

Consultation on proposed changes to Pathfield Road

Consultation Report November 2018

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1. Introduction

1.1 Background

Quietway 5 is a cycle route linking Waterloo to Norbury that passes through Lambeth North, Vauxhall and Clapham. Following the delivery of the one way closure on Estreham Road issues were identified relating to Pathfield Road. On Tuesday 20 March 2018, Lambeth Council held a public engagement event at Streatham Common Scout Hut. The event provided an opportunity for residents to get information about the possible options for Pathfield Road and to provide feedback on these options.

The top three issues on Pathfield Road raised at the event and in other communications from local residents and business via email were; high traffic speeds, increased traffic volumes, increased parking.

The top three solutions mentioned at the event that have been assessed were;

- Relocating or removing the existing point closure in Estreham Road
- A residents parking scheme
- Introduction of traffic restrictions to reduce traffic volumes

Relocating the existing barrier on Estreham Road was considered, however, this would simply redistribute the traffic on to more local roads and not necessarily address the issue of rat-running traffic, speeding and increased parking on Pathfield Road. Also, the scheme to retain the point closure at Estreham Road received majority support from the wider community after the trial period in 2016.

Options around parking controls in the area are being coordinated by the CPZ team. They are analysing the feedback from the Streatham parking attitudinal survey carried out at beginning of 2018 and will be providing feedback in the coming months.

Given the above, the council's view was that the introduction of traffic restrictions to reduce the amount of traffic on Pathfield Road was the best option to address the issues raised at the meeting. Speed humps were also proposed to reduce general traffic speeds.

1.2 Our proposals

- No-entry except cycles from Estreham Road to Pathfield Road, to prevent the majority of rat-running traffic from using Pathfield Road
- New sinusoidal humps installed along Pathfield Road to reduce general traffic speeds.
- No-entry except cycles from Greyhound Lane to Rotherhill Avenue, to prevent any rat running traffic that might use this route
- Junction improvements, with new greening/tree planting at Pathfield Road/Estreham Road. This proposal require the loss of 1 informal parking space.

2. The consultation

2.1 Consultation objectives

To establish the views of local people on the above proposals

2.2 Who we consulted

Residents of Pathfield Road, Estreham Road and part of Greyound Lane.

2.3 When we consulted

We consulted from 1st October 2018 to 4th November 2018.

2.4 How we consulted

2.4.1 Press activity

There was no specific press activity linked to this consultation

2.4.2 Digital activity

Participants were directed to the online consultation platform on Lambeth Council's website. This was supported by Twitter and Facebook posts.

2.4.3 Print activity

Leaflets were printed and distributed to 320 properties in the surrounding area, advising residents that the consultation was now online

2.4.4 Event activity

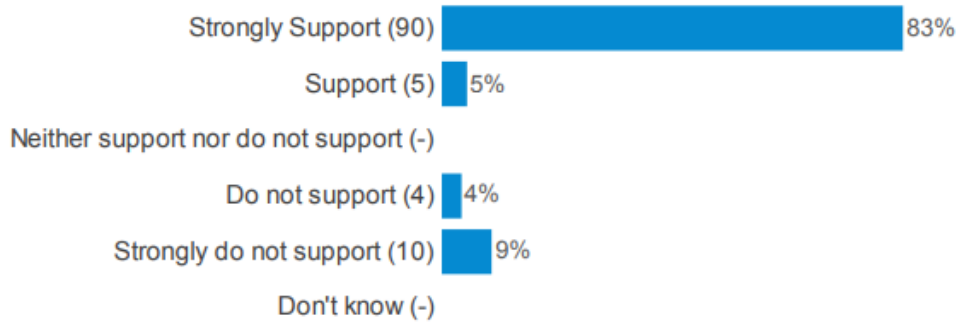
There was no specific event linked to this consultation

3. Responses from members of the public

109 responses were received to the online survey

3.1 Summary of results

3.1.1 To what extent do you support or do not support the proposed no-entry except cycles from Estreham Road to Pathfield Road?



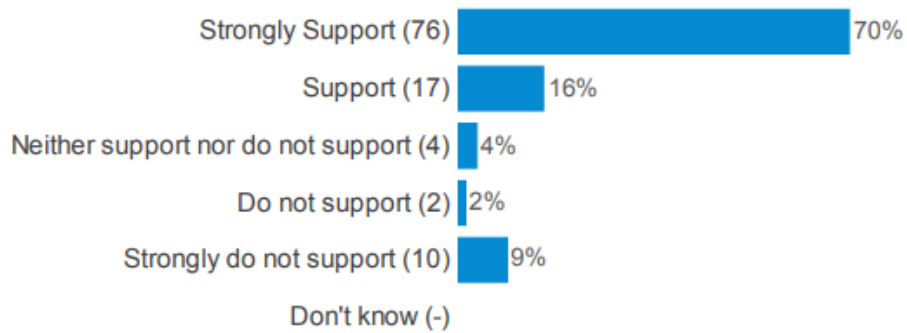
Additional comments

'The increased traffic is noisy and dangerous for children walking to school. I live near the top corner where Pathfield Road turns right and we have queues of traffic outside our house waiting to merge with Greyhound Lane traffic.'

'This will stop the rat running up from Streatham Common to beat the traffic on Greyhound lane.'

'Many parents and children are walking and cycling along Pathfield Road. This will make it much safer'

3.1.2 To what extent do you support or do not support the proposed sinusoidal speed humps on Pathfield Road?



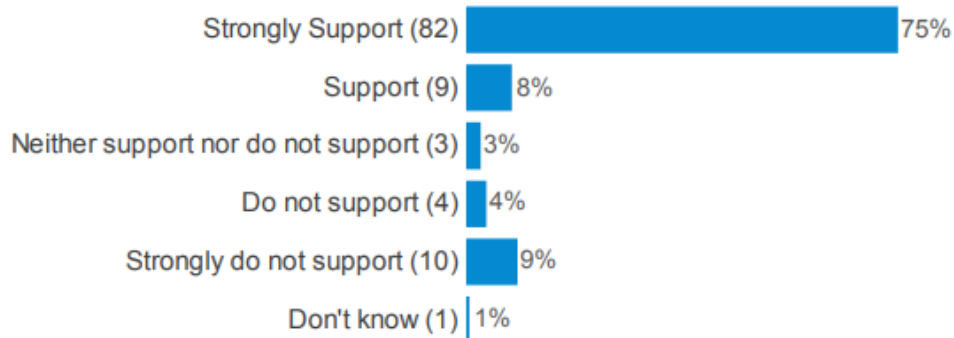
Additional comments

'Again this will improve the road being more safe to use, whether you're a pedestrian, cyclist or driver.'

'Currently one speed hump on a road with a blind corner and nursery is not enough.'

'Traffic on Pathfield Road is generally too fast and above the 20mph limit'

3.1.3 To what extent do you support or do not support the proposed no-entry except cycles from Greyhound Lane to Rotherhill Avenue?



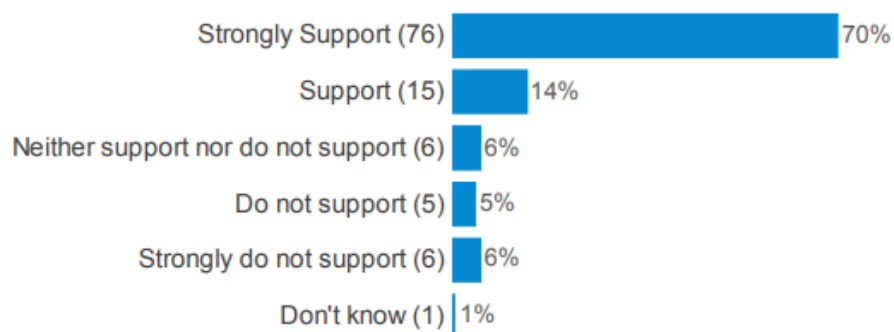
Additional comments

'Traffic has increased since the road closure. This would alleviate the problem and would reduce jams near the junction at the top.'

'Helps make cycling safer and more attractive'

'Filtered permeability stops rat running and keeps local roads for local people.'

3.1.4 To what extent do you support or do not support the proposed junction improvements, with new greening/tree planting at Pathfield Road/Estreham Road? This proposal will require the loss of 1 informal parking space.



Additional comments

'This will increase carbon dioxide absorption which is beneficial for everyone'

'Will depend on Residents parking'

'They will enhance the look of the road barrier and improve air quality'

'You need to make sure these plants are hardy and looked after!'

3.2 Summary of post code analysis and demographics

3.2.1 Postcode

The majority of respondents were from the SW16 postcode

3.2.2 Gender

More men than women responded to this survey

3.2.3 Age

The largest single group of respondents was from the 35-44 age range (32%), followed by 45-54(21%).

3.2.4 Disability

The majority of respondents stated that their day to activities were not limited due to a health problem or disability (70%).

3.2.5 Ethnicity

44% of respondents described themselves as White British, while 39% preferred not to say

4. Responses from statutory bodies and other stakeholders

The Metropolitan Police, London Fire Brigade, London Ambulance Service and Lambeth Waste Services team, were consulted on two general options for the main proposal on Pathfield Road, before the scheme was presented for public consultation.

- Option1 - A road closure at the Estreham Road end of Pathfield Road, with only cyclists allowed into or out of Pathfield Road from Estreham Road. Pathfield Road still two-way for its entire length.
- Option 2 - Making Pathfield Road one-way to general traffic, with vehicle entry from Greyhound Lane and vehicle exit onto Estreham Road. Cyclists would be exempt from the no-entry and one-way restriction.

The Lambeth Waste Service team responded to say that they couldn't support option 1, as they needed an exit onto Estreham Road for their collection vehicles to avoid the need for reversing. The Police responded to support Option 1 as they felt there was less likelihood of vehicles contravening the no entry. They also commented that having a road one-way (as in option 2) increases the speed of traffic and could therefore be slightly more hazardous for cyclists. However they advised that they did not object to Option 1, although they felt there would be a degree of non-compliance with the no entry. There was no response from the London Fire Brigade or the London Ambulance Service.

Following this feedback the proposals were developed to address the main concerns of key stakeholders, i.e; vehicles will still be able to physically exit from both sides of Pathfield Road, the road is being kept two way for all vehicles and road humps are proposed to reduce the likelihood of speeding.

5. Next steps

- The results of this consultation will be used to inform the next stage of detailed design and key stakeholders will be re-consulted on the final proposals.
- The resulting proposals will be subject to approval for implementation by the Cabinet Member for Environment & Clean Air and the Assistant Director for Highways, Capital Programmes & Sustainability.
- If these approvals are granted:
 - People who responded to the consultation and left an email address will receive notification of the decision. The scheme website will be updated with drawings and a draft construction programme.
 - A statutory consultation period will start for the proposals, which all require changes to traffic orders or notices.
- Subject to any objections received during the statutory consultation period being reviewed by the council, implementation will begin.

Subject to the approvals outlined above, we are aiming to complete all works before the end of June 2019.

Appendix A – Consultation communications

Consultation Leaflet

Quietway 5

Pathfield Road

Following the delivery of the one way closure on Estreham Road, Lambeth Council are working on a scheme to address the traffic issues in Pathfield Road. We want to hear what you think.

Thank you to those who came to our public event on 20 March or got in touch with us by email to share your views about traffic conditions on Pathfield Road. We have now reviewed all of the feedback received and developed a proposed layout to address the main issues raised.

The current proposals are:

- No-entry except cycles from Estreham Road to Pathfield Road, to prevent the majority of rat running traffic from using Pathfield Road.
- No-entry except cycles from Greyhound Lane to Rotherhill Avenue, to prevent any rat running traffic that might use this route.
- New sinusoidal humps installed along Pathfield Road to reduce general traffic speeds.

With these proposals the only way for motor vehicles to get into Pathfield Road or Rotherhill Avenue will be via the Greyound Lane/Pathfield Road junction. The existing point closure on Estreham Road will remain in place at its current location.

To give us your feedback on the proposals please visit lambeth.gov.uk/pathfield

Details on the other options considered and a drawing of the proposed layout are also available online.

We are aiming to deliver a scheme in the area to address the current issues in early 2019. However all feedback received will be taken into account before any decision is made about how to progress.

The consultation closes on 4 November 2018.



Appendix B – Consultation distribution area

Distribution area for leaflet drop

