

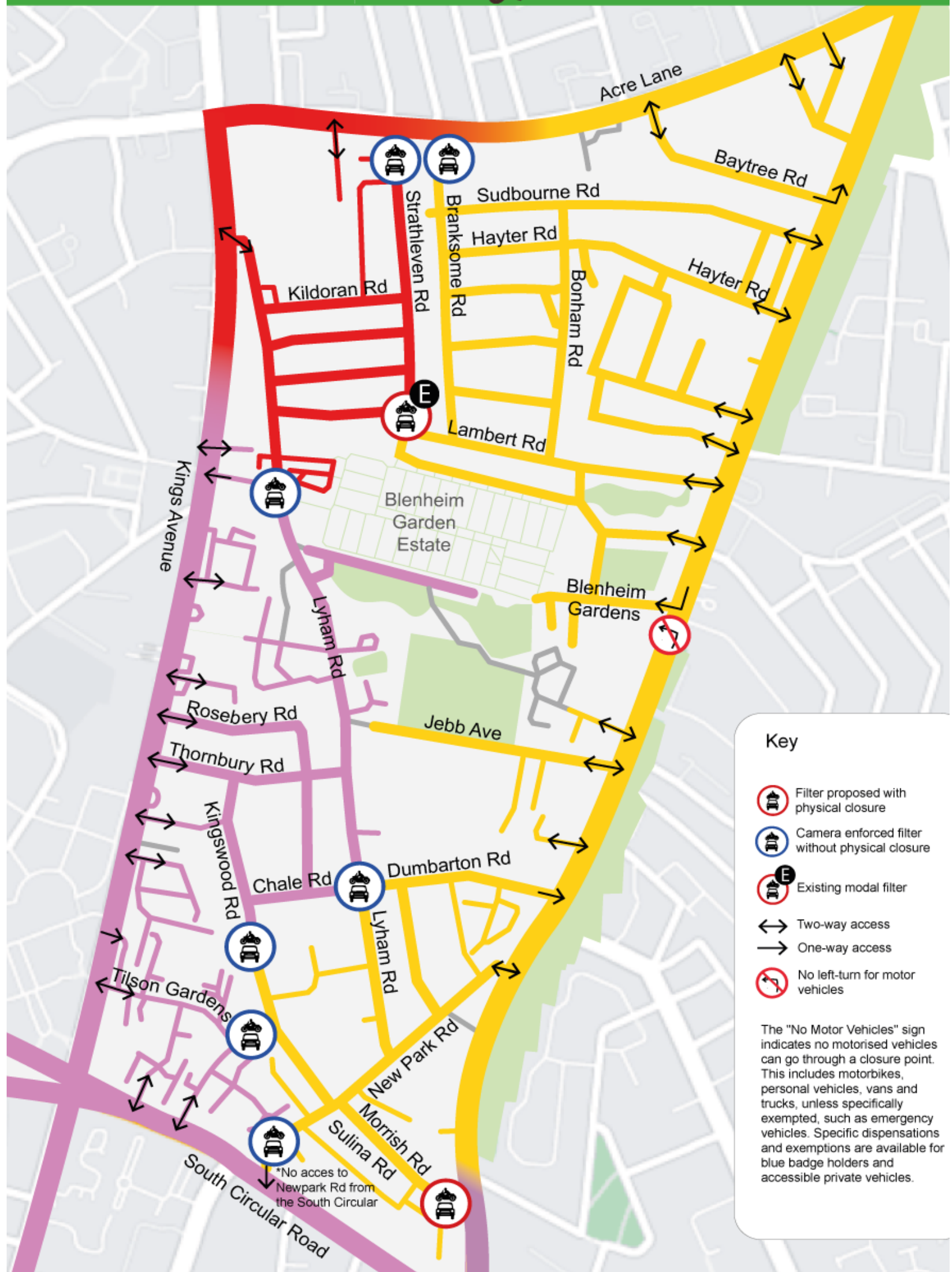
Low Traffic
Neighbourhood









Q&A session



Bruxtonhill



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 and accessible private vehicles.

*No access to Newpark Rd from the South Circular

Q&A we didn't respond to during the session

1. Question

- This is more of a **general question**: you say that residents might not be able to travel through our local LTN at least to the extent of the CPZ we pay for which means us residents who already pay for the CPZ - do not get full value for their money which we originally paid for.

Answer

- **Permit holder can still be able to park within the LTN.** Some parking bays will be removed as part of the LTN measures but this will not stop residents from parking in the area.

2. Question

- There are school roads that are closed off at school times, with **access for permit holders**, why cant this be done for residents?

Answer

- 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](#).

3. Question

- Will residents' be given access to the '**before & after**' analysis?

Answer

- Yes, Lambeth Council will publish a **Data Monitoring Report and the Decision Report** and all the relevant updates will be published here on [Commonplace](#).

4. Question

- Why can we not implement **camera-enforced filters that allow residents' of each area to access** the Brixton Hill area, but not commuter/non-resident traffic? A similar system is employed by Wandsworth Council in the West Hill area, and this seems to be a reasonable compromise, reducing non-resident traffic but not impeding resident access.

Answer

- 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](#).

5. Question

- The parklet proposals are a real issue for some of the residents on my street (**Mandrell Road**). We feel the LTN proposal was misleading in that it asked about 'planting' and 'seating' in general, but also showed a computer-enhanced image of the traffic modal filter where Strathleven road meets Lambert road leading us to think these questions related to improvements of the modal filter itself, not about parklets. No one I've spoken to is in favour of a parklet on Mandrell Road, even more so when we know the Council will only maintain the parklet for 2 years. It says the locations aren't finalised and further consultation will take place. **When will those those events take place and how can we be sure we are properly engaged?**

Answer

- In relation to the parklets on New Park Road and Mandrell Road / Strathleven Road, Living Streets have carried out in-person engagement events in both locations to gather feedback on the parklet locations and designs. Living Streets have produced a report summarising the engagement findings which **officers are currently reviewing to identify next steps. At this stage the parklet locations have not been finalised.**

6. Question

- Thought the LTN was meant to address cut-through traffic. You just said 'if we allowed residents to come through the camera filters, we might not see as significant a reduction in traffic' - surely if that is the case, then **the traffic is resident's traffic and not cut-through traffic?** Why would that traffic be an issue?

Answer

- **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 journeysThe 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. 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

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.

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.

7. Question

- We have **severe anti-social behaviour in Morrish Road** especially at weekends with urination, defecation, littering, food dumping and street drinking and accompanying harassment regular occurrences. There are concerns that in introducing parklets it will only get worse.

Answer

- This is a trial Low Traffic Neighbourhood, which means that we will monitor all the feedback we receive from residents. We therefore invite you to send any relevant feedback or comments to the lowtrafficneighbourhoods@lambeth.gov.uk inbox.

8. Question

- The concern I have is that **residents in red zone will only have one entry/ exit**. Exit northbound onto Kings Avenue will become tricky...traffic regularly backs up past this point already from acre lane traffic lights. Exiting southbound onto Kings Ave here will be held up by these right turners unless you are going to widen the exit to give two lanes? Why can't the Crescent Lane section change to allow both red & yellow zone traffic to exit here as we do now? You could still restrict travel southbound along Lyham Road at this point but at least allow us a second exit into Kings Avenue.

Answer

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

9. Question

- I live on Sudbourne Road and responded to the web-site consultation re the LTN proposals for Brixton Hill. I received no notification at all - either by-mail or letter drop - that a virtual meeting was to be held on August 21.

Answer

- Please find below the **communication measures** the Team took to inform residents:
 1. news update on Brixton Hill Commonplace page;
 2. direct email to Commonplace subscribers;
 3. social media coverage on Facebook, Instagram and Twitter through Lambeth Council account.
 4. To subscribe to Brixton Hill Commonplace page please visit brixtonhilltn.commonplace.is, add your email and click on the button "keep me updated".
 5. If you wish to suggest additional methods please email us at lowtrafficneighbourhoods@lambeth.gov.uk

Q&A

Copy of the responded questions

1. Question

- Request for clarification - is NPR entry-only from Brixton Hill, or entry/exit?

Answer

- **We have now updated the LTN map on Commonplace to show a two-way arrow between A23 Brixton Hill and New Park Road. Vehicles will be able to travel in and out of New Park Road from A23 Brixton Hill.**

2. Question

- We have severe **anti-social behaviour in Morrish Road** especially at weekends with urination, defecation, littering, food dumping and street drinking and accompanying harassment regular occurrences. There are concerns that in introducing parklets it will only get worse.

Answer

- This is a trial Low Traffic Neighbourhood, which means that we will monitor all the feedback we receive from residents. We therefore invite you to send any relevant feedback or comments to the **lowtrafficneighbourhoods@lambeth.gov.uk inbox**.

3. Question

- Is there any update on the **school street for Sudbourne** and the interplay between that and the LTN?

Answer

- The School Streets programme is being delivered by the Active Travel Team. The School Street at Sudbourne School **should be delivered after half term**.

4. Question

- For New Park Road / South Circular, the consultation had those big boxes in the way. Will those still be put in place?

Answer

- There will be planters installed at the junction between New Park Road and the South Circular. However these planters will be placed on the footway, not in the carriageway itself. At New Park Road we will be installing a temporary traffic island at the junction with the South Circular.

5. Question

- New Park Road / South Circular: So “exit only”, but exit going both west and east? Or only east?

Answer

- Vehicles can exit from New Park Road and can travel east, west and south.

6. Question

- A resident has asked via email if the changes to access to the New Park Road area will bring more traffic to Dumbarton Road as one of two exits from the area.

Answer

- We know that Dumbarton Road formed a key route for through-traffic making east to westbound journeys and vice versa. With the LTN layout in place, vehicles will be unable to use Dumbarton Road as part of a cut-through route. **We therefore anticipate the majority of traffic travelling through Dumbarton Road will reduce to being “local traffic” as opposed to the large amount of through-traffic recorded before the LTN measures were introduced** (“through-traffic” refers to vehicles using residential roads as short cuts or vehicles travelling through an area to get to another destination). Whilst local traffic from the yellow zone may choose to travel to A23 Brixton Hill via Dumbarton Road, we expect the volume of traffic to be significantly lower than before the LTN measures were introduced.

7. Question

- You mention people being able to walk, wheel, cycle and scoot, however I have other disabilities which mean I need to park near to where I live and you’ve taken away 12 parking spaces.

Answer

- We know that disabled bays support car-owning disabled residents, and their carers, to park close to their homes. We have retained and/or relocated all existing disabled bays as part of the Brixton Hill LTN trial. 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: lambeth.gov.uk/parking/parkingpermits/low-traffic-neighbourhood-ldispensation-frequently-asked-questions.

We also know that more than 60% of the people within the Brixton Hill LTN area do not own a car. This suggests that some of the kerbside space in the Brixton Hill LTN area could be utilised for other uses such as greening, seating, cycle parking and to facilitate the introduction of traffic filters.

8. Question

- Kingswood - **why is the filter half way down?** They would prefer to have the flexibility of the northern end of Kingswood where vehicles can leave the way they came in.

Answer

- The modal filter itself is designed to reduce traffic speeds, as well as reduce motor vehicle through traffic. It is anticipated that a high percentage of traffic flows speeding on Kingswood Road is traffic travelling through the area instead of local traffic. Therefore with the introduction of a modal filter, it is anticipated the number of vehicles travelling in the area will reduce and comprise local traffic accessing residential properties. **The location of the modal filter, in a central location on Kingswood Road, will also deter vehicles from speeding.**

9. Question

- Won't people cut through from south part of Kings Avenue to north part of Kings Avenue? Or is that not a "shortcut"?

Answer

- Given the turning movements and added journey time required to "cut-through" this area, **we do not anticipate this will become a popular route for vehicles.** However, as part of our ongoing monitoring, **we will monitor the situation and welcome any feedback from local residents/stakeholders** regarding changes in traffic flows in the purple zone (as per the LTN map).

10. Question

- We live on **Chale Road**, why cant we have access from Brixton Hill, as theres a lot longer journey for us to get home with our work vehicles.

Answer

- **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.

11. Question

- Will the Chale Rd/Dumbarton Rd/Lyham Rd crossing use **physical traffic filters?**

Answer

- **Planters, along with signs and road markings, will be used to communicate to drivers a diagonal traffic filter is in place. However, this is not a physical filter as all vehicles with an exemption or dispensation will still be able to pass through the traffic filter.**

12. Question

- Will the Chale Rd/Dumbarton Rd/Lyham Rd crossing use **physical traffic filters**?

Answer

- **Planters, along with signs and road markings, will be used to communicate to drivers a diagonal traffic filter is in place. However, this is not a physical filter as all vehicles with an exemption or dispensation will still be able to pass through the traffic filter.**

13. Questions

- **There is a lot of double parking on Acre Lane often blocking cycle lane on Strathleven. Will this be enforced better?**

Answer

- **We have shared this feedback with colleagues in the parking enforcement team.**

14. Question

- **Why cant you just put speed bumps on Strathleven Road?**

Answer

- **Whilst traffic calming measures can reduce vehicle speeds, they are unlikely to reduce through-traffic on Strathleven Road. Implementing a 2-way traffic filter on Strathleven Road is designed to reduce traffic speeds, as well as reduce the number of vehicles travelling between Lyham Road and Strathleven Road to access Acre Lane.**

15. Question

- **I'm super happy to see this finally happening. It was originally set to start rolling out in spring, with physical blocking of roads coming ""later in the summer"". Since it was now delayed into summer, is the physical barriers also delayed? I see cars ignoring the painted lines that just appeared.**

Answer

- **The LTN trial enforcement started on Monday 4th September.** The majority of the works to launch the trial were completed before this date, however some of the works will be completed in the between w/c 4th September and w/c 11th September.