

Quietway 7 – Elephant & Castle to Crystal Palace Consultation

London Borough of Lambeth – Gipsy Hill area
Response to consultation
10 February to 20 March 2016
June 2017

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Executive Summary

Between 10 February and 20 March 2016, Lambeth Council, together with Transport for London (TfL), consulted on proposals for three schemes in the consultation area of Gipsy Hill on the Quietway 7 route – Elephant & Castle to Crystal Palace.

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

Clive Road/Hamilton Road

There were 51 responses to the proposals for this scheme; 18 (35 per cent), supported or partially supported the proposals; 29 (57 per cent) said they did not support; 3 (6%) were not sure, and one (two per cent) had no opinion.

Of those 51 responses, 46 (90 per cent) were sent by members of the public and five (10 per cent) by designated stakeholder groups. 37 respondents provided comments.

Main issues raised in the Clive Road/Hamilton Road consultation

- 1) High traffic volumes
- 2) Narrow road widths
- 3) High vehicle speeds

Paxton Place/Gipsy Road

There were 59 responses to the proposals for this scheme: 17 (29 per cent), supported or partially supported the proposals; 38 (64 per cent) said they did not support and four (seven per cent) were not sure.

Of those 59 responses, 53 (90 per cent) were sent by members of the public and six (10 per cent) by designated stakeholder groups.

Main issues raised in the Paxton Place consultation

- 1) Two-way cycling on Paxton Place
- 2) Confusing signage
- 3) Pedestrian/Cycle conflict

Gipsy Hill

There were 60 responses to the proposals for this scheme: 15 (25 per cent), supported or partially supported the proposals; 42 (70 per cent) said they did not support; two (three percent) were not sure, and one (2 per cent) had no opinion.

Of those 60 responses, 55 (92 per cent) were sent by members of the public and five (eight per cent) by designated stakeholder groups. 50 respondents provided comments.

Main issues raised in the Gipsy Hill consultation

- 1) Reduction in car parking
- 2) High traffic flows
- 3) High traffic speeds

How Lambeth Council plans to proceed for all three schemes

Lambeth Council has given careful consideration to all respondents' comments ahead of finalising any design proposals.

In light of the comments raised, the borough has decided to progress with the proposed designs as seen in the public consultation. This is subject to detailed design work and a further stage of statutory consultation which, in some circumstances, can bring about design changes in light of further analysis.

Construction is planned to start from Summer 2017.

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.

TfL is 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 – 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, 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) is due to be complete in Spring / Summer 2017.

1.2 London Borough of Lambeth and Transport for London

The consultations for the three Gipsy Hill scheme proposals were 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 seven on Quietway 7 by Lambeth Council, with the other areas as stated below:

Quietway 7

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

1.3 Schemes in this consultation series

In February 2016, Lambeth Council consulted on three schemes in the Gipsy Hill area:

- 1. Clive Road/Hamilton Road**
- 2. Paxton Place/Gipsy Road**
- 3. Gipsy Hill**

2 Introduction

2.1 Purpose of the schemes

As part of the Quietway 7 route (Q7), Lambeth Council is developing proposals to enhance facilities primarily for people that cycle, but also for other road users including pedestrians. Improvements are being proposed 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 through to Crystal Palace Parade via Gipsy Hill. London Borough of Southwark has consulted on proposals for its section of Q7.

2.2 Description of the three scheme proposals

Clive Road/Hamilton Road

- Wider footways and raised road surface at junction to calm traffic
- Formalise on-street provision by marking bays
- Introduce sinusoidal speed humps

Paxton Place/Gipsy Road

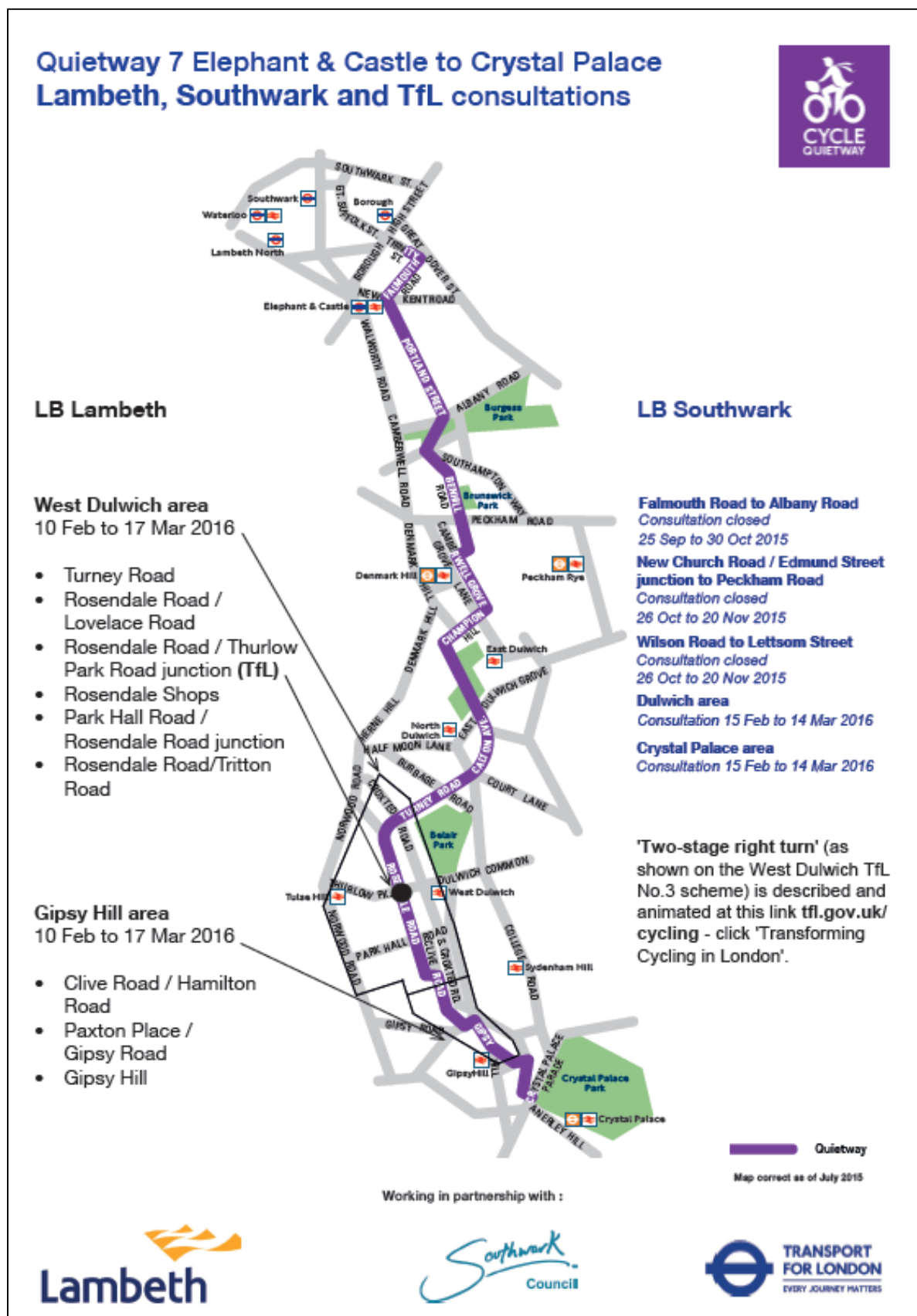
- New and upgraded parallel pedestrian/cycle zebra crossings*, connected by new shared-use area with advisory cycle track
- Introduce new island to protect right turning cyclists
- Permit two-way cycling on Paxton Place (currently one-way northbound)

* See page 50 for an image explaining the layout for the crossing.

Gipsy Hill

- Introduce new two metre advisory cycle lane southbound between Oaks Avenue and Dulwich Wood Avenue to enable slower-moving cyclists moving uphill to be overtaken easily.
- Relocate parking to the western side of Gipsy Hill. This would require a reduction in parking provision of approximately 110 metres – 20 on-street spaces. An on-street parking survey indicates there is sufficient parking capacity for local residents during the evening and overnight period.

2.3 Q7 Route map (as at 10 February 2016)



3 The consultations

Three consultations in the Gipsy Hill area ran from 10 February to 20 March 2016. It was intended to enable Lambeth Council to understand opinion about the proposed schemes 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 the council was 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. 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 F**.

3.2 Consultation material, distribution and publicity

The consultation 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 also publicised via letter drop to the public and email to the stakeholder groups and individuals. Materials included an overview letter, along with a detailed drawing of the schemes in the Gipsy Hill area showing the proposals, and a route map of Quietway 7 showing the consultations and schemes 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: Lambeth Council distributed a consultation letter to **2,185** residents and businesses within a catchment area for this consultation. A copy of the letter is shown in **Appendix D** and the letter drop area is shown in **Appendix E**.

Email: Lambeth Council sent emails to **298** stakeholder individuals and groups. A list of these stakeholders is shown in **Appendix F** of this report, and a copy of the email is available in **Appendix G**.

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.

The forum members are in favour of the principle of Quietways, as they are set to deliver many of the 10 Headings from Lambeth Council's Cycling Strategy (2013).

3.4 Consultation questions

The consultation asked two questions; 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 are in section four.

4 Overview of consultation responses

4.1 Clive Road/Hamilton Road – responses received by public and stakeholders

Number/type of responses received

There were 51 responses to the proposals for this scheme; 18 (35 per cent), supported or partially supported the proposals; 29 (57 per cent) said they did not support; 3 (6%) were not sure, and one (two per cent) had no opinion.

Of those 51 responses, 46 (90 per cent) were sent by members of the public and five (10 per cent) by designated stakeholder groups. 37 respondents provided comments.

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

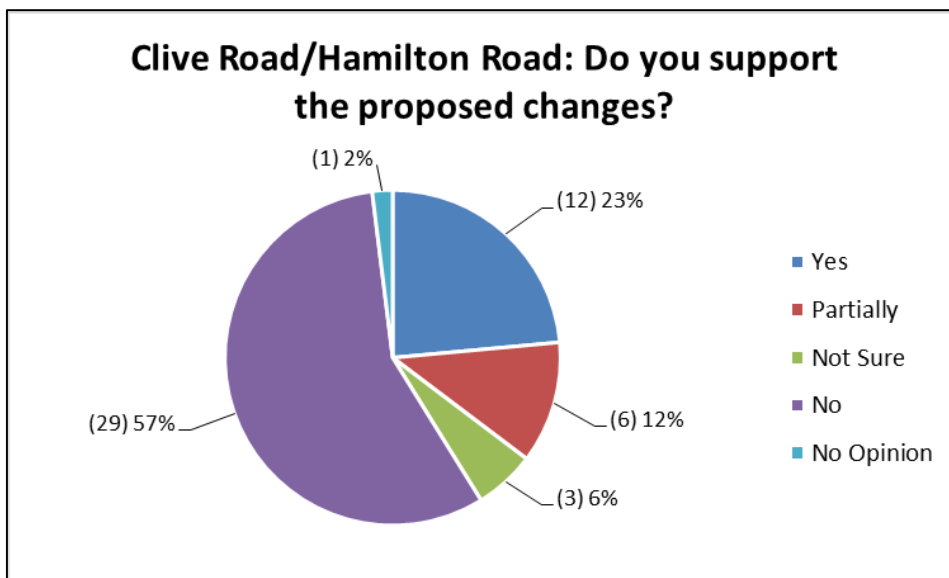
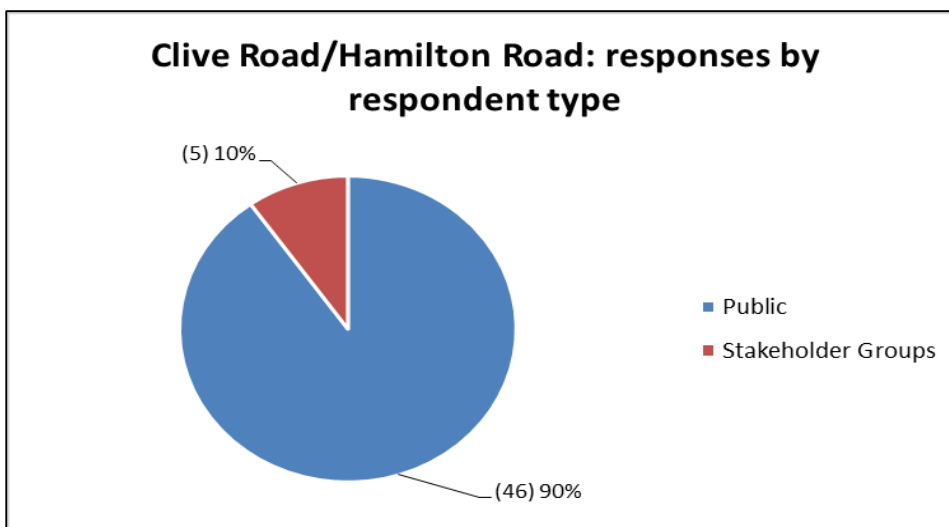


Fig.2 Consultation responses by respondent type:



4.2 Clive Road/Hamilton Road – analysis of consultation responses

Of the 51 respondents who answered the closed question (*‘Do you support the proposed changes?’*), 37 provided comments. The issues they raised are summarised below. This summary includes comments from five stakeholder organisations, and those responses are also summarised separately.

a. Traffic impacts on motorists

14 comments were made in regards to traffic impacts on motorists. One respondent made more than one remark.

Traffic volumes

- Eight comments suggested that Clive Road and Hamilton Road are too busy in terms of traffic to be suitable for a designated cycle route, including one comment suggesting that there is a significant amount of commercial traffic using these roads
- One comment stated that the proposals do little to reduce the level of motor vehicles on Clive Road and Hamilton Road
- One comment suggested that measures to reduce through traffic were needed if Clive Road and Hamilton Road are to be used as a designated cycle route

Increased congestion

- One comment suggested that the proposals would further increase congestion on Hamilton Road

Alternative suggestions

- Two comments suggested implementing modal filtering on Clive Road
- One comment suggested closing Clive Road/Hamilton Road to through traffic
- One comment suggesting making Hamilton Road one-way

b. Scheme design/road layout

14 comments were made regarding scheme design/road layout. A number of respondents made more than one remark.

Road width

- Six comments stated that Clive Road and Hamilton Road are too narrow, which makes them unsuitable for a cycle route
- One comment stated that care should be taken not to widen the carriageway, as cars would try to pass each other and cyclists at the same time
- One comment stated that they would prefer to see the carriageway at the junction of Clive Road/Hamilton Road kept at full width

Changes to priority

- Five comments suggested the changes to priority at the junction of Clive Road/Hamilton Road would encourage higher vehicle speeds

- One comment stated that the change to priority would encourage more vehicles to use Clive Road

Berry Lane

- Two comments were concerned with two-way cycling on Berry Lane, as it is narrow with blind turns

Alternative suggestions

- Two comments suggested that the raised section of Hamilton Road should be also extended across the bend of Clive Road/Hamilton Road

c. Support and opposition of the scheme

11 comments were made in support or opposition of the proposed scheme.

- Six comments were **opposed** to the proposals, including three comments stating there was no justification for the money being spent
- Five comments were **supportive** of the proposals, including two comments suggesting that the scheme would improve cycling conditions

d. Parking

Six comments made concerns regarding parking. One respondent made more than one remark.

- Two comments were concerned with the loss of parking with no further explanation provided
- One comment stated that they would prefer not to see a reduction in parking as part of the proposals
- One comment was apprehensive with the phrase “formalise parking”, as their concern interpreted that this would mean reduced parking
- One comment stated that the existing parking stress makes cycling difficult
- One comment stated that retaining car parking maintains dooring risks
- One comment stated that retaining parking narrows the margin for cars and cyclists to pass each other safely

e. Safety

Five comments made various concerns regarding safety.

Pedestrian Safety

- One comment stated that the proposals encourage faster cycling, which endangers pedestrians
- One comment stated that there are limited safe crossing points
- One comment stated that the scheme removes a safe area for pedestrians to cross
- One comment suggested that there needed to be measures for vehicles to stop for pedestrians, such as a zebra crossing

Cyclist Safety

- One comment stated that the proposals do not improve the safety of children cycling to school to the south of the scheme

f. Alternative route suggestions

Two comments made alternative route suggestions for this section of Quietway 7

This included one suggestion to route the Quietway along Alleyn Park and Dulwich Wood Avenue, and one suggestion to route the Quietway along College Road.

4.3 Clive Road/Hamilton Road – summary of stakeholder responses

Stakeholder Group	Summary of response
Lambeth Cyclists	The organisation was partially supportive of the proposed scheme. Concern was raised that motor traffic volumes were still too high for a Quietway in this area, and that the proposals do little to address this issue. Suggestion was raised to rethink Hamilton Road, as it was stated that additional width would encourage two vehicles to pass one another and a cycle at the same time.
London Fire Brigade	The organisation was supportive of the proposed scheme at Clive Road/Hamilton Road. It confirmed that the proposals would have no impact on attendance times. It also stated that crews would be advised to consider the impact of traffic congestion when route planning for incidents in the area whilst construction of various schemes is ongoing.
Paxton Pharmacy	The organisation was unsupportive of the proposals at Clive Road/Hamilton Road. <i>See petition section in Paxton Place/Gipsy Hill report.</i>
Southwark Cyclists	The organisation was supportive of the proposed scheme. In particular, it suggested that the changing of the priority to Quietway 7 alignment was a positive measure, meaning that carriageway narrowing is not needed. It suggested that the carriageway width should be kept at full width at this junction.
Wheels for Wellbeing	The organisation was unsupportive of the proposed scheme. It stated that retaining of car parking would put cyclists at risk of dooring and put cyclists into conflict with pedestrians. Similarly, it was also stated that retaining parking narrows the road and forces cyclists too close to parked cars.

4.4 Paxton Place/Gipsy Road – responses received by public and stakeholders

Number/type of responses received

There were 59 responses to the proposals for this scheme: 17 (29 per cent), supported or partially supported the proposals; 38 (64 per cent) said they did not support, and four (seven per cent) were not sure.

Of those 59 responses, 53 (90 per cent) were sent by members of the public and six (10 per cent) by designated stakeholder groups.

47 respondents provided comments.

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

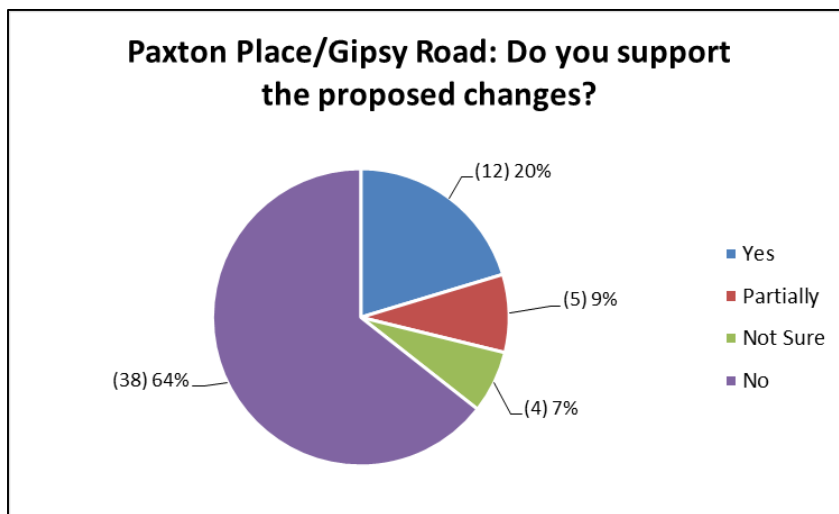
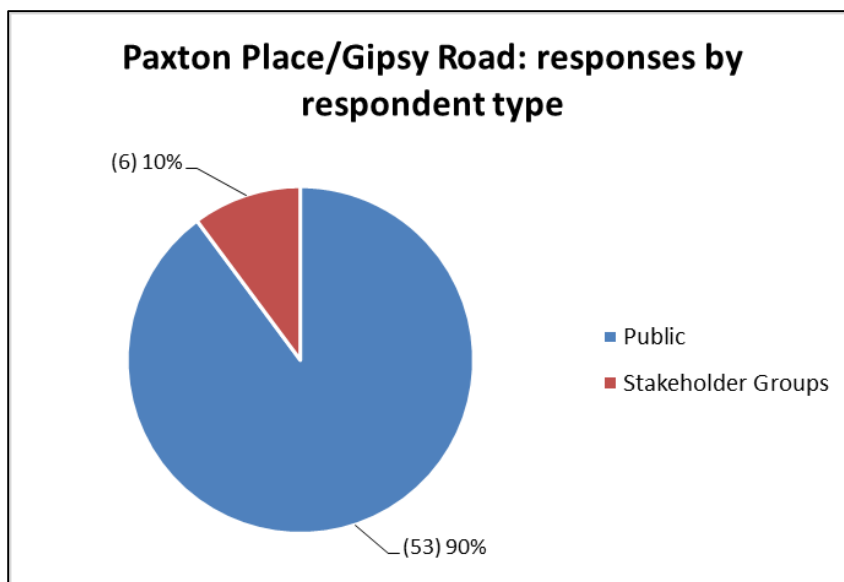


Fig. 2 Consultation responses by respondent type:



4.5 Paxton Place/Gipsy Road – analysis of consultation responses

Of the 59 respondents who answered the closed question (*‘Do you support the proposed changes?’*), 47 provided comments. The issues they raised are summarised below. This summary includes comments from 6 stakeholder organisations, and those responses are also summarised separately.

a. Support or opposition

21 comments were made in support or opposition of the proposed scheme

- 13 comments were **opposed** to the proposals at Paxton Place, including three comments stated that the scheme would be a waste of resources
- Eight comments were **supportive** of the proposed scheme, including three comments being supportive of the proposed parallel crossing

b. Two-way cycling

17 comments made various concerns about two-way cycling on Paxton Place. A number of respondents made more than one remark.

Road width

- Eight comments stated that there was insufficient road space for two-way cycling

Commercial usage

- Five comments expressed concern that two-way cycling would be difficult due to the high level of commercial traffic using Paxton Place
- Four comments expressed concern that two-way cycling would be difficult due to the high number of cars parked outside a number of businesses on Paxton Place

Visibility

- Four comments stated that there was a lack of visibility on Paxton Place, including three comments stating this was due to the blind bend on the road
- One comment suggested there was a lack of visibility for vehicles emerging from residential properties on Paxton Place
- One comment was concerned that there is limited visibility at the junction of Paxton Place/Hamilton Road

Congestion

- One comment stated that two-way cycling on Paxton Place would increase congestion.

Alternative suggestions

- Three comments suggested closing Paxton Place to through traffic, to provide better cycling conditions.

c. Shared-use areas

17 comments were concerned with the implementation of shared-use areas as part of the scheme. One respondent made more than one remark.

Conflict

- Seven comments suggested that the implementation of shared use areas introduces conflict between pedestrians and cyclists

Safety risks

- Four comments made general concerns that the shared-use areas would be unsafe
- One comment stated that shared-use areas would cause confusion for the visually impaired

Objections

- Two comments stated that the shared-use areas would be too complicated and slow for cyclists, and therefore would not be used
- One comment stated that shared-use areas would be ineffective in this area

Alternative Suggestions

- Two comments stated that there needed to be clear signage to ensure proper compliance by both cyclists and pedestrians
- One comment suggested moving the cycle track closer to the carriageway.

d. Traffic

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

Traffic volumes

- Two comments suggested that Gipsy Road and Gipsy Hill are too busy and fast for cycling

Congestion

- Two comments stated that the proposals would increase congestion within the area

Displacement of Traffic

- One comment expressed concern that the proposals would displace traffic into Oaks Avenue

Modal filtering

- Two comments stated that modal filtering was needed as part of the proposals, including one comment suggesting that Gipsy Hill needed to be filtered.

e. Safety

Four comments made various concerns regarding safety.

Right turn waiting area

- One comment stated that the proposed island offers minimal protection for cyclists waiting to turn into Gipsy Hill
- One comment stated that there was not enough space in the waiting area to accommodate longer and wider cycles

Improved safety

- One comment stated that the proposals would improve cyclist safety.

Pedestrian safety

- One comment suggested that the proposals would create a safety risk for pedestrians attending the Paxton Green medical practice

f. Parallel crossing

Four comments made various concerns regarding the parallel crossing as part of the proposals. One respondent made more than one remark.

Safety risk

- One comment stated that the crossing would pose a danger to pedestrians, as they would be competing with cyclists for space
- One comment stated that the crossing was potentially dangerous as vehicle drivers would have to observe both cyclists and pedestrians
- One comment suggested that there might be confusion as to which mode has priority at the crossing

Design of crossing

- One comment stated that the crossing would be too complicated and slow for cyclists, therefore it might be ignored
- One comment stated that the crossing might not be needed due to the presence of the right turn waiting area on Gipsy Road.

g. Other – alternative route suggestion/outside of scheme scope

One comment made an alternative route suggestion in response to the scheme. It suggested that the Quietway should be routed along Dulwich Wood Avenue instead of Gipsy Hill.

One comment was made which was outside the scope of the scheme. The comment stated that they had been unable to find the proposals on the website. This response has been picked up in the quality of consultation section in this report.

4.6 Paxton Place/Gipsy Road - summary of stakeholder responses

Stakeholder Group	Summary of response
Guide Dogs	The organisation was unsupportive of the proposed scheme. It objected to the implementation of shared areas, as it stated that this causes confusion for the visually impaired and can be unsafe.
Lambeth Cyclists	The organisation was unsupportive of the proposed scheme. It stated that there needed to be measures to cut down through traffic on Paxton Place. It suggested that making the road a shared space, marked as a no-through route (except for cyclists) would reduce through traffic.
London Fire Brigade	The organisation was supportive of the proposed scheme at Paxton Place/Gipsy Road. It confirmed that the proposals would have no impact on attendance times. It also stated that crews would be advised to consider the impact of traffic congestion when route planning for incidents in the area whilst construction of various schemes is ongoing.
Paxton Pharmacy	The organisation was unsupportive of the proposed scheme, however did not provide any comments.
Southwark Cyclists	The organisation was unsupportive of the proposals at Paxton Place/Gipsy Road. In particular, they were concerned that there were no details as to how the proposed contraflow cycle lane on Paxton Place would work. It stated that it could see no way as to how this would be made safe or attractive enough to encourage cycling.
Wheels for Wellbeing	The organisation was unsupportive of the proposals. In particular it was concerned that there was not enough room in the waiting area on Alleyn Park to accommodate longer or wider cycles. Further concern was raised that the implementation of shared use paths puts cyclists and pedestrians into direct conflict. It suggested that the cycle route would have been better placed alongside the road.

4.7 Summary of petition

A petition was received in response to this consultation from residents and businesses in the Paxton Place area. This was in the format of 30 pages with 269 signatures.

Paxton Pharmacy created a page for respondents to sign. The content (in bold) was at the top of the page followed by; name, address, signature and date. (Petition extract is on the next page). Respondents were invited to add their signatures to this statement:

I do not support the proposed cycle route Quietway along Gipsy Hill and “two-way” cycling on Paxton Place. I do not support cycle tracks on the footway

passing close to shop fronts at Gipsy Hill. I support the proposed pedestrian zebra crossing over Gipsy Hill. I do not support the proposed loss of parking in Gipsy Hill area.

A link to the consultation was provided on the same page before the signatures:

Proposed changes to Quietway 7 cycle route – West Dulwich and Gipsy Hill.

Contact: consultations@tfl.gov.uk –

<http://www.lambeth.gov.uk/consultations/proposed-changes-to-quietway-7-cycle-route-elephant-castle-to-crystal-palace-west>

The objections to the scheme focussed on three concerns:

- Reduction of parking available to visitors to businesses, residents and businesses
- Safety to pedestrians regarding the speed in which cyclists would travel in shared-use space
- The route is not practical, or wanted, in the area

In addition to the signatures, supplementary comments (in their entirety) were also provided which have been categorised as follows:

Parking

- *We need to keep our parking as is essential for us and customers*
- *Create more problems with parking*
- *We need the free parking in order to work*
- *Insufficient parking already*
- *We worry about parking in our road because parking places are being removed*
- *Loss of parking for local shops.*
- *I am regular customer of Stars hair dressers. Restricted parking will prevent me from coming here.*
- *I believe this will have an adverse impact on local business*
- *This will have disastrous effect on my local business*
- *Far too many parking spaces lost for District, Doctors etc.*
- *This (loss of parking) will kill off small business in the area.*
- *Huge impact on the parking for residents and local business*
- *It (loss of parking) will kill our trade!*
- *How will our older clients park outside our shop?*
- *Loss of parking space would have a severely detrimental effect*
- *I do not support the loss of parking in Gipsy Hill as this have a huge detrimental effect on the small businesses in Gipsy Hill*
- *Would have severe effect on the local community.*

Safety

- *May become more unsafe for children*
- *It is also unsafe for cyclists to go through Gipsy Hill*
- *Paxton Place is going to be too narrow for cyclists, cycle track too close to our footway of shop front, is going to be difficult for elderly and wheelchair users to access with cyclists whizzing past, lastly we need free parking alongside Gipsy Hill untouched*

- Unsafe for cyclists.
- This proposal is danger to pedestrians and other road users
- There are many elderly pedestrians and the proposal shares these areas would be dangerous for them due to the speed of many cyclists

Road/Pedestrian space

- Roads too small
- Not enough space for pedestrians, shops, pharmacy, Doctor's surgery.

Unnecessary

- Stupid idea, no room
- This would not be appropriate for our local area
- Not practical. Use another route
- Not needed in this area!
- No need for zebra crossing

Zebra crossing at Paxton Place

Eight respondents signed a page stating they did not support the proposed new parallel crossing.

Extract of petition

I do not support the proposed cycle route Quietway along Gipsy Hill and "two-way" cycling on Paxton Place. I do not support cycle tracks on the footway passing close to shop fronts at Gipsy Hill. I support the proposed pedestrian Zebra Crossing over Gipsy Hill. I do not support the proposed loss of parking in Gipsy Hill area.

Proposed changes to Quietway 7 cycle route - West Dulwich and Gipsy Hill. Contact: consultations@tfl.gov.uk
<http://www.lambeth.gov.uk/consultations/proposed-changes-to-quietway-7-cycle-route-elephant-castle-to-crystal-palace-west>

Signed by:

NAME	Address	Signature / Date/ Comments
[REDACTED]	[REDACTED]	[REDACTED] 1. March '16
[REDACTED]	[REDACTED]	[REDACTED] 1/03/16

Comments from Paxton Pharmacy on behalf of the signatories

I recommend that TfL and Lambeth Council establish a local cross-border stakeholder working group (including local business, residents and Cllrs), so a better proposal can be considered. The junction Gipsy Road and Gipsy Hill remains very dangerous for vehicles and pedestrians and local schools. Improving this junction for improved road safety would be welcome.

4.8 Gipsy Hill – responses received by public and stakeholders

Number/type of responses received

There were 60 responses to the proposals for this scheme: 15 (25 per cent), supported or partially supported the proposals; 42 (70 per cent) said they did not support; two (three per cent) were not sure, and one (2 per cent) had no opinion.

Of those 60 responses, 55 (92 per cent) were sent by members of the public and five (eight per cent) by designated stakeholder groups. 50 respondents provided comments.

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

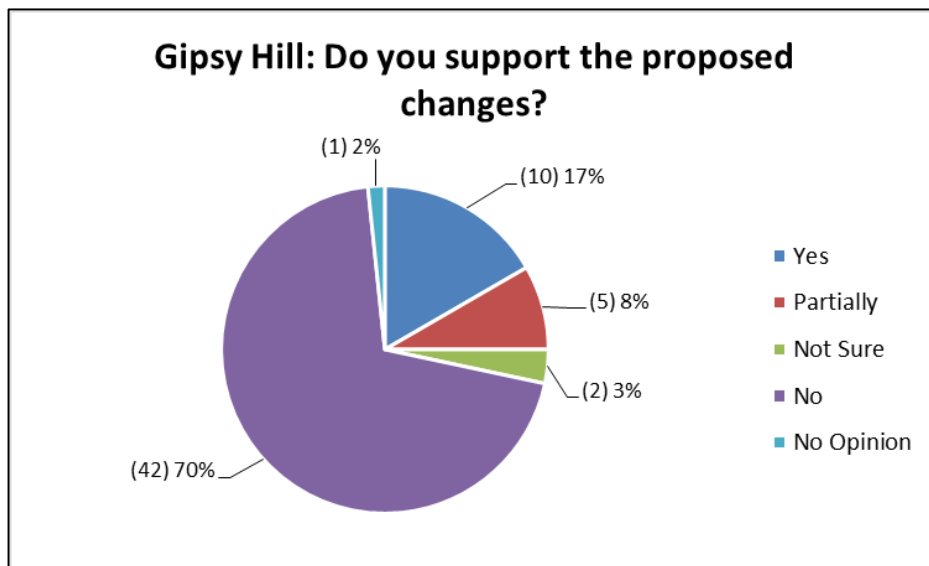
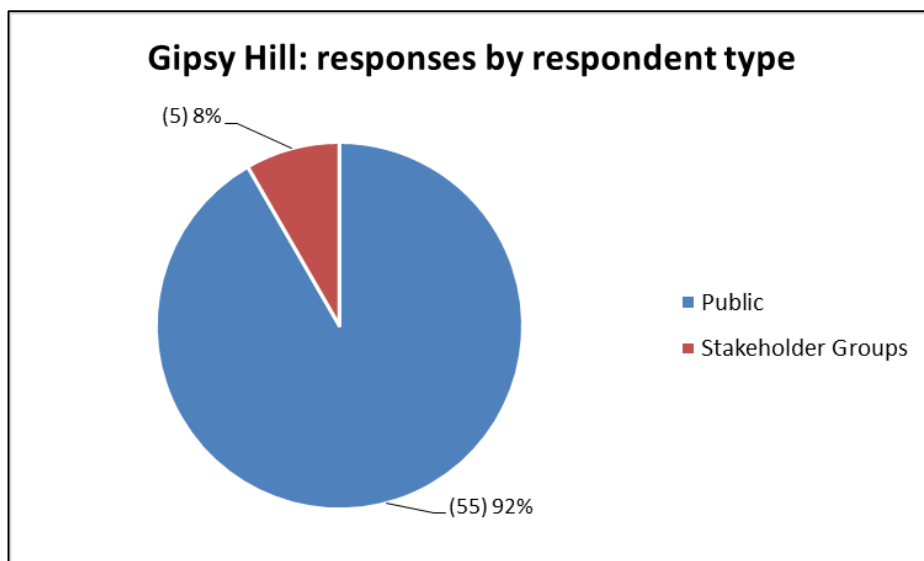


Fig. 2 Consultation responses by respondent type:



4.9 Gipsy Hill – analysis of consultation responses

Of the 60 respondents who answered the closed question (*‘Do you support the proposed changes?’*), 50 provided comments. The issues they raised are summarised below. This summary includes comments from five stakeholder organisations, and those responses are also summarised separately.

a. Parking

22 comments made various concerns regarding parking. A number of respondents made more than one remark.

Parking loss

- Seven comments were concerned with the loss of parking from Gipsy Hill, including one comment stating that this would put additional stress on Oaks Avenue
- One comment stated that the loss of parking would make accessing residential properties off Gipsy Hill more difficult

Parking relocation

- Four comments suggested that the proposed relocation of parking would reduce visibility for vehicles exiting residential properties on Gipsy Hill
- Four comments suggested that relocation of parking would encourage higher vehicle speeds along Gipsy Hill
- Two comments stated that the proposed relocation would increase the risk of dooring for cyclists travelling towards Gipsy Road
- One comment suggested that the relocation of parking would make access to residential properties more difficult
- One comment stated that relocating a parking bay opposite the bus stop on Gipsy Hill introduced a dangerous pinch point

Parking retention

- One comment stated that the retention of parking posed a danger to all modal types
- One comment stated that the retention of parking maintains a dooring risk and narrows the road space

Safety concerns

- One comment suggested that the proposed changes to parking would lead to serious accidents.

One comment stated that parked cars posed a safety risk to pedestrians

Alternative suggestions

- Two comments suggested banning parking from Gipsy Hill, including one comment suggesting trialling the removal first

- One comment suggested restricting parking to the eastern side of Gipsy Hill only, allowing better visibility
- One comment suggested restricting parking to one side of Gipsy Hill only.

b. Alternative route suggestions

18 comments made alternative route suggestions in response to the scheme at Gipsy Hill. A number of respondents made more than one suggestion.

- Seven comments suggested routing the Quietway along Dulwich Wood Avenue instead of Gipsy Hill
- Four comments suggested routing the Quietway across Long Meadow (open space between Gipsy Hill and Dulwich Wood Avenue)
- Four comments suggested routing the Quietway along College Road instead of towards Gipsy Hill
- Four comments suggested routing the Quietway along Croxted Road/Alleyn Park.

c. Support or opposition

15 comments were made in support or opposition of the proposed scheme. The results are summarised below:

- 11 comments were opposed to the proposals at Gipsy Hill, including four comment stating that the changes were not needed
- Four comments were supportive of the proposed scheme.

d. Traffic

12 comments made various concerns regarding traffic. A number of respondents made more than one remark.

Vehicle speeds

- Five comments stated that the vehicle speeds are high on Gipsy Hill, despite the low speed limit
- Three comments stated that there needed to be greater intervention to reduce vehicle speeds on Gipsy Hill
- One comment stated that more signage might be needed to alert drivers of the existing speed limit

Traffic volumes

- Four comments suggested that the traffic volumes were too high on Gipsy Hill for it to be suitable for a cycle route
- One comment stated that Gipsy Hill needed filtering in order to be suitable for a Quietway

Alternative suggestions

- Two comments suggested making Gipsy Hill one-way to motor traffic

e. Safety

11 comments raised various safety concerns regarding the proposals at Gipsy Hill. Two respondents made more than one remark.

Segregation

- Five comments stated that segregation was needed for cyclists on Gipsy Hill, including one comment suggesting that the pavement space from the eastern side of Gipsy Hill could be reduced to accommodate this.

Advisory cycle lane

- Three comments suggested that the advisory cycle lane would be used by motorists
- One comment stated that advisory cycle lanes were unsuitable for this application

General safety concerns

- One comment stated that Gipsy Hill was unsafe for cyclists.
- One comment suggested that the design retains narrow pinch points.

Improved safety

- One comment suggested that the scheme would improve cyclist safety

Alternative suggestions

- One comment suggested making the pavement on the eastern side of Gipsy Hill shared use, to improve cyclist safety

f. Road width

Seven comments raised concerns with the road width of Gipsy Hill.

- All seven comments raised concerns with the width of Gipsy Hill, including three comments stating that Gipsy Hill was too narrow to accommodate a cycle route

g. Other – Outside of the scope of the scheme

Four comments were made which were outside the scope of the scheme. Two respondents made more than one remark.

- One comment stated that they had been unable to find the proposals on the website. This response has been picked up in the quality of consultation section in this report
- One comment suggested that a crossing from Farquhar Road to Crystal Palace Park is needed for cyclists (*Southwark Council borough*)
- One comment suggested that a safe cycle route from Crystal Palace to Beckenham, Bromley and West Wickham is needed
- One comment questioned what happens to the Quietway after Gipsy Hill
- One comment stated that the resources used for this scheme would be better spent on improving other junctions along the Quietways route

- One comment suggested that there should be more segregation, advisory cycle lanes and advance stop lines on the route from Walworth Road to Denmark Hill
- One comment suggested removing the bus stop at the junction of the Elephant and Castle with the A3.

4.10 Gipsy Hill – summary of stakeholder responses

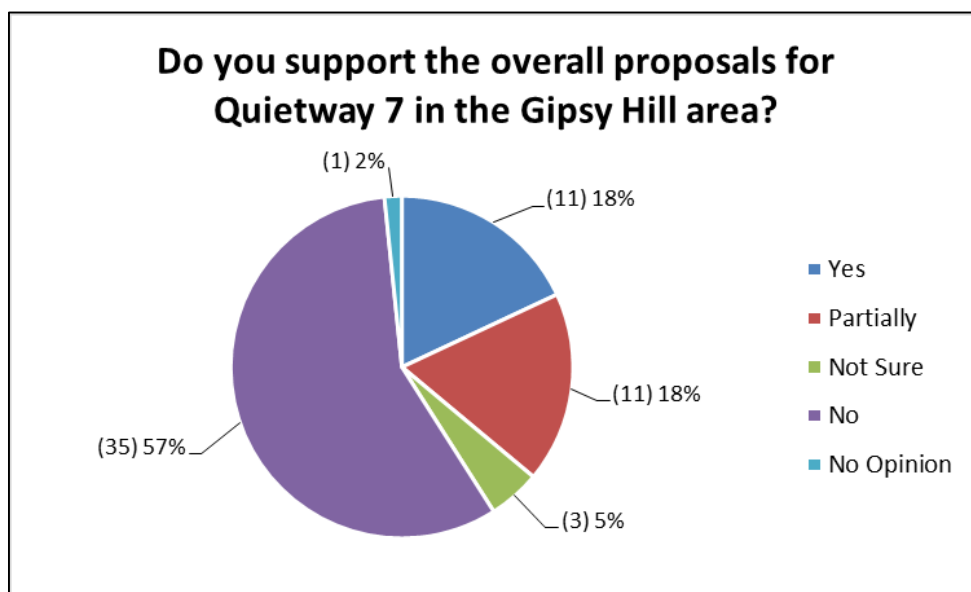
Stakeholder Group	Summary of response
Lambeth Cyclists	<p>The organisation was unsupportive of the proposed scheme. It stated that the northern portion of Gipsy Hill was not cycle friendly, due to narrow road width. It also suggested that the advisory cycle lane might be encroached upon by motor vehicles, especially due to a lack of a central white line.</p> <p>It was also concerned that cyclists joining the route from Dulwich Wood Avenue would have to cross fast-moving traffic. It made 3 suggestions to improve upon the proposals:</p> <ol style="list-style-type: none"> 1. Implement a two-way cycle track on the eastern side of Gipsy Hill, relocating parking to the northern portion of the road. It was suggested that up to 1m of pavement could be used to facilitate this. 2. Route the Quietway straight to Dulwich Wood Avenue from the Paxton roundabout. 3. Route the Quietway across a section of the neighbouring park.
London Fire Brigade	<p>The organisation was supportive of the proposed scheme at Gipsy Hill. It confirmed that the proposals would have no impact on attendance times. It also stated that crews would be advised to consider the impact of traffic congestion when route planning for incidents in the area whilst construction of various schemes is ongoing.</p>
Paxton Pharmacy	<p>The organisation was unsupportive of the proposed scheme. In particular, concern was raised over the loss of parking. Similarly, it stated that the proposed route was unsafe for cyclists. No additional detail was provided.</p> <p><i>See petition section in Paxton Place/Gipsy Hill report.</i></p>
Southwark Cyclists	<p>The organisation was unsupportive of the proposed scheme. It stated that the northern section of Gipsy Hill was narrow and not up to the standard of a Quietway. It suggested two alternatives:</p> <ol style="list-style-type: none"> 1. Route the Quietway across the open space between Gipsy Hill and Dulwich Wood Avenue. It was suggested that this would encourage new cyclists as it is clearly safe and opens up the space for both cyclists and pedestrians. 2. Route the Quietway along the southern edge of the Paxton roundabout, and re-join the carriageway at the northern end of Dulwich Wood Avenue.

	It was suggested that both would eliminate a dangerous right turn from Dulwich Wood Avenue (South) to Gipsy Hill.
Wheels for Wellbeing	The organisation was unsupportive of the proposed scheme. It was concerned that vehicles would continue to park in advisory cycle lanes and on double yellow lines. Suggestion was made to segregate the cycle lane to stop this and to provide a safe space for cycling. Further concern was raised regarding the retention of car parking, as it was suggested that this would put cyclists at risk of dooring and that it narrows the road, leading to motor vehicle dominance.

5.4 Responses received about the Quietway 7 cycle route

In the Gipsy Hill consultation (three schemes), there were a total of 61 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 61 responses received: 22 (36 per cent) supported or partially supported proposals for Q5 in this area; 35 (57 per cent) did not support; three (five per cent) were not sure, and one (2 per cent) had no opinion.



5.5 Comments received about the quality of the Gipsy Hill consultations

There were 54 comments (from 44 respondents) in response to the question: **“Please tell us what you think about the quality of this consultation.”**

a) Negative comments

22 Negative remarks were made about the quality of the consultation. A number of respondents made more than one negative remark.

- Three comments made general negative remarks regarding the consultation.
- Three comments stated that local residents and key user groups had not been consulted enough or early enough in respect of the proposals
- Two comments were disappointed that there was no reference to traffic flow in the documentation
- Two comments stated that it was difficult to access the detailed proposals
- Two comments stated that there were not enough questions regarding the schemes
- Two comments stated that the consultation had not been publicised enough

- Two comments stated that the plans were too small and difficult to read and understand
- One comment stated that there was an incorrect link from the Lambeth web page to the consultation
- One comment stated that some of the links to the TfL website were not as described
- One comment expressed disappointment that no rationale had been given for the proposals
- One comment expressed frustration that due to the political boundary between Lambeth and Southwark, they had only received information on one consultation, despite being close to proposals in another political boundary
- One comment stated that the consultation length was too short
- One comment stated that there was not enough explanation of relevant terms

b) Positive comments

21 Positive remarks were made about the quality of the consultation. The results are outlined below:

- 10 comments were generally positive about the quality of the consultation, without providing further details
- Six comments suggested that the included documentation was clear and informative
- Three comments stated that the plans enclosed in the consultation were helpful
- One comment suggested that the consultation link was easy to find
- One comment suggested that it was easy to respond to the consultation

c) Other comments and suggestions

11 responses were made offering other comments or suggestions in response to the quality of the consultation. The results are outlined below:

- Four comments suggested that there should be access to traffic data as part of the consultation, including traffic modelling, flow and accident data
- Two comments stated that an estimate of the costs of implementation should be provided
- One comment stated that additional satellite photography of the scheme areas, with highlighted routes would make the plans easier to flow
- One comment suggested that the letter sent out to local residents needed to be more clearly marked, to make people aware that it is for the consultation
- One comment stated that more consultation, such as meeting door to door with residents would have been useful

- One comment stated that there should have been joint engagement between Lambeth and Southwark Council on the proposals
- One comment suggested that the West Dulwich and Gipsy Hill consultations should have been condensed into one consultation

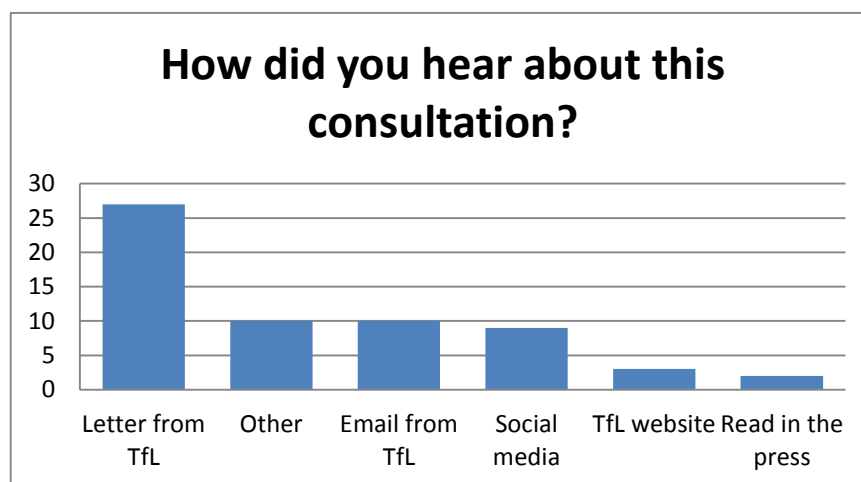
d) General remarks outside of the scheme

Four respondents used this question 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.

- One comment made a general complaint about cyclist behaviour
- One comment stated that the Quietway was a good idea but needed polishing in certain areas
- One comment stated that the Quietway is unnecessary and represents a waste of resources
- One comment suggested that the Quietway would be better routed along College Road

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

61 respondents answered this question.



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

There were 10 responses to 'other' including:

London Cycling Campaign	3
Lambeth Green email	1
Banner at Paxton Green roundabout	1
Petition objecting to proposal in shop	1
Received what looked like junk mail	1
Word of mouth	1
Contacted by concerned resident	1
Referred to on the Southwark form	1

6 Conclusion and next steps – three schemes

Clive Road

There were 51 responses to the proposals for this scheme; 18 (35 per cent), supported or partially supported the proposals; 29 (57 per cent) said they did not support; 3 (6%) were not sure, and one (two per cent) had no opinion.

Of those 51 responses, 46 (90 per cent) were sent by members of the public and five (10 per cent) by designated stakeholder groups. 37 respondents provided comments.

Main issues raised in the Clive Road/Hamilton Road consultation

- 1) High traffic volumes
- 2) Narrow road widths
- 3) High vehicle speeds

Paxton Place

There were 59 responses to the proposals for this scheme: 17 (29 per cent), supported or partially supported the proposals; 38 (64 per cent) said they did not support, and four (seven per cent) were not sure.

Of those 59 responses, 53 (90 per cent) were sent by members of the public and six (10 per cent) by designated stakeholder groups.

Main issues raised in the Paxton Place consultation

- 1) Two-way cycling on Paxton Place
- 2) Confusing signage
- 3) Pedestrian/Cycle conflict

Gipsy Hill

There were 60 responses to the proposals for this scheme: 15 (25 per cent), supported or partially supported the proposals; 42 (70 per cent) said they did not support; two (three per cent) were not sure, and one (2 per cent) had no opinion.

Of those 60 responses, 55 (92 per cent) were sent by members of the public and five (eight per cent) by designated stakeholder groups. 50 respondents provided comments.

Main issues raised in the Gipsy Hill consultation

- 1) Reduction in car parking
- 2) High traffic flows
- 3) High traffic speeds

How Lambeth Council plans to proceed on all three schemes

Lambeth Council has given careful consideration to all respondents' comments ahead of finalising any design proposals.

In light of the comments raised, and a further review of the scheme proposals, the borough has taken the decision to progress with the proposed designs as presented in the public consultation. This is subject to detailed design work and a further stage of statutory consultation which, in some circumstances, can bring about design changes in light of further analysis.

Appendix A – Clive Road, Responses to issues raised

a. Traffic impacts on motorists

14 respondents raised concerns over the perceived high levels of traffic volumes on Clive Road and Hamilton Road. In addition respondents remarked that the proposals do little to reduce the volumes of motor vehicles and that measures to reduce through traffic were needed.

Lambeth Council used the Cycling Level of Service (CLOs) assessment to define and prioritise potential Quietways routes throughout the Borough. The CLOs is based on six design principles: safety, directness, coherence, comfort, attractiveness and adaptability. The safety principle suggests that the highest CLOs score in unsegregated conditions is achieved when volume of traffic are <200 PCU (passenger car unit) / hour at peak time. According to the traffic composition and impact to other user criteria, Quietways routes should be on the quietest available roads consistent with directness. This criteria specifies also that routes selection should minimise the use of heavily trafficked roads defined as roads having <3,000 PCUs per day.

In order to assess the potential of the local road network to be part of the Quietways alignment traffic surveys were conducted on Clive Road and Hamilton Road throughout the w/c 19 January 2015 and w/c 26 January 2015 as part of the route feasibility study.

The results of the survey showed:

- Daily traffic volumes average of 1072 PCUs with a peak of 1186 PCUs
- During peak time the survey indicated that a maximum of 71 PCUs /hour were observed during the morning peak while 82 PCUs /hour during the afternoon peak.
- 76% of the vehicles observed during the survey were cars, 17% were motorcycles and pedal cycles, only 4% were LGV and 3% OGV1 & PSV.

The traffic survey results confirmed that Clive Road and Hamilton Road were the best possible option for the Quietway alignment in the area because:

- Traffic volumes were observed to be around one third of the suggested TfL limit

- Peak times observed maximum volumes were around 60% less than the suggested limit set up by the CLoS assessment criteria.
- The streets have a 20mph speed limit with average observed speed of 16.67 mph and the 85th percentile speed of 19.07 mph
- Only 4% of the vehicles observed were LGV and 3% OGV1 & PSV indicating that the percentage of commercial vehicles using the road is not significant.

One respondent expressed fears that the proposed interventions would cause increased congestion on Hamilton Road. Lambeth Council believe that these concerns are unsubstantiated. Motor vehicles' ability to access Clive Road, Hamilton Road and the adjacent streets would not be limited in any way. The proposals aim to reduce speed volumes through traffic calming measures in order to improve cycle safety without limiting the ability of motor vehicles to access local streets.

Four comments were made suggesting implementing measures to reduce through traffic.

During the development of the proposals Lambeth Council considered a number of traffic calming measures to make the road safer for all users. Limiting through traffic by implementing modal filtering and the one-way conversion of Hamilton Road failed to obtain local community buy-in.

b. Scheme design/road layout

14 respondents raised concerns on the carriageway widths on Clive Road and Hamilton Road.

The London Cycling Design Standards (LCDS) states that where carriageway widths do not permit the introduction of advisory or segregated cycle lanes the option of removing the centre line whilst retaining two general traffic lanes should be taken into account.

The removal of the centre line is proposed as a result of research conducted by Transport for London in August 2014 which concluded that vehicle speeds decreased upon the removal of centre lines. The research document can be read below:

<http://content.tfl.gov.uk/centre-line-removal-trial.pdf>

The Clive Road and Hamilton Road carriageway width has been reduced in order to control vehicle speed and turning movement at junctions and to improve pedestrian space. Road narrowing at junctions is a commonly used measure to reduce traffic speeds entering and exiting junctions to increase safety for all road users. This is also supported by the LCDS.

The carriageway widths proposed encourage cyclists to ride in primary position and maintain this position. This is re-enforced by surface cycle markings. It is possible for a car to overtake with adequate clearance from a cyclist so long as there are no oncoming vehicles. Where there are oncoming vehicles a driver that wishes to overtake is required to wait until the oncoming vehicle has passed. There are two main riding positions that cyclists adopt and are encouraged to adopt by cycle trainers: primary and secondary. The primary position, in the centre of the traffic lane, makes cyclists more visible to other traffic. The secondary position off-centre and towards the nearside, is used when it is safe and reasonable to allow faster traffic to pass. The recommended secondary position is at least 1m from the kerb or other fixed object on the nearside. Either a dedicated cycle lane on the nearside of the road or a wide nearside lane of at least 4m wide is required for the secondary position to be appropriate.

Five respondents expressed concerns about the effect of changing the carriageway priority at the junction of Clive Road/Hamilton road. In accordance with the LCDS cycle lanes and tracks should enjoy priority over turning traffic. This is essential not just for directness and continuity, but also safety. A high proportion of collisions involving cyclists arise from motor vehicles turning across cyclists, either through failing to see a cyclist or failing to observe good practice on road user behaviour and priority as set out in the Highway Code (rule 183).

Two comments were made to suggest the extension of the raised area proposed at the junction between Clive Road and Hamilton Road. The rationale behind the implementation of the raised surface is to slow traffic speeds and control turning movement.

c. Support and opposition to the scheme

Five comments were supportive of the scheme as a whole due to its capacity in improving the provision for cyclists and six respondents expressed concern about the cost of the scheme.

Lambeth Council welcomes the support for the development of these routes and strives to provide a better environment for all road users. In addition Lambeth Council notes that the proposals will not be popular with all stakeholders but will be considering all commonly raised issues to ensure final designs consider all road users.

Quietways are identified as an important part of this vision and this route has been prioritised as one of the first seven routes to be delivered in London. The Quietways programme is also part of Lambeth Council's aspiration to become the friendliest cycling borough in London.

d. Parking

Six respondents made comments regarding parking. Fears that the implementation of the Hamilton Road and Clive road scheme would cause a reduction of parking spaces are unsubstantiated.

The proposal will not involve any loss of parking spaces apart from formalising the existing parking arrangement to create 2m wide parking bays on each side of Hamilton Road. It should be noted that this isn't as part of a controlled parking zone, and the markings are simply to delineate the space in which a car can park so that it doesn't encroach on space required by other road users.

Four comments were made regarding a 'dooring' risk for cyclists from parked cars. The cycle logos on the carriageway will be marked away from the parked cars to encourage cyclists to position themselves a safe distance from the parked vehicles. These markings plus the overall scheme will make the presence of cyclists more conspicuous to exiting vehicles.

e. Safety

Five comments outlined concerns regarding the effect of the proposal on both pedestrian and cyclist safety.

The proposal is intended to create an additional 190m² of footway area resulting in improved pedestrian provision.

The new priority junction between Hamilton road and Clive Road has been designed with the aim of slowing down approaching traffic, shortening the crossing distance to create similar crossing provision to the existing informal crossing on Clive road.

The proposed scheme also aims to slow down traffic thus creating a more favourable environment for pedestrians. However, the provision of additional crossing points will be examined during detailed design.

f. Alternative alignment

Two respondents made alternative route suggestions for the Quietway to be realigned on College Road.

TfL looked at using Dulwich Village/College Road but it emerged that it may be difficult to implement the improvements in the time scale required for the delivery of the Quietway in this location, due to its conservation area. In addition, Clive Road and Rosendale Road is seen to connect more households with the Quietway than Dulwich Village and College Road would.

Appendix B – Paxton Place, Responses to issues raised

a. Support and opposition to the scheme

Eight comments were supportive of the scheme, whilst thirteen respondents expressed concern about the scheme.

Lambeth Council welcomes the support for the development of these routes and strives to provide a better environment for all road users. In addition Lambeth Council notes that the proposals will not be popular with all stakeholders but will be considering all commonly raised issues to ensure final designs consider all road users.

Quietways are identified as an important part of this vision and this route has been prioritised as one of the first seven routes to be delivered in London. The Quietways programme is also part of Lambeth Council's aspiration to become the friendliest cycling borough in London.

b. Two-way cycling

17 respondents argued that the characteristics of Paxton Place do not make it suitable for two-way cycling. Amongst the main concerns were road width, visibility and the presence of commercial and parked vehicles.

Several studies have been conducted on two-way cycling on narrow roads. One of the latest pieces of research on the topic concluded that “contra-flow cycling does not constitute a road safety problem but rather a road safety solution in narrow roads”. At the same time a recent investigation conducted by the City of London confirmed that all +3.0m wide narrow streets with low traffic volumes should be made contra-flow. Vehicle speed will be self-regulated by the low road width and visibility will be enhanced through design amendments during the detailed design phase.

A series of alternative suggestions were considered during feasibility phase of the project. Closing Paxton Place to through traffic was disregarded while using Gipsy Road would have provided a much lower level of services for cyclists. Lambeth Council considered Paxton Place the more preferable alignment over Gipsy Road as there are lower traffic flows and will cause minimal disruption. Additional measures will be introduced to reduce the incidence of indiscriminate parking along the road.

c. Shared-use areas

17 respondents were concerned with the implementation of shared-use areas as part of the scheme.

Lambeth Council notes the concerns raised around the implementation of shared pedestrian and cycle space between Paxton Place and Gipsy Road.

Shared space is commonly used to ensure a more comfortable and convenient crossing for walkers and cyclists. Lambeth Council feels at this location implementing a shared space area is appropriate. In addition Lambeth Council notes the importance of providing clear wayfinding and delineation to encourage cyclists to use the shared space responsibly and safety for the visually impaired.

Lambeth Council will take into account the alternative suggestion of moving the cycle track closer to the carriageway during detailed design.

d. Traffic

Six respondents made various comments regarding traffic volumes and traffic congestion generated by the proposed Gipsy Road and in Paxton Place schemes.

To avoid Gipsy Road Lambeth Council aligned the Quietways route on Paxton Place. The route alignment will use shared use features such as a new parallel crossing for cyclists and pedestrians and additional traffic calming measures along the route in order to improve the level of services for all vulnerable users. Lambeth Council believe the proposal will have no effect on congestion nor traffic displacement in the area.

e. Safety

Four respondents made various comments regarding safety, while one respondent expressed support for the proposed design. Three respondents had particular concerns around the proposed right turn waiting area and the potential conflict with pedestrians visiting the Paxton Green medical practice.

Lambeth Council notes the concerns raised around the introduction of a right turn waiting area. Lambeth Council stated that the design will be reviewed and changes to the designs will be completed according to the requirements set out in a road safety audit report. Lambeth Council will determine whether the right turn pocket can be provided without putting any road users in danger.

Regarding the potential conflicts between pedestrians attending the Paxton Green medical practice and Quietways cyclists, as mentioned above, Lambeth notes the importance of providing clear wayfinding and delineation to encourage

cyclists to use the shared space responsibly and to maintain safety for the visually impaired.

f. Parallel zebra crossing

Four respondents made various concerns regarding the effectiveness of the parallel crossing and the potential danger to pedestrians arising from the competition for space.

The parallel zebra crossing is a recent addition to the Traffic Signs Regulations and General Directions (TSRGD) manual that allows cyclists to cross a road separate from pedestrians to reduce conflict points. The crossing is an effective traffic calming measure as well an efficient tool to provide a good crossing facility for vulnerable road users.

g. Other – alternative route suggestion/ outside of scheme scope

Two respondents made alternative route suggestions for the Quietway to be realigned on College Road.

TfL looked at using Dulwich Village/College Road but it emerged that it may be difficult to implement the improvements in the time scale required for the delivery of the Quietway in this location, due to its conservation area. In addition, this alignment is seen to connect more households with the Quietway than Dulwich Village and College Road would.

Appendix C – Gipsy Hill, Responses to issues raised

a. Parking

22 respondents expressed concern regarding the proposal to relocate parking on the western side of Gipsy hill and to formalise existing uncontrolled parking.

Lambeth Council understands the basis of these concerns and undertook a parking survey for Gipsy Hill and the surrounding roads to assess the potential impact of the proposals on residents.

The survey suggested that the majority of people parking on Gipsy Hill are commuters using the nearby Gipsy Hill train station. As evidence, parking occupancy ranges between 80% and 90% during working hours (7 AM-7 PM) and it lowers to around 30% during non-working hours (7 PM-7 AM), based on site surveys. Sections of Gipsy Hill are also too narrow to safely accommodate parking on both sides, despite the lack of yellow line waiting restrictions to regulate this, and the changes will help ensure that parking can only take place in locations where it is safe to do so. Lambeth Council is confident the proposals will not impact parking occupancy on the nearby streets for local resident and other essential users.

Four comments suggested the proposed relocation of parking would reduce visibility for vehicles entering and exiting residential properties. During detailed design stage Lambeth Council will amend marked areas of on-street parking to ensure that suitable visibility can be provided.

Lambeth Council welcomes and notes all the safety concerns in relation to parking raised in the consultation. Cycle symbols for northbound (downhill) cyclists will be placed in primary position at these vehicular access points, to direct cyclists away from parked cars. Additionally downhill cyclists will be proceeding at speeds similar to general traffic so will be able to take up and maintain primary position.

Lambeth Council will investigate the potential to re-audit and re-analyse parking in the area in order to investigate the feasibility of the various alternative suggestions brought up by the respondents.

b. Alternative Proposal

18 respondents made alternative route suggestions for the Quietway. This included seven suggestions to route the Quietway along Dulwich Wood Avenue and College Road, four suggestions to route the Quietway across Long Meadow and two comments suggested to route the Quietway along Croxted Road/ Alleyn Park.

TfL looked at using Dulwich Wood Avenue/ College Road/Dulwich Village but it emerged that it may be difficult to implement the improvements in the timescale

required for the delivery of the Quietway in this location, due to its conservation area status.

c. Support or opposition

Eleven respondents were opposed to the proposals at Gipsy Hill and four comments were supportive of the scheme.

Lambeth Council welcomes the support for the development of these routes and strives to provide a better environment for all road users. In addition Lambeth Council notes that the proposals will not be popular with all stakeholders but will be considering all commonly raised issues to ensure final designs consider all road users.

Quietways are identified as an important part of this vision and this route has been prioritised as one of the first seven routes to be delivered in London. The Quietways programme is also part of Lambeth Council's aspiration to become the friendliest cycling borough in London.

d. Traffic

12 respondents expressed concerns regarding traffic volumes and speed. Eight respondents commented on the need to reduce volumes of motor traffic on Gipsy Hill.

Five comments suggested traffic volumes on Gipsy Hill are too high for the street to be suitable for a Quietway.

Lambeth Council acknowledges and notes all the concerns expressed by the respondents.

The design proposal is intended to reduce traffic speed by implementing additional traffic calming measures such as sinusoidal humps, centre line removal and the introduction of clear signage.

In addition, the relocation of parking on the western side of Gipsy Hill would force motor vehicles travelling downhill to increase the level of awareness consequently slowing down speed. Moving parking to the western side of Gipsy Hill and providing an uphill lane gives southbound cyclists space where their speed is different to that of general traffic, whereas northbound cyclists travelling downhill will be able to maintain speeds closer to that of general traffic and therefore maintain primary position. It is an aspiration of Lambeth Council to enhance speed monitoring facilities on Gipsy Hill to ensure speed limits are observed.

e. Safety

Eleven respondents made various remarks regarding safety.

Lambeth Council welcome and notes all the safety concerns raised in the consultation.

Five comments were made regarding vehicles encroaching on the advisory cycle lanes. The borough's preference would be for segregating cyclists on this section but there is insufficient road width to do so. However, relocating car parking on the western side of Gipsy Hill allows enough space to implement advisory lanes on the uphill section where cyclists are more vulnerable. A vehicle will be able to overtake a cyclist travelling uphill in the advisory lane when there are no oncoming vehicles. It is possible that when passing an oncoming northbound vehicle a southbound vehicle will encroach on the advisory cycle lane, however the streetscape modifications and surface markings will increase the prominence of cyclists. Additionally, visibility on Gipsy Hill is good and oncoming vehicles can be anticipated in good time.


f. Road width

Seven comments were concerned that Gipsy Hill is too narrow to safely accommodate a cycle route.

The positioning of advisory lanes on Gipsy Hill is such that a cyclist may be in either primary or secondary position in the same space and without changing their position on the road. General traffic is required to adjust its position depending on traffic conditions. Where the road ahead is clear and there are no oncoming vehicles a position can be taken to the right of the outer advisory lane marking so that the car is in the middle of the road clear of the advisory cycle lanes on either side of the road, a cyclist would then be in secondary position. If there are oncoming vehicles general traffic may straddle the advisory lane on their nearside in order to pass an oncoming vehicle which would be in the same position on the other side of the road. This vehicle would be behind any cyclist who is in the advisory lane and unable to pass, therefore this cyclist would be in primary position.

Appendix D – Consultation letter and design

Gipsy Hill letter for three schemes



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 three locations in the Gipsy Hill 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 Gipsy Hill area at the three sections below.

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:

- 1. Clive Road/Hamilton Road**
 - Wider footways and raised road surface at junction to calm traffic
 - Permit two-way cycling on Berry Lane (one-way operation retained for motorists)
- 2. Paxton Place/Gipsy Road**
 - New and upgraded parallel pedestrian/cycle zebra crossings*, connected by new shared-use area with advisory cycle track
 - Introduce new island to protect right turning cyclists
 - Permit two-way cycling on Paxton Place (currently one-way northbound)
- 3. Gipsy Hill**
 - Introduce new 2m advisory cycle lane southbound between Oaks Ave and Dulwich Woods Ave to enable slower-moving cyclists moving uphill to be overtaken easily
 - Relocate parking to the western side of Gipsy Hill. This would require a reduction in parking provision of approximately 77 metres – 33% of on-street provision on this road. An on-street parking survey indicates there is sufficient parking capacity for local residents.

Working in partnership with:



**TRANSPORT
FOR LONDON**
EVERY JOURNEY MATTERS

Page 1 of 2

* An explanation with image of a parallel pedestrian/cycle zebra crossing is on the Lambeth Council website on the consultation web page shown below.

An extra 200 m2 (approx.) of extra pedestrian space would be created.

A map showing the Quietway 7 cycle route from Elephant & Castle to Crystal Palace is enclosed, along with the proposed changes to the three schemes.

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 lambeth.gov.uk/consultations/q7-gipsyhill

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 – Gipsy Hill' and provide your name and address.

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

We would like to inform you that Lambeth Council is consulting on five schemes and one TfL junction in the West Dulwich area near to the proposed Gipsy Hill schemes. To view this consultation online please visit lambeth.gov.uk/consultations/q7-westdulwich

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

Yours faithfully

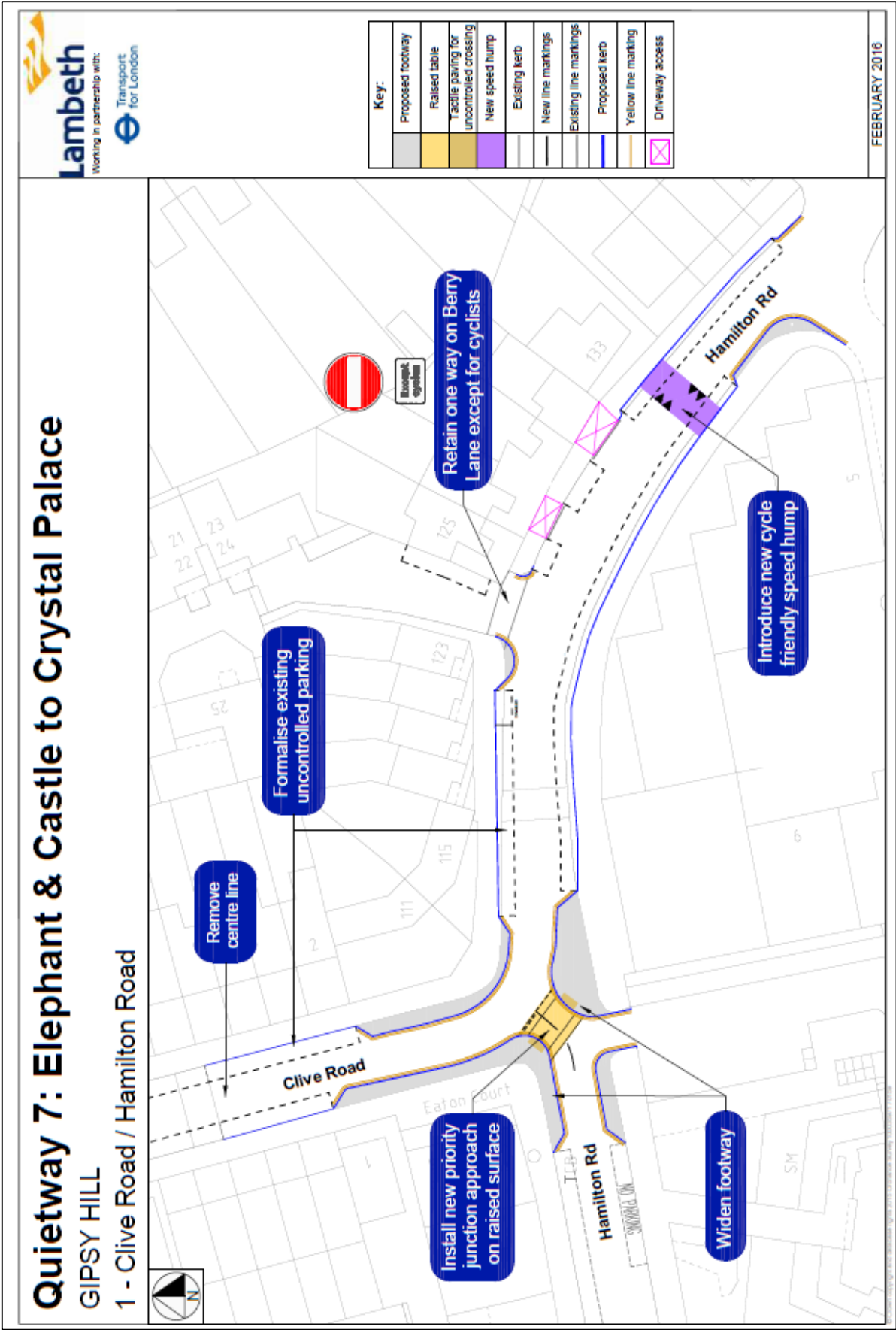
Lambeth Transport
London Borough of Lambeth

Working in partnership with:



Page 2 of 2

Clive Road/Hamilton Road location design



Parallel zebra and cycle crossing proposed at Paxton Place/Gipsy Road

Parallel Zebra and Cycle Crossing Example and explanation



An example from London Borough of Hackney



Parallel Zebra Crossing

A new form of crossing, similar to a zebra crossing, that will allow cyclists to ride across part of crossing area.

Drivers must give way to both cyclists and pedestrians at the crossing.

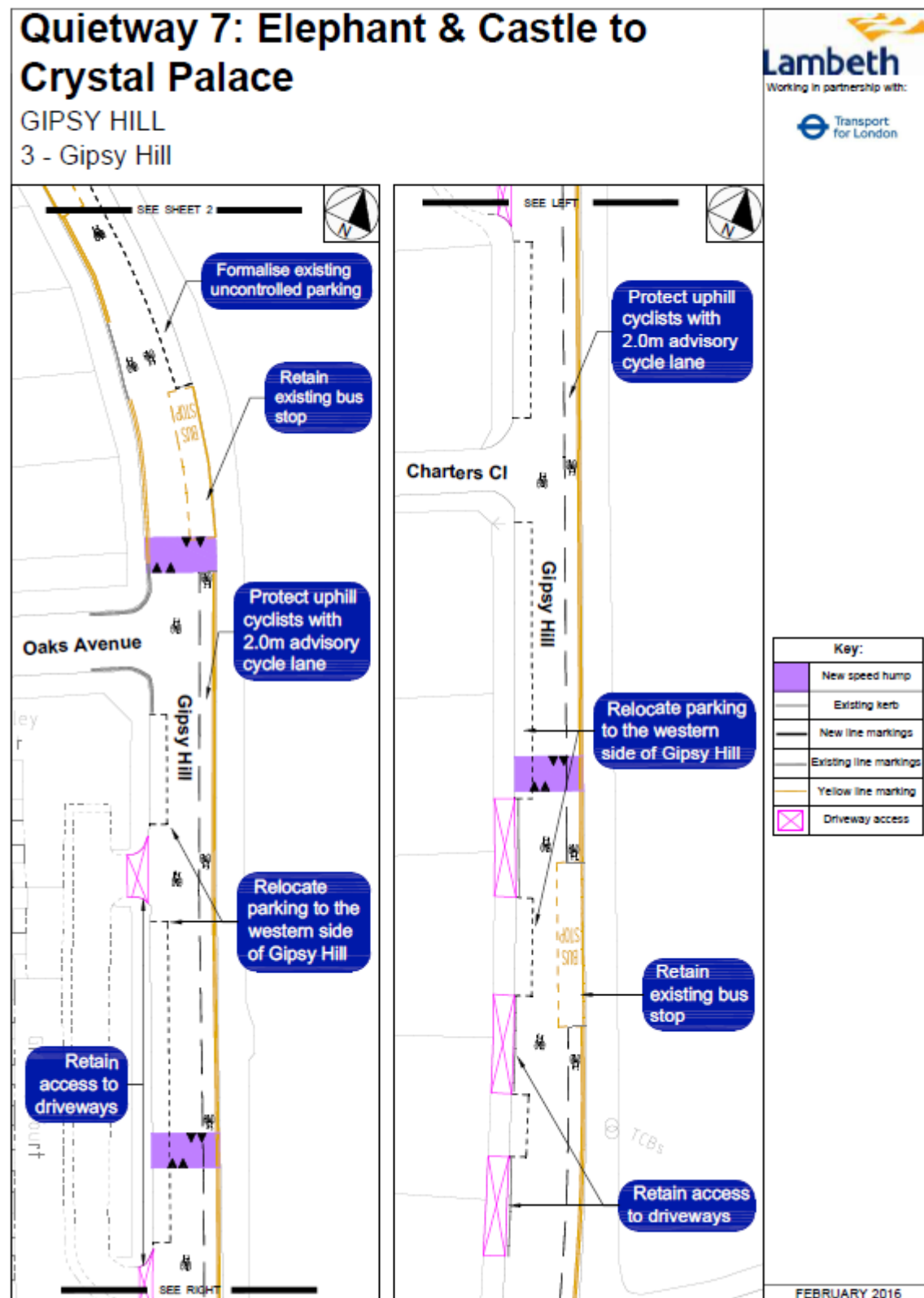


Figure 7.6 **Parallel pedestrian/cyclist crossing** (as included in draft T.SRGD revision)

Working in partnership with:

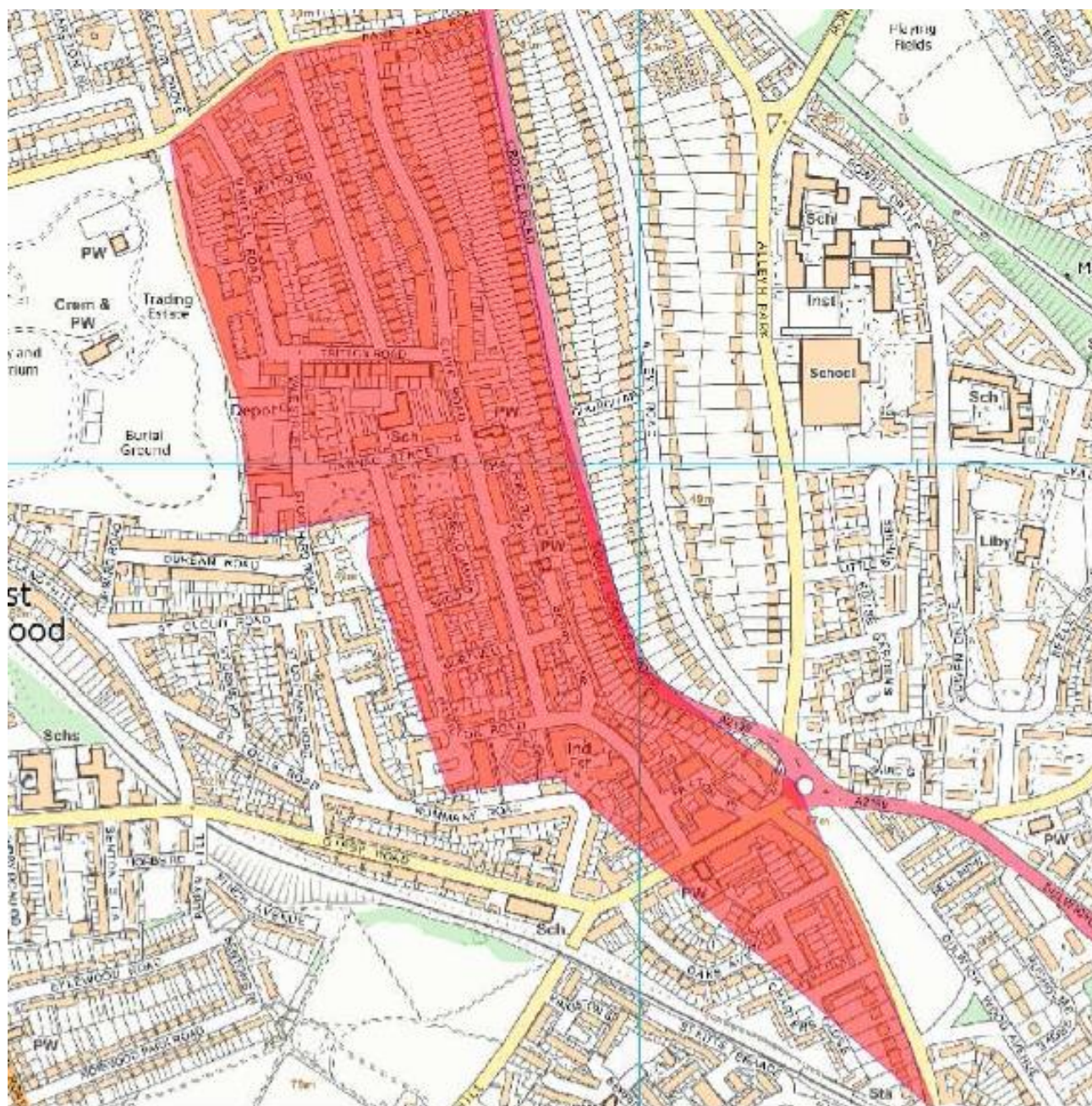


Gipsy Hill location design



Appendix E – Letter distribution area 2,185 addresses

Gipsy Hill area



Appendix F – List of 298 stakeholder groups consulted

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

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

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

Radio Taxis
Rail Delivery Group (RDG)
Rank and Highways Representative for Unite
Red Rose Travel
Redbridge Cycling Centre
Redwing Coaches (Pullmanor Ltd),
Reliance Travel,
Reynolds Diplomat Coaches
Richard Tracey AM
RMT
RNIB Royal National Institute for Blind People)
RNID (Royal National Institute for Deaf People)
Road Danger Reduction Forum
Road Haulage Association (RHA)
Roadpeace
Rosendale Allotments
Rosendale Newsagents
Rosendale Pharmacy
Rosendale Primary School
Rosendale Surgery
Royal Institute of British Architects
Royal Institute of Chartered Surveyors
Royal London Society for the Blind (RLSB)
Royal Mail
Royal Mail Parcel Force
Royal Parks
Royal Town Planning Institute (RTPI)
Safer Neighbourhood
SCOPE
Scotch Meats
Sense
Sixty Plus
South Bank Employers' Group
South Bermondsey Partnership
South East London PCT
South London Business Forum
South London Partnership
Southwark Cyclists
Southwark Safer Transport Team

Space Syntax
Stroke Association
Sustrans
Taxi Rank & Interchange Manager
Tea West
Thames Water
Thomas's London Day Schools (Transport) Ltd
TNT
Tower Transit Operations Ltd,
Trailblazers, Muscular Dystrophy UK
Transport Focus
Transport for All
Transport for London (TfL)
Transport for London Contact centre operations
Turney Road Residents Association
Turney School
Unions Together
Unite
University College London
University Bus Ltd t/
Uptown Dry Cleaners
Urban Movement
Virtual Norwood Forum
Vision Impairment Forum
Walk London
Wandsworth - London Cycling Campaign
Wandsworth mobility forum
Westminster Cyclists
Wheels for Wellbeing
Whizz-Kidz
Whytefield
WigWam
YMCA England
Young Minds

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Appendix G – 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 1.5m 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 crossings, 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.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Julie Vindis', with a stylized flourish at the end.

Julie Vindis
Consultation Team
Transport for London

End of consultation report