

# **Consultation on proposed changes to Wandsworth Road A3036**

**Consultation Report  
January 2021**

## **Contents**

### 1 Introduction

#### 1.1 Background

#### 1.2 Our proposals

### 2 The consultation

#### 2.1 Consultation objectives

#### 2.2 Who we consulted

#### 2.3 When we consulted

#### 2.4 How we consulted

##### 2.4.1 Press activity

##### 2.4.2 Digital activity

##### 2.4.3 Print activity

##### 2.4.4 Event activity

### 3 Responses from members of the public

#### 3.1 Summary of results

#### 3.2 Summary of post code analysis and demographics

#### 3.3 Additional comments

### 4 Responses from statutory bodies and other stakeholders

### 5 What happens next

## Appendices

### Appendix A – Letters to Stakeholders

#### Maps of the Junctions

### Appendix B – Consultation distribution area

### Appendix C – List of stakeholders consulted

# 1. Introduction

## 1.1 Background

The number of people killed or seriously injured on the borough's roads has been increasing year on year. Scheme approval is sought to modify the A3036 Wandsworth Road as it has been identified as a high-risk location to road users. Between its junctions with Cedars Road and Stewart's Road between April 2015 and May 2018, 38 casualties were caused by road traffic collisions, 8% serious, at three signalised junctions: Cedars Road/ Queenstown Road, Silverthorne Road/ North Street and Stewart's Road/ Union Road. The proposals are especially designed to reduce hazards for those classed as vulnerable road users who make up 84% of these casualties: pedestrians, cyclists and those on motorbikes or scooters.

In 2017 a review of KSI revealed the A3036 Wandsworth Road was very likely to benefit from collision-reduction measures (CRM). Although outside of the analysis period, it should be noted that a woman cyclist died in a collision with a heavy goods vehicle at the junction of Wandsworth Road and Silverthorne Road on 4 July 2019.

Transport for London's ACCSTATS collision data informed this section of Wandsworth Road being a priority for collision reduction (see para 1.2), covering the 36 months preceding 31 December 2016. To better represent the current situation, the ACCSTATS data used to inform this report's recommendations uses collision data for the 36 months preceding 31 May 2018. This reveals that there are still three significant clusters:

- Cedars Road/ Queenstown Road (junction 1) 17 collisions
- Silverthorne Road/ North Street, (Junction 2) 13 collisions
- Stewart's Road/ Union Road (Junction 3) 8 collisions

Although outside of the analysis period, it should also be noted that a cyclist was involved in a fatal collision with a heavy goods vehicle at the junction of Wandsworth Road and Silverthorne Road in July 2019.

## 1.2 Our proposals

We propose to modernise three of the traffic signalled junctions on the Wandsworth Road A3036, as part of the Council's Collision Reduction Programme which aims to improve road safety for all types of transport but in particular for vulnerable road users including pedestrians, cyclists and motorcyclists.

The proposals to improve road safety included:

- Deepening the space for cyclists to wait ahead of motor vehicles at traffic signals' stop lines
- A new green low-level signal for cyclists that is shown four seconds before that for motor vehicles
- Improving existing cycle lane facilities and road lane marking modifications
- Additional restrictions to address unsafe parking and loading on the proposed mandatory cycle lanes
- Countdown displays that tell pedestrians how many seconds they have remaining to cross in safety

## 2. The consultation

### 2.1 Consultation objectives

The objective of the consultation was to gather the views of road users and local people on these proposals.

### 2.2 Who we consulted

We consulted local people and road users.

### 2.3 When we consulted

We consulted between 13 December 2019 and 10 January 2020.

### 2.4 How we consulted

#### 2.4.1 Press activity

There was no specific press activity

#### 2.4.2 Digital activity

Plans were available to view via the consultation page on Lambeth's website. Consultees were invited to give their views either via email or post.

#### 2.4.3 Print activity

Letters were sent to residents in the surrounding area, outlining the proposals and advising them of how they could comment on the proposals.

#### 2.4.4 Event activity

There was no event to support this consultation

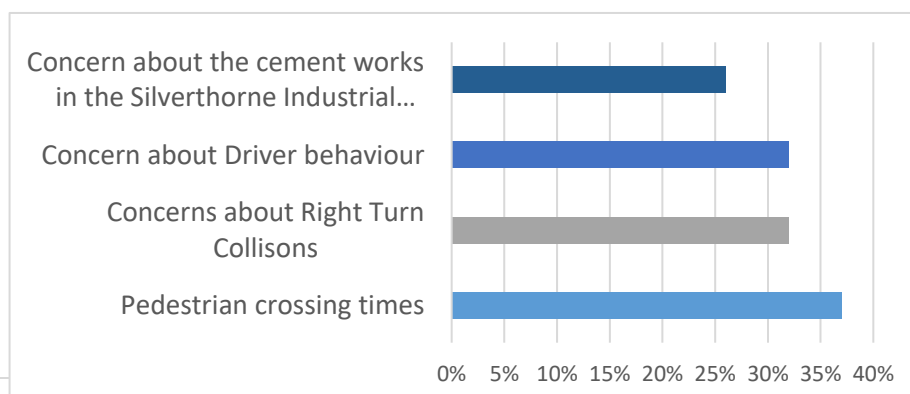
## 3. Responses from members of the public

### 3.1 Summary of consultation

A total of 3,195 addressees were sent to residents and businesses within a 200m radius of each junction. A total of 19 responses were received: 10 resident responses in support of the proposals, 7 resident responses with comments towards the proposals and 2 group stakeholder responses to the proposals. There were no objections received.

The responses received can be grouped into a number of recurring concerns:

- Right turn collisions **32%**
- Insufficient time for the pedestrian crossings **37%**
- Driver behaviour **32%**
- Concrete Plant vehicles (industrial estate off Silverthorne Road) **26%**



Toplines for each question illustrated using text and graphs/charts

### 3.2 Summary of post code analysis and demographics

Residents and businesses within a 20mm radius of each junction were engaged via letterbox drop. See Appendix A for plans showing exact catchment areas.

Junction 1 (Cedars Road/ Queenstown Road)	1180 addresses
Junction 2 (Silverthorne Road/ North Street)	837 addresses
Junction 3 (Stewarts Road/ Union Road)	1178 addresses

**Total addressees: 3,195**

### 3.3 Additional comments

#### +Insufficient Time for the Pedestrian Crossings

*"I find the Silverthorne/North Street one particularly treacherous especially for pedestrians as the green pedestrian light is only ever on for a max of 4-5 seconds which isn't enough time to cross... Especially when I tried to cross with a new born in a pram with a dog on the lead. So please ensure not only that the pedestrian light shows a timer but that a decent amount of time is provided. "*

*"Whilst the proposed measures will help the problems, they do not in our view do enough to tackle the key issues. We would like to see three further measures: [...] Longer crossing times on the pedestrian crossings, which at present are dangerously short and take no account of turning vehicles blocking the crossing."*

*"Could I also submit a request that the traffic lights have a slightly longer pedestrian crossing time? It is incredibly short currently. The beeps would also be a safety improvement."*

*"There is also not enough time to cross if you are a wheelchair user crossing from Silverthorne to north street, this crossing is uphill so this should be taken into account."*

*"Further to your letter of 13/12/2019, please note my observations: [...] Very short pedestrian crossing times - the green man changes to red when you are only half way across the road [...] My additional proposals are:- Silverthorne / North St Junction: 1. One or two diagonal pedestrian crossings enabling pedestrians to circumvent the four pedestrian crossings."*

*"[...] He has not been able to cross at the lights at the Silverthorne Junction for some time as he is not that quick on his feet these days and the time allowed to cross is not long enough and the traffic does not wait, once the amber light goes on they are revving up to go. Therefore, he cannot get to his nearest shop for milk which is at the petrol station on the other side of Silverthorne Road. "*

*"We are particularly concerned about the pedestrian crossings at all three junctions - Cedars Road & Queenstown Road; Silverthorne Road & North Street and Union Road & Stewart's Road. Many parents, carers and children of Heathbrook School and other schools and nurseries in the area use the crossings on a daily basis on their commute to school."*

**Officer Response:** The crossing time will also be increased to the London standard for these junctions, the timings on Silverthorne Road will provide 6 seconds green man time followed by 7 seconds countdown time and the Cedars Road junction will provide 6 seconds green man time followed by 8 seconds countdown time. Should the crossing time length still be of concern following implementation, the Council will approach TfL to investigate increasing the timings.

The provision of diagonal crossings would significantly increase the time between the green man period and the time for traffic to receive the green signal (intergreen). The junction is already operating near capacity and does not have the resilience to absorb further delay to traffic, negatively impacting bus journey time reliability.

All three junctions will have audible and tactile cones to assist disabled users and the crossings have been made wider to increase pedestrian comfort levels.

### **Concerns about Right turn collisions**

*“One of the key measures that is required is more time for cars turning right across traffic to manoeuvre before the lights turn. This is constantly a problem and poses a real risk for drivers and pedestrians. Please will you ensure that this is part of the solution?”*

*“Given the significant number of collisions involving vehicles right-turning from Wandsworth Road into Silverthorne Road and on-site observations of traffic turning after their signal has turned red, it is proposed to introduce a new right-turn stage into the traffic signal sequence as part of these proposals”.*

*“I hope also you will consider have right turn signals to allow traffic crossing over the intersection enough time to cross. This seems to be a major problem on most busy intersections.”*

*“Many vehicles do not have time to turn right onto Wandsworth road and therefore turn when the lights have gone red and the green man is displayed.”*

*“My additional proposals are:- Silverthorne / North St Junction: ....*

- *Filtering system for right hand turn from Wandsworth Road onto Silverthorne Road.”*

*“Whatever you do or don't decide on nearby parking I strongly suggest that at the Silverthorne Rd exit onto Wandsworth Road and also on the North St exit onto Wandsworth Road to introduce a change in the traffic lights so that BEFORE green to straight ahead you have a right turn only for a short period.”*

**Officer response:** The junction improvements will provide additional time for the high demand right turn movement, addressing this type of incident as drivers will get more time to perform the manoeuvre safely. In relation to Silverthorne Road, increasing the number of approach lanes on the eastern arm will also assist the red-light compliance issue by ensuring drivers in the straight-ahead lane do not have to queue behind the right turners.

### **Concern about Driver behaviour**

*First, thank you for acknowledgement that this junction is in need of improvement. There have been far too many accidents there, including the devastating death of a cyclist in the summer. My children attend Heathbrook Primary which is only a few hundred meters away and our community is worried about the safety of crossing here when travelling to/from,*

*school. My 10-year-old son crosses the junction alone twice a day and whilst I want to see him make his way independently to school, it frightens me that this is part of his journey.*

*"I am really pleased to see that there is going to be something done about that road as it is horrendous to walk along with children. One of my son's classmates and her baby brother were hit by a car that went through a red light by the crossing next to Wandsworth Road Station."*

*"The [...] speed at which this traffic - particularly the lorries and buses - is way over the 20 MPH limit - there are road bumps but for large sized vehicles these bumps are pointless and ineffective."*

*"Collision reduction measures on these crossings are long overdue. We have previously raised the dangerous nature of the Silverthorne Road crossing with a number of public authorities but were met with a mixture of indifference and reluctance to take responsibility. Only a couple of weeks ago we heard that a couple of children had been clipped crossing Wandsworth Road. The current situation is not acceptable. It is sadly unsurprising that it has taken a fatality to lead to action."*

*"There are also many issues with cars turning into the car park (from Lavender Hill or Cedars Road), that have to sit in the middle of the road on the white lines often blocking cars and buses (coming down Queenstown Road) or cyclists (coming up it on the outside of the traffic)."*

**Officer Response:** The proposed junction changes - aim to address many of the driver behaviour issues at these junctions such as ignoring the red-light signals, undertaking at the stopline, or travelling at speed. Increasing the number of approach lanes on Silverthorne Road eastern arm will also assist the red-light compliance issue by ensuring drivers in the straight-ahead lane do not have to queue behind the right turners.

New low-level signals for cyclists are being provided which will give cyclists 4 seconds advantage in each direction prior to general traffic receiving the green signal. This will greatly improve the safety for cyclists, in particular on the Silverthorne Road junction as it will allow the cyclists to get ahead of traffic and be visible to larger and heavy goods vehicles. In addition, this will reduce the incidence of cyclists wanting to start prematurely thereby increasing the risk of a collision.

#### **Concern about the cement works in the Silverthorne Industrial Estate**

*"Whilst the proposed measures will help the problems, they do not in our view do enough to tackle the key issues. We would like to see three further measures: Restrictions on the use of the Silverthorne Road junction by large lorries, primarily HGVs and cement mixers."*

*"I do not believe that that end of Silverthorne Road is suitable for HGV's turning onto Wandsworth Road. There are many from a cement factory further down Silverthorne Road. It is impossible for the lorries to clear the junction, in order to make the left turn onto Wandsworth Road they have to swing onto the other side of the road and into the cycle box. The road traffic officer who visited the site after the death said he felt the junction could not be made safe for HGV's and that it would be better to route them out of the other end of Silverthorne Road. I know that this is Wandsworth Borough but surely this can be looked at?"*

*“I live very nearby, and I am concerned that, despite the recent tragic death of a cyclist, you have failed to mention one frequent hazard encountered at that point. I am referring to the trail of cement left on the intersection by the lorries which pass daily from the Silverthorne rd depot.”*

*“The new proposal will do nothing if a cement mixer turns right off Wandsworth Road into Silverthorne and a cyclist is coming down hill into pending danger.”*

*“We appreciate that these schemes are aimed at collision reduction rather than generating mode shift to cycling. However, existing cyclists seem to be in significant danger at these junctions, with 9 out of 17 recorded collisions involving pedal cycles. As the consultation notes, beyond the period of analysis a cyclist was killed by an HGV at the Silverthorne Road junction in July 2019 and we have had report of further serious collisions between cyclists and motor vehicles [there] since then.”*

**Officer Response:** The industrial estate at the northern end of Silverthorne Road lies within the London Borough of Wandsworth (LBW). LBW has been contacted about the cement factory on the industrial estate and the routing of HGVs in relation to the collisions at the Wandsworth Road/ Silverthorne Road junction. Please contact LBW Highways Department for the latest update.

#### 4. Responses from statutory bodies and other stakeholders

There were 2 responses from Stakeholder groups received: The Lambeth Cycling Campaign and Heathbrook Primary School Parents and Teachers Association (PTA)

The Lambeth Cycling Campaign stated that the measures for cycling did not go far enough and expressed a desire for the Council to support Transport for London’s Cycle Future Route 16 which concentrates at the Cedars Road junction. To date, there has been no further progress from TfL on this project however the traffic signals modernisation measures are considered to support further improvements on this route.

Heathbrook Primary School PTA expressed concern regarding the current pedestrian crossing time provision and assurance that the green man time would be significantly increased as part of these proposals. The measures will provide an average of 2 seconds additional green man time, plus 7-8 seconds visible count down time on the new count down pedestrian aspects. In addition, the Council have already approached the signals authority (TfL) with this issue with a request to review if the timings still are considered insufficient by the general public.

#### 5. Next steps

Following the supportive response to the statutory consultation, the junction improvements will be delivered as consulted upon.

The length of time elapsed since the consultation and the build start date was due to the covid pandemic in March 2020 and subsequent contractor availability to deliver the works. 2 out of the 3 junction improvement works will be delivered in Quarter 4 of 2020/21, due to conflicting utility works on the third junction, Stewarts/Union Road. The works will also be coordinated with corridor resurfacing works between the junctions as part of the Council Highways Improvement Programme. Residents and businesses in all 3 junction consultation areas and the resurfacing area extents, will be informed via letter drop, on the upcoming works and diversion impacts.



## Appendix A – Consultation communications

Letters which went out to stakeholders and maps of the junctions consulted on:

[Letter re: Junction 1 Wandsworth Road/ Cedars Road/ Queenstown Road/ Lavender Hill](#)

[Map of Junction 1 - Wandsworth Road/ Cedars Road/ Queenstown Road/ Lavender Hill](#)

[Letter re: Junction 2: Wandsworth Road/ Silverthorne Road/ North Street](#)

[Map of Junction 2: Wandsworth Road/ Silverthorne Road/ North Street](#)

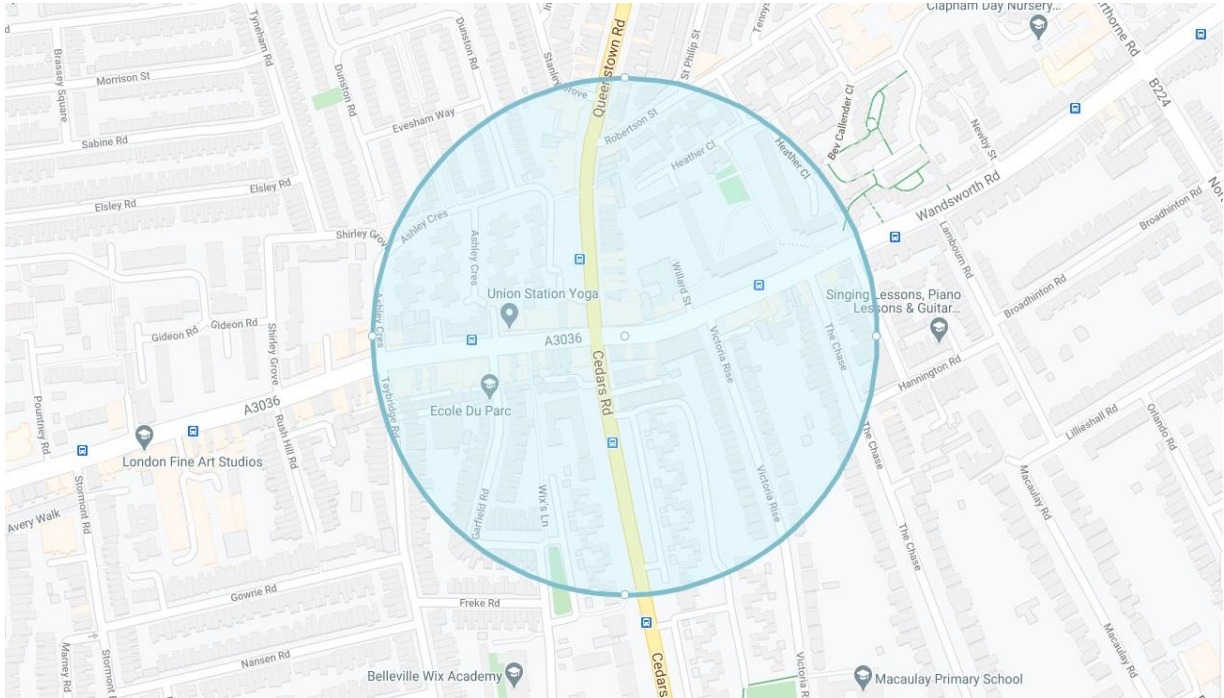
[Letter re: Junction 3: Wandsworth Road/ Union Road/ Stewarts Road](#)

[Map of Junction 3: Wandsworth Road/ Union Road/ Stewarts Road](#)

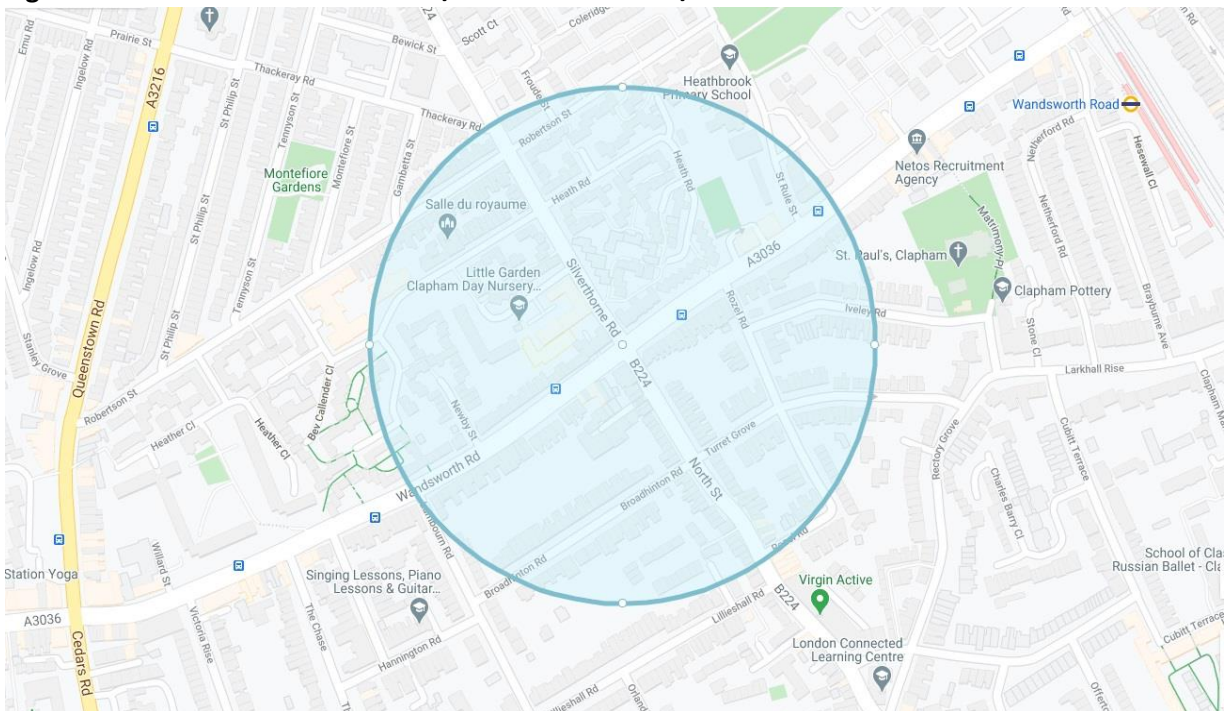
## Appendix B – Consultation distribution area

Residents and stakeholders within a 200m radius per junction were consulted. The consultation areas are shown in Figs 1 – 3 below.

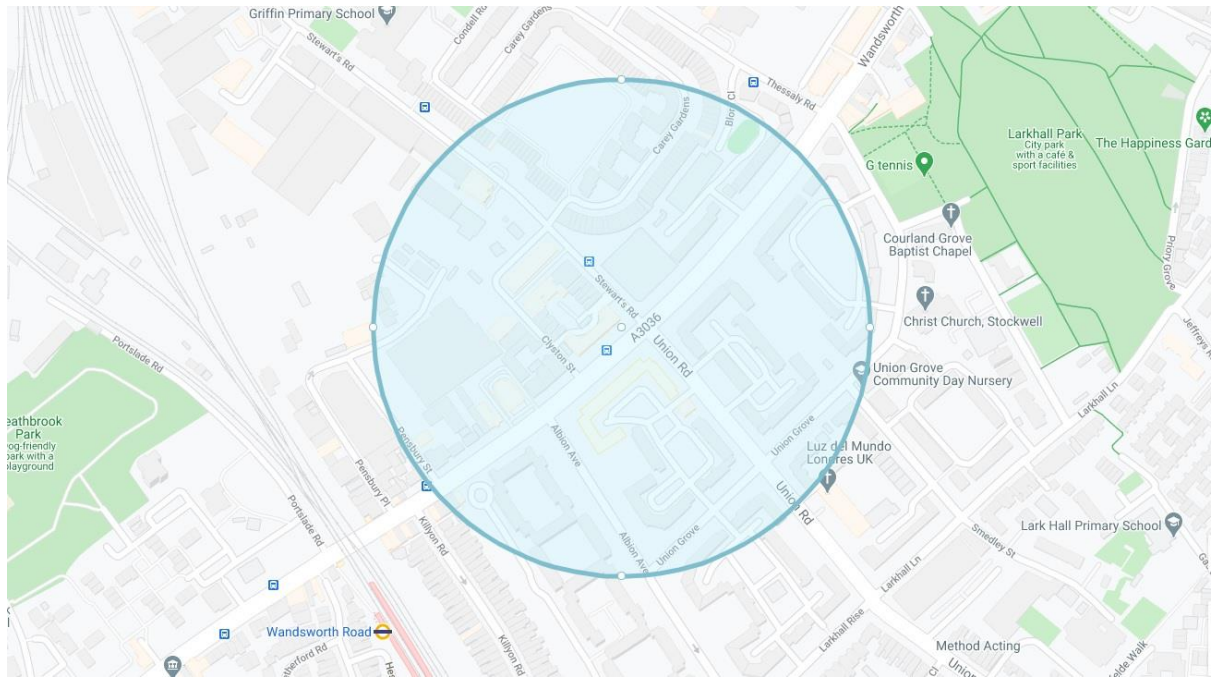
**Fig 1: Junction 1- Wandsworth Road/ Cedars Road/ Queenstown Road/ Lavender Hill**



**Fig 2: Junction 2- Wandsworth Road/ Silverthorne Road/ North Street**



**Fig 3: Junction 3- Wandsworth Road/ Union Road/ Stewarts Road**



## Appendix C – List of stakeholders consulted

<b>Stakeholder</b>	<b>Name</b>
Lambeth councillors	Mayor Christopher Wellove Cllr Linda Bray Cllr Nigel Haselden Cllr Tina Valcarcel Cllr Andy Wilson Cllr Timothy Windle
London Borough of Wandsworth	
Transport for London	Sponsorship – Justin Bennett
London Buses	Angela Oluwole
<b>Police and health authorities</b>	
Metropolitan Police	Colin MacKenzie, Catherine Linney
London Fire Brigade	SWPerformanceManagement@London-Fire.gov.uk;
London Ambulance Service	Christine Masson
<b>Other</b>	
Lambeth Cycling Campaign	
Wandsworth Cycling Campaign	