

# Proposals for the junction of Thurlow Park Road and Rosendale Road forming part of Quietway 7

Consultation Report  
October 2017

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# Executive Summary

Between 10 February and 20 March 2016, together with the London Borough of Lambeth, we consulted on proposals for six schemes in the West Dulwich area on the Quietway 7 route between Elephant & Castle and Crystal Palace.

This report summarises the background and responses to the consultation for one of those schemes – a proposal to install a two-stage right turn for cyclists, instead of having to cross lanes in moving traffic. In addition, we proposed for pedestrian crossings to be realigned and widened to 3.2 metres to make it easier to cross the junction and to accommodate the two-stage right turns. We also proposed new mandatory cycle lanes to be installed on Rosendale Road.

There were 136 responses to the consultation: 53 (39 per cent), supported or partially supported the proposals; 69 (51 per cent) said they did not support; nine (six per cent) were unsure, and five (four per cent) had no opinion.

Of those 136 responses, 127 (93 per cent) were sent by members of the public and nine (seven per cent) by stakeholders. 96 respondents provided comments.

In this document you will find an overview of the consultation, responses received, and our responses to issues raised, conclusion and anticipated construction dates.

## Main issues raised in consultation

- 1) Traffic impact
- 2) Lifting ban on right turn from Rosendale Road onto Thurlow Park Road
- 3) Confusion about two-stage right turn for cyclists

## Our response to consultation

Having considered all responses to the consultation and reviewed our proposals, we intend to proceed with the scheme design that was consulted on. Whilst we acknowledge the concerns of respondents about the wider road network, we are satisfied our proposal provides a safer and convenient option for cyclists and pedestrians using the Thurlow Park Road junction with Rosendale Road.

Construction of the scheme is planned to start during 2018. This is subject to the formal Traffic Order process, and agreement with the London Borough of Lambeth.

# 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 the end of 2017. 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 – Regent’s 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 – Victoria Park 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) was completed earlier in 2017.

## **1.2 London Borough of Lambeth and Transport for London**

The consultation for the Thurlow Park Road / Rosendale Road proposals was led by Lambeth Council. TfL is the highway authority for this junction and has reviewed the consultation responses and responded to the issues raised.

This consultation is part of a series of six on Quietway 7 in the Lambeth Council area:

### **Quietway 7**

- 10 Feb to 20 Mar – West Dulwich (five schemes) + TfL scheme
- 10 Feb to 20 Mar – Gipsy Hill (three schemes)

## **1.3 Schemes in this consultation series**

In February 2016, we conducted consultations on six schemes in the West Dulwich area:

1. Turney Road
2. Lovelace Road/Rosendale Road
3. Thurlow Park Road/Rosendale Road junction (TfL scheme)
4. Rosendale shops
5. Park Hall Road/Rosendale Road
6. Tritton Road/Rosendale Road

## 2 Introduction

### 2.1 Purpose of the scheme

As part of the Quietway 7 route (Q7), we are developing proposals to enhance facilities primarily for people that cycle, but also for other road users such as pedestrians. Improvements are being proposed for pedestrians on Q7 through investment in traffic-calming measures and new pedestrian crossings providing the route with safety features for all road users.

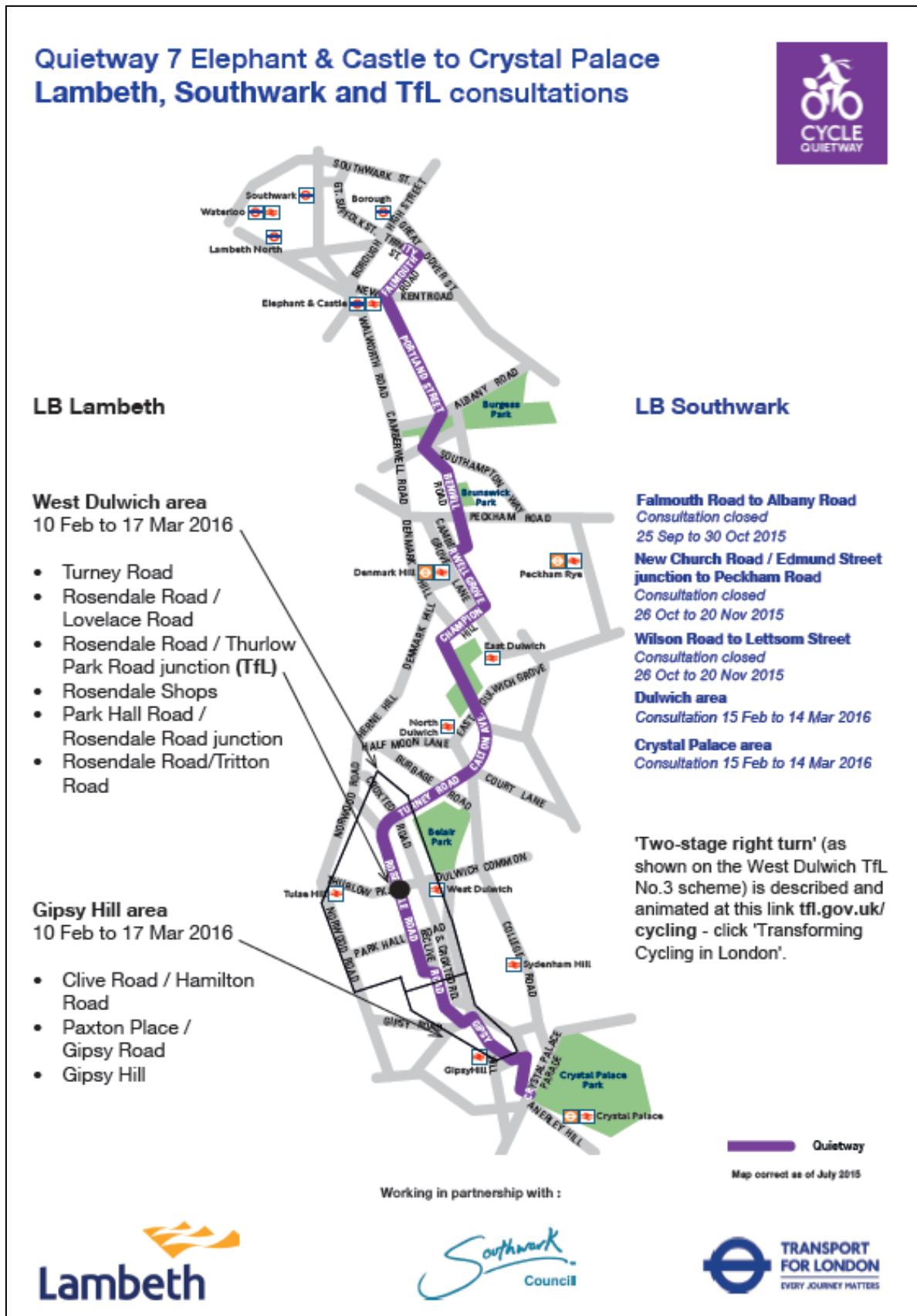
The Lambeth Council section of the Q7 route starts on Turney Road and continues to Crystal Palace Parade via Gipsy Hill. The London Borough of Southwark has consulted on proposals for its section of Q7.

### 2.2 Description of the scheme proposal

Proposal for this section of the route include:

- Two-stage right turn for cyclists, instead of having to cross lanes in moving traffic
- Pedestrian crossings realigned and widened to 3.2 metres to make it easier to cross the junction and to accommodate the two-stage right turns
- New mandatory cycle lanes at least 1.5 metres wide to be installed on Rosendale Road

## 2.3 Q7 Route map (as at 10 February 2016)



## 3 About the consultation

The Thurlow Park Road consultation ran from 10 February to 20 March 2016. It was intended to enable TfL to understand opinion about the proposed scheme changes.

The potential outcomes of the consultation are:

- We decide the consultation raises no issues that should prevent us from proceeding with the scheme as originally planned
- We modify the scheme in response to issues raised in consultation
- We abandon 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 we consulted

The public consultation sought 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. We also consulted stakeholder groups 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 was hosted by the London Borough of Lambeth and the material was available at <http://www.lambeth.gov.uk/consultations/proposed-changes-to-quietway-7-cycle-route-elephant-castle-to-crystal-palace-west>.

The consultation was publicised through a letter sent to addresses near the scheme and an email to stakeholder groups and individuals. Materials included an overview letter, along with a detailed drawing of the schemes showing the proposals, and a route map of Quietway 7 showing the consultation and scheme 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)

The consultation was publicised through various channels:

**Letter:** Lambeth Council distributed a consultation letter to 4,207 residents and businesses within a catchment area for this consultation. A copy of the letter is shown in Appendix B and the letter drop area is shown in Appendix C.

**Email:** Lambeth Council sent emails to 298 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 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 July 2015
- Thursday 3 September 2015

At these meetings it was agreed that an FAQ would be produced and shared with Councillors and that consultation material would be shared with Councillors before the launch of public consultation.

The forum members were in favour of the proposals because Quietways are set to deliver many of the 10 Headings from Lambeth Council's Cycling Strategy (2013).

Sustrans carried out a community engagement programme to gather residents' views and opinions to inform the design process. This involved six workshops on the following dates:

- Saturday 10 October 2015
- Wednesday 14 October 2015

- Saturday 24 October 2015
- Wednesday 4 November 2015
- Sunday 6 December 2015
- Wednesday 9 December 2015

### 3.4 Stakeholder engagement

From August 2015 until January 2016, Sustrans ran an extensive engagement process around Rosendale Road in relation to Quietway 7. The process was responsive to the community, changing according to feedback as it progressed. The program was significantly widened in scope as a result, giving residents the opportunity to contribute to the design taken to consultation. Approximately 600 people took part.

To view the full report please visit:

[https://www.lambeth.gov.uk/sites/default/files/Rosendale-Road-Quietway-7-Community-Engagement-Report\\_0.pdf](https://www.lambeth.gov.uk/sites/default/files/Rosendale-Road-Quietway-7-Community-Engagement-Report_0.pdf)

### 3.5 Consultation questions

The consultation asked two questions: firstly:

*Do you support the overall proposals for the Quietway 7 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.

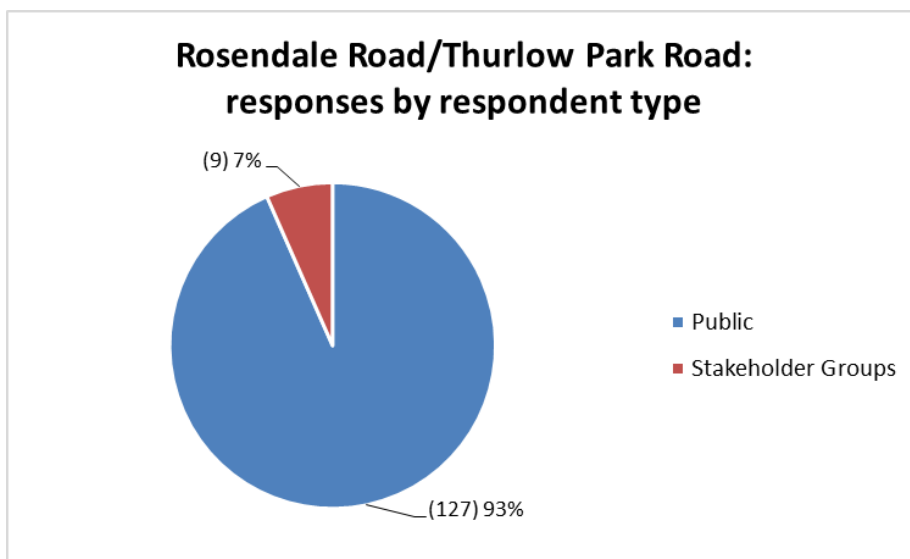
## 4 Overview of consultation responses

### 4.1 Response numbers received by public and stakeholders

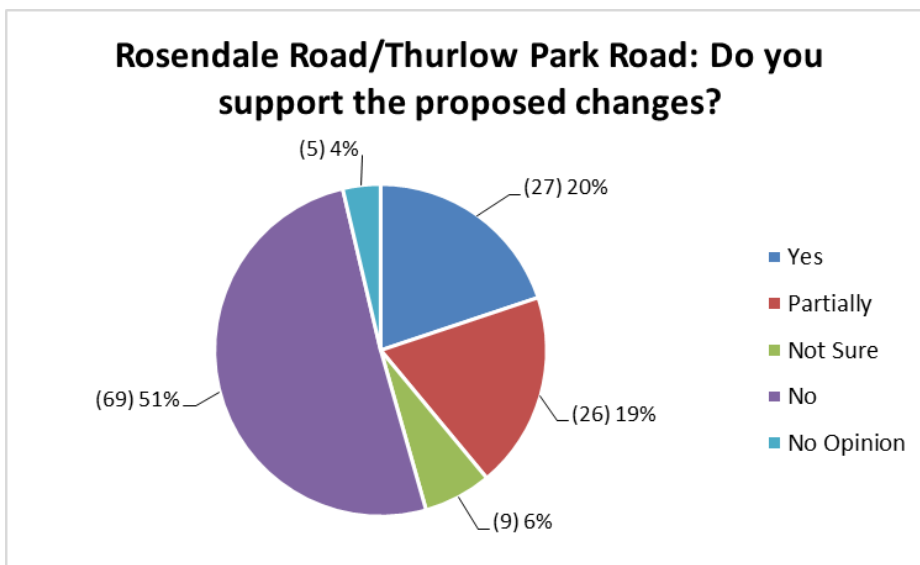
There were 136 responses to the proposals for this scheme: 53 (39 per cent), supported or partially supported the proposals; 69 (51 per cent) said they did not support; nine (six per cent) were unsure, and five (four per cent) had no opinion.

Of those 136 responses, 127 (93 per cent) were sent by members of the public and nine (seven per cent) by designated stakeholder groups. 96 respondents provided comments.

**Figure 1: Consultation responses by respondent type**



**Figure 2: Response to 'Do you support the proposed changes?'**



## 4.2 Analysis of consultation responses

Of the 136 respondents who answered the closed question (*Do you support the proposed changes?*), 96 provided comments in the subsequent open question. The issues they raised are summarised below. This summary includes comments from nine stakeholder organisations. These responses are also summarised separately.

### A. Scheme design/road layout

39 comments made various concerns regarding scheme design/road layout. A number of respondents made more than one remark.

#### Impact on traffic

- 15 comments stated that the proposals at the junction of Rosendale Road/Thurlow Park Road would displace traffic onto neighbouring roads, including five comments stating that this would be as a direct result of early release signals for cyclists

#### Increased congestion

- 11 comments stated that the proposals would lead to increased congestion. Two comments stated that this would be specifically due to restricting southbound traffic to one lane

#### Vehicular right turns

- Seven comments suggested removing the ban on right turns from Rosendale Road into Thurlow Park Road
- Two comments suggested that there should be a right turn filter light for vehicles wishing to access Rosendale Road from Thurlow Park Road.
- One comment was concerned with the lack of a dedicated right turn for vehicles on Thurlow Park Road

#### Pedestrian crossings

- Two comments were concerned that the pedestrian crossings had been moved away from desire lines

#### Light phasing

- Two comments raised concern that the early release signals would reduce the amount of time available for pedestrians to cross
- One comment suggested allowing cyclists to cross the junction during the pedestrian green phase

#### Potential impacts of road layout alterations

- One comment suggested that restricting southbound traffic to one lane might encourage some vehicles to cross the junction illegally from the right turn lane

One comment expressed concern that the widening of the footpath at the junction would impede the ability of traffic to turn easily

- One comment stated that the proposals might encourage some cyclists to use the pavement.

#### Alternative suggestions

- One comment suggested implementing a roundabout at the junction.

### **B. Support and opposition**

36 comments offered support or opposition for the proposed scheme. The results are summarised below

- 26 comments expressed opposition to the proposals at Rosendale Road/Thurlow Park Road, including six comments stating that the scheme would be a waste of resources
- 10 comments offered support for the proposals.

### **C. Two-stage right turns**

15 comments raised various concerns regarding two-stage right turns. Two respondents made more than one remark.

#### Usage

- Eight comments suggested that the two-stage right turn would likely not be used, either correctly or at all, by cyclists.

#### Confusion

- Three comments expressed confusion as to how the two-stage right turn would function.
- One comment stated that two-stage right turns would not be readily understood by cyclists.
- One comment stated that the two-stage right would lead to confusion for all users.

#### Design

- One comment stated that the design of the two-stage right turn was dangerous
- One comment was concerned that the design of the two-stage right turn would lead to inconvenience for cyclists.

#### Alternative suggestions

- One comment suggested letting cyclists occupy the centre of the junction to make right turns.
- One comment suggested designing a safe one-stage right turn instead of a two-stage right.

## **D. Mandatory cycle lanes**

14 comments raised concerns with the mandatory cycle lanes as part of the scheme. One respondent made more than one remark.

### Access

- Four comments were concerned that the mandatory cycle lanes would be difficult to access and use at peak times.

### Pinch points

- Three comments stated that the implementation of mandatory cycle lanes created pinch points for passing vehicles on Rosendale Road.

### Obstruction

- Two comments raised concern that the mandatory cycle lanes would be obstructed by parked cars.
- One comment suggested implementing double yellow lines in the lanes to prevent obstruction.

### Operating hours

- Two comments suggested that the mandatory cycle lanes needed to operate 24 hours per day.

### Encroachment

- Two comments suggested that vehicles would encroach upon the proposed mandatory cycle lanes.

### Increased congestion

- One comment stated that mandatory cycle lanes would lead to increased congestion – however, no further detail was provided.

## **E. Parking**

10 comments raised various concerns regarding parking. The results are summarised below.

### Concern with loss of parking

- Eight comments raised concern with the reduction of parking caused by the proposals, including one comment stating that this would be detrimental to local residents

### Alternative suggestions

- Two comments suggested extending the existing double red lines north and south of the junction, to prevent dangerous parking close to the junction.

## **F. Safety**

Eight comments raised various safety concerns. Three respondents made more than one remark.

### Segregation

- Five comments suggested implementing segregated cycle lanes as part of the scheme.
- One comment suggested segregating cyclists across the junction.

### Lack of protection

- Three comments raised concern that there would be hook risks for cyclists at the junction.
- One comment was concerned that there was no protection for cyclists using the two-stage right turn.
- One comment was concerned that there was no protection for cyclists arriving at the junction on a green phase.

## **G. Traffic**

Six comments raised various concerns regarding traffic. One respondent made more than one remark.

### Existing traffic concerns

- Five comments raised concerns with existing high vehicle speeds on both Rosendale Road and Thurlow Park Road.
- Two comments raised concern with the high volume of traffic using this junction.

## **H. Alternative route suggestions**

Three comments made alternative route suggestions for the Quietway in their response to the scheme.

- All three comments suggested routing the Quietway along College Road.

## **I. Out of scope**

Five comments raised issues outside the scope of this consultation. The comments are summarised below.

### Thurlow Park Road/Croxted Road junction

- Three comments suggested lifting the ban on vehicular right turns at the junction of Thurlow Park Road/Croxted Road.

### Carson Road

- Two comments suggesting closing Carson Road at the junction of Thurlow Park Road to prevent rat-running.

## J. Dalmore Road Residents' Safety Group

12 individual responses were received from residents of Dalmore Road, including nine letters, regarding issues outside the scope of the scheme. All of the respondents raised concerns about existing high vehicle speeds and rat-running on the road. They perceived the situation would increase should the proposed route go ahead. Suggestions for traffic-calming measures included:

- Install full-width/maximum height speed humps, central bollards and raised surfaces at both entrances of Dalmore Road
- Reinstatement of 20mph speed camera at junction of Dalmore Road/Thurlow Park Road

The residents referred to a 2013 petition they had sent to Lambeth Council requesting traffic-calming measures on their road. All letters and emails have been passed to Lambeth Council to review.

### 4.3 Summary of stakeholder responses

Of the 136 respondents who replied to the consultation, there were nine stakeholder responses, summarised below.

| Stakeholder group         | Summary of response  |
|---------------------------|--|
| Dalmore Road Safety Group | The local group was unsupportive of the proposed scheme. Concern was raised that the proposals would displace traffic onto Dalmore Road, due to driver impatience, caused by the addition of an early release phase for cyclists.  |
| Lambeth Cyclists          | The group was partially supportive of the scheme. It stated that at this junction there was a significant risk of left hooks due to the high number of motor vehicles turning left or right between Thurlow Park Road and both arms of Rosendale Road. It also suggested that the mandatory cycle lanes needed to be 24 hour and would benefit from light segregation. Further concern was raised that the proposed two-stage right turn would likely not be readily understood by cyclists and may not be used. It also stated that to deal with left hook risks it would be preferred to fully separate cyclists from turning vehicles. It lastly raised concern that some southbound motorists would likely use the right-turn lane in order to continue straight on, creating hostility. Suggestion was made to create a small island in the middle of the road on the south side of the junction to deter motorists from making this manoeuvre. |

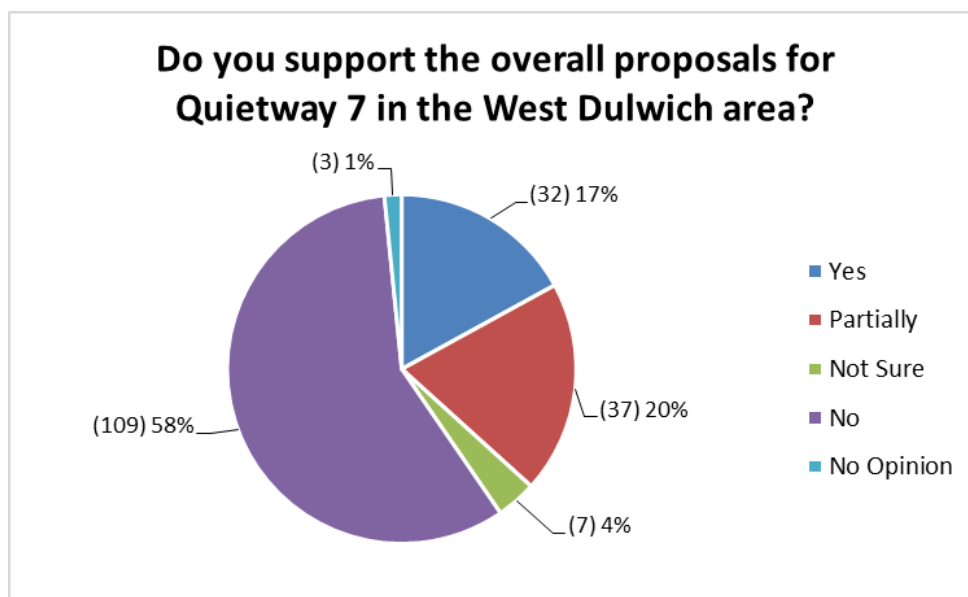


|                             |   |
|-----------------------------|---|
| London Cycling Campaign     | The group was unsupportive of the scheme. It suggested that ASLs and early release signals do not provide strong enough protection, or perceived safety. Further concern was raised that these measures offer little protection to cyclists arriving at the junction during the green phase, and without longer lead-in lanes would not be accessed easily during the red phase. The organisation however welcomed the provision for cycling right turns, but was concerned about the design in terms of safety and light phasing being convenient for cyclists. A suggestion was made to consider implementing a fully segregated junction for cyclists. |
| London Fire Brigade         | The organisation was supportive of the proposals. It stated that the proposals would not impact on attendance times, but that crews would be advised on route planning when works are being undertaken.   |
| Nelly's Nurseries           | The local shop was unsupportive of the scheme. However no further comments were made.   |
| Rosemead Preparatory School | The school was unsupportive of the scheme. Concern was raised that the proposals would make crossing (for pedestrians) more hazardous, or at best will take longer to negotiate safely. Further concern was raised that the proposals might displace traffic into other local roads such as Lancaster Road, leading to impacts upon safety and increased noise and air pollution. It suggested that the proposals were a wasted opportunity to address the issues of high vehicle speeds and volume.  |
| Scotch Meats                | The local shop was unsupportive of the proposed scheme. However no further comments were made.  |
| Southwark Cyclists          | The group was partially supportive of the proposals. Concern was raised that there was still a left hook risk for cyclists at the junction, which is only partially mitigated by the early release. It suggested that allowing cyclists to cross on the pedestrian green phase would make the junction more user-friendly.  |
| Wheels for Wellbeing        | The group was unsupportive of the proposals. In particular, they stated mandatory cycle lanes need to operate 24 hours per day and feature double yellow lines, as it was stated vehicles would park in them. It suggested that segregated cycle lanes would be better, especially due to the volume and speed of motor traffic. It also questioned if there would be traffic lights, and supported the addition of early release for cyclists.   |

#### 4.4 Responses received about the Quietway 7 cycle route

In the West Dulwich consultation (six schemes), there were a total of 188 responses to the question ‘Do you support the overall proposals for the Quietway 7 cycle route in Lambeth?’ This includes public and stakeholder group responses.

Overall, out of the 188 responses received: 69 (37 per cent) supported or partially supported proposals for Q7 in this area: 107 (57 per cent) replied no; 7 (4 per cent) said ‘not sure’, and three (two per cent) had no opinion.



#### 5.5 Responses received about the quality of the West Dulwich consultations

There were 143 comments in response to the question: *“Please tell us what you think about the quality of this consultation”*

##### a. Negative comments

101 Negative remarks were made about the quality of the consultation, with some respondents making more than one negative remark, which have been included.

- 30 comments made general negative remarks regarding the consultation
- Nine comments stated that the consultation had provided a lack of justification for the proposals, including three comments raising concern that the consultation did not provide a cost/benefit analysis.
- Eight comments stated that the consultation had been communicated too late to local residents, including one comment raising concern that the information provided had arrived at different times.
- Seven comments stated that there was a lack of advertising regarding the consultation.

- Five comments expressed disappointment that no traffic impact data had been provided as part of the consultation.
- Five comments stated that the public meetings that had been organised were poor, including two comments were disappointed that there had been no follow up of emails after the meetings.
- Five comments stated that the design plans issued were too small and difficult to interpret, including one stating that the dimensions of certain roads were unclear.
- Four comments stated that there had been a lack of explanation regarding the purpose of certain features of the Quietway, such as two stage right turns.
- Four comments stated that the online questionnaire was complicated and time consuming.
- Three comments stated that it was difficult to find the relevant information online.
- Three comments stated that there had been a lack of engagement with residents associations, schools and local businesses.
- Two comments stated that there had been a lack of consultation regarding the route planning of the Quietway.

#### Sustrans' involvement

- 16 comments expressed concern with Sustrans' involvement with the consultation for West Dulwich.
  - 12 comments in particular stated that Sustrans were biased in their approach to the consultation.
  - Eight comments stated that the Sustrans workshops as part of the consultation had been poorly run and organised.

#### **b. Supportive comments**

47 Supportive remarks were made about the quality of the consultation.

- 31 comments were generally supportive about the quality of the consultation.
- Eight comments stated that the printed material was good, including two comments stating that the design plans were clear and helpful.
- Six comments stated that the quality of the information available was good, including two comments stating that the information was clear.
- Two comments stated that the websites available for the consultation were useful and informative.

#### **c. Other comments or suggestions**

13 responses were made offering other comments or suggestions in response to the quality of the consultation. A number of respondents made more than one remark or suggestion.

- Three comments suggested that there needed to be more information regarding traffic flow and impacts on traffic flow.
- Two comments suggested it would be helpful to detail the road dimensions within the design plans.
- Two comments suggested having the design plans and the consultation questionnaire on the same webpage.
- Two comments stated that the design plans should have also included an overview plan.
- Two comments suggested that accident data should be provided as part of the consultation materials.
- Two comments stated that the public meetings as part of the consultation needed to be timed better to allow more people to attend.

#### **d. General comments**

Respondents used this section to make general remarks about the Quietway scheme itself or about issues outside the realm of this question, in the same terms that were used in responses to specific proposals from this consultation.

- Two comments questioned why the Quietway was not being routed along College Road.
- Other comments included those that expressed opposition to the proposal or said there was no need to change the existing situation.

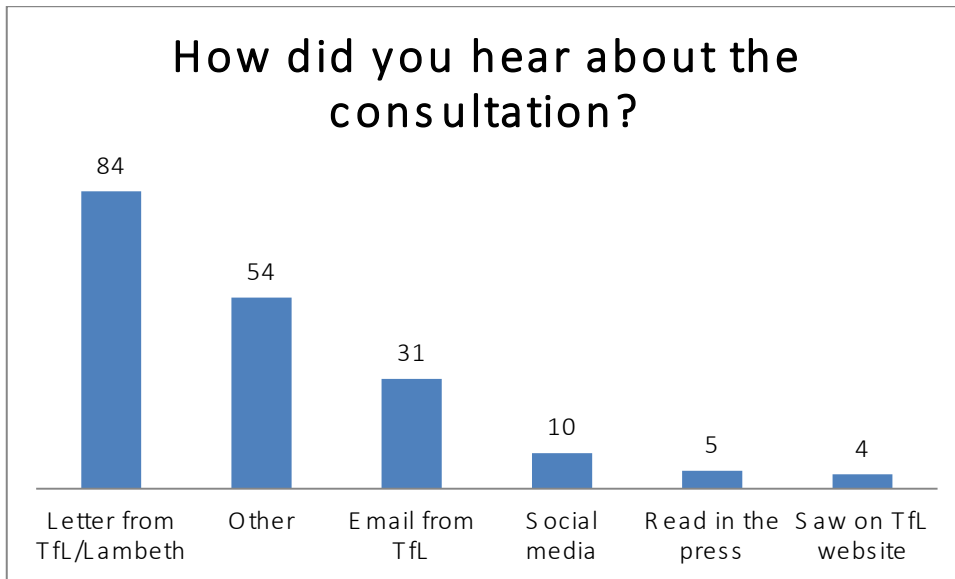
#### **e. Dalmore Road residents**

Six comments were made about the quality of consultation by residents of Dalmore Road. All six respondents stated that the consultation had not taken into consideration the residual impacts of Quietway 7 on their road.

A response to the issues raised by the Dalmore Road residents has been provided on page 30.

## 5.5 How did you hear about this consultation? (Public and Stakeholder Groups)

188 respondents answered this question.



*Respondents 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 54 responses to 'other' including:

|  |    |
|--|----|
| Turney Road Residents Association                  | 15 |
| Neighbour/friend informed me                       | 11 |
| Sustrans pre-engagement meetings                   | 9  |
| Rosendale Allotment Association                    | 4  |
| Word of mouth                                      | 4  |
| Norwood Action Group (NAG)                         | 3  |
| Lambeth Cyclists email/newsletter                  | 3  |
| From local shops                                   | 3  |
| Came across by accident                            | 1  |
| Been following the cycle route proposals for years | 1  |

## 5 Conclusion and next steps

There were 136 responses to the proposals for this scheme: 53 (39 per cent), supported or partially supported the proposals; 69 (51 per cent) said they did not support; nine (six per cent) were unsure, and five (four per cent) had no opinion.

Having considered all responses to the consultation and reviewed our proposals, we intend to proceed with the scheme design that was consulted on. While we acknowledge the concerns of respondents about the wider road network, we are satisfied our proposal provides a safer and more convenient option for cyclists and pedestrians using the Thurlow Park Road section of Rosendale Road.

Construction of the scheme is planned to start in 2018, subject to the formal Traffic Order process, and agreement with the London Borough of Lambeth.

# Appendix A – Responses to issues commonly raised

## a. Scheme design/road layout

### Impact on traffic

Some respondents said the proposals to introduce a four second early release for cyclists at the junction of Rosendale Road/Thurlow Park Road would displace traffic onto neighbouring roads.

The proposed changes to the junction are unlikely to cause a significant displacement of traffic onto neighbouring roads. The four-second early release for cyclists will have a negligible impact on journey times for general traffic and will not increase the length of queued vehicles.

Some respondents said the proposed lane change would lead to increased congestion.

One lane southbound will be altered to right-turn only with one straight-ahead lane. There is only one wide lane on the southbound exit of the junction (Rosendale Road), with parking on the left-hand side of the road. Traffic currently travels in one lane and therefore the proposed changes will have a very marginal impact on the levels of congestion on Rosendale Road.

The proposed mandatory cycle lanes will not impact on traffic using the junction as it will not require removal of any existing traffic lanes.

### Vehicular right turns

Some respondents suggested removing the ban on right turns from Rosendale Road into Thurlow Park Road.

Buses are permitted at present to turn right from Rosendale Road into Thurlow Park Road but it would not be safe to provide a right-turn for general traffic. This is because there is only room for a single lane approach northbound on Rosendale Road which would lead to right turning traffic queueing and blocking straight ahead traffic.

Providing a dedicated right turn for vehicles turning from Thurlow Park Road into Rosendale Road would significantly increase delays and congestion for vehicles travelling east-west on Thurlow Park Road. This road forms part of the South Circular and any increase in journey times would have a significant impact on a very high number of vehicles.

### Pedestrian crossings

Some respondents were concerned that the pedestrian crossings had been moved away from desire lines.

The proposed design realigns the pedestrian crossings as close as possible to the existing desire lines. The crossings on all arms of the junction will be widened and space created for cyclists turning in two stages.

### Signal phasing

Some respondents raised concern that the early release signals would reduce the amount of time available for pedestrians to cross, and one comment suggested allowing cyclists to cross the junction during the pedestrian green phase.

Pedestrians will be given the same amount of time to cross as at present even with the provision of early release signals for cyclists.

We cannot encourage cyclists to cross during the pedestrian phase as the current regulations do not allow this to avoid potential conflicts and collisions between pedestrians and cyclists.

### Safety impacts of road layout alterations

Some respondents suggested that restricting southbound traffic to one lane might encourage some vehicles to cross the junction illegally from the right turn lane.

The proposed road markings on Rosendale Road (southbound) are very clear about the required lanes for travelling straight ahead and for turning right. Using the right-turn lane to continue straight ahead may cause possible collisions with straight ahead traffic.

Some respondents widening of the footpath at the junction would impede the ability of traffic to turn easily, and that some cyclists may use the pavement

The proposed design includes a build-out of the kerb on the south-west corner of the junction in order to relocate and widen the pedestrian crossing on Thurlow Park Road. This has been fully assessed and the results show that all vehicles including Heavy Goods Vehicles can make the turn safely.

Providing the dedicated facilities for cyclists proposed in this scheme will encourage cyclists to remain on the carriageway and use the lanes and signals provided rather than the pavement.



### Alternative suggestions

Some respondents suggested implementing a roundabout at the junction.

Redesigning this junction as a roundabout would have major implications for traffic using Rosendale Road. Due to the heavy flows on Thurlow Park Road, local traffic on Rosendale Road would be heavily delayed when trying to enter a roundabout at this location. A signal controlled junction allows traffic on all arms dedicated time to cross the junction safely as well as providing safer facilities for cyclists and pedestrians.

## **b. Two-stage right turns**

### Usage

Some respondents suggested the two-stage right turn would likely not be used, either correctly or at all, by cyclists.

The proposed two-stage right turn provides a facility for less confident cyclists using the Quietway route who may feel intimidated about waiting in the centre of the junction to turn right.

Cyclists will be able to wait in a safe location at the junction for a green signal to go ahead without significantly disadvantaging other road users or pedestrians. Signals will be visible to cyclists using the two-stage right-turns to indicate when they can safely proceed. We accept that not all cyclists will use this facility however the option is available to less confident or vulnerable cyclists.

The two-stage right turn proposal provides a safe area away from the flow of traffic for cyclists to wait for the next signal. It is not compulsory for cyclists to use the two stage right turn, but it provides a safe facility for less confident cyclists. Cyclists still have the option to make the turning movement with general traffic, in one movement by waiting in the centre of the junction, if they do not want to wait for the two-stage right turn.

See video link example on how to use a two-stage right turn; [tfl.gov.uk/cycling](https://tfl.gov.uk/cycling) – select '[Transforming cycling in London](#)', and 'Two-stage turn manoeuvre'.

## **c. Mandatory cycle lanes**

Some respondents raised concerns with the mandatory cycle lanes as part of the scheme, these included; access, pinch points, obstruction and operating hours.

A mandatory cycle lane, while not being segregated, prohibits general traffic from entering the lane by use of a thick white line. They are generally well observed by drivers even during peak times.

Standard traffic lane widths of three metres are maintained alongside the mandatory cycle lane. This is to ensure all vehicles can safely pass cyclists and not intrude across the mandatory cycle lane.

No traffic lanes are being removed to provide mandatory cycle lanes so it is not anticipated that this will lead to an increase in congestion.

#### **d. Parking**

Some respondents raised various concerns regarding parking, with eight comments on a reduction of parking, and two comments suggesting to extending the double red lines north and south of the junction.

No parking is being removed in the area of the Thurlow Park Road / Rosendale Road scheme. The proposed mandatory cycle lanes will operate 24 hours a day, and parking is not permitted which is enforced by the existing double red lines. The current extent of double red lines to the north and south of the junction is to prevent dangerous parking close to it. We are not proposing to extend the existing double red lines.

#### **e. Safety**

Some respondents raised various safety concerns about segregation and perceived lack of protection.

Quietways are designed to follow quieter roads (which are often managed by the local boroughs) and may cross busier roads such as Thurlow Park Road. Segregation is not considered necessary on Rosedale Road as traffic levels are lower and the risk to cyclists is reduced. Since the junction with Thurlow Park Road is already signalised, the conflicts with vehicles on the South Circular is minimised.

The risk of left hook collisions will be reduced by the installation of early release signals for cyclists, allowing them a four-second head-start over other traffic. Mandatory cycle lanes also keep cyclists and general traffic separate.

A waiting area is provided in the carriageway out of the line of general traffic for cyclists making the two stage right turn. This allows cyclists to safely turn right without coming into conflict with vehicles travelling straight ahead.

Some respondents were concerned that there was no protection for cyclists arriving at the junction on a green phase.

The provision of mandatory cycle lanes on the approach to the junction and advisory cycle lane markings on the junction itself will make drivers more aware of the position of cyclists on the road. Mandatory cycle lanes are generally well

observed by drivers.

#### **f. Traffic**

Some respondents raised various concerns regarding traffic issues; speeding and the high volume of traffic lights.

A 20mph speed limit operates on Rosendale Road. The speed limit on the Thurlow Park Road is 30mph and it would not be appropriate to reduce this section of the South Circular to 20mph as it is a key strategic route across London. Traffic volumes on Rosendale Road are much lower and more suited to its proposed role as a Quietway.

#### **g. Alternative route suggestions**

Some respondents made alternative route suggestions; all suggested routing the Quietway along College Road.

The alignment of the Quietway routes have been identified by TfL in consultation with representatives from the Greater London Authority, London Boroughs and other key stakeholders such as the Canal River Trust and Royal Parks. The routes were identified based on desktop mapping, route rides and engagement with local stakeholders. Quietways have been identified across London with an initial programme of seven Quietways being prioritised for early delivery. We are not proposing to change the alignment of Quietway 7 following this consultation.

#### **h. Issues outside scope**

Some respondents raised issues outside the scope of this consultation in response to the proposals.

##### *Thurlow Park Road/Croxted Road junction*

Some respondents suggested lifting the ban on vehicular right turns at the junction of Thurlow Park Road/Croxted Road.

##### *Carson Road*

Some respondents suggested closing Carson Road at the junction of Thurlow Park Road to prevent rat-running.

The London Borough of Lambeth is the highway authority for the roads listed above. We are working with Lambeth to deliver the Quietway and have shared the results of this consultation with the Borough for their consideration.

### **i. Dalmore Road Residents' Safety Group**

12 individual responses were received from residents of Dalmore Road, including nine letters, regarding issues outside the scope of the scheme. All of the respondents raised concerns about existing high vehicle speeds and rat-running on the road. They perceived the situation would increase should the proposed route go ahead. Suggestions for traffic calming measures included:


- Install full-width/maximum height speed humps, central bollards and raised surfaces at both entrances of Dalmore Road
- Reinstatement of 20 mph speed camera at junction of Dalmore Road/ Thurlow Park Road

The residents referred to 2013 petition they had sent to Lambeth Council requesting traffic calming measures on their road.

The London Borough of Lambeth is the highway authority for Dalmore Road. We are working with Lambeth Council to deliver the Quietway and have shared the results of this consultation with the Borough for their consideration.

# Appendix B – Consultation letter and design

## West Dulwich letter – including the Thurlow Park Road scheme



Lambeth

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 7 – Elephant & Castle to Crystal Palace**  
**Have your say on proposed changes to six locations in the West Dulwich area.**


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 West Dulwich area in the six sections below. The proposals include traffic-calming measures and improvements for pedestrians.

**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](http://tfl.gov.uk/quietways)

**Proposals for the overall area and six sections include:**  
Along Rosendale Road from the intersections of Croxted Road to Myton Road, we are proposing to introduce a 1.5m wide advisory cycle lane in both directions. Along the same length of road we are proposing to remove the centre line markings and replace existing speed cushions with cycle-friendly speed humps to help reduce traffic speeds.

1. **Turney Road** – proposals include:
  - Replace existing mini-roundabout with new raised priority junction, with three new zebra crossings, extended footway and public space with new trees
2. **Rosendale Road/Lovelace Road** – proposals include:
  - Introduce new zebra crossing outside All Saints Church
3. **Rosendale Road/Thurlow Park Road junction** – proposals include:
  - Two-stage right turn for cyclists, instead of having to cross lanes in moving traffic
  - Pedestrian crossings realigned and widened to 3.2 metres to make it easier to cross the junction and to accommodate the two-stage right turns
  - New mandatory cycle lanes at least 1.5 metres to be added on Rosendale Road
4. **Rosendale shops** – proposals include:
  - Introduce new zebra crossing outside the shops

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EVERY JOURNEY MATTERS

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5. **Park Hall Road/Rosendale Road junction** – proposals include:
  - Replace existing mini-roundabout with new priority junction with new zebra crossing and three informal crossings
  - Raised road surface at Myton Road junction
6. **Tritton Road /Rosendale Road** – proposals include:
  - Introduce traffic-calmed raised junctions in two locations
  - Widened footway outside entrance to Elm Wood Primary School
  - Relocate parking bays from footway to carriageway to increase pavement space

Please see the enclosed drawings for details of these and other the proposed changes.

Approximately 1250 m<sup>2</sup> of extra pedestrian space would be created.

In order to introduce new zebra crossings, new advisory lanes and improve visibility at junctions, we would need to remove around 197 metres of parking across the scheme area. This represents an approximate reduction of 10% of on-street parking capacity in the area.

Designs for the above areas are enclosed, and you will find the Q7 route map, with the six schemes shown in context, on the website.

The results of the public engagement events during late 2015 are now available on the Lambeth Council website [lambeth.gov.uk/consultations/q7-westdulwich](http://lambeth.gov.uk/consultations/q7-westdulwich)

#### How to comment on the proposals

This consultation is open now and closes on **Thursday 17 March 2016**. Please respond in one of the following ways:

**Web:** For further information on this proposal, other nearby sections of the Quietway 7 route, and to let us know your views, please visit our website as shown above.

**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 – West Dulwich' and provide your name and address.

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

We would like to inform you that Lambeth is consulting on three schemes in the Gipsy Hill area near to the proposed West Dulwich schemes. To view this consultation online please visit [lambeth.gov.uk/consultations/q7-gipsyhill](http://lambeth.gov.uk/consultations/q7-gipsyhill)

Southwark Council is also consulting from 15 February to 14 March on routes nearby in Dulwich and Crystal Palace. To view their proposals please visit [consultations.southwark.gov.uk](http://consultations.southwark.gov.uk)

Yours faithfully

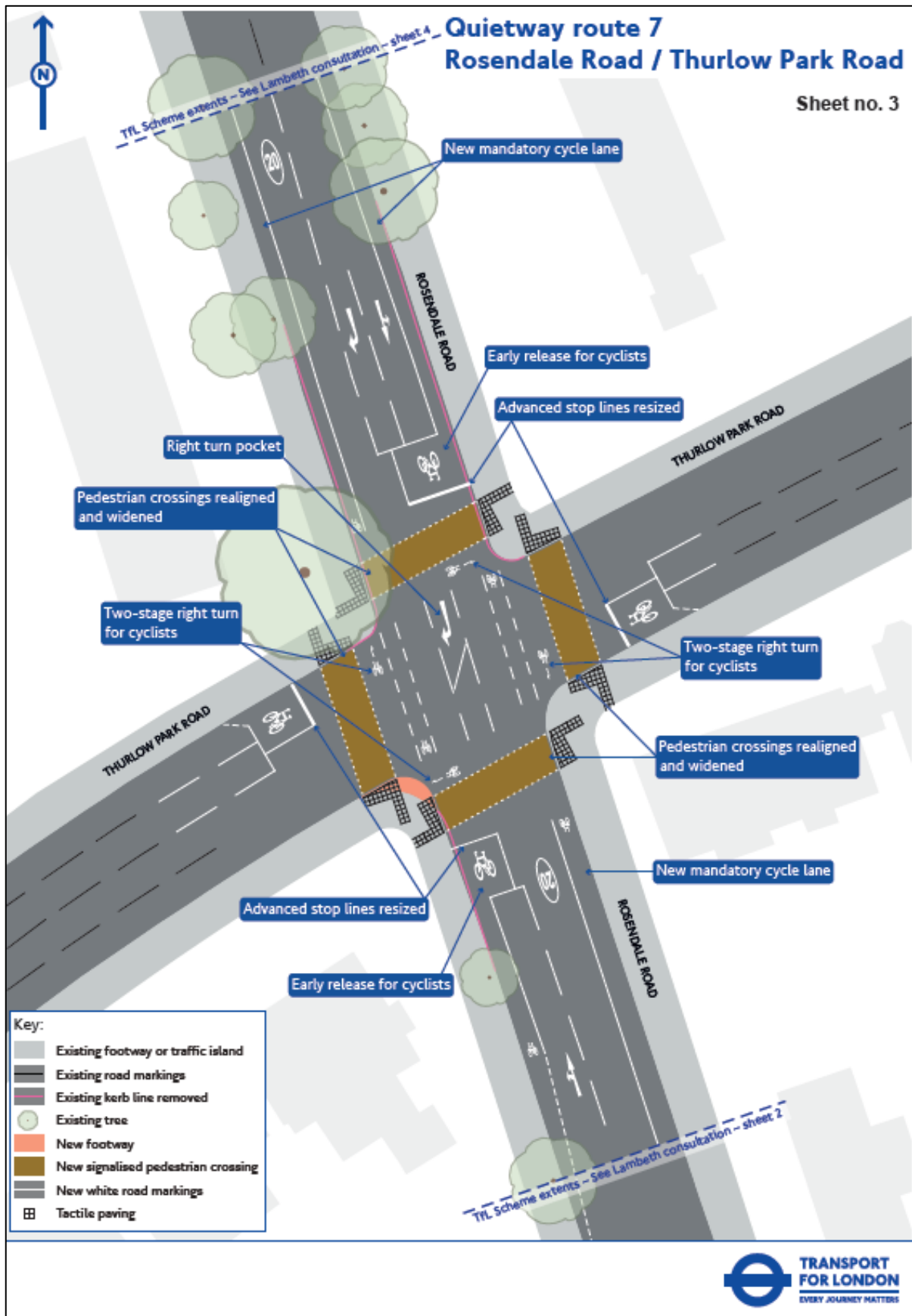
**Lambeth Transport**  
London Borough of Lambeth

Working in partnership with:



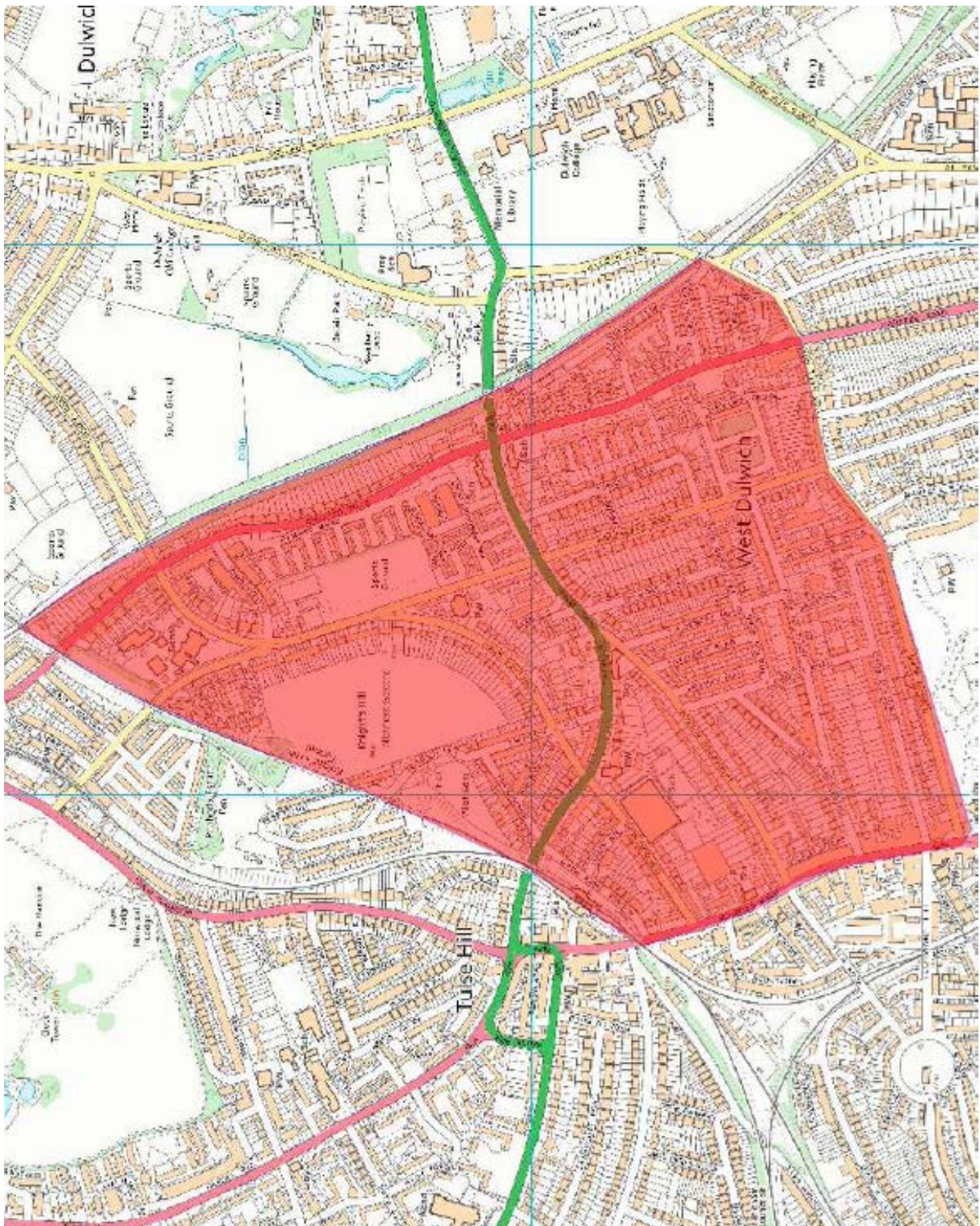
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# Thurlow Park Road location design



# Appendix C – Letter distribution area 4,207 addresses

West Dulwich: Including the Thurlow Park Road area





## Appendix D – Stakeholder groups consulted

|  |   |
|--|---|
| AA Motoring Trust                                | Campaign for Clean Air in London                          |
| Abellio West London Ltd                          | Canal River Trust   |
| Action for Blind People                          | Carousel Buses Ltd  |
| Action on Hearing Loss (Formerly RNID)           | Carson Road   |
| Addison Lee                                      | CBI   |
| Age Concern London                               | CBI-London  |
| Age UK   | CCG Wandsworth  |
| Age UK London                                    | Centaur Overland Travel Ltd,                              |
| Alive in Space Landscape and Urban Design Studio | Central London Cab Trade Section                          |
| All Party Parliamentary Cycling Group            | Central London Connexions                                 |
| All Saints Church                                | Central London CTC  |
| Alzheimer's Society                              | Central London Forward                                    |
| Alzheimer's UK                                   | Central London Forward (City of London)                   |
| Anderson Travel Ltd                              | Central London Freight Quality Partnership                |
| Angel AIM  | Central London NHS Trust                                  |
| Asian Peoples Disabilities Alliance              | Centre for Accessible Environments                        |
| Association of Bikeability Schemes               | Centre for Cities   |
| Association of British Drivers                   | Chalkwell Garage & Coach Hire Ltd,                        |
| Association of Car Fleet Operators               | Chartered Institute of Logistics and Transport            |
| Association of Disabled Professionals            | Chartered Institution of Highways & Transportation (CIHT) |
| Association of Town Centre Management            | Chauffeur and Executive Association                       |
| Best Bike Training/Cycletastic                   | City Hall   |
| Better Transport                                 | City of London  |
| bikeworks  | City of London Access Forum                               |
| bikeXcite  | City Year London  |
| Blue Triangle Buses Ltd,                         | Civil Engineering Contractors Association (CECA)          |
| Borough Cycling Officers Group (BCOG)            | Cobra Corporate Services Ltd,                             |
| Brewery Logistics Group                          | Community Transport Association                           |
| British Cycling                                  | Computer Cab  |
| British Dyslexia Association                     | Confederation of British Industry (CBI)                   |
| British Land                                     | Confederation of Passenger Transport UK                   |
| British Medical Association                      | Cross River Partnership                                   |
| British Motorcyclists' Federation                | Crossrail Ltd   |
| British Retail Association                       | CTC 'Right to Ride' Network                               |
| British School of Cycling                        | CTC, the National Cycling Charity                         |
| BT   | Cycle Confidence  |
| Buzzlines  | Cycle Experience  |
| CABE - Design Council                            | Cycle Training UK (CTUK)                                  |

|   |  |
|---|--|
| Cycling Embassy of Great Britain                                | Gordon Telling   |
| Cycling Instructor Ltd  | Greater London Authority (GLA)   |
| Cycling Tuition   | Greater London Forum for Older People                                      |
| cycling4all   | Greater London Forum for the Elderly                                       |
| Cyclists in the City  | Green Flag Group   |
| Department for Transport  | Green Urban Transport Ltd,   |
| Department for Transport (Director General, Roads and General)  | Guide Dogs   |
| Department of Transport   | Guide Dogs for the Blind - Inner London District team                      |
| DHL   | Health Poverty Action  |
| Dial-a-Cab  | Herne Hill Forum   |
| Disability Alliance   | Herne Hill Society   |
| Disability Rights UK  | House of Commons   |
| Disabled Motoring UK  | HS2 Ltd  |
| Disabled Persons Transport Advisory Committee                   | ICE  |
| Dulwich Society   | ICE -London  |
| Dulwich Young Cyclists  | Inclusion London   |
| E Clarke & Son (Coaches) Ltd, t/a Clarkes of London,            | Independent Disability Advisory Group (IDAG)                               |
| East and South East London Thames Gateway Transport Partnership | Institute for Sustainability   |
| Eastmearn Road  | Institute of Advanced Motorists  |
| Elmwood Primary School  | Institution of Civil Engineers   |
| Elmworth Estate   | J Brierley & E Barvela t/a Snowdrop Coaches                                |
| English Heritage - London                                       | Jeremy Reese t/a The Little Bus Company,                                   |
| Ensign Bus Company Ltd,   | Joint Committee on Mobility of Blind and Partially Sighted People (JCMBPS) |
| Eurostar Group  | Joint Mobility Unit  |
| Evolution Cycle Training  | King's College Hospital NHS Foundation Trust                               |
| Evolution Quarter Residents' Association                        | Lambeth Cycling Campaign   |
| Express Networks Forum  | Lambeth Cyclists   |
| Federation of Small Businesses                                  | Lambeth Metropolitan Police  |
| First Beeline Buses Ltd,  | Lambeth Safer Transport Team   |
| Freight Transport Association (FTA)                             | Lambeth Traffic and Transport Working Group                                |
| Friends of the Earth  | Leonard Cheshire Disability  |
| Future Inclusion  | Licensed Private Hire Car Association                                      |
| Gareth Bacon AM   | Licensed Taxi Drivers Association  |
| Gerhard Weiss   | Licensed Private Hire Car Association (LPHCA)                              |
| Girlguiding UK  | Living Streets - Wandsworth  |
| GLA Strategy Access Panel members                               | Living Streets Action Group  |

|  |   |
|--|---|
| Living Streets London                              | Metroline Ltd   |
| Living Streets Southwark                           | Metropolitan Police Service                                 |
| Local Government Ombudsman                         | MIND  |
| London Ambulance Service                           | Mobile Cycle Training Service                               |
| London Bike Hub                                    | Mode Transport  |
| London Borough of Lambeth                          | Motorcycle Action Group (MAG)                               |
| London Borough of Lewisham                         | Motorcycle Industry Association                             |
| London Borough of Southwark                        | Mullany's Coaches   |
| London Borough of Wandsworth                       | Multiple Sclerosis Society                                  |
| London Cab Drivers Club                            | Muscular Dystrophy Campaign                                 |
| London Central Cab Section                         | National Autistic Society                                   |
| London Chamber of Commerce                         | National Children's Bureau                                  |
| London Chamber of Commerce and Industry (LCCI)     | National Express Ltd  |
| London City Airport                                | National Grid   |
| London Climate Change Partnership                  | National Motorcycle Council                                 |
| London Councils                                    | National Trust  |
| London Cycling Campaign (LCC)                      | National Trust - London                                     |
| London Cycling Campaign (Lambeth)                  | NHS London  |
| London Cycling Campaign (Southwark)                | Norwood Action Group  |
| London Cycling Campaign (Wandsworth)               | Ocean Youth Connexions                                      |
| London European Partnership for Transport          | Olympus Bus & Coach Company t/a Olympian Coaches,           |
| London Fire and Emergency Planning Authority       | On Your Bike Cycle Training                                 |
| London Fire Brigade                                | Parcelforce Worldwide                                       |
| London First                                       | Parliamentary Advisory Council for Transport Safety (PACTS) |
| London Mencap                                      | Passenger Focus   |
| London Older People's Strategy Group               | Planning Design   |
| London Omnibus Traction Society                    | Port of London Authority                                    |
| London Parks Friendly Group                        | Premium Coaches Ltd,  |
| London Private Hire Board                          | Private Hire Board  |
| London Strategic Health Authority                  | Puzzle Focus Ltd  |
| London Suburban Taxi Drivers' Coalition            | R Hearn t/a Hearn's Coaches,                                |
| London Taxi Drivers' Club                          | RAC Foundation for Motoring                                 |
| London Tourist Coach Operators Association (LTCOA) | Radio Taxis   |
| London TravelWatch                                 | Rail Delivery Group (RDG)                                   |
| London Underground                                 | Rank and Highways Representative for Unite                  |
| London Visual Impairment Forum (LVIF)              | Red Rose Travel   |
| London Youth                                       | Redbridge Cycling Centre                                    |
| Low Carbon Vehicle Partnership                     | Redwing Coaches (Pullmanor Ltd),                            |
| MENCAP   | Reliance Travel,  |
| Metrobus Ltd                                       |   |

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| Richard Tracey AM<br>RMT<br><br>RNIB (Royal National Institute for Blind People)<br>RNID (Royal National Institute for Deaf People)<br>Road Danger Reduction Forum<br><br>Road Haulage Association (RHA)<br>Roadpeace<br>Rosendale Allotments<br>Rosendale Newsagents<br>Rosendale Pharmacy<br>Rosendale Primary School<br>Rosendale Surgery<br>Royal Institute of British Architects<br>Royal Institute of Chartered Surveyors<br>Royal London Society for the Blind (RLSB)<br>Royal Mail<br>Royal Mail Parcel Force<br>Royal Parks<br>Royal Town Planning Institute (RTPI)<br>Safer Neighbourhood<br>SCOPE<br>Scotch Meats<br>Sense<br>Sixty Plus<br>South Bank Employers' Group<br>South Bermondsey Partnership<br>South East London PCT<br>South London Business Forum<br>South London Partnership<br>Southwark Cyclists<br>Southwark Safer Transport Team<br>Space Syntax<br>Stroke Association<br>Sustrans<br>Taxi Rank & Interchange Manager<br>Tea West<br>Thames Water | TNT<br>Tower Transit Operations Ltd,<br>Trailblazers, Muscular Dystrophy UK<br>Transport Focus<br>Transport for All<br>Transport for London (TfL)<br>Transport for London (Contact Centre operations)<br>Turney Road Residents Association<br>Turney School<br>Unions Together<br><br>Unite<br>University College London<br>University Bus Ltd.,<br>Uptown Dry Cleaners<br>Urban Movement<br>Virtual Norwood Forum<br>Vision Impairment Forum<br>Walk London<br><br>Wandsworth – London Cycling Campaign<br>Wandsworth Mobility Forum<br>Wheels for Wellbeing<br>Whizz-Kidz<br><br>Whytefield<br>WigWam<br>YMCA England<br>Young Minds |
|---|--|

**Pre-consultation engagement events for West Dulwich**

In addition to the 298 stakeholder groups, Lambeth Council emailed to 690 named individuals that had taken part, or who had expressed an interest in the previous five pre-consultation engagement events. These ran from September 2015 to January 2016.

## 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 7 – a cycle route between Elephant & Castle and Crystal Palace. The Lambeth Council section of the route runs from Turney Road and finishes at Gipsy Hill, extending to the border with the London Borough of Southwark.

Lambeth Council is currently consulting on proposals to the route in the areas of West Dulwich and Gipsy Hill:

### West Dulwich area

Along Rosendale Road from the intersections of Croxted Road to Myton Road, it is proposed to introduce a 1.5 metre wide advisory cycle lane in both directions. Along the same length of road it is proposed to remove the centre line markings, and replace existing speed cushions with cycle-friendly speed humps to help reduce traffic speeds. Other proposals include replacing existing mini-roundabouts with new raised priority junctions, introducing six new zebra crossings and making some changes to parking and loading.

The six schemes are:

- Turney Road
- Rosendale Road/Lovelace Road
- Rosendale Road/Thurlow Park Road junction
- Rosendale Road shops
- Park Hall Road/Rosendale Road junction
- Tritton Road/Rosendale Road

### Gipsy Hill area

Proposals on the eastern side of Gipsy Hill include a new 2m advisory cycle lane southbound between Oaks Avenue and Dulwich Woods Avenue, and relocating parking to the western side of Gipsy Hill. To calm traffic, wider footways are proposed, and at the junction of Paxton Place it is proposed to introduce a new and upgraded parallel pedestrian/cycle zebra crossing, which would be connected by a new shared-use area with an advisory cycle track.

The three schemes are:

- Clive Road/Hamilton Road
- Paxton Place/Gipsy Road
- Gipsy Hill

## Find out more and have your say

To view both consultations with the proposed changes, and to have your say, please go to the London Borough of Lambeth's [website](#).

Both consultations close on **Thursday 17 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,

A handwritten signature in black ink, appearing to read 'Julie Vindis', with a horizontal line underneath.

Julie Vindis  
Consultation Team  
Transport for London