



JUNE 2022

## Herne Hill Signal Intervention Report

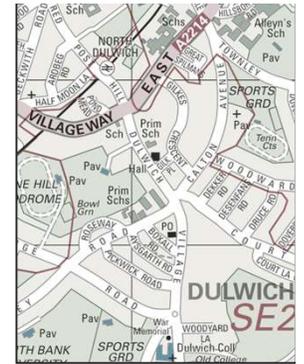
TfL report detailing the March 2022 signal intervention at the junction of Herne Hill/Half Moon Lane, as it relates to the Dulwich Village LTN



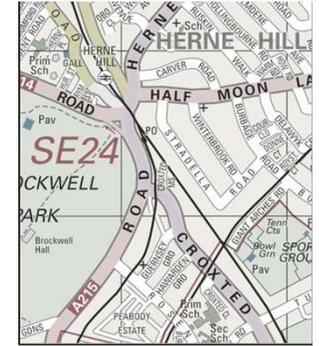
EVERY JOURNEY MATTERS

## Dulwich Village LTN

- Phase 1 was implemented in June 2020, and involved the closure of Calton Avenue to all vehicles except cyclists
- Phase 2 was implemented on the 16<sup>th</sup> November 2020, and involved a timed closure of Dulwich Village between 08:00 - 10:00 and 15:00 – 18:00 to all general traffic vehicles.
- In February 2022 the hours of operation of the timed closure were reduced to 08:00 – 09:00 and 15:00 – 16:30



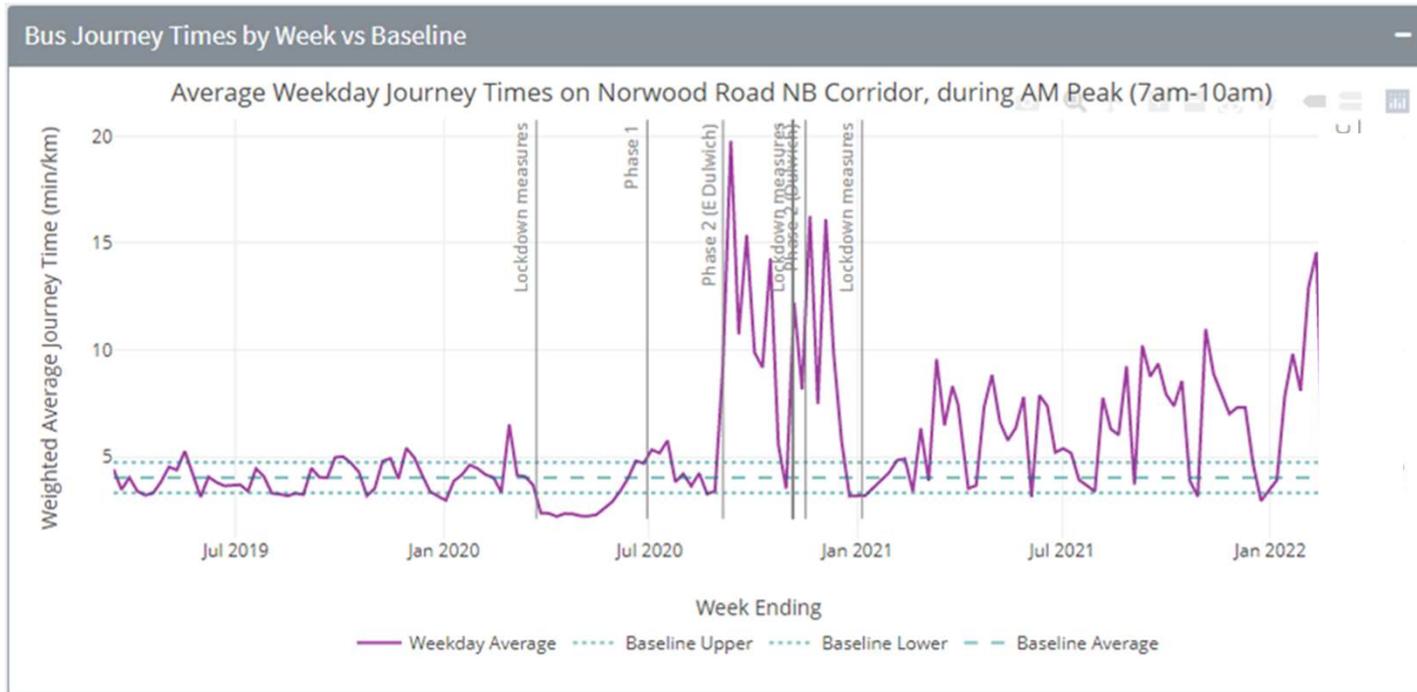
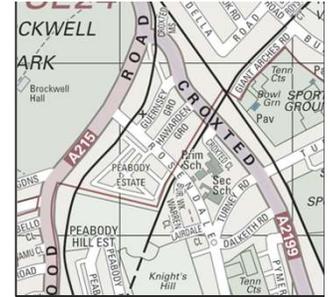
## Croxted Road and Norwood Road



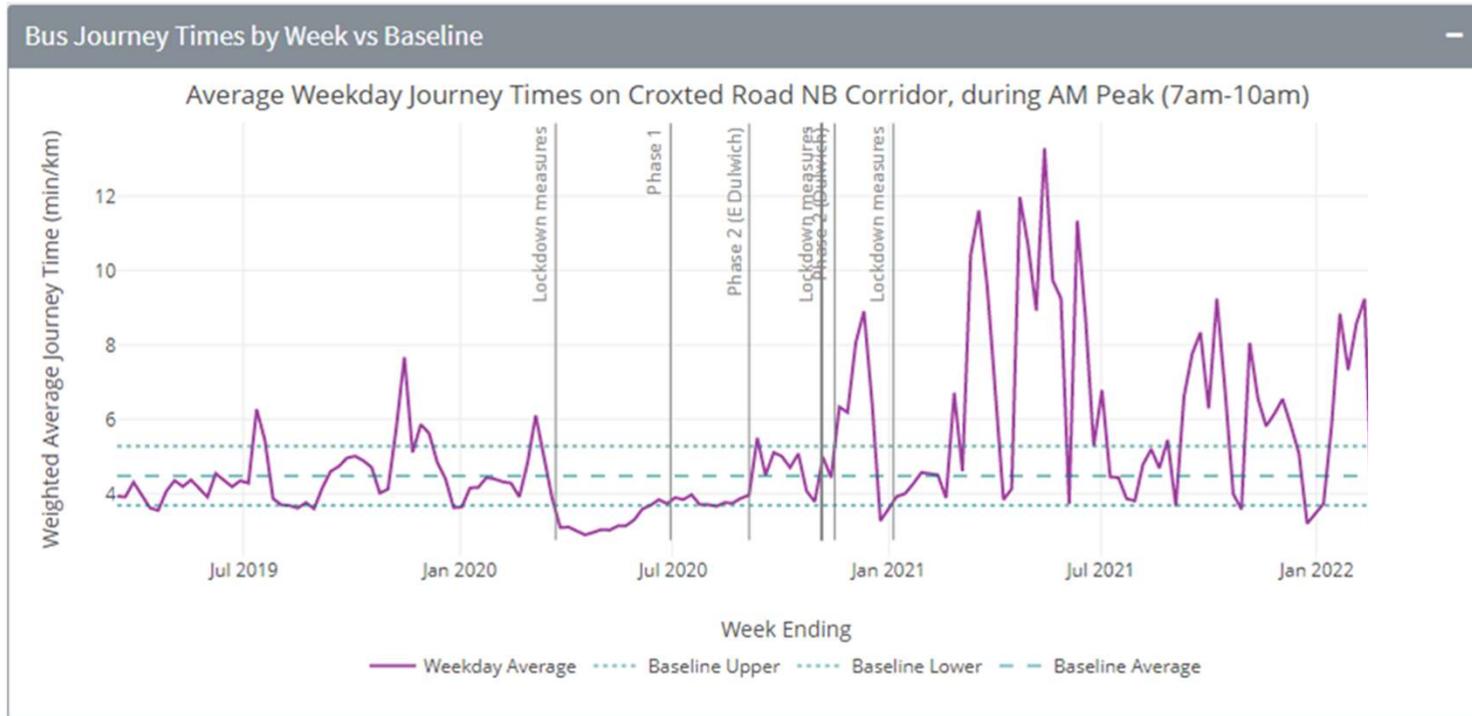
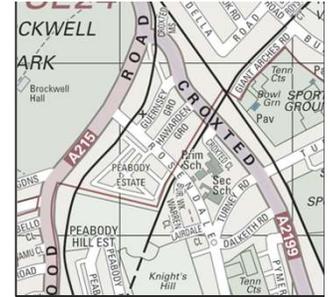
- There has been a measurable increase in delays and queue lengths on both Croxted Road and Norwood Road since the implementation of Phase 2, as shown by the effect these delays have had on our bus network as shown in the charts that follow
- This was of key concern to TfL as these roads have a high number of bus routes and patronage
  - Norwood Road has the routes 196, 68, 468, 322, This is around 23 buses per hour
  - Croxted Road has the routes 3 and 201, around 10 buses per hour



# Norwood Road bus journey times significantly increased

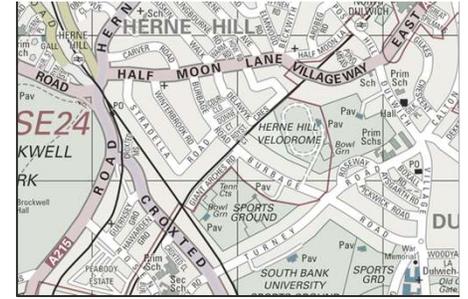


# Croxted Road bus journey times significantly increased

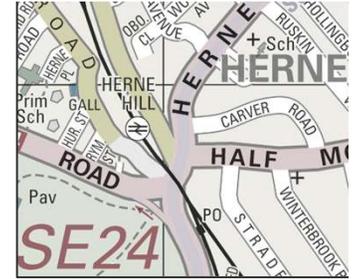


## Root cause of delays

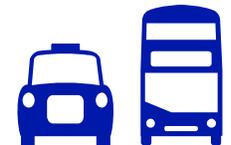
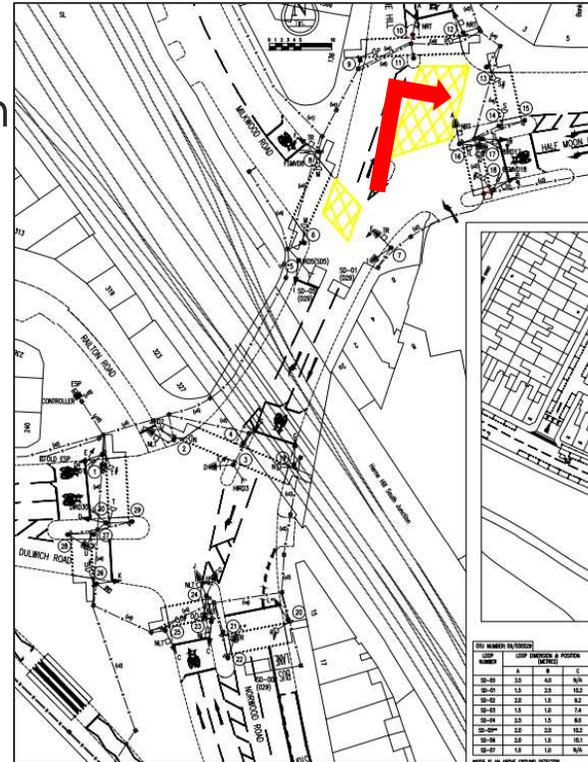
- Herne Hill is the best logical alternate route for northbound drivers who are otherwise unable to travel through Dulwich Village.
- This has caused increased flows through this section of the network resulting in increased congestion



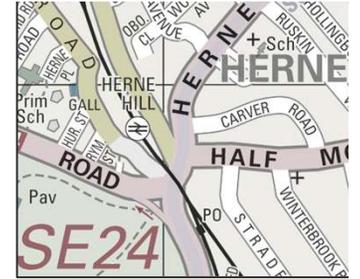
# Increased right turners into Half Moon Lane has led to increased congestion



- TfL, Southwark and Lambeth officers agree that there has been a measurable increase in the number of right turners into Half Moon Lane since the Phase 2 implementation
- Right turning vehicles block the traffic flow under the bridge leading to congestion on Norwood Road and vehicles unable to exit Croxted Road



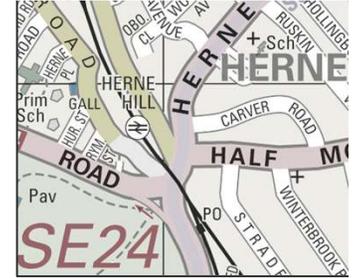
## Junction modification to reduce congestion



- Following numerous discussions and site visits with interested parties, a proposal was made by TfL Network Performance Team to make a change to the hardware at the Herne Hill station junction
- This change would allow right turners into half moon lane to turn more easily with the aim of reducing the queuing under the bridge
- This change was agreed by TfL, Lambeth and Southwark and Lambeth funded the works which was implemented on 21<sup>st</sup> March 2022



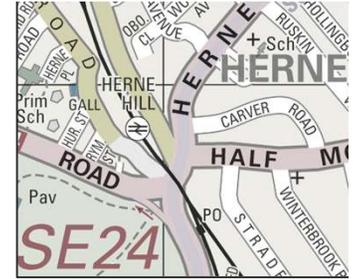
## 21<sup>st</sup> March 2022 – Go Live



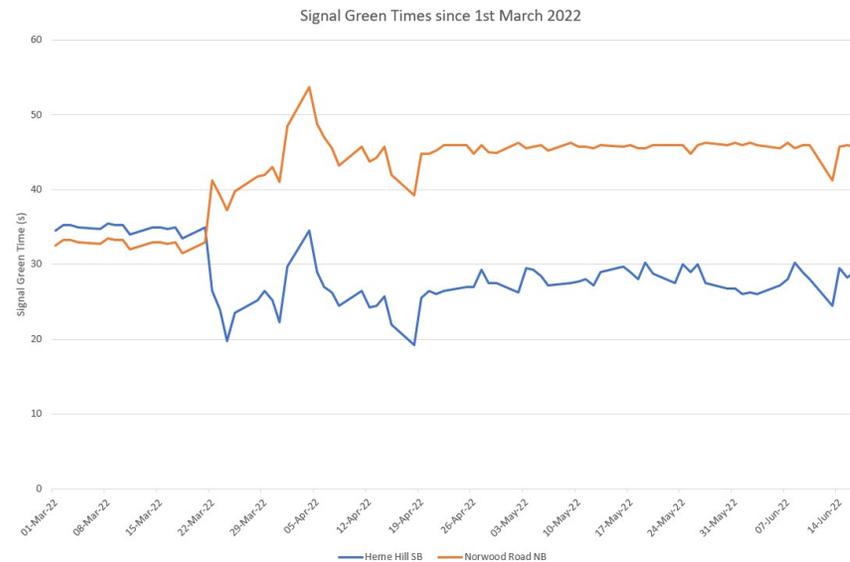
- The hardware change was designed and implemented by TfL in early 2022, with the change going live on street on March 21<sup>st</sup>
- At least a week of adjustments and observations then occurred before TfL were confident that the new method of control was functioning as intended



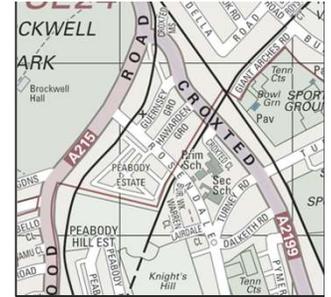
# Increased Signal Green Time for Norwood Road



- Signal Green Times on Norwood Road northbound and Herne Hill southbound have changed significantly since the hardware change. Norwood Road in the morning peak now receives an average of 18 seconds more than Herne Hill, prioritising right turners



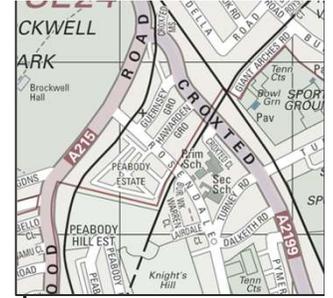
# Norwood Road northbound has shown improvements



- Bus journey time data since January shows that there has been a marked reduction since the March implementation date
- Journey times are now much closer to the pre-COVID baseline than before the change
- Since installation average bus journey time has improved from 10.3mins / km to 5.4 mins / km (compared to a pre LTN baseline of 4 mins / km)



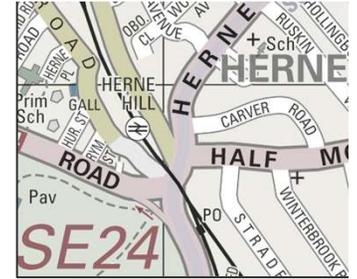
# Croxted Road northbound has shown a minor improvement



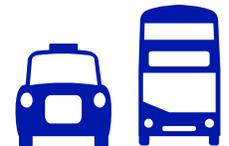
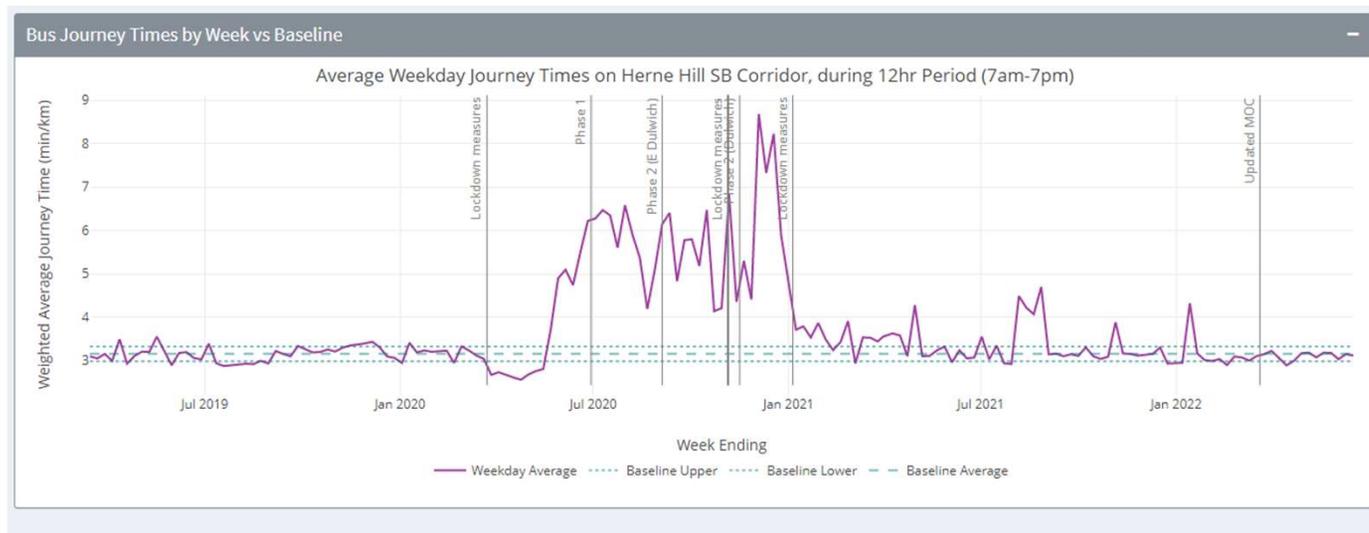
- Signal green time on Croxted Road is now higher than it has been in the last 5 years due to these signal adjustments
- Bus journey time data since January shows some improvement since March, with maximum journey times now not as high as they were prior to the change
- Since installation average bus journey time has improved from 7.7mins / km to 6.5 mins / km (compared to a pre LTN baseline of 4.5 mins / km)
- The improvement is less than the Norwood Road improvement as Norwood Road is prioritised due to a higher bus flow.



# Herne Hill Southbound has not been impacted



A key concern was whether buses and general traffic on Herne Hill southbound would suffer as a result of this change, it can be seen that the buses on Herne Hill southbound are still operating well



## Conclusions

- The hardware change has provided time for right turners into Half Moon Lane to turn unopposed. This is reducing delay to those turners, and reducing blocking back under the bridge
- Bus journey times on the two key northbound inputs have both shown improvement since the change
- In addition, data from Lambeth shows the queues on both Norwood Road and Croxted Road have decreased in the AM peak
- TfL are confident that the changes have been worthwhile and should remain in place permanently
- TfL remain concerned about bus journeys through the Herne Hill area and remain in discussions with Lambeth and Southwark about this difficult section of the network

