Streets Reimagined Trial

Voltaire Road Reimagined

Information booklet
December 2025

Neighbourhoods fit for the future

Lambeth

Introduction

This booklet gives an overview of the Voltaire Road Reimagined project. The trial will launch on 15 December 2025.

The trial follows previous engagement with local people and organisations in Autumn 2025 and Spring/Summer 2025, which have informed our proposals.

Voltaire Road Reimagined

Following successful car-free weekends over the last three years, the Voltaire Road Reimagined project will transform the street into a car-free zone with more space for people walking, wheeling and scooting, and outdoor seating for local businesses.

About the Voltaire Reimagined project

Voltaire Road is used by thousands of people every day for commuting and leisure, with many visiting the well-established food, drink, hair and beauty businesses that call Voltaire Road home.

Most people passing through the area do so by walking, wheeling, scooting or cycling. The street has low motor vehicle use, with several existing restrictions on motor vehicles. This includes the bollards on the cycle route from Clapham High Street, which were introduced by Transport for London in 2020.

The Voltaire Road Reimagined project will create a pedestrian and cycle zone, with limited vehicle access for authorised loading and servicing between 7am and 12 Midday, Monday to Friday.

To prevent motor vehicles from entering the area, we will introduce a camera enforced traffic filter. This will stop motor vehicles from passing, whilst allowing emergency services, authorised exempted vehicles and people walking, wheeling, scooting, or cycling to pass through. The parking bays within the pedestrian and cycle zone will be repurposed to create an additional 179 square metres of public space, enabling a safer and more enjoyable space for the thousands of pedestrians and cyclists who pass through the area each day, many of them stopping to visit local businesses.

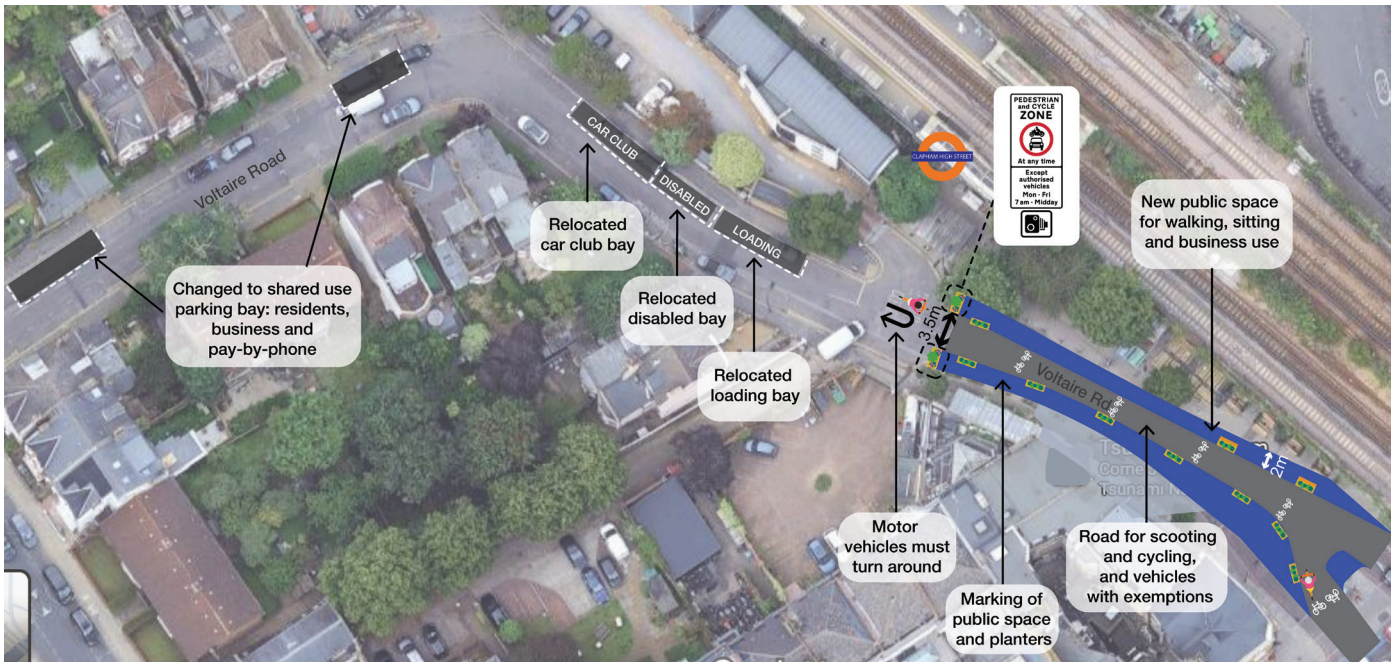
Parking changes

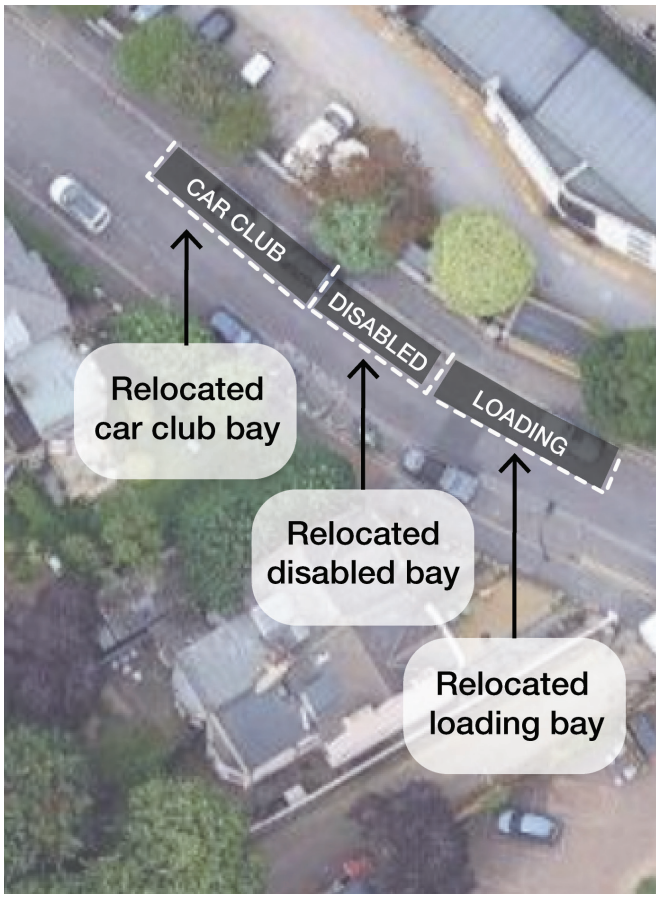
The existing loading bay will be relocated to just outside of the pedestrian and cycle zone, along with a new disabled bay. Three resident parking bays will be converted to shared use bays.

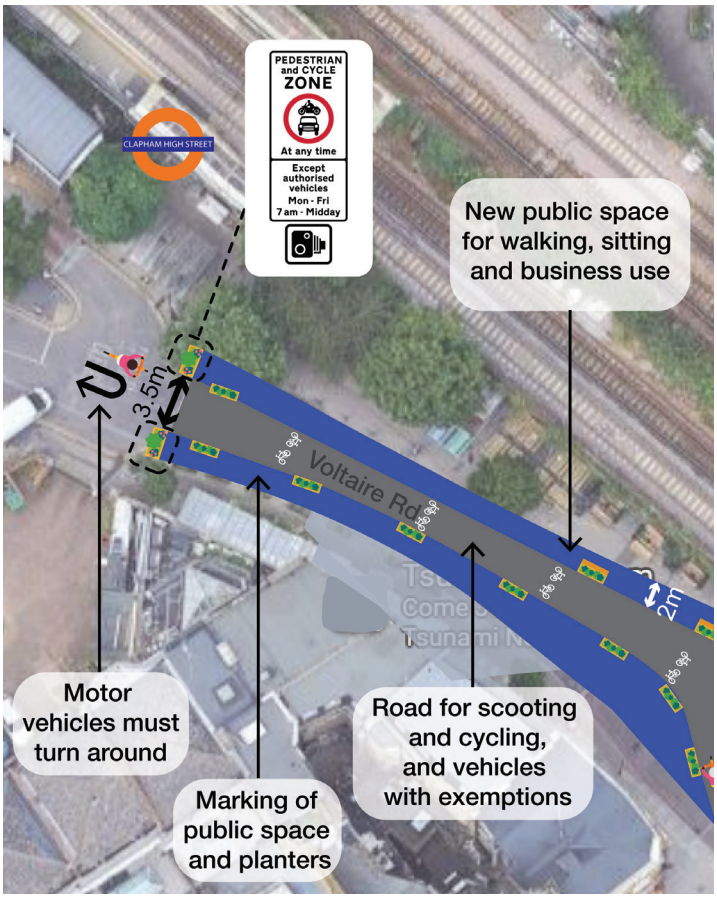
Car Free Days have taken place on Voltaire Road since 2023

Voltaire Road Reimagined trial plan

Voltaire Road is used by thousands of people every day. The image below shows the layout of the Voltaire Road Reimagined project in the trial. The arrows indicate how motor vehicles will be able to travel in the area with the traffic filters in place.







Some vehicles, including emergency services, are exempt from the filters

Some motor vehicle users are allowed to pass through the filter, depending on the circumstances. Blue Badge holders and SEN transport vehicles will not be provided with an exemption through the filter at this location. More information is provided on page 6 and online.

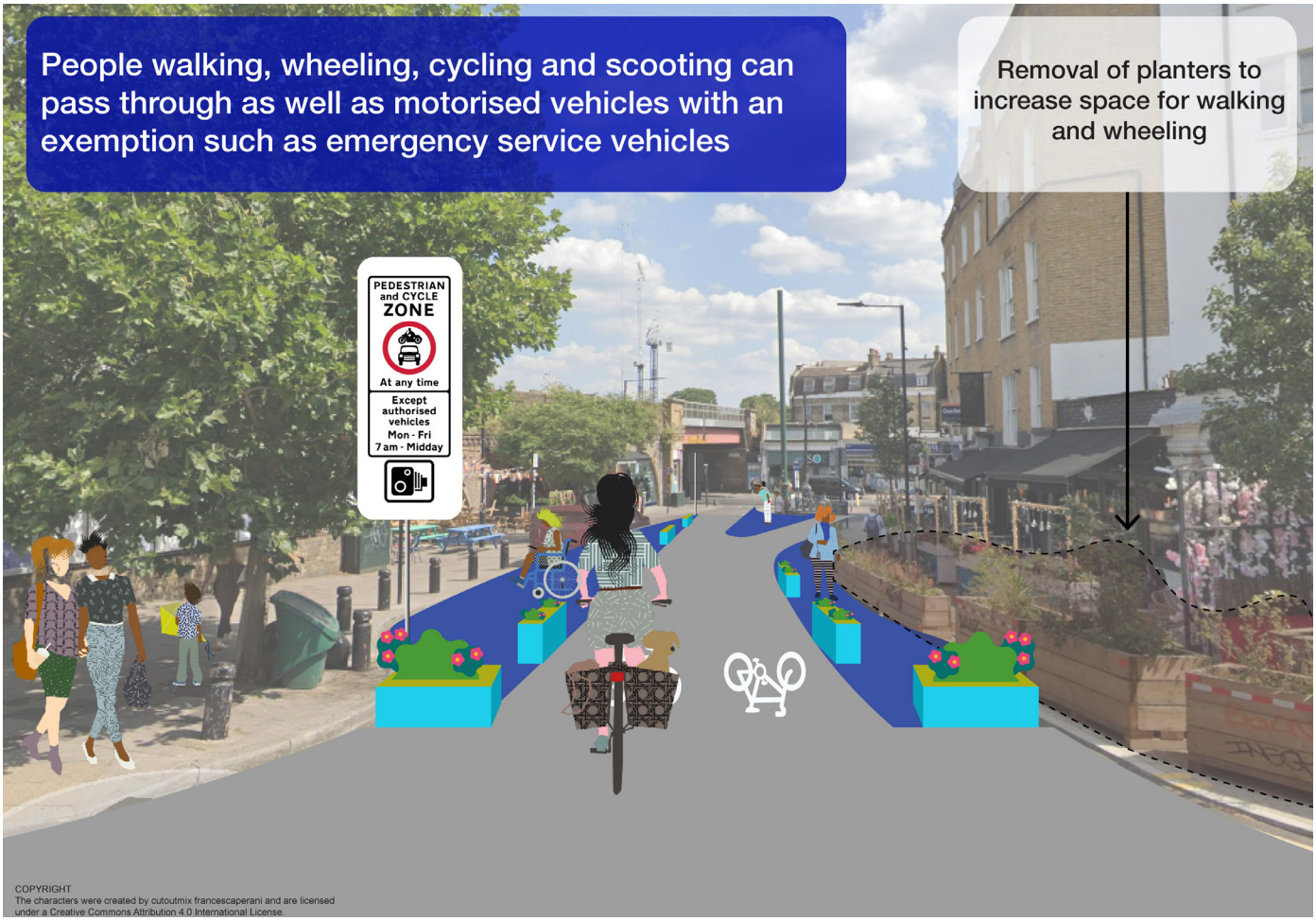


Image for illustrative purposes of Voltaire Road view Clapham High Street Overground Station

Image for illustrative purposes of Voltaire Road view from Clapham Road

Reasons for introducing the Reimagined trial

- Car Free Days have taken place in this location since 2023 with the aim to showcase how streets can be used by the community and businesses when motor vehicles are removed. Following on from the success of the temporary closures, the Voltaire Road Reimagined trial is the next step in enhancing the street to deliver a desirable destination which prioritises people and supports businesses.

- The street provides access to Clapham High Street Overground station and interchange for Clapham North and local bus services and sees a high number of commuters. Active travel is the primary use of Voltaire Road, with 323 people cycling on an average weekday, and very high levels of people walking with averages of over 7,000 people per day. Motor vehicle flows are very low on Voltaire Road, with a weekday average of 396 motor vehicles a day.

- Voltaire Road is part of Lambeth Council's Healthy Routes network and is a key link between Cycleway 48 from Aristotle Road, across Clapham High Street, and Cycleway 5. TfL updated the cycle way infrastructure in 2024 and the Voltaire Road Reimagined project creates a safer environment for people to walk, wheel and cycle.

- The narrowing of the carriageway creates more spaces for people to walk, wheel and cycle, as well as providing an opportunity for businesses. The Lambeth Growth Plan 2025 sets out our pathway towards delivering vital growth in the borough, including the creation of thriving town centres and healthier, sustainable neighbourhoods.

Types of vehicle that can pass through the traffic restriction

One of the key objectives of the Voltaire Road Reimagined project is to increase the proportion of street space available for use by people walking, wheeling, scooting and cycling. A limited dispensation will be in place between 7am and 12 Midday for authorised vehicles for loading and servicing activity. Outside of this time, the pedestrian and cycle zone will operate without any dispensations.

Dispensations to pass through the filter must be applied for, and **authorisation will be considered by the Council, on a case by case basis,** against the following principles:

- Exemptions may be applied to businesses that have a shop front or rear access that is directly impacted by the proposed pedestrian and cycle zone.
- Authorisation for an exemption may be given to a business-related vehicle to pass through the filter if all alternative options have been explored.

Consideration will be only given to vehicles that are crucial to the operation of the business and meet at least one of the criteria below:

- The vehicle used for deliveries is too large to turn around at the pedestrian and cycle zone and will be unable to exit the area via Edgeley Road or Clapham Manor Road.
- Health and Safety requirements restrict the locations in which deliveries can take place.

People driving that are not eligible for a dispensation will need to travel to Clapham High Street via Edgeley Road instead of using Voltaire Road. Please note that to ensure the safety of the pedestrian and cycle zone, we will not be providing dispensations for blue badge holders or SEN vehicles at this location.

The works to introduce the Reimagined project are expected to start on the 8 December and last approximately three days.

Voltaire Road will be closed from Old Station Road to Clapham High Street from Monday 8 December until Friday 12 December for works to take place. The works are subject to weather conditions and will be carried out Monday to Friday between 7am and 4.30pm.

Some parking suspensions will be put in place from 5 December 2025 to allow the works to take place. Vehicles parked within a parking suspension area may receive a Penalty Charge Notice and be relocated. If your vehicle is relocated, please contact the Towed Vehicle Tracing Service (TRACE) customer services helpdesk on 0300 077 0100.

For all queries relating to the signing and lining works, please contact Ringway at **Lambeth.schemes@ringway.co.uk or 07981 207984.**

For any general enquiries here is our contact: **https://www.lambeth.gov.uk/form/transport-strategy-project**

You can view the proposals online and submit feedback

Further details can be found on our Have Your Say platform:**https://haveyoursay.lambeth.gov.uk/en-GB/folders/voltaire-road-reimagined.**
We have also published a formal decision report on our website: **https://moderngov.lambeth.gov.uk/ieDecisionDetails.aspx?ID=10064**

The trial is being introduced using legal document called an Experimental Traffic Management Order (ETMO). An ETMO allows the council to trial changes, such as traffic filters, for up to 18 months. The first 6 months of the trial is an 'objection period' during which objections and representations can be made to the project. Any project changes made during the trial period would trigger a further 6-month objection period.

You can submit an objection or representation online from the **15 December: https://consultation.appyway.com/Lambeth.**
View the proposals and related traffic order documents under 'Active Consultations'.
If you are representing a local business or organisation, please indicate this.

You can post your response to us, and call us to receive a paper version of the detailed map

If you are not able to get online, you can post your objection or representation, quoting the reference '**Voltaire Road Reimagined'** to:

Parking and Enforcement Group (Resident Services)

London Borough of Lambeth

PO Box 80771

London

SW2 9QQ

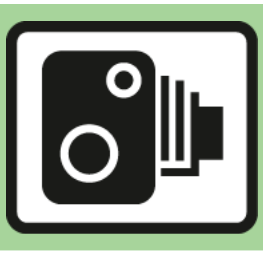
You can also telephone us on 020 7926 6799 to request a paper copy of the information booklet including a detailed map showing the proposals. Please mention Voltaire Road Reimagined when you leave your message.

You can also contact us using our online contact form: lambeth.gov.uk/form/transport-strategy-project

Next steps: we will monitor the project during the trial and may decide to make it permanent

Under the Experimental Traffic Management Order, a decision needs to be taken on whether to make the traffic order permanent within 18 months, otherwise the project would end.

We will monitor the impact of the project and consider objections received during the objection period. The results of this will be presented in a report to the **Cabinet Member for Sustainable Lambeth and Clean Air** and local people will be informed of any decision.

	Camera-enforcement at traffic filter	An area in which enforcement cameras are in use.
	Advance Warning Sign	Warns of a motor vehicle restriction to the left, right or ahead, to allow drivers to better plan their trips.
	Pedestrian and Cycle zone	Indicates that no motorised vehicles can cross a zone between two filter points. This includes motorbikes, cars, vans and trucks, unless they have registered dispensation.
	Exemption plate	Vehicles authorised by the Council can access the area for loading and servicing on Monday to Friday 7am - Midday.

Further background on the scheme

Below is more detailed information on the scheme and wider context for Healthy Neighbourhoods in Lambeth.

Contents:

1. Project layout, parking and enforcement
2. Monitoring of the trial
3. How feedback influenced our proposals
4. Detailed summary of our engagement and design process
5. Decision making process
6. About Experimental Traffic Management Orders
7. Streets Reimagined strategy and policy background
8. Other traffic reduction and sustainable travel initiatives

1. Project layout, parking and enforcement

Motor vehicles wishing to exit Voltaire Road for Clapham High Street will have to use alternative routes.

During the trial, it is expected that the left turn movement to access Clapham High Street, will take place on Edgeley Road, as it is the closest parallel street to Voltaire Road.

This will be a maximum diversion of 250m by motor vehicle for those who live in the pedestrian and cycle zone.

Traffic data was collected on Edgeley Road prior to the trial which indicated southbound flows of approximately 1086 on an average weekday based on data collected in December 2024. Whilst we expect the impact to be minimal on Edgeley Road this will be monitored.

Parking will be available for residents, businesses and visitors

Whilst the parking bays in the pedestrian and cycle zone have been relocated, there is still provision on Voltaire Road, outside of the pedestrian and cycle zone, for parking depending on the circumstance:

- Shared use bays: resident and business permit holders and Pay by Phone
- Disabled bay
- Loading bay
- On single or double yellow lines subject to conditions, see for more details: https://www.lambeth.gov.uk/parking/where-you-can-load-and-unload-your-vehicle/where-you-can-load-unload

Traffic filter will be enforced using Automatic Number Plate Recognition (ANPR) cameras

The traffic filter in the Voltaire Road Reimagined project is enforced using an Automatic Number Plate Recognition (ANPR) camera, which operate 24-hours a day. These work by issuing a Penalty Charge Notice (PCN) to unauthorised motor vehicles that pass through the filter. Motor vehicles with an exemption or registered dispensation do not receive a fine.

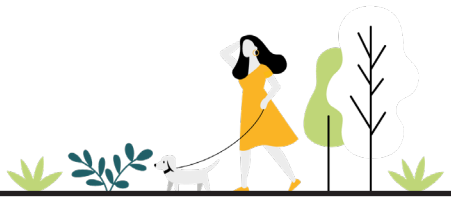
The traffic filter will operate 24-hours a day because:

- The project aims to maximise the space for those who are walking, wheeling and scooting as well as for local businesses
- This makes it easier for road users to understand the new layout

2. Monitoring of the trial

We will monitor the impact of the project on traffic

The overall objective of the Voltaire Road Reimagined project is to transform the street away from motor vehicles and free up space for activities that support local people and businesses. We aim to increase the proportion of street space avaiable for use by people walking, wheeling, scooting and cycling. Traffic volumes and feedback from stakeholders in the area will be monitored throughout the experimental period.



We follow these steps to monitor the progress of the scheme:

- We will collect data on traffic levels, speeds, walking and cycling numbers on Voltaire Road.
- We will collect traffic data on surrounding roads e.g. Edgeley Road.
- We will collect feedback from local residents, businesses and visitors.

3. How feedback has influenced the proposals

Feedback received during the engagement periods have allowed officers to make improvements to the proposed Voltaire Road Reimagined project.

Examples of this include:

- Disabled bay: one disabled bay is retained within the project to provide disabled drivers with provision by Clapham High Street and the station.
- Loading bay: the current bay has been retained but relocated outside of the pedestrian and cycle zone. This ensures businesses can still receive crucial deliveries and residents have the facility for loading if necessary.
- Servicing and loading for businesses: we have created principles for exemptions for the most crucial reasons, to ensure the street is kept low traffic.
- Accessibility: the layout of the planters have been updated to ensure there is visibility along the road for everyone including children and those using recumbent cycles.

4. Detailed summary of our engagement and design process

Delivering a Streets Reimagined project requires a careful and considered design process, ensuring changes to our streets are both effective and sensitive to the needs of the community.

Below outlines the engagement to date.

Engagement phase 1 - Initial engagement

The Council has carried out two phases of community engagement to understand the views of local residents, businesses and visitors in the Voltaire Road area. This first engagement phase is used to help us learn about the location to shape the development of a proposed design.
Targeted engagement activities included direct outreach to local stakeholders including business surveys, a walk-and-talk event, engagement activities on the street and an online interactive map on Have Your Say that received 7 comments.

Engagement phase 2 - Design Engagement

The second phase (Proposed Design Engagement phase) was conducted between 30 April 2025 and 21 May 2025, primarily through an online survey and 121 meetings with local businesses. This phase aimed to collect feedback on the proposed design and ensure that stakeholder perspectives were considered in the development process.

Informal consultation with statutory consultees

In advance of the formal statutory consultation, the Emergency Services were emailed in May 2025 regarding the proposal to introduce the Voltaire Reimagined project through an ETMO. The London Ambulance Service indicated a preference for camera-

enforced filters, highlighting that these would have minimal impact on their operations. The MET police raised no concerns with the design, and no response was received from the London Fire Service.

Traffic data, continuous monitoring since November 2024

Traffic data has been collected continuously since November 2024, using a camera that will remain in place for the duration of the trial. The camera is placed at a key location within the proposed trial area to collect data. This camera is not an ANPR camera and does not issue fines. A summary of the traffic data is provided in Appendix A of the Cabinet Member decision report.

5. The decision making process

Individual Cabinet Members and Officers can make decisions under 'delegated powers'. 'Key' decisions (such as making a trial project permanent, or a project spanning several wards) are made by Cabinet Members.

Smaller decisions can be taken by officers in consultation with Cabinet Members.
For the Voltaire Road Reimagined trial, the decision has been made using an Officer Delegated Decision Report (ODDR).

The ODDR includes a detailed summary of the engagement phases.

The following appendices detail feedback received and how this has been considered:

- **Appendix A – Final Design Report:** provides an overview of the engagement, monitoring and design work undertaken in preparing the recommended design.
- **Appendix B – Concerns Raised and Officer Response Table:** details the issues raised throughout both engagement phases and consideration of these by officers.
- **Equality Impact Assessment:** an anticipatory process that supports the Council to predict possible issues and take appropriate action such as removing or mitigating any negative impacts, where possible, and maximising any potential for positive impacts.

Read more about how the council makes decisions.

6. About Experimental Traffic Orders

The trial is being introduced using a legal process called an Experimental Traffic Management Order (ETMO). An ETMO allows the council to trial changes, such as traffic filters, for up to 18 months. The first 6 months of the trial is an 'objection period' during which objections can be made to the project. Under the Experimental Traffic Order, a decision needs to be taken on whether to make the traffic order permanent within 18 months, otherwise the project would end.

A Notice of the Council's intentions to introduce the trial under an Experimental Traffic Management Order will be published in the London Gazette.

The scheme may be altered during the trial, this would trigger a further 6 month objection period

The ETMO process also allows for improvements and adjustments to be made during the trial. This enables the community and the council to experience, monitor and learn from traffic changes before they are potentially made permanent.

Any project changes made during the trial period would trigger a further 6-month objection period.

7. The strategy and policy background to our Streets Reimagined programme

With low car ownership (58.8% of residents don't own a car), the borough is focused on reducing the negative impacts of motor traffic—such as pollution, noise, and road danger—by promoting walking, cycling, and public transport. Since 2019, Lambeth has implemented a Transport Strategy and, in 2021, a Climate Action Plan targeting a 27% reduction in motor traffic by 2030. The borough uses the Healthy Streets Approach to guide this transition, addressing safety concerns and improving conditions for non-car travel.

8. Other initiatives to help you travel 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 subsidised renting of cargo bikes and free bike repairs through our Dr Bike service.

Overall, our initiatives which support people to choose sustainable and active ways to get around:

Dockless e-bike and e-scooter hire: https://www.lambeth.gov.uk/streets-roads-transport/cycling-walking/cycle-parking/street-dockless-e-cycle-e-scooter-bays

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 the Try Before Your Bike initiative: https://www.lambeth.gov.uk/activetravel

Big Shift programme, including cargo bike sharing: https://www.lambeth.gov.uk/streets-roads-transport/cycling-walking/big-shift-programme

School Streets programme: https://www.lambeth.gov.uk/streets-roads-transport/school-streets

Cycle hangar programme: https://www.lambeth.gov.uk/streets-roads-transport/cycling-walking/cycle-parking/street-cycle-hangars-residential-use

The Healthy Routes programme including creating safe walking and cycling routes across the borough: Lambeth Transport Strategy

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