

# Proposals to extend bus lanes in Streatham High Road northbound between Becmead Avenue and Drewstead Road

Response to Issues Raised

November 2017

# Consultation Summary

## Introduction

This report sets out our response to issues raised in the public consultation held 1 February 2017 – 14 March 2017 into proposals for improving the bus lane provisions on A23 Streatham High Road. Over the last few months we have been exploring the issues and ideas raised in the consultation responses and doing further development work to improve our plans.

We have also published an analysis of those responses in a Consultation Report, which summarises the feedback we received. This report does not seek to respond to every individual issue raised. Should you feel a response to an important issue is not addressed in this report, please contact [Consultations@tfl.gov.uk](mailto:Consultations@tfl.gov.uk).

## Background

The A23 Streatham High Road is an important bus corridor, with around 90 buses per hour in the peak period, carrying tens of thousands of people daily. A lack of bus lanes in some places, along with the location of loading and parking bays means general traffic and stationary vehicles can block buses, delaying passengers.

We proposed to extend the northbound bus lane in Streatham High Road between Becmead Avenue and Drewstead Road to improve the flow of buses and reduce journey times for passengers. To reduce the likelihood of stationary vehicles blocking buses, we also proposed to inset the existing loading and disabled parking bay outside 148 Streatham High Road one metre into the footway.

As a result of the proposed changes, we expected a modest reduction in journey times for buses. Considering the relatively minor interventions and the large number of bus passengers that would benefit, this scheme would be cost-effective. The impact on general traffic is also expected to be modest, with motor traffic journeys at peak times becoming slightly slower.

Full proposals are at <https://consultations.tfl.gov.uk/roads/streatham-high-road/>.

## Conclusion and next steps

Having considered all the responses to consultation, as well as conducting a subsequent Road Safety Audit, we have made some modifications to our proposals, which include:

- Changing the hours of operation to two loading and disabled parking bays and reducing the length of one of these bays along this stretch of Streatham High Road northbound
- Changing the hours of operation and reducing the length of one parking bay along this stretch of Streatham High Road northbound
- Converting the parking bay outside 34-36 Streatham High Road to a loading and disabled parking bay
- No longer proposing to inset the loading bay at 148 Streatham High Road
- Extending the bus lane as far as the crossing south of Broadlands Avenue instead of to Drewstead Road. This would provide vehicles turning left into Drewstead Road greater opportunity to move safely into the nearside lane

Other aspects of the scheme will remain as initially proposed. Proposed changes to loading and disabled parking would reduce the likelihood of stationary vehicles blocking buses.

We will consult on these proposed changes from Monday 13 November to Monday 11 December 2017 and our proposals can be found here at <https://consultations.tfl.gov.uk/roads/streatham-high-rd/>

## **Response to issues commonly raised**

### **Impact on general traffic**

#### **Journey times for northbound general traffic**

Some respondents expressed concern that converting a general traffic lane to a bus lane would increase journey times for northbound general traffic.

Our traffic modelling predicted that average journey times for general traffic would increase by only a few seconds. Typically, this minor change to journey times is not noticeable.

#### **Traffic reassignment to nearby minor roads**

Some respondents expressed concern that delays caused by the scheme would encourage drivers to use nearby minor roads instead of Streatham High Road, with a negative impact on residents and pedestrians. Some said these minor roads are already used by rat-running motor traffic, and the scheme would make this problem worse.

Our traffic modelling has predicted that average journey times for general traffic would increase by only a few seconds. Based on experience from similar projects, we do not expect this to encourage drivers to divert to nearby minor roads.

#### **General traffic journeys elsewhere**

Some respondents said that the scheme would increase journey times for general traffic elsewhere along the route, such as the A23 south of the scheme area.

Our traffic modelling has shown that the scheme would not have any significant effect on journey times for general traffic elsewhere on the A23.

#### **St Leonard's junction**

Some respondents highlighted delays to general traffic and buses in the St Leonard's junction area, referring to a bottleneck on the road by St Leonard's Church calling for measures to improve traffic flow and/or safety at this junction.

A separate scheme has been proposed for the St Leonard's junction area. For more information about these proposals, visit <https://consultations.tfl.gov.uk/roads/st-leonards/>.

We will continue to monitor and review the A23 through Streatham to identify options to improve conditions for walking, cycling and bus travel, and opportunities to improve road safety in line with the Mayor's draft Transport Strategy.

### **Changes to traffic signals**

Some respondents called for traffic signals in this area to be rephased to improve the flow of general traffic and buses, saying this would be more effective than introducing a new bus lane.

Traffic signal timings are regularly reviewed to ensure they are operating with optimal timings. They will continue to be monitored following the delivery of this scheme and will be adjusted if necessary to optimise traffic flow.

### **Impact on pollution**

#### **Air pollution**

Some respondents claimed that increased congestion would create more air pollution, while some respondents called for measures to improve air quality in this area, such as by reducing the volume of motor traffic.

Our traffic modelling predicted that average journey times for general traffic would increase by only a few seconds, and we do not expect this to have any significant impact on congestion. Nor do we expect this scheme to have a negative impact on air pollution in this area.

On the contrary, by reducing bus journey times along this route we hope to make buses a more attractive mode of transport, providing more people with a viable alternative to making local trips by motor vehicle. Combined with our efforts to reduce emissions from buses, this will result in an overall reduction in air pollution.

A new Low Emission Bus Zone along the A23 in Streatham and Brixton will see this route served by buses that meet the highest (Euro VI) emissions standards. The new buses are expected to be serving these routes by the end of October 2017.

Eventually there will be 12 Low Emission Bus Zones across Greater London, with cleaner buses prioritised in the worst air quality hotspots outside central London and in areas where buses would otherwise contribute significantly to road transport emissions, helping people to breathe cleaner air.

The Low Emission Bus Zones are one part of a long-term strategy to reduce emissions from London's bus fleet, including the phasing out of diesel-only buses and a commitment to purchase only hybrid or zero-emission double-decker buses from 2018.

## **Impact on bus passengers**

### **Journey times for northbound buses**

Some respondents expressed the view that northbound motor traffic moves freely along this section of Streatham High Road. Some respondents said introducing the northbound bus lane would not improve bus journey times.

Our traffic modelling predicted that the introduction of a northbound bus lane would improve bus journey times during peak times. This would help prioritise the journeys of tens of thousands of bus passengers that use this route every day, particularly when implemented in conjunction with the other bus priority schemes along the A23 corridor.

### **Expand bus lane network**

Some respondents called for more bus lanes along the A23 or for existing bus lanes to have their hours of operation extended in order to reduce bus journey times or improve safety for cycling, for example bus lanes to operate 24-hours or on Sundays.

This scheme forms part of our wider [Bus Priority Programme](#), which aims to reduce bus journey times and improve reliability at key locations in Greater London, including along the A23. We have already consulted on schemes that will benefit buses using Streatham Hill ([consultations.tfl.gov.uk/roads/streatham-hill-bus-lanes](https://consultations.tfl.gov.uk/roads/streatham-hill-bus-lanes)) (implemented in September 2017) and Brixton Hill ([consultations.tfl.gov.uk/roads/brixton-hill](https://consultations.tfl.gov.uk/roads/brixton-hill)). We are also reviewing bus lane operational hours on key corridors, including the A23, and will consult on any proposals in due course.

### **Changes to bus services**

Some respondents called for changes to bus services such as reducing the number of stops, changing the frequency of buses (more buses to reduce overcrowding; fewer buses to reduce motor traffic congestion), changing existing bus routes and creating new ones.

We periodically review bus services to ensure we provide a high-quality service to passengers. We have no current plans to change bus services operating along this part of the A23.

## **Morning peak-hour bus lane**

Some respondents called for the proposed bus lane to operate during the morning peak hours only, rather than from 7am to 7pm, saying the longer hours are not necessary due to reduced traffic volumes during the daytime and evening peak.

The proposed hours of operation of 7am to 7pm will provide priority to bus lane users during both peaks, as well as during the daytime, when traffic levels can still cause delays to buses. This will ensure bus passengers experience reliable journeys at all times of day, as well as providing a better environment for cycling for more of the day.

## **Impact on cycling**

### **Cycling provision along Streatham High Road**

Some respondents called for improved cycling provision along Streatham High Road, such as the installation of segregated cycling tracks to protect cyclists from motor traffic. Some respondents said there was a problem in that this part of Lambeth lacks existing or proposed cycle routes.

The new bus lanes will be available to cyclists, as well as other authorised road users, such as buses, taxis, coaches and motorcycles.

As described in our publicity materials for this consultation, we are also currently carrying out a comprehensive review of the A23 through Streatham. This involves not only bus priority proposals, but also looking at cycling, road safety and environmental improvements. We will continue to review this busy traffic corridor and town centre in order to identify where there is scope to make changes. We are working with the London Borough of Lambeth on Quietway 5, a cycle route that will link Norbury to Waterloo, passing close to Streatham High Road. The Quietways will form a network of high-quality, well-signed cycle routes throughout London, mostly using back streets. You can find out more at about the Quietways routes at <https://tfl.gov.uk/travel-information/improvements-and-projects/quietways>.

## **Impact on pedestrians**

### **Footway reduction caused by inseting loading bay**

Some respondents expressed concern that the reduction in footway size caused by insetting the loading bay would have a negative impact on pedestrians, especially any with mobility issues such as elderly people, those with disabilities or parents with buggies.

**In response to this feedback, and a review of further data, we have issued revised proposals for consultation that no longer include inseting this loading bay. The new proposals involve changing the hours of the loading bay without moving it into the footway. For further information about the new proposals and to participate in consultation, visit <https://consultations.tfl.gov.uk/roads/streatham-high-road/>.**

### **Pedestrian facilities**

Some respondents called for improved pedestrian facilities in the area, in particular improved provision for those with reduced mobility such as elderly people, those with disabilities, and parents with children.

We will continue to monitor and review the A23 through Streatham to identify options to improve conditions for walking, cycling and bus travel, and opportunities to improve road safety in line with the Mayor's draft Transport Strategy.

### **Reduce general traffic speeds**

Some respondents called for measures to reduce the speed of general traffic on the A23 through Streatham with concerns that illegal driving causes danger to other road users, particularly pedestrians and cyclists. Some respondents supported the bus lanes, saying these would help reduce general traffic speeds.

We will continue to monitor and review the A23 through Streatham to identify options to improve conditions for walking, cycling and bus travel, and opportunities to improve road safety in line with the Mayor's draft Transport Strategy.

## **Impact on parking and loading**

### **Parking on Streatham High Road**

Some respondents called for more parking provision on Streatham High Road to benefit shoppers and businesses.

A key aim of the scheme is to encourage sustainable travel along Streatham High Road. By reducing bus journey times along this route, we hope to make buses a more attractive mode of transport, providing more people with a viable alternative to making local trips to shops and businesses by motor vehicle.

## **Enforcement against illegal parking**

Some respondents called for greater enforcement against illegal parking on Streatham High Road, with concerns that this increases journey times for all road users, particularly buses.

We have passed this feedback on to our Enforcement team to monitor and enforce the parking and loading restrictions.

## **Controlled Parking Zone (CPZ)**

Some respondents called for a CPZ to be introduced in nearby minor roads to make parking easier for residents.

The minor roads near this scheme are under the control of the London Borough of Lambeth, and any changes to parking restrictions in those roads are outside the scope of this scheme.

## **Impact on businesses**

### **Business / commercial traffic**

Some respondents said that increased congestion would cause inconvenience to commercial drivers and harm businesses.

Our traffic modelling predicted that average journey times for general traffic would increase by only a few seconds, and we do not expect this increase to be noticeable to drivers using this route.

### **Parking and loading outside commercial premises**

Some respondents expressed concern the scheme would involve the removal of some parking and loading bays from Streatham High Road that are used by businesses and the public to access the shops and other commercial premises.

Following consultation, we carried out kerbside surveys at the parking and loading bays on the northbound carriageway of Streatham High Road between Becmead Avenue and Drewstead Road and found that the bays are minimally used during the AM and PM peak hours.

**As a result of these surveys, we are now proposing to change the hours of operation of the three bays in this area, which we believe provides a good balance between reducing delays to bus lane users and allowing businesses to continue to use the bays for loading. For further information about the new proposals and to participate in consultation, visit <https://consultations.tfl.gov.uk/roads/streatham-high-road/>.**

## **Impact on motorcycling**

### **Motorcycle safety**

Some respondents called for measures to improve safety for motorcyclists.

We have published a [Motorcycle Safety Action Plan](#), which sets out our understanding of the issues around motorcycle safety, and the measures we are implementing in order to reduce the number of collisions involving motorcyclists in Greater London.

## **Other transport schemes**

### **Major transport changes**

Some respondents called for major changes to the transport infrastructure in this area. Suggestions included tunnelling the A23 under Streatham, putting the Crossrail 2 route through Streatham, refranchising Southern train services, road-pricing and others. Some respondents highlighted the number of new properties being built in the area, saying this has put pressure on existing transport services.

We acknowledge that the population of Greater London is increasing, and we are working with the boroughs to invest billions of pounds to improve our roads and public transport systems. However, the major changes requested by some respondents are outside the scope of this scheme, which is designed specifically to reduce bus journey times with a minimal impact on other road users.