

From: [Gazley Nigel \(ST\)](#)
To: [REDACTED]; [Hutley Kieran](#); [REDACTED]
Subject: RE: A23 Cycleway - Sh & BH modelling
Date: 08 September 2022 10:44:24
Attachments: [image001.jpg](#)

Hi [REDACTED]

Thanks I will pass over to the Modelling Team, my interpretation is that the LTNs (Streatham Wells & Brixton Hill) will remain as they are currently, with the below "additions" in green:

Regards

Nigel

From: [REDACTED]@lambeth.gov.uk>

Sent: 07 September 2022 09:39

To: Hutley Kieran <[REDACTED]@tfl.gov.uk>; [REDACTED]@lambeth.gov.uk>;
[REDACTED]@lambeth.gov.uk>

Cc: Gazley Nigel (ST) [REDACTED]@tfl.gov.uk>

Subject: RE: A23 Cycleway - Sh & BH modelling

Hi Kieran, Nigel,

I am not sure if the model is sensitive enough to capture the nuances of closed side roads and a reduction of turning movements. I can give you an overview of what we would be proposing, but not sure how it would change the ONE Model since the LTN's will significantly reduce many turning movements (which have been captured already), and I don't think any of the side streets are incorporated in the ONE Model. And since VISSIM / LinSig is based on ONE Model changes, I am not sure how it would work?

Either way, per LTN here are the changes that would benefit the A23 flow and reduce turning movements. I have attached relevant traffic counts that we have done, and I am happy to talk you through our rationale for the proposals. I do have to caveat that all of these proposals still need to go through official approval processes, and we also have to engage with local stakeholders (including TfL) on loading requirements etc.:

Brixton Hill LTN: **New park Road now open SB only. Closed NB**

- Closure of Morrish Road at the junction with the A23 – **new**
- Dumbarton Road will see significant reduction in cars due to closures ([A very localised issue](#) is that many cars cut the corner and hit the Bell-shaped bollard, disabling use of the bus lane) **assuming current closure**.

Streatham Wells LTN:

- Closure of Gracefield Gardens at the junction with the A23 done by TfL **new**
- Closure of Pinfold Road at the junction with the A23 to create a pocket park **new**
- Closure of Hopton Road at the junction with the A23 to create a pocket park **new**
- Making Shrubbery Road a one-way with the exit on the A23 (has positive knock on effects on Prentis Road as well and remove the right-hand turning pocket on the A23) **new**
- Leigham Avenue will see significant traffic reduction due to LTN, this will especially affect the northbound right turn from the A23 **general comment**
- Sunnyhill Road will see significant traffic reduction and thus turning movements due to LTN **general comment**
- Gleneldon Road will see significant traffic reduction and thus turning movements due to LTN **general comment**

Also as a note, these elements focus solely on the A23 corridor. They do not take into account the additional bus lane sections we have proposed as additional mitigations, nor do they convey the impacts on other bus services, i.e. the ones on Acre Lane or the 315 in Streatham Wells

Kind Regards,

[REDACTED]
Sustainable Growth and Opportunity Directorate
London Borough of Lambeth
Tel: [REDACTED]
Email: [REDACTED]@lambeth.gov.uk
Web: www.lambeth.gov.uk

From: Hutley Kieran [REDACTED]@tfl.gov.uk>
Sent: 07 September 2022 08:34
To: [REDACTED]@lambeth.gov.uk>; [REDACTED]
<[REDACTED]@lambeth.gov.uk>; [REDACTED]@lambeth.gov.uk>
Subject: RE: A23 Cycleway - Sh & BH modelling

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Hi All,
Nigel would like to run the changes to New Park Road through the model, possible next week, and has asked if there is any more detail on the potential Streatham Wells side road closures to also incorporate these in the model?
Many Thanks,
Kieran

From: [REDACTED]@lambeth.gov.uk>
Sent: 15 August 2022 12:41
To: Gazley Nigel (ST) <[REDACTED]@tfl.gov.uk>; Hutley Kieran [REDACTED]@tfl.gov.uk>; Knight Brooke <[REDACTED]@tfl.gov.uk>
Cc: [REDACTED]@lambeth.gov.uk>; [REDACTED]@lambeth.gov.uk>
Subject: RE: A23 Cycleway - Sh & BH modelling

Hi Brooke and Kieran,
Following our meeting in July where we committed to look into potential mitigation measures for identified pressure points following the One Model work in and around the A23. We have now conducted this review and have put forward a raft of items we would like to progress in order to keep both the A23 Cycleway and the two new LTNs in Brixton Hill and Streatham Wells moving forward in parallel.
Once you have reviewed this perhaps we can agree on a date to reconvene to go over the details within the attached presentation?

Thanks,

[REDACTED]

From: Gazley Nigel (ST) <[REDACTED]@tfl.gov.uk>
Sent: 13 July 2022 10:53
To: [REDACTED]@lambeth.gov.uk>; Hutley Kieran <[REDACTED]@tfl.gov.uk>; Knight Brooke <[REDACTED]@tfl.gov.uk>
Cc: [REDACTED]@lambeth.gov.uk>
Subject: RE: A23 Cycleway - Sh & BH modelling

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Hi [REDACTED]
I have added the Watermark "draft" to the doc in case it escapes somewhere.

Please replace the previous.

Regards

Nigel

From: Gazley Nigel (ST)

Sent: 13 July 2022 10:44

To: [REDACTED] <[REDACTED]@lambeth.gov.uk>; Melbourne Jennifer (ST) <[REDACTED]@tfl.gov.uk>; Hutley Kieran <[REDACTED]@tfl.gov.uk>; Knight Brooke <[REDACTED]@tfl.gov.uk>

Cc: [REDACTED] <[REDACTED]@lambeth.gov.uk>

Subject: RE: A23 Cycleway - Sh & BH modelling

Hi [REDACTED]

I don't see the harm in that as you have already seen them and I see nothing controversial. . The usual caveats – please don't share any further than ourselves at this time. They were not produced for external more for my own notes. This particular ONE model exercise is considered indicative for flow numbers due to the time restraint.

We can produce some more suitable external slides like the previous 7x LTN presentation if required.

Regards

Nigel

From: [REDACTED] <[REDACTED]@lambeth.gov.uk>

Sent: 13 July 2022 09:57

To: Gazley Nigel (ST) <[REDACTED]@tfl.gov.uk>; Melbourne Jennifer (ST) <[REDACTED]@tfl.gov.uk>; Hutley Kieran <[REDACTED]@tfl.gov.uk>; Knight Brooke <[REDACTED]@tfl.gov.uk>

Cc: [REDACTED] <[REDACTED]@lambeth.gov.uk>

Subject: RE: A23 Cycleway - Sh & BH modelling

Thanks Nigel,

Would you be able to share the modelling note from yesterday in confidence?

[REDACTED]

From: Gazley Nigel (ST) <[REDACTED]@tfl.gov.uk>

Sent: 13 July 2022 08:12

To: [REDACTED] <[REDACTED]@lambeth.gov.uk>; Melbourne Jennifer (ST) <[REDACTED]@tfl.gov.uk>; Hutley Kieran <[REDACTED]@tfl.gov.uk>; Knight Brooke <[REDACTED]@tfl.gov.uk>

Cc: [REDACTED] <[REDACTED]@lambeth.gov.uk>

Subject: RE: A23 Cycleway - Sh & BH modelling

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Hi [REDACTED]

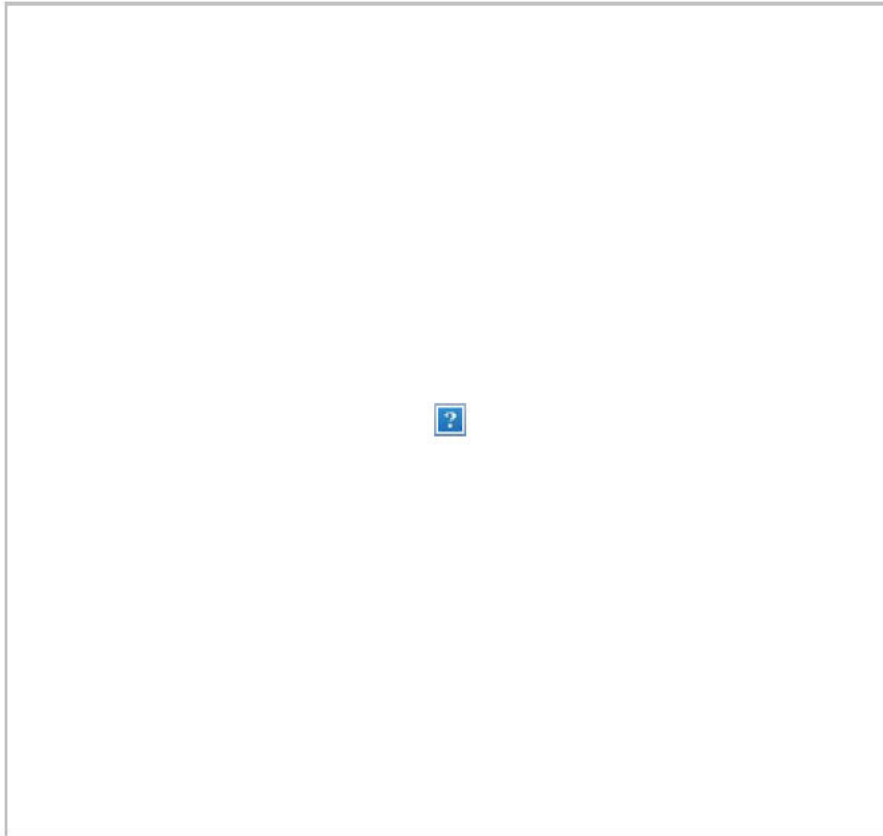
I realise I haven't given a direction for the Valley Road closure we are most concerned about.

From the plots created for [REDACTED] and [REDACTED] in 2021 :

- South bound Valley Road closure diverts traffic onto Leigham Court Road to then travels SB on the A23.
- North bound Valley Road closure diverts vehicles onto the A23 northbound towards the LSP scheme entrance.

I would prefer both directions to remain open, but if it was a choice for only one I would recommend to keep the Northbound open to avoid traffic diverting towards the LSP scheme. Instead reassigned traffic would be on Leigham Court Road which would need to queue to be

released.



Regards

Nigel

From: [REDACTED] <[REDACTED]@lambeth.gov.uk>

Sent: 12 July 2022 16:59

To: Gazley Nigel (ST) <[REDACTED]@tfl.gov.uk>; Melbourne Jennifer (ST) <[REDACTED]@tfl.gov.uk>; Hutley Kieran <[REDACTED]@tfl.gov.uk>; Knight Brooke <[REDACTED]@tfl.gov.uk>

Cc: [REDACTED] <[REDACTED]@lambeth.gov.uk>

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Thanks Nigel - I will take this forward and let you know once we've had a chance to look at the LTN designs for both LTNs to see how we can mitigate against some of the pinch [point locations you identify below.

[REDACTED]

From: Gazley Nigel (ST) <[REDACTED]@tfl.gov.uk>

Sent: 12 July 2022 14:22

To: [REDACTED] <[REDACTED]@lambeth.gov.uk>; Melbourne Jennifer (ST) <[REDACTED]@tfl.gov.uk>; Hutley Kieran <[REDACTED]@tfl.gov.uk>; Knight Brooke <[REDACTED]@tfl.gov.uk>

Cc: [REDACTED] <[REDACTED]@lambeth.gov.uk>

Subject: RE: A23 Cycleway - Sh & BH modelling

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Hi [REDACTED]

Using the reassignment plots I have chosen the closures that appear to be adding the most flow onto the A23. And hence would like to investigate if your LTNs can keep these open

- No Surprises SB Park Road is rerouting directly down to the A205 junction that is not

capable of handling more right turners.

- In the south, **Valley Road between Gleneldon Road and Wellfield Road** is causing the largest amount of traffic to reassign toward Leigham Court Road and A23.

Regards

Nigel

From: [REDACTED] <[REDACTED]@lambeth.gov.uk>

Sent: 12 July 2022 14:03

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

<[REDACTED]@tfl.gov.uk>; Hutley Kieran <[REDACTED]@tfl.gov.uk>; Knight Brooke
<[REDACTED]@tfl.gov.uk>

Cc: [REDACTED] <[REDACTED]@lambeth.gov.uk>

Subject: A23 Cycleway - Sh & BH modelling

Hi all,

Good to meet just then. Please find the slides we put together for the A23 including slide 14 re bus lane mitigation ideas.

Look forward to receiving the focus locations for LTN mitigation work.

Thanks

[REDACTED]

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