

**Sara Thomas**

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**Sent:** 04 March 2021 12:49  
**To:** Lock-wah-hoon Colette (ST); Batey Alexandra; [REDACTED]; Austin James; [REDACTED]; [REDACTED]@merton.gov.uk'; [REDACTED]  
[REDACTED] Norman Will (Will Norman, Walking & Cycling Commissioner); [REDACTED]  
[REDACTED]@londonfirst.co.uk'; [REDACTED]  
**Cc:** Bortoli Stephanie; Grant James; Pathak Stephanie; Longdon Alexander; Edgar Amy;  
[REDACTED]@RACFoundation.org'; [REDACTED]@livingstreets.org.uk'  
**Subject:** RE: AGENDA -London Streetspace Advisory Group - 05 March at 10:00am  
**Attachments:** 210223 ATF Tranche 2 update v3 ES edition.docx

Dear All,

Many thanks for your time on today in continuing to provide input to the Streetspace programme.

As promised here is the list of schemes being funded under the second tranche of the Active Travel Fund from DfT.

A few key points:

- Please can I ask that you use this only for internal purposes, we have, for a number of reasons (not least that it is subject to change) not released the full list in this form
- The list, as noted, is the set out of current schemes. As with the first part of the year, there will be changes as we progress, with some projects no doubt changing or even dropping out, and potentially additional substitute schemes emerging, as such it's our best snapshot at this point.
- This list doesn't capture size, and in particular for some of the LTNs some of them will include very few modal filters. Boroughs have taken on board the emergency services preference for camera enforced closures in new proposals, and in the changes we are funding to existing projects
- We are working with the boroughs on timelines for delivery. DfT deadlines are that delivery must be in next financial year, with a desire to see delivery happening quickly, however, it may be that some of these projects – for example potentially in the long list of temporary cycling schemes – are developed to a given point and then are not delivered within the timescales of this particular programme. As yet we do not have full budgets for next year, as you will no doubt be aware.

You will see that the remaining size of the programme is much smaller than last year, and thankfully the changes in guidance and timescales allow for better engagement at scheme level, formalised through the move to use of Experimental Traffic Orders. Both TfL and the boroughs are keen that this improves the engagement experience and the quality of delivery.

Links to the details of the current TfL led Experimental temporary schemes are below:

#### Cycleway 7 upgrade between Oval and Elephant & Castle

- Cycle Superhighway 7 is one of the most heavily used routes into central London, in 2019 over 8,000 people per day cycling this section and we expect this number to rise as we emerge from lockdown. However, we need to make it safer, there were 79 collisions along the A3 between Oval and Elephant & Castle between December 2016 to December 2019 which saw 94 people hurt. And of those hurt, 17 people were killed or seriously injured
- The upgraded route make it easier to cycling using the route and encourage more people to choose cycling
- It will improve the existing connections to Southwark Bridge, Clapham, Balham, Tooting and Colliers Wood
- In specific places we will put in new cycle wands on existing cycle lanes – spaced eight metres apart to allow vehicles to pull in to make way for the emergency services
- Junction changes to make right turns safer for cyclists and early release signals help people cycling to pull away ahead of traffic, so that they are more visible to traffic



- We will make some bus lanes wider and longer to give additional space for buses and for people cycling in the bus lanes
- We will introduce 60 metres of new 24 hour northbound bus lane from the junction of the A3 with Churchyard Row, to the junction with Walworth Road and 155 metres of new 24 hour southbound bus lane from the junction of the A3 with Walworth Road
- We plan to begin construction of these temporary changes in mid-March 2021. More detailed information and a space for the community to feedback to us on this change can be found here on our website: <https://consultations.tfl.gov.uk/general/e9fd1791/>

#### A23 between Oval and Streatham

- Earlier this month we wrote to the local community to let them know about our proposed changes along this stretch of road. There were 80 collisions along the A23 between August 2017 and March 2019 which led to people being hurt, 50 per cent of these involved people walking and cycling.
- Right now, over 500 people regularly cycle between Oval and Streatham at busy times, and we believe we can help even more people do so by making it safer.
- Our plan includes
  - we will provide new sections of bus lanes to provide a continuous lane dedicated to buses, cyclists and taxis
  - create larger advanced stop lines at junctions
  - at specific part of Brixton road we will install low-level signals, specifically for cyclists, with an 'early release' signal to people cycling to allow them to move ahead before traffic receives a green light

We plan to begin construction of these temporary changes in mid-March 2021. More detailed information and a space for the community to feedback to us on this change can be found here on our website:

<https://consultations.tfl.gov.uk/general/a703929d/>

#### Mansell Street

- In early February we reached out to local communities and representatives to let them know about our plan to introducing a new two-way cycle lane on Mansell Street.
- This change enable us to link Cycleway 2 on Aldgate High Street and Cycleway 3 on Royal Mint Street – making it easier and safer for people to cycle on this route, between July 2017 to July 2020 four people were seriously injured in collisions on or near Mansell Street, and one person tragically was killed.
- We plan to begin construction of these temporary changes in mid-March 2021. More information and a space for the community to feedback to us on this change can be found here on our website: <https://consultations.tfl.gov.uk/general/6d913390/>

#### CS8 – Chelsea Bridge and Wandsworth Town Centre

- In our last update we let you know that we'd been in touch with communities across south London to let them know about our planned CS8 works. These works have now started and are progressing well.
- As a reminder they will put in place temporary improvements which will upgrade the existing route between Chelsea Bridge and Wandsworth Town Centre, including introducing new temporary segregated cycle lanes at certain locations and widening existing lanes along the route.
- More information and a space for the community to feedback to us on this change can be found here on our website: <https://consultations.tfl.gov.uk/general/75b6cc82/>

#### Tooley Street

- Early in February we got in touch with local business and residents about a series of temporary changes to Tooley Street and Duke Street Hill. Right on the doorstep of London Bridge station these changes will help customers continue their onward journey by foot or bicycle as lockdown is eased. This scheme will provide sections of segregated cycle lanes in both directions as well as extended advanced stop lines for cyclists. This scheme will link with Cycleway 4 from Tower Bridge Road and connect to the temporary lanes on London Bridge.
- More information and a space for the community to feedback to us on this change can be found here on our website: <https://consultations.tfl.gov.uk/general/3269f87b/>



## A24 between Balham and Colliers Wood

- Last month we got in touch with customers who had previously contacted us about the temporary changes we have introduced to help people walk and cycle along this stretch of road. We shared our most recent information about how the safety measures are being used. While we have seen lower cycling levels on weekdays during January and February than we did in 2019 we expected that the national lockdown would have this effect. However, we've seen an increase in weekend cycling – the weekend of 16 & 17 January saw a 85 per cent increase compared to the equivalent weekend in 2019.
- Cycle counters throughout the CS7 route between Colliers Wood and Clapham High Road have also shown higher levels of demand, in mid-December these recorded up to 3600 cycling trips in one day.
- We have monitored traffic levels and bus journey times along parts of the A24. This has shown us that along much of the A24, traffic and bus journey times are broadly similar to 2019.
- We are listening to the communities feedback, and alongside our monitoring information this has helped us refine the scheme, we have:
  - modified the bus stop bypass outside of Rutherford House School in Balham and added a disabled and loading bay
  - improved the drainage of the temporary cycle lanes and their ramps by the bus stop bypasses
  - introduced a new loading bay in Colliers Wood
- As are also considering whether loading bays on side streets could be shared with Blue Badge parking, to provide more facilities for disabled people
- More information about this scheme can be found here:  
<https://consultations.tfl.gov.uk/general/f2826d1b/>

I hope this is helpful, and once again thanks for your time and constructive input.

Sam

**Sam Monck**

**Head of Network Sponsorship (Job Share with Penny Rees) | Investment Delivery Planning**

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**From:** Lock-wah-hoon Colette (ST) <Colette.Lock-Wah-Hoon@tfl.gov.uk>

**Sent:** 03 March 2021 11:45

**To:** Batey Alexandra <AlexandraBatey@tfl.gov.uk>; [REDACTED]@westminster.ac.uk>; Austin James <JamesAustin@tfl.gov.uk>; [REDACTED]@logistics.org.uk>; [REDACTED]@livingstreets.org.uk>; [REDACTED]@victoriabid.co.uk>; [REDACTED]@londontravelwatch.org.uk>; [REDACTED]@transportforall.org.uk>; [REDACTED]@merton.gov.uk' <[REDACTED]@merton.gov.uk>; [REDACTED]@cpt-uk.org>; Norman Will (Will Norman, Walking & Cycling Commissioner) <WillNorman@londoncouncils.gov.uk>; [REDACTED]@lcc.org.uk>; [REDACTED]@rnib.org.uk>; [REDACTED]@londonfirst.co.uk' <[REDACTED]@londonfirst.co.uk>; [REDACTED]@merton.gov.uk>

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<AlexanderLongdon[REDACTED]>; Edgar Amy <AmyEdgar[REDACTED]>;  
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[REDACTED]@livingstreets.org.uk' <[REDACTED]@livingstreets.org.uk>  
**Subject:** RE: AGENDA -London Streetspace Advisory Group - 05 March at 10:00am

Dear all

Further to our email earlier this morning, I'd just like to clarify that we seeking leave to appeal the High Court judgement - it has not been granted as was incorrectly stated in our earlier email.

Apologies for any confusion this may have caused.

I look forward to seeing you on Friday.

Kind regards

Alexandra

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**From:** Lock-wah-hoon Colette (ST) <[Colette.Lock-Wah-Hoon\[REDACTED\]](mailto:Colette.Lock-Wah-Hoon[REDACTED])> **On Behalf Of** Batey Alexandra  
**Sent:** 03 March 2021 10:08  
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**Subject:** AGENDA -London Streetspace Advisory Group - 05 March at 10:00am

Dear all

Please find attached the agenda and pre-reading material ahead of our final meeting of the Streetspace Advisory Group on Friday 5 March. This includes the slides which will be presented during the monitoring section of the agenda. Please note that these slides are being sent for your information only and are not for wider sharing. Please do review these materials and give thought to the stimulus questions to ensure we can maximise our discussion time on Friday.

As you will see, the focus of our meeting will be on our new approach to planning and delivery as we move from our Streetspace programme to our Healthy Streets portfolio, and how we are applying lessons learned to a changing context.

Also attached are the minutes and presentation from our previous meeting in January, I do apologise for the delay.

You will have heard about the High Court's ruling since our last meeting. We are disappointed with the ruling and have been granted leave to appeal this judgement. As you know, Streetspace schemes are enabling safer essential journeys during this exceptionally challenging time and are vital to ensuring that increased car traffic does not threaten London's recovery from coronavirus.



We recognise the need for schemes such as our Bishopsgate corridor to work for the communities they serve and have worked hard to ensure that people across London, including those who use taxis, can continue to get to where they need to be. We also recognise the need for schemes to be delivered in a fair and consistent manner - as you know we have worked closely with the boroughs to create guidance for implementing schemes, updating this regularly to reflect what we have learnt. These schemes will stay in place pending our appeal. We will be able to provide an update on future guidance at our session on Friday.

Following our final discussion on Friday, we will be getting in touch to understand whether you would find a continuing forum useful as we move forward in our delivery of the Healthy Streets portfolio, which will play a key role in London's recovery. My colleagues will be sharing a short survey to understand your views and I would appreciate your feedback about this.

I look forward to seeing you all on Friday.

Regards

Alexandra

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