Healthy Streets for London – Tulse Hill Gyratory

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TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

This presentation:

- **Understanding the issues**

- **Addressing the issues**

- **Assessing the costs and benefits**

- **Funding**

- **Next steps**

Mayor's Vision for Healthy Streets

"My vision to create **'Healthy Streets'** – which aims to reduce traffic, pollution and noise, create more attractive, accessible and people-friendly streets where everybody can enjoy spending time and being physically active, and ultimately to **improve people's health**."

A City for All Londoners (October 2016)

MAYOR OF LONDON

A City for all Londoners

October 2016

Pedestrians from all walks of life
Clean air
Easy to cross
People feel relaxed
Shade and shelter
Things to see and do
Places to stop
People feel safe
Not too noisy
People choose to walk and cycle

Source: Lucy Saunders

Healthy Streets for London

- **Mayor is committing £2.1 Billion**

- **Making streets healthier and safer for walking by installing safer crossings, more greenery, and reducing vehicle speeds**

- **Represents a shift away from motorists**

- **Walking and Cycling Commissioner Will Norman appointed to deliver this policy**

Healthy Streets for London

Prioritising walking, cycling and public transport to create a healthy city

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Difficulty of pedestrian movements

Inactive frontages

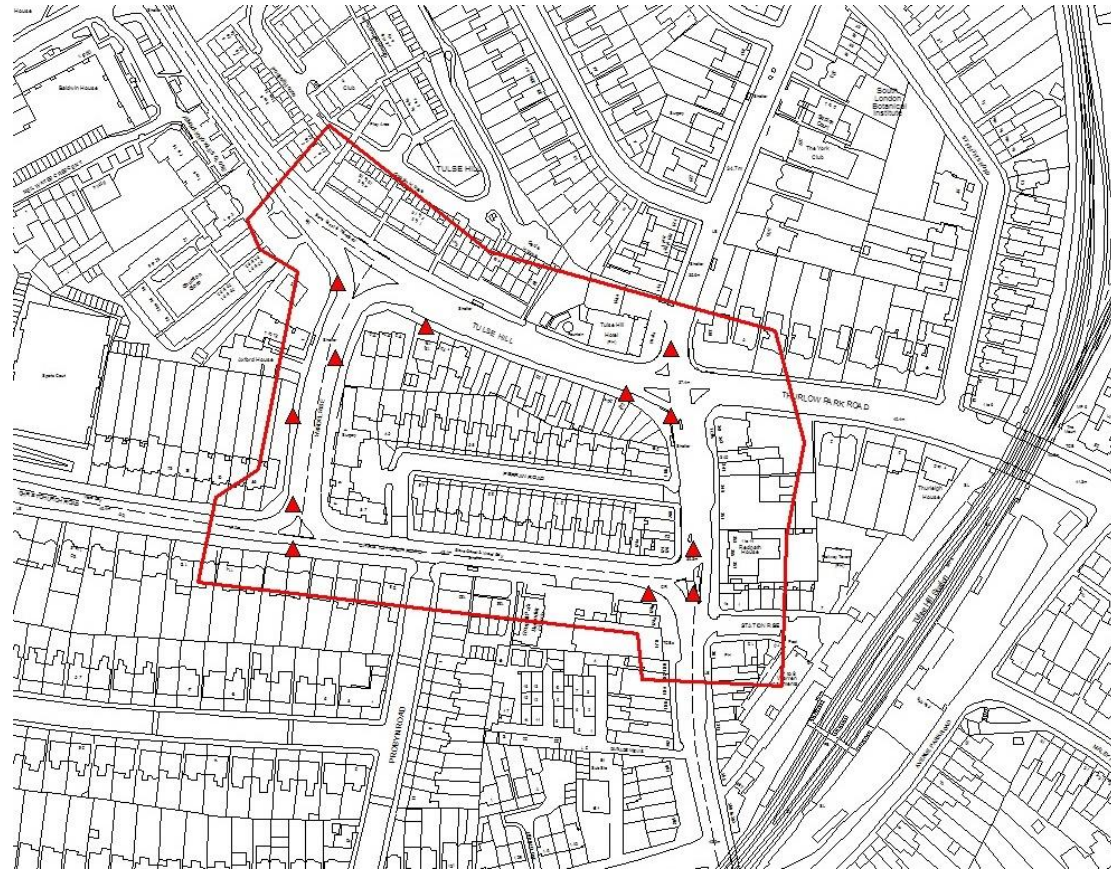**Norwood Road**   **Christchurch Road**

Understanding collisions

e.g.
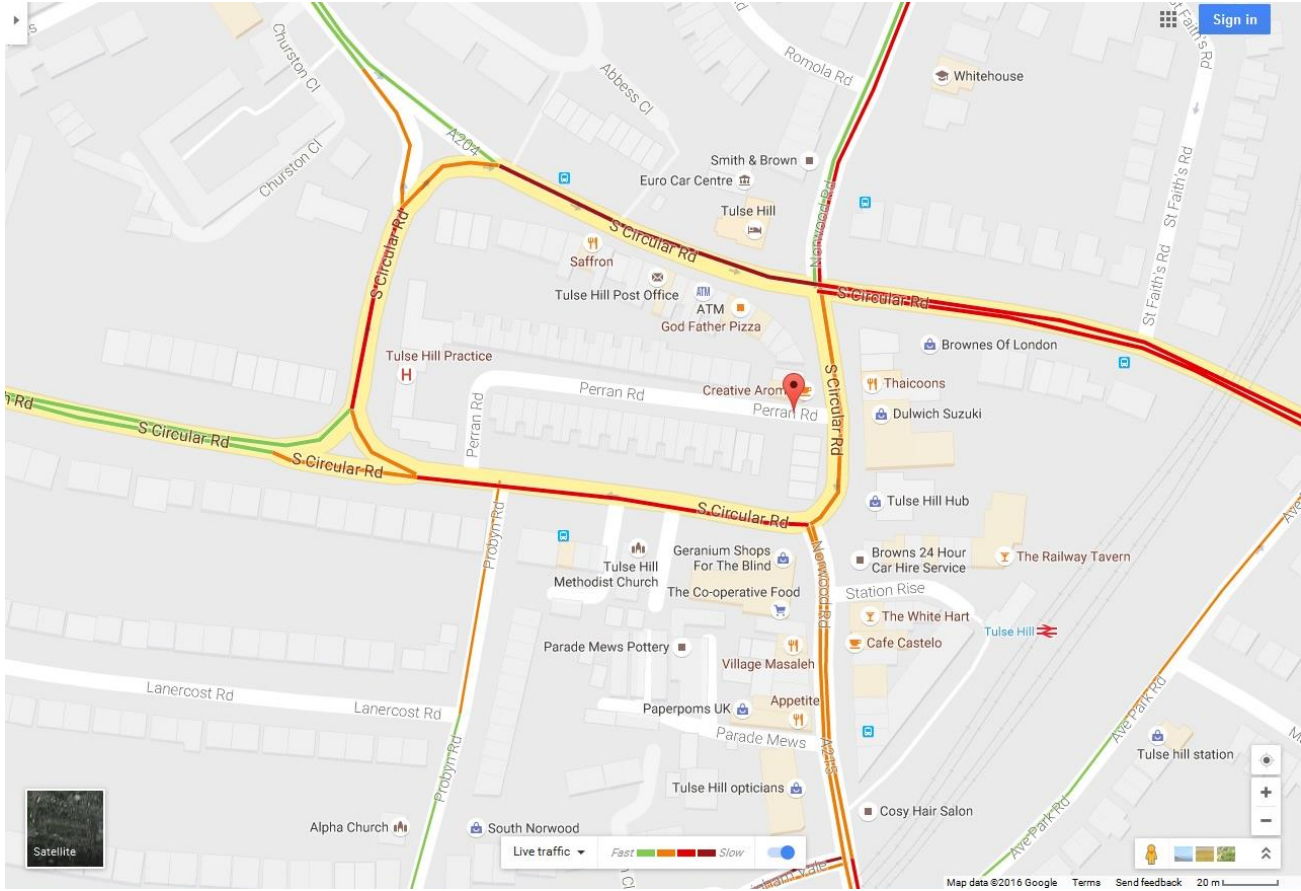14 collisions
involved
pedestrians
2013-2015

Out of control car, July 2013

Overturned HGV, March 2016

Traffic

Traffic flow

Example:

- **Morning peak hours, Avg of 1,646 PCUs (Passenger Car Units) per hour on Norwood Road southbound**

- **Hardel Rise, currently carrying 1,099 PCUs /hour**

Competing demands for space:

- 'Pedestrianised' space – who has priority?

- Buses

- Cyclists

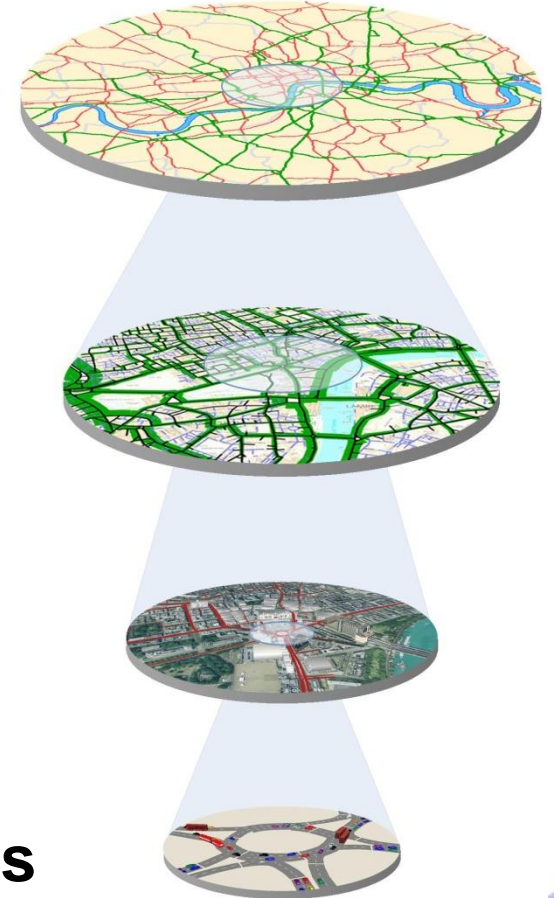- Access

- Parking

- Loading

Perran Road – access, exit, servicing

What is a traffic model?

- **A simplified representation of a part of the real world**

- **emulate the movement of goods vehicles, taxis, buses, cyclists, cars and pedestrians through the network**

- **we replicate real-life conditions in our models to test future scenarios and predict outcomes**
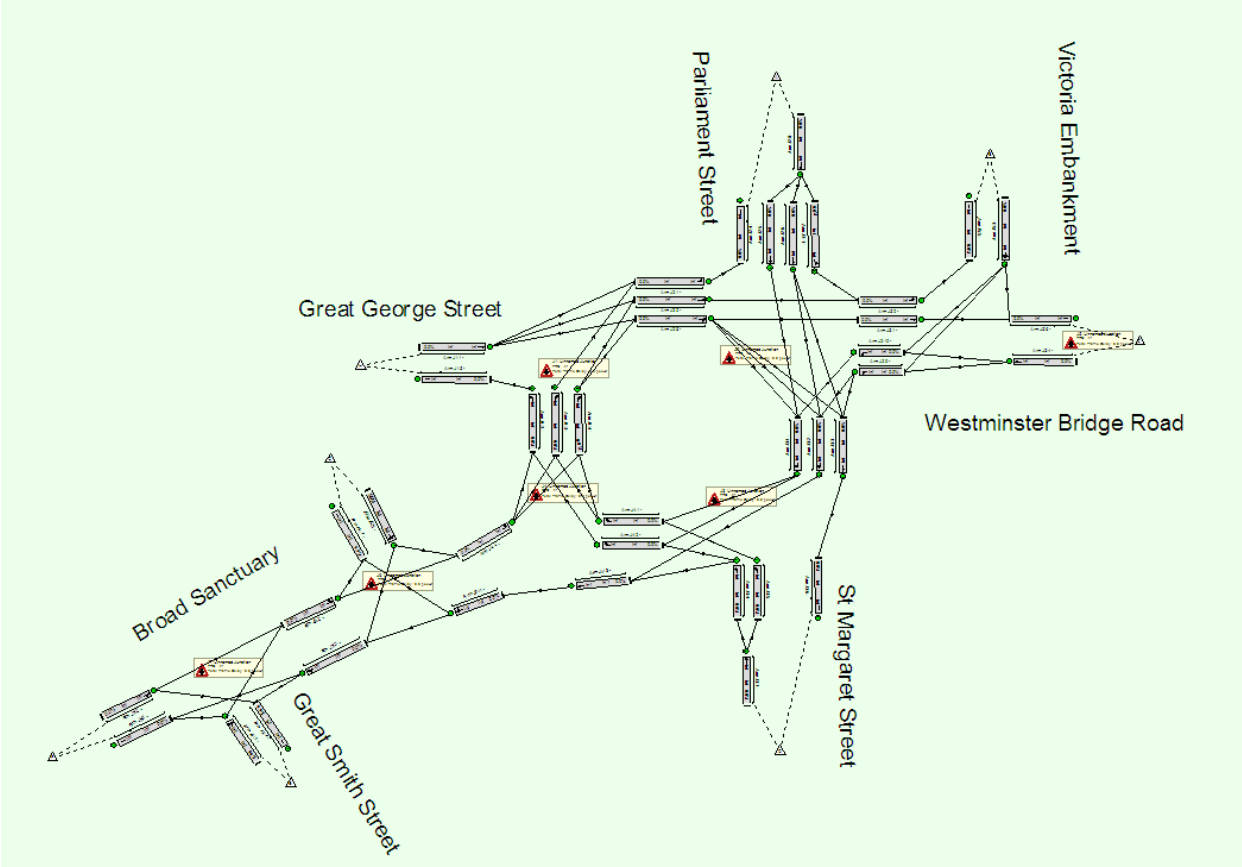
Why do we need models?

- **Balance the needs of all road users**

- **Predict future impacts**

- **Perform analysis**

- **Maximise the benefits of a scheme**
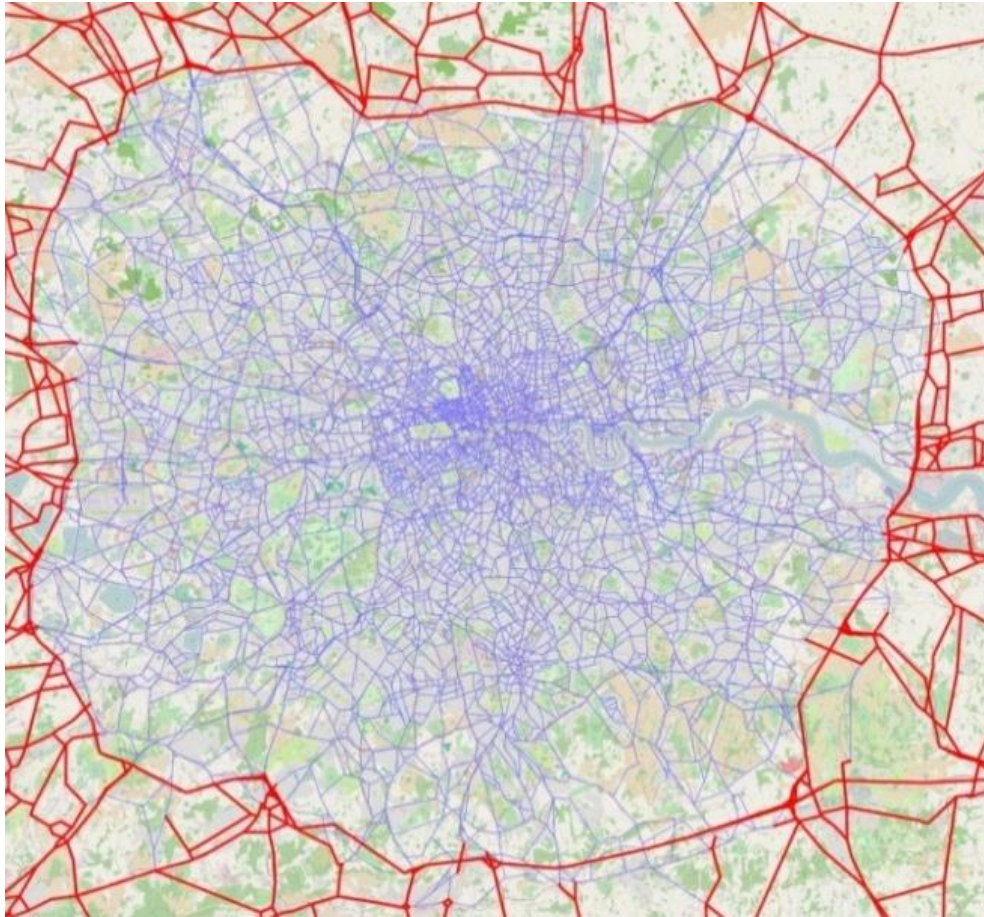
- **Clearly communicate results**

What we use – Local models

What we use – Micro simulation models

What we use – tactical models

Journey of developing the Business Case

Using the business case

Proving value for money

Making a good case for TfL investment

Where to Start?

Business Case development

What do we add up? (monetised as £'s)

- **Journey Time Savings (pedestrians, bus passengers, cyclists, car users, other)**

- **Casualty savings**

- **Health benefits**

- **Air quality**

- **Ambience benefits** - how 'nice' is the road/ area?

- **Savings & additional costs of maintenance**

Ambience benefits:

- **Ease of pedestrian crossing use**

- **Greenery**

- **Public art**

- **Bus stop/ shelter condition**

- **Footway condition**

- **Direction finding**

- **Places to sit**

- **Cycle parking**

- **Better lighting**

Good ambience and bad

Funding

- "feasibility funding" to pay for surveys and Feasibility Work including high-level traffic modelling

- Financial Authority required to continue through Detailed Design

- Estimated Final Cost in the region of £5m

Next steps

- **Devising a scheme likely to work.**

- **Road Safety Audit Stage 1**

- **Traffic modelling:**

    LINSIG (for initial testing)

    and Vissim (micro-simulation)

- **Developing a Business Case**

...more steps

- **Detailed design**

- **Equality, Crime, Environmental and Health impact Assessments**

- **Engagement – residents, businesses, buses**

- **Road Safety Audit Stage 2**

- **Devise and agree traffic management plan for construction**

- **Build it**

Timescale.
Currently we have programmed:

- **Feasibility (Now) to Nov-17**

- **Concept Design to Dec-18**

- **Detailed Design to Mar-2020**

- **Construction Apr-2020 to Mar-2021**

Every Journey Matters