

# Low Traffic Neighbourhood









## Frequently Asked Questions (FAQs)





# Brixton Hill LTN

## Key

-  Filter proposed with physical closure
-  Camera enforced filter without physical closure
-  Existing modal filter
-  Two-way access
-  One-way access
-  No left-turn for motor vehicles

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.



## What is the Brixton Hill LTN?

Brixton Hill LTN is designed to make the neighborhood safer, healthier and more climate resilient.

## How will LTNs 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 when possible
- Less congestion, making journey times quicker for buses and essential motorized journeys

### The objectives are:

- Preventing motor vehicles cutting through the neighbourhood
- Reducing overall traffic across the neighbourhood and on the boundary roads.
- We know that car ownership in Brixton Hill is low. Census data from 2021 indicates that only 8.3% of residents in the Brixton Hill area drive a car or van to work. In relation to this, 60% of households in the Brixton Hill area do not own a car or van.

### 2. Improving walking/wheeling and cycling conditions benefit the community by supporting people to make active journeys that improve health and wellbeing, when possible.

As well as reducing traffic, the following are proposed to improve walking/wheeling and cycling conditions:

- New dropped kerbs to make crossing easier for people using pushchairs, wheelchairs, or other wheeled mobility aids
- Providing areas to stop and rest
- More cycle parking

### 3. Planting and greenery – The Brixton Hill LTN wider improvements has 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. Streets that are healthy, accessible, sociable, and fun

Proposals have been guided by the 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. They are great for bringing people together and providing local green space. Look out for more information coming soon.

## What are traffic filters?

Traffic filters (also called modal filters) are points on the street that ban vehicles from passing, except cycles, emergency, waste, and vehicles with registered dispensation.

For the trial, we generally use planters to create traffic filters. Planters used for traffic filters might look like this:



## Why are traffic filters used?

Traffic filters are used to prevent motorised journeys that cut through the neighbourhood. Traffic data shows that high volumes of traffic use residential streets, particularly going to and from the A23 Brixton Hill and the A205 South Circular.



## How do traffic filters work?

With the exception of the traffic filter at Morrish Road, all the filters in the Brixton Hill LTN are enforced by 24hour Automatic Number Plate Recognition (ANPR) cameras. These work by issuing a Penalty Charge Notice (PCN) to motor vehicles that pass the filter (except emergency, waste, and vehicles with registered dispensation). Camera-enforced traffic filters allow emergency vehicles to pass through.

## Why are the traffic filters 24hr?

Although volumes of traffic in Brixton Hill 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 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.

## 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>

## Why aren't residents exempt?

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. We think this is the fairest approach. All areas of the LTN will remain accessible by motor vehicle.

More information regarding the LTN dispensation policy is available here: [Low Traffic Neighbourhood \(LTN\) dispensation | Lambeth Council](#)

## 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.

## Do LTNs actually reduce traffic?

During the COVID-19 pandemic, 5 LTNs were installed in Lambeth which have since been made permanent. Monitoring data from these LTNs indicate the measures led to an overall reduction in 50% of internal traffic and a 10% reduction in traffic overall when boundary roads are included.



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

The layout of the traffic filters is designed to:

- Prevent motor vehicles 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 remain accessible via motor vehicle. Motorised journeys may require driving further and may take longer. While it is recognised that this can be inconvenient, it is part of encouraging motorised journeys to be switched to active journeys when possible.

This shift benefits health and means that essential motorised journeys will be quicker due to fewer people driving and, consequently, less congestion.

## Is this project 'anti-car'?

It is acknowledged that some journeys need to be made by motorised vehicle and that some people rely on their vehicles.

Careful consideration has been given to ensure all addresses are accessible by motor vehicle and to consider how motor vehicles will travel within and around the neighbourhood.

## Will the LTN lead to a rise in vehicles travelling on the boundary roads?

From case studies outside of Lambeth, data suggests that, over time, any initial increase in traffic flows on boundary roads eventually settles down to previous levels as people choose alternative routes or take up a different modes of transport for their everyday journeys.

In relation to this, research was carried out by the University of Westminster's Active Travel Academy (ATA) and published in January 2023. The research was based on traffic count data before and after the installation of 46 so-called LTNs in London. Findings indicated LTNs significantly reduce vehicles on internal roads without appearing to push traffic on roads around the edges.

## When will the LTN trial start?

We aim to deliver the trial in late August/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: [brixtonhillltn.commonplace](http://brixtonhillltn.commonplace). We invite you to register on the platform to be notified about the newest updates.

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

### Experimental Traffic Orders (ETOs) –

The proposed traffic management methods (traffic filters, banned turns, one-way streets) would be installed using experimental traffic orders (ETOs). ETOs last 18 months and the community are invited to feedback and make representations and/or objections within the first 6 months of the trial.

Before the 18 months is over, a decision would be made on whether to make the traffic orders permanent. Changes can be made during or after the trial period.

### Permanent traffic management orders (TMOs) –

in order to 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.



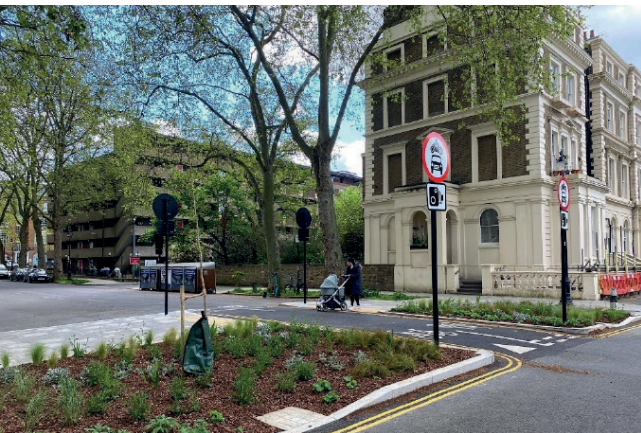
## What does a permanent traffic filter look like?

Other LTNs have been trialed across the borough and later made permanent. The permanent LTN traffic filters at Railton and Oval 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 improvements to be made. Impact will be assessed through:

- Traffic counts that will show flows, speeds, and number of vehicles on all streets within the neighbourhood and the surrounding roads
- Impact to bus services running on the boundary roads
- Numbers of people cycling

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

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

There are no evidence of higher crime rates in LTNs

## There's a school here and you're thinking of making this a more polluted 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)

## Who makes the decisions?

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

## How can I get around more sustainably?

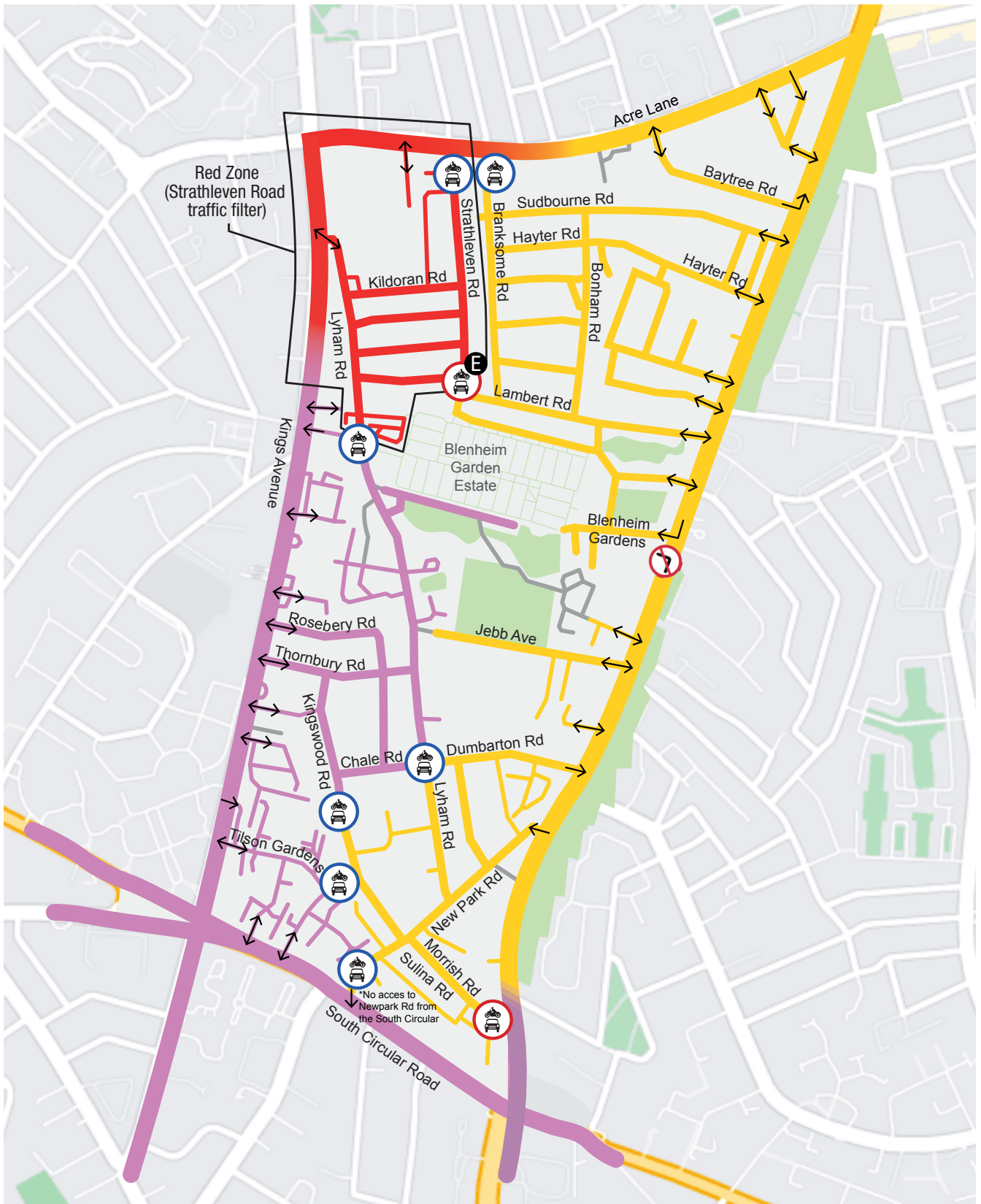
Lambeth Council has an active travel programme that brings together initiatives to help residents, businesses and schools choose cleaner and healthier ways of getting around such as walking, cycling and public transport.

The Council offers a range of incentives to get you moving around more sustainably including free cycling sessions for adults and children, subsidised renting of cargo bikes and free bike repairs through our Dr Bike service.

Follow/scan this link to learn more about these initiatives: <https://www.lambeth.gov.uk/streets-roads-transport/cycling-walking/big-shift-programme>



## Red zone (Strathleven Road traffic filter)





## Will the LTN configuration add more pressure to the Kings Avenue / Lyham Road junction?

As shown in the data maps available on Commonplace, a high percentage of traffic travelling on Lyham Road is through-traffic. In the AM peak period approximately 75% of vehicles travelling on Lyham Road, between the junction with Kings Avenue and Kildoran Road, is through traffic. The estimated percentage of through traffic increases to between 87.5% – 100% in the PM peak period.

The purpose of the traffic filters is to remove through traffic, therefore during the trial we anticipate the only traffic using this junction will be residents in the red cell (local traffic). Regardless of where traffic filters are placed, the junction will see a significant reduction in the number of vehicles using it.

This will also lead to a reduction in traffic travelling past Kildoran Children's Park.

## As opposed to the proposed LTN configuration, can traffic filters be placed at the end of the residential streets in the red zone instead?

We appreciate the alternative proposal put forward by residents in regard to the Strathleven Road traffic filter and met with our design consultants to share the suggestions proposed.

Having considered each element of the alternative proposal, we have provided reasoning below as to why we plan to progress with the original proposal for the red zone:

- The cost implications attached to introducing 4 traffic filters rather than 1, especially as the 4 additional filters would require camera-enforcement. Significant civil works would also be required to introduce a two-way traffic filter at the junction between Strathleven Road and Acre Lane.
- The safety risks associated with reversing distances. Kildoran, Margate, Mauleverer and Mandrell Road are narrow residential streets with limited space for turning movements. Unless multiple parking spaces are removed, the proposal to add traffic filters at the end of each road would unlikely be deemed acceptable in a Road Safety Audit.
- Removing the proposed filter on Strathleven Road would reduce the active travel benefits on Acre Lane. Pedestrian volumes on Acre Lane are already high and with a two-way filter removing all vehicles turning out of Strathleven Road, the experience for pedestrians, wheelers and cyclists would only improve.

## Will the proposed traffic filter on Strathleven Road make the Sandhurst Court car park inaccessible?

The proposed traffic filter will not have an impact on access to Sandhurst Court car park. With the proposed two-way traffic filter in place, vehicles will continue to access the car park from Strathleven Road.

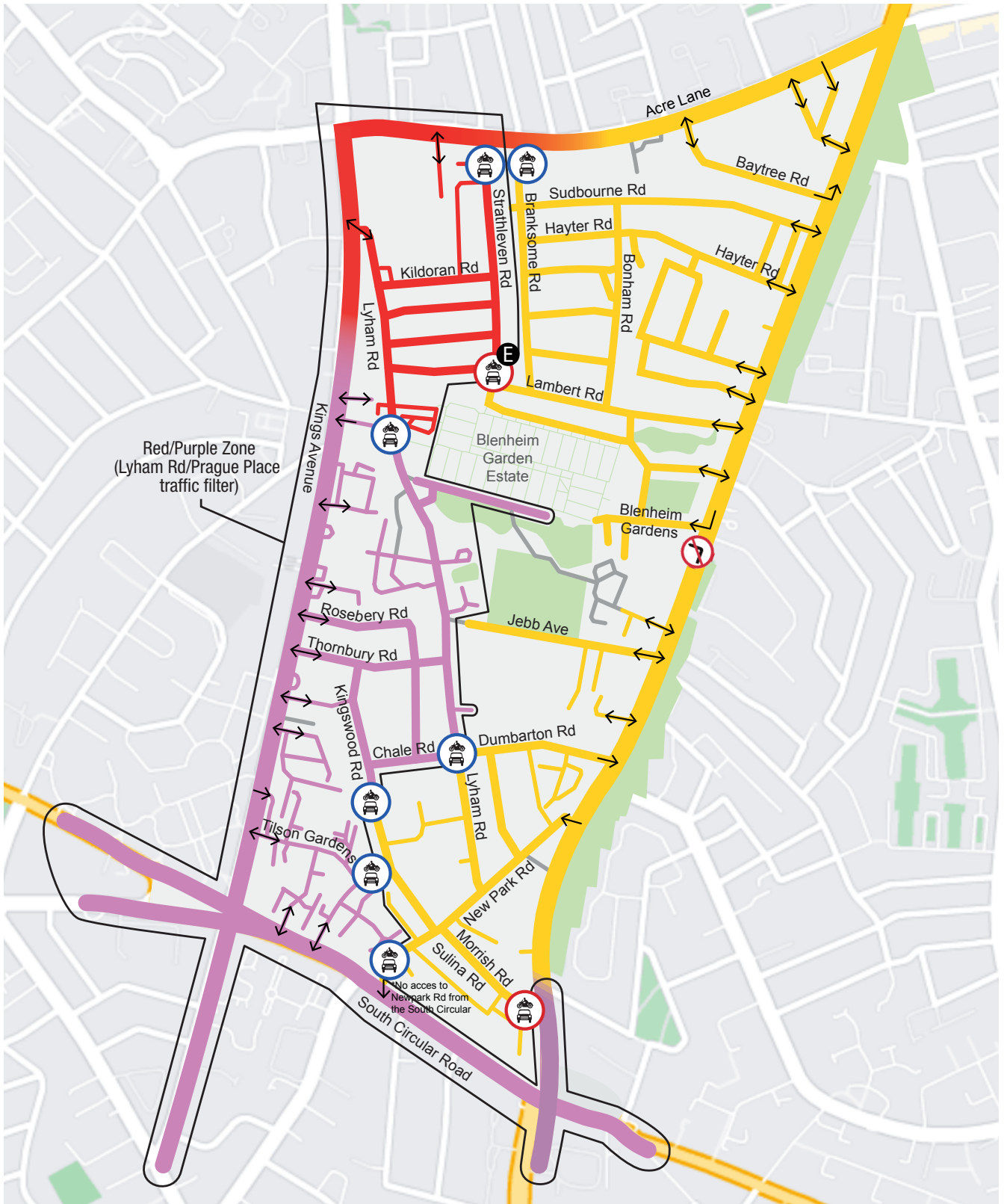
## Is a parklet still proposed on the corner between Acre Lane and Strathleven Road?

We have commissioned Living Streets to carry out engagement for the installation of parklets in Brixton Hill LTN. We have heard the concerns from residents regarding anti-social behaviour on the corner of Acre Lane and Strathleven Road. Based on this feedback, we are no longer proposing to install a parklet in this location.

Following feedback raised during the engagement period and via the Parklets survey on Commonplace, Living Streets engaged with businesses on New Park Road and Sudbourne School to design a parklet/s.



**Red / Purple zone (Lyham Rd / Prague Place traffic filter)**



## Will the proposals have an impact on parking at Crescent Lane?

The proposals will not impact on parking at Crescent Lane, rather the filter at Prague Place may change the route permit-holders take to access parking bays. Permit-holders wishing to park in bays in Crescent Lane will need to travel via Kings Avenue through the purple zone. It should be noted that access between the red and purple zones is still possible by foot, cycle or wheelchair.

## Will the proposed filter on Lyham Road / Prague Place junction impact customers visiting the Londis shop and Prince of Wales pub on Lyham Road?

Following the Phase 2 engagement period, officers listened to feedback raised by local businesses and representative organisations regarding the traffic filter proposed at Lyham Road / Prague Place.

In-person surveys were carried out on 3 occasions within the month of May to identify how visitors travelled to the businesses. Based on 58 people surveyed at the two businesses, the results show that:

- Most clients (58%) of people walk and/or cycle to Londis or the pub;
- Only 23% use a car or taxi to travel to Londis or the pub;
- Way of travel mentioned as 'other' (16%): public transport and mobility scooter
- The vast majority travel less than 15 minutes to reach Londis or the pub;
- Those who travel by car usually park in a permit area, estate or on the road.

These results indicate the majority of respondents currently walk or cycle to the businesses on Lyham Road. Based on the survey results, the proposed traffic filters are not expected to impact the majority of customers visiting the businesses. However, we appreciate there are still concerns around customers who currently access the businesses by car or taxi.

Therefore we are proposing to convert one of the existing parking bays to the north of Prague Place to a time-limited free parking bay. This will allow a vehicle to park for up to 30 minutes with no return within 1 hour.

It should be noted all businesses on Lyham Road, and within the LTN area, remain fully accessible for pedestrians, cyclists and wheelers. Academic studies suggest that people on foot and cycle spend more in local businesses and that public realm improvements are also beneficial.

## Why are you proposing a traffic filter on Lyham Road instead of traffic calming measures?

Whilst traffic calming measures can reduce vehicle speeds, they are unlikely to reduce the high levels of through-traffic on Lyham Road. Implementing a traffic filter on Lyham Road is designed to reduce traffic speeds, as well as reduce through traffic. Traffic data indicates a high percentage of traffic travelling on Lyham Road is through-traffic as opposed to local traffic.

Lyham Road also forms part of the borough's adopted Healthy Route Network, as defined in the Transport Strategy Implementation Plan (TSIP) Healthy Route Plan, connecting Streatham to Clapham. To meet the defined Healthy Route criteria, motor vehicle traffic must be separated or sufficiently low so that people walking, wheeling, scooting and cycling the route are comfortable and safe.

Traffic on Lyham Road was c.3300 motor vehicles per weekday (as per traffic data collected in October 2022) which exceeds the criteria for a Healthy Route.

With the introduction of a traffic filter, it is expected that the number of vehicles travelling through the area will reduce and mainly comprise local traffic accessing residential properties.

This will consequently make the space feel safer for pedestrians, cyclists and wheelers. If speeding continues to be an issue on Lyham Road once the trial is in place, we will explore possible traffic calming measures.



## Yellow zone (Branksome Road)



## Will the traffic filter on Branksome Road be a physical filter?

Based on the feedback received during the Phase 2 engagement period, we are now proposing to implement a camera-enforced filter. As part of the monitoring process, we will evaluate the impact of the traffic filter during the trial and consider if changes are necessary.

## Will there be changes to traffic flows on some of the roads within the yellow zone as a result of the LTN?

During the six months Experimental Traffic Order we will monitor the impact of the LTN measures. This includes the monitoring of traffic flows on Sudbourne Road and Hayter Road. We do not anticipate there will be a significant increase in vehicles using these roads however, if it is deemed necessary, we will explore what additional measures can be introduced in response to this.

## Could traffic filters be placed at the end of the roads within the yellow zone to create a cul-de-sac?

Similar to the reasons outlined below in response to the cul-de-sac approach in the red zone, the proposal to place filters on Sudbourne Road, Hayter Road and Lambert Road would have significant cost implications, require significant civils works and is unlikely to be approved in a Road Safety Audit.

## Why will New Park Road remain open for southbound journeys (between the South Circular and A23)?

The original proposal for New Park Road was for a 2-way traffic filter at the junction between New Park Road and the South Circular. Following discussions with Transport for London (TfL), this proposal was modelled to assess the possible impacts the traffic filter could have on the Strategic Road Network.

The results indicated this proposal would add significant pressure to the A23 junction with the South Circular. Therefore it was agreed a suitable compromise would be to keep New Park Road open to southbound traffic. The modelling indicates this would still lead to a large percentage reduction in traffic on New Park Road.

It should be noted this scheme is a trial and the changes will be monitored. If additional measures or changes to the scheme are required, we will work with TfL to explore possible options.

## Will vehicles be able to turn left into Blenheim Gardens from A23 Brixton Hill?

The existing banned left turn restriction will remain in place.

## Perhaps if it could be converted to a non-raised planted triangle on Morrish Road, it would invite less sitting and defacing?

The triangle between Morrish Road and Brixton Hill Road is privately owned and we are limited in the changes we can make here.

## When will a school street be delivered at Sudbourne School?

As stated in the engagement summary report, we have committed to delivering a School Street for Sudbourne School.

The Active Travel Team will continue to engage with Sudbourne School to better understand the issues experienced during school drop off times. We hope to deliver the School Street in the next academic year.

## Are you installing parklets in Brixton Hill LTN?

We have commissioned Living Streets to carry out engagement for the installation of parklets in Brixton Hill LTN. As a result of the feedback raised during the engagement period, Living Streets carried out engagement 'pop-ups' at New Park Road and Sudbourne School at the end of May and beginning of June.


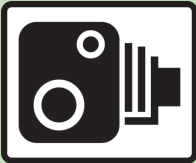
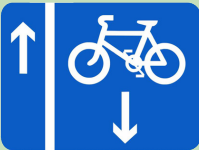
Living Streets are currently analysing the feedback received to provide a series of recommendations on next steps. It should be noted further engagement is planned before the parklet designs and locations are finalised.

## A23 Brixton Hill

- It should be noted that LTNs are an important tool in the Council's suite of measures to reduce (private) car 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. It is expected that together with these other programmes, LTNs will encourage a modal shift over time away from motorised vehicles and reduce traffic flows, including on boundary roads.
- Lambeth Council meets with TfL on a frequent basis and will raise concerns regarding A23 Brixton Hill.
- As part of the School Streets programme, we are hoping to deliver additional School Streets in the Brixton Hill LTN area to improve the safety of roads within the LTN and connecting to A23 Brixton Hill.



## 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.</p>
<p>A Healthy Route</p>	<p>A healthy route is defined as follows:</p> <ul style="list-style-type: none"> <li>• A healthy route has the right conditions to enable more people to walk and cycle.</li> <li>• A healthy route links people with places they need to get to, such as schools, workplaces, amenities and shops.</li> <li>• A healthy route is convenient, attractive, feels safe and is accessible to all.</li> <li>• A healthy route could be a residential street or a main road or a combination of both. And critically motor traffic levels are low, or on busier roads there is dedicated space that is not shared with general traffic.</li> </ul>
<p>No Motor Vehicle Road Sign</p> 	<p>The No Motor Vehicles sign indicates no motorized vehicles can go through a filter point. This includes motorbikes, personal vehicles, vans and trucks, unless specifically exempted, such as emergency vehicles.</p> <p>Specific dispensations are available for blue badge holders. Refer to section/question ‘Who is allowed to drive through the traffic filters and who can apply for dispensation?’ above.</p>
<p>Camera-enforcement at traffic filter</p> 	<p>An area in which enforcement cameras are in use.</p>
<p>One-way road with contraflow cycles</p> 	<p>A road or section of road which is one-way but cycles are permitted to travel in both directions.</p>



## Next steps

The next steps we aim to do:

- Host an online Q&A session open to everyone before the trial launches
- Father Nature will build the planters for the traffic filters. Through activities delivered by Father Nature, you will have an opportunity to be involved in planting the filters.
- We will publish the details of the next steps on: [brixtonhillltn.commonplace.is](http://brixtonhillltn.commonplace.is)



# Brixton Hill

The title 'Brixton Hill' is rendered in a large, dark brown, cursive font. The letters are filled with various small illustrations: a person on a bicycle, a person in a wheelchair, a woman walking a dog, a person on a skateboard, and a person walking. There are also small white trees and green leaves scattered throughout the text.