

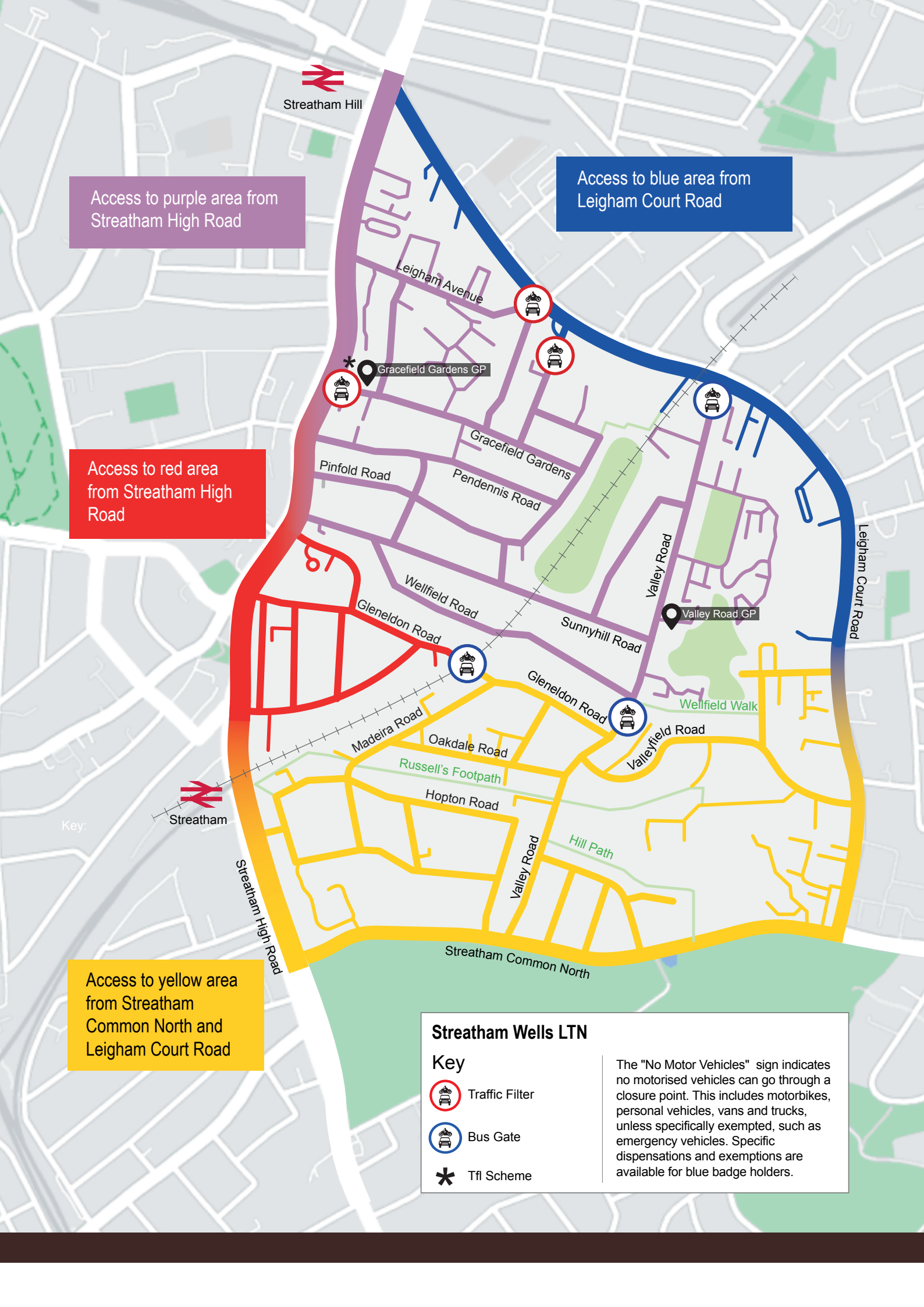
**Low Traffic  
Neighbourhood**



**Frequently Asked  
Questions (FAQs)**







Access to purple area from Streatham High Road




Access to blue area from Leigham Court Road

Access to red area from Streatham High Road

Access to yellow area from Streatham Common North and Leigham Court Road

**Streatham Wells LTN**

**Key**

-  Traffic Filter
-  Bus Gate
-  TfL Scheme

The "No Motor Vehicles" sign indicates no motorised vehicles can go through a closure point. This includes motorbikes, personal vehicles, vans and trucks, unless specifically exempted, such as emergency vehicles. Specific dispensations and exemptions are available for blue badge holders.



Streatham Hill



Streatham

Key:



Gracefield Gardens GP



Valley Road GP

## What is the Streatham Wells LTN?

Streatham Wells Low Traffic Neighbourhood (LTN) is designed to make the neighbourhood safer, healthier and more climate resilient. As a trial, The Low Traffic Neighbourhood scheme will introduce a number of traffic filters on local streets. These traffic filters will be camera enforced and will stop through traffic from going through the area. All local addresses will remain fully accessible by vehicle. Certain vehicles like TfL buses or emergency vehicles will be exempted from the filters.

The trial will be in place for 12-18 months during which Lambeth will collect feedback, monitor traffic levels and measure other impacts. Aside from an LTN, the project will also implement several Minor and Major Wider Street Improvements

## What area does the Streatham Wells LTN cover?

**The Streatham Wells LTN is the area bounded by the following roads:**

- Leigham Court Road
- Streatham Common North (A214)
- Streatham High Road (A23)

It contains local streets such as Gleneldon Road, Valley Road, Sunnyhill Road and Leigham Avenue.

## How will the scheme improve the streets?

**1. Reducing traffic** has many benefits, including:

- Cleaner air and less noise
- Fewer emissions contributing to climate change
- Safer streets, which support people to walk/wheel and cycle
- Less congestion, making journeys quicker for buses and essential motorised vehicle journeys

**The main objectives are:**

- Preventing motor vehicles from cutting through the neighbourhood
- Reducing overall traffic across the neighbourhood and the boundary roads
- Deliver part of the Streatham to Peckham Healthy Route (for walking and cycling)
- Reducing road danger stemming from motorised vehicles

**2. Improving walking/wheeling and cycling**

**conditions** benefit the community by supporting people to make active journeys that improve health and wellbeing. As well as reducing traffic, the following are proposed to improve walking/wheeling and cycling conditions:

- Providing better wayfinding on the Streatham to Peckham Healthy Route, connecting Streatham Common to local rail stations and destinations further north.
- Providing areas to stop and rest
- Installing more cycle parking

**3. Planting and greenery – The Streatham Wells**

**Wider Street Improvements\*** included planting new trees in existing tree pits or where there were previously tree stumps. Plants and greenery help to reduce carbon dioxide, create habitats for wildlife, including pollinators, and support community wellbeing by providing a connection to nature.

**4. Creating streets that are healthy, accessible,**

**and sociable** – proposals have been guided by the Mayor of London's Healthy Streets Approach (<https://www.healthystreets.com/>). To create more community spaces, Lambeth have teamed up with Living Streets and Meristem, who will co-design and install several community parklets in the area. A parklet is community space that sits on the kerbside and typically replace 1-2 car parking spaces. They are great for bringing people together and providing local green space.

**\*What are the Streatham Wells Wider Street Improvements?**

Minor Street Improvements are small-scale, quick-win interventions.

Minor Street Improvements include:

- A few identified locations will be developed under the Your Streets Your Way Design Competition, such as Russell's Footpath and Leithcote Path.
- 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



**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. More engagement on these schemes will be carried out in the future.

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

To be developed in 2023/24:

- Russell's Footpath buildout
- Leigham Court Road / Dunraven Primary
- Leigham Court Road / Dunraven Secondary
- Leigham Court Road / Julian's Primary School

To be developed in 2024/25:

- Hopton Road
- Pinfold Road
- Sunnyhill Road

To be developed in 2025:

- Gleneldon Road/Valley Road Junction
- Shrubbery Road
- Further works on Leigham Court Road, i.e. traffic calming and better crossing points.

## What are traffic filters?

Traffic filters (also called modal filters) are points on the street that ban vehicles from passing through, except cycles, emergency, waste, and vehicles with registered dispensation. A bus gate is also considered a filter.



## What is a bus gate?

A bus gate is a traffic filter which buses can pass through, along with the other vehicles that are exempt, such as emergency vehicles.

There are three bus gates proposed as part of the Streatham Wells LTN:

- Located at the top of Valley Road at the junction with Leigham Court Road
- Located on Valley Road between Wellfield Road and Gleneldon Road
- On Gleneldon Road on top of the railway bridge

We are implementing bus gates in the area to support the 315 bus service

## Why are traffic filters used?

Traffic filters are used to prevent motorised vehicle journeys that cut through the neighbourhood. Traffic data shows that high levels of through traffic use residential streets, particularly Gleneldon Road, Leigham Avenue and Valley Road.



## How do traffic filters work?

All the filters in the Streatham LTN are enforced by are enforced 24/7 with Automatic with Automatic Number Plate Recognition (ANPR) cameras. These work by issuing a Penalty Charge Notice (PCN) to motor vehicles that pass through the filter and are not exempted (i.e. emergency & waste vehicles, and vehicles with registered dispensation). Cameras are used, instead of physical barriers, so that emergency vehicles can go through. After a period of initial adjustments we typically see high compliance with the restrictions.

## Who is allowed to drive through the traffic filters and who can apply for dispensation?

The following can automatically drive through traffic filters without incurring a Penalty.

- Emergency Services
- Buses and pedal cycles
- Rapid response healthcare providers
- Category 1 Responders under the Civil Contingencies Act 2004
- Refuse collection vehicles

Both individual Blue Badge holders and organisations who qualify for a Blue Badge (such as SEN transport providers) can apply for the dispensation. Details of Lambeth's dispensation policy can be found here: <https://www.lambeth.gov.uk/parking/parking-permits/low-traffic-neighbourhood-ltn-dispensation-frequently-asked-questions>

The following can automatically drive through bus gates without incurring a penalty:

- Accessible private hire vehicles
- Taxis

## Why can't residents be granted exemptions to the traffic filters?

We are implementing LTNs as part of our strategy to reduce traffic across the borough. We are asking everyone to make a change to reduce their reliance on motor vehicles – for trips that start in our LTNs or anywhere else in the borough. All areas of the LTN will remain accessible by motor vehicle.

## Why are traffic filters proposed on roads that are already quiet?

If traffic filters were installed on only the streets that are currently experiencing high volumes of motor traffic, there would a risk of that traffic using parallel streets (which are currently quiet), instead. Therefore, we need to tackle an area comprehensively

## Why are the traffic filters laid out this way?

The layout of the traffic filters is designed to:

- Prevent motor vehicles from cutting through the neighbourhood
- Ensure that motor vehicles can manoeuvre around without needing to reverse substantial distances.
- Ensure that motor vehicles can make turns safely.
- Ensure that all addresses are accessible by motor vehicle. The colours on the map are intended to show how traffic can flow within the neighbourhood.

## Can I still get to my address by motor vehicle?

Yes, all addresses are accessible via motor vehicle. Motorised vehicle journeys may require driving further and may take longer. While it is recognised that this can be inconvenient, it is part of encouraging motorised vehicle journeys to be switched to other modes where possible.

## Why are the traffic filters 24hr?

Although volumes of traffic in Streatham Wells rise and fall throughout the day, the proposed filters would be operational for 24 hours a day. This is because:

- Timed filters have been found to cause confusion (leading to less compliance and more penalties)
- The proposal is designed to dis-incentivise short trips made by motor vehicle and support the community to switch to active journeys (walking/ wheeling and cycling), when possible.
- Important local roads like Valley Road have been found to be in excess of the Healthy Route criteria throughout the day, including in the early morning and evening.

## Is this project 'anti-car'?

No. Careful consideration has been given to balance the need to combat climate change, reduce car usage, and to promote active travel with the reality that some journeys need to be made by motorised modes. The scheme ensures that all addresses remain accessible by motor vehicle, whilst also giving people meaningful alternatives for their journeys



## What is the Streatham to Peckham Healthy Route? Why is it important?

As part of our wider transport programme, we aim to introduce “Healthy Routes” throughout the Borough. These are high quality walking and cycling routes, subject to strict criteria. On these routes, traffic has to be reduced to less than 200 vehicles per hour, and pedestrians and cyclists are exposed to very little to no road danger from vehicles.

The Streatham to Peckham Route provides a north-south route as an alternative to the A23. It traverses Streatham Common, takes Valley Road and Sunnyhill Road before crossing Leigham Court Road between Leigham Avenue and Mount Nod Road. It then continues north towards Brixton and Peckham. It connects several local destinations such as the Common, rail stations and schools.

## What's the difference between experimental and permanent traffic orders?

### Experimental Traffic Orders (ETOs)

The proposed traffic restrictions, i.e. traffic filters, would be installed as a trial using experimental traffic orders (ETOs). ETOs can last for a maximum of 18 months. Changes can be made during or after the trial period.

The community is invited to provide feedback and can make representations and/or objections within the first 6 months of the trial. Before the 18 months are over, a decision would be made on whether to make the traffic orders permanent.

### Permanent traffic orders (PTOs)

In order to make introduce a permanent traffic order three weeks of statutory consultation is required, in which the community will be invited to feedback and make representations and/or objections to the proposed traffic orders.

A report of representations will be published and a decision whether to create the TMOs will be made, factoring in representations, data and previous reports.

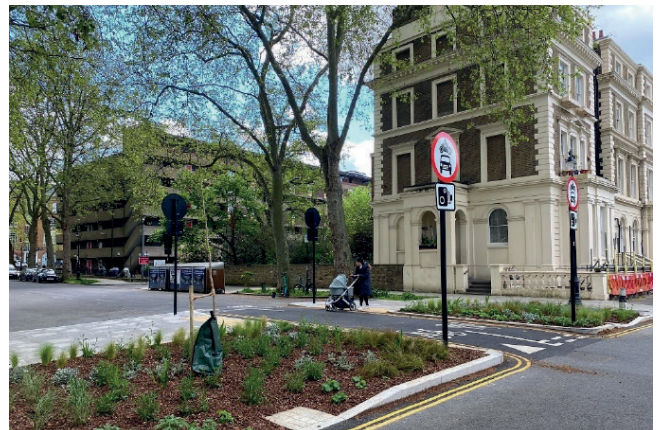
## What does a permanent traffic filter look like?

Other LTNs have been trialled across the borough and later made permanent. The permanent LTN traffic filters at Railton, Oval, Tulse Hill, and Streatham Hill have recently been delivered. See below an example of what a traffic filter looked like during the LTN trial and what it now looks like post-construction.

### Albert Square traffic filter (trial)



### Albert Square traffic filter (permanent)



## Why would the traffic management measures be installed as a trial?

Installing these measures on a trial basis allows for the impact of the project to be measured against the objectives, and for necessary changes to be made before a decision on the permanency is taken. The impacts of the scheme will be assessed through metrics such as:

- Traffic counts that will measure flows, speeds, and number of vehicles on all streets within the neighbourhood and the surrounding roads
- Impact to bus services in the local area.
- Number of people cycling in the area and number of people using the Healthy Route

The project would be monitored throughout the trial period, with traffic counts conducted at the following times:

- Initial adjustment - within 3 months of installation
- Settling down – within 6 months of installation
- Regular use – within 18 months of installation

## Are you installing parklets in the Streatham Wells LTN?

We have commissioned Living Streets to carry out engagement for the installation of parklets in the Streatham Wells area. As a result of the feedback raised during the engagement period, Living Streets carried out engagement ‘pop-ups’ mid-July. Living Streets are currently analysing the feedback received to provide a series of recommendations on next steps.

## Can people living on the boundary roads have their say?

Yes, we welcome people living in the area, including the boundary roads to have their say, as well as people travelling through or to the area. We want to ensure that anyone who needs to move around or reach the area to use a service or for other reasons, can give feedback on the project.

## What is going to be the impact on the schools and their communities on Leigham Court Road?

We are working with the local schools to improve the surrounding area and impact them with other measures (e.g. School Streets, green screens). Streatham Hill LTN monitoring indicated that air pollution levels at the building frontages did not change significantly. As part of our Climate Action Plan, we have objectives to reduce overall vehicle usage by 27% by 2030 and to achieve World Health Organisation targets for air quality, including on boundary roads and near schools.

## When will the LTN trial start?

We aim to deliver the trial in late September. All the residents within the LTN will receive a letter approximately one week before the implementation of the trial to confirm the exact starting date. Updates will also be published on commonplace: [streathamwells.commonplace.is](https://streathamwells.commonplace.is). We invite you to register on the platform to be notified about the newest updates.

## Will crime levels increase in the LTN due to its tranquillity?

There are no evidence of higher crime rates and LTNs. Academic research on Covid-19 Emergency LTNs showed a negative correlation between LTNs and street crime, meaning that crime reduced in areas where LTNs were installed.

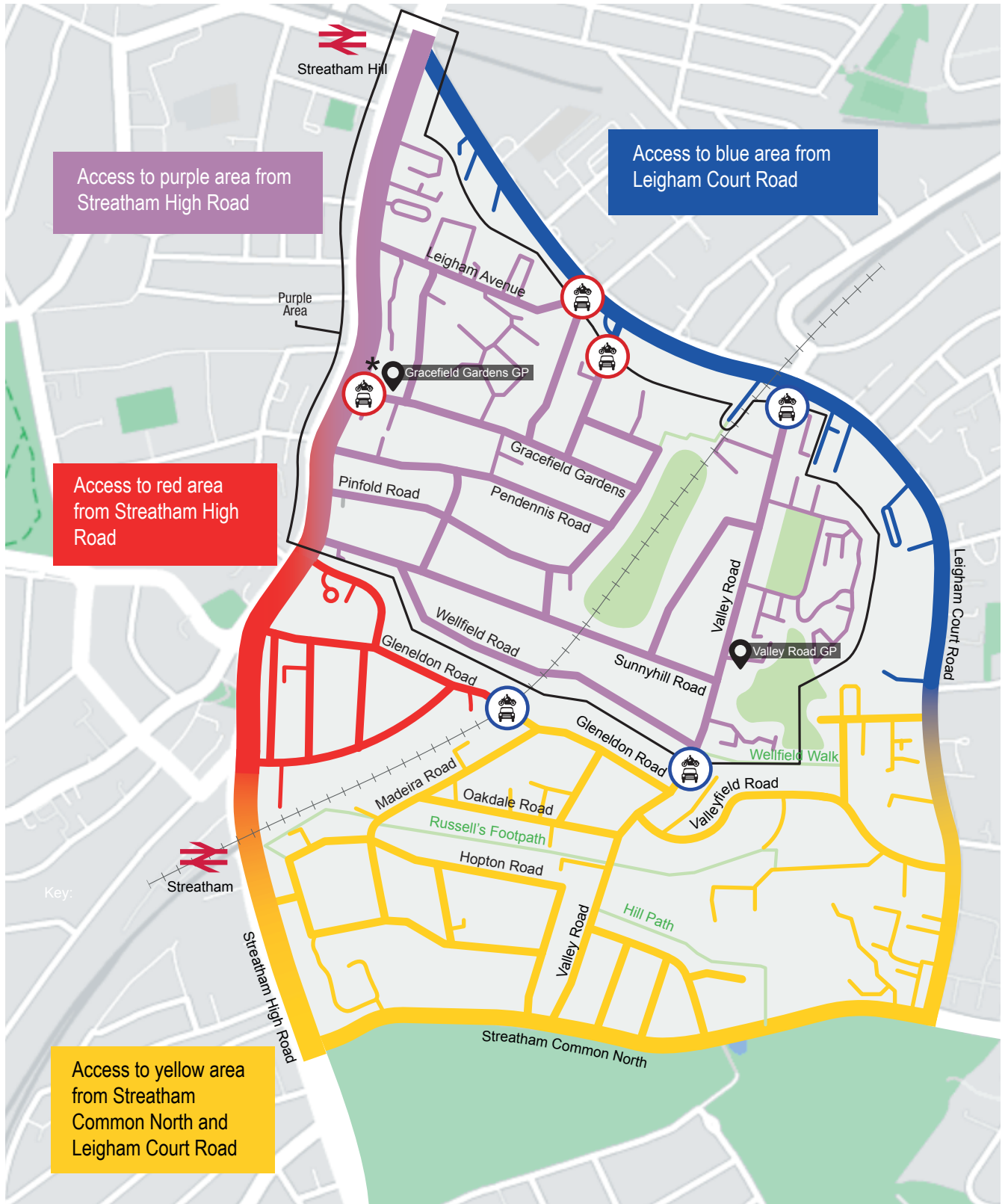
## Who makes the decisions on the implementation of LTNs?

The Deputy Leader of the Council (Sustainable Lambeth and Clean Air), Cllr Rezina Chowdhury





# Purple Zone



## Purple Zone

Based on the feedback received we have moved the location of the Valley Road North traffic filter to the junction with Leigham Court Road and removed the traffic filter on Harborough Road. This has simplified the LTN design, and will be able to give more green time to traffic on Leigham Court Road at the junction with Valley Road. The two bus gates on Valley Road will be considered as one when applying for a dispensation.

### Will fully accessible taxis be able to arrive to the Special Needs Maypole School?

Yes. Fully accessible taxis will be able to drop off and pick up pupils easily via Leigham Court Road. The project team has been in contact with the Maypole School.

### As a driver, how do I get to the Valley Road GP?

You can access the purple area, including the Valley Road GP, on the map via Streatham High Road. Access to vehicle traffic from Leigham Court Road will only be possible by bus or if you have applied to and granted a dispensation from the filters on Valley Road. See dispensation section above. Sunnyhill Road is a School Street between 8.15-9.15am and 3-4pm and therefore not accessible for vehicles during those times. Wellfield Road is accessible at all times.

### How do I get to the Gracefield Gardens GP practice?

You can access the purple area, including the Gracefield Gardens GP, on the map via Streatham High Road. Whilst Transport for London (TfL) is progressing with proposals to physically close Gracefield Gardens, this will not yet be in place when the Streatham Wells LTN trial launches. Multiple routes are possible for motorised traffic including refuse vehicles and ambulances:

**Route A** : Via Streatham High Road, Gracefield Gardens

**Route B** : one-way movement is possible: Via Streatham High Road, Leigham Avenue, Woodleigh Gardens, Gracefield Gardens

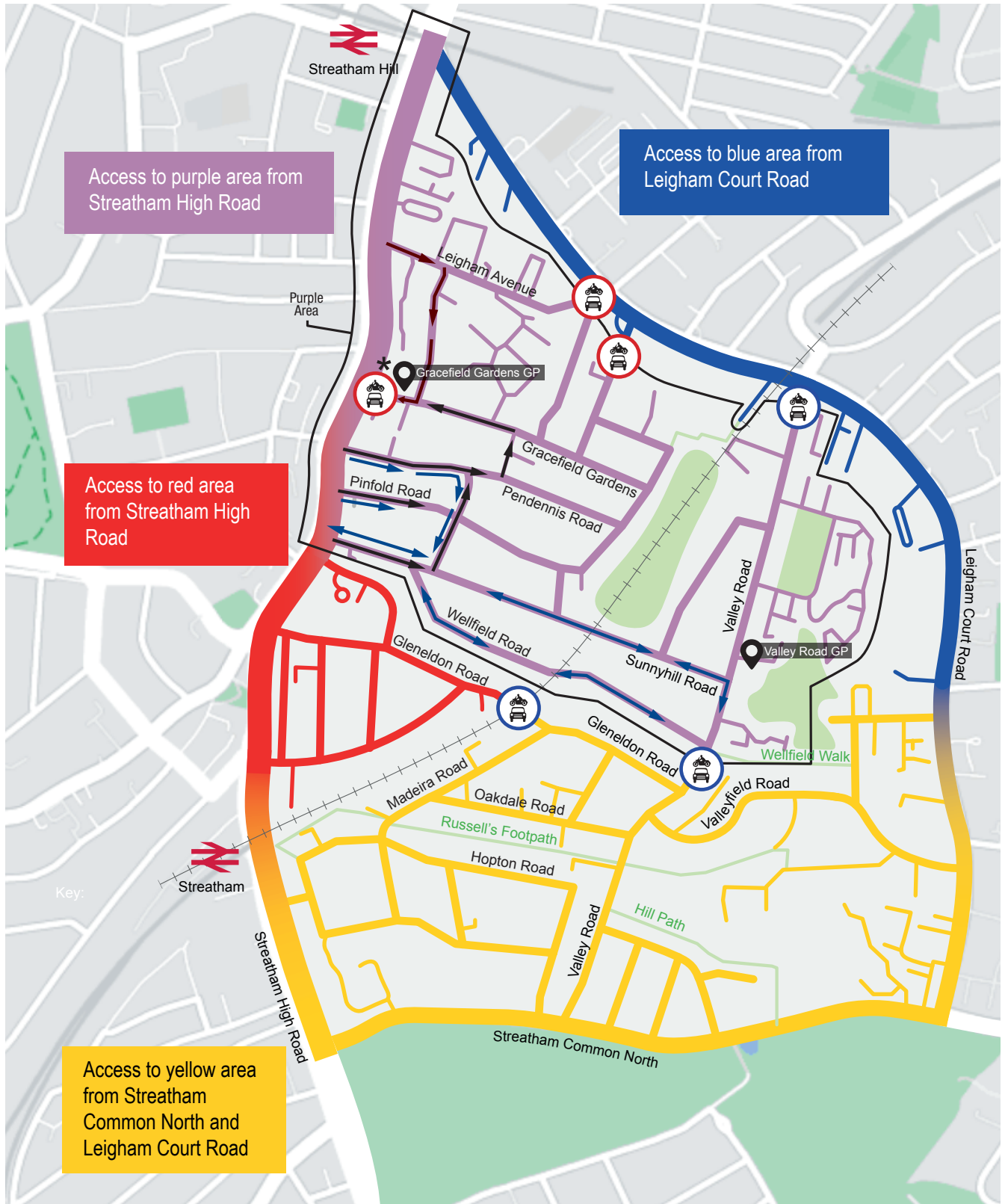
**Route C** : two-way movement is possible: Via Streatham High Road, Pendennis road, Newcombe Gardens, Gracefield Gardens

### Will the TfL Gracefield Gardens traffic filter be implemented at the same time as the LTN trial?

No. The Streatham Wells LTN trial will be implemented before the Gracefield Gardens traffic filter at Streatham High Road. The Streatham Wells LTN traffic filters will be part of a trial whereas the TfL Gracefield Gardens traffic filter will be implemented as a permanent scheme. Further information on the TfL Gracefield Gardens project is available here: <https://haveyoursay.tfl.gov.uk/gracefield-gardens>



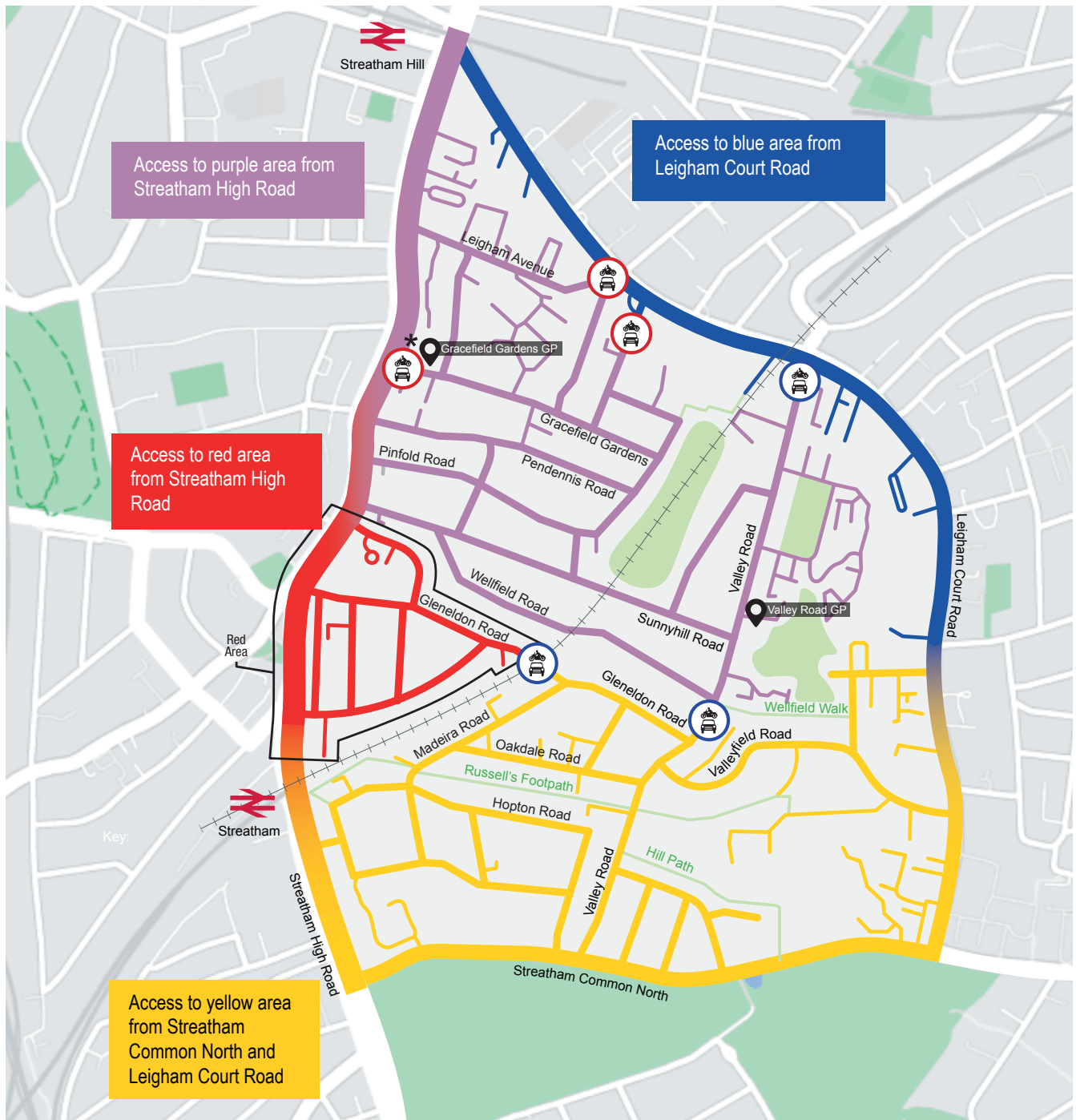
# Purple Zone



Access routes to the Valley Road GP   
Access routes to Gracefield Gardens GP 



## Red Zone (Stanthorpe Triangle)

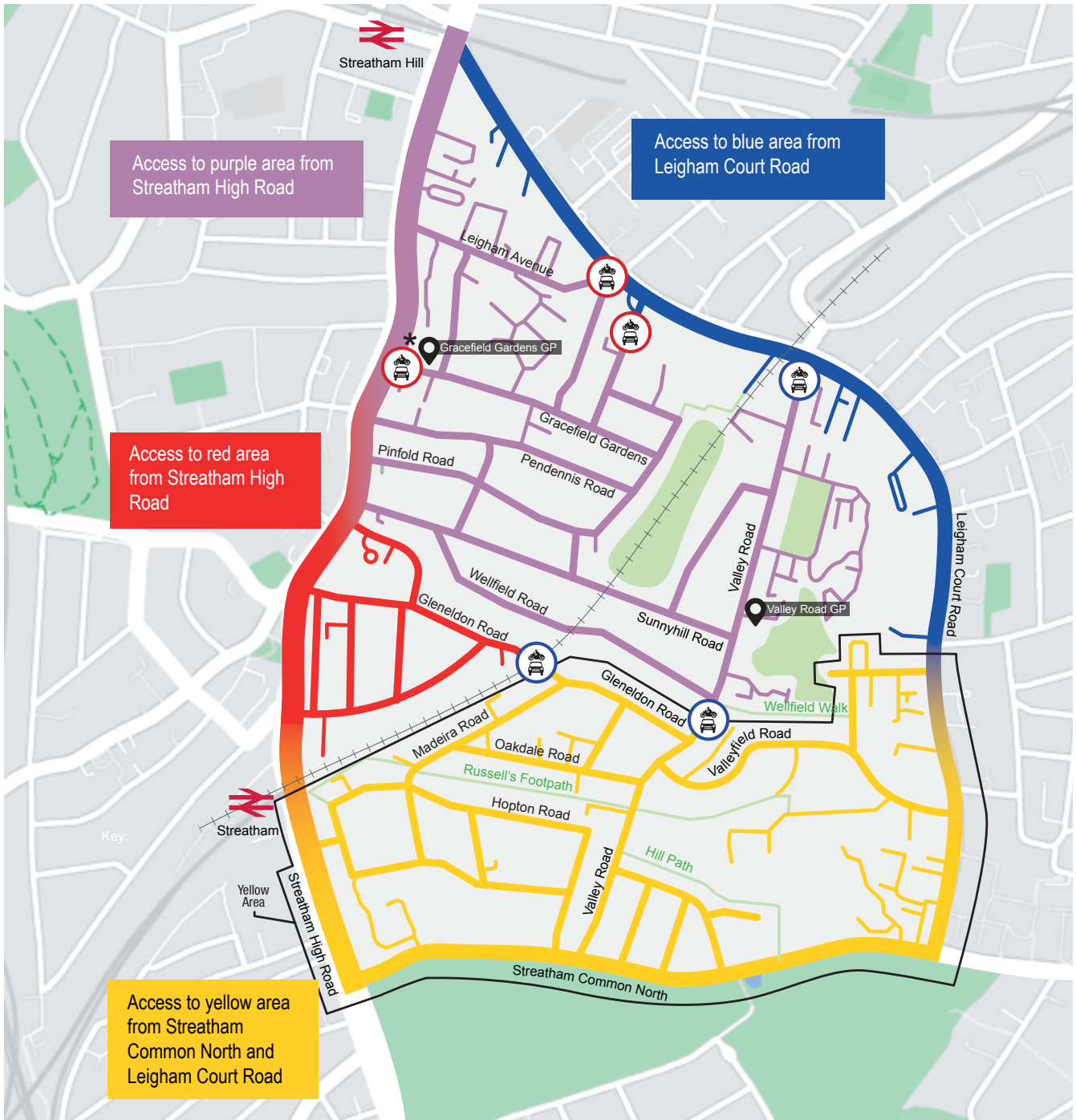


Traffic monitoring on Shrubbery Road confirms that the southeastern direction is more heavily trafficked than the northwestern direction. We recognise the issues that local people have raised on Shrubbery Road, and that this is a combination of eastbound through traffic using Gleneldon Road, as well as a through traffic route using Stanthorpe Road to circumvent the St. Leonard's Gyratory.

We expect that due to the LTN, traffic numbers will decrease on Shrubbery Road. We will continue to work with TfL on solutions to also remove the route to circumvent the St. Leonard's Gyratory. We will also work with TfL on creating more access points for the Stanthorpe Triangle area.



## Yellow zone



Based on feedback received, the Valleyfield Road traffic filter will not be implemented as part of the Streatham Wells LTN trial. Data shows that the bus gate on Gleneldon Road should stop the majority of through traffic on Valleyfield Road.

The Valleyfield Road traffic filter will not be implemented as part of the Streatham Wells LTN Trial. Residents in the yellow area will have 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.



## Boundary Roads

We know that people are especially concerned about the impact of LTNs on Boundary Roads. The main Boundary Roads of the LTN are Streatham High Street (A23), Leigham Court Road, and Streatham Common North (A214). See points on boundary roads below:


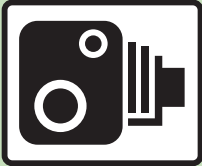

- From our own monitoring and from academic studies across the country, traffic impacts on boundary roads can vary, with the majority of boundary roads seeing no significant change in traffic, with only some seeing increases. Our monitoring also indicates that after initial period of adjustment, traffic numbers reduce over time as more people change their behaviour. As part of our Climate Action Plan, Lambeth is committed to reduce overall traffic in the Borough by 27% by 2030, including on boundary roads.
- LTNs are an important tool in the Council's suite of measures to reduce vehicle usage. LTNs synergise with a number of other policies, such as the Healthy Routes programme, the cycle parking programme and the road danger reduction programme. Together with these other programmes, LTNs will create a safer, cleaner environment which encourages a modal shift away from vehicles and towards active and public transport, including on boundary roads.
- Together with TfL, Lambeth will be monitoring bus services, road danger and junctions in and around the area. This includes monitoring the performance and speed of important local bus routes such as the 417 and 315, and working to tweak signal timings such as at the Valley Road / Leigham Court Road / Knollys Road junction.
- Lambeth's Air quality monitoring includes complex monitoring stations, diffusion tubes measuring nitrogen dioxide and lightweight monitors capturing a range of pollutants. Real time data from the stations is accessible via <https://airly.org/map/en/>. The monitors measure concentrations of the air pollutants PM10, PM2.5 and NO2. We will review this data throughout the trial. Lambeth publishes "Annual Status Reports" regarding air quality every year, these can be found online.
- In our Decision Report, we have set out our Monitoring Strategy and criteria. How we monitor LTNs has been expanded since our Covid-19 LTNs like Streatham Hill. Aside from looking at traffic reduction in the LTN and an overall reduction in traffic in the wider area, we are also looking at other aspects. These include air quality, bus performance, cycling, vehicle speeds, road danger and also incorporate Kerbside and Climate Action Plan goals.
- For Leigham Court Road specifically, several other changes have been proposed across a number of workstreams. These represent some of the other tools in our toolbox to achieve our Transport, Kerbside and Climate Action Plan objectives. They include:
  - More road humps on Leigham Court Road
  - Healthy Route crossing point from Leigham Avenue to Mount Nod Road
  - Offer of Green Screens to local schools
  - Pavement widening outside Dunraven Primary / Sixth form
  - Pavement widening outside Dunraven Secondary
  - Pavement widening outside Julian's
  - Review Leigham Court Road as a Bus Priority Corridor (proposed and discussions with TfL ongoing)
    - Investigate more sections of bus lanes
    - Tweak parking and traffic signals to reduce congestion for buses
  - Banning Heavy Goods Vehicles except access from Leigham Court Road, akin to Valley Road



- For Streatham Common North and Streatham High Road, a range of other activities are planned to improve these streets. Streatham Common North has also been identified as a Bus Priority Corridor, and we will be reviewing the signal timings at various junctions. While Streatham High Road is a TfL owned road, we aim to improve side streets like Hopton Road, Pinfold Road and Shrubbery Road. TfL will also be improving Gracefield Gardens and provide a new pedestrian crossing there.
- Aside from specific projects on Leigham Court Road and other boundary roads, we also have a range of behaviour change programmes that are meant to reduce pollution and reduce vehicle usage in the Borough, including on boundary roads:
  - Electric vehicle promotion and charging point rollout: <https://www.lambeth.gov.uk/environmental-services/electric-vehicles>
  - Behaviour change programmes at schools and for individuals, which include free cycle training sessions for all who live and/or work at Lambeth: <https://www.lambeth.gov.uk/streets-roads-transport/cycling-walking>
  - Big Shift programme, including cargo bike sharing: <https://www.lambeth.gov.uk/streets-roads-transport/cycling-walking/big-shift-programme>
  - School Streets programme, including making the Julian’s School Street permanent: <https://www.lambeth.gov.uk/streets-roads-transport/school-streets>
  - Bike hangar programme: <https://www.lambeth.gov.uk/streets-roads-transport/cycling-walking/cycle-parking/street-cycle-hangars-residential-use>
  - Delivering the Healthy Routes programme, including strengthening the Peckham to Streatham Healthy Route and creating better links to local rail stations: <https://www.lambeth.gov.uk/sites/default/files/2021-01/201947%20Appendix%20A%20Healthy%20Routes%20Plan%202019%20FINAL.pdf>



## Signs/Glossary

<p>Low Traffic Neighbourhood (LTN)</p>	<p>LTNs are typically groups of residential streets, bordered by main roads, where residential streets are “filtered” to discourage people using them as a cut-through.</p> <p>Over time, LTNs can encourage people to switch from driving to more sustainable ways of travelling, like walking, public transport and cycling. This is one of the ways we can tackle the climate emergency in Lambeth.</p>
<p>Through-traffic</p>	<p>This refers to vehicles using residential roads as short cuts or vehicles travelling through an area to get to another destination. They do not start or stop in the area.</p>
<p>No Motor Vehicle Road Sign</p> 	<p>The No Motor Vehicles sign indicates no motorised vehicles can go through a filter point.</p> <p><b>Who is allowed to drive through the traffic filters and who can apply for dispensation?</b></p> <p>The following can automatically drive through traffic filters without incurring a Penalty.</p> <ul style="list-style-type: none"> <li>Emergency Services</li> <li>Buses and pedal cycles</li> <li>Rapid response healthcare providers</li> <li>Category 1 Responders under the Civil Contingencies Act 2004</li> <li>Refuse collection vehicles</li> </ul> <p>Both individual Blue Badge holders and organisations who qualify for a Blue Badge (such as SEN transport providers) can apply for the dispensation. Details of Lambeth’s dispensation policy can be found here: <a href="https://www.lambeth.gov.uk/parking/parking-permits/low-traffic-neighbourhood-ltn-dispensation-frequently-asked-questions">https://www.lambeth.gov.uk/parking/parking-permits/low-traffic-neighbourhood-ltn-dispensation-frequently-asked-questions</a></p>
<p>Camera-enforcement at traffic filter</p> 	<p>An area in which enforcement cameras are in use.</p>
<p>Traffic Filter</p>	<p>This is a location where a “No Motor Vehicles” restriction is in place. These locations are typically lined and signed with Double Yellow Lines, planters and “No Motor Vehicle” signage. They are usually enforced via cameras and certain vehicles (i.e. waste or emergency vehicles) can pass through</p>
<p>Bus Gate</p> 	<p>A bus gate is considered a filter. These are points on the street that ban vehicles from passing, except cycles, emergency, waste, and vehicles with registered dispensation.</p> <p>The following can automatically drive through bus gates without incurring a penalty:</p> <ul style="list-style-type: none"> <li>Accessible private hire vehicles</li> <li>Taxis</li> </ul>





## Next steps

September 2023:

- Eighteen-month LTN trial launches
- Six-month objection period starts

Major Street Improvements:

- High Priority Schemes to be developed in 2023/2024:
  - Russell's Footpath buildout
  - Leigham Court Road / Dunraven Primary
  - Leigham Court Road / Dunraven Secondary
  - Leigham Court Road / Julian's Primary School

Medium Priority Schemes to be developed in 2024/2025:

- Hopton Road
- Pinfold Road
- Sunnyhill Road

Low Priority Schemes to be developed in 2025:

- Gleneldon Road/Valley Road Junction
- Shrubbery Road
- Further works on Leigham Court Road, i.e. traffic calming and better crossing points.







# Streatham Wells

The title 'Streatham Wells' is written in a large, dark brown, cursive font. The letters are decorated with small, colorful illustrations of trees and plants. Interspersed among the letters are several small, colorful icons: a person walking a dog, a person on a bicycle, and a person in a wheelchair. The background is a solid green color.