

LAMBETH'S  
**CLIMATE<sup>o</sup>  
ACTION  
PLAN**

**Tackling the climate and  
ecological emergency together**

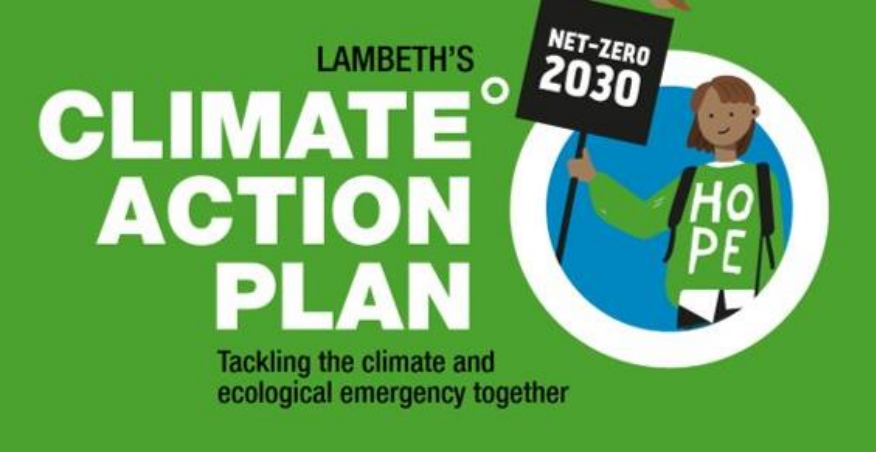
# Overview

Policy and Evidence

Streatham Wells Overview

LTN Update

Wider Improvements Update



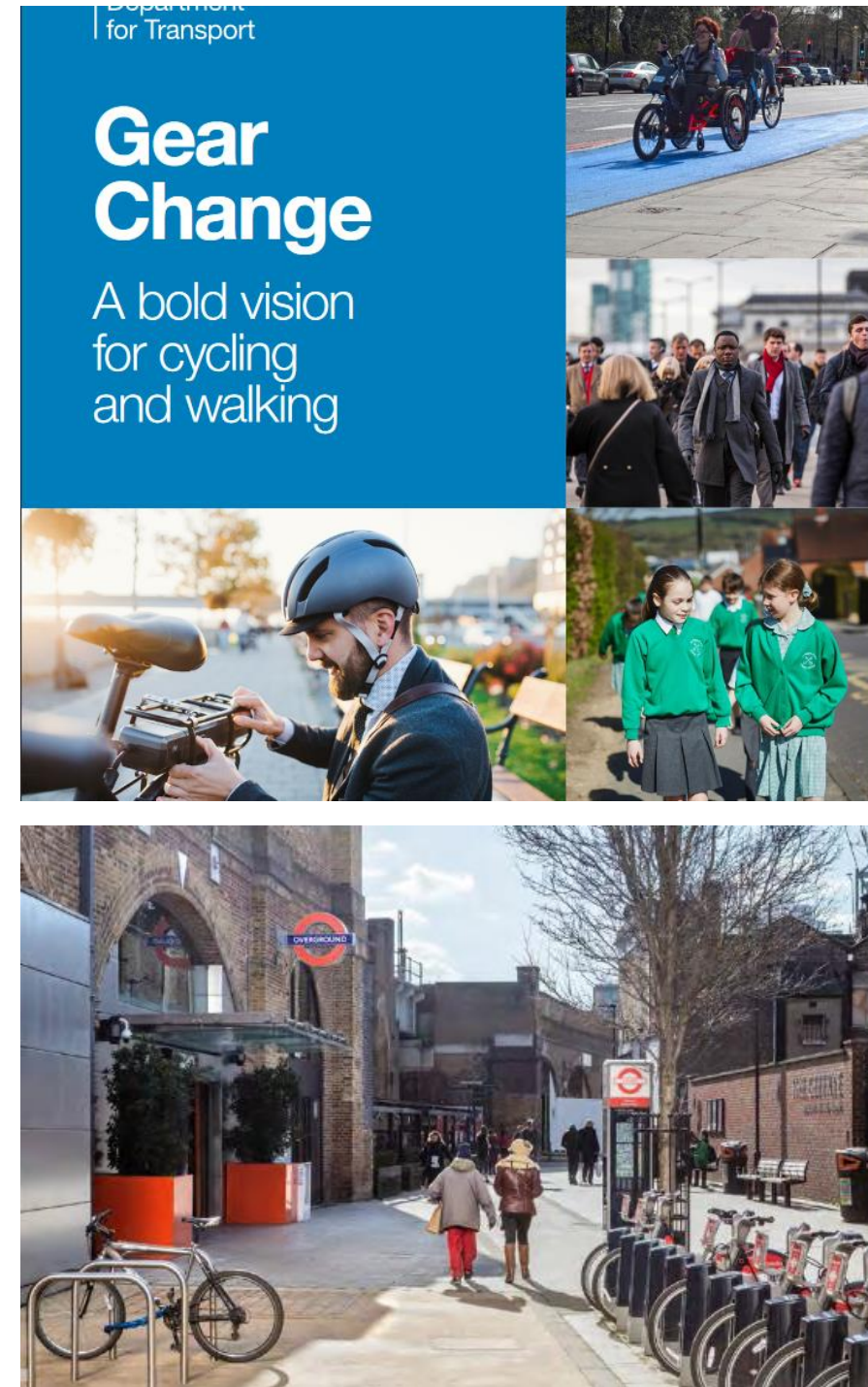
# Lambeth Policy

- Reduce motor traffic by 27%
- At least 85% of journeys in Lambeth by active & sustainable transport.
- Convert 25% of kerbside space to more sustainable uses
- Meet WHO Air Quality goals by 2030
- Achieve Vision Zero for road danger by 2030
- Deliver Streatham to Peckham Healthy Route



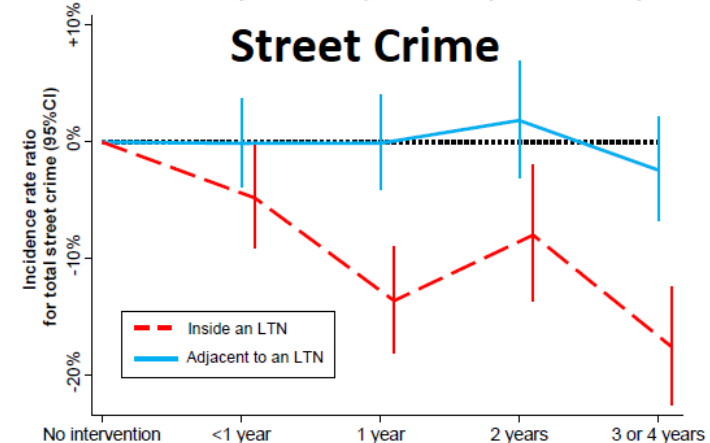
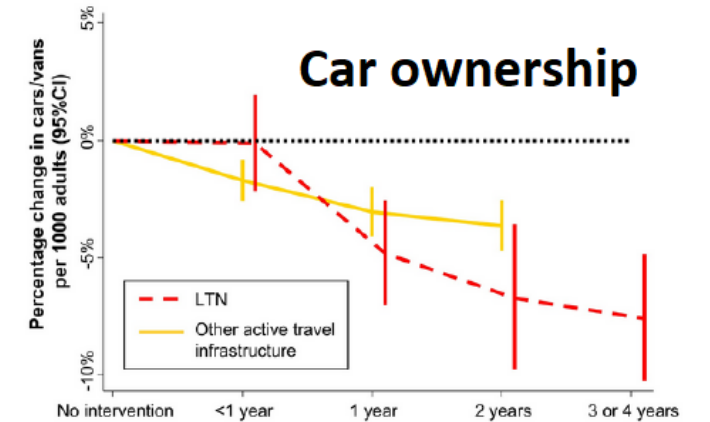
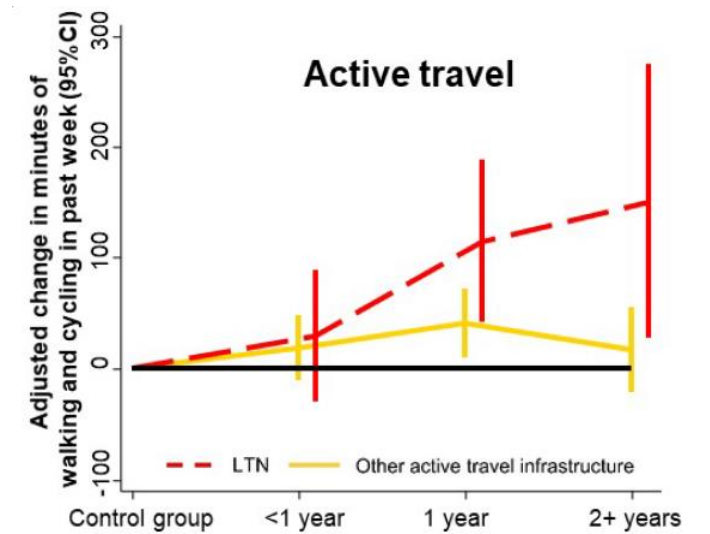
# General Policy

- **DfT's Gear Change (2020):**
  - *"There will be less rat-running and many more low-traffic neighbourhoods"*
  - *"Side street routes, if closed to through traffic to avoid rat-running, can be an alternative to segregated facilities or closures on main roads"*
- **MoL's Transport Strategy (2018):**
  - *"A city where people choose to walk and cycle more often by improving street environments, making it easier for everyone to get around on foot and by cycle"*
  - *"All Londoners do at least the 20 minutes of active travel they need to stay healthy each day"*
  - *"Encourage neighbourhood improvements, such as using physical restrictions to prevent motorised vehicles from using certain streets, to build on and complement the strategic cycle network"*



# LTN Evidence (1)

- Reduction in car ownership
- Increase in active travel
- Decrease in collisions in area no change on boundary roads
- Reduction of street crime
- Decrease in driving behaviour
- No impact on Emergency Services response times



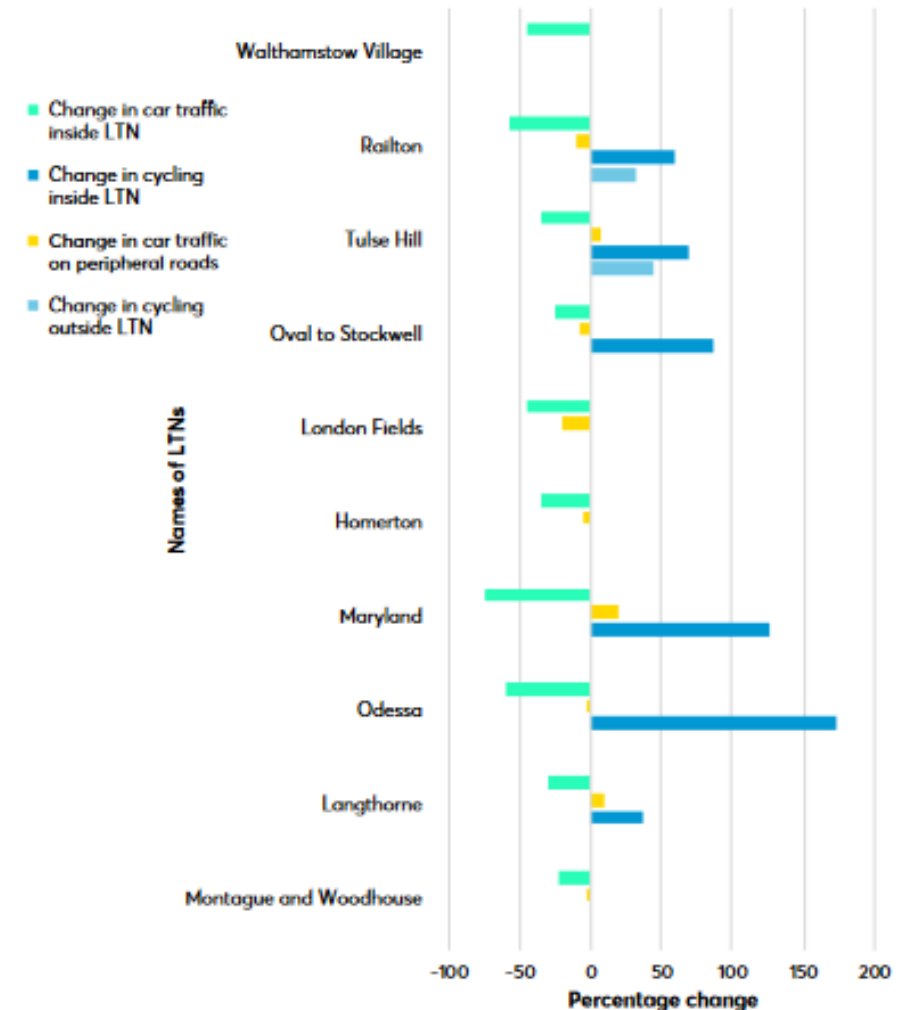
# LTN Evidence (2)

## Centre for London report (2022):

- Reduce motor traffic, which creates a safer environment to walk and cycle.
- Encourage people to take fewer journeys by car, and more by other modes of transport.
- Displace some motor traffic to nearby roads in the short term. This tends to reduce in the medium term.
- There is strong evidence LTNs reduce the overall number of car journeys.

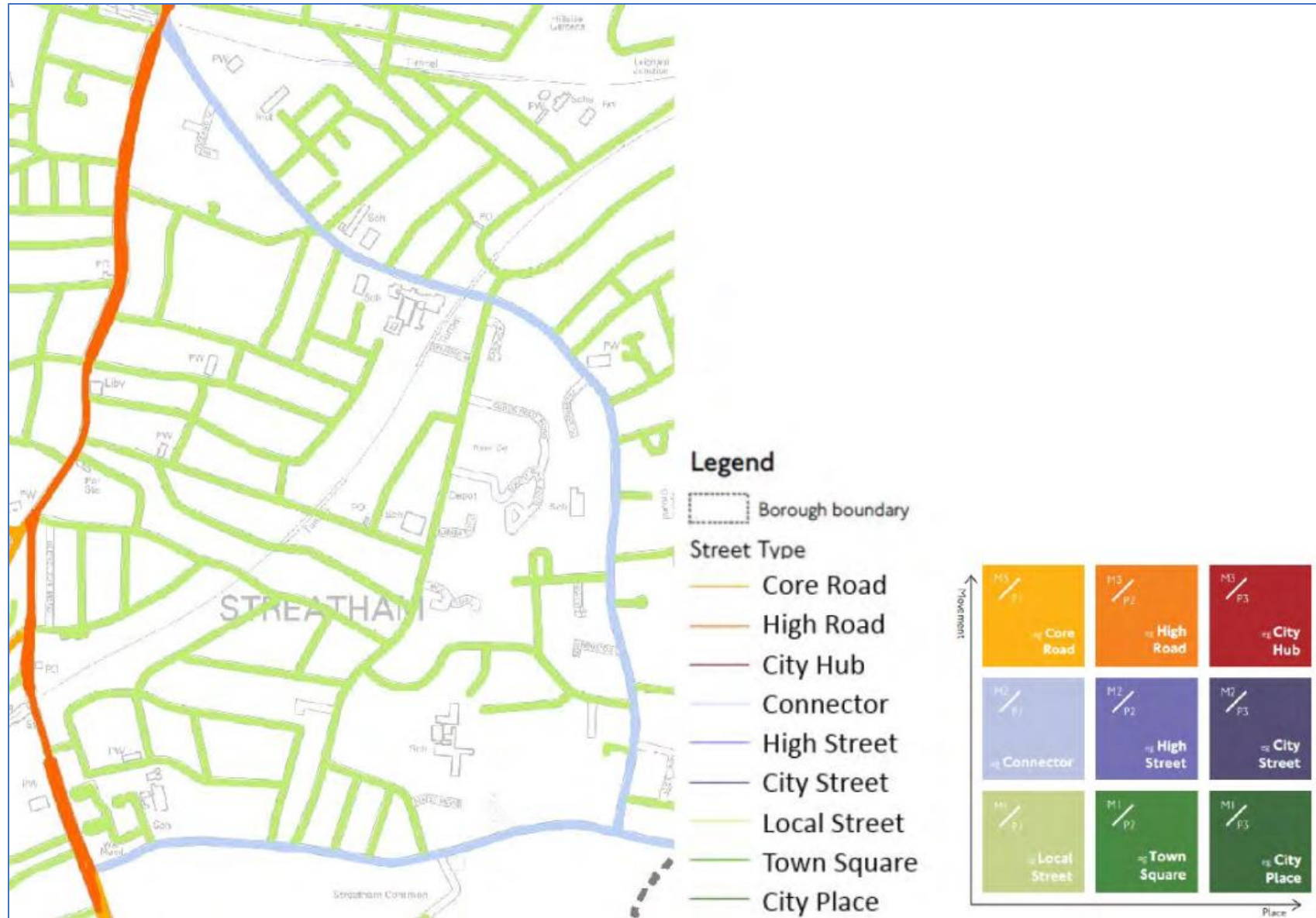
## Lambeth LTN Monitoring:

- -50% in internal car traffic, +3% on external roads
- +72% in internal cycling, +32% on external roads
- No significant AQ impacts at building frontages



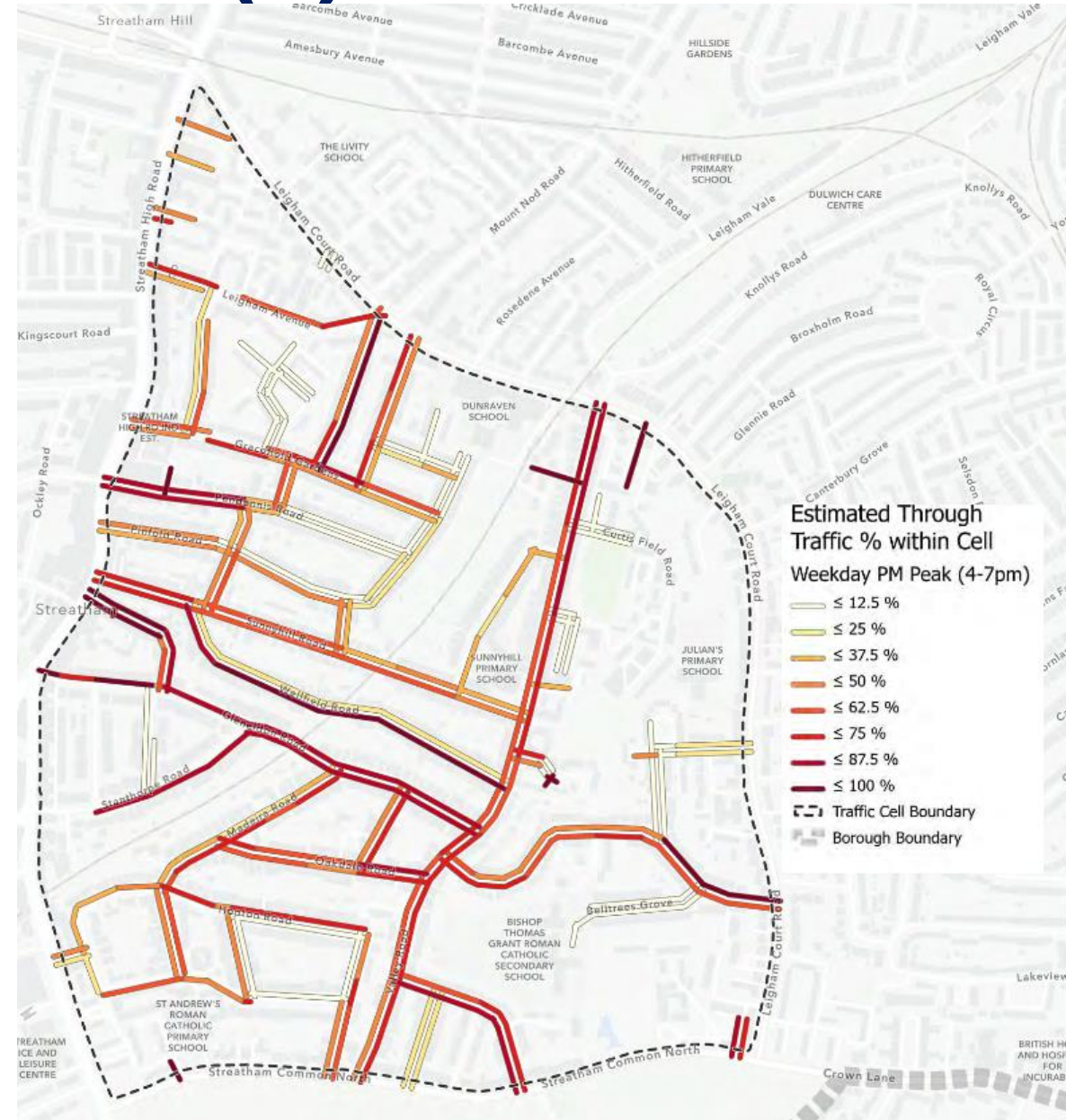
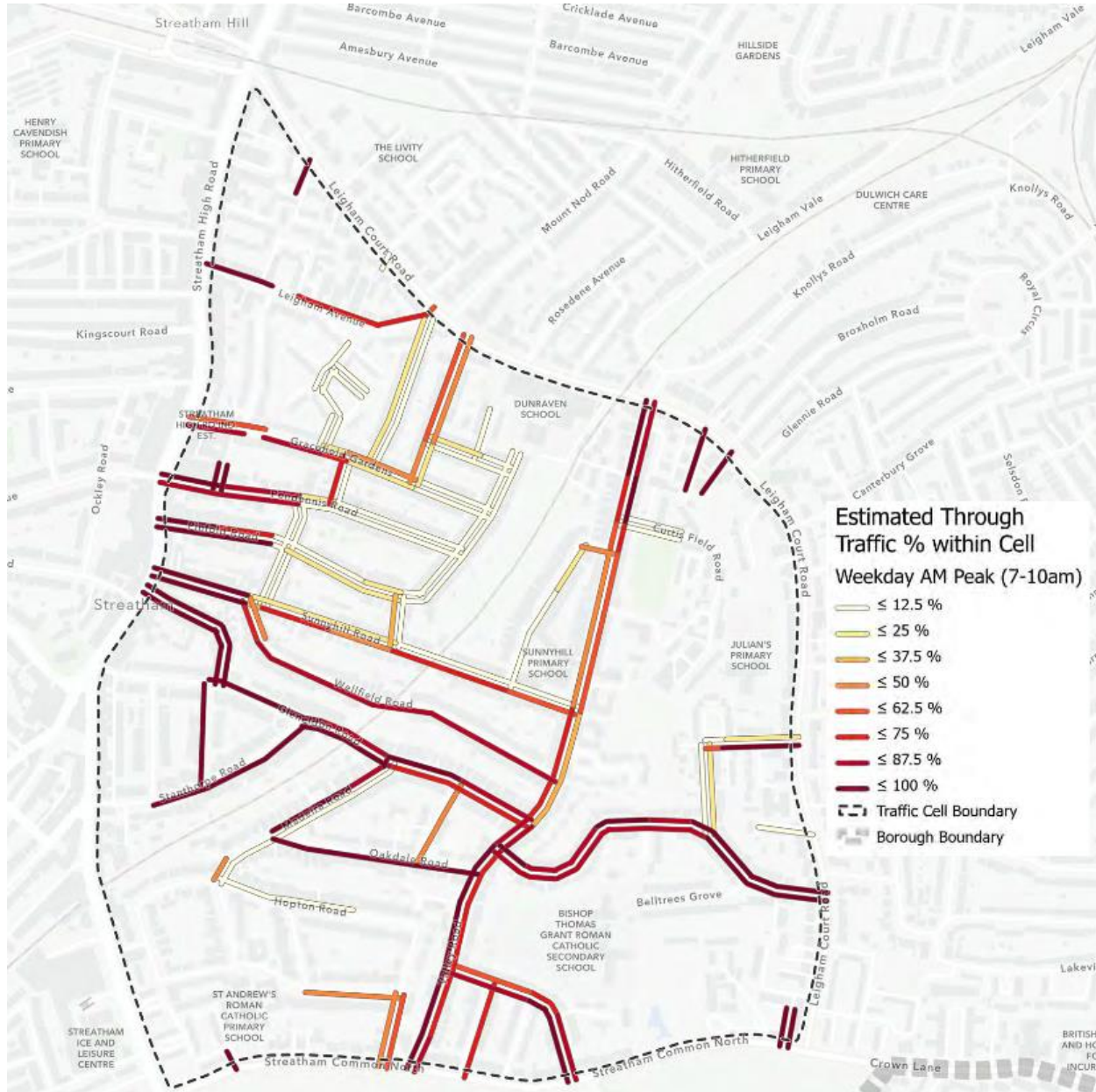


# Streatham Wells overview (1)





# Streatham Wells overview (2)



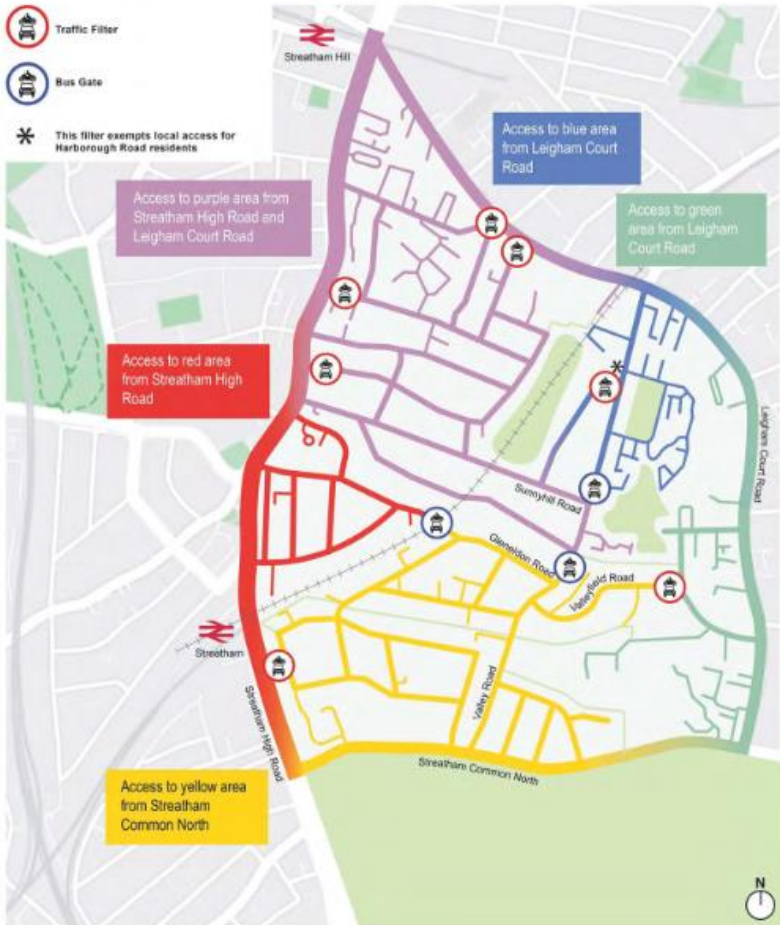





# LTN Update

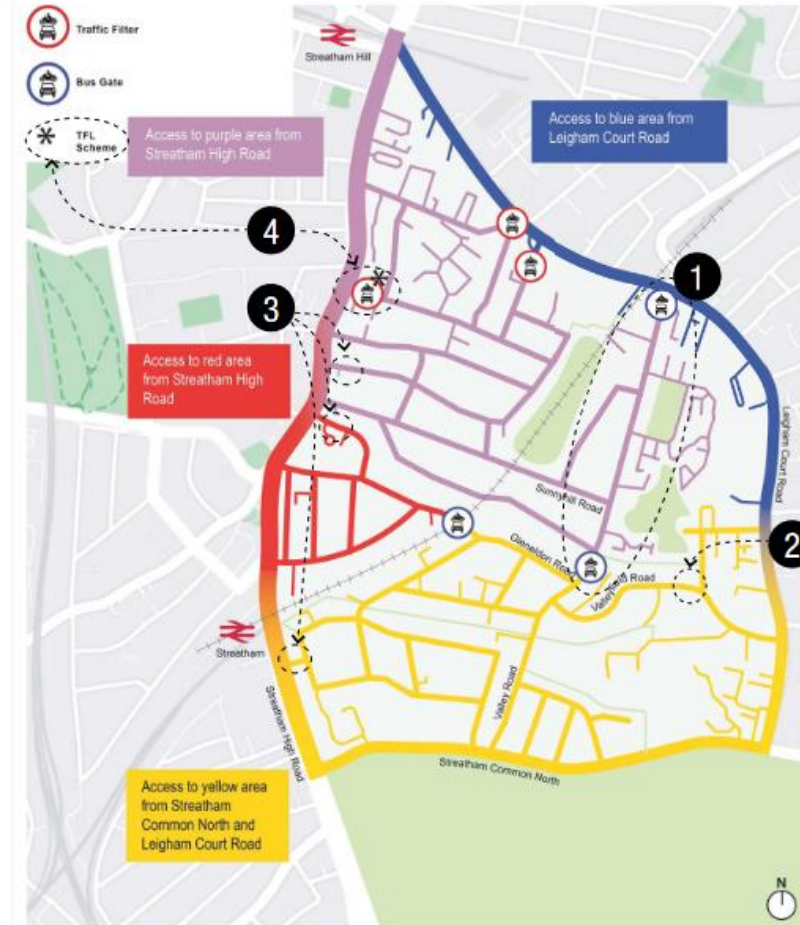
## Summary of recommendations

### Starting proposal



 The "No Motor Vehicles" sign indicates no motorised vehicles can go through a closure point, unless specifically exempted. This includes motorbikes, personal vehicles, vans and bigger vehicles like trucks. Vehicles can be served a Penalty Charge Notice (PCN) if they pass through.

### Updated proposal



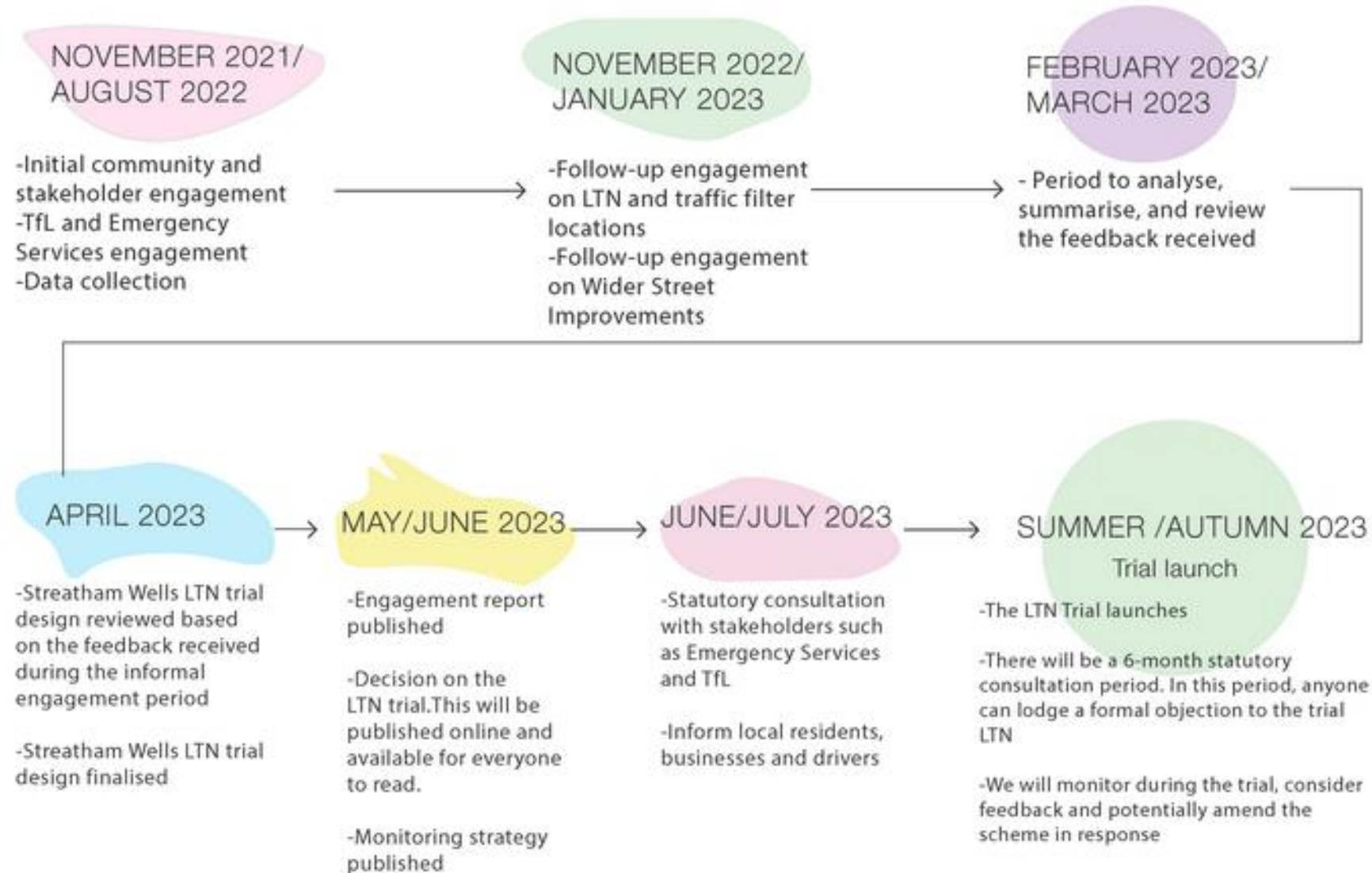
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### LTN DESIGN - RECOMMENDATIONS

- 1 Based on the feedback received we are proposing to move the location of the Valley Road North traffic filter to the junction with Leigham Court Road and remove the traffic filter on Harborough Road. This will simplify the LTN design.
- 2 We are removing the Valleyfield Road traffic filter. Not having this traffic filter on a steep slope will prevent complicated turning manoeuvres and give residents in the yellow cell more flexibility. We will be monitoring the situation and may reintroduce the traffic filter if traffic levels on Valley Road and Valleyfield Road remain too high.
- 3 Major Street Improvements on Pinfold Road, Shrubby Road and Hopton Road have longer timescales and will not be in place when the LTN is introduced. We will continue to engage and co-design these schemes with the residents and businesses.
- 4 Gracefield Gardens is a TfL led scheme which will close the road at the junction with Streatham High Road. We will be working with TfL to mitigate negative impacts and improve local benefits.



# LTN Timeline





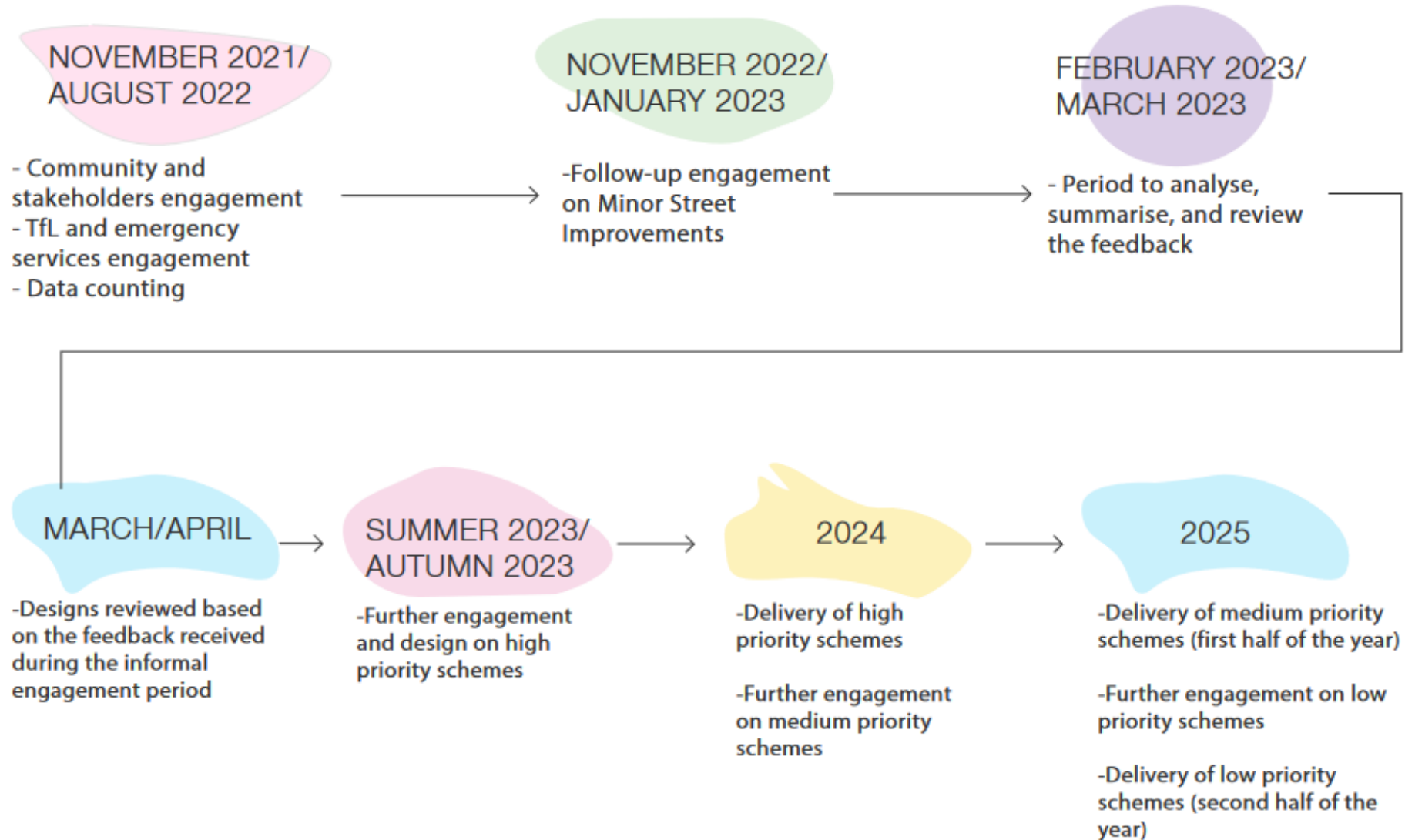
# Wider Improvements Update (1)

## High Priority sites:

- Leigham Court Road at Dunraven 6th Form
- Leigham Court Road at Dunraven Secondary
- Leigham Court Road at St. Julian's
- Valley Road at Russell's Footpath



# Wider Improvements Update (2)



# Wider Improvements Update (3)

- Further targeted engagement planned, i.e. local schools
- Impact of LTN considered before implementation

## Minor improvements

- Parklet engagement starting in July
- Tree planting has been completed
- Cycle Parking considered during CPZ engagement





# Questions?