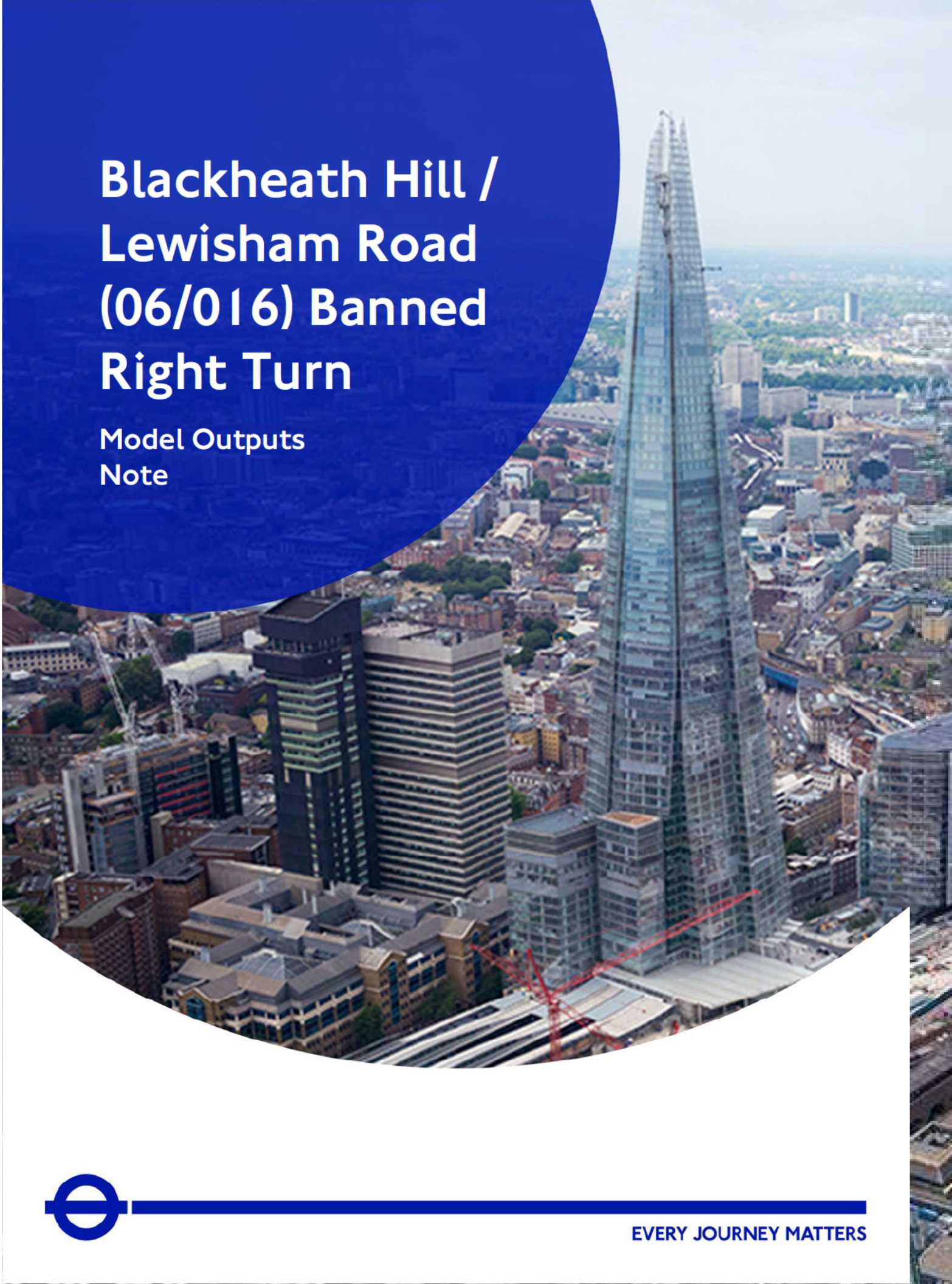


Blackheath Hill / Lewisham Road (06/016) Banned Right Turn

Model Outputs
Note



Indicative Test of Banned Right Turn at Blackheath Hill / Lewisham Road (06/016)

Introduction

On request of Investment Delivery Planning (IDP), the Modelling and Visualisation (MV) team have undertaken an indicative assessment of banning the right turning movement from Lewisham Road at the junction with Blackheath Hill in the AM and PM peak using TfL's 2026 Future Base Operational Network Evaluator (ONE) Model.

Indicative outputs have been provided in the form of flow difference plots, which can provide a high-level prediction of the redistribution of private vehicle trips across the road network. This will allow IDP to determine whether to proceed with a further detailed modelling assessment.

Study Area

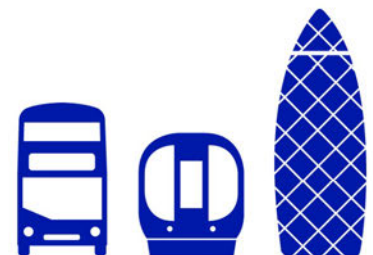
The ONE Model includes all Greater London, out to and including the M25. The model covers a large area so not all roads are represented. Motorways, A Roads, TfL's road network, the Strategic Road Network, and most other roads carrying in excess of 100 vehicles an hour are included in the model.

The indicative assessment will involve banning the northbound right turning movement from Lewisham Road, at its junction with Blackheath Hill (06/016). To ensure the assessment is representative, the following Low Traffic Neighbourhoods (LTN) have been added to the off the shelf 2026 Future Base ONE Model:

- West Greenwich LTN (remaining measures only); and
- Lewisham and Lee Green LTN.

The location of the Blackheath Hill / Lewisham Road junction (06/16) and the LTNs are shown in Figures 1 and 2.

Due to the indicative nature of this assessment no 'Base Review' or sense checking of the modelled network has been undertaken, and no additional network detail was coded. To assist with the indicative assessment, Network Performance Delivery (NPD) have provided LinSig models for the Future Base and Do Something models.



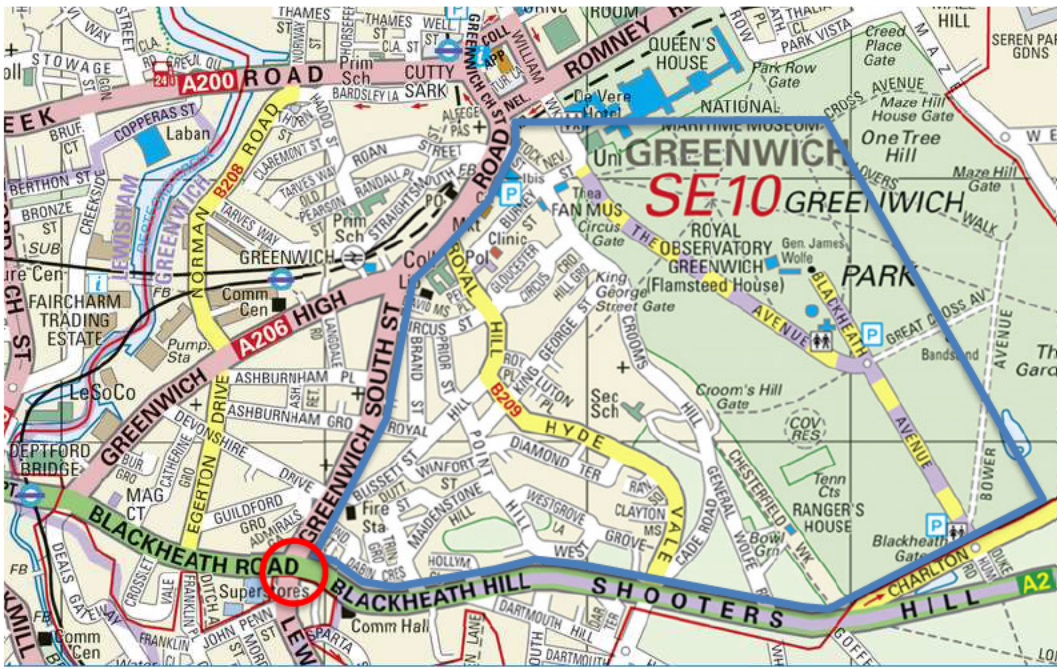


Figure 1- The Blackheath Hill / Lewisham Road junction (red circle) and West Greenwich LTN (blue).

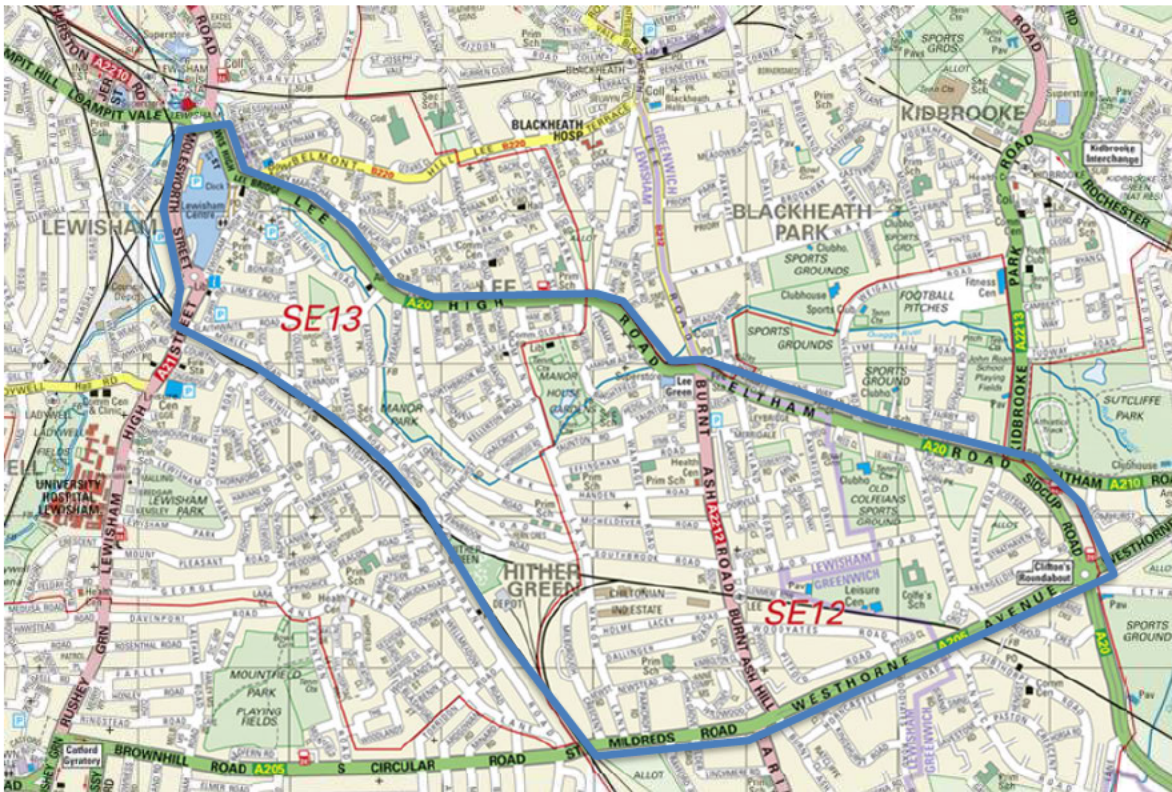


Figure 2- Lewisham and Lee Green LTN area.



EVERY JOURNEY MATTERS

Model Version

The most recent version of VISUM available within TfL has been used for the indicative assessment, version 2020.01.06.

Future Base Model

The assessment will take place in TfL's 2026 Future Base Model. There are currently 115 known schemes which are predicted to be on the road network between the global base ONE model year of 2018 and the future year of 2026. The list of schemes included in the 2026 Future Base Model are detailed in Appendix I.

Future Base Network Changes

To ensure that all significant schemes in the area surrounding the Blackheath Hill / Lewisham Road junction (06/016) are included in the indicative assessment, the Lewisham and Lee Green LTN and remaining West Greenwich LTN measures have been added to the 2026 Future Base ONE Model. To represent the LTNs the following changes have been coded in the Future Base Model:

- The Avenue, through Greenwich Park: closed in both directions to all vehicles;
- Crooms Hill: closed in both directions to all traffic except taxis;
- Dermody Road, west of Pascoe Road: closed to all vehicles except buses in a westbound direction;
- Ennersdale Road, east of Nightingale Grove: closed to all vehicles except buses in a westbound direction;
- Leahurst Road, between Ennersdale Road and Longhurst Road: closed to all vehicles except buses in a westbound direction;
- Manor Park: closed to all vehicles in a southbound direction;
- Manor Lane Terrace: closed in both directions to all traffic;
- Manor Lane, by Lochaber Road: closed in both directions to all traffic;
- Manor Lane, south of Southbrook Road: closed in both directions to HGVs;
- Holme Lacey Road, by Manor Lane: closed in both directions to all traffic. This road loaded traffic into the model, therefore these vehicles have been relocated to join the road network via Burnt Ash Hill; and
- Upwood Road, east of Leyland Road: closed in both directions to all traffic.

The above list only includes the LTN proposals on roads that were included in the 2026 Future Base ONE Model. It has not been possible to include any LTN proposals that occur on roads not currently included in the model, as this would require a Base Review as part of a full scheme assessment.



A Future Base LinSig model for the Blackheath Hill / Lewisham Road junction (06/016) was provided by NPD. This has been used to update the layout, saturation flows and signal timings within the 2026 Future Base Model for this indicative assessment.

Proposed Network Changes

The proposed changes at the Blackheath Hill / Lewisham Road junction (06/16) include the addition of a pedestrian crossing to the eastern side of the junction. In order to facilitate this within the existing method of control, the northbound right turning movement from Lewisham Road will be banned.

NPD have provided a proposed LinSig model, from which the geometry, signal timings and saturation flows were used in the proposed ONE Model.

Indicative Analysis

This section details the results of the indicative assessment. The high-level results are provided in the form of flow difference plots, comparing the difference in flow through the study area between the proposed model and the updated 2026 Future Base model, and a supporting commentary.

Flow difference plots use warmer colours to represent a predicted increase in traffic flows, and cooler colours to represent a predicted decrease in traffic flows. It should be noted that a reduction in flow (the movement of vehicles) can often be a result of increased congestion, rather than reduced demand.

The flow difference plots for the proposal in the AM and PM peaks can be seen in Figures 3 to 6.



Figure 3 – AM peak flow difference between Proposal and Future Base (zoomed in)





Figure 4 – AM peak flow difference between Proposal and Future Base (zoomed out)



Figure 5 – PM peak flow difference between Proposal and Future Base (zoomed in)





Figure 6 – PM peak flow difference between Proposal and Future Base (zoomed out)

During the AM peak, the banning of the Lewisham Road northbound right turning movement is predicted to result in a flow decrease of between 50 – 100 vehicles per hour on Lewisham Road northbound. The Lewisham Road northbound movement through the junction is predicted to increase by 50 – 100 vehicles per hour, which is reflected on the flow difference plot on Greenwich South Street northbound. Following this the demand disperses throughout the surrounding network with no single route showing a significant flow increase (>50 vehicles per hour).

During the PM peak, there are no single routes that show a corresponding significant flow increase (>50 vehicles per hour) to the banned right turning movement. The junction is predicted to be operating at capacity in the proposed scenario during the PM peak, however it should be noted that it was approaching capacity in the 2026 Future Base Model, without this proposed change.

In both peaks there is traffic reassignment indicated in the Greenwich High Road, Royal Hill, Ashburnham Place and Langdale Road area, see Figures 4 and 6. This is not directly attributable to the proposed measures at Blackheath Hill / Lewisham Road junction (06/16), and relates to a slight change in queuing conditions on Greenwich High Road westbound causing traffic to alter its route to reach the same destination.



Conclusions

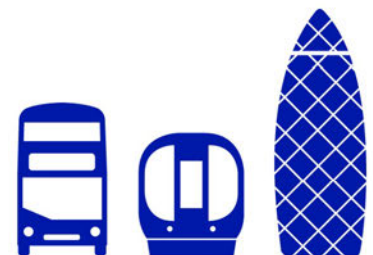
This note has provided an overview of the indicative assessment carried out to assess banning of the northbound right turn at the Blackheath Hill / Lewisham Road junction (06/016). The proposed changes are predicted to result in a small flow decrease on Lewisham Road northbound and a corresponding increase in flow on Greenwich South Street northbound during the AM peak. During the PM peak there are no significant flow changes predicted, however the junction is predicted to be operating at capacity. During both peaks, there is no significant traffic flow reassignment predicted in the surrounding area as a result of the changes at the Blackheath Hill / Lewisham Road junction. Some variation in traffic flow has been indicated in the Greenwich High Road and Royal Hill area, however this is not considered to be directly attributable to the proposal.

These results are part of an indicative assessment and should only be used to help IDP to determine whether to proceed with the proposals and undertake a full modelling assessment.



Appendix 1 – Full list of Future Base Schemes

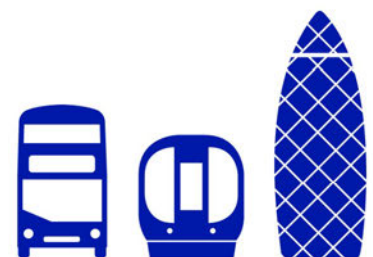
06/016 - Introducing pedestrian facilities
09/149 convert to straight across
09/215 Thorne Road
A118 Cycle Route
Amazon vehicle base Marlowe Way
Atlantic Road
Baker Street
Bank interim
Bath Road Cycle Scheme
Beauchamp Place
Braganza Street
Brigstock / Parchmore
Brownhill Road / Torridon Road
Brunswick Square Closures
C8
C9 Eastern Section - including Kew Bridge
C9 Western Section
Camden High St Britannia Safer Junction
Camden Road / Camden St Safer Junction
CARS scheme - closure of Gloucester Road
Cavendish Road Crossing
CFR5
Cheam Village
Cherry Orchard
College Road ped scheme
Crantock Gardens
CS4
CW4 - Lewisham to Greenwich
Dean Street Crossrail reopening
Edgware Road / Marylebone Flyover
Edgware Road pedestrian Improvements
Ex Marco site
Furness Road
Greenwich Town Centre
Hampstead Road Pop Up Cycle Lane
Hanover Sq (WCC)
Harris Academy ped crossing
Highbury Corner
Holborn Prevention of Death
Ilford Gardens
Jubilee Way pedestrian stage
Kingston Mini Hollands - Eastern Hill Corridor
Kingston Mini Hollands - Surbiton - Tolworth Corridor
Kingston Mini Hollands - Wheatfield Way
Lambeth North Roundabout



Lambeth North underground improvements
Lambeth South Roundabout
Lavender Hill Cycle scheme
Lion Green Ped scheme
Little Portland Street Pedestrian zone (PM)
Manor Circus
Mini Hollands - A1010 North
Mini Hollands - A1010 South
Mini Hollands - Walthamstow Gyrotory
Mini Hollands - Lee Bridge Road
Mount Pleasant - Albacore Crescent Pedestrian
Nine Elms Eastern section
Old Street Gyrotory Removal
Paddington Crossrail Re-opening
Parliament Square Streetscape Project
Paxton Academy new Ped
Plumstead Bridge
Prince of Wales Road Cycling - 02/92 & 02/137
Prince Regent Lane
Putney High Street
QW 09-146 Becmead
Richmond College
Rocks Lane / Mill Hill Road
Rosendale Road cycle facilities
Royal Docks - North Woolwich Road
Silvertown Tunnel
Staines Road Cycle Scheme
Stewarts Plastic Site
Stoke Newington Gyrotory
Strand / Aldwych
Stratford CFR (CFR 7)
Streatham High Road cycle & bus scheme
Streatham High Road Pedestrian Crossing 09/057
Sussex Gardens
Tolworth
Tufnell Park
Tweedy Road
Union Road
Vauxhall Transformative
Victoria NOVA and Terminus
Wandsworth Gyrotory Removal
Warwick Rd / Finborough Rd
Waterloo IMAX
West End Project
White Hart Lane - including Tottenham Hale Bus Station
Whitehorse Lidl 20/035
Wick Road Two-Way
Wrotesley Road
December 2019 – Bus Network Changes
July 2019 Bus Network Changes



TLRN CCZ 20MPH
Southall South Road
HS2
Gresham Street MoC Change (00/032)
King St/Queen St MoC Change (00/012)
Kennington Road LSP
CFR11 - Greenwich to Woolwich
Edith Grove Gunter Grove
CS10 Wood Lane
Timing changes for R026 and R027 (includes R927)
Early release QVS / Queen St (00/013)
Beech Street closure
Ludgate Circus banned turns
St Mary Axe closure
London Bridge Cycle Improvements
Gray's Inn Rd Improvement Scheme
28/263 - A5 Edgware Road / Geron Way
30/003 - A407 Cricklewood Lane / Lichfield Road / Claremont Road
28/012 - Cricklewood Broadway / Cricklewood Lane / Chichele Road
A406 Hanger Lane - Ada LoveLace High School Toucan



EVERY JOURNEY MATTERS

Contact

[Redacted]

Principal Transport Modeller

Email [Redacted]@tfl.gov.uk

[Redacted]

[Redacted]

[Redacted]

[Redacted]

