

# Quietway 5 – Waterloo to Croydon Consultation

London Borough of Lambeth – Estreham Road  
Response to consultation  
10 February to 10 March 2016  
August 2016

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# Executive Summary

Between 10 February and 10 March 2016, together with Transport for London, Lambeth Council consulted on proposals for a scheme in the consultation area of Estreham Road on the Quietway 5 route – Waterloo to Croydon.

In this document you will find an overview of consultation responses, Lambeth Council's response to issues raised, conclusion and anticipated construction dates for the scheme.

## Estreham Road

There were 139 responses to the proposals for this scheme; 78 (56 per cent) supported or partially supported the proposals, 51 (37 per cent) did not support or were unsure of the proposals and 10 (seven per cent) had no opinion.

Of the 139 responses, 127 (91 per cent) were received from the public and 12 (nine per cent) from stakeholder groups.

### Main issues raised in the Estreham Road consultation:

- 1) Access restrictions due to one way no entry system
- 2) Congestion on surrounding roads
- 3) Design and location of the traffic filter

### How Lambeth Council plans to proceed

Having considered all responses to the consultation and reviewed the proposals, it is the intention to proceed with the scheme design that has been consulted on, with implementation via a six-month trial. Whilst the concerns of some respondents are acknowledged, the council considers that the proposal will make Estreham Road a safer and more enjoyable place for residents and for those on bikes.

The scheme is intended to be introduced as a six-month trial in order to assess the impact of the changes. Lambeth Council will conduct pre and post implementation monitoring during this period.

The six-month trial period will form a further public consultation period in relation to the proposals, and any representations received during this period in support or opposition to the scheme will feed into the assessment process.

At the end of the six-month trial period, the council will take a decision as to whether to make the scheme permanent (by introducing a permanent traffic order), or to remove the one-way closure.

Construction of the scheme is planned to begin in September/October 2016. Lambeth Council will write to local residents and businesses with details of the planned works.

# 1 Background

## 1.1 About Quietways

Quietways are a network of high quality, well signed cycle routes throughout London, mostly using the backstreets. The routes will link key destinations and are designed to appeal to new and existing cyclists who want to use quieter, low-traffic routes. Quietways will complement other cycling initiatives in London, such as the Cycle Superhighways.

Quietways are more than just cycle routes. They also provide the opportunity to make streets and neighbourhoods safer and more pleasant for everyone by reducing the speed and dominance of motor traffic, improving air quality and investing in the urban realm.

Transport for London (TfL) is working in partnership with the London boroughs and managing authorities to deliver seven Quietways routes by the end of 2016. The first seven routes, boroughs and partners, are:

- **Q1 – Waterloo to Greenwich** (Lambeth, Southwark, Lewisham, Greenwich)
- **Q2 – Bloomsbury to Walthamstow** (phase 1 – Islington to Mare Street) (Camden, Islington, Hackney, Waltham Forest, Lea Valley Regional Park)
- **Q3 – Regents Park to Gladstone Park** (Dollis Hill) (City of Westminster, Camden, Brent)
- **Q4 – Clapham Common to Wimbledon** (Lambeth, Wandsworth, Merton)
- **Q5 – Waterloo to Croydon** (via Clapham Common) (Lambeth, Wandsworth, Croydon)
- **Q6 – Aldgate to Hainault** (phase 1 – Mile End to Barkingside) (Tower Hamlets, Hackney, Newham, Redbridge, and the London Legacy Development Corporation)
- **Q7 – Elephant & Castle to Crystal Palace** (Lambeth, Southwark)

The first route (Q1 Waterloo to Greenwich) was launched on 14 June, and the second route (Q2 Bloomsbury to Walthamstow –phase 1 Islington to Mare Street) is due to be complete in January 2017.

## 1.2 London Borough of Lambeth, TfL and Sustrans

The consultation for the Estreham Road proposals was led by Lambeth Council and all decisions on the scope, scale and process of the consultation were determined by Lambeth Council.

Given Lambeth Council's limited resources and the scale of the programme of consultations, TfL hosted and reported on the consultations on the Council's behalf on sections of two Quietway routes Q5 (Waterloo to Croydon) and Q7 (Elephant & Castle to Crystal Palace) in order to keep the delivery and launch of the routes on schedule.

This consultation is part of a series of five on Quietway 5 in the Lambeth Council area, with the other areas as state below:

### Quietway 5

- 8 Sept to 4 Oct – Ingram/Larkhall/St Leonards/Streatham south (13 schemes) First series
- 22 Oct to 19 Nov – Clapham Common area (five schemes + TfL)
- 20 Nov to 20 Dec – Baylis/Hercules Road (four schemes)
- 10 Feb to 10 Mar – Cavendish Road (four sections)
- 10 Feb to 10 Mar – Estreham Road (one scheme)

## 1.3 Schemes in this consultation series

In February 2016, Lambeth Council and TfL consulted on two schemes in the areas below:

1. **Cavendish Road** (one scheme)
2. **Estreham Road** (one scheme)

## 2 Introduction

### 2.1 Purpose of the scheme

As part of the Quietway 5 route (Q5), Lambeth Council is developing proposals to enhance facilities primarily for people that cycle, but also for other road users such as pedestrians. Improvements are being proposed for on Q5 through investment in traffic calming measures, and new pedestrian crossings providing the route with safety features for all road users.

The Lambeth Council section of the Q5 route starts at Baylis Road through to Tooting Bec Common and extends to the border of London Borough of Croydon. Wandsworth and Croydon Councils have consulted on proposals for their sections of Q5.

### 2.2 Description of the proposal

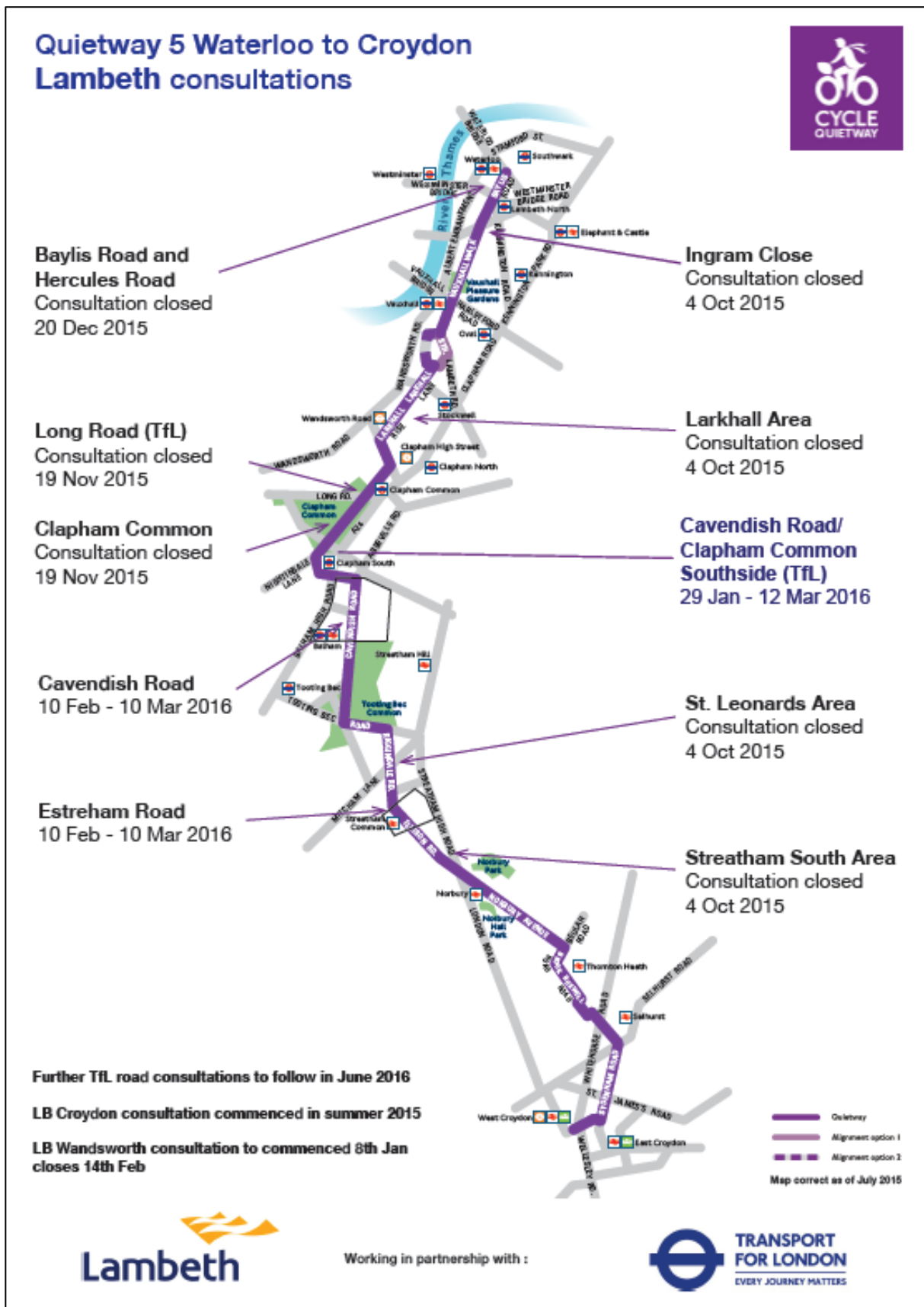
#### Estreham Road

- Trial to restrict access to Estreham Road for northbound motor traffic at the existing zebra crossing outside Streatham Common Station.
- Retain two-way cycle traffic through existing zebra crossing.

The six-month trial to restrict access is designed to maintain motor vehicle access to the train station, but reduce the volume of motor traffic on Estreham Road and adjoining residential roads.

Estreham Road is currently used as a 'rat-run', with non-local motor traffic using this road to avoid the traffic signals at the junction of Greyhound Lane and Streatham High Road, particularly during peak periods. Southbound motorists would still be able to access the road in the same way they currently do.

### 2.3 Q5 Route map (as at 10 February 2016)



### 3 The consultation

The Estreham Road consultation ran from 10 February to 10 March 2016. It was intended to enable Lambeth Council to understand opinion about the proposed scheme changes.

The potential outcomes of the consultation are:

- Lambeth Council decide the consultation raises no issues that should prevent it from proceeding with the scheme as originally planned
- Lambeth Council modifies the scheme in response to issues raised in consultation
- Lambeth Council abandons the scheme as a result of issues raised in the consultation

The objectives of the consultation were:

- To give stakeholders and the public easily-understandable information about the proposals and allow them to respond
- To understand the level of support or opposition for the change
- To understand any issues that might affect the proposal of which we were not previously aware
- To understand concerns and objections
- To allow respondents to make suggestions

#### 3.1 Who Lambeth Council consulted

The public consultation intended to seek the views of people most likely to use the scheme location, such as those who live close or those who travel through the area regularly. Stakeholder groups were also consulted, including the neighbouring borough councils, traffic police, London TravelWatch, Members of Parliament, Assembly Members, road users, and local interest groups.

A list of the stakeholders consulted is shown in **Appendix D**.



### 3.2 Consultation material, distribution and publicity

The consultation material was available at <http://www.lambeth.gov.uk/consultations/quietway-5-cycle-route-waterloo-to-croydon-estreham-road>

The consultation was also publicised via letter drop to the public and email to the stakeholder groups and individuals. Materials included an overview letter, along with a detailed drawing of the scheme showing the proposals, and a route map of Quietway 5 showing the consultation and sections in context. The public were invited to respond via an online survey on the TfL website, by letter, and by email via [consultations@tfl.gov.uk](mailto:consultations@tfl.gov.uk)

Consultation was promoted through multiple channels:

**Letter:** We distributed the consultation letter (2,858 copies), along with design and route plan to residents and businesses within a catchment area for the consultation.

A copy of the letter is shown in **Appendix B** and the letter drop areas are shown in **Appendix C**.

**Email:** We sent an email to 340 stakeholder individuals and groups. A list of these stakeholders is shown in **Appendix D** of this report, and a copy of the email is available in **Appendix E**.

We also sent the same email to 400 individuals who had responded to the pre-engagement survey during September 2015 to January 2016.

### 3.3 Meetings

Lambeth Council regularly liaised with local Ward Councillors along the route via correspondence and also via a quarterly cycling councillor forum at Lambeth Council Town Hall on the following dates:

- Wednesday 8<sup>th</sup> July 2015
- Thursday 3<sup>rd</sup> September 2015

At these meetings it was agreed that a FAQ (frequently asked questions) would be produced and shared with councillors, and that consultation material would be shared with councillors before the launch of public consultation.

Other than the meetings with councillors outlined in this section, stakeholder engagement was not conducted prior to the public consultation.

### 3.4 Consultation questions

The consultation asked two questions; do you support the overall proposals for the Quietway 5 cycle route in Lambeth?

The options to choose to reply from were

- Yes
- Partially
- Not sure
- No
- No opinion

The second question asked respondents to leave comments on the proposals. The results for the above questions from the public and stakeholder groups for each scheme begin on page 12.

## 4 Stakeholder engagement

Prior to the launch of the public consultation, Lambeth Council worked with Sustrans to conduct community engagement in order to promote the proposals and establish a preferred scheme to take to public consultation.

From 19 July 2015 to 10 January 2016, Lambeth and Sustrans ran an engagement programme to gather information from people living in the network of streets surrounding Estreham Road.

Residents were given the opportunity to feed into the design process and this resulted in Sustrans recommending the proposed access restriction to Estreham Road for northbound motor traffic at a location directly to the north of the existing zebra crossing outside Streatham Common Station. This would also be for a six month trial period in order to monitor the impact of the changes.

It must be noted that Sustrans is not the decision making body on this proposal or on Quietways in general; the final decision on each design solution lies with TfL or the relevant London borough, whichever owns the land or road in question.

The full community engagement report is available [here](#).

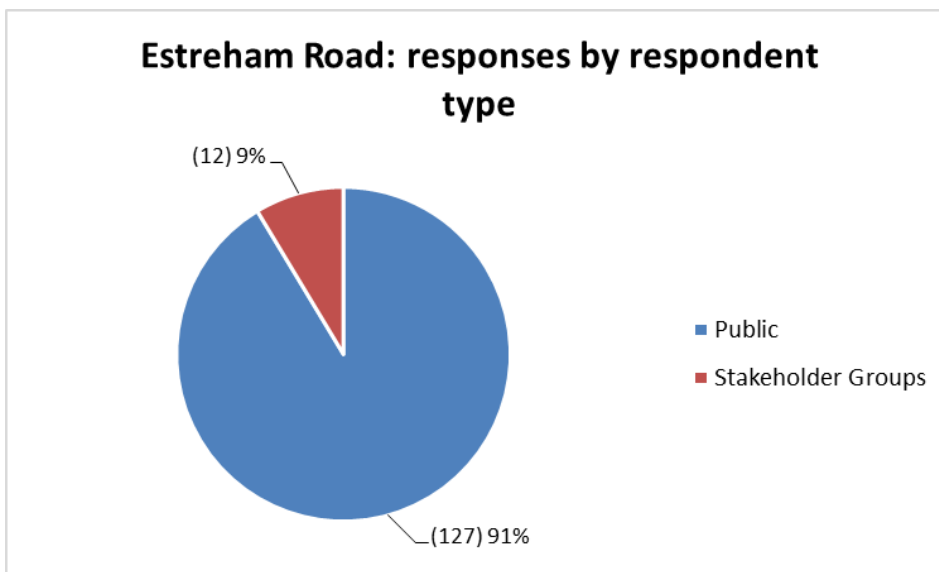
## 5 Overview of consultation responses

### 5.1 Estreham Road – responses received by public and stakeholders

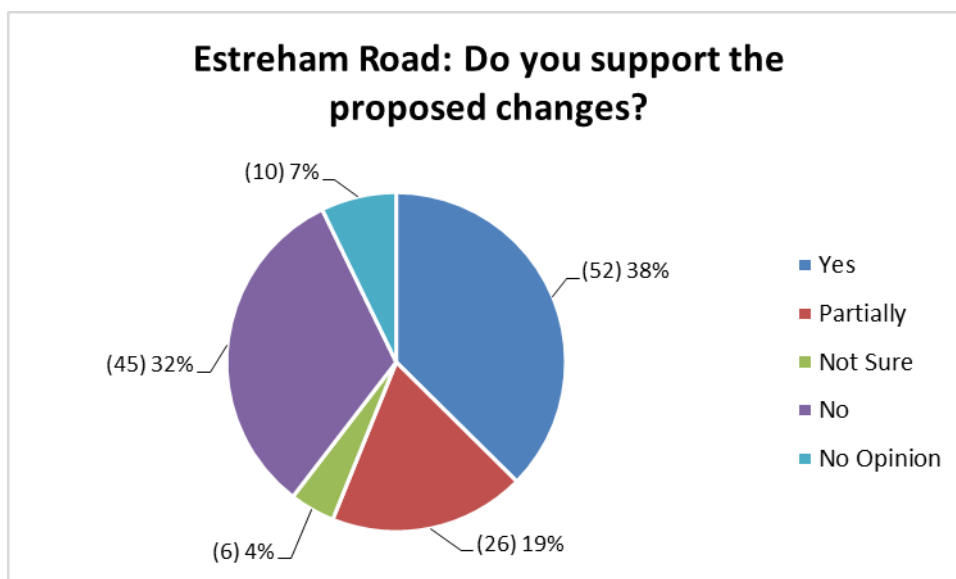
There were 139 responses to the proposals for this scheme of which 78 (56 per cent) supported or partially supported the proposals, 51 (37 per cent) did not support or were unsure of the proposals and 10 (seven per cent) had no opinion.

Of the 139 responses, 127 (91 per cent) were received from the public and 12 (nine per cent) from stakeholder groups.

**Fig.1 Consultation responses by respondent type:**



**Fig. 2 Response to- *Do you support the proposed changes?***



## 5.2 Estreham Road – analysis of consultation responses

Of the 119 who answered the closed question: (*Do you support the proposed changes?*), 96 also provided comments. The issues they raised are summarised below. This summary includes comments from stakeholder organisations, but those responses are also summarised separately in this report.

### a. **Support and opposition**

30 comments offered support or opposition for the proposed scheme.

- 15 comments from respondents were **supportive** of the proposed scheme. Five comments stated that the scheme would improve conditions for all users.
- 14 comments from respondents were **unsupportive** of the proposals. One comment suggested that a better alternative would be to implement a Cycle Superhighway on Streatham High Road.
- One respondent stated that concerns with previous proposals had not been addressed.

### b. **Increased congestion on neighbouring roads**

25 comments from respondents suggested that there would be increased congestion on neighbouring roads as a result of the one-way filter on Estreham Road.

### c. **Restriction of northbound traffic at proposed filter**

There were 24 comments from respondents regarding the restriction of northbound traffic as part of the proposed scheme. A number of respondents made more than one comment.

#### Access

- 10 comments from respondents stated that the one-way filter would restrict access to residential properties north of Streatham Common station.
- One respondent stated that the scheme removes the ability to use Estreham Road as a cut-through

#### Filter Design

- Three comments suggested that the proposed layout of the one-way filter could encourage some northbound traffic to circumvent the restriction

#### Alternative Suggestions

- Eight suggestions were made to implement a full modal filter on Estreham Road
- Eight suggestions were made to alter the position of the one-way filter. This included four suggestions to filter Natal Road, two suggestions to

filter Estreham Road after Barrow Road, and two suggestions to filter Estreham Road before Pathfield Road

- Three suggestions were made to alter the layout of the filter in order to make northbound travel visually discouraging
- Three suggestions were made to use traffic calming measures to reduce through traffic, instead of a one-way filter
- One suggestion was made to monitor the filter with an ANPR camera, to prevent illegal northbound movements
- One suggestion was made to implement access only signage at the junction of Greyhound Lane/Estreham Road

#### **d. Parking**

Although not directly related to the scheme, 18 comments were made in regards to parking on Estreham Road. A number of respondents made more than one remark regarding this category.

##### Parking Issues

- Seven respondents stated that the existing parking problems on Estreham Road and other neighbouring roads needed addressing as part of the proposed scheme
- Three comments from respondents suggested implementing the scheme alongside parking restrictions, such as resident permits
- Two respondents were concerned that the proposed scheme would make parking more difficult
- One respondent was concerned about what would happen to the existing parking as part of the proposals
- One respondent stated that there was too much parking already on Estreham Road

##### Alternative Suggestions

- Four comments from respondents suggested trialling or implementing a removal of parking, it was suggested by all respondents that this would enable space for a separate cycle lane
- One respondent suggested suspending parking to allow for a separate cycle lane away from motor traffic
- One respondent suggested that double yellow lines should be used along the cycle lane to prevent obstruction by parked cars

#### **e. Safety**

Nine comments raised various concerns regarding safety. One response made more than one remark regarding this category.

##### Vehicle Speed

- Four comments from respondents suggested that a one-way filter would encourage southbound traffic to speed.
- Two comments from respondents stated that there could be an increased left hook risk on Streatham High Road, as a result of increased numbers of vehicles turning to access residential properties.
- One respondent stated that the existing parking forces cyclists into the path of motor traffic.
- One respondent stated that the proposals introduce a pinch point at the zebra crossing outside Streatham Common station.
- One respondent stated there could be increased conflict between motor vehicles exiting Station Approach and cyclists travelling along Estreham Road.
- One respondent stated that motor vehicles may still continue to dominate over cyclists.

##### Alternative Suggestions

- Two comments from respondents suggested implementing segregated cycle tracks along Estreham Road.
- Two comments from respondents stated that the scheme should be implemented alongside additional traffic calming measures.

#### **f. Misunderstanding of the proposed scheme**

Five respondents demonstrated a misunderstanding of the proposed scheme at Estreham Road. It was perceived that the scheme would restrict southbound traffic, and due to this vehicles from north of the filter would have to make dangerous manoeuvres on Streatham High Road in order to travel south.

#### **g. Other**

Three comments from respondents provided a response which was outside the scope of the scheme.

- One respondent suggested that Estreham Road needed resurfacing.
- One respondent stated that more attention should be given to improving conditions on Ellison Road for cyclists.
- One respondent suggested that filtering, similar to that proposed, should be considered for Cavendish Road.

### 5.3 Summary of stakeholder responses

Stakeholder group	Summary of response
Alliance of British Drivers	The organisation was unresponsive of the proposed scheme, and did not provide any further comments.
Alma Consulting Group	The organisation was unresponsive of the scheme. It suggested that there would be increased congestion on Greyhound Lane as a result of the proposals, making it more dangerous. It suggested that as an alternative to filtering Estreham Road, parking restrictions could be implemented or introduce a kerb segregated cycle lane.
Confederation of Passenger Transport UK	The organisation was unresponsive of the scheme, and suggested that the scheme would inevitably lead to displacement of traffic onto other routes. It also was concerned that the scheme would significantly worsen congestion in the area, particularly at the junction of Greyhound Lane/Streatham High Road.
CTC London Representative	The organisation was responsive of the proposed scheme, but did not provide additional comments.
Lambeth Cyclists	The organisation did not answer the closed question in terms of support for the proposals at Estreham Road. However, concern was raised that some motor vehicles might ignore the one-way filter. It was suggested implementing an ANPR camera or changing the layout of the filter to visually discourage illegal vehicle movements.
Lambeth Thornton Ward Councillors	The council had no opinion in terms of support for the proposed scheme at Estreham Road. Their comments were directed at the Cavendish Road consultation which was conducted at the same time.
London Cycling Campaign	The organisation was partially responsive of the scheme. Whilst the LCC welcomed the introduction of a filter to Estreham Road, they suggested that this could encourage increased vehicle speeds and aggressive behaviour. LCC also suggested that some motorists may circumvent the filter without proper enforcement. LCC stated that overall that they would

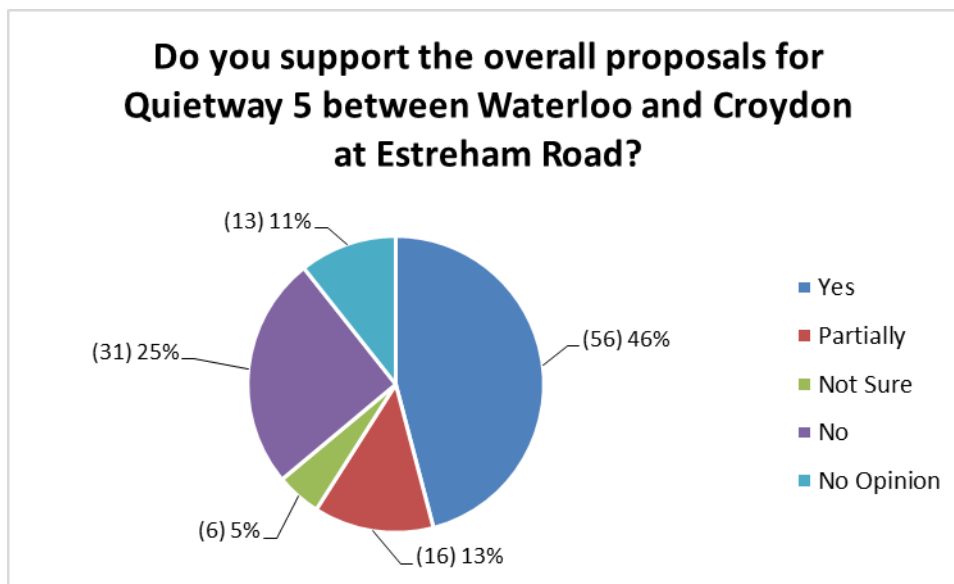


	prefer to see a full modal filter.
Mediworld Limited	The organisation was partially supportive of the proposed scheme. It suggested moving the proposed filter after the Barrow Road junction, to prevent an unacceptable increase in congestion on Greyhound Lane and other neighbouring roads.
Natal Road Residents Association	The organisation was partially supportive of the scheme. However, it felt that continuing to allow through traffic along Estreham Road was unacceptable. The organisation also misinterpreted the scheme design, as it was perceived that residents north of Streatham Common station would have difficulty in reaching the station entrance. A suggestion was also made to filter Natal Road near to the junction with Streatham High Road.
Potter Perrin Ltd	The organisation was unsupportive of the proposed scheme. It was concerned that the proposals would increase congestion along Greyhound Lane, and at the junction with the A23 Streatham High Road. It also raised concerns that left hook risks could occur due to the higher number of vehicles turning left from Streatham High Road into roads north of the proposed filter. Further concern was raised that there could be increased conflict between vehicles exiting Station Approach and cyclists travelling on Estreham Road.
Streatham Conservative Association – Thornton Ward Conservative Action Team	The organisation was supportive of the proposed scheme. Again, it suggested that this would reduce vehicle speeds and provide a designated route for leisure cycling.
Wheels for Wellbeing	The organisation was partially supportive of the proposed scheme. It suggested that the one-way filter would reduce rat-running along Estreham Road. It also suggested that double yellow lines be used along cycle lanes to prevent vehicle obstruction.

#### 5.4 Responses received about the Quietway 5 cycle route

Over the two consultations that were published at the same time (Cavendish Road and Estreham Road) there were a total of 122 respondent comments to the question “Do you support the overall proposals for Quietway 5 between Waterloo and Croydon at Estreham Road?” This includes public and stakeholder responses.

Overall, out of the 122 responses received: 72 (59 per cent) supported or partially supported proposals for Q5 in this area: 37 (30 per cent) replied no or not sure, and 13 (11 per cent) had no opinion.



#### 5.5 Responses received about the quality of the Cavendish Road and Estreham Road consultations

There were 93 comments in response to the question: “**Please tell us what you think about the quality of these consultations.**”

Although respondents were not asked specifically which consultation they were referring to when answering the question about the quality of the consultation, it was evident from the comments in their reply to which consultation they were referring to. For example, by mentioning names of roads nearby, and the previous early engagement completed by Lambeth Council and Sustrans during a four month period September 2015 to January 2016.

The following is a summary of the main concerns raised in three sections:

- Cavendish Road and Estreham Road – combined responses
- Estreham Road only
- Cavendish Road only

## **a. Estreham Road and Cavendish Road – combined responses**

### *i. Positive/general support*

Overall, of the 93 comments received there were 54 (58 per cent) respondents providing positive/general support, with 32 (59 per cent) of those 54 stating that the consultation quality was either: excellent/very good/good/great. Comments included:

- Very impressed with the level of communication
- It has been a well-run consultation
- Clear and colourful maps and description
- Consultation was well designed and easy to understand
- Presented clearly and concisely

### *ii. Badly advertised/Notification complaint*

10 respondents replied about the way that the consultation had been communicated. Comments included:

- Two comments – Heard via the local grapevine or social media
- Two comments – Expressed a wish to receive information directly rather than hearsay
- Two comments – Heard via a neighbor
- One – Not delivered in the area or to residents
- One – Not publicised well enough
- One – Local magazine a better source of information
- One – At no stage were letters been delivered to their flat

### *iii. Negative about consultation materials*

Five respondents made negative comments about the consultation materials. Comments included:

- Three comments – Website creates difficulties in finding information, not well thought out
- Very confusing for two consultations to be in one survey
- Plans and maps of the proposed changes could be clearer

### *iv. General negative*

Two respondents replied with general negative comments including:

- Pointless as you don't listen to people who live and work in the area
- The consultation has been quite unclear and needs deciphering

## **b. Estreham Road specific**

Of the 93 overall comments, 30 (32 per cent) were directed specifically to the Estreham Road consultation. Those 30 comments have been summarised in six sections:

### *i. Flawed proposal*

Nine (30 per cent) respondents provided reasons why they believed the (scheme) proposal was flawed. Comments included:

- Four respondents stated: the consultation does not address access issues for (nearby roads) Natal, Ellora, Ferrers, Hambro, Lewin, Barrow. Particularly if the second phase of the proposal is put in place at the top of Natal, Barrow and Lewis Road
- Three respondents stated: they were expecting more options (based on the three presented in pre engagement), and felt like initial views were ignored
- Two respondents stated: a pilot is being trialed before the results of the consultation are in

### *ii. Further evidence required*

(Based on earlier data provided in pre-engagement September to January)

seven (23 per cent) respondents requested further evidence. Comments included:

- Data does not give any clear indication of how many journeys are made for the legitimate visits (frequency of journeys) within the affected area
- Measurements should be provided for the width of the remaining southbound carriageway at the point of no entry planned for Estreham Road
- Insufficient information regarding traffic flow options outside the designated area; access roads beyond Greyhound Lane/Tankerville/ Lewin means crossing all lanes of the A23 at the top of the road
- No evidence of impact to other key stakeholders, other than cyclists, or no cost/benefit analysis
- Not enough material about the possible detrimental impact on motorists

iii. Consultation as a result of pre-engagement (September 2015/January 2016)

Six respondents referred to the Lambeth Council/Sustrans pre-engagement events and stated that the new design has not addressed earlier issues raised

iv. General negative

Six respondents provided general negative comments including:

- Residents don't get a say in what's going to happen
- Don't do this on Estreham Road/we need to object
- It's not what commuters or residents want

v. Negative materials

Two respondents made negative comments about the consultation materials. Comments included:

- Information sparse compared with previous supplier by Sustrans
- Materials used in December were easier to understand

**c. Cavendish Road specific**

Of the 93 overall comments, five (five per cent) were directed specifically to the Cavendish Road consultation. Those five comments have been summarised in two sections:

i. Negative about consultation materials

Three respondents made negative comments about the consultation materials. Comments included:

- Two comments – No clarity (too small) on the map to show where the speed humps will be
- Colours missing from the key on the Cavendish Road plan

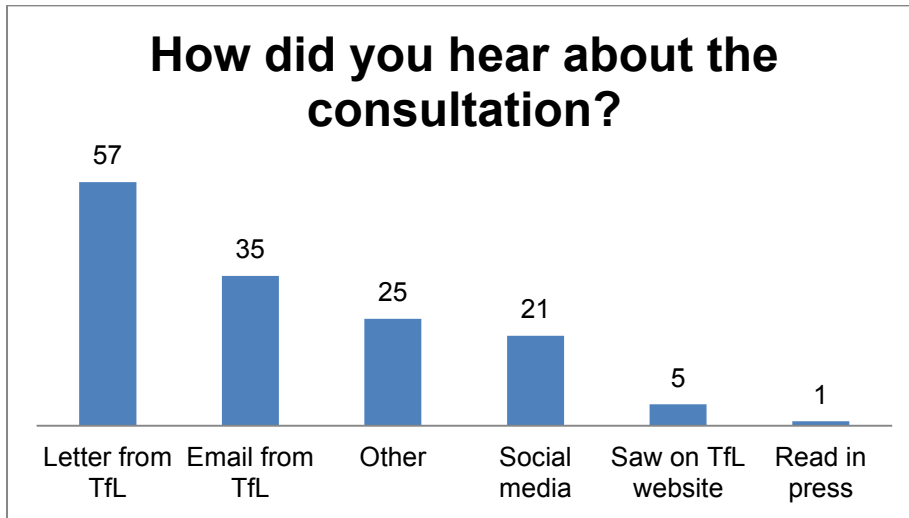
ii. Badly advertised/Notification complaint

Two respondents replied about the way that the consultation had been communicated. Comments included:

- Residents streets away got letters, those on Cavendish Road did not
- Only heard about this from a neighbour

## 5.6 Answers received to question – How did you hear about the Cavendish Road/ Estreham Road consultations? (Public and Stakeholder Groups)

144 respondents answered this question.



NOTE: Respondents above would have received a letter in a TfL branded envelope, and for the email respondents they would have been sent an email from TfL’s consultation team.

There were 59 responses to ‘other’ including:

Neighbour passed it on	7
Letter from Lambeth Council	4
Flier through the door	3
Residents group/association	2
Local magazine	2
Email from London Cycling Campaign	1
Email from Lambeth Cyclists	1
Via my local church	1
Via the local website	1
Friends discussing the campaign	1
Proactive search	1
Local area online forum	1

## 6 Conclusion and next steps – Estreham Road

Overall, out of the 139 responses to the proposals for this scheme, 78 (56 per cent) supported or partially supported the proposals, 51 (37 per cent) did not support or were unsure of the proposals and 10 (seven per cent) had no opinion.

### How Lambeth Council plans to proceed

Having considered all responses to the consultation and reviewed the proposals, it is the intention to proceed with the scheme design that has been consulted on, with implementation via a six-month trial. Whilst the concerns of some respondents are acknowledged, the council considers that the proposal will make Estreham Road a safer and more enjoyable place for residents and for those on bikes.

The scheme is intended to be introduced as a six-month trial in order to assess the impact of the changes. Lambeth Council will conduct pre and post implementation monitoring during this period.

The six-month trial period will form a further public consultation period in relation to the proposals, and any representations received during this period in support or opposition to the scheme will feed into the assessment process.

At the end of the six-month trial period the council will take a decision as to whether to make the scheme permanent (by introducing a permanent traffic order), or to remove the one-way closure.

Construction of the scheme is planned to begin in September/October 2016.

Lambeth Council will write to local residents and businesses with details of the planned works.

## Appendix A – Responses to issues raised

### a. Support and opposition

15 comments were supportive of the proposed scheme. Lambeth Council acknowledges the support for the proposals from these respondents.

14 comments were **unsupportive** of the proposals. Lambeth Council notes the unsupportive comments and hopes to address the concerns raised in the following section.

One comment felt that concerns with previous proposals had not been addressed. Lambeth Council understands this comment to refer to the pre consultation engagement that was conducted by Sustrans on behalf of Lambeth Council. Sustrans has published a report of their engagement activities that is available [here](#).

### b. Increased congestion on neighbouring roads

The highest number of comments (25) received related to concerns of increased congestion on neighbouring roads.

In response, Lambeth Council is implementing this scheme on a trial basis to assess whether these concerns become issues following implementation. Lambeth Council is committed to making its streets and roads safer places for all users.

The use of Estreham Road as a cut through from Greyhound Lane to Streatham High Road via Natal Road, Pathfield Road, Barrow Road and Lewin Road is sought to be curtailed by the proposals. Lambeth Council is actively seeking to address this 'rat-running' issue and return Estreham Road to a residential street for local people and residential traffic; not for vehicles making a short connection by avoiding the traffic lights at the junction with Greyhound Lane and Streatham High Road. It is expected that the northbound traffic in the morning AM peak will disperse around a wider area after a period of adjustment from drivers.

The implementation of this scheme is intended to make Estreham Road a safer and more enjoyable place for residents, pedestrians and those on bikes.

The council will also be conducting pre and post monitoring of the implementation of the trial. Monitoring measures will include:

- Pre and post vehicles counts
- Pre and post origin and destination surveys
- Feedback from emergency services
- Feedback from TfL buses
- Feedback from Lambeth cyclists
- Review of road safety issues
- Summary of representations received during the 6 month trial period



### **c. Restriction of northbound traffic at proposed filter**

Following closely behind the concerns of increase in congestion, 24 comments were received regarding the restriction of northbound traffic as part of the proposed scheme.

#### Access restriction to properties north of closure

Access to the properties north of the closure will be restricted via the southern section of Greyhound Lane. However access will still be retained to the area from the Streatham High Road. The proposed intervention will ensure that northbound vehicles have to stick to the B272 (Greyhound Lane) to access Streatham High Road rather than use unclassified residential borough roads to make a quicker connection.

#### Removal of ability for vehicles to cut through Estreham Road

Lambeth Council has proposed this scheme to restrict the ability of northbound vehicles to use Estreham Road as a cut through from Greyhound Lane to Streatham High Road.

#### Design of filter

Concerns were raised in three comments that northbound traffic could circumvent the traffic restriction. The proposed intervention is designed to restrict vehicle access to the north and will be accompanied by no entry for vehicular traffic sign to highlight the north bound access restriction. However, Lambeth Council has noted these concerns and will ensure they are addressed at detailed design.

#### Alternative Suggestions for filters

- Full modal filter

A full modal filter is not desired by Lambeth Council at this location due to the result of the pre consultation engagement conducted by Sustrans on the council's behalf.

- Alternative locations for filters

The filter was chosen at the proposed location to prevent traffic using Estreham Road as a cut through from Greyhound Lane to Streatham High Road. A filter at any of the other locations would require a series of filters to be installed to be effective at curtailing 'rat running' through the area. Lambeth Council believe that the filter at the proposed location balances the needs of access for local traffic whilst effectively curtailing rat running traffic between Greyhound Lane and Streatham High Road.

### Reinforce northbound access restriction

Lambeth Council will assess these issues during detailed design to ensure that northbound vehicles are actively discouraged from traveling through the filter.

### Traffic calming alternative

Traffic calming measures alone without a filter would not offer an effective tool to reduce through traffic in the area. Lambeth Council point out that there is already a significant array of traffic calming measures in place along Estreham Road.

### ANPR monitoring

Lambeth Council will review the need for Automatic Number Plate Recognition (ANPR) monitoring once the scheme is in place.

### Signage at Junction of Greyhound Lane/Estreham Road

Lambeth Council has taken this comment on board and will install a 'no through road' sign at the junction of Greyhound Lane and Estreham Road

## **d. Parking**

Parking also featured heavily in the comments of the consultation. 18 comments were made in regards to parking on Estreham Road and many respondents proposed alternative for the layout of parking in the area.

It is well known that parts of the borough are experiencing high levels of parking stress. Lambeth Council is aware of the parking issues that exist on Estreham Road and has taken note of the concerns raised during this consultation. The council is currently analysing existing on-street parking demands in the borough to see where and how extra controls are needed.

The parking study will provide a borough-wide overview of where parking stress is most acute in Lambeth, which will provide a strong evidence base to prioritise resources and take decisions on any new Controlled Parking Zone (CPZ).

The implementation of any new CPZ is a separate piece of work and will require further consultation with residents.

## **e. Safety**

Nine comments were made regarding various safety concerns.

### Vehicle Speed

Four comments were made in relation to vehicle speeds. It is worth noting that the area north of the closure has traffic calming measures in place, including raised entry treatments to side junctions, mini roundabouts at Natal Road and Hambro

Road, a raised crossing near Potters Lane and a series of speed humps along the length.

#### Increase possibility of left hooks

Two comments were made in relation to a perceived increase in left hooks from vehicles turning from Streatham High Road. Although Lambeth Council is aware that more vehicles will be turning from Streatham High Road, the left hook risk on Streatham High Road is less severe than the left hook risk from vehicles turning into Estreham Road from Greyhound Lane. The reasons for this are as follows:

- Following implementation of the proposal, only local traffic will be turning left from Streatham High Road
- The removal of the north bound 'rat run' through Estreham Road will remove the majority of the left turning traffic from Greyhound Lane into Estreham Road
- Bus lanes run the length of Streatham High Road therefore offer those on bikes an element of safety from left turning vehicles
- All entrances off Streatham High Road, Barrow Natal and Lewin, have raised entry treatments that reduce vehicles entry speeds

#### Alignment of existing parking

Lambeth Council is aware of the parking issues on Estreham Road, please see response to parking issues above.

#### Pinch point at existing zebra crossing

One respondent felt the design created a pinch point at the zebra crossing but did not elaborate on which modes were affected by this pinch point. Lambeth Council does not believe that a pinch point is created at the zebra crossing. Bicycles and vehicles are separated by an island on the approach to the crossing.

#### Conflict with vehicles exiting the station approach

As part of the proposals Lambeth Council is not considering any changes to the exit of the station approach therefore cannot agree to an increase in conflict at this location.

#### Continuing domination of motor vehicles

One respondent felt that even with the proposals vehicles would continue to dominate the road space. The proposals seek to address the dominance of vehicles in the area therefore the proposal seek to reduce the dominant movement of vehicles. From traffic surveys it was establish that the dominant movement in the area was a northerly movement along Estreham Road from vehicles entering at the junction with Greyhound Lane.

## **f. Alternative Suggestions**

Two respondents provided alternative suggestions to the proposals. One respondent suggested segregated cycle tracks and the other suggested additional traffic calming measures.

### Segregated cycle tracks

Quietways are designed in accordance with the London Cycling Design Standards (LCDS). Chapter 4, 'Cycle Lanes and Tracks', of the LCDS deals specifically with the level of intervention needed to achieve a suitable level of service for those on bikes. Lambeth Council believes that the proposed filter offers those on bikes an adequate level of service due to reduction in northbound vehicular traffic. Lambeth Council also believes that the filter will offer wider benefits, than a cycle track, to the local area by reducing 'rat running' traffic along unclassified residential streets.

### Additional traffic calming

Lambeth Council would like to point out that there is a range of existing traffic calming measures along the length of Estreham Road.

## **g. Misunderstanding of the proposed scheme**

Five comments from respondents demonstrated a misunderstanding of the proposed scheme at Estreham Road. Lambeth Council believes the designs that were used in the consultation material and the accompanying text show the only restriction to vehicle movements in the area will be the no entry for north bound vehicles to the north of the existing zebra crossing.

## **h. Other comments**

### Resurfacing

Lambeth Council has taken this comment on board but resurfacing is outside the remit of this proposal.

### Cycling provision on Ellison road


Lambeth Council ran a separate consultation for improvement to Ellison Road in September 2016 and recently published a response to the consultation. The response to the consultation is available [here](#).

### Modal Filter on Cavendish Road

Lambeth Council has not proposed a filter on Cavendish Road and will explain reasons for this decision in the Cavendish Road consultation report, which is due to be published in late September.

# Appendix B Consultation letter and design

## Estreham Road



**10 February 2016**

Lambeth Transport  
Blue Star House  
234-240 Stockwell Road  
Brixton  
London SW9 9SP

+□

Dear Sir or Madam,

**Proposed new Quietway cycle route 5 – Waterloo to Croydon**

**Have your say on proposed changes to Estreham Road**

Lambeth Council is working with its partner, Transport for London (TfL) on this consultation. We would like to know your views on proposed changes to provide the new cycle route through the Estreham Road area.

Sustrans has conducted public engagement, on behalf of Lambeth and TfL, with the local community to bring these proposals to consultation. Sustrans has produced a report on this engagement and it is available at [lambeth.gov.uk/consultations/q5-estreham](http://lambeth.gov.uk/consultations/q5-estreham)

**What are Quietways?**

Quietways will be a network of high quality, well signed cycle routes throughout London, mostly using backstreets. The routes will link key destinations and will appeal to new and existing people that cycle who want to use quieter, low-traffic routes. Quietways will complement other cycling initiatives in London, such as the Cycle Superhighways.

To learn more about the Quietways cycle routes please visit [tfl.gov.uk/quietways](http://tfl.gov.uk/quietways)


**Proposals for this section of the route include:**

- Trial to restrict access to Estreham Road for northbound motor traffic at the existing zebra crossing outside Streatham Common Station. Retain two-way cycle traffic through existing zebra crossing.

The six month trial to restrict access is designed to allow motor vehicle access to the train station, but reduce the volume and speed of motor traffic on Estreham Road. A traffic island and tree is proposed to be installed – please see design.

Estreham Road is currently used as a ‘rat-run’, with non-local motor traffic using this road to avoid the traffic signals at the junction of Greyhound Lane and Streatham High Road. Southbound motorists would still be able to access the road here as they currently do.

Working in partnership with:



**TRANSPORT FOR LONDON**  
EVERY JOURNEY MATTERS

Page 1 of 2

A map showing the Quietway 5 cycle route from Waterloo to Croydon is enclosed, along with the proposed changes to the area.

This route is already well used for cycling, and our proposals aim to attract more people to cycle for everyday journeys and cater for the predicted increase in the number of people using bicycles.

#### **How to comment on the proposals**

This consultation is open from now to **Thursday 10 March 2016**. Please respond in one of the following ways:

**Web:** For further information on this proposal, other nearby sections of the Quietway 5 route, and to let us know your views, please visit our website [lambeth.gov.uk/consultations/q5-estreham](http://lambeth.gov.uk/consultations/q5-estreham)

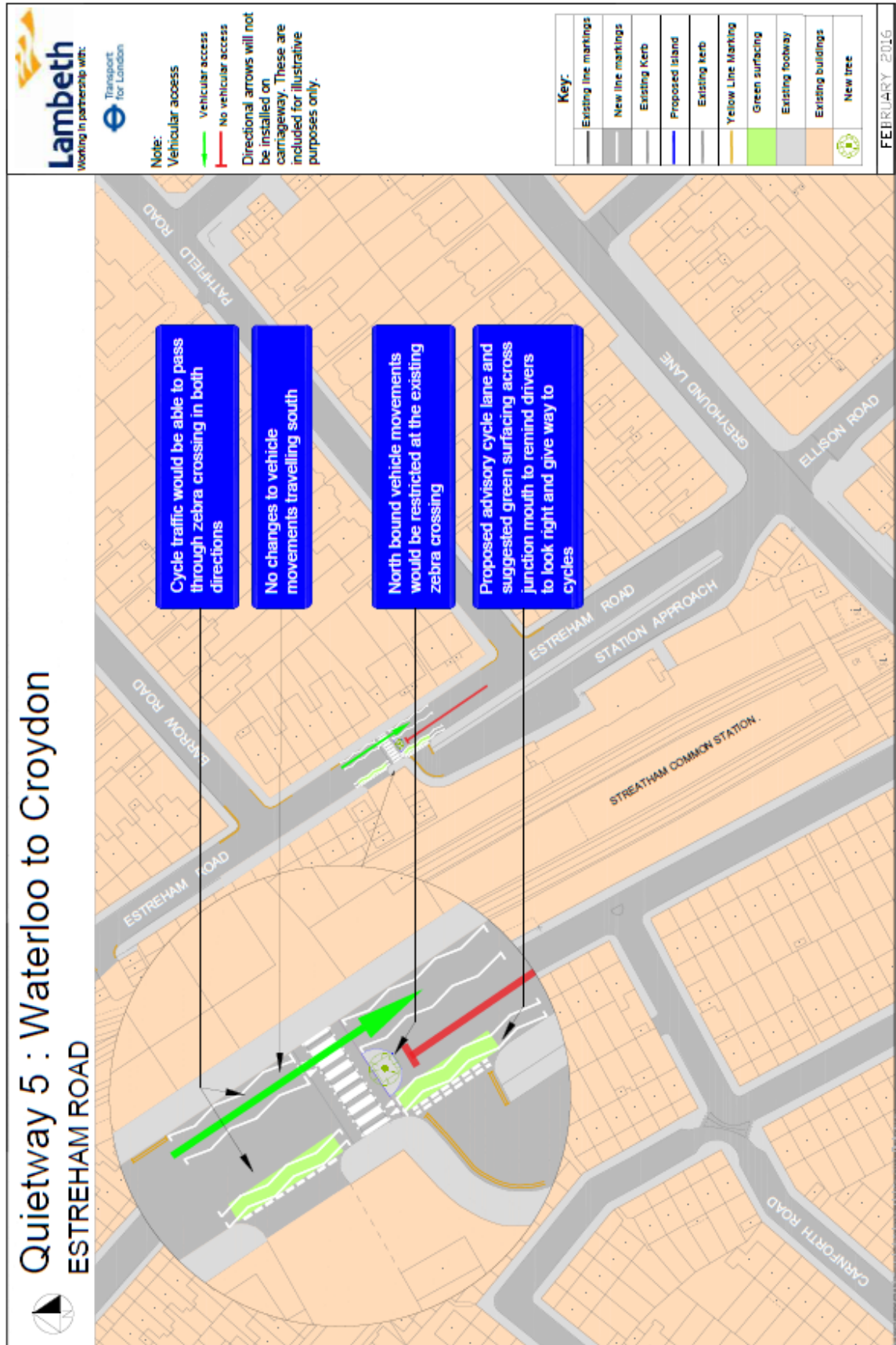
**Post:** If you do not have access to the internet and would like a feedback form to respond to this consultation, please call TfL customer services on 0343 222 1155, quote the consultation name 'Quietways – Estreham Road' and provide your name and address.

Subject to a successful consultation, we plan to start construction in summer 2016.

Yours faithfully

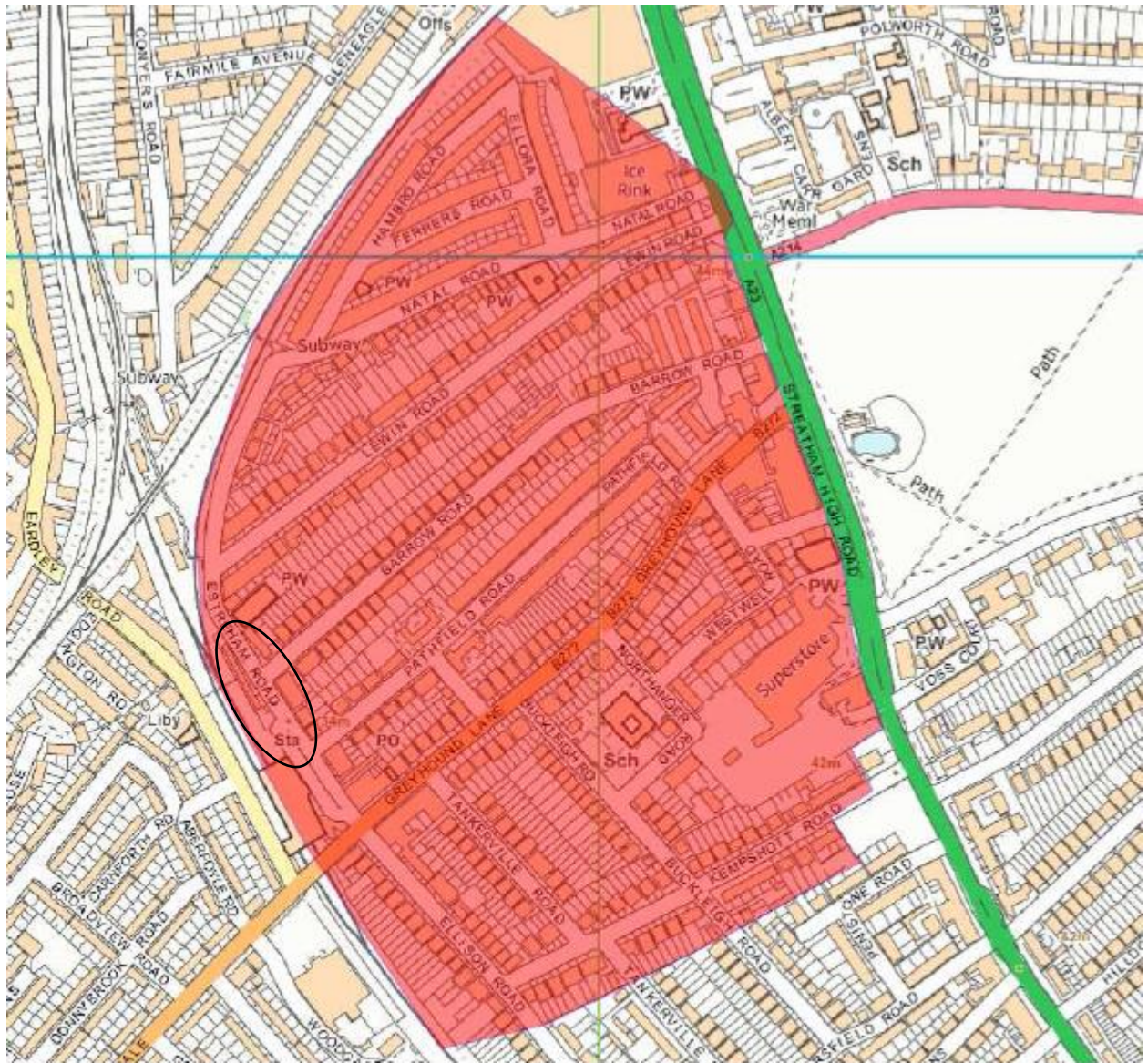
**Lambeth Transport**  
**London Borough of Lambeth**

# Estreham Road – proposed scheme design



# Appendix C – Letter distribution area

Estreham Road – 2,858 addresses





## Appendix D – List of 340 stakeholder groups

Estreham Road and Cavendish Road combined

1st Streatham Common Scout Group
229 Mitcham Lane Ltd
Abellio West London Ltd
Action for Blind People
Action on Hearing Loss (RNID)
Addison Lee
Age Concern London
Age UK London
Alive in Space Landscape and Urban Design Studio
All Party Parliamentary Cycling Group
Alzheimer's Society
Anderson Travel Ltd
Angel AIM
APC-Overnight
ASHA
Asian Peoples Disabilities Alliance
Association of Bikeability Schemes
Association of British Drivers
Association of Car Fleet Operators
Association of Disabled Professionals
Association of Town Centre Management
Astra Homes
Automobile Association Motoring Trust
Bankside Residents' Forum
Battersea Society
Becmead Avenue Residents Association
Best Bike Training/Cycletastic
Better Transport
BHS bikeability
BID - Clapham Business Community
Bikeworks
BikeXcite
Blue Triangle Buses Ltd,
Borough Cycling Officers Group (BCOG)
Brewery Logistics Group
British Cycling
British Dyslexia Association
British Hospitality Association (BHA)
British Land
British Medical Association

British Motorcycle Federation
British Retail Association
British School of Cycling
Brixton and Streatham Methodist Church
BT
CABE - Design Council
Campaign for Better Transport
Campaign for Clean Air in London
Canal & River Trust London
Caretech Community Services Ltd
Carousel Buses Ltd
CBI-London
CCG Wandsworth
Centaur Overland Travel Ltd,
Central London Cab Trade Section
Central London Connexions
Central London CTC
Central London Forward
Central London Freight Quality Partnership
Central London NHS Trust
Centre for Accessible Environments
Centre for Cities
Chalkwell Garage & Coach Hire Ltd,
Chartered Institute of Logistics and Transport
Chartered Institution of Highways & Transportation (CIHT)
Chauffeur and Executive Association
City Hall
City of London
City of London Access Forum
City Year London
Civil Engineering Contractors Association (CECA)
Clapham Park Homes
Clapham Park Partners in Action
Clapham Park West Tenants And Res. Assn.
Clapham Society
Clapham Transport Users Group
Cobra Corporate Services Ltd,
Community Transport Association
Computer Cab
Confederation of British Industry (CBI)
Confederation of Passenger Transport UK
Construction Youth Trust
Council for Disabled Children

Cross River Partnership
Crossrail Ltd
Crownwise Limited
CTC 'Right to Ride' Network
CTC, the National Cycling Charity
Cycle Confidence
Cycle Experience
Cycle Training UK (CTUK)
Cycling Embassy of Great Britain
Cycling Instructor Ltd
Cycling Tuition
Cycling4all
Cyclists in the City
Deepdene House
Department for Transport (DfT)
Design for London
DHL
Dial-a-Cab
Disability Alliance
Disability Rights UK
Disabled Motoring UK
Disabled Persons Transport Advisory Committee
Drewstead Lodge
E Clarke & Son (Coaches) Ltd
EDF Energy
Elim Pentecostal Church
English Heritage - London
Ensign Bus Company Ltd,
Eurostar Group
Evergreen
Evolution Cycle Training
Express Networks Forum
Federation of Small Businesses (FSB)
First Beeline Buses Ltd,
Frances Taylor Foundation
Freight Transport Association (FTA)
Friends of Agnes Riley Gardens - Clapham Park West Residents Association
Friends of Hillside Gardens Park
Friends of the Earth
Friends of Unigate Woods
Future Inclusion
GLA Strategy Access Panel members

Gleneldon Road Management Co. Ltd
Go-Coach Hire Ltd
Golden Tours (Transport) Ltd,
Goldknight Trading Ltd
Goldsborough Home Care Services
Goldstein Ween Architects
Gordon Telling
Greater London Authority (GLA)
Greater London Forum for Older People
Green Flag Group
Green Urban Transport Ltd,
Greenbrook Primary School
Guide Dogs
Guide Dogs for the Blind - Inner London District team
Health Poverty Action
Henry Cavendish Primary School
Herne Hill Forum
House of Commons
HS2 Ltd
Hyderi Islamic Centre
ICE -London
In Streatham BID
Inclusion London
Independent Disability Advisory Group (IDAG)
Institute for Sustainability
Institute of Advanced Motorists
Institution of Civil Engineers
inStreatham
James Bikeability
Jane`s House Limited
Jasper Family Support
Joint Committee on Mobility of Blind and Partially Sighted People (JCMBPS)
Joint Mobility Unit
Khoja Shia Ithna-Ashri (South London) Jamaat
King's College Hospital NHS Foundation Trust
La Retraite RC School
La Rosa Residential care Home
Lambeth Council
Lambeth Cyclists
Lambeth Safer Transport Team
Lambeth Traffic and Transport Working Group
LB Lewisham

LB Southwark
LB Wandsworth
Leonard Cheshire Disability
Licensed Private Hire Car Association (LPHCA)
Licensed Taxi Drivers Association
Lifeways Community Care Ltd - Drewstead Road
Line Coaches (TGM),
Living Streets Wandsworth
Living Streets Action Group
Living Streets London
Living Streets Southwark
Local Government Ombudsman
London Ambulance Service
London Bike Hub
London Cab Drivers Club
London Central Cab Section
London Chamber of Commerce and Industry (LCCI)
London City Airport
London Climate Change Partnership
London Councils
London Cycling Campaign (LCC)
London Cycling Campaign (Lambeth)
London Cycling Campaign (Lewisham)
London Cycling Campaign (Wandsworth)
London European Partnership for Transport
London Fire and Emergency Planning Authority
London Fire Brigade
London First
London Mencap
London Older People's Strategy Group
London Omnibus Traction Society
London Parks Friendly Group
London Private Hire Board
London Strategic Health Authority
London Suburban Taxi Drivers' Coalition
London Taxi Drivers' Club
London Tourist Coach Operators Association (LTCOA)
London TravelWatch
London Underground
London Visual Impairment Forum (LVIF)
London Youth
Low Carbon Vehicle Partnership
Manna Christian Centre

Maytree Nursery School
Members of Stanthorpe Triangle Residents Assoc.
MENCAP
Merton Council
Metrobus Ltd,
Metroline Ltd
Metropolitan Clapham Park
Metropolitan Police Service
MIND
Mobile Cycle Training Service
Mode Transport
Mosaic Clubhouse
Motorcycle Action Group (MAG)
Motorcycle Industry Association
Multiple Sclerosis Society
Muscular Dystrophy Campaign
National Autistic Society
National Children's Bureau
National Express Ltd
National Grid
National Motorcycle Council
National Trust - London
New Park Baptist Church
New World Housing Association Ltd
NHS Care Commissioning Group
NHS London
NoH Budget Films
Ocean Youth Connexions
Olympus Bus & Coach Company
On Your Bike Cycle Training
Organisation of Blind Afro Caribbeans (OBAC)
Parcel Force
Park Centre
Parliamentary Advisory Council for Transport Safety (PACTS)
Passenger Focus
Philip Kemp cycle training
Planning Design
Port of London Authority
Pre School Learning Alliance
Prema House
Premium Coaches Ltd,
Private Hire Board
Prolific Foundation

Puzzle Focus Ltd
RAC
RAC Foundation for Motoring
Radio Taxis
Rail Delivery Group (RDG)
Rank and Highways Representative for Unite
Red Rose Travel
Redbridge Cycling Centre
Redwing Coaches (Pullmanor Ltd),
RMT Union
RNID (Royal National Institute for Deaf People)
Road Danger Reduction Forum
Road Haulage Association (RHA)
Roadpeace
Royal Institute of British Architects
Royal Institution of Chartered Surveyors (RICS)
Royal London Society for the Blind (RLSB)
Royal Mail
Royal Parks
Royal Town Planning Institute (RTPI)
SCOPE
SEBRA
Sense
Sixty Plus
Somali Employment and Education Development
Somali Humanitarian Aid
South East London PCT
South London Business Forum
South London Islamic Centre
South London Partnership
South London Trinidad And Tobago Nationals And Friends Society
Southwark Cyclists
Space syntax
Spencer Palmer
Spires Centre
St Michaels Fellowship
St Thomas with St Stephen Telford Park
St. Bede's Catholic Infants School
St. Bernadette Catholic Junior School
St. Leonard's CE Primary School
Stanthorpe Triangle Residents Association
Stockwell Green Youth Project
Streatham Action

Streatham Baptist Church
Streatham Christian Housing Ltd
Streatham Conservation Association
Streatham Vale Property Occupiers Association
Streatham Youth & Community Trust
Stroke Association
Sunnyhill Primary School
Sustrans
SWCMHT (Recovery & Support)
Taxi and Private hire
Taxi Rank & Interchange Manager
Transport for London
Thames Water
Thomas's London Day Schools (Transport) Ltd
TNT
Tower Transit Operations Ltd,
Trailblazers, Muscular Dystrophy UK
Transport Focus
Transport for All
Trust Women's Project
Unions Together
Unite The Union
Unite the Union (taxis)
University College London
Universitybus Ltd t/a uno,
Uprising
Urban Movement
Vauxhall Gardens Estate Tenants & Residents Association
Vauxhall One BID
Virtual Norwood Forum
Vision Impairment Forum
Walk London
Wandsworth Access Association
Wandsworth Cycling Campaign
Wandsworth mobility forum
Wandsworth Safer Transport Team
Westminster Cyclists
Wheels for Wellbeing
Whizz-Kidz
WSP Parsons Brinckerhoff
Yeshua Trust
YMCA England
Young Minds



## Appendix E – Email sent to stakeholders

*This email was sent to the stakeholder database on Thursday 11 February 2016.*

Dear Stakeholder,

We are working with our partner the London Borough of Lambeth on Quietway 5 – a cycle route between Waterloo and Croydon. The Lambeth Council section of the route starts at Baylis Road through to Tooting Bec Common and extends to the border of London Borough of Croydon.

Lambeth Council is currently consulting on proposals to the route in these two locations:

### **Cavendish Road proposals include:**

To calm traffic, raised tables, cycle-friendly humps, and wider footways are being proposed around the following junctions:

- Cavendish Road/Cathles Road
- Cavendish Road/Old Devonshire Road
- Cavendish Road/Weir Road
- Cavendish Road/Emmanuel Road

### **Estreham Road proposals include:**

A six month trial to restrict access to Estreham Road for northbound motor traffic at the existing zebra crossing outside Streatham Common Station. This is designed to allow motor vehicle access to the train station, but reduce the volume and speed of motor traffic on Estreham Road.

### **Find out more and have your say**

To view each consultation with its proposed changes, and to have your say, please go to the London Borough of Lambeth's website for the respective consultation using the links below:

- [Cavendish Road](#)
- [Estreham Road](#)

These two consultations close on **Thursday 10 March 2016**.

For details of other borough-led consultations on Quietways and Mini Hollands schemes, please visit [consultations.tfl.gov.uk](http://consultations.tfl.gov.uk).

Yours faithfully,



Julie Vindis  
Consultation Team  
Transport for London

**End of consultation report**