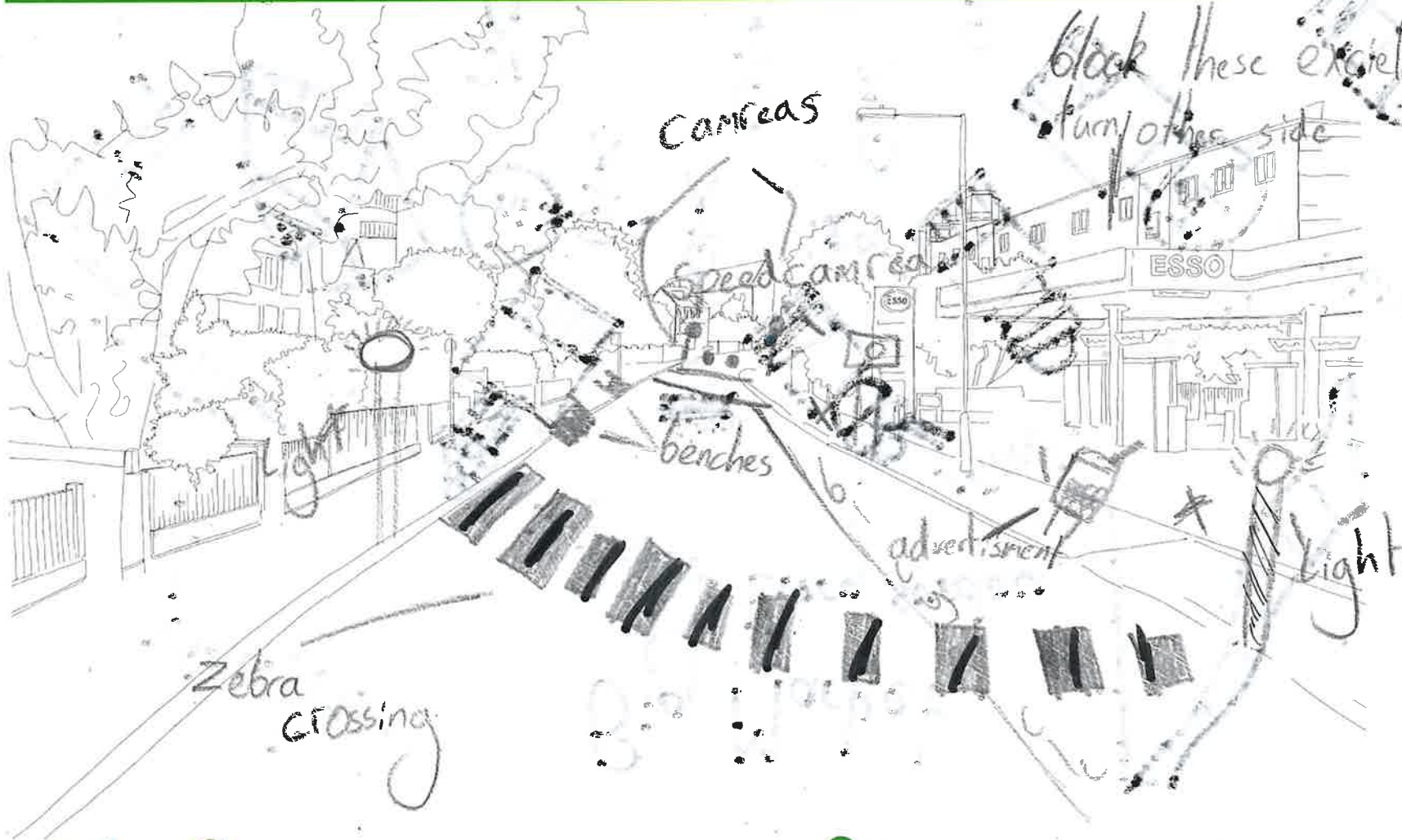
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YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

● What would make this space feel safer?



some benches,
zebra

Adam

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● What would make this space more pleasant/enjoyable?

● What would make this area more nature-friendly?

YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

- What would make this space feel safer?



- What would make this space more pleasant/enjoyable?

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YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

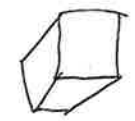
- What would make this space feel safer?



- What would make this space more pleasant/enjoyable?

- What would make this area more nature-friendly?

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YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

- What would make this space feel safer?



Olah

h

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SPACE



- What would make this space more pleasant/enjoyable?

- What would make this area more nature-friendly?

YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

- What would make this space feel safer?



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SPACE**



- What would make this space more pleasant/enjoyable?

- What would make this area more nature-friendly?

YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

- What would make this space feel safer?



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SPACE**



YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

● What would make this space feel safer?



Bridge is for walking.

+++ = Gate / Fence



● What would make this space more pleasant/enjoyable?

● What would make this area more nature-friendly?

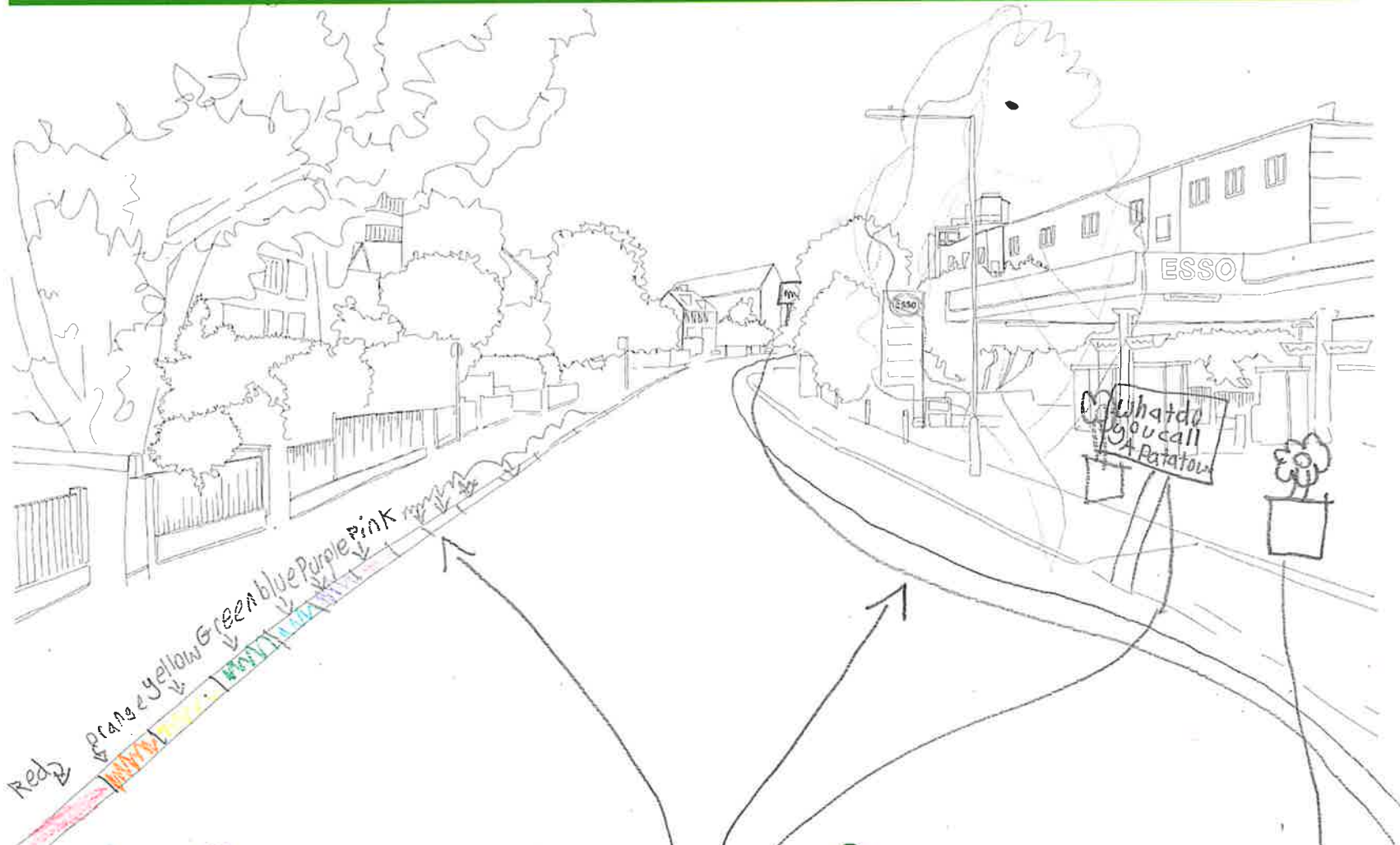
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YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

● What would make this space feel safer? Camera's



● What would make this space more pleasant/enjoyable?

- Add more trees
- rainbow
- Put half a joke here and other half around the bend so they can wait for other half!

● What would make this area more nature-friendly?

- Plant pots
- more trees
- build nests so more birds will come

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SPACE



YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

- What would make this space feel safer?



- What would make this space more pleasant/enjoyable?

- What would make this area more nature-friendly?

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SPACE**



YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

● What would make this space feel safer?



● What would make this space more pleasant/enjoyable?

● What would make this area more nature-friendly?



YOUR SENSIBLE IDEA

LEIGHAM COURT ROAD

- What would make this space feel safer?



- What would make this space more pleasant/enjoyable?

- What would make this area more nature-friendly?



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YOUR SENSIBLE IDEA

SUNNYHILL ROAD

- What would make this space feel safer?



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- What would make this space more pleasant/enjoyable?

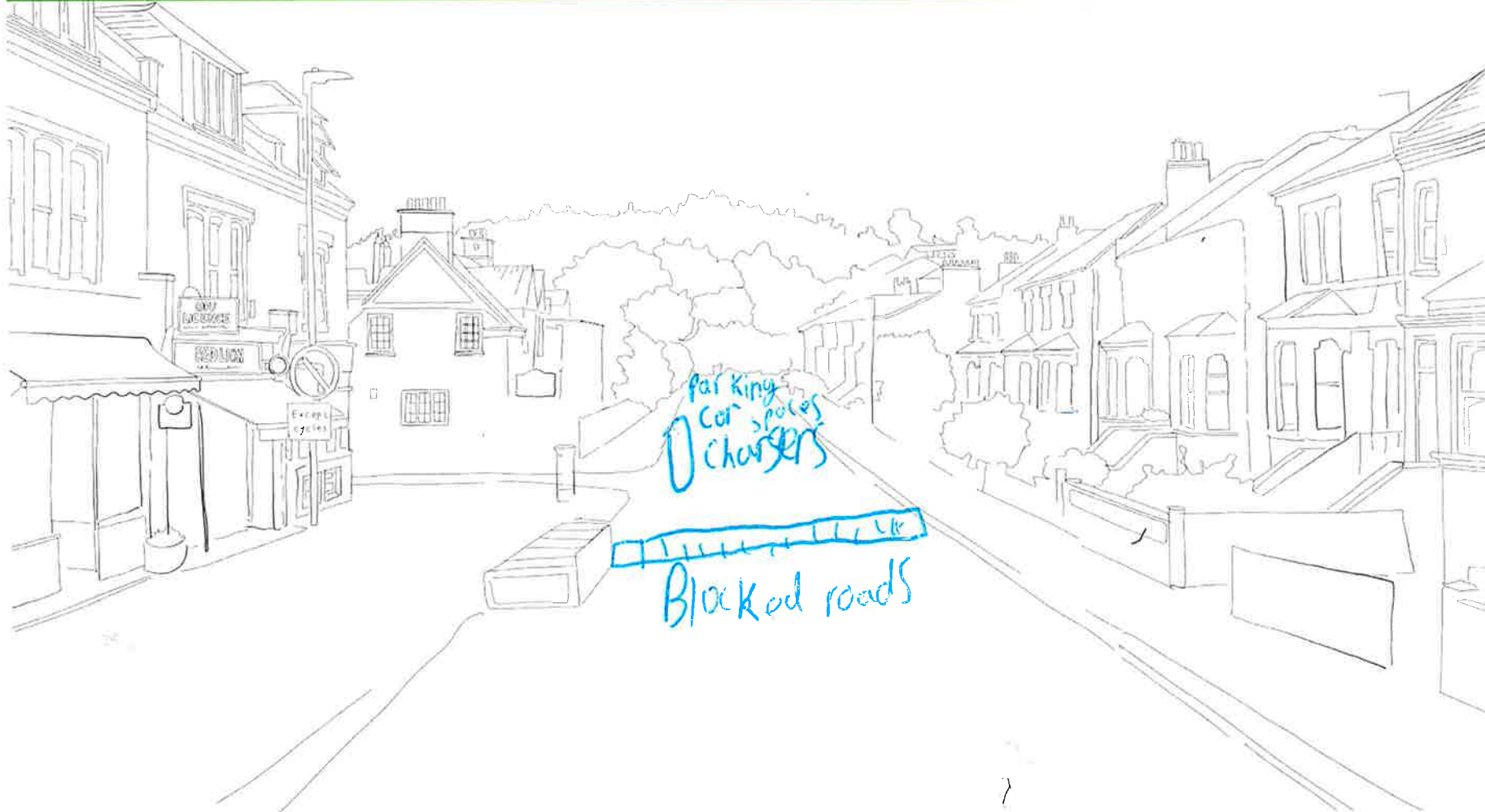
- What would make this area more nature-friendly?



YOUR SENSIBLE IDEA

SUNNYHILL ROAD

- What would make this space feel safer?



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- What would make this space more pleasant/enjoyable?

- What would make this area more nature-friendly?



YOUR SENSIBLE IDEA

SUNNYHILL ROAD

- What would make this space feel safer?



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- What would make this area more nature-friendly?



YOUR SENSIBLE IDEA

SUNNYHILL ROAD

What would make this space feel safer?



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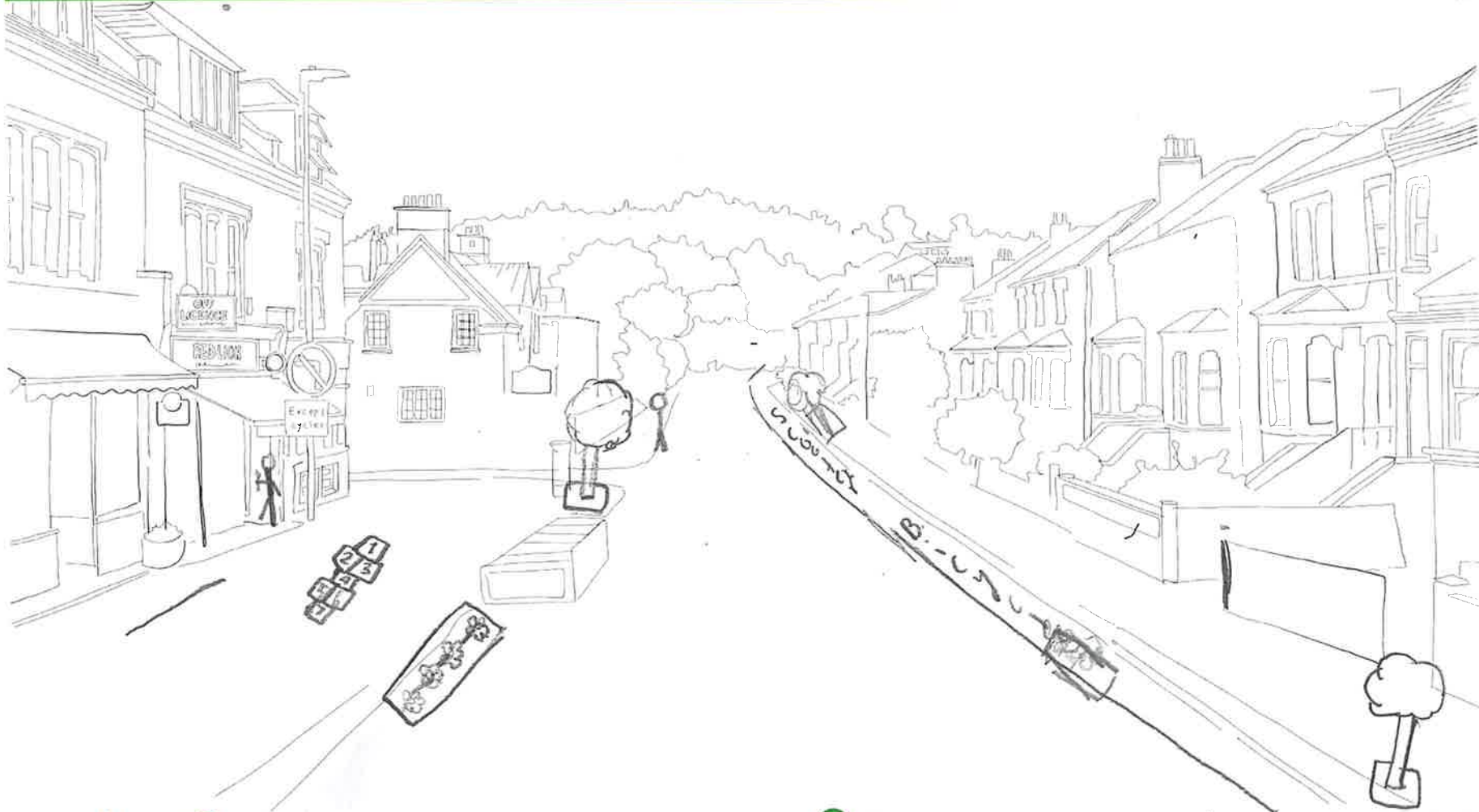
What would make this space more pleasant/enjoyable?

What would make this area more nature-friendly?

YOUR SENSIBLE IDEA

SUNNYHILL ROAD

- What would make this space feel safer?



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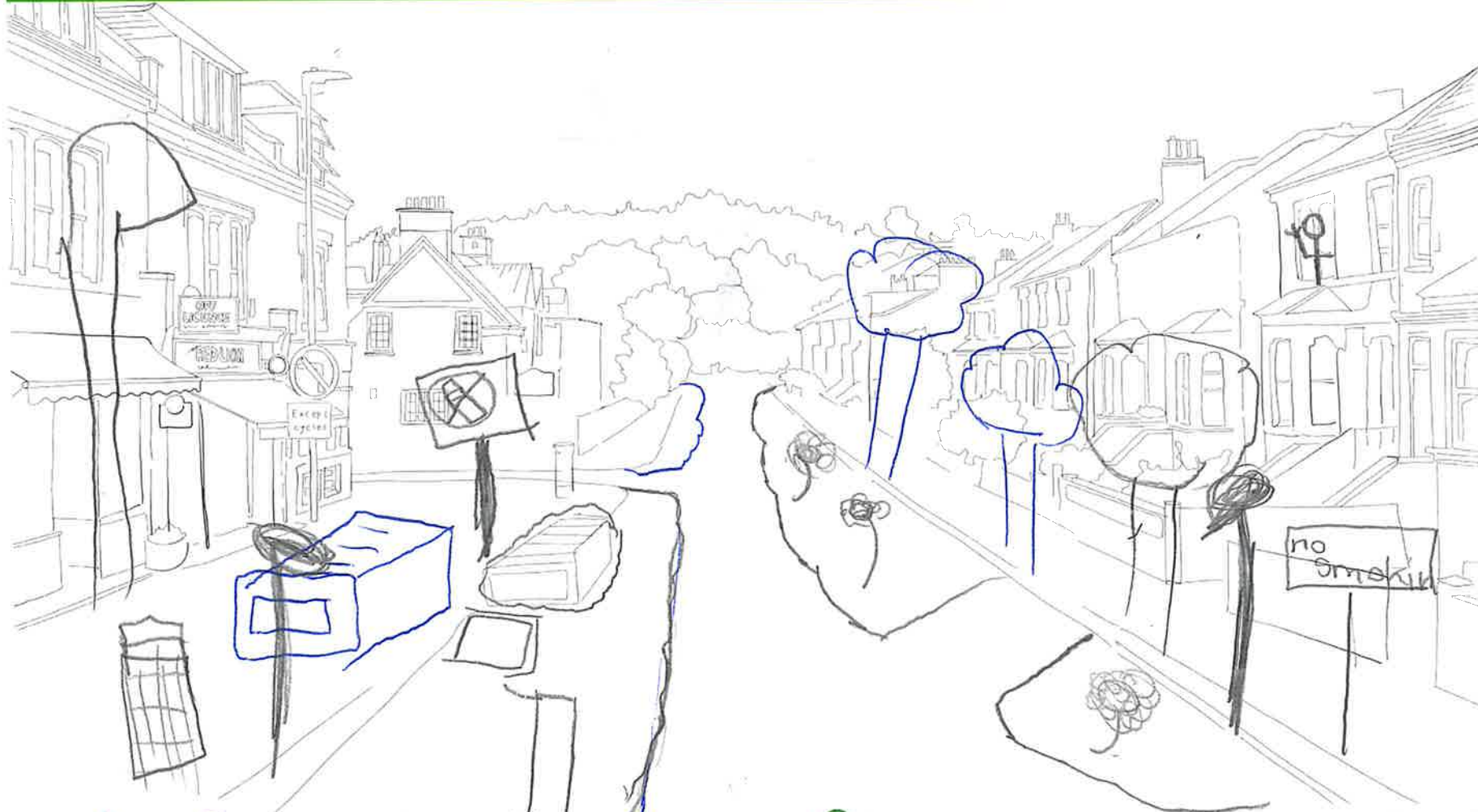


YOUR SENSIBLE IDEA

SUNNYHILL ROAD

- What would make this space feel safer?

If we make the roads more narrow



- What would make this space more pleasant/enjoyable?

by adding more colour design



- What would make this area more nature-friendly?

plants

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YOUR SENSIBLE IDEA

SUNNYHILL ROAD

● What would make this space feel safer?



● What would make this space more pleasant/enjoyable?

● What would make this area more nature-friendly?

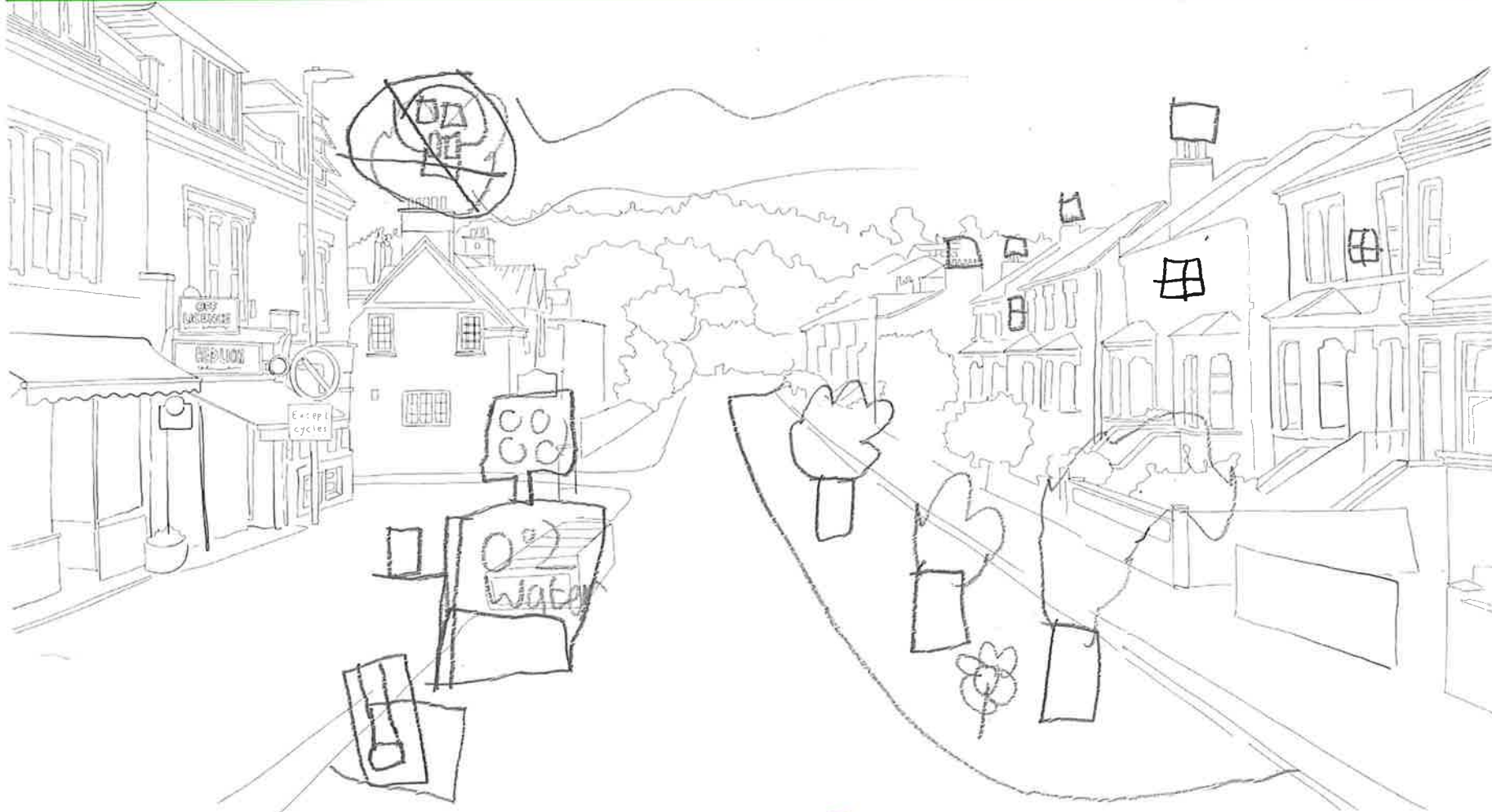
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YOUR SENSIBLE IDEA

SUNNYHILL ROAD

● What would make this space feel safer?



● What would make this space more pleasant/enjoyable?

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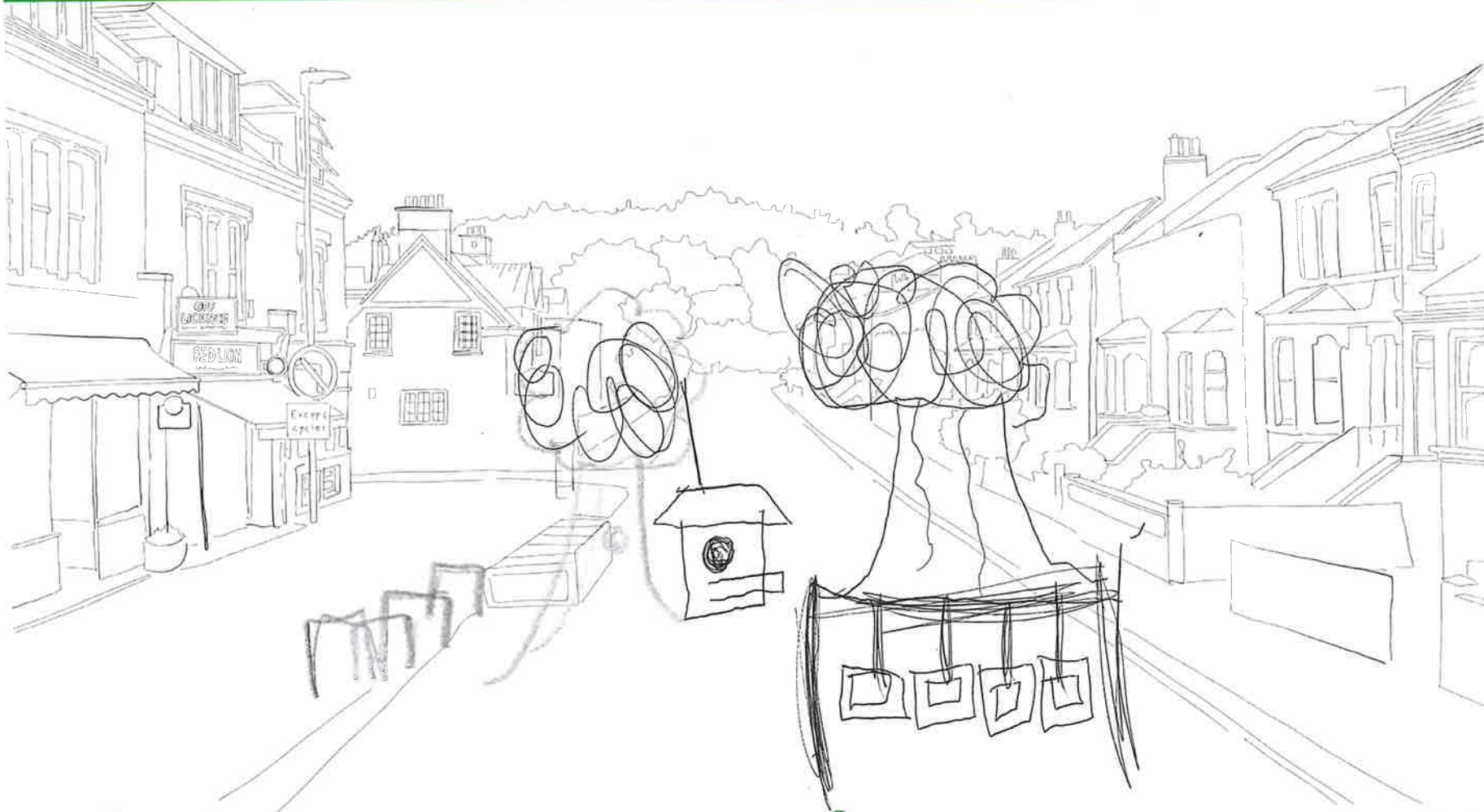
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YOUR SENSIBLE IDEA

SUNNYHILL ROAD

● What would make this space feel safer?



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YOUR SENSIBLE IDEA

SUNNYHILL ROAD

● What would make this space feel safer?



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● What would make this space more pleasant/enjoyable?

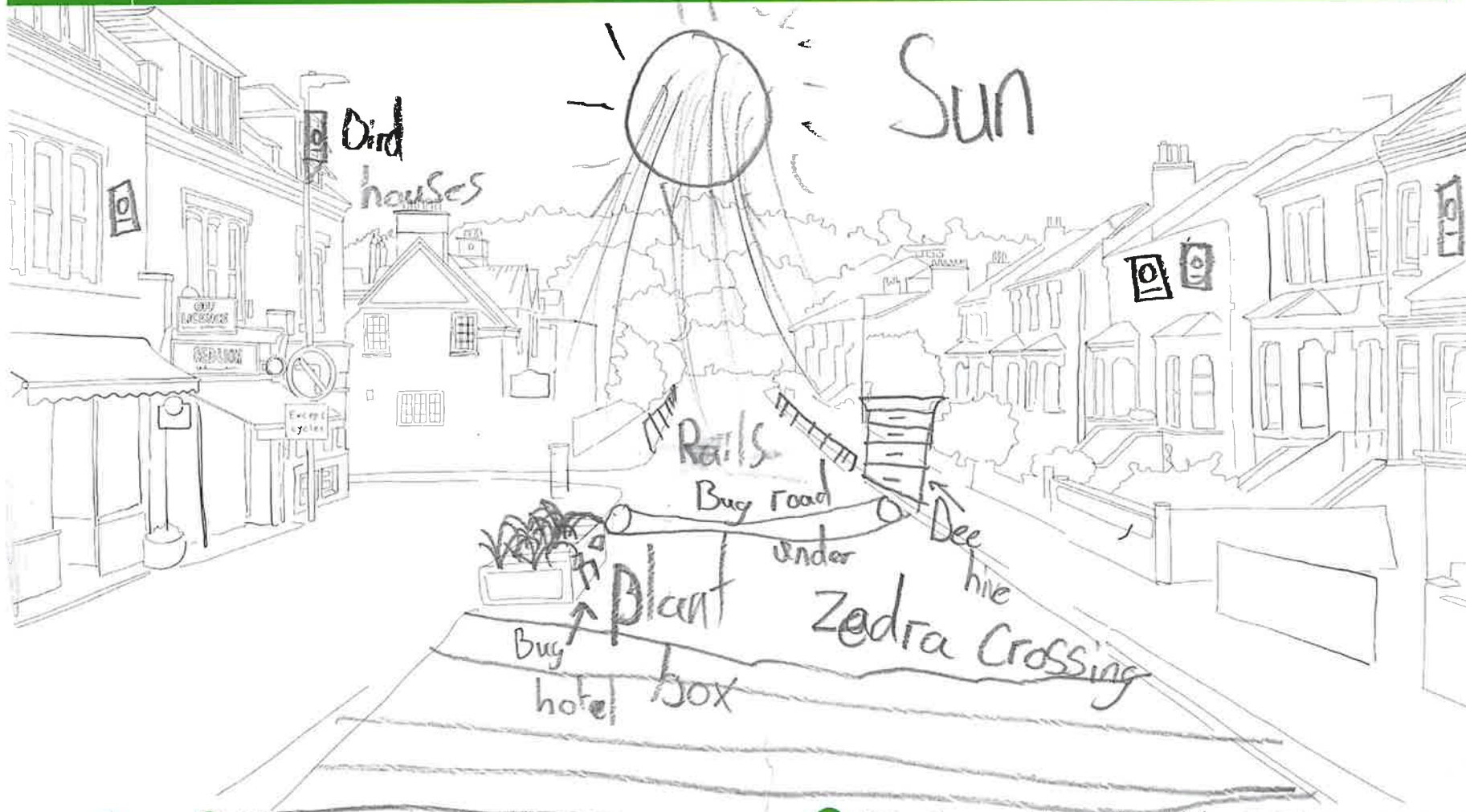
● What would make this area more nature-friendly?



YOUR SENSIBLE IDEA

SUNNYHILL ROAD

- What would make this space feel safer?



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SPACE**



- What would make this space more pleasant/enjoyable?

- What would make this area more nature-friendly?

YOUR SENSIBLE IDEA

SUNNYHILL ROAD

- What would make this space feel safer?

if we make
the road
more
narrow



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SPACE**



- What would make this space more pleasant/enjoyable?

Playground

- What would make this area more nature-friendly?

More trees



YOUR SENSIBLE IDEA

SUNNYHILL ROAD

- What would make this space feel safer?



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SPACE**



- What would make this space more pleasant/enjoyable?

- What would make this area more nature-friendly?

YOUR SENSIBLE IDEA

SUNNYHILL ROAD

- What would make this space feel safer?



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SPACE



- What would make this space more pleasant/enjoyable?

- What would make this area more nature-friendly?



YOUR SENSIBLE IDEA

SUNNYHILL ROAD

- What would make this space feel safer?



- What would make this space more pleasant/enjoyable?

- What would make this area more nature-friendly?

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YOUR SENSIBLE IDEA

SUNNYHILL ROAD

● What would make this space feel safer?



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● What would make this space more pleasant/enjoyable?

● What would make this area more nature-friendly?

