

From: [Gazley Nigel \(ST\)](#)
To: [REDACTED]; [Melbourne Jennifer \(ST\)](#)
Cc: [REDACTED]; [Hutley Kieran](#); [Rees Penny](#); [PerezEchevarria Luis](#); [REDACTED]
Subject: RE: Continuing the A23 / SW modelling conversation
Date: 25 October 2022 10:50:58
Attachments: [RE A23 Cycleway - Sh BH modelling .msg](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.gif](#)
[image006.png](#)

Hi [REDACTED]

A slightly rushed response below as wanted to clarify before today's meeting. Your query in yellow with my reply below:

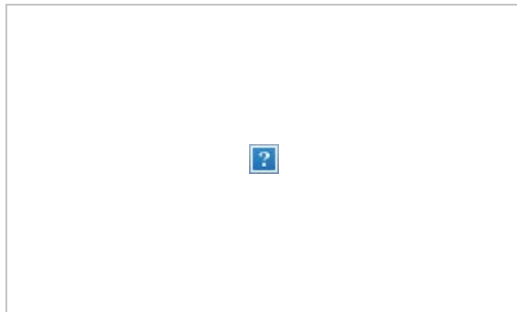
1. Following from this morning, it'd be great if we can pinpoint a date in the diary for next week. For the modelling thus far, Nigel and I had quite a detailed conversation (attached) and I am wondering how much of this was plugged into the model. Moreover we suggested mitigating additional bus lanes on the A23 between Streatham Hill and Leigham Avenue, so it would be good to know if these have been included as well.

- As per my email you attached, [REDACTED] was able to make the below changes in purple :

Changes to be modelled:

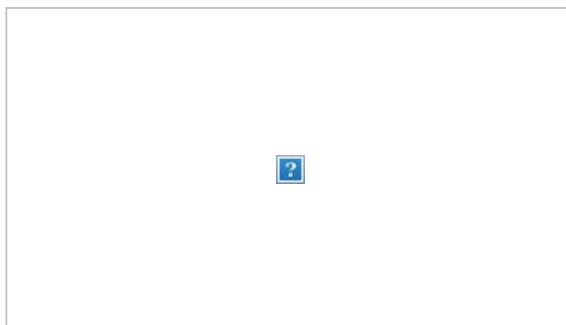
Brixton Hill LTN:

- New Park Road now open SB only. Closed NB – Done, closure on NB does not apply to buses. Let me know if that changes.
- Closure of Morrish Road at the junction with the A23 – Morrish Road is not modelled in the ONE. Therefore the closure cannot be modelled.



Streatham Wells LTN:

- Closure of Gracefield Gardens at the junction with the A23 done by TfL – Not present in the model. Hence it cannot be modelled.



- Closure of Pinfold Road at the junction with the A23 to create a pocket park- Not present in the ONE model. Hence cannot be modelled.



- Closure of Hopton Road at the junction with the A23 to create a pocket park- Only the highlighted is modelled in the ONE. Do you want that to be closed?



- Making Shrubbery Road a one-way with the exit on the A23 – Closed for all in SB direction, including buses.
- Regarding the bus lanes I recall the proposal of northbound on A23 towards Leigham Court Road, but was stated that is already part of the scheme and assessment. And I recall the proposal for bus lanes southbound from Leigham Court Road, however this is effectively outside of the scheme area hence was not thought to be relevant. It would not reduce the delay to buses on Leigham Court Road that was the main purpose of the assessment.

Our designers looked into a bus lane on Leigham Court Road but there is not the width required. On the results, aside from seeing and being able to discuss the results in detail, it would be good to know what signal timing changes have been made and what would be possible. As I mentioned in the meeting, it was a shame to see that the 315 was not included in the VISSIM model, as that route might have significant benefits. I am not sure if it is possible to explore the impacts on this route this week?

The 315 doesn't pass through the scheme area hence not included in the assessment. The VISSIM model operates SCOOT control just as reality on the street and hence can optimise the signal timings depending on the demand. The signals did provide some additional green to Leigham Court Road to assist the increased demand. That can be seen in the results that buses are delayed southbound on the A23 as green taken away. As previously mentioned, it's not possible to provide any additional green to Leigh Court Road as it will damage buses on the A23.

Over time, the exact layout of the LTN has also changed. The same through routes would still be cut, but maybe at different places. I am not sure if this has any bearings on the modelling, but we can discuss this as well to see if the same displacement on LCR would still happen. Lastly, it would also be useful to know what TfL's assessment is on why the traffic displaces to the westbound section of LCR.

As [REDACTED] pointed out some of the smaller roads are not in the ONE model and hence minor changes are unlikely to affect the results.

Traffic reassigns onto Leigham Court Road due to the closures of Conifer and Valley Road

We have looked before at this potential, but could not find good explanations why this displacement is predicted to happen, as other routes for displaced traffic would make more sense. As I mentioned during the meeting, we have been steadily monitoring LCR, and we have more data points than just the ones in the monitoring report, which might be interesting to look at as well.

[REDACTED] or [REDACTED] may be able to provide some info on how the ONE operates.

Regards

Nigel Gazley

A23 & A21 Principal Network Manager

Network Performance - Delivery

 TRANSPORT FOR LONDON

Surface Transport | Network Management Directorate

Palestra House |  | 197 Blackfriars Road | London SE1 8NJ

Mobile  | E:  [@tfl.gov.uk](mailto: @tfl.gov.uk)



From:  [@lambeth.gov.uk](mailto: @lambeth.gov.uk)

Sent: 05 October 2022 17:38

To: Melbourne Jennifer (ST)  [@tfl.gov.uk](mailto: @tfl.gov.uk); Gazley Nigel (ST) < [@tfl.gov.uk](mailto: @tfl.gov.uk)>

Cc:  [lambeth.gov.uk](mailto: @lambeth.gov.uk);  [@lambeth.gov.uk](mailto: @lambeth.gov.uk);  [@lambeth.gov.uk](mailto: @lambeth.gov.uk)

Subject: Continuing the A23 / SW modelling conversation

Hi Jenny,

Following from this morning, it'd be great if we can pinpoint a date in the diary for next week. For the modelling thus far, Nigel and I had quite a detailed conversation (attached) and I am wondering how much of this was plugged into the model. Moreover we suggested mitigating additional bus lanes on the A23 between Streatham Hill and Leigham Avenue, so it would be good to know if these have been included as well.

On the results, aside from seeing and being able to discuss the results in detail, it would be good to know what signal timing changes have been made and what would be possible. As I mentioned in the meeting, it was a shame to see that the 315 was not included in the VISSIM model, as that route might have significant benefits. I am not sure if it is possible to explore the impacts on this route this week?

Over time, the exact layout of the LTN has also changed. The same through routes would still be cut, but maybe at different places. I am not sure if this has any bearings on the modelling, but we can discuss this as well to see if the same displacement on LCR would still happen. Lastly, it would also be useful to know what TfL's assessment is on why the traffic displaces to the westbound section of LCR.

We have looked before at this potential, but could not find good explanations why this displacement is predicted to happen, as other routes for displaced traffic would make more sense. As I mentioned during the meeting, we have been steadily monitoring LCR, and we have more data points than just the ones in the monitoring report, which might be interesting to look at as well.

We look forward to hear from you and your team.

Kind Regards,





Sustainable Growth and Opportunity Directorate

London Borough of Lambeth

Tel: 

Email:  [@lambeth.gov.uk](mailto: @lambeth.gov.uk)

Web: www.lambeth.gov.uk

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