

# Overview

1. Strategic Success: LTNs and A23 scheme
2. A23 road danger on surrounding links
3. Redesign requests
4. General Modelling & Monitoring
5. Brixton Hill LTN
  1. Specific Issues
  2. Alternatives considered
  3. Potential Mitigations
  4. Proposal for implementation
6. Streatham Wells LTN
  1. Specific Issues
  2. Alternatives considered
  3. Potential Mitigations
  4. Proposal for implementation

# Summary page

- LTN's and A23 Cycleway codependent for success, strengthen each other
- LTN's to be implemented Q4 22/23, during detailed design phase of A23 Cycleway
- A23 Cycleway to be redesigned at northern and southern end to better link in with Lambeth Healthy Routes
- Policy objectives and current monitoring achieve traffic levels that would allow both schemes to work simultaneously

## **Streatham Wells**

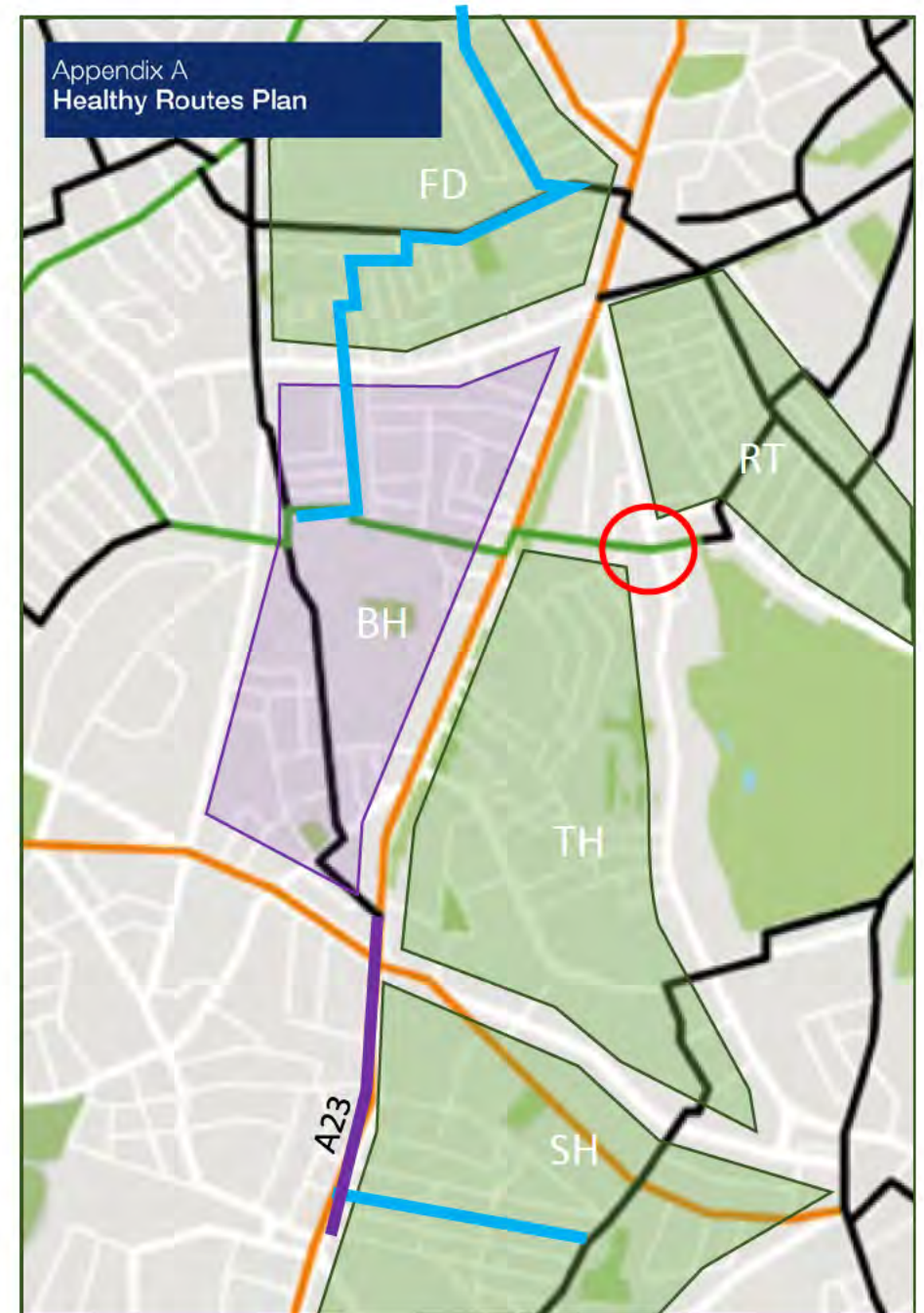
- Bus lanes on A23 to be introduced at two sections
- Some side roads to be closed to reduce turning movements, others complexity reduced
- LTN reduces other turning movements, improving bus flow and reducing road danger

## **Brixton Hill**

- Bus lanes on A205 to be introduced
- New Park Road southbound only to mitigate traffic
- LTN reduced turning movements, reducing road danger and delays o buses

# Co-dependency for success - North

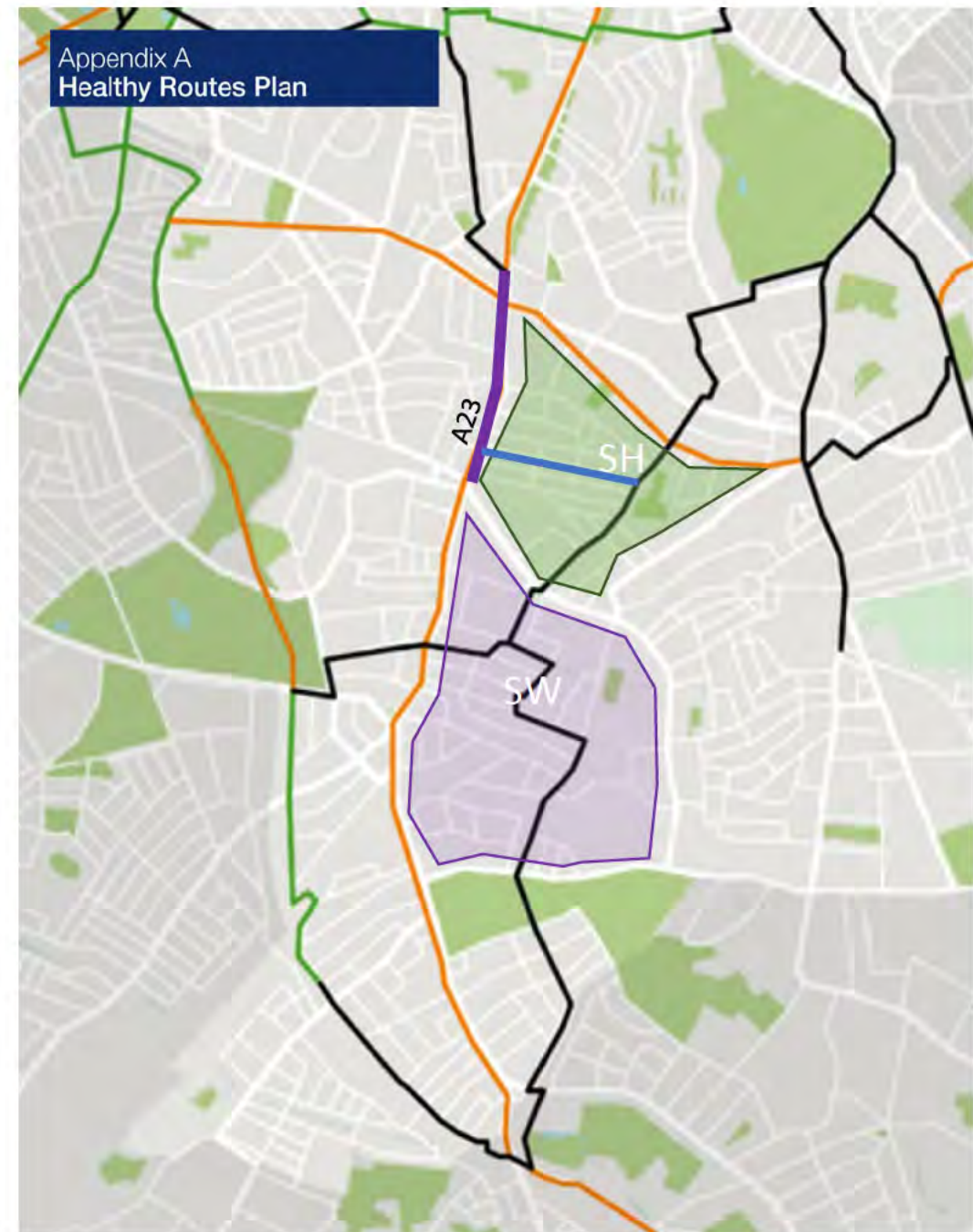
- Through Tulse Hill LTN:
  - Severance with Railton LTN and beyond due to A204 and A2214 gyratory.
  - Does not connect to Brixton Town Centre or Victoria tube.
- Through Brixton Hill LTN:
  - Healthy Routes link into Ferndale LTN
  - Links towards Clapham North with the A3 (C7) and C5
  - Links with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





# Co-dependency for success - South

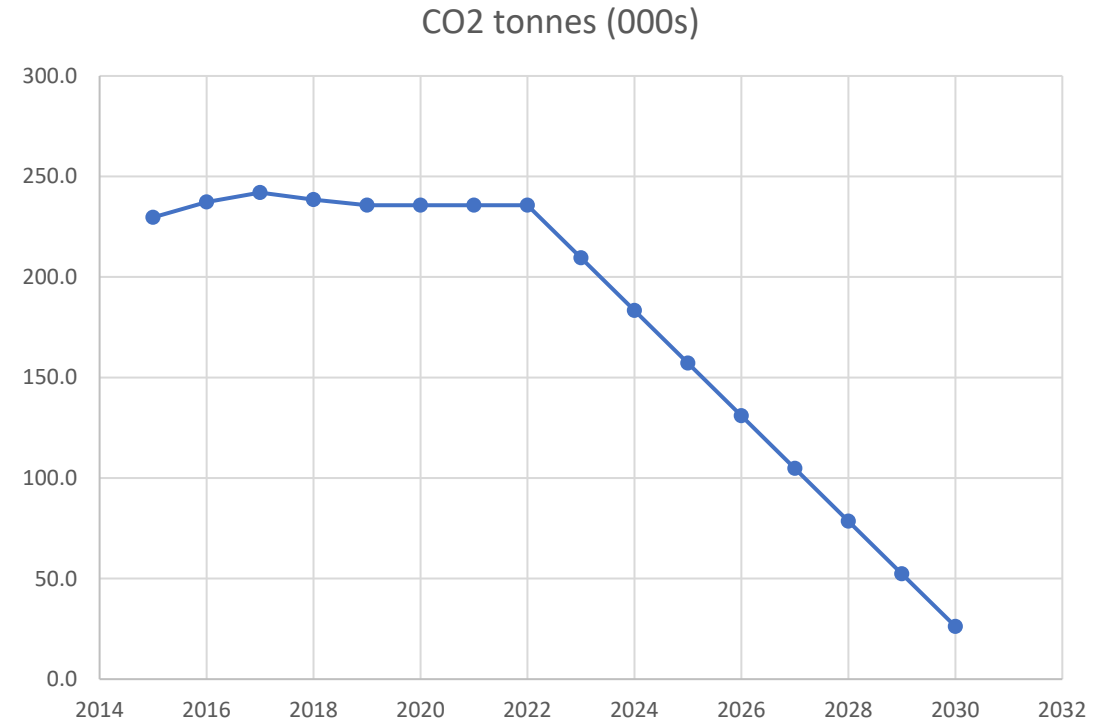
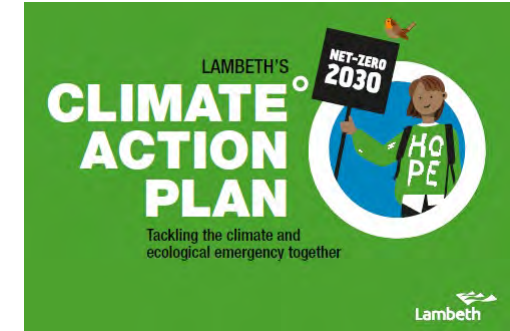
- Current situation:
  - No connections west of A23
  - No connection to Tooting Common
  - No low traffic way to rest of Streatham town centre or other rail stations
- With LTNs
  - Streatham Wells LTN unlocks Peckham to Streatham Healthy Route
  - Through Streatham Wells LTN connection with the rest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



# 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



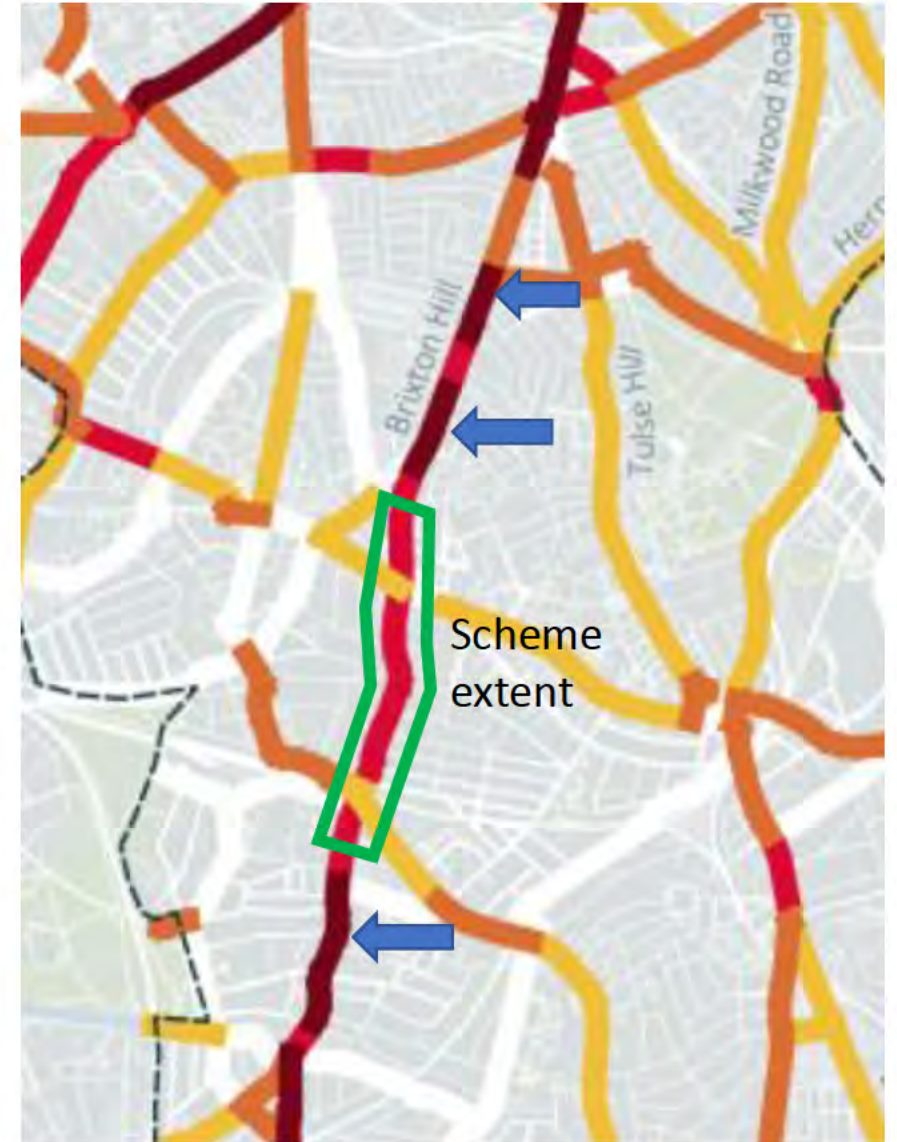


# Road danger on adjoining links

- 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) - 4<sup>th</sup> most dangerous
- Streatham Hill (south of A23 scheme) - 13<sup>th</sup> most dangerous

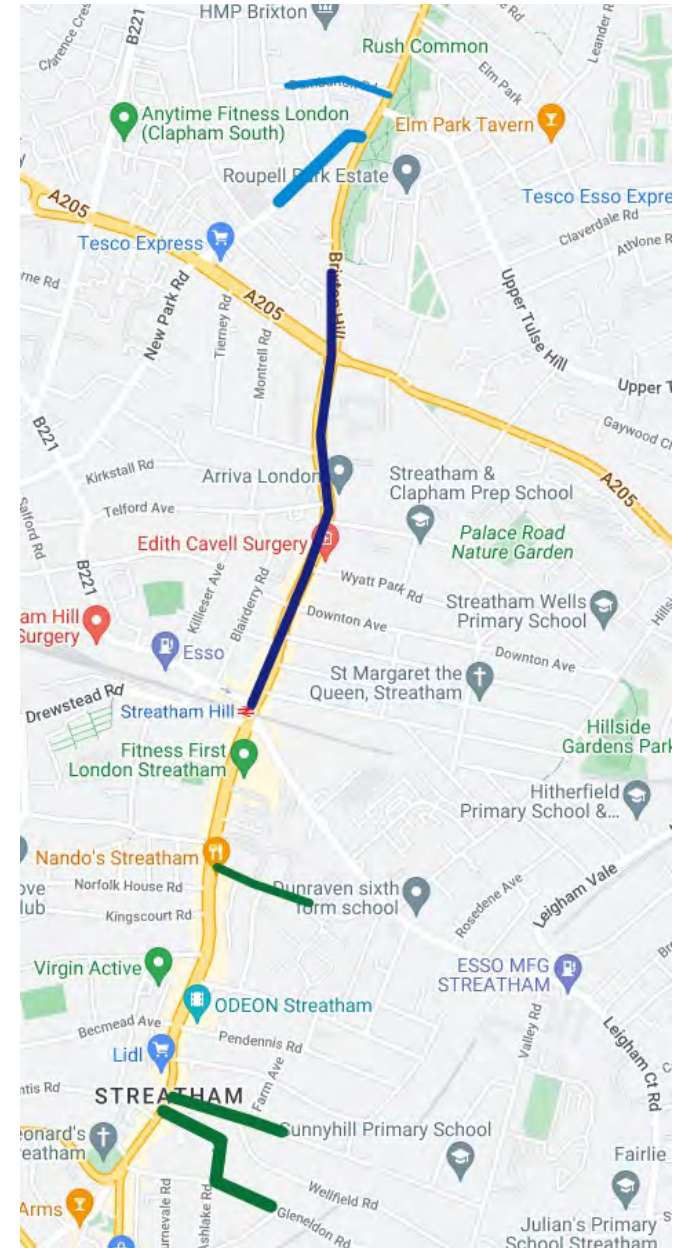


Brixton Hill  
Casualty Harm Rate  
In top 2% in London



# Road Danger – Turning movements

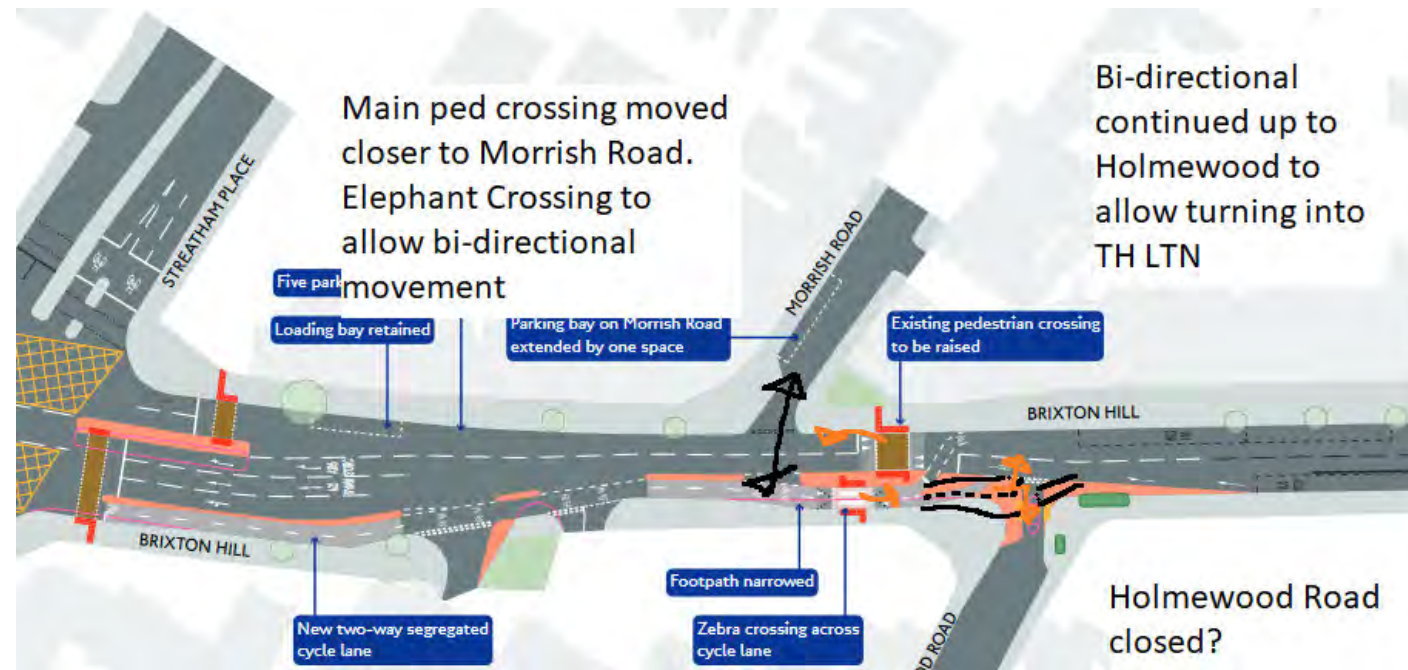
- Turning movements into side roads beyond cycleway remain as a road danger:
  - BH: New Park Road (6423 veh/d), Dumbarton Road (4016 veh/d)
  - SW: Leigham Avenue (3221 veh/d), Sunnyhill Road (3261 veh/d), Prentis/Shrubbery Road (4161 veh/d) in the south
- Users of Cycleway will face unsafe conditions north and south of the protected cycle infrastructure





# Redesign requests - North

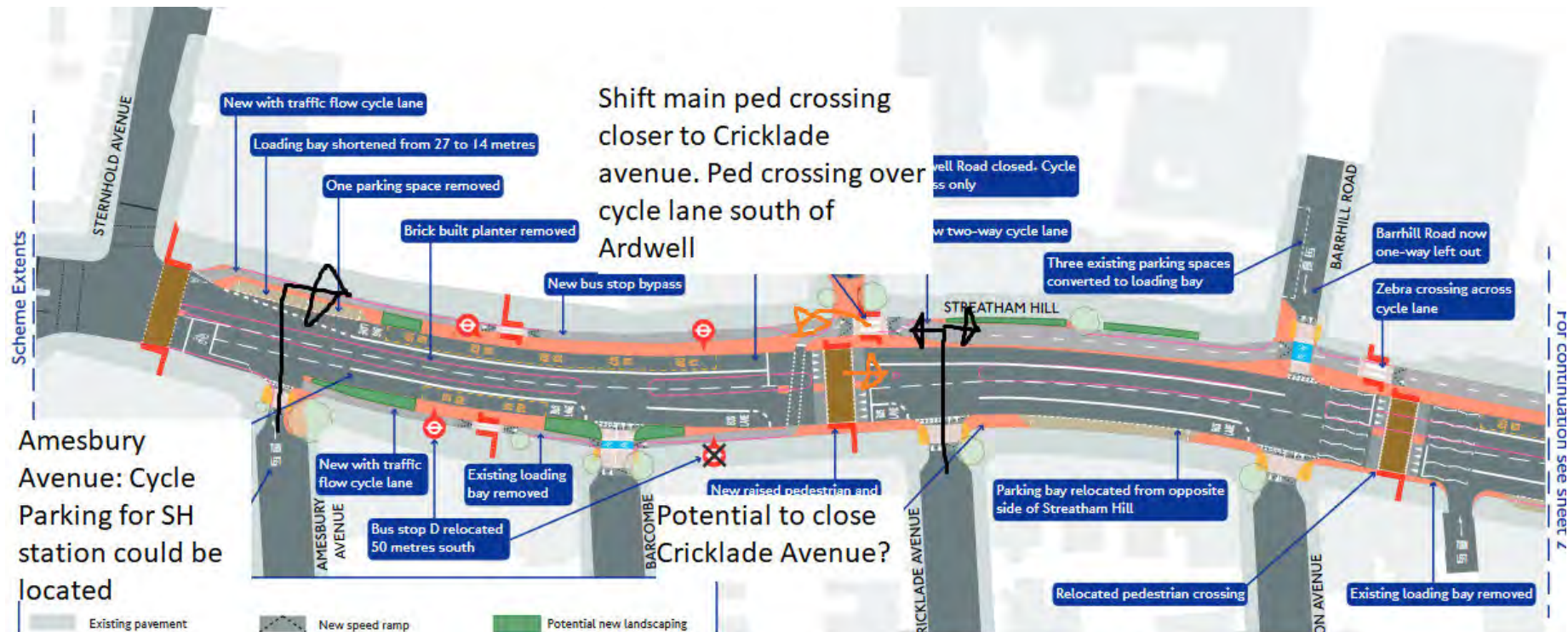
- Northern alignment does not allow safe crossing into BH or TH LTN's.
- 'Tiger Crossing' together with shifted ped crossing into Morrish Road to feed into BH LTN and Lyham Road (into Ferndale LTN)
- Redesign of Holmewood Road junction (i.e. closure) to allow entry/exit into TH LTN.





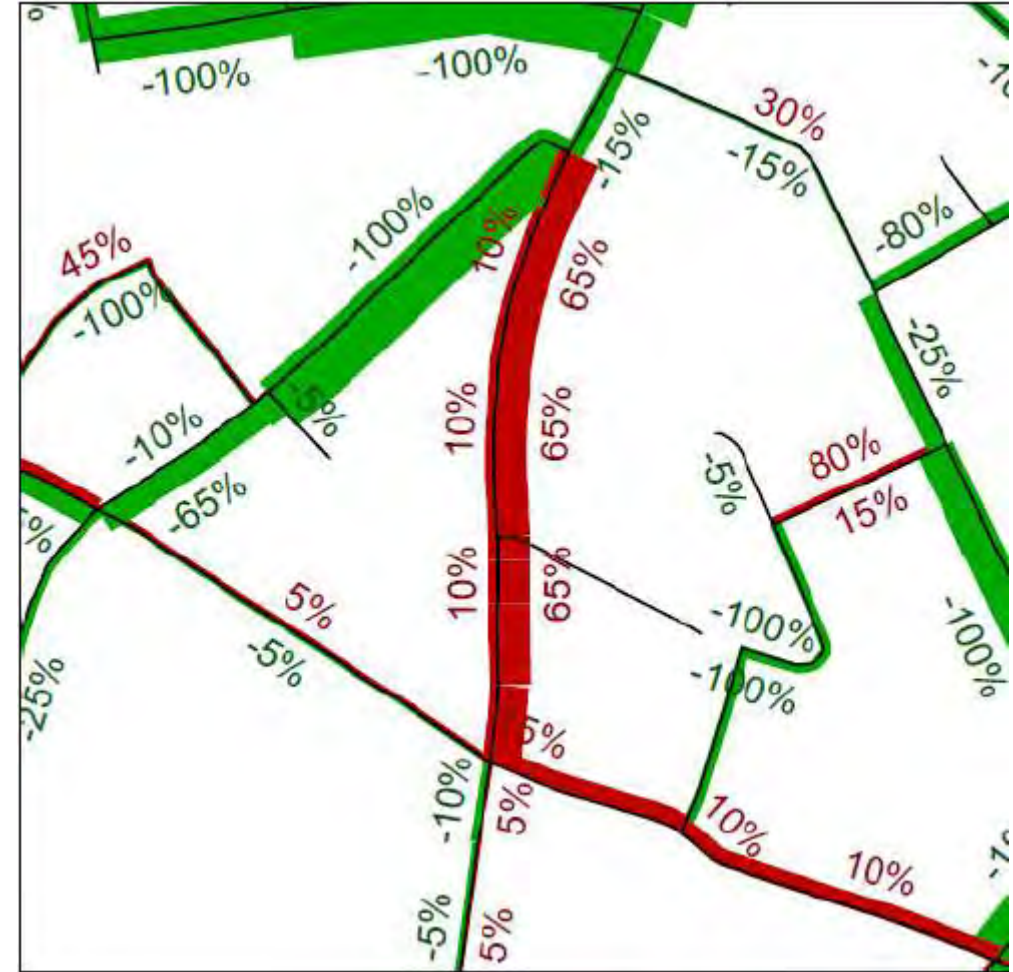
# Redesign request - South

- Southern alignment does not allow safe crossing to/from Peckham to Streatham HR in Streatham Hill LTN.
- Cricklade Avenue or Amesbury Avenue identified as potential feeder routes
- 'Tiger Crossing' together with shifted ped crossing



# Traffic Modelling & Monitoring (1)

- Displacement of traffic into residential neighbourhoods to approve a scheme not acceptable
- Increase in traffic on A23  
Southbound due to BH LTN is not translated on westbound A205
- Reassignment of additional 2 LTNs not modelled yet with LSP and 5 LTNs



# Traffic Monitoring & Modelling (2)

- Current traffic volumes show overall decrease of 10-20%
- Causes of traffic volume reduction complex, but not necessarily temporary:
  - ULEZ expansion
  - Modal Shift due to LTNs
  - Cost of Living Crisis likely to continue for 1-2 years
- Further traffic volume reduction expected:
  - More LTNs and HRs, including cycleway. Network effect
  - ULEZ Expansion to cover greater London

	Month Total		As % of May 2018	
	NB	SB	NB	SB
Mar-18	538994.39	544076	98%	96%
May-18	552130.84	565825	100%	100%
Mar-19	493552.46	561242.6	89%	99%
May-19	513219	575836	93%	102%
Mar-20	421679.45	485517	76%	86%
May-20	382225.03	431792	69%	76%
Mar-21	420555	502807	76%	89%
May-21	421763	524859	76%	93%
Jan-22	428943	504034	78%	89%
Feb-22	389453	464828	71%	82%
Mar-22	435475	511023	79%	90%



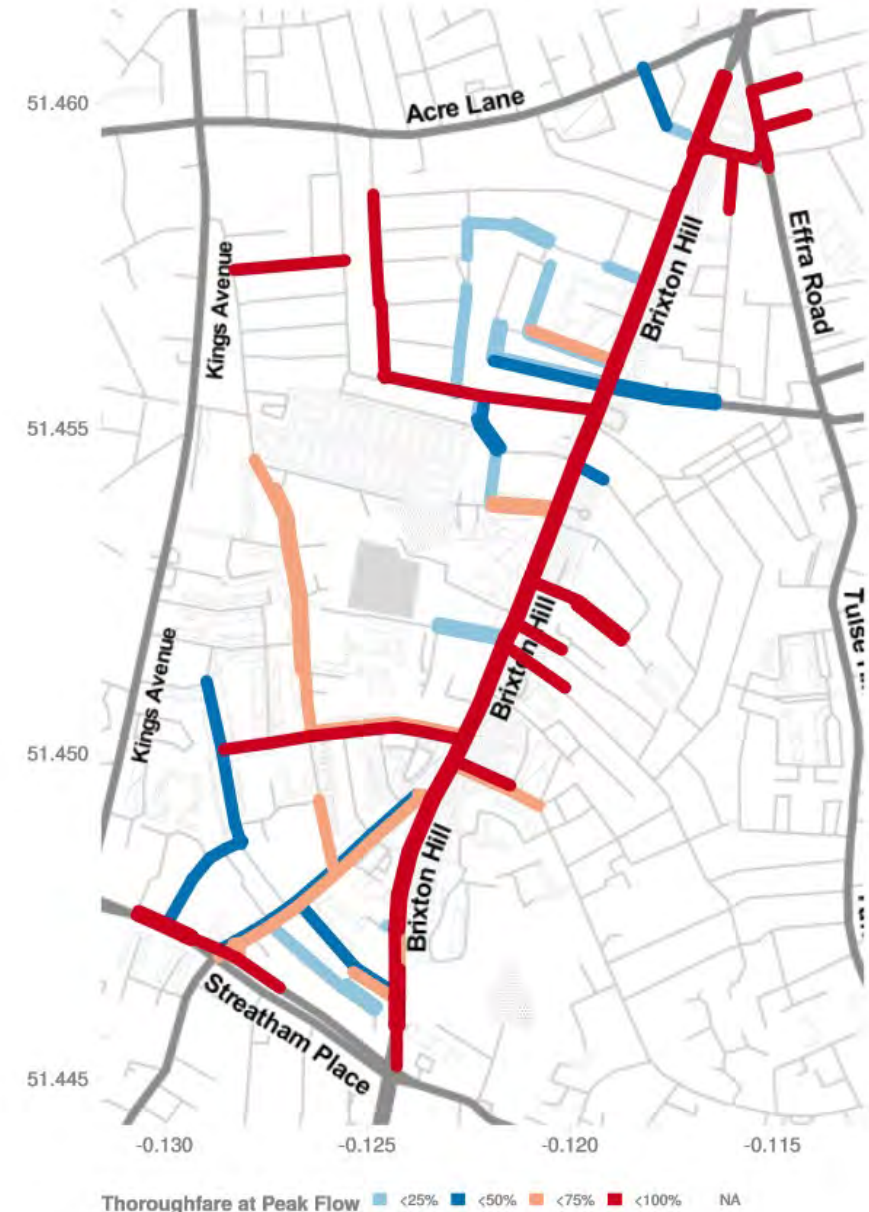
# Traffic Monitoring & Modelling (3)

- Own monitoring done in November 2021 on NPR and A23
- If all southbound traffic on NPR is displaced unto A23, increase would be more like 30-40%
- This does not assume any traffic evaporation or modal shift

<b>NPR Southbound traffic</b>	<b>CAR</b>	<b>TAXI</b>	<b>LGV</b>	<b>OGV1</b>	<b>OGV2</b>	<b>PSV</b>	<b>MCL</b>	<b>PCL</b>	<b>TOTAL</b>
Day Average	1370	6	280	51	1	6	166	99	1979
AM Average (8-9am)	110	0	25	4	0	0	5	13	157
PM Average (5-6pm)	145	0	16	2	0	0	22	12	196
<b>MAX Changes</b>	<b>CAR</b>	<b>TAXI</b>	<b>LGV</b>	<b>OGV1</b>	<b>OGV2</b>	<b>PSV</b>	<b>MCL</b>	<b>PCL</b>	<b>TOTAL</b>
Day Average	32%	14%	33%	18%	3%	1%	39%	30%	29%
AM Average (8-9am)	32%	0%	422%	79%	33%	2%	300%	2967%	43%
PM Average (5-6pm)	35%	12%	32%	15%	0%	0%	32%	18%	30%

# Brixton Hill LTN – Specific Issues

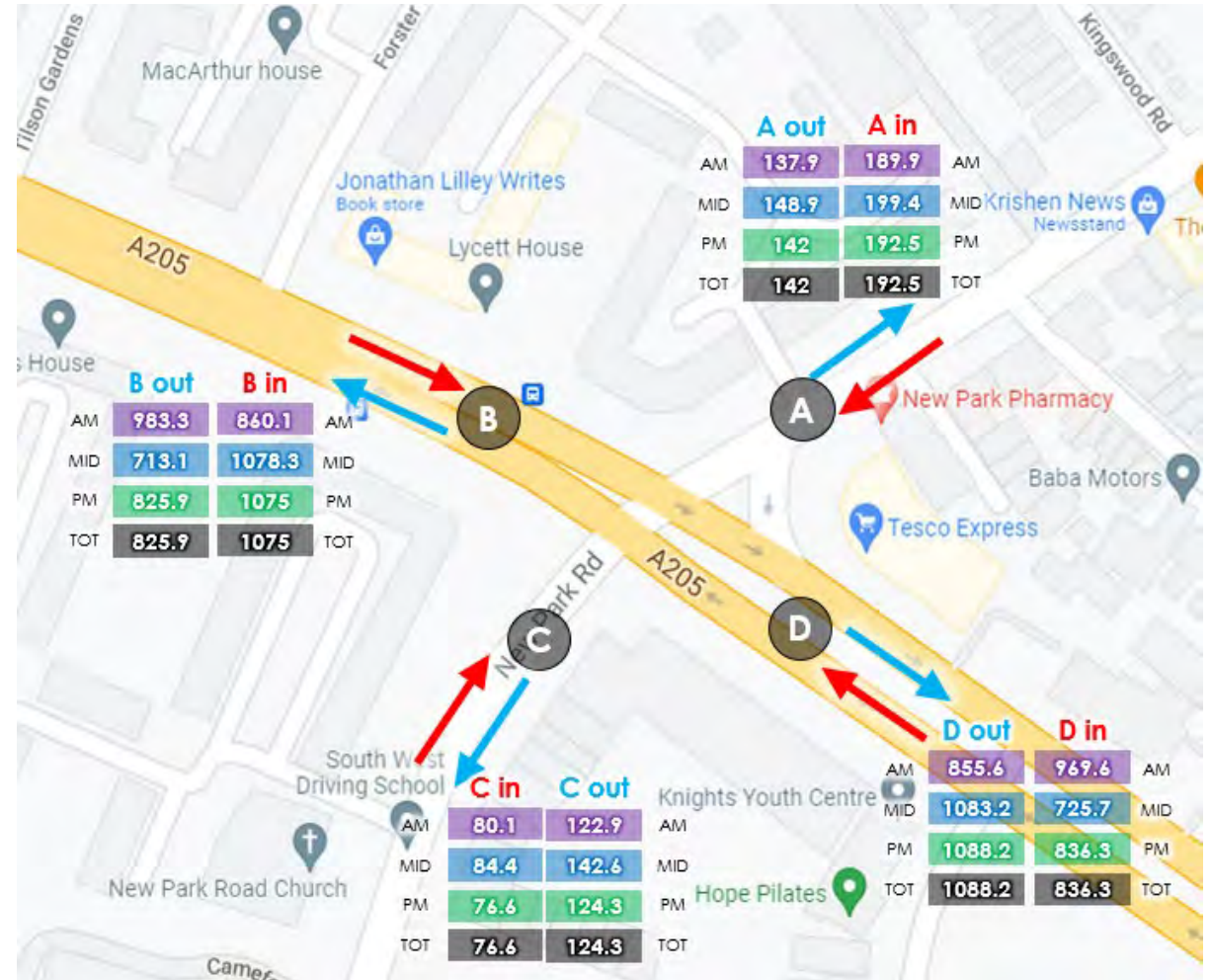
- Turning movements into LTN
  - Dumbarton Road
  - New Park Road
- Levels of through traffic significant in area
  - Lyham Road
  - Dumbarton Road
  - Branksome Road
- Healthy Routes needs strengthening
  - Lyham Road -> Strathleven Road (N/S)
  - Lambert Road -> Crescent Lane (E/W)
  - Healthy Routes meet each other





# Brixton Hill LTN – Potential Mitigations

- Biggest issue Southbound impact of New Park Road modal filter
- Alternative considered:
  - Make New Park Road exit only.
  - Reduce total traffic on NPR by 40%
- Will require modifications to LTN designs and additional restrictions on local estate road



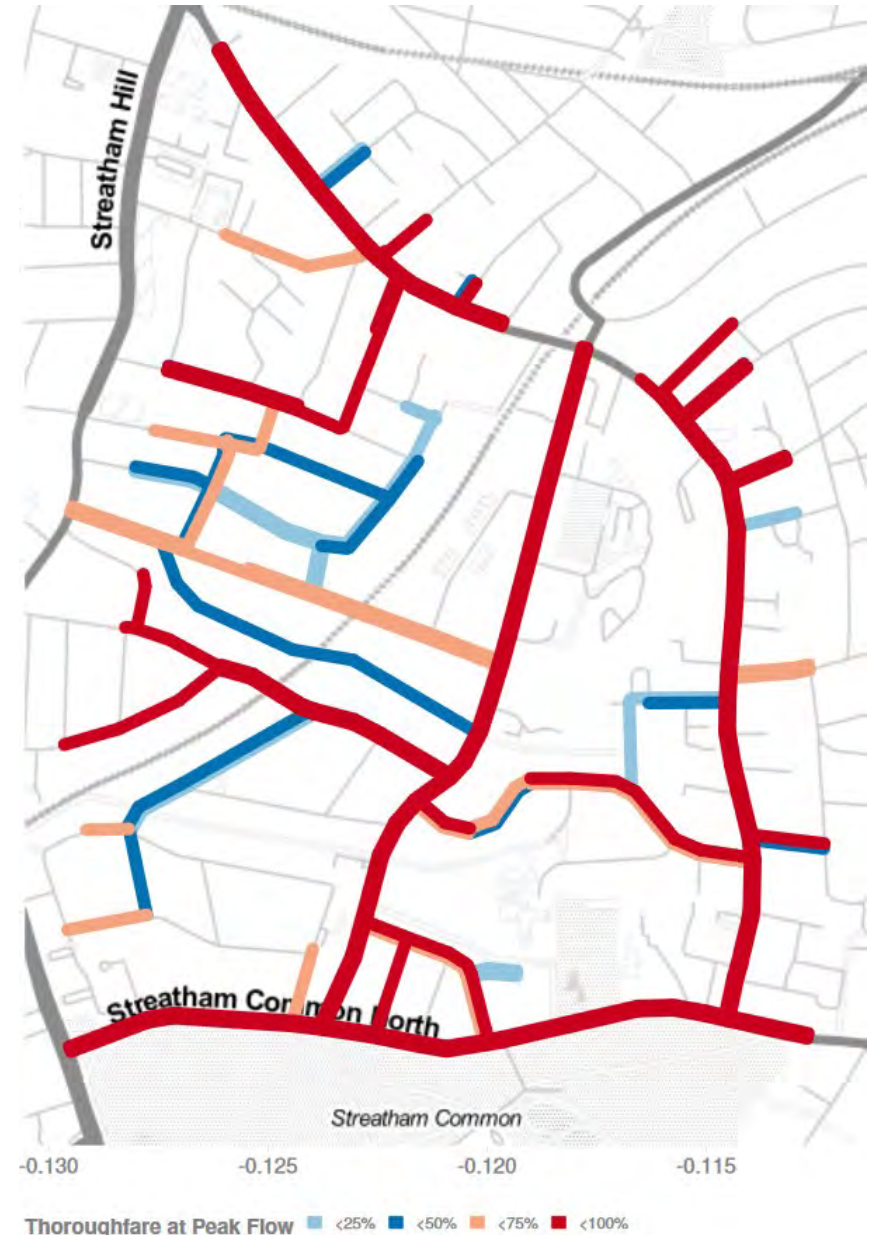


# Brixton Hill LTN – Plan for Implementation

- Brixton Hill LTN implemented during A23 cycleway detailed design phase
- New Park Road converted to no-entry at South Circular
- Additional traffic filter needs to be designed up
- Monitoring to take place with a particular focus on NPR/A23, NPR/A205 and A205/A23 to help inform signal timing changes

# Streatham Wells LTN – Specific Issues

- Turning movements into LTN
  - Sunnyhill Road
  - Shrubbery Road
- Levels of through traffic significant in area
  - Valley Road
  - Gleneldon Road
- Healthy Routes needs strengthening
  - Peckham to Streatham Route
  - No good east-west connections
- Speeding and road safety
  - Valleyfield Road
  - Valley Road (off-peak)
- Delays to local bus service (315)



# Streatham Wells LTN – Alternatives Considered (1)

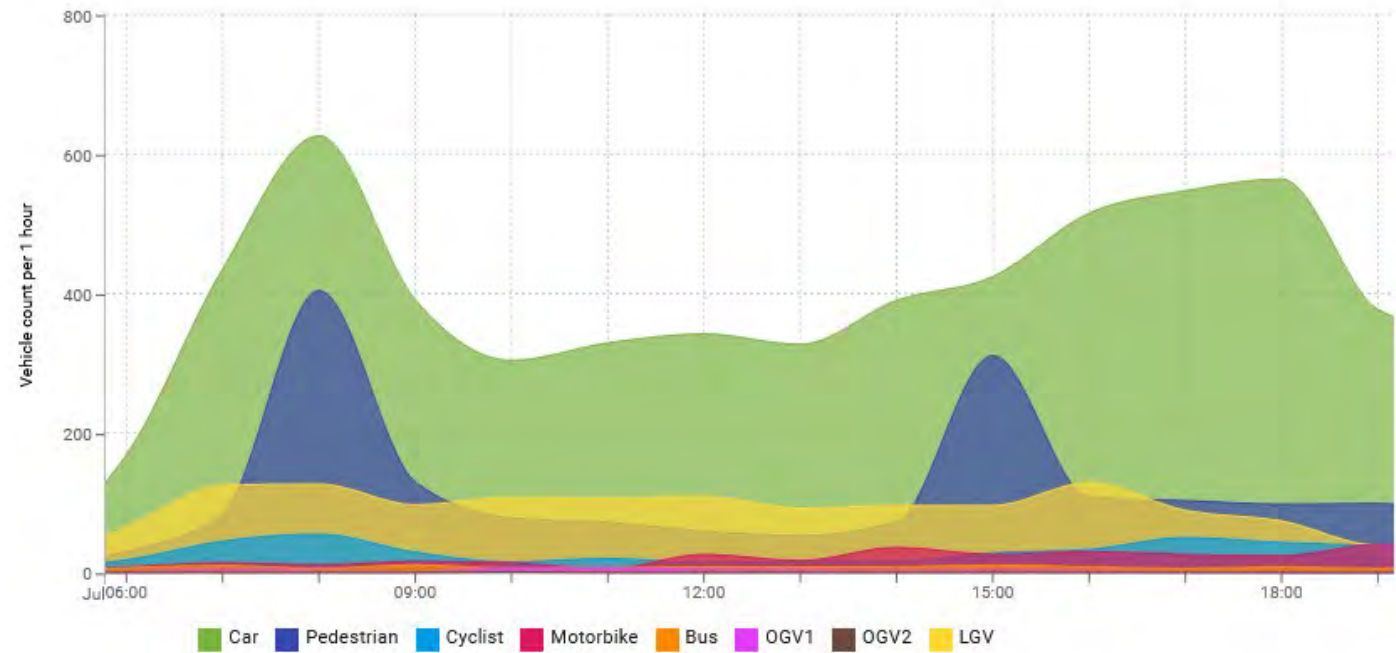
- Main N/S route (Valley Road) open
  - Main issues (road danger, through traffic) are on Valley Road
  - Peckham to Streatham Healthy Route needs to use Valley Road
  - Dangers also off-peak (e.g., speeding)
  - Impacts bus route
- Leigham Avenue to continue being open
  - Promotes SW to NE shortcut for through traffic, traffic that should remain on A-Roads
  - Conflicts with Healthy Route crossing
- Main E/W route (Gleneldon, Valleyfield) open
  - Impacts bus route
  - Impacts Healthy Route on Valley Road
  - Road danger issues at junctions.





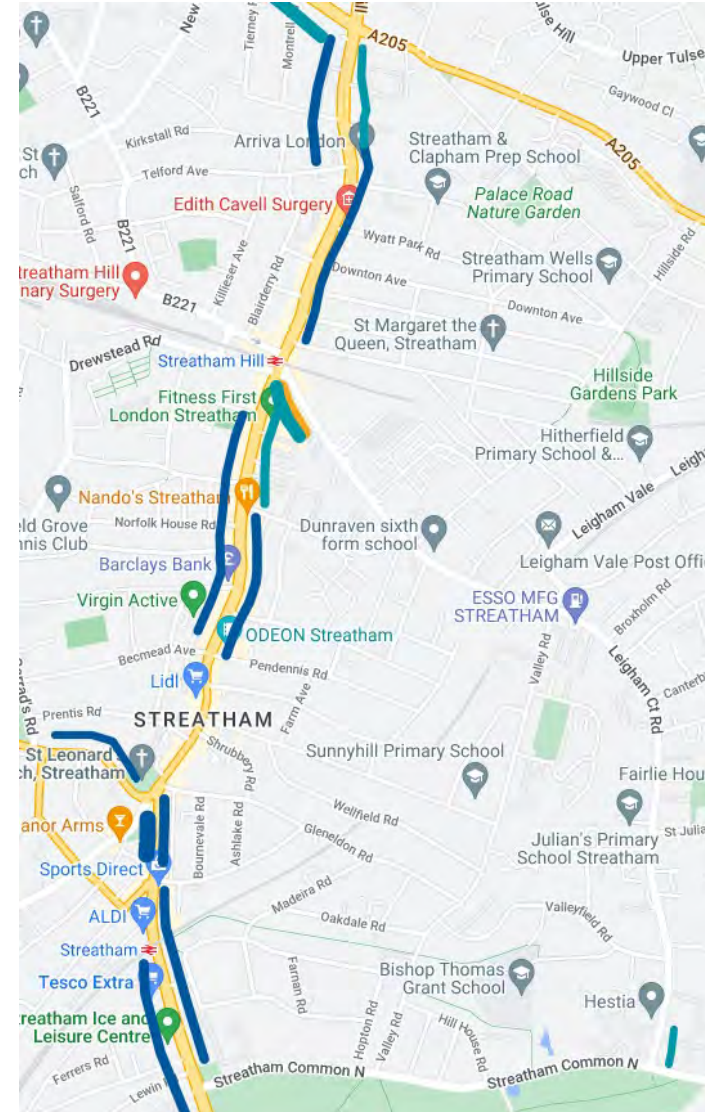
# Streatham Wells LTN –Valley Road Alternatives

- Valley Road one-way
  - Disruptive to bus route
  - Would not achieve Healthy Route Criteria (<200vph)
  - One-ways typically increase traffic speeds
- Weight/width restrictions
  - Majority is small cars/vans
  - Would not achieve Healthy Route Criteria (<200vph)
- Cycle Infrastructure
  - Prohibitive in terms of costs
  - Frequent side roads and off-street parking – turning conflicts



# Streatham Wells LTN – Potential Mitigations

- Main area of concern is southbound delays
- Proposals to create two new 24/7 buslanes on A23 (TLRN)
  - South of A205, proposed as part of A23 Cycleway
  - South of B221, section where lane of traffic can be converted to bus lane (as south of Leigham Avenue)
- Changes on side streets to reduce turning movements and complexity
  - E.g., Prentis Road -> Shrubbery Road turning ban





# Streatham Wells LTN – Potential Mitigations (2)

- As part of wider improvements, side road closures proposed (green):
  - Gracefield Gardens (TfL), Pinfold Road + Hopton Road (SW LTN)
  - Leigham Avenue flow greatly reduced due to modal filters (orange)
  - Shrubby Road proposal to be one-way exiting on A23 (orange)
- Reduce complexity on high street, remove turning possibilities including across bus lanes
- Will simplify and improve traffic flow along corridor
- Remove right-hand turning pockets, i.e. near Prentis Road





# Streatham Wells LTN – Plan for Implementation

- Streatham Wells LTN implemented during A23 cycleway detailed design phase
- A23 scheme mitigations:
  - Southbound bus lanes to be introduced
  - Gracefield Gardens to be implemented (?)
- Additional Streatham Wells Mitigations:
  - Shrubbery Road one-way introduced
  - Hopton Road, Pinfold Road road closures
- Pre-implementation LinSig on Valley Road/Leigham Court Road junction
- Monitoring to take place with a particular focus on A23/B221, Leigham Court Road/Valley Road, A214/A23/A216 junction to help inform signal timing changes