

### **Streatham Action Transport group response to Streatham Hill LTN consultation, 19.12.21**

Streatham Action Transport group (SAT group) believes that, for the time being, the Streatham Hill LTN should not be made permanent and that instead it should move in to LBL's Stage 3 period of "regular use", albeit on a continuing trial period basis for a further 6-month period whilst further assessments are undertaken and reported back in a Stage 3 Consultation report.

Whilst we note that the modelling and monitoring have demonstrated an overall traffic reduction, within the LTN and across the boundary roads, of 5%, we are concerned that this modelling is not particularly robust.

We are concerned about the 26% increase in traffic levels, and increase in pollution levels, on Leigham Court Road.

We are also concerned about the "substantial adverse significance" of pollution levels on A205 between Christchurch Road and Roupell Road and would like to see more detailed modelling work being undertaken on A205, so as to be able to determine as to what impact the introduction of the SH LTN has had on traffic volume levels on the A205 between Christchurch Road and Roupell Road.

SAT group notes that whilst this survey show a general increase in traffic levels on the boundary roads of Streatham Hill, Leigham Vale and Leigham Court Road (at 26%, this level is worryingly high), no mention has yet been made on the level of traffic increase on A205. We should like to see this additional hour-by-hour data analysis undertaken over the course of any such further 6-month consultation period.

With regard to Leigham Court Road, we should like to see additional monitoring to provide more detail as to the timing and cause of this traffic. This 26% increase in traffic on LCR is all the more of an immediate concern given the fact that it would also necessarily serve as a boundary road for any proposed Streatham Wells LTN.