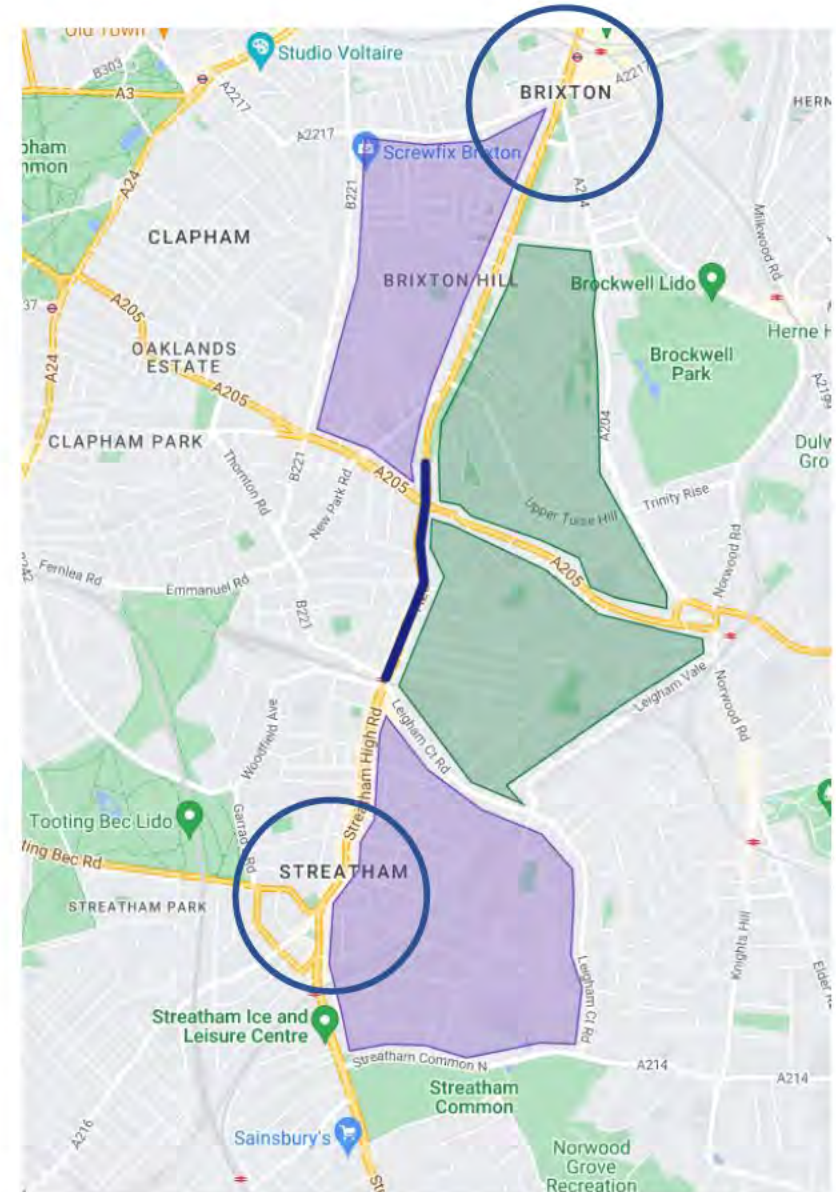


Overview

1. LTNs and A23 scheme co-dependency for success
2. A23 road danger on surrounding links
3. Modelling & Modal Shift
4. Policy alignment and targets
5. Phasing proposal
6. Potential Mitigations

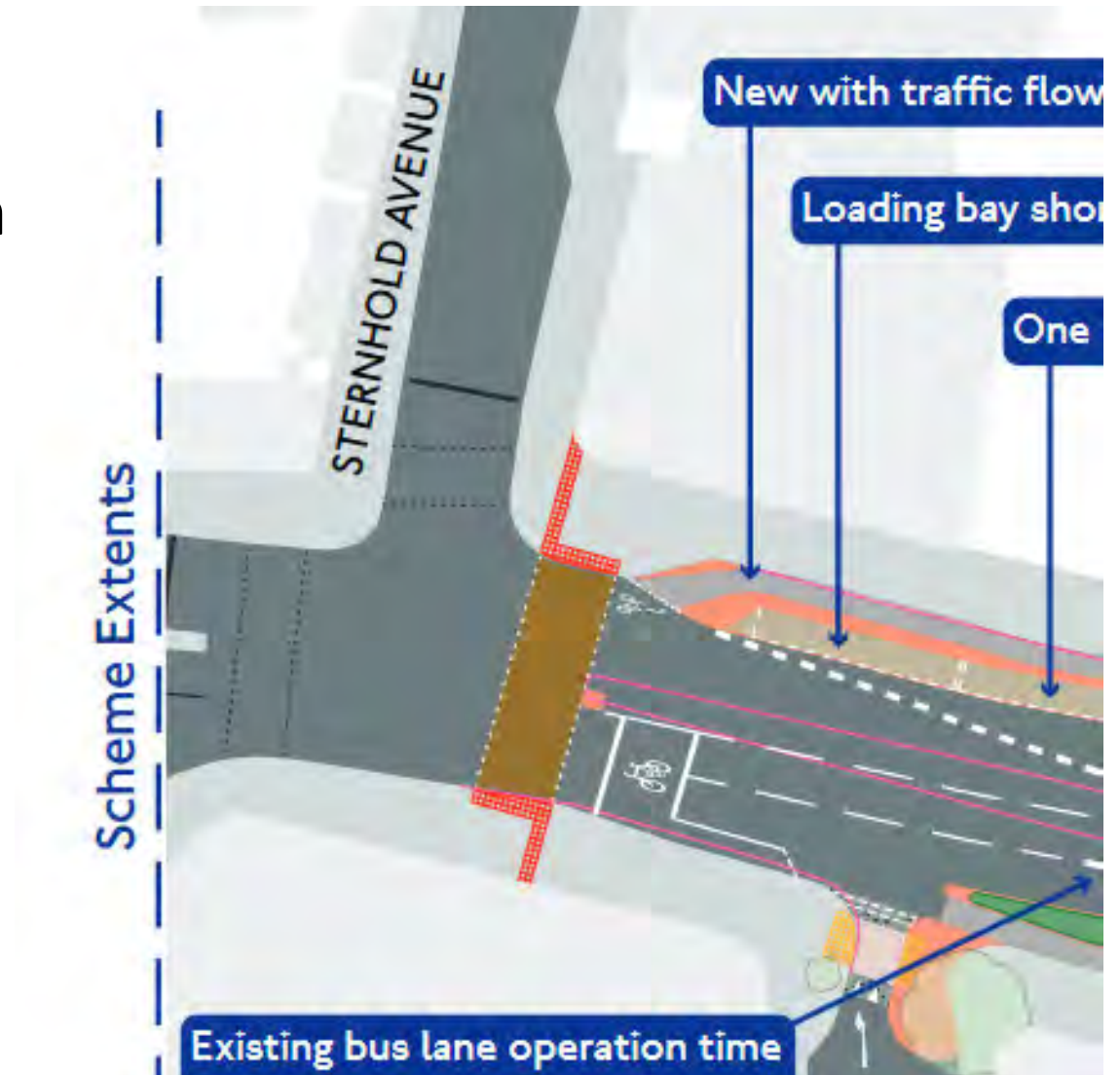
1. LTNs and A23 Scheme – Co-dependency for success

- A23 scheme has significant benefits for walking and street environment, but does not create a connected network for cycling
 - Good at getting people across South Circular (major point of severance), but not at providing an end-to-end route to major destinations
 - Does not connect town centres
 - Does not link up with major residential neighbourhoods
 - Does not provide a connection further north or south, e.g., to Central Activities Zone
 - Currently no plans to extend the scheme



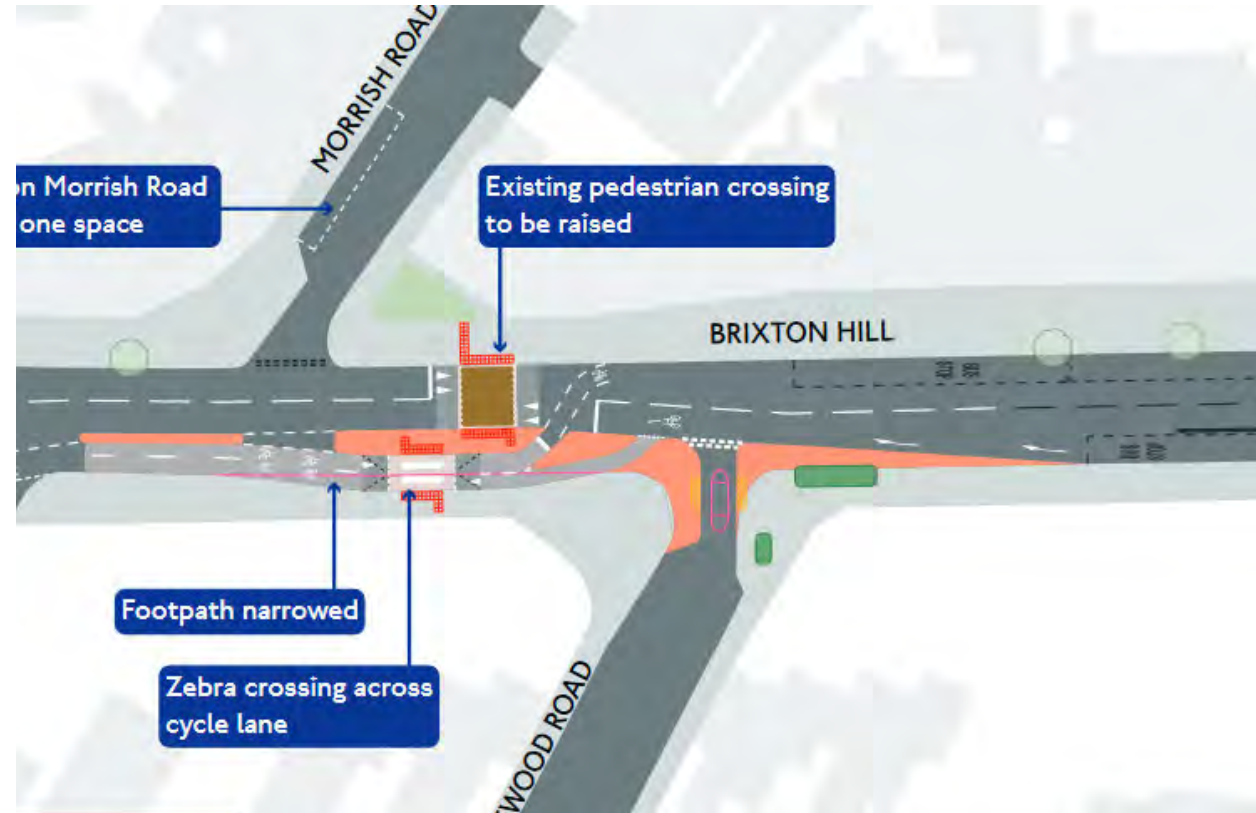
LTNs and A23 Scheme – Co-dependency for success

- Cycleway currently starts just north of major Streatham Hill Gyratory
 - No protected ways to join cycle route from main roads
 - No protected ways to exit into/join from cycle route from surrounding neighbourhoods



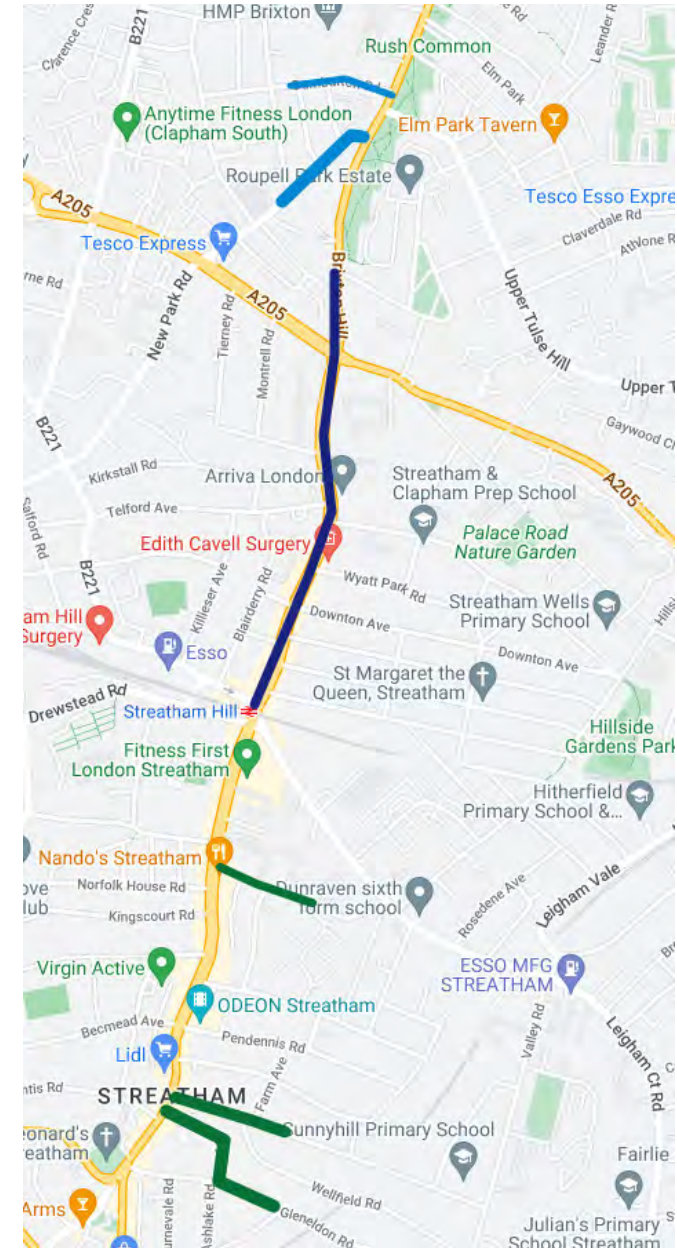
LTNs and A23 Scheme – Co-dependency for success

- Cycleway ends just north of the South Circular
 - No protected continuation of cycle route, 24/7 bus lanes further up are heavily used
 - No clear ways to exit into/join from surrounding neighbourhoods



LTNs and A23 Scheme – Co-dependency for success

- Turning movements into side roads beyond cycleway remain as a road danger:
 - BH: New Park Road (6423 veh/d), Dumbarton Road (4016 veh/d)
 - SW: Leigham Avenue (3221 veh/d), Sunnyhill Road (3261 veh/d), Prentis/Shrubbery Road (4161 veh/d) in the south
- Major risk that cycleway will mostly be used by existing cyclists that already cycle on the A23, will not encourage new cyclists



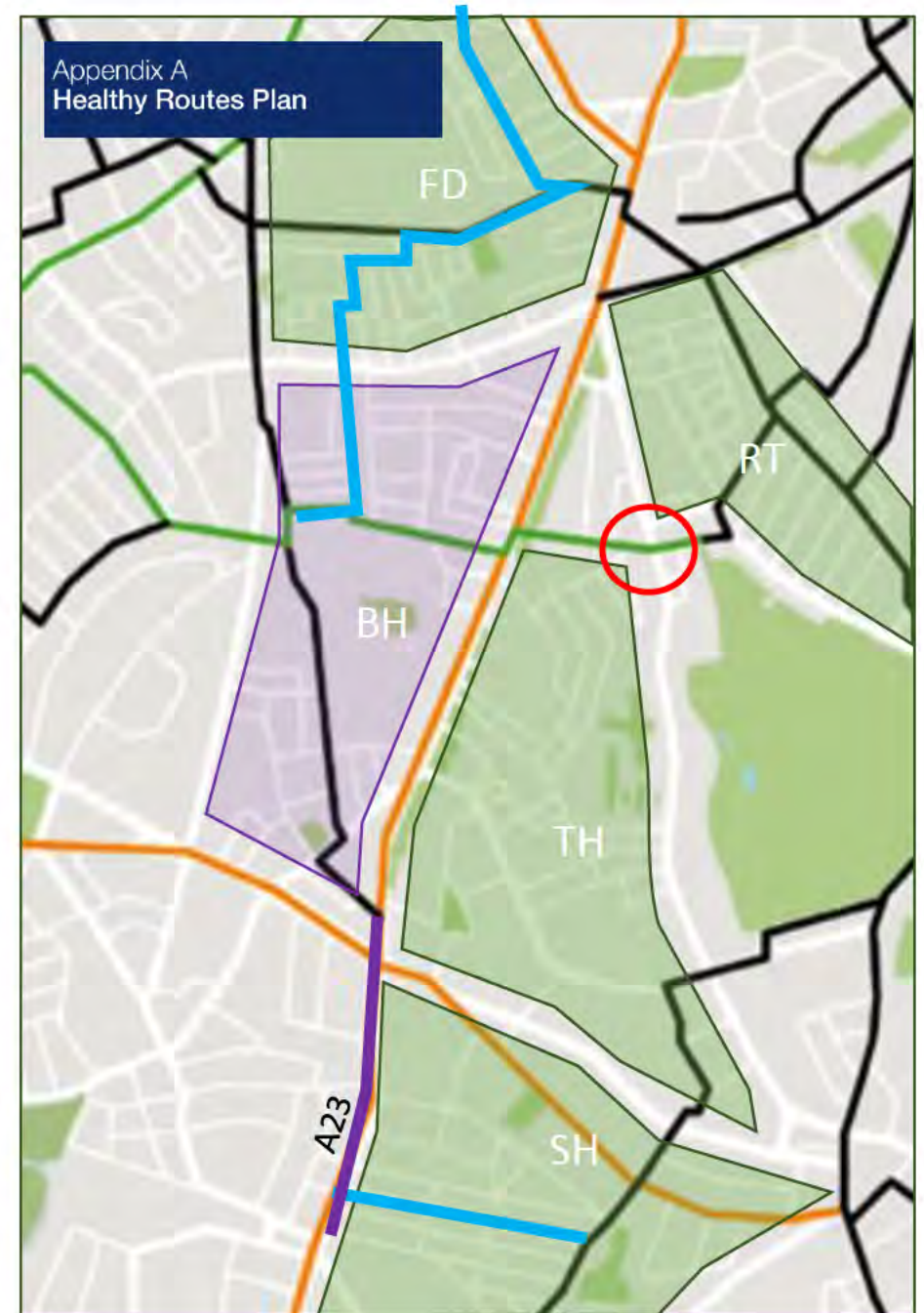
LTNs and A23 Scheme – Co-dependency for success

- A23 Scheme and LTNs co-dependent for strategic alignment of cycle routes and destinations:
 - To continue journeys further north/south, safe & compliant cycle routes can be provided through LTNs
 - LTNs can connect cycleway with surrounding neighbourhoods and town centres, cycleway gets people across the South Circular
 - LTNs improve A23 road safety by reducing turning movements



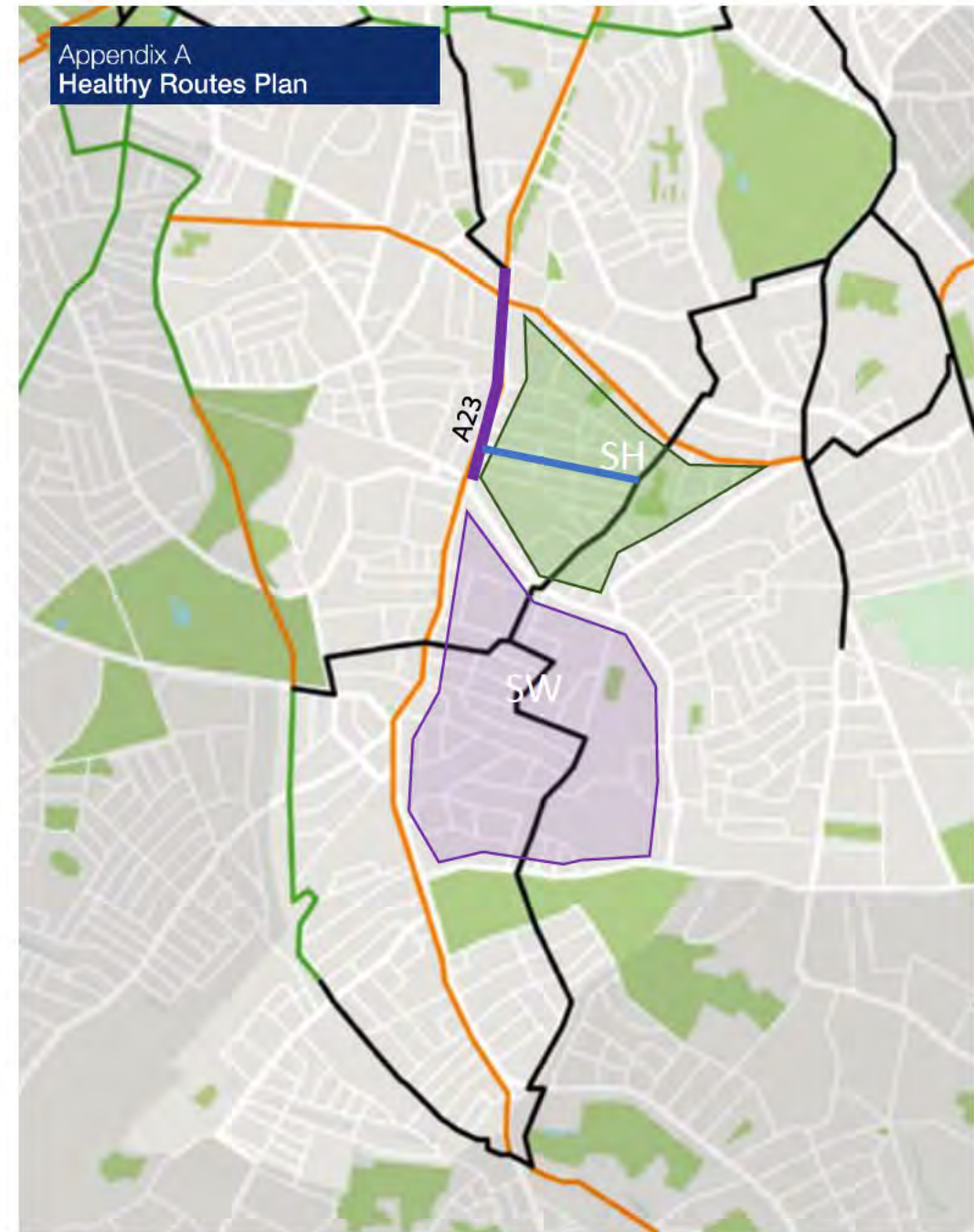
Co-dependency for success - North

- Through Tulse Hill LTN:
 - Severance with Railton LTN and beyond due to A204 and A2214 gyratory.
 - Does not connect to Brixton Town Centre or Victoria tube.
- Through Brixton Hill LTN:
 - Healthy Routes link into Ferndale LTN
 - Links towards Clapham North with the A3 (C7) and C5
 - Links with Brixton Town Centre & tube
 - Links with destinations further north through Ferndale and towards Oval



Co-dependency for success - South

- Current situation:
 - No connections west of A23
 - No connection to Tooting Common
 - No low traffic way to rest of Streatham town centre or other rail stations
- With LTNs
 - Streatham Wells LTN unlocks Peckham to Streatham Healthy Route
 - Through Streatham Wells LTN connection with the rest of Streatham Town Centre
 - Through Streatham Wells LTN connection with Streatham Common and neighbourhoods further south.

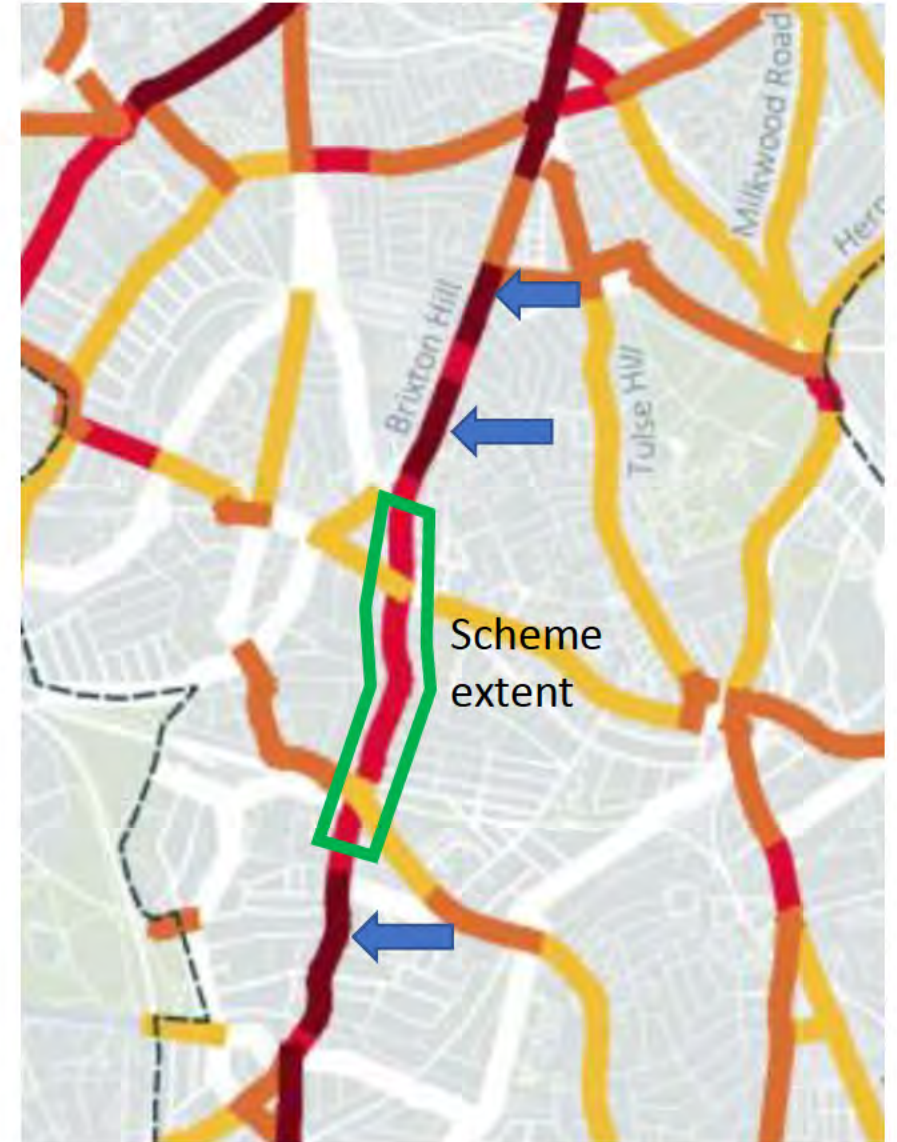


Road danger on adjoining links

- TfL and Lambeth shared work towards Vision Zero
- Scheme encourages cycle use on some of the most dangerous links in Lambeth
- LTNs provide safe alternative specifically for the new cyclists the scheme aims to support
- Brixton Hill (north of A23 scheme) - 4th most dangerous
- Streatham Hill (south of A23 scheme) - 13th most dangerous

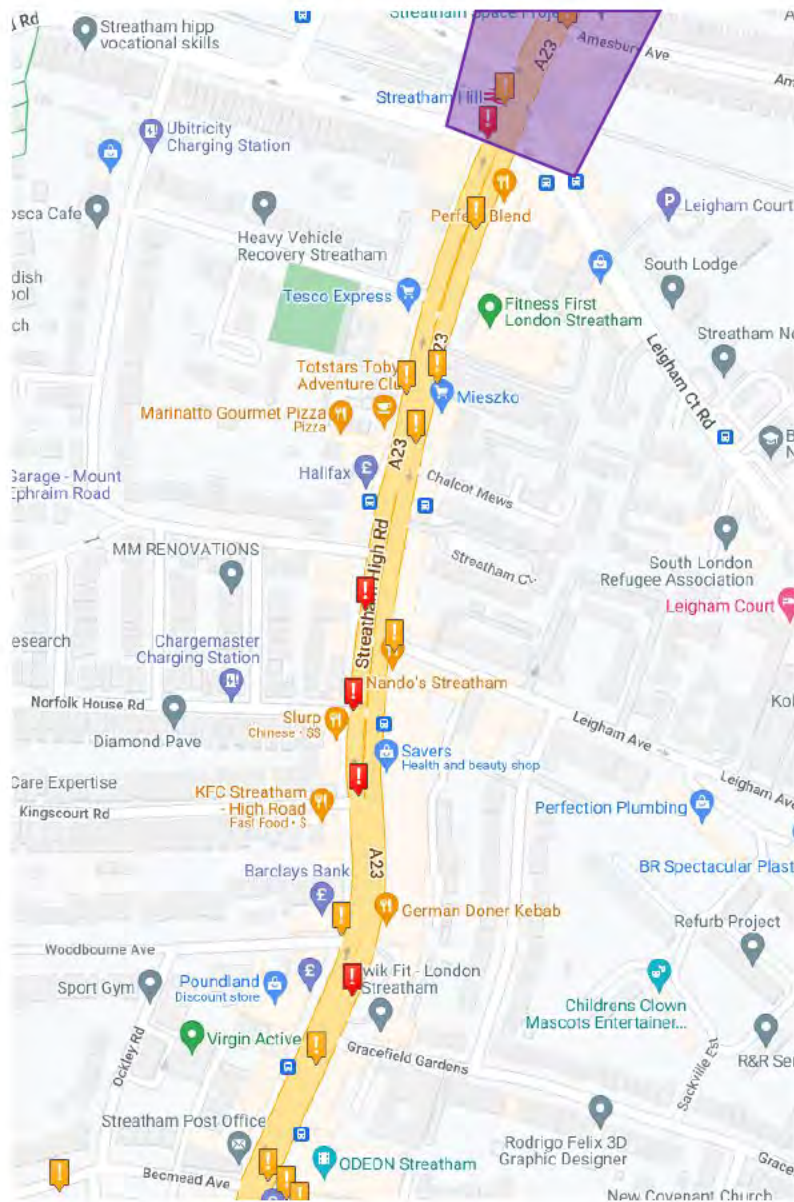


Brixton Hill
Casualty Harm Rate
In top 2% in London

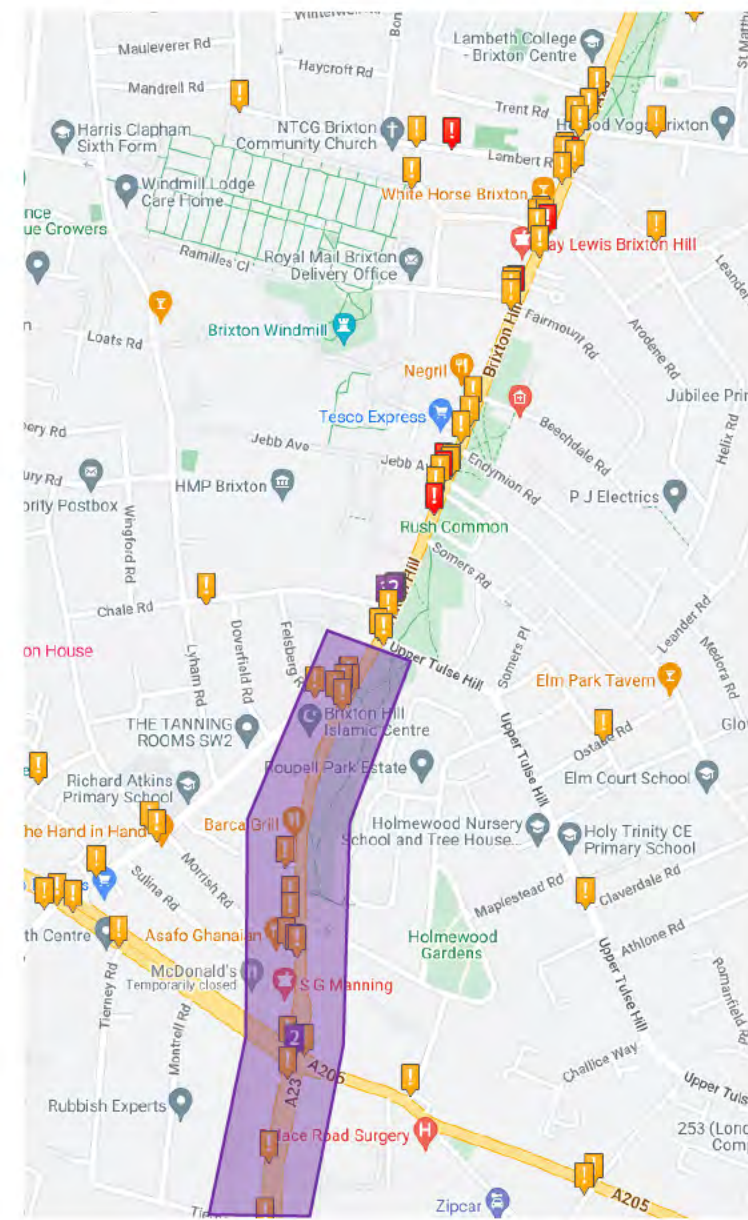


Cyclist collisions on the A23

A23 south of Streatham Hill Station



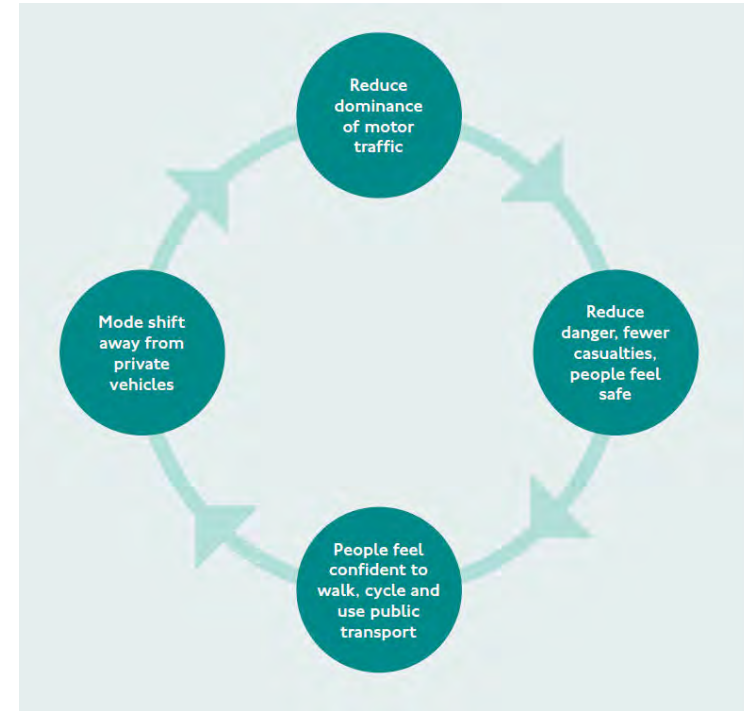
A23 beyond New Park Road



Modelling feedback

- Modelling does not take into account behaviour change, existing modal shift or future modal shift or Mayoral targets
- ULEZ expansion to LEZ, RUC and further tightening or central ZEZs are not believed to be modelled
- Current monitoring shows lower traffic flows, showcasing that:
 - Modal shift is taking place (increase in cycling)
 - Traffic reduction is occurring, likely to be in place for a longer time (cost of living crisis)
- **With current levels (10-20% reduction), all LTN schemes + Cycleway are deliverable**

The Healthy Streets Approach - what does this mean for modelling assumptions?

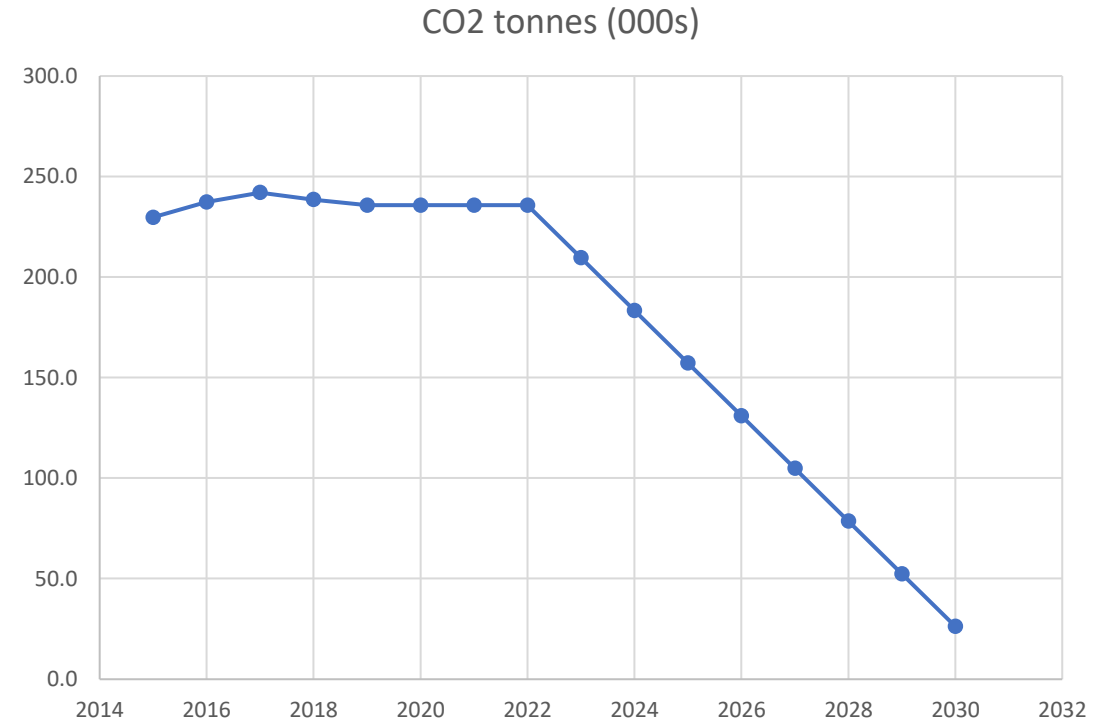
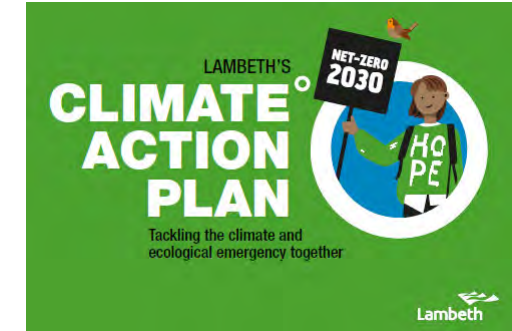


What is the strategic network management approach to achieve our objectives?

Delays and Net Zero 2030

- Lambeth Climate Action Plan commits to Net Zero 2030, adopts 27% reduction traffic levels in line with GLA analysis
- Modal shift target: 85% sustainable transport by 2030 (brought forward from 2040)
- The window of opportunity is **short** – every year counts, every year it gets harder to achieve
- **If we deliver in 2022**, annual reduction of 26,000 tonnes
- **If we delivery in 2025**, annual reduction required 47,000 tonnes
- The sooner schemes are in place, **the greater impact they have**

Decarbonisation programme start date	Annual CO2 saving required from transport
2022	26
2025	47
2027	79
2029	236



Phasing – LTNs as ETOs

- LTNs can be implemented as ETOs in Q3 or Q4 22/23, allowing for traffic to settle before Cycleway construction starts (assuming funding is available for construction).
- Promise of further work on reducing road danger on Brixton Hill lacks timelines, funding and designs. In the short term, reducing turning movements through LTNs can provide immediate road danger benefits
- Bus lane extensions can be implemented as ETOs, providing bus benefits in short term. Wayfinding can be designed/delivered before implementation, allowing people to get used to the network.
- With LTNs and Healthy Routes, we will create the right baseline conditions for a modal shift towards cycling.
 - When Cycleway is implemented and network is joined up, will be able to maximise the potential for modal shift.

Mitigation - Bus Lane expansions

- Streatham High Road – A23
 - Northern section of 24/7 on A23 already proposed as part of cycleway
 - South of Leigham Avenue, 1 lane of traffic, 1 bus lane, but between Streatham Hill and Leigham Avenue, 2 lanes of traffic
 - Can be transformed to 1 lane of traffic, 1 bus lane after SW LTN as turning movements reduced
- A205
 - A205 widens from 4 lanes west of New Park Road to 6 lanes towards A23 junction. 24/7 bus lanes on both directions could be provided

