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Streatham Hill Healthy Streets scheme Frequently Asked Questions

- **Why are we changing access to side roads on the A23?**

We are proposing changes to side road access from the A23 to try and minimise vehicle movements across the path of cyclists in the segregated cycle track, this will improve safety for those who cycle and also help to reduce rat-running traffic through residential roads. We are also installing new pedestrian crossings and/or repositioning crossings, which also impacts on the access to side roads.

- **How will I access the side roads which have proposed changes?**

The suggested alternative routings for the roads affected by access changes are as follows:

Ardwell Road, Barrhill Road and Telford Avenue

To access from the north:

Via A23 Brixton Hill, A205 Streatham Place, New Park Road, Thornton Avenue, **Telford Avenue**, Blairderry Road to **Barrhill Road** or **Ardwell Road**.

To access from the south:

Via A23 Streatham High Road, Drewstead Road, Railway Bridge, Sternhold Avenue, Blairderry Road to **Ardwell Road**, **Barrhill Road** and **Telford Avenue**

Wyatt Park Road

Via A23 Streatham Hill, Downton Avenue, Normanhurst Road to **Wyatt Park Road**

Amesbury Avenue

Via A23 Streatham Hill, Barcombe Avenue, Emsworth Street to **Amesbury Avenue**

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- **Will all of the traffic move onto my residential road?**

To complement this scheme we have been working with Lambeth Council to develop a Low Traffic Neighbourhood in the nearby residential areas to the east of the A23. This will complement the A23 scheme by protecting local streets from through traffic and will help deliver wider objectives such as creating Healthy Routes on local roads. Visit the [consultation page](#) of Lambeth's website from the 22 February 2020 to find out more.

- **Why is a reduction in parking and loading proposed?**

A key aim of this scheme is aiming to increase the number of people using sustainable transport modes in Streatham Hill and there is insufficient space to do this and maintain existing levels of parking and loading. [Parking and loading surveys](#) have been undertaken which has helped us establish which sections or parking and loading are well used and we are planning on retaining some parking where it is well used and necessary, such as outside the Edith Cavell Surgery, Streatham Hill Primary Healthcare Centre on Streatham Hill.

We are also proposing changes to loading provisions with some bays being removed and others relocated. Using the data from the surveys we are aiming to provide sufficient loading to ensure that the shops and businesses on Streatham Hill can continue to thrive. During the consultation we would welcome comments and suggestions on the proposed parking and loading provision.

- **What are the impacts of reduced loading/parking provision on local businesses?**

We recognise that there are concerns from local businesses regarding the reduced parking and loading. A key aim of this scheme is to increase the number of people using sustainable transport modes in Streatham Hill and there is insufficient space to do this and maintain existing levels of parking and loading. [Parking and loading surveys](#) have been undertaken and using data from these surveys we are aiming to provide sufficient loading to ensure that the shops and businesses on Streatham Hill can continue to thrive.

As outlined in the [Mayors Transport Strategy](#), it is TfL policy to reduce dependency on cars and promote the use of sustainable modes of transport, whilst discouraging unnecessary journeys by car. There are economic benefits associated with active travel – you can find the latest evidence reports and findings by clicking on this link; <https://tfl.gov.uk/corporate/publications-and-reports/economic-benefits-of-walking-and-cycling>

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For further guidance on how we and the boroughs can work with your organisation to rationalise or mitigate the impact of freight and deliveries see our [website](#)

- **Why does the scheme start and end where it does?**

This scheme proposes to continue the phased improvements from Streatham High Road into Streatham Hill. Data suggests that there is significant cycle potential on this corridor. We are therefore proposing segregated cycle lanes in this section of Streatham, but we are mindful of access to or from side roads as well as the A23. Furthermore, following our publication in 2017 of the Strategic Cycling Analysis, Oval to Streatham is outlined as one of the top 15 potential connections recommended for further investigation including design and consultation in due course. We know that the corridor is also important for large numbers of bus passengers.

This A23 corridor presents an opportunity to improve air quality, safety and active travel for people who visit, study, live and work in the area. Between Oval and Streatham there are significant challenges, including space constraints, to overcome. Through local engagement, TfL are working with Lambeth Council to determine appropriate interventions to achieve improvements in air quality, safety and active travel for the remainder of the corridor.

- **What happens to cyclists at either end of the proposed scheme?**

The beginning and ends of the scheme have been designed in order to accommodate future proposals that are yet to reach formal design stage or consultation. We will listen to feedback from this consultation over how this can be improved and further phases of work in Brixton Hill and Streatham High Road will be progressed with this in mind.

- **Why are we not continuing with the original plan to continue the same treatment in Streatham High Road into Streatham Hill?**

It was our original intention in 2015 to continue the scheme in Streatham High Road into Streatham Hill to the junction with Telford Avenue, but not beyond that point. The original proposals suggested cyclists sharing a 4.5m wide bus lane with buses, taxis and powered two wheelers during times of the bus lane operating. Since our initial proposals [TfL's Strategic Cycling Analysis](#) report was published and identified the Oval to Streatham corridor as one of high future potential cycle demand.

We have also taken into account stakeholder feedback on the existing scheme and proposals have been modified to include segregated cycle lanes as these are more comfortable for new or less experienced cyclists, and allow for increased demand. Staggered pedestrian crossings were also included in the original proposals and having taken on board stakeholder views and undertaken pedestrian surveys we

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have identified where people want to walk and cross the road and are now proposing straight across controlled crossings on Streatham Hill as well as 2 additional crossings.

- **Why is there a reduction in general traffic lanes to one lane?**

This scheme aims to protect bus journey time, whilst also reducing the dominance of traffic on Streatham Hill and encouraging more people to walk and cycle. On this section of the A23, in order to provide segregated cycle lanes and bus lanes throughout the extent of the scheme, the remaining space only allows for one lane of general traffic in both a northbound and southbound direction. Where there is more space available, for example at the junction of the A23 and the A205 South Circular we are proposing the retention of three lanes northbound, maintaining three lanes at the junction is key to minimising the impact on bus journey times.

- **Why are there still 3 lanes of traffic at the junction with the A205 South Circular Road?**

Initial designs for the scheme included only 2 lanes for northbound traffic on the A23 at the junction with the A205 Streatham Place. [Traffic modelling](#) for the scheme indicated that with 2 lanes northbound there were likely to be significant increases in journey time for traffic and buses at this junction, by increasing the number of lanes at the junction from 2 to 3 this has assisted in reducing delays.

- **Why are we relocating crossing points?**

We have undertaken pedestrian surveys which indicate where there is a demand for safe crossing points to cross the road. We have relocated and introduced new crossings where this is the case. It may also encourage people to walk who do not do so currently due to the intimidating environment.

- **Why are we making changes to bus stops?**

Northbound

- Bus stop S just north of Barrhill Road is moved slightly further north (approximately 22m) to accommodate a relocated pedestrian crossing to the north of Barrhill Road
- Bus stop N, the alighting point for route 319 just south of Telford Avenue is moved further south to the front of stop S (moved approximately 150m to the south), this is to accommodate the new pedestrian crossing to the south of Telford Avenue and improve visibility
- Stop T and TA will be split with some routes moving to a bus stop just north of Tierney Road to reduce congestion at the bus stop (bus stop TA is moved

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approx. 55m to the north. Bus stop T is moved by approx. 50m to just north of Tierney Road)

Southbound

- Bus stop D just north of Barcombe Avenue is relocated 50m to the south this is to accommodate the new pedestrian crossing at Ardwell Road
- Bus stop W just to the south of Brixton Bus Garage is moved just to the south of Wavertree Road, this is to accommodate a new signal controlled crossing at Telford Avenue (moved approximately 50m to the south)
- **Why does the cycle track switch from with traffic flow to two way and why does it switch the side of road?**

Initially the cycle track is with traffic flow, meaning that the cycle track runs adjacent to and in the same direction, as motorised traffic, this is due to space constraints and helps to get cyclists from the existing traffic lanes into the segregated cycle lanes. At Ardwell Road the new pedestrian crossing provides a parallel facility for cyclists to cross to a two way cycle track on the western side of the carriageway. The western side was selected for the cycle track at this point as it would cross fewer side roads, therefore reducing conflict between cyclists and motor traffic.

On approach to the A205, north of Tierney Road, cyclists are directed to a parallel cycle crossing which brings cyclists into a segregated two way cycle track on the eastern side of the carriageway. This allows for the signals at the junction of the A205 to be more efficient, reducing the journey time delays for traffic and buses and allowing cyclists to cross the A205 safely.

- **Why are we putting zebra crossings on the cycle track?**

A key aim of this scheme is to provide safe crossing point for all pedestrians across the cycle track, including those with protected characteristics.

In 2016, TfL commissioned TRL to undertake on-street trials of zebra crossings at [bus stop bypasses](#) on Cycle Superhighways. The trial undertook accompanied visits to bus stop bypasses with people with disabilities, it was found that zebra crossings were marginally preferred over uncontrolled crossings in terms of feeling safe and comfortable. The report noted that a key advantage of the zebra crossing is the strip of tactile tiles across the footway which identifies to those who are blind and visually impaired where the crossing is located.

As such, we are proposing zebra crossings across the cycle track to assist people accessing bus stop bypasses. We are also proposing the introduction of zebra

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crossings across the cycle track to get pedestrians to a floating island where they will then be able to cross the road using a formal signalised pedestrian crossing. This approach will initially be introduced as a trial to test effectiveness and a monitoring strategy will be put in place to assess their impact.

An option to introduce signalised straight across pedestrian crossings from footway to footway, including the cycle track was investigated, however traffic modelling indicated this would result in significant bus journey time delays.

- **Why are we signalising the Arriva bus garage at Telford Avenue?**

The signalisation of Telford Avenue will allow the for buses to safely exit the bus garage, in the existing situation, northbound buses exiting the garage have to pull across two lanes of traffic in order to travel northbound. Signalisation of the junction will give buses their own time to exit the garage safely. Signalising the junction also allows for the introduction of two new signalised pedestrian crossings across Telford Road and the Bus Garage exit itself.

- **Why are we reducing the speed limit from 30mph to 20mph?**

20mph speed limit will improve safety, a pedestrian hit by a vehicle going at 30mph is five times more likely to die compared to a vehicle going 20mph. The Vision Zero Action Plan has also identified this section of the A23 to made 20mph by 2024.

- **What is the impact of the Ultra Low Emission Zone Extension (ULEX) proposals on this scheme?**

This scheme has been developed independently of the proposal to extend the current Ultra Low Emission Zone to the South Circular and North Circular Roads. Any additional benefits delivered by the proposed ULEX extension have not been taken into consideration.

- **When will you deliver the works?**

Pending the response to the consultation and gaining approval for funding based on the final costs when known, we would aim to start works on site in Summer 2021.

- **How will you reduce disruption when the works are carried out?**

We acknowledge concerns about disruption to people's journeys and businesses when works are undertaken. We always will look to minimise disruption where possible. Should we decide to progress the scheme, we will ask our contractors to develop a phased programme of work and discuss this with businesses before works begin.

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- **How will you ensure value for money?**

As part of the approvals process a business case for the proposals is being prepared and this will be revised as the design is developed and savings identified through value engineering. Should the scheme progress we will appoint a Framework contractor to deliver the scheme.

- **How many trees will you plant?**

We have identified areas which we think may be viable for tree planting and other greening. More work will be done on this in a further phase of design to look at sustainable planting as we need to consider utility networks under the footway, and details such as the type of tree. We will plant as many tree's as we can and which we think can be sustained. We would welcome your views and suggestions on this.