

Quietway 5 – Waterloo to Norbury Consultation

London Borough of Lambeth – Cavendish Road
Response to consultation

10 February to 20 March 2016

April 2017 (v2, 10/04/17)

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Executive Summary

Between 10 February and 10 March 2016, Lambeth Council, together with Transport for London (TfL), consulted on proposals for a scheme on Cavendish Road, on the Quietway 5 route – Waterloo to Norbury.

In this document¹ you will find an overview of consultation responses, Lambeth Council's response to issues raised, conclusion and anticipated construction dates for the scheme.

Responses to consultation

There were 119 responses to the consultation; 66 (55 per cent) supported or partially supported the proposals, 32 (27 per cent) did not support, 11 (nine per cent) said they were unsure, and 10 (nine per cent) had no opinion.

Of the 119 responses, 109 (92 per cent) were received from the public and, 10 (eight per cent) from stakeholder groups.

Main issues raised in consultation

- 1) Volume of traffic using Cavendish Road
- 2) Safety concerns
- 3) Alternative proposals, such as closing Cavendish Road to through traffic or using a different alignment for the Quietway route

How Lambeth Council plans to proceed

Having considered all responses to the consultation and reviewed the proposals, the scheme has been amended to incorporate additional measures in response to certain concerns raised by respondents. The main changes include:

- Raising of the existing zebra crossing on Cavendish Road directly to the south of the junction with Atkins Road
- Installation of a raised table with informal crossing points on Cavendish Road directly to the south of the junction with Weir Road
- Installation of a raised table to cover the junction of Sistova Road with Cavendish Road, extended in a southerly direction on Cavendish Road to also incorporate the raising of the existing zebra crossing on Cavendish Road directly to the north of Hydethorpe Road

A plan of the revised scheme layout at the junction is included in Appendix B.

The council recommendation is to proceed with the implementation of the revised scheme, subject to detailed design and statutory consultation. Construction is

¹ A revised version of this document was published on 11/04/17 with updates to some stakeholder summaries.

planned to begin in summer 2017, and 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.

We are working in partnership with the London boroughs and managing authorities to deliver seven Quietways routes by 2018. 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 Norbury** (via Clapham Common) (Lambeth, Wandsworth)
- **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 2016, and the second route (Q2 Bloomsbury to Walthamstow – phase 1 Islington to Mare Street) is due to be complete in early 2017.

1.2 London Borough of Lambeth and Transport for London

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

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)
- 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

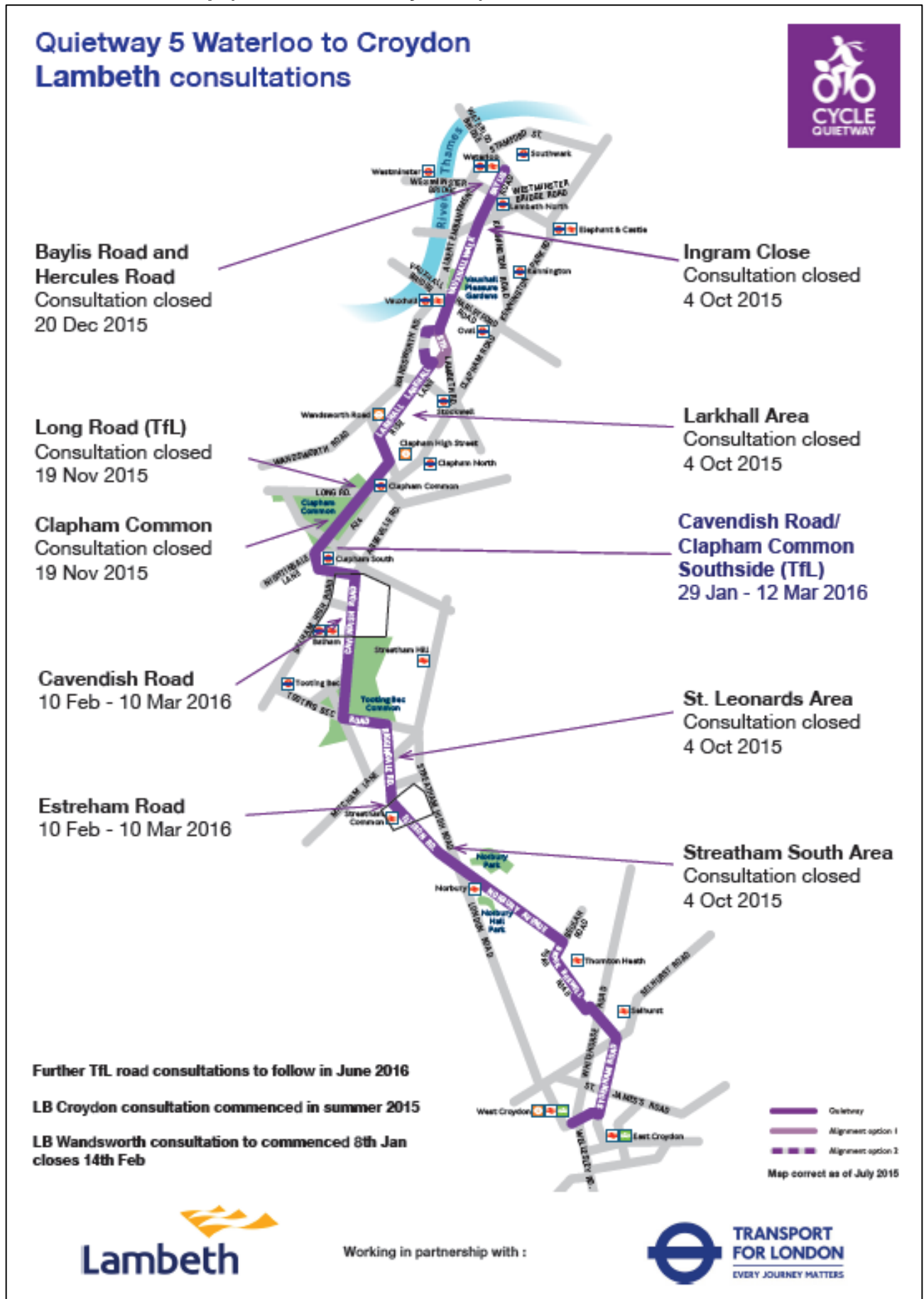
As part of the Quietway 5 route, Lambeth Council is developing proposals to enhance facilities primarily for people that cycle, but also for other road users such as pedestrians. Improvements are being proposed for on Q5 through investment in traffic calming measures, and new pedestrian crossings providing 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. The two London boroughs Wandsworth and Croydon have consulted on proposals for their sections of Q5.

2.2 Description of the proposal

- Install raised tables at the junction of Cavendish Road and Cathles Road and the junction of Cavendish Road and Kenilford Road
- Introduce cycle friendly speeds humps along the length of Cavendish Road (see design for approximate locations)
- Build out footways at the junction of Cavendish Road/Old Devonshire Road and Cavendish Road/Weir Road
- Raised junction entry treatment at Old Devonshire Road
- Raise the existing zebra crossing on Emmanuel Road

2.3 Q5 Route map (as at 10 February 2016)



3 The consultation

The Cavendish Road consultation ran from 10 February to 20 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-cavendish-road>

The consultation was also publicised via letter drop to the public and an email to 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

Consultation was promoted through multiple channels:

Letter: We distributed the consultation letter (6,997 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 emails 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**.

3.3 Meetings

Lambeth Council 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 8th July 2015
- Thursday 3rd 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.

3.4 Consultation questions

The consultation asked two questions; do you support the scheme, and 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 11.

4 Overview of consultation responses

4.1 Cavendish Road – responses received by public and stakeholders

There were 119 responses to the proposals for this scheme; 66 (55 per cent) supported or partially supported the proposals, 32 (27 per cent) did not support, 11 (nine per cent) said they were unsure, and 10 (nine per cent) had no opinion.

Of the 119 responses 109 (92 per cent) were received from the public and, 10 (eight per cent) from stakeholder groups.

Fig. 1 Response to - *Do you support the proposed changes?*

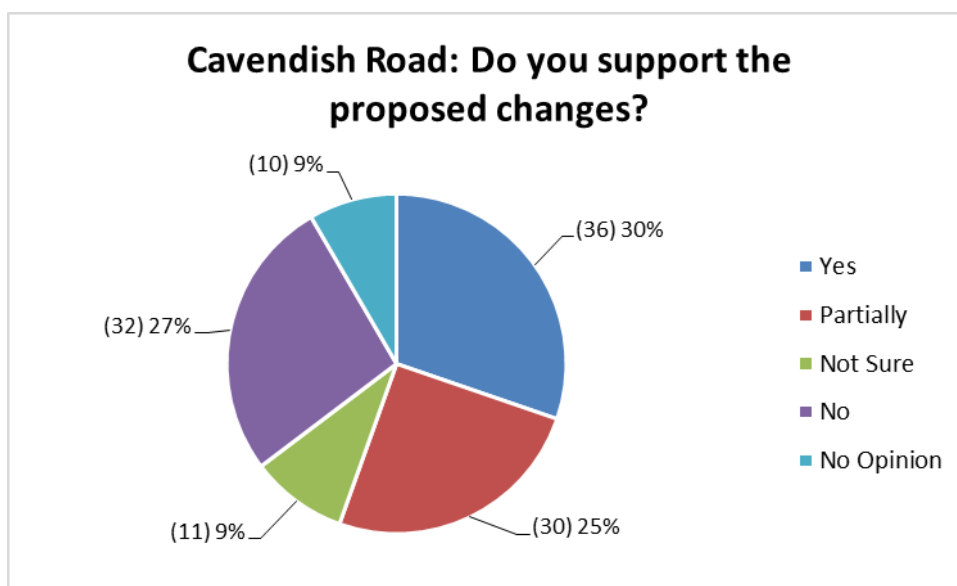
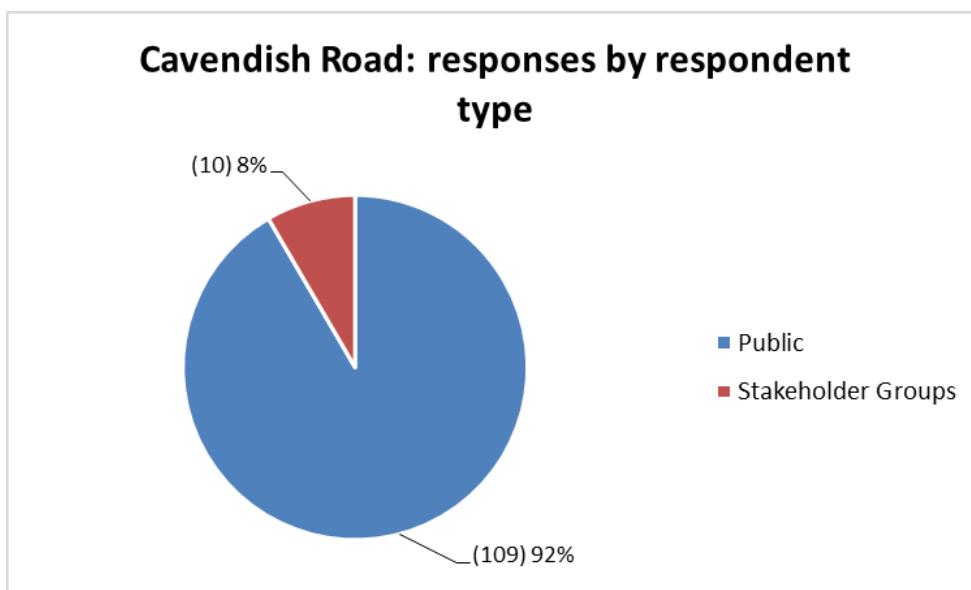


Fig. 2 Consultation responses by respondent type:



4.2 Cavendish Road – analysis of consultation responses

Of the 119 who answered the closed question: (*Do you support the proposed changes?*), 82 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**

24 respondents offered support or opposition for the proposed scheme.

- 11 respondents were **supportive** of the scheme, particularly on the grounds that it improves cycling conditions
- 10 respondents were **unsupportive** of the proposals, suggesting that the scheme was inadequate
- One respondent stated that the proposals do not take into account the “real life usage” of Cavendish Road by other road users
- One respondent was not sure if the proposed traffic calming measures were the right course of action
- One respondent was supportive of the proposals, but stated that more investment was needed

b. **Through traffic**

23 respondents shared various concerns with through-traffic on Cavendish Road. Three respondents made more than one comment in regards to this category.

Modal filtering

- 17 respondents suggested that modal filtering (i.e. a closure on Cavendish Road to through-traffic) be implemented or trialled on Cavendish Road, as a measure of reducing through traffic

Through traffic concerns

- Nine respondents stated that there was too much through traffic on Cavendish Road, or that it needed reducing significantly

c. **Safety**

22 respondents raised various concerns regarding safety. One respondent made more than one remark regarding this category.

Cyclists

- Four respondents suggested that the proposed speed hump design encourages motor vehicles to swerve into the path of cyclists.
- Three respondents suggested that speed humps are dangerous to cyclists, without providing any additional details
- Two respondents stated that the existing width restrictions on Cavendish Road introduce conflict between motor vehicles and cyclists
- One respondent stated that there was a lack of road space on Cavendish Road

Motor vehicles

- Four respondents suggested that there was no clear right of way at the junction of Cavendish Road/Emmanuel Road/Fernlea Road
- Two respondents stated that there was a lack of visibility at a number of junctions along the route, due to parking and new development. It was stated that some junctions needed parking restrictions or build outs to alleviate this
- One respondent suggested that an increase in cyclists would pose a significant risk for motorists when overtaking

Pedestrians

- Three respondents raised concerns with the footway buildouts at the junction of Weir Road/Old Devonshire Road. It was stated that there would be a lack of space for HGV's and buses to turn without endangering pedestrians

All modes

- Two respondents were concerned that the proposals created a safety risk for all users
- One respondent stated that there was not enough road space to safely accommodate the Quietways route

d. Traffic impacts on motorists

Nine comments were received regarding traffic impacts on motorists.

Traffic calming

- Four respondents stated that the implementation of speed humps presented an inconvenience to motor vehicles

Weir Road/Old Devonshire Road junction

- Four respondents stated that the proposed build outs at the junction of Weir Road/Old Devonshire Road would increase congestion, as it restricts the ability of larger vehicles to manoeuvre easily

Cycle volumes

- One respondent stated that the likely increase in cyclists would lead to increased congestion on Cavendish Road, particularly at the junction of Emmanuel Road/Fernlea Road

e. Alternative suggestions

24 respondents made alternative suggestions in relation to the proposed scheme. A number of respondents made more than one suggestion.

- Six respondents suggested that there should be protected space for cycling along Cavendish Road, such as a segregated or mandatory cycle lane
- Five respondents suggested introducing a raised table or crossing to the junction of Sistova Road/Hydethorpe Road
- Three respondents suggested implementing changes to the Weir Road/Old Devonshire Road junction, such as a zebra crossing, mini-roundabout or traffic signals
- Three respondents suggested allowing cyclists to bypass the existing width restrictions, between the island and the kerb-lines
- Two respondents suggested building out the existing width restrictions on Cavendish Road to allow only one vehicle to pass at a time
- Three respondents suggested reducing the speed limit on Cavendish Rd
- One respondent suggested removing width restrictions on Cavendish Rd
- One respondent suggested introducing further traffic calming to reduce conflict between vehicles and cyclists
- One respondent suggested using Hydethorpe Road as an alternative Quietways route
- One respondent suggested raising a number of junctions across their full extent, to reduce vehicle speeds further
- One respondent suggested implementing stop signs at raised table junctions

4.3 Summary of stakeholder responses

Stakeholder group	Summary of response
Alliance of British Drivers	The organisation was unsupportive of the scheme. It was stated that the proposed speed humps would be uncomfortable for all road users, making particular reference to the danger posed to cyclists.
Alma Consulting Group	The organisation were supportive of the proposals at Cavendish Road. No further comments were made.
Clapham Park West Residents Association	The organisation was supportive of the proposed scheme, suggesting that the scheme would support cyclists and would help curb traffic speeds along Cavendish Road. However, it stated that the effect of larger vehicles leaving Weir Road needs to be considered.

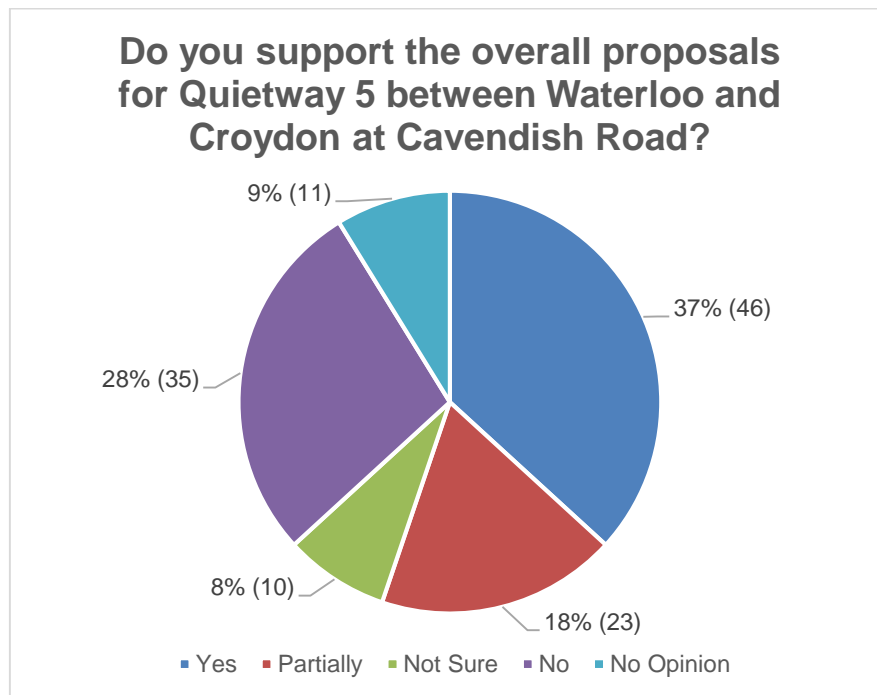
CTC London	The organisation was supportive of the proposed scheme, however did not provide any further comments.
Lambeth Cyclists	<p>Lambeth Cyclists were unsupportive of the proposed scheme. The organisation stated that the proposed measures are not sufficient to create a Quietway route, due to high volumes of motor traffic. It stated that traffic filtering would be a preferred option for the route, requiring traffic to use surrounding A roads.</p> <p>It stated that if the current approach is progressed, LB Lambeth should consider installing stop signs at junctions to reduce speed of traffic, raising all zebra crossings on speed tables, and choosing a different Quietway route alignment.</p>
Lambeth Thornton Ward Councillors Labour	The councillors were partially supportive of the scheme. They said they would like to receive confirmation on the effects upon HGVs and buses within the scheme, particularly at the Weir Road junction. The response also raised concern with the Emmanuel Road junction, suggesting that the current road layout confuses drivers as there is no clear right of way. It was also suggested that Cavendish Road would not be found attractive route by less confident cyclists, due to a perception of lack of road space. It was also stated that other routes had not been explored further.
London Cycling Campaign	The organisation was unsupportive of the proposed scheme. It supported the introduction of raised tables and other traffic calming measures, but objected to the scheme in general. Suggestion was made that the road should be filtered or another measure be implemented to reduce through traffic. Concern was also raised that the pinch points along Cavendish Road were not being removed as it puts cyclists into direct conflict with motor vehicles. It also stated that it would like to see the raising of entire junctions, rather than the raising of sections.
Natal Road Residents Association	Natal Road Residents Association were partially supportive of the proposed scheme, but did not add further comments.
Streatham Conservative Association – Thornton Ward Conservative Action Team	The organisation was supportive of the proposed scheme. It suggested that this would help to reduce vehicle speeds and provide a designated route for leisure cycling.
Wheels for	The organisation was unsupportive of the proposed scheme. The organisation stated that the proposed

Wellbeing	<p>measures are not sufficient to create a Quietway route due to high volumes and speed of traffic, and parking along the length of the road.</p> <p>It had issues with the potential for conflict between cyclists and vehicles due to high levels of parking along the street, putting cyclists at risk of dooring and collision. It also objected to the use of build outs that require cyclists to mix with traffic and the use of speed humps along the length of the route.</p> <p>It stated that segregation is needed for cyclists on Cavendish Road to meet Quietway standards.</p>
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4.4 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 125 responses to the question “Do you support the overall proposals for Quietway 5 between Waterloo and Croydon at Cavendish Road?” This includes public and stakeholder responses.

Overall, out of the 125 responses received: 69 (55 per cent) supported or partially supported proposals for Q5 in this area: 35 (28 per cent) did not support, ten (eight per cent) were unsure, and 11 (nine per cent) had no opinion.



4.5 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.

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

- Cavendish Road and Estreham Road – combined responses
- 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 neighbour
- 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 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. 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

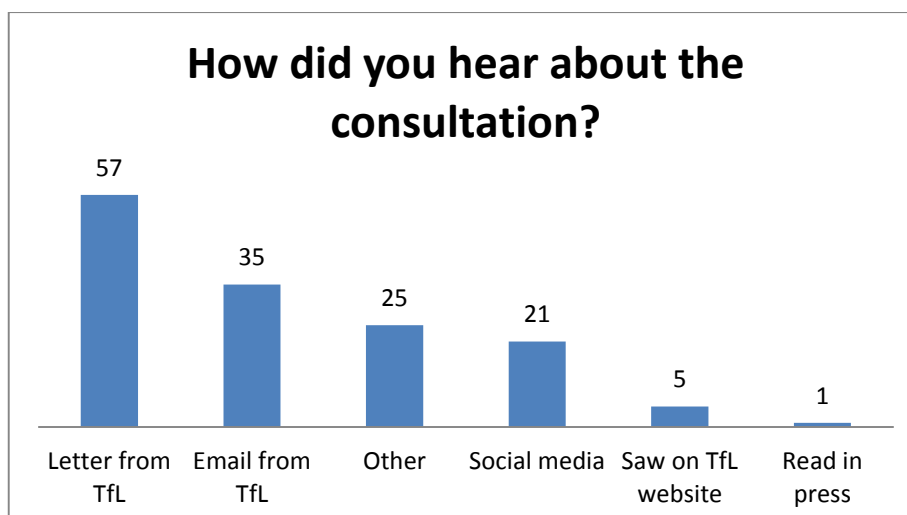
ii. Badly advertised/Notification complaint

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 the email respondents were sent an email from TfL's consultation team.

There were 25 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

5 Conclusion and next steps – Cavendish Road

There were 119 responses to the proposals for this scheme; 66 (55 per cent) supported or partially supported the proposals, 32 (27 per cent) did not support, 11 (nine per cent) said they were unsure, and 10 (nine per cent) had no opinion.

How Lambeth Council plans to proceed

Having considered all responses to the consultation and reviewed the proposals, the scheme has been amended to incorporate additional measures in response to certain concerns raised by respondents.

The main changes include:

- Raising of the existing zebra crossing on Cavendish Road directly to the south of the junction with Atkins Road
- Installation of a raised table with informal crossing points on Cavendish Road directly to the south of the junction with Weir Road
- Installation of a raised table to cover the junction of Sistova Road with Cavendish Road, extended in a southerly direction on Cavendish Road to also incorporate the raising of the existing zebra crossing on Cavendish Road directly to the north of Hydethorpe Road

A plan of the revised scheme layout at the junction is included in Appendix B.

The council recommendation is to proceed with the implementation of the revised scheme, subject to detailed design and statutory consultation. Construction is planned to begin in summer 2017, and 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

Lambeth Council appreciates the time respondents took to answer this survey and hopes to adequately respond to all concerns raised in this consultation below.

b. Through traffic/modal filtering

Modal filtering

Filtered permeability (i.e. implementing a closure to vehicle traffic on Cavendish Road) had been considered during the development of the concept designs for this location to restrict movements for motor vehicles. However, due to the complex movement function of Cavendish Road it has not been possible to move forward with such proposals.

Through-traffic concerns

Lambeth Council has taken these comments on board. Please see response above for information on filtered permeability. Lambeth and Wandsworth Councils are working collaboratively to introduce a 20mph speed limit on Cavendish Road in summer 2017, which is anticipated to further reduce overall vehicle speeds along the road.

c. Safety

Danger of speed humps to cyclists due to swerving vehicles

The proposed speed humps are of a cycle-friendly design that runs along the width of the carriageway. These sinusoidal style speed humps have a convex lead in which are designed in a manner that are comfortable for those on bicycles, but a deterrent to speeding for vehicles. The proposed speed humps are not speed cushions which are generally attributed to the 'swerving' behaviour highlighted in the comments.

Danger of speed humps to cyclist (general comment)

See above response.

Conflict between motor vehicles and cyclists at existing width restrictions

The addition of the proposed speed humps, located at the existing width restrictions, are intended to slow traffic and further reduce conflict between all road users.

Lack of road space

Lambeth Council recognise that the majority of the road space is dedicated to moving and stationary vehicles, thereby preventing the introduction of further measures such as cycle lanes.

Lack of right of way at junction of Cavendish Road/Emmanuel Road/Fernlea Road

The (existing) junction layout, along with the zebra crossing on Emmanuel Road, was installed in 2009 as part of a previous borough active travel scheme. The existing road markings in this area are worn so the lining at the junction will be refreshed and the signage will be reviewed as part of the scheme.

Lack of visibility at junctions due to parking

Lambeth Council recognises this concern, but consider that the existing parking bays ensure that those on bikes take the primary position across the various side junctions on Cavendish Road. Signage and road markings will direct those on bikes to remain in the primary position across all junctions and also reinforce the presence of those on bikes to other road users.

Increase of those on bikes is a risk to motorists when overtaking

One respondent stated that an increase of individuals on bikes on Cavendish Road would be a risk to motorists when overtaking. Lambeth Council would like to highlight that the Highway Code places responsibility of the vehicle operator to overtake all road users with due care and attention.

Danger to pedestrians at the proposed buildouts at Weir Road/Old Devonshire Road

As part of the design process, swept path analysis has been conducted on this junction. The results of this analysis show that large HGVs and buses will retain the ability to safely manoeuvre around the junction. Following the consultation, further design work has been undertaken on this junction to ensure safety for pedestrians, and an informal crossing point to the south of the junction is now proposed as part of the plans. The proposals will ensure that HGVs and buses will no longer be able to 'cut' the corner from Weir Road to Old Devonshire Road by traveling on the north side of the refuge island on Old Devonshire Road. Due to the post-consultation change in this location, a plan of the updated proposals has been included in **Appendix B**.

Proposals are a safety risk to all modes

Lambeth Council has proposed this scheme to reduce vehicle speeds along Cavendish Road with the ultimate aim of making the road safer for all road users.

Not enough road space to safely accommodate the Quietways route

The alignment of the route along Cavendish Road was chosen as it offers users the more direct, non A-road, link between Tooting Bec Common and Clapham Common. The additional traffic calming features proposed will improve conditions for those on bikes wishing to travel along Cavendish Road. The proposals will also offer pedestrians increased provision by the introduction of raised tables, raised (existing) zebra crossings and raised junction crossings.

d. Traffic impacts on motorists

Traffic calming

Lambeth Council have proposed the speed humps as a traffic calming measure to assist in reducing vehicle speeds along Cavendish Road. A 20mph speed limit is also planned for summer 2017 (see below).

Weir Road/Old Devonshire Road junction

As part of the design process, swept path analysis has been conducted on this junction. The results of this analysis show that large HGVs and Buses will retain the ability to safely manoeuvre around the junction.

Cycle volumes

Quietways have been proposed by TfL to make cycling more attractive for people who don't currently cycle. Providing a Quietway along Cavendish Road will provide local people with an improved transport option.

e. Alternative suggestions

Segregated or mandatory cycle lane

Providing a segregated cycle lane at this location would require a significant loss of parking in the area. As the properties on Cavendish Road do not have their own off road private parking spaces within the grounds of their property perimeter, Lambeth Council does not think it appropriate to remove a significant amount of parking at this location.

Request for a raised table or crossing to the junction of Sistova Road/Hydethorpe Road

Lambeth Council has taken these comments on board and will look to incorporate such a measure as part of detailed design. Raising this junction would bring the added benefit of raising the existing zebra crossing to footpath level making it easier for pedestrians accessing Henry Cavendish Primary. See Appendix B that includes an updated plan.

Alternative suggestions for junction of Weir Road/Old Devonshire Road

In response to alternative suggestions made, there are no proposals to install traffic signals, a mini-roundabout or a zebra crossing at this junction. However, the council has taken on board the comments made, and has incorporated an informal crossing point for pedestrians to the south of this junction (Appendix B).

Cycle bypasses at existing width restrictions

It is not possible for bicycles to pass through the existing narrow gap between the island and the kerb-line. If proposals for a width restricted gate style arrangement where bicycles could bypass vehicles were to be brought forward, a loss of parking at each bypass would be required. As previously outlined, Lambeth Council do not think it is feasible to reduce parking in this location. The proposals make use of and enhance the existing infrastructure.

Quietways are designed in accordance with the London Cycling design Standards (LCDS), which require that cycle provision is of an inclusive design and meet the requirements of the Equality Act.

The Equality Act (2010) requires authorities to make reasonable adjustments to remove barriers for disabled people. This applies to the street environment and to public transport services and covers disabled bike users as well as pedestrians.

Request for width restricting gates at existing width restrictions

Width restricting gates were not deemed suitable for Cavendish Road primarily due to the fact that parking would need to be removed at each of the gates. Width restrictive gates such as those proposed in the comments have been shown to encourage aggressive behaviour from competing road users trying to access the gate before their oncoming counterpart.

Reducing the speed limit on Cavendish Road

In April 2016, Lambeth Council introduced a borough-wide 20mph speed limit on all borough managed roads. However, due to the location of Cavendish Road, along the border with LB Wandsworth, Cavendish Road was not adopted as a 20mph road. Following a decision by Wandsworth Council in July 2016 to

introduce a 20mph limit on all non 'A' and 'B' roads, Lambeth and Wandsworth are now working collaboratively to introduce a 20mph speed limit on Cavendish Road in summer 2017.

Request to remove existing width restrictions along Cavendish Road

Lambeth Council has no plans to remove all the width restrictions along the length of Cavendish Road. The proposals to place a sinusoidal speed hump at each of the existing width restrictions will enhance the effectiveness of the width restrictions.

Request for further traffic calming to reduce conflict between vehicles and cyclists

Lambeth Council has brought forward these proposals to reduce the potential for conflict between vehicles and those on bikes.

Alternative alignment via Hydethorpe Road

The alignment of the proposed Quietway along Cavendish Road serves to connect Tooting Bec Commons with Clapham Common. The suggested Hydethorpe Road alignment does not fulfil this brief.

Request to raise a number of junctions across their full extent


The raising of each junction is considered unfeasible as many of the junctions along Cavendish Road are offset. These junctions would require long raised tables, which effectively turn the raised table into a relatively long, level surface, thus losing the benefit of the raised table. For this reason it is proposed to introduce a series of sinusoidal speed humps along the length of Cavendish Road, with raised tables in appropriate locations.

Implement stop signs at raised table junctions

Based on traffic regulations, 'STOP' signs may be erected only at junctions where visibility is so restricted that it is essential for drivers to stop before entering the major road. In addition 'STOP' signs may be erected only at sites approved in writing by the Secretary of State. Therefore Lambeth Council will not be pursuing 'STOP' signs at raised table junctions.

Appendix B Consultation letter and design

Cavendish Road – four sections



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 on Cavendish Road

Lambeth Council is working with its partners, 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 Cavendish Road area.

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 are designed to 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

Proposals for this section of the route include:

- Install raised tables at the junction of Cavendish Road and Cathles Road and the junction of Cavendish Road and Kenilford Road
- Introduce cycle friendly speeds humps along the length of Cavendish Road (see design for approximate locations)
- Build out footways at the junction of Cavendish Road/Old Devonshire Road and Cavendish Road/Weir Road
- Raised junction entry treatment at Old Devonshire Road
- Raise the existing zebra crossing on Emmanuel Road

A map showing the Quietway 5 cycle route from Waterloo to Croydon is enclosed, along with the proposed changes to three locations on Cavendish Road.

Working in partnership with:



TRANSPORT
FOR LONDON
EVERY JOURNEY MATTERS

Page 1 of 2

This route is already well used, and our proposals aim to attract more people to cycle for everyday journeys and cater for the predicted increase in numbers 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-cavendish

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 – Cavendish Road' and provide your name and address.

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

We would like to inform you that TfL is also consulting on Cavendish Road near to the proposed Quietway 5 route. To view this consultation online please visit tfl.gov.uk/consultations

Yours faithfully

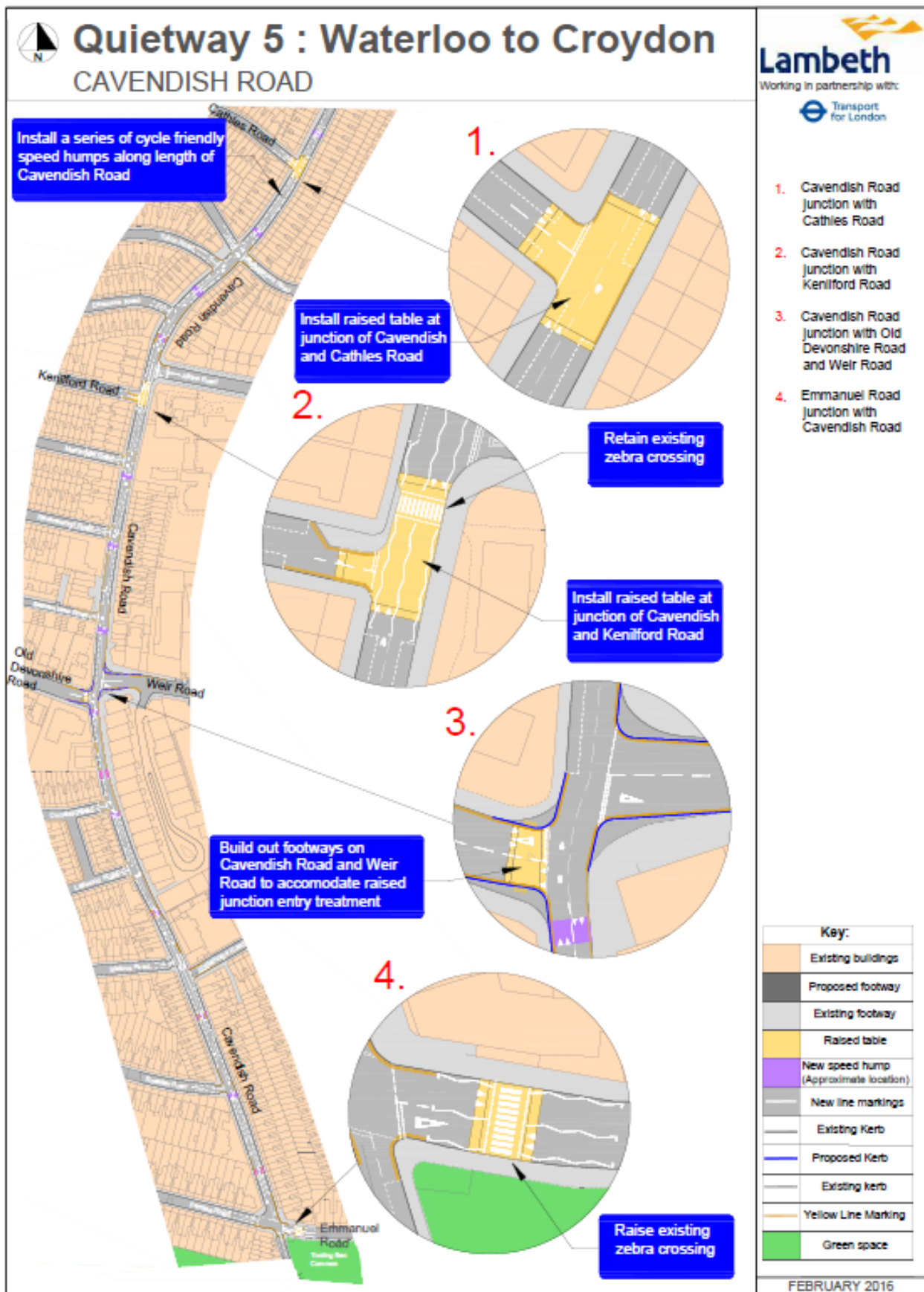
Lambeth Transport
London Borough of Lambeth

Working in partnership with:



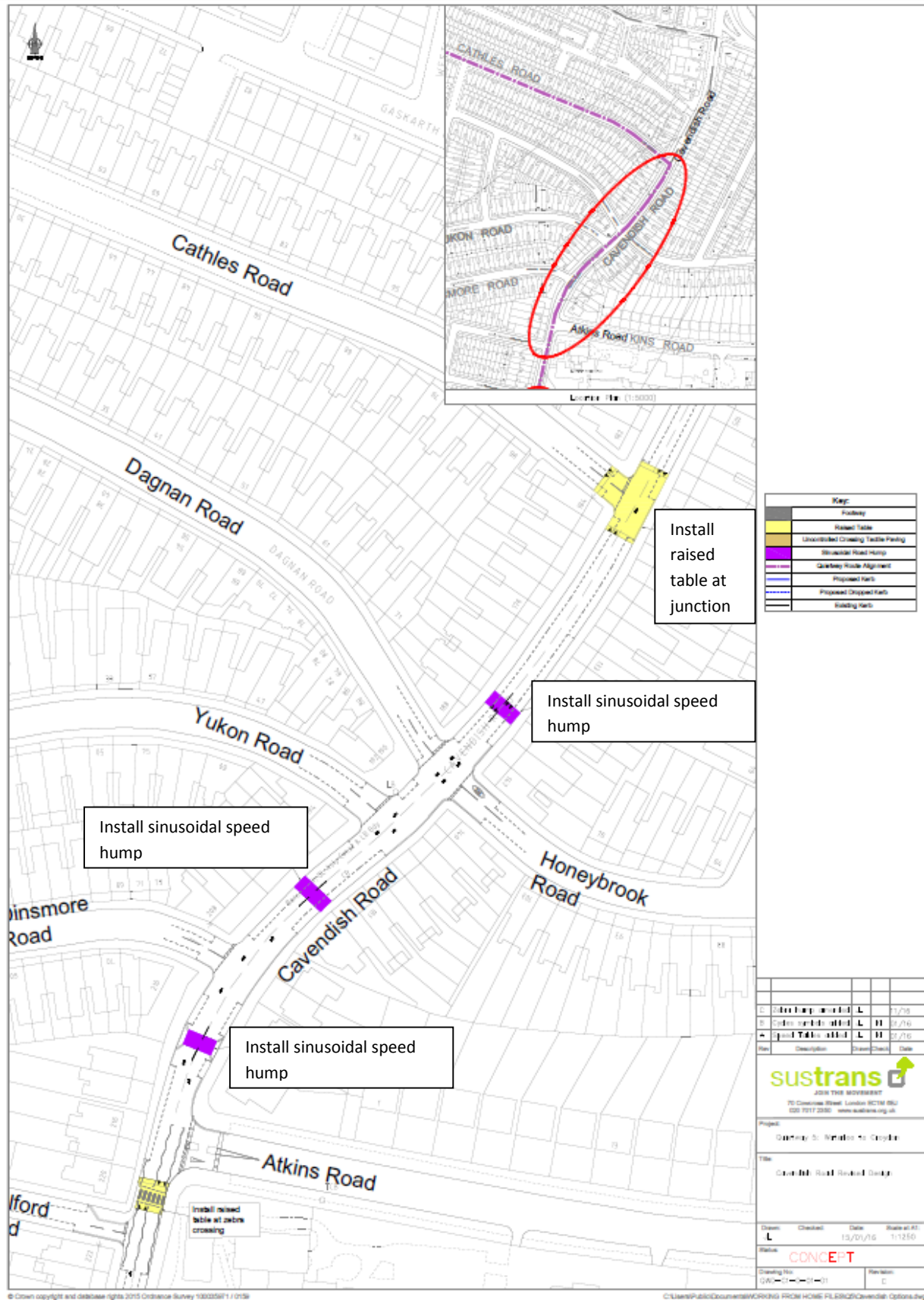
Page 2 of 2

Cavendish Road – four sections (as at 10 February 2016)

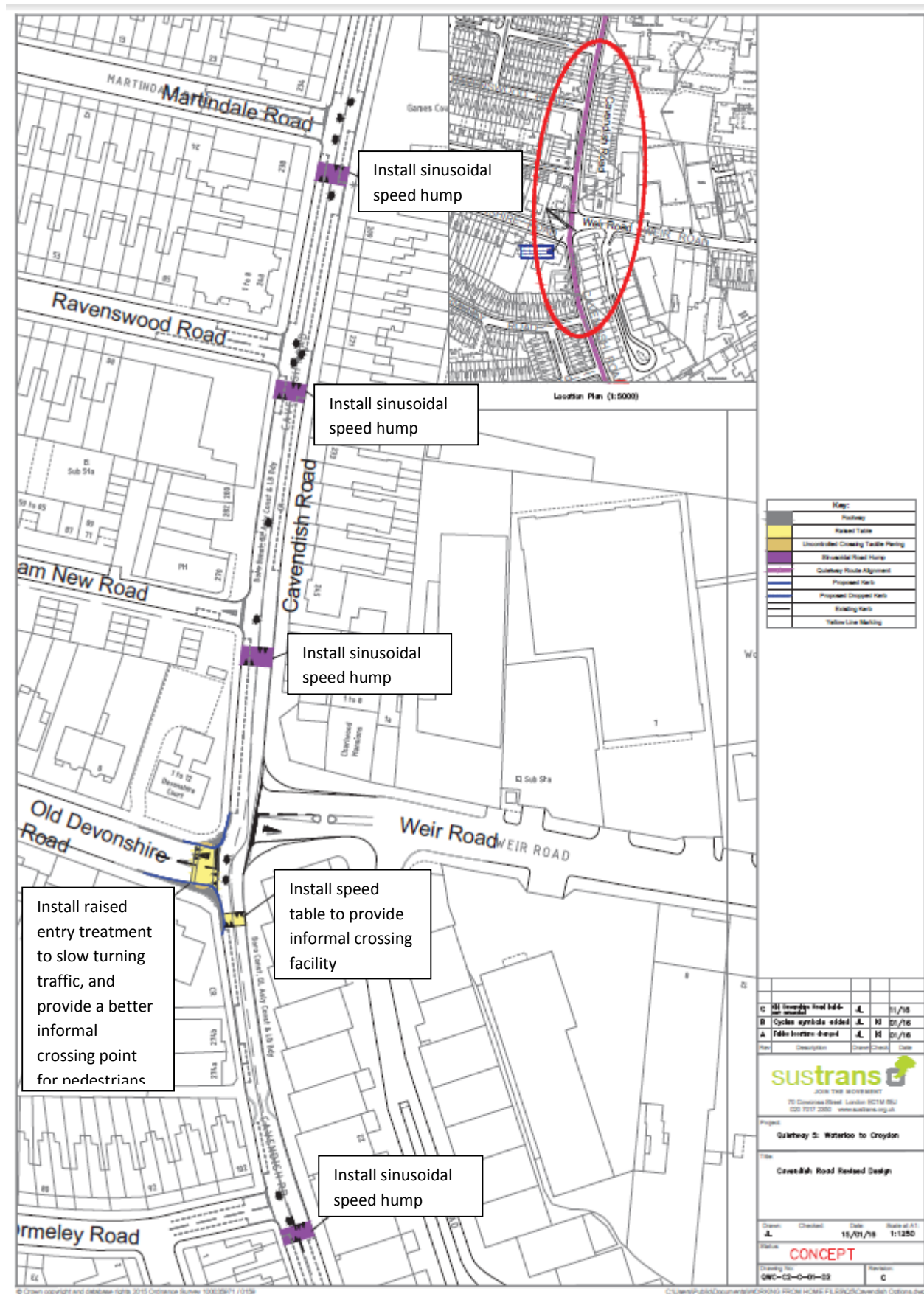


Cavendish Road – three sections (as at 30 November 2016) REVISED

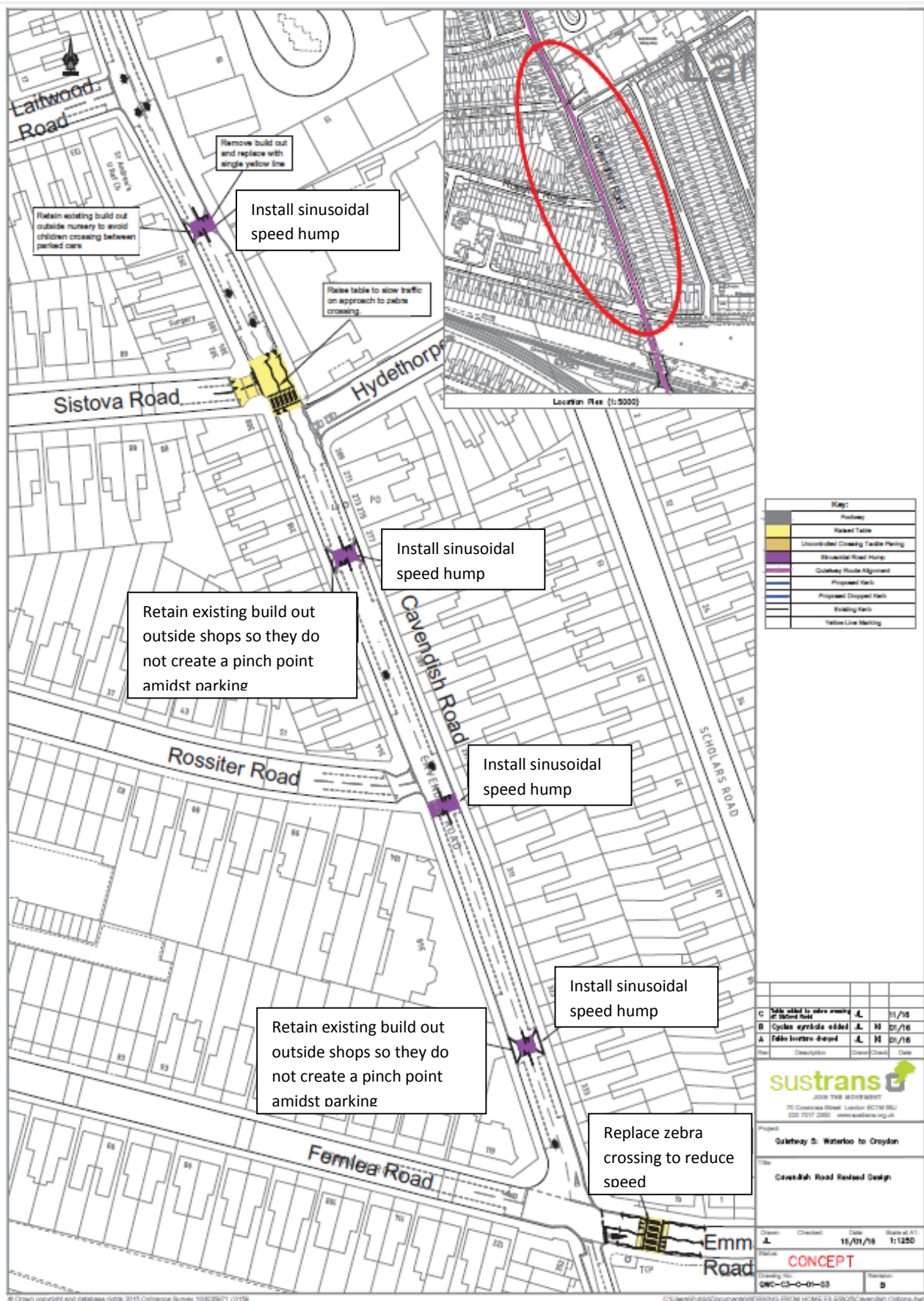
Section 1 – Cathles Road to Atkins Road



Section 2 – Martindale Road to Ormeley Road

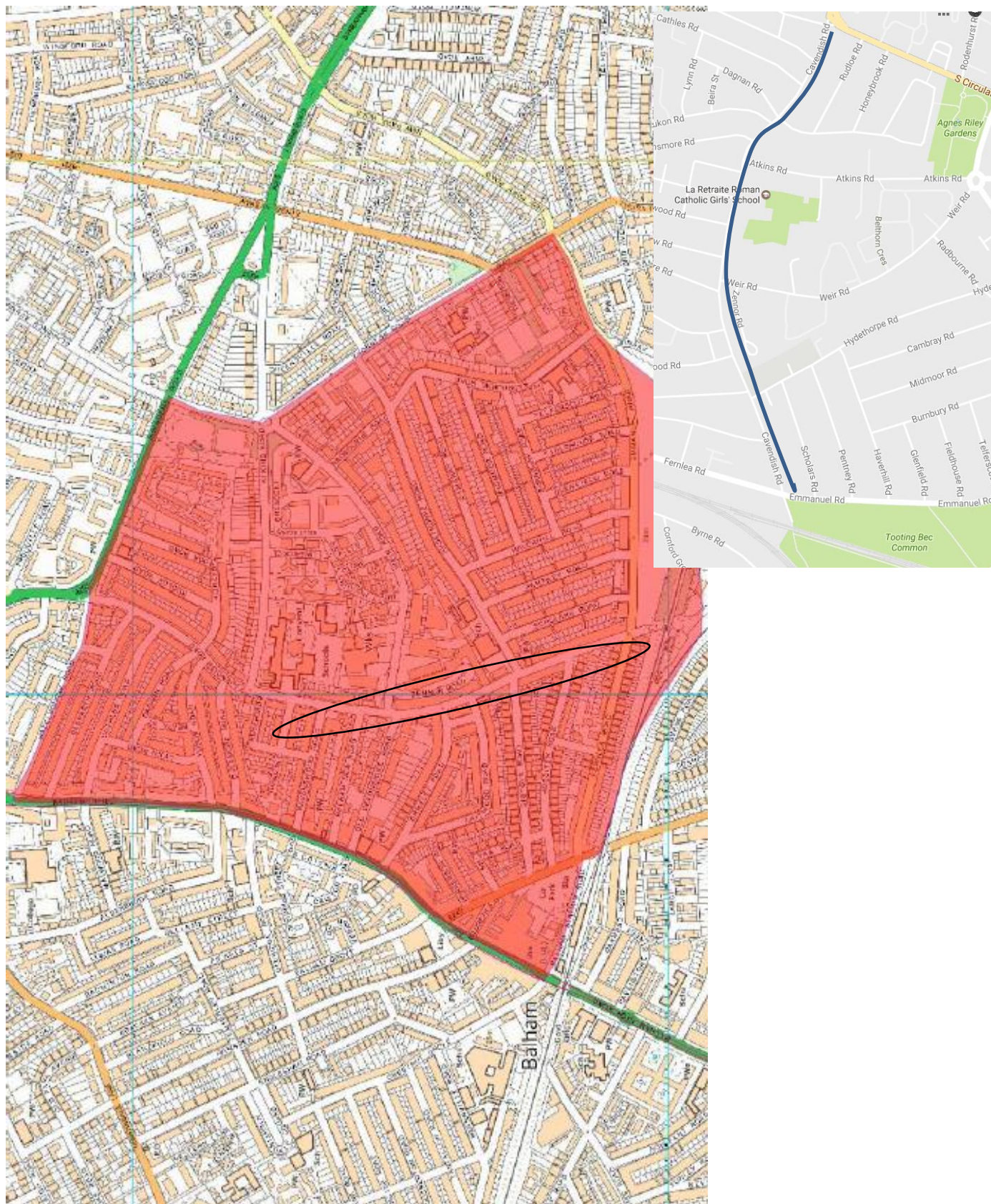


Section 3 – Laitwood Road to Ormeley Road



Appendix C – Letter distribution area

Cavendish Road – 6,997 addresses



Appendix D – List of 340 stakeholder groups consulted

Cavendish Road and Estreham 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
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
In Streatham
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 Caribbean's (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 Foundation for Motoring
Radio Taxis
Rail Delivery Group (RDG)
Rank and Highways Representative for Unite
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
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
University Bus Ltd
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

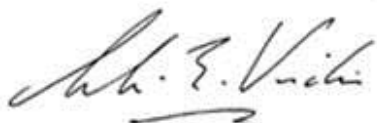
To view each consultation with its proposed changes, and to have your say, please go to the London Borough of Lambeth's website for the respective consultation using the links below:

- [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.

Yours faithfully,



Julie Vindis
Consultation Team
Transport for London

End of consultation report