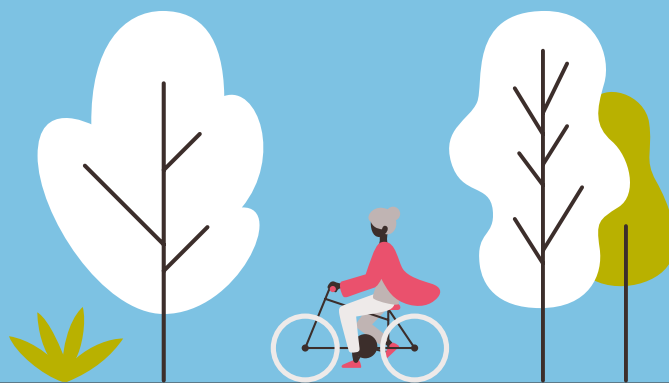


Healthy Street Improvements

Kennington Qual Reimagined

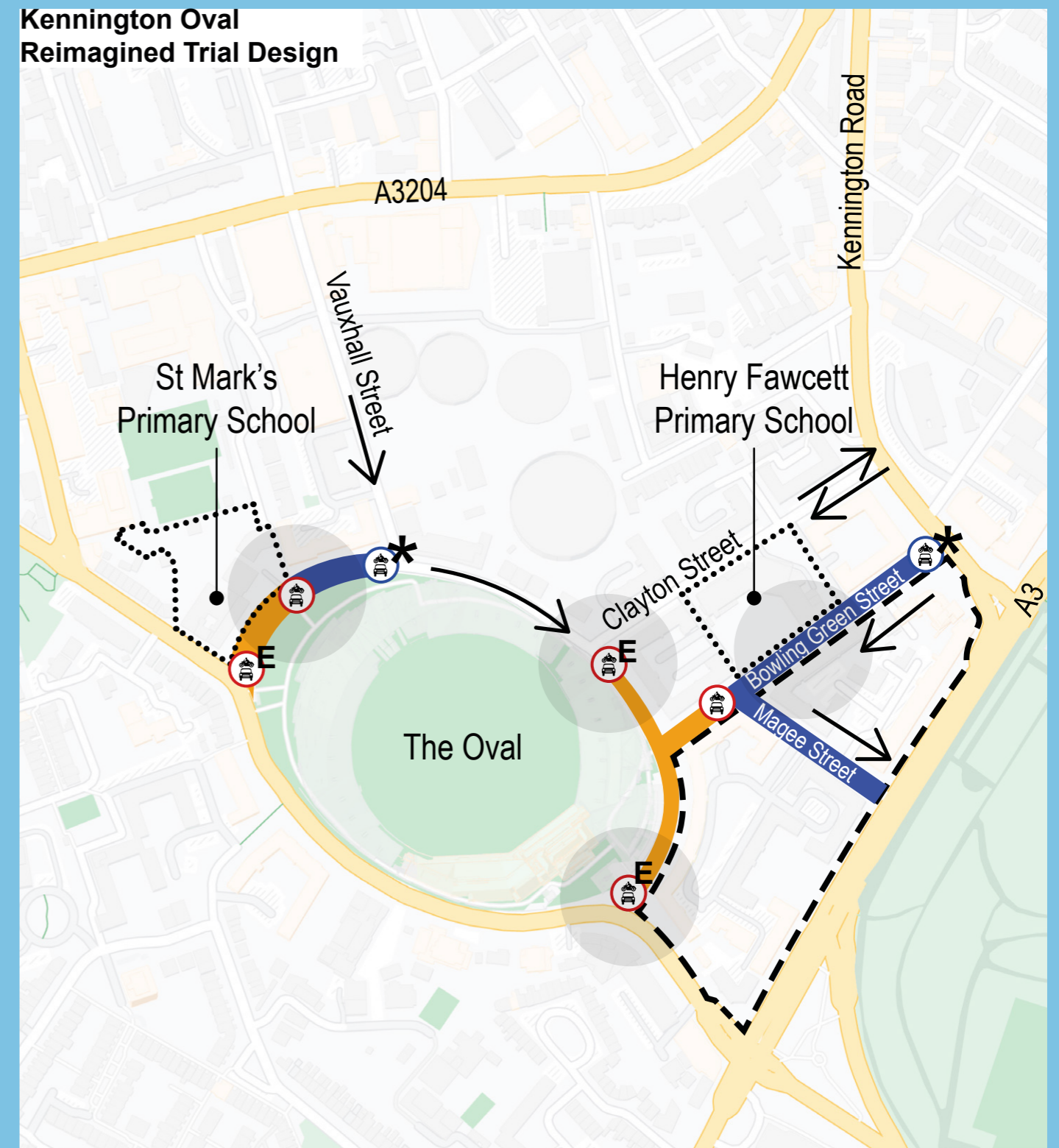
The title 'Kennington Qual Reimagined' is written in a large, dark brown, cursive font. The text is decorated with various small illustrations: a person on a bicycle, a person walking a dog, a person walking, a person on a bicycle, and a person walking. There are also small trees and leaves scattered throughout the text.

Frequently Asked Questions (FAQs)





Kennington Oval Reimagined Trial Design



Key:

- School boundary
- School Street
- ⊗ School Street timed traffic filter
- ⊗^E Traffic filter - Camera Enforced
- ⊗ Traffic filter - Physical
- - - School Street Resident exemption area
- Emergency vehicles only
- ➔ One-way traffic
- ↔ Two-way traffic

What is the Kennington Oval Reimagined?

Lambeth Council are seeking to make Kennington Oval and the surrounding streets a place where people can meet, play and travel actively. We want these streets to be climate resilient, celebrate local history, champion inclusivity, child play, creativity and accessibility.

To help shape these proposals, we heard from people who live, work or have an interest in this area. We carried out local engagement from October 2023 - January 2024.

What area does the Kennington Oval Reimagined scheme cover?

It covers the following roads:

- Kennington Oval
- Clayton Street
- Bowling Green Street

Why are we making changes to this area?

1. It aligns with our Kerbside Strategy and Climate Action Plan

In order to achieve our Climate Action Plan targets of reaching Net Zero, Lambeth Council has committed to reducing traffic by 27% and to reallocate 25% of our kerbside to sustainable uses by 2030.

Lambeth's Kerbside Strategy - <https://www.lambeth.gov.uk/streets-roads-transport/lambeth-kerbside-strategy> - has 4 key priorities to guide how we will use our kerbside (the space typically used for car parking):

1. Enable accessible and active travel
2. Create places for people
3. Increase our resilience to climate change
4. Helping to reduce traffic and emissions

This Kennington Oval Reimagined trial will remove some car parking spaces and replace them with sustainable things such as:

- Planting
- Seating
- Play features (See drawings on the following pages for more specific detail)
- Cycle parking
- Electric Vehicle charging
- E-bike and e-scooter bays

These changes are in line with our kerbside strategy and are supported by the low levels of parking stress within the project area (which is as low as 20% on Kennington Oval on some weekdays). 100 permit bays will still remain within the project area for residents to park, 23 of which will be shared use bays (where non-permit holders can park and pay by phone).

The main changes to vehicle circulation are:

- closures to general vehicular traffic on Kennington Oval south of Clayton St and in front of St Mark's Primary School, and on Bowling Green St west of Magee St;
- new one-way sections for motorised traffic on Kennington Oval between Vauxhall St and Clayton St, and on Bowling Green St by Henry Fawcett Primary School.
- Kennington Oval can be reached via Vauxhall St
- Clayton St can be reached either from Kennington Oval or from Kennington Rd.

Census data shows that 68% of local residents in the Kennington Oval Reimagined area don't own a car. This trial scheme aims to manage traffic and public space in a way that makes it safer and easier to walk, wheel and cycle.

All roads will still allow access to emergency vehicles and refuse collection vehicles will still be able to reach all properties.

The busiest street in the area is Kennington Oval with up to 1,600 motorised vehicles a day east of Vauxhall Street. The remaining streets in the area all attract about 1,000 vehicle trips a day apart from Magee Street which attracts just 800. Cyclists frequently use Kennington Oval to connect between Vauxhall St and Cycleway C5 on Harleyford Road with about 500 such journeys daily. Cycle flows on the remaining streets in the area are lower with Clayton Street and Bowling Green Street attracting about 150 daily cycle trips each.

Reducing Traffic has many benefits, including:

- Cleaner air and less noise
- Fewer emissions contributing to climate change
- Safer streets, which is especially important for pupils of the 3 schools within the project area

2. Making the space Child Friendly

Lambeth Council has an ambition of becoming 'UNICEF UK Child Friendly' community. As part of the programme, one of Lambeth's goals is **Place** - children can move freely in the city and their neighbourhood; they feel welcome in public spaces; feel connected to their neighbourhood.

The Kennington Oval Reimagined area includes Henry Fawcett Primary School and St. Mark's Primary School, both of which would greatly benefit from having more child friendly spaces close by. Currently, accessing the main nearby spaces with greening and playful features involves crossing a busy and dangerous road to Kennington Park. Creating spaces for children on the streets close to the schools will grant children greater freedom and nurture their physical and cognitive development in a safer space.

3. Creating streets that are healthy, accessible, and sociable

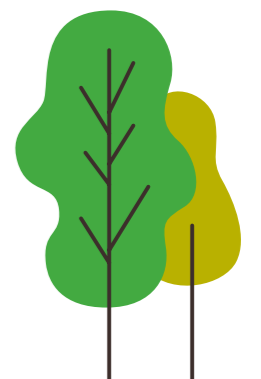
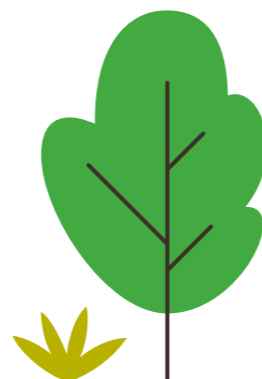
Proposals have been guided by the Mayor of London's Healthy Streets Approach (<https://www.healthystreets.com/>), putting human health and experience at the heart of planning the city. Lambeth has developed their own Healthy Routes network - <https://rb.gy/4imqf0>. There are two already existing Healthy Routes within the project area and one proposed route. The Kennington Oval Reimagined should focus on those routes as already identified in Lambeth's Transport Strategy.

We are making Lambeth's neighborhoods fit for the future while ensuring that it becomes one of the safest boroughs in London. We are creating a clean, vibrant, and climate-resilient environment where residents can lead healthier, happier lives. With equity and justice at its heart we will create a lifelong borough with the best conditions to grow and age well.

How will we monitor the impacts of the scheme?

Over the next year or so, the scheme will be trialled to test changes to the street layout. Data collection and assessment will be carried out in several stages, with a monitoring report being published during or after the project trial. The monitoring approach will look at the following elements:

- Impact of the trial on traffic
 - Impact of the trial on the proportion of sustainable vs. non-sustainable kerbside uses
 - Impact of trial on how people travel through and spend time in the project area.
- We will assess the above impacts using a mixture of qualitative and quantitative data collection methods.



When will the trial start?

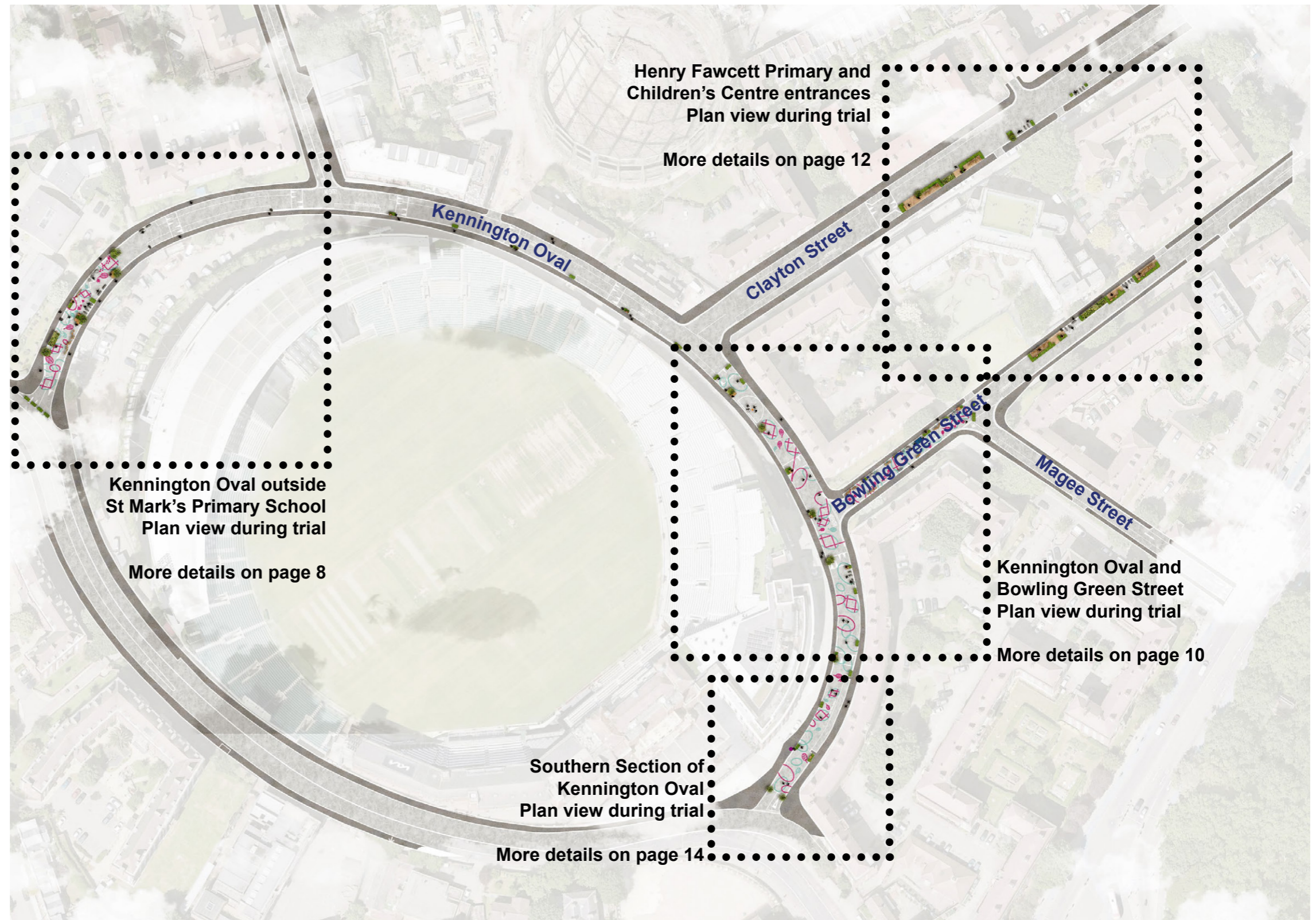
We aim to deliver the trial during June. A range of communications include on-street notices, letter drops to local people, and online notices will inform people in advance of the changes. All residents within the area will receive a letter approximately one week before the implementation of the trial to confirm the exact starting date.

The main strategies for the trial scheme are:

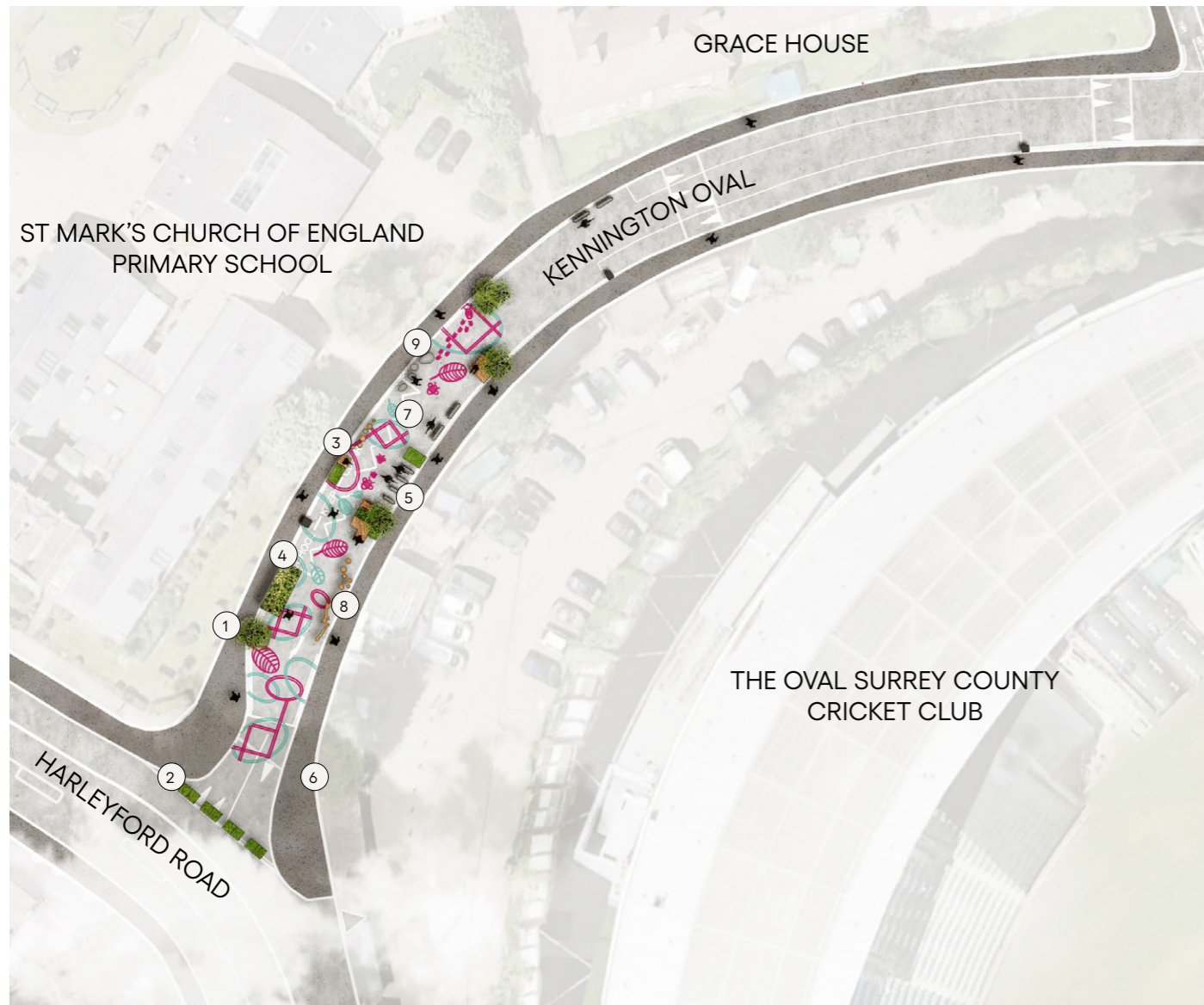
- to reclaim local streets for the enjoyment of the community and school while maintaining emergency vehicle access throughout
- to provide playful spaces that animate the streets and prioritise people over cars
- to enhance the environment with high-quality greenery that maintains good visibility and light penetration
- to activate spaces by encouraging people to walk, cycle and spend time there, creating more opportunities for socializing
- to expand some pavement areas outside Henry Fawcett Primary School to provide a safer and more vibrant space outside the school and nursery entrances
- to ensure maintenance of planting and street furniture during the trial and beyond
- to reduce vehicle speeds and address anti-social behaviour by fostering opportunities for community ownership

Who makes the decisions on the implementation of this scheme?

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



Kennington Oval outside St Mark's Primary School



**Kennington Oval in front of St Mark's
Plan view during trial**

- ① Planter with tree (900mm height)
- ② Planter with low level planting (600mm height)
- ③ Bench (1m x 1m)
- ④ Parklet
- ⑤ Proposed cycle stands
- ⑥ Opportunity for colourful mural
- ⑦ Colourful road markings
- ⑧ Play trees and stepping stumps
- ⑨ Boulders



Current view of the street



Visual of the scheme - The artist's impression is for illustrative purposes only



Kennington Oval and Bowling Green Street



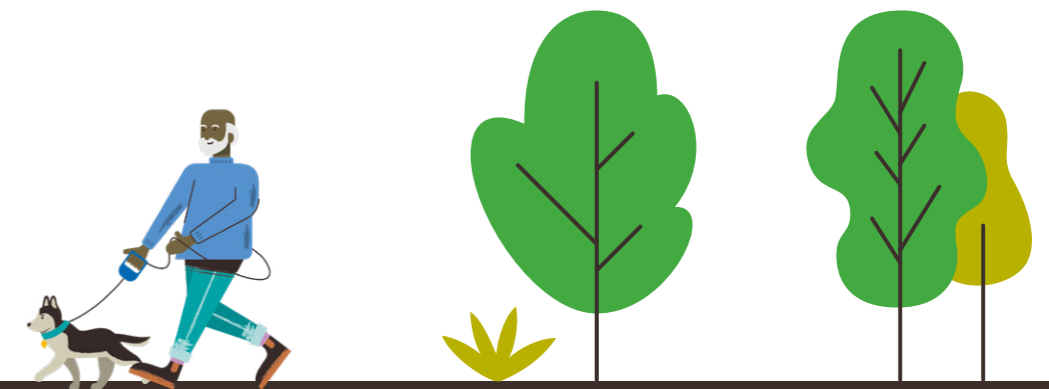
- ① Planter with tree (900mm height)
- ② Planter with low level planting (600mm height)
- ③ Bench (1m x 1m)
- ④ Bench (1m x 500mm)
- ⑤ Opportunity for colourful mural
- ⑥ Colourful road markings
- ⑦ Play trees and stepping stumps
- ⑧ Game tables (table tennis, chess, other)
- ⑨ Basketball Hoop



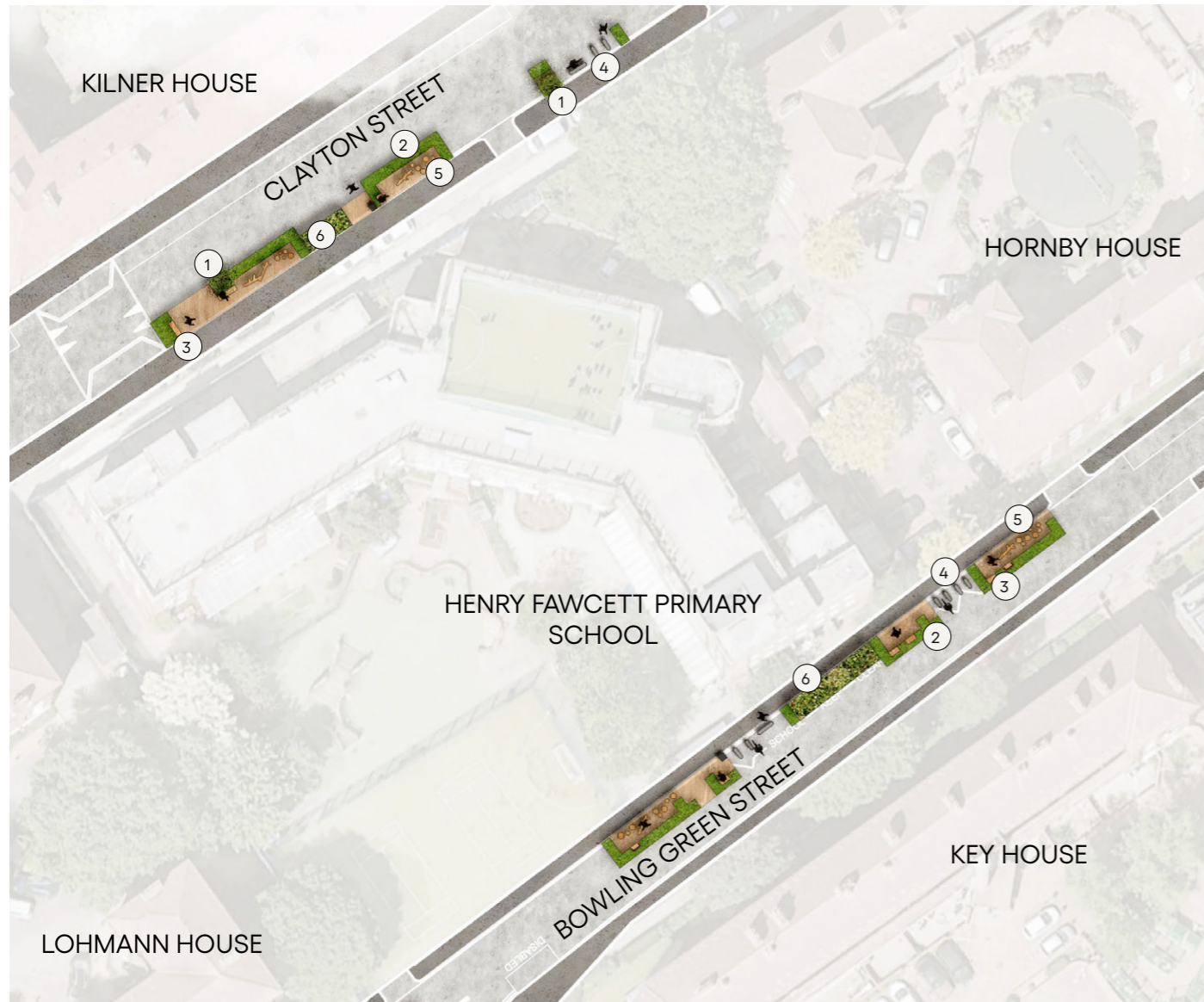
Current view of the street



Visual of the scheme - The artist's impression is for illustrative purposes only



Henry Fawcett School and Children's Centre Entrances



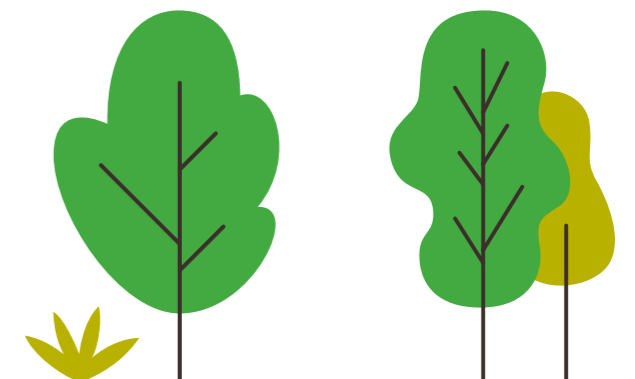
- ① Planter with tree (900mm height)
- ② Planter with low level planting (600mm height)
- ③ Bench (1m x 500mm)
- ④ Proposed cycle stands
- ⑤ Play trees and stepping stumps
- ⑥ Parklet



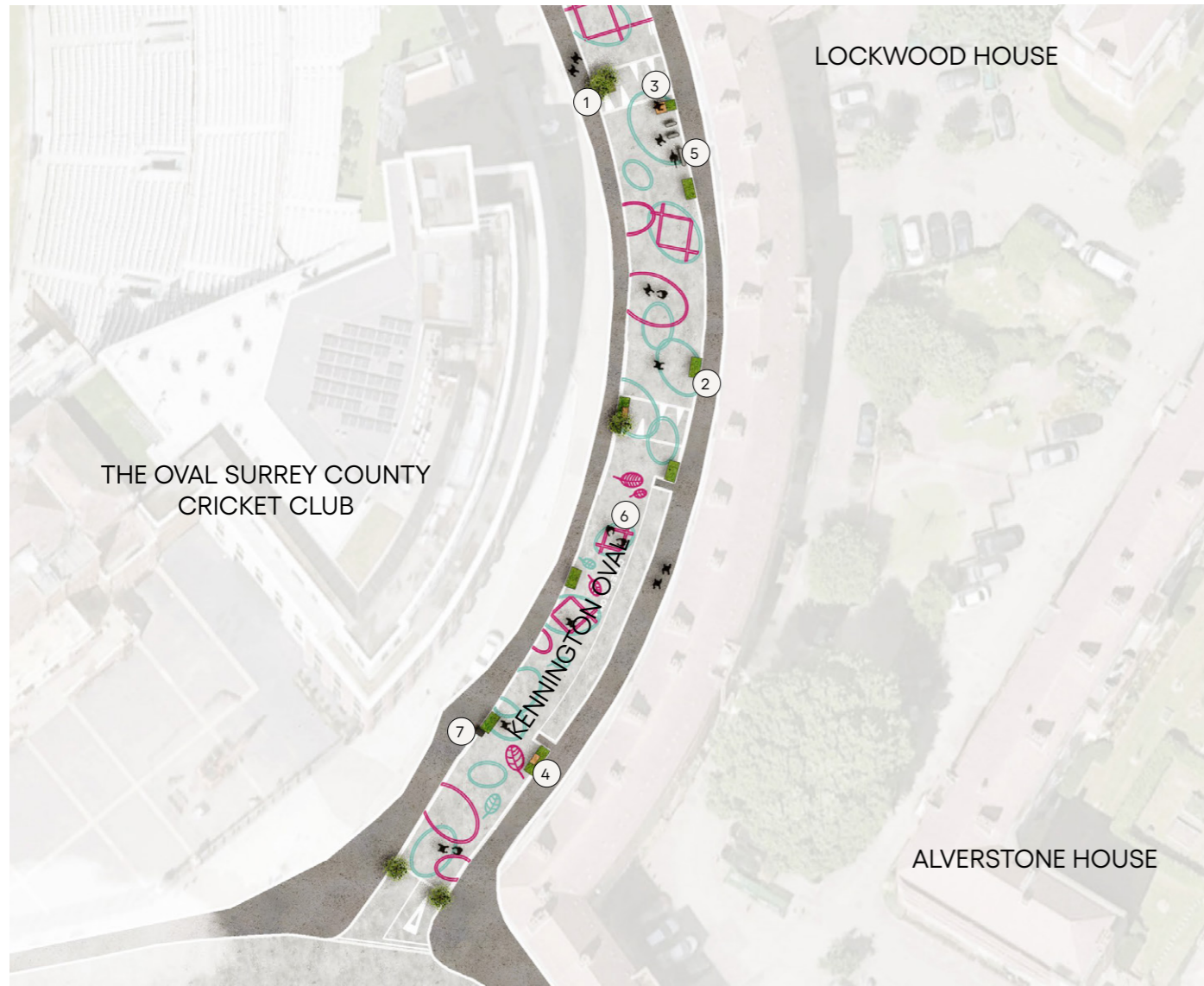
Current view of the street



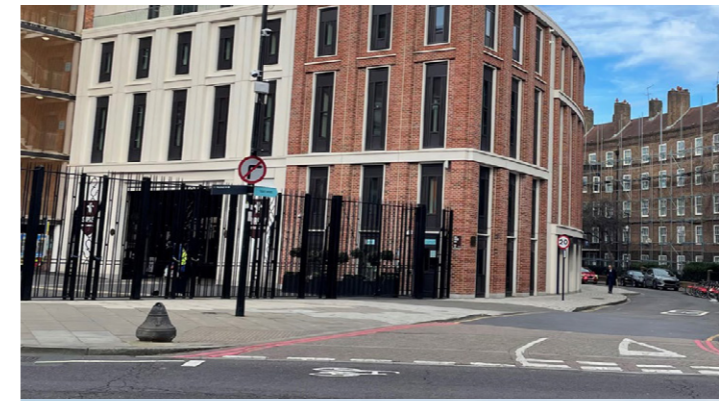
Visual of the scheme - The artist's impression is for illustrative purposes only



Southern Section of Kennington Oval



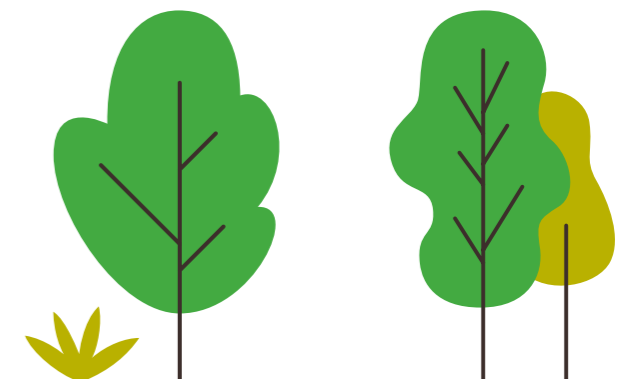
- ① Planter with tree (900mm height)
- ② Planter with low level planting (600mm height)
- ③ Bench (1m x 1m)
- ④ Bench (1m x 500mm)
- ⑤ Proposed cycle stands
- ⑥ Colourful road markings



Current view of the street



Visual of the scheme - The artist's impression is for illustrative purposes only



What about the two School Streets?

Two School Streets were initially implemented on 19 February 2024, paving the way for the upcoming Kennington Oval trial. We worked with local stakeholders to help shape these proposals. We've listened to school children and local people who live, work or have an interest in this area.

The streets outside St Mark's Primary School and Henry Fawcett Primary School will have a timed, temporary prohibition of vehicles between 8.15-9.15am and 2.45-3.45pm, Monday to Friday during term time.

This temporary vehicle prohibition aims to help reduce road danger on the road, improve air quality and increase active travel to school, creating a safer and more pleasant environment at the school gates.

Residents and Blue Badge holders who require access will still be able to access the road at all times by applying for an exemption. Emergency vehicles will also have access. Other motor vehicles, including those driven by parents to drop off or pick up children at the school gates, will be restricted during these times. For more information, please visit: <https://www.lambeth.gov.uk/streets-roads-transport/school-streets>

Will changes be made to the school Streets in light of the trial?

The School Streets will continue to be monitored during the trial. Improvements could be made as a result. If this happens, any changes will be communicated to the school, residents and other local groups.

Who did we engage with before the trial?

We engaged with local groups, schools, residents and the Oval Cricket Ground between October 2023 and January 2024 to shape the designs. We ran an online survey, which was completed by 288 people. We heard from over 75 people in person through events including school workshops, on-street engagement stalls and walking focus groups. more engagement will be carried out during the trial. The proposals have been supported by an Accessibility Working Group.

How does this project link in with the Oval Cricket ground?

The project area includes Kennington Oval - the street that goes around the back of The Oval Cricket Ground. This street is a public highway, owned and maintained by Lambeth Council. As we developed trial street layout changes, we spoke to The Oval Cricket Ground, who have provided their feedback. The proposed changes will contribute to an enhanced match day experience for visitors to The Oval, but they have a primary aim of improving the local streets for residents and school children at all times of the year. The Oval Cricket Ground have stadium exit plans for getting attendees to local stations as soon as possible after games, to minimise disruption for residents.

If you would like to attend The Oval's quarterly local residents' meetings, please email mark.brown@localdialogue.com



What we have done:



Online Survey



2 X Street Pop-Ups



School Coffee Morning Drop-in



Desktop Review of Previous Studies



Interactive School Workshop



2 X Walking Focus Groups

What we have found:



288 people completed the survey

75+ people attended an in person event

“ Most parents live in small flats around here and don't have access to public space within the immediate vicinity. If the street outside the school becomes a vibrant public space, the parents can relax while picking up and dropping off their children”



What people wanted to change:



“ More trees and greenery by re-purposing parking”



“ Less cars more pedestrian areas”



“ Incorporate more spaces for the local community to enjoy”



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. Below are two examples of traffic filters. Traffic filters are used to prevent motorised vehicle journeys that cut through the neighbourhood.



Fig. Physical filter



Fig. ANPR camera enforced filter

How do traffic filters work?

Some traffic filters will be enforced 24/7 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). The ANPR filters allow emergency vehicles to move through them. Some of the traffic filters will be in the form of a physical barrier which prevents motor vehicles passing through, but allows people walking and cycling. This will allow for greater potential to add street furniture and create pedestrianised spaces as part of this project. After a period of initial adjustments, we typically see high compliance with the restrictions.

Why are the traffic filters laid out this way?

The layout of the traffic filters is designed to:

- Prevent non-local traffic from using these neighbourhood streets as a short cut
- Ensure that motor vehicles can manoeuvre and turn safely without reversing for long 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

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 be a risk of that traffic using parallel streets (which are currently quiet), instead. Therefore, we need to tackle an area comprehensively so that we can minimise traffic displacement, encourage people to travel actively for local journeys and create space for other uses.

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.

Residents and Blue Badge holders who require access to the School Streets will still be able to access the road at all times by applying for an exemption. Emergency vehicles will also have access. Other motor vehicles, including those driven by parents to drop off or pick up children at the school gates, will be restricted during these times. More information about applying for an exemption can be found here: <https://www.lambeth.gov.uk/streets-roads-transport/school-streets/apply-exemption-online>

Who is allowed to drive through the camera enforced traffic filters?

- Emergency Services
- 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/parkingpermits/low-traffic-neighbourhood-ltn-dispensationfrequently-asked-questions>

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. When the trial goes live, residents will receive a letter explaining how they can provide feedback to the council. 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 PTOs will be made, factoring in representations, data and previous reports.

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 else are we doing?

We have many initiatives which support people choose sustainable and active ways to get around:

- Dockless e-bike and e-scooter hire: <https://rb.gy/oo6lcy>
- 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-roadtransport/cycling-walking>
- Big Shift programme, including cargo bike sharing: <https://www.lambeth.gov.uk/streets-roadtransport/cycling-walking/big-shift-programme>
- School Streets programme: <https://www.lambeth.gov.uk/streets-roadtransport/school-streets>
- Cycle hangar programme: <https://www.lambeth.gov.uk/streets-roadtransport/cycling-walking/cycle-parking/streetcycle-hangars-residential-use>
- The Healthy Routes programme including creating safe walking and cycling routes across the borough: <https://rb.gy/4imqf0>

For more information, see Lambeth's decisions here: <https://moderngov.lambeth.gov.uk/mgDelegatedDecisions.aspx> or scan the QR code below.



Kennington Qual Reimagined

The text 'Kennington Qual Reimagined' is written in a large, dark brown, cursive font. The letters are decorated with small, colorful illustrations of people and nature. For example, a person is riding a bicycle on the top of the 'K', another person is riding a bicycle on the top of the 'n'. A person is walking a dog on the 'Q', and a person is walking on the 'R'. There are also small trees and leaves scattered throughout the text.