



# Cycle Superhighway 7 Upgrade Balham High Road

Consultation Report  
September 2016

## Executive summary

Between 30 September and 15 November 2015, we consulted on improvements to Balham High Road as part of an upgrade to Cycle Superhighway 7. We received 286 responses to the consultation: 284 from members of the public and 2 from stakeholders.

196 (68%) of the respondents said they supported or partially supported our proposals to improve conditions for pedestrians and cyclists along Balham High Road, while 75 respondents (26%) did not support the scheme, with the rest not sure or not answering.

The main issues raised were calls for improved cycling provision, including segregated cycle tracks and improved cycling safety at junctions. There were also calls for improvements to pedestrian safety, particularly for children travelling to and from schools.

After considering all responses, we plan to proceed with the scheme as proposed. This scheme has been designed to provide an immediate improvement to safety at three junctions on CS7. The responses to consultation received have not changed our view that the scheme would deliver the intended safety benefits.

However, we acknowledge that some respondents called for more far-reaching changes to the cycling provision at this location and elsewhere along CS7. We will therefore continue to monitor the route and we plan to undertake a wider review of CS7 as part of our ongoing programme of cycling improvements.

We expect to start construction of this scheme in October 2016. We will write to local residents and affected properties before works start.

This document explains the processes, responses and outcomes of the recent consultation, and sets out our response to issues commonly raised.

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# 1 Background

We are planning a far-reaching programme of cycling provision to make the capital's streets more attractive for cycling to more people, especially those groups currently under-represented among cyclists, including women, young people and older people.

Cycle Superhighways are our flagship cycling programme and aim to provide a London-wide network of direct and high-capacity cycle routes, mostly along main roads. The Superhighways provide safe, comfortable and convenient journeys for anyone on a bicycle and essential links between London's suburbs and the city centre and for shorter journeys in-between.

We are working closely with cycling, road user and community groups, the London boroughs and the Metropolitan Police Service (among others) to review and improve cycling provision on Cycle Superhighway Route 7 (CS7), first launched in 2010. As part of this work, we developed proposals to improve safety on Balham High Road.

We consulted on these proposals from 30 September to 15 November 2015. This report summarises the public consultation and responses received. It also sets out our plans following consultation and our responses to issues commonly raised.

## 1.1 Purpose of the scheme

This scheme proposes changes to a section of CS7 along Balham High Road, where we aim to improve safety for cyclists and pedestrians. The most significant changes affect cycling safety at three junctions where turning motor vehicles have been found to present a risk to cyclists going straight-ahead along CS7.

## 1.2 Description of the proposals

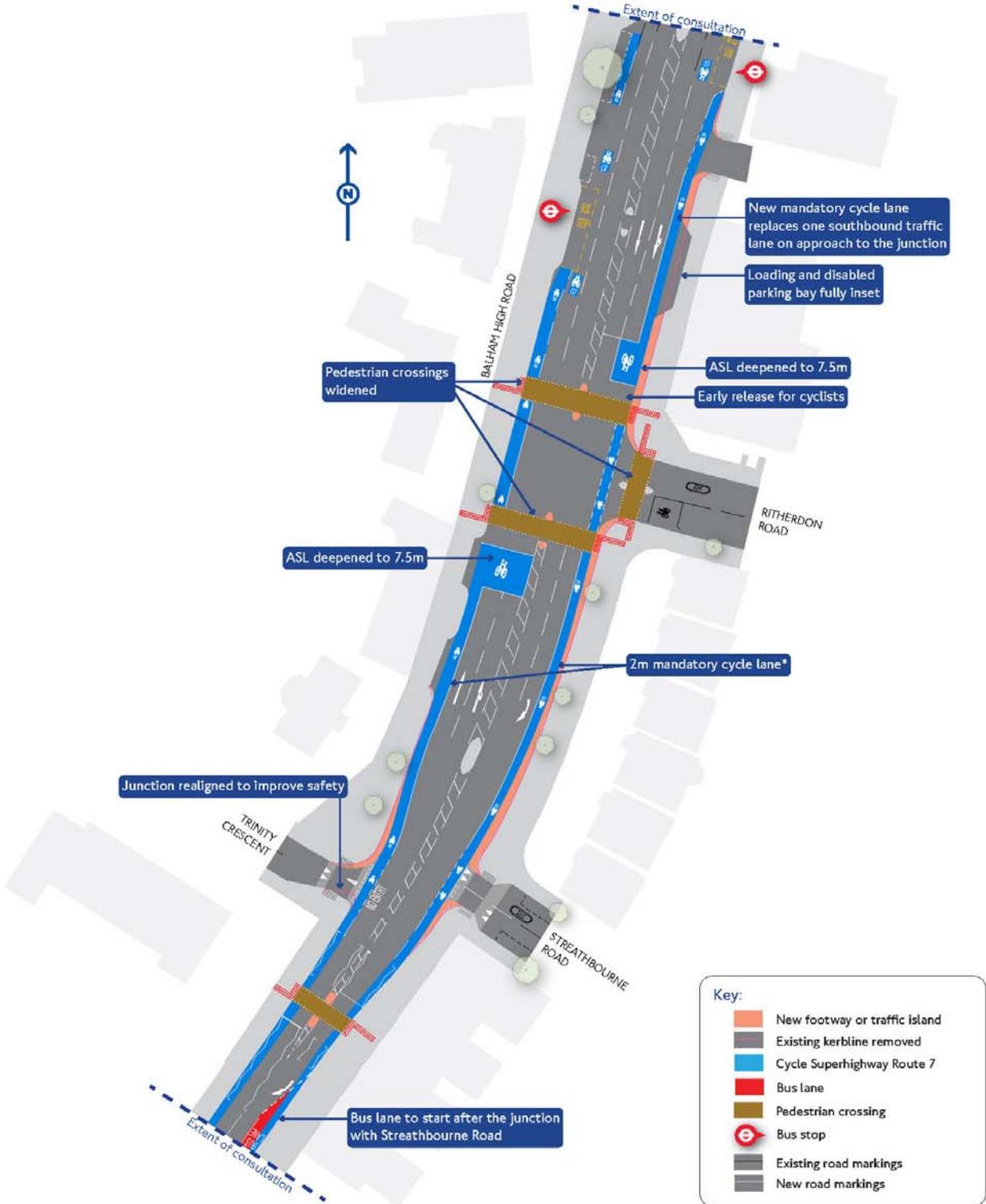
The proposals consulted on included:

- Introducing 'early release' traffic signals for cyclists travelling southbound on Balham High Road at the junction with Ritherdon Road and replacing one southbound general traffic lane with a cycle lane on the approach to the junction with Ritherdon Road to reduce the risk of conflict between left-turning vehicles and straight-ahead cyclists
- Building out the kerb to fully inset the parking and loading bay on Balham High Road

- Widening all pedestrian crossings at the junction with Ritherdon Road
- Providing deeper 7.5-metre advanced stop lines (ASLs) on Balham High Road to allow more cyclists to wait ahead of other traffic
- Providing 2-metre mandatory cycle lanes in both directions along Balham High Road between Trinity Crescent and Ritherdon Road
- Moving the start of the bus lane to the southwest of Streathbourne Road to make the cycle lane more prominent when directly adjacent to general traffic
- Redesigning the junction with Trinity Crescent to improve visibility for all road users

### 1.3 Overview map

## Cycle Superhighway 7 (CS7) Proposed changes on Balham High Road



\*It is not possible to provide a segregated cycle lane at this location due to access to residential properties being required

## 2 About the consultation

The consultation ran from 30 September to 15 November 2015. The purpose of the consultation was to ask the public and stakeholders for their views on our proposal. The objectives of the consultation were:

- To understand any issues that might affect the proposals of which we were previously unaware
- To understand concerns and objections
- To allow respondents to make suggestions for improvement

### 2.1 Who we consulted

We publicised our consultation to the relevant members of the public and stakeholders, including:

- Households, organisations and businesses in the vicinity of the scheme area (see Appendix C for details of consultation notification letter distribution area)
- Relevant stakeholders, including police, Members of Parliament, London Assembly Members, local councillors, local interest and road user groups. A list of the stakeholders contacted is shown in Appendix D. There is a summary of their responses in Chapter 4.

### 2.2 Consultation material, distribution and publicity

Consultation material was made available on our website at <https://consultations.tfl.gov.uk/cycling/balham-high-road>, as well as distributed in email and letter formats.

Materials included an overview letter and a drawing that described and illustrated the proposals.

The materials invited people to respond via the online survey on our website or by email to [consultations@tfl.gov.uk](mailto:consultations@tfl.gov.uk). Respondents could also respond via post by writing to the FREEPOST TFL CONSULTATIONS address.

We promoted the consultation through multiple channels:

**Email:** We emailed 200 stakeholders. An email describing the proposals was sent to stakeholders listed in Appendix D. The email is shown in Appendix E.

**Letter:** We distributed a consultation notification letter and drawing to 196 local households and businesses within the scheme area highlighted in Appendix C. A copy of the letter and drawing are shown in Appendix B.

## 2.3 Consultation survey

We asked respondents the following questions:

1) Do you support the proposals for Balham High Road?

- Support
- Partially support
- No opinion
- Not sure
- Don't support

2) Do you have any comments on the proposals for Balham High Road?

3) Are you (please tick all boxes that apply):

- Local resident
- Business owner
- Employed locally
- Visitor to the area
- Commuter to the area
- Not local but interested in the scheme
- Other

4) What types of transport do you normally use locally (please tick all boxes that apply)?

- Tube
- Taxi
- London bus

- Private coach
- Bicycle
- Walk
- Car
- Van/Lorry
- Motorcycle/Scooter
- Other

5) On average, how often do you cycle?

- About 1-3 times a month
- Less often
- Most days
- Never

6) How did you hear about this consultation?

- Letter from TfL
- Email from TfL
- Public exhibition
- Consultation website
- Web search
- News feed
- Other

7) Do you have any comments about the quality of this consultation (eg the information, any printed materials, the website, events, etc)?

8) What is your name?

9) If responding on behalf of an organisation, business or campaign group, please provide us with the name.

10) What is your email address?

11) What is your postcode? (You don't have to tell us, but this is useful for analysis purposes. All comments from the public will be recorded anonymously in our consultation report).

## **2.4 Methods of responding**

Participants were invited to provide their feedback using any of the following response channels:

- Online survey at <https://consultations.tfl.gov.uk/cycling/balham-high-road>
- Emailing [consultations@tfl.gov.uk](mailto:consultations@tfl.gov.uk)
- Posting a letter or paper survey to our FREEPOST address
- Calling TfL Customer Services, who could email comments to us for inclusion in the consultation

## **2.5 Analysis of consultation responses**

The analysis of responses to this consultation was carried out by our Consultation Team. Our approach to analysis was to categorise the issues in responses using a series of 'tags'. Each tag is made up of a broad theme, such as 'Safety' and then something more specific such as 'good for cyclists'. This enabled us to group issues in responses in a way that helps us to understand general trends and sentiments, while also highlighting the small-scale detail of particular concerns and suggestions that people chose to raise with us. Each response - whether from a stakeholder organisation or an individual member of the public - was analysed in the same way.

### 3 About the respondents

In addition to the two questions (one open, one closed) asking for views on the consultation, we also asked respondents to provide us some information about themselves, as well as give their comments on the consultation process.

#### 3.1 How respondents heard about the consultation

We asked respondents to tell us how they heard about our consultation:

**Table 1: How respondents heard about the consultation**

| How did you hear about the consultation? |            |
|--|------------|
| Consultation website                     | 58         |
| News feed                                | 57         |
| Social media                             | 38         |
| Campaign group                           | 32         |
| Email from TfL                           | 18         |
| Web search                               | 17         |
| Local politician/political party         | 17         |
| School/parents                           | 17         |
| Friend/neighbour/word of mouth           | 10         |
| Public exhibition                        | 9          |
| Letter from TfL                          | 3          |
| Residents' association                   | 2          |
| Did not answer                           | 6          |
| <b>Total</b>                             | <b>278</b> |

### 3.2 Modes of transport

We asked respondents to indicate which modes of transport they used regularly. Respondents could select any number of modes.

**Table 2: Modes of transport**

| What transport do you use regularly? |     |
|--------------------------------------|-----|
| Cycle                                | 211 |
| Walk                                 | 205 |
| Underground                          | 179 |
| Bus/coach                            | 147 |
| Car                                  | 98  |
| Taxi                                 | 33  |
| Train                                | 11  |
| Motorcycle/scooter                   | 7   |
| Van/lorry                            | 5   |
| Other                                | 3   |

### 3.3 Respondents' postcodes

We asked respondents to provide us with their postcode, and received information from 224 respondents (out of 284 members of the public).

**Table 3: Postcodes provided by consultation respondents**

| Please provide your postcode |    |
|------------------------------|----|
| SW12                         | 63 |
| SW12                         | 36 |
| SW16                         | 12 |
| Other SW                     | 18 |
| N                            | 18 |

|                       |            |
|-----------------------|------------|
| SE                    | 17         |
| E                     | 11         |
| EC                    | 7          |
| W                     | 6          |
| NW                    | 3          |
| WC                    | 2          |
| Other Greater London  | 18         |
| Outside London        | 13         |
| <b>Total answered</b> | <b>224</b> |

### 3.4 Interest in the scheme

We asked respondents to tell us what was their interest in the scheme, offering them a choice of 'Local resident', 'Business owner', 'Employed locally', 'Visitor to the area', 'Commuter to area', 'Not local but interested in the scheme', plus an option to provide their own description.

**Table 4: What is your interest in the scheme?**

| Please tell us your interest in the scheme |     |
|--|-----|
| Local resident                             | 143 |
| Commuter to area                           | 76  |
| Not local but interested in the scheme     | 66  |
| Visitor to area                            | 68  |
| Employed locally                           | 14  |
| Business owner                             | 6   |
| Parent of child at school                  | 6   |

### 3.5 Cycling habits

We asked respondents to tell us how often they ride a bicycle, providing these options: 'Most days', 'About 1-3 times a month', 'Less often' and 'Never'.

**Table 5: How often do you cycle?**

| Please tell us how often you cycle? |     |
|-------------------------------------|-----|
| Most days                           | 177 |
| Never                               | 45  |
| About 1-3 times a month             | 38  |
| Less often                          | 20  |
| Not answered                        | 7   |

### 3.6 Views on the consultation

We asked respondents if they had any views on the consultation materials or process. 69 respondents replied to this question (24% of all respondents), and their responses are summarised below:

- 21 respondents (7%) commented on how the consultation materials could be improved, such as larger or clearer drawings, providing more information/data on the proposal, or asking different questions
- 21 respondents (7%) expressed concern the consultation had not been publicised well enough
- 14 respondents (3%) commented on the scheme in response to this question, rather than the consultation
- 12 respondents (3%) praised the consultation materials, saying they were clear, informative, easy to use, and so on
- 3 respondents (1%) expressed general praise for the consultation

## 4 Summary of responses

The consultation received 286 responses in total. All of these respondents answered the mandatory closed question. 246 respondents provided a comment in the open question, giving their views on the proposal.

Overall, 2 responses were from stakeholders (see p19) and 284 responses were from members of the public.

### 4.1 Support for the proposal

Respondents were asked a mandatory closed question giving their level of support for the proposal: support, partially support, don't support, not sure, or not answered.

**Table 6: Responses to the mandatory closed question**

| Level of support                              | Number of respondents | Percentage of total respondents |
|---|-----------------------|---------------------------------|
| Support                                       | 90                    | 31%                             |
| Partially support                             | 106                   | 37%                             |
| Don't support                                 | 75                    | 26%                             |
| Not sure                                      | 12                    | 4%                              |
| Not answered                                  | 3                     | 1%                              |
| <i>Support and Partially Support combined</i> | <i>196</i>            | <i>68%</i>                      |

### 4.2 Analysis of comments on the proposal

Respondents were asked an open question asking for comments on the proposals. The main issues raised are listed below:

Of the total 286 respondents, 246 provided comments in the open text field. We have summarised the significant themes below, with percentages calculated as a proportion the 286 consultation respondents.

19 identical comments were submitted in response to a London Cycling Campaign (LCC) call to action (see p11). These comments have been included in the analysis below, and we have highlighted when these comments contributed to the relevant totals.

**Segregated cycle tracks:** 161 respondents (56%) commented on a perceived need for segregated/kerbed cycle tracks:

- 112 respondents (39%) said that segregation is necessary to make cycling safe on this road (included 19 LCC campaign respondents, see p11)
- 89 respondents (31%) called for cycling facilities to include bus stop bypasses to separate cyclists from potentially hazardous buses movements (included 19 LCC campaign respondents, see p11)
- 43 respondents (15%) said this scheme was not consistent with other schemes being implemented by TfL, such as the segregated East-West Superhighway
- 31 respondents (11%) said that segregation is possible in residential roads where vehicle access is required
- 16 respondents (6%) called for the space used for the hatched central reservation on Balham High Road to be reallocated to provide segregated cycling facilities
- 9 respondents (3%) claimed that light segregation (wands, armadillos) were the minimum intervention suitable for a road of this type
- 5 respondents (2%) called for stepped cycle tracks to separate cyclists from motor traffic

**Safety at junctions:** 53 respondents (19%) commented on safety at junctions:

- 34 respondents (12%) expressed concern the proposed 'early release' traffic lights would not eliminate the risk of 'left hooks' at the junction of Balham High Road and Ritherdon Road (included 19 LCC campaign respondents, see p11)
- 19 respondents (7%) called for cyclists to have priority at all side roads to improve cycling safety (all were LCC campaign respondents, see p11)
- 10 respondents (3%) claimed the Tesco petrol station needs a crossing to improve safety for pedestrians

- 5 respondents (2%) said the Louisville Road junction needs improvement
- 2 respondents (<1%) called for the left turn into Streathbourne Road to be banned to improve cycling safety
- 2 respondents (<1%) called for the ASL on Balham High Road to be extended full width across the southbound carriageway
- 2 respondents (<1%) claimed the realignment of the junction of Trinity Crescent would increase vehicle speeds

**Mandatory cycle lanes:** 50 respondents (16%) commented on the proposed mandatory cycle lanes:

- 22 respondents (8%) claimed the mandatory cycle lanes would provide no protection for cyclists from motor traffic
- 15 respondents (5%) expressed concern the proposed cycling facilities would not encourage new cyclists
- 13 respondents (5%) claimed the scheme did not conform to TfL's London Cycling Design Standards
- 9 respondents (3%) expressed concern that some motorists illegally drive in mandatory cycle lanes, compromising their safety value
- 5 respondents (2%) called for the scheme to be made safer for cycling
- 5 respondents (2%) called for authorities to prevent motorists parking illegally in mandatory cycle lanes
- 3 respondents (1%) said the proposed interventions force cyclists into space used by motor traffic

**Parking and loading:** 47 respondents (16%) commented on the position and safety of parking and loading:

- 45 respondents (16%) expressed concern that having loading bays kerbside of cycle lanes is dangerous to cyclists, and that loading bays should be outside the cycle lane, providing protection for cyclists from motor traffic (included 19 LCC campaign respondents, see p11)
- 2 respondents (<1%) said the proposal to inset existing loading bays would improve cycling safety

**Support for cycling facilities:** 33 respondents (12%) expressed support for the proposed cycling interventions, including support for the 2-metre-wide cycle lanes and the 'early release' facility at the Ritherdon Road junction

**Impact on pedestrians:** 27 respondents (9%) commented on the proposals potential impact on pedestrians:

- 18 respondents (5%) called for measures to improve the safety of pupils attending Rutherford House School
- 6 respondents (2%) expressed concern at the safety of children crossing
- 3 respondents (1%) said the area must remain safe for pedestrians
- 2 respondents (1%) called for measures to improve cyclist compliance at traffic signals
- 2 respondents (<1%) said the scheme would be good for pedestrians
- 2 respondents (<1%) claimed that wider pedestrians crossings are not needed
- 2 respondents (<1%) claimed that wider footways are not needed

**General negative comments:** 18 respondents (6%) provided general negative comments:

- 10 respondents (3%) said the scheme would fail to deliver its intended effects
- 9 respondents (3%) said the scheme is a waste of money

**Road safety:** 8 respondents (3%) commented on road safety:

- 3 respondents (1%) called for CCTV to monitor motor traffic to improve road safety
- 3 respondents (1%) called for a trial of reduced vehicle speeds in this area
- 2 respondents (<1%) expressed concern that the proposal would not reduce vehicle speeds

**Impact on motorists:** 3 respondents (1%) commented on the proposal's impact on motor traffic, including concern about reduced carriageway space potentially increasing congestion.

**Impact on buses:** 2 respondents (<1%) expressed concern the proposal would increase bus journey times.

**Impact on environment:** 2 respondents (<1%) called for the central reservation on Balham High Road to be planted with trees.

**Outside scope of this consultation:** 10 respondents (3%) commented on issues outside the scope of this proposal:

- 8 respondents (3%) claimed the scheme would not integrate with the proposed 'Balham Boulevard'.
- 3 respondents (1%) called for more segregated cycle facilities in areas outside the scope of this scheme

Our responses to the issues raised most frequently is provided in [Appendix A](#).

### 4.3 Stakeholder responses

There were two stakeholder responses to this consultation, which are listed below:

**Table 7: Summary of responses received by stakeholders**

| Stakeholder   | Summary of response  |
|---|--|
| Cllr Fleur Anderson, Bedford ward, Wandsworth Council | <p>Expressed concern at number of collisions in this area. Called for safety in a larger area to be addressed</p> <p>Concern whether scheme improves safety for cycling, pedestrians and motorcyclists.</p> <p>Called for segregated cycle tracks and bus stop bypass; long pedestrian crossings at Tooting Bec station; improvements near Rutherford House School, including banned right turn into Tesco's Petrol Station.</p> |

|                      |  |
|----------------------|--|
| Wheels for Wellbeing | Called for segregated tracks for cyclists, including disabled cyclists, and bus stop bypasses; side road designs that give priority to cyclists and slow turning traffic; loading, disabled and parking bays should be placed between the carriage and cycle track to protect cyclists and avoid vehicles crossing the path of people on bikes; improved signalised junction at Ritherdon Road to eliminate 'left hook' risk |
|----------------------|--|

#### 4.4 London Cycling Campaign email campaign

19 respondents provided identical text provided by the London Cycling Campaign (LCC). However, LCC did not submit this as a consultation response itself. The text has been reproduced below:

*"I would like to see proper segregated tracks for cyclists, which there is space for, as well as bus stop bypasses. I would also like to see side road designs that give clear priority to cyclists and slow turning traffic at Brook Close, Trinity Crescent and Streathbourne Road. Loading, disabled and parking bays should be placed between the carriage and cycle track to protect cyclists and avoid vehicles crossing the path of people on bikes. There should be a better signalised junction design at Ritherdon Road that eliminates hook risks for people on bikes."*

## 5 Conclusion and next steps

196 (68%) respondents to the consultation said they supported or partially supported TfL's proposals for Balham High Street. Having considered the issues raised in this consultation, we have decided to proceed with the scheme.

We believe the scheme achieves its primary objective of addressing cycle safety at the three junctions where conflicts with turning motor vehicles have caused concern. Having reviewed and considered all concerns and requests, we remain satisfied that the proposed scheme is the best way of improving safety for cycling while still accounting for needs of other road users.

We acknowledge that some respondents called for more far-reaching changes to the cycling provision at this location and elsewhere along CS7. We will therefore continue to monitor the route and we plan to undertake a wider review of CS7 as part of our ongoing programme of cycling improvements. Our response to issues commonly raised in consultation can be found in [Appendix A](#).

We expect to start construction on this scheme in October 2016, subject to further discussions with the key stakeholders including relevant boroughs.

We will write to local residents and affected properties before work starts to provide relevant information about the construction.

# Appendix A: Our responses to issues raised

## Segregated cycling facilities

Some respondents commented on the need for segregation and that it is possible to provide segregated cycle lanes while maintaining access to residential properties.

The primary objective of this scheme is to address cycle safety at the three junctions where conflicts with turning motor vehicles have caused concern. As such, the only section of the scheme where segregation was considered possible, without increasing the scope of the project or overlapping with the wider Balham Boulevard proposals, was the short stretch of road between Ritherdon Road and Streathbourne Road.

As part of the design process we did consider providing fully segregated cycle lanes along this short stretch of road, but because of the need to maintain access to residential properties this was not deemed suitable. Providing light segregation in the form of wands, as suggested by some respondents was also considered. However, the presence of residential accesses, one after another, would have led to the distance between the wands being sporadic and therefore ineffective as a form of segregation.

Providing segregation in the form of a hybrid or stepped cycle track was also considered. Stepped tracks can work well when applied consistently and over a long distance, so that they are recognised as part of cycling infrastructure. Isolated stretches of stepped cycle track or any cycle track tend not to be as effective; cyclists may not choose to use them if they are required to return to carriageway a short distance ahead. As such, a stepped cycle track was not considered appropriate for this short section of CS7.

However, we will continue to monitor the route and we plan to undertake a wider review of CS7 as part of our ongoing programme of cycling improvements.

## Safety at junctions

The proposed changes provide a higher level of cycling provision than currently available. At present southbound cyclists on the approach to the Ritherdon Road are asked to share the traffic lane to continue their journey along CS7. The proposals provide dedicated road space for cyclists on the southbound approach to the junction, separating them from motor traffic as well as increasing driver awareness. The deeper advanced stop lines (ASLs) and 'early release' will allow more cyclists get ahead of other traffic at the junction.

## Enforcement and cyclist behaviour

We promote adherence to the Highway Code by all road users and encourage 'responsible cycling' and mutual respect between road users. We work to eliminate offences through a combination of police enforcement and educational programmes. For example, we contribute funding towards the Metropolitan Police's Cycle Safety Team, which will patrol the area when the new scheme launches in order to encourage appropriate behaviour and enforce compliance with the new cycling facilities and from other road users.

### **Parking and loading bay**

Some respondents commented on the position of the parking and loading bay located to the north of Ritherdon Road, saying that it should be located on the outside of the cycle track.

Unfortunately it was not possible to position the parking and loading bay on the outside of the cycle lane due to its close proximity to the junction. Instead, the parking and loading bay has been fully inset and the off-peak operational hours maintained. A buffer zone of 0.5 metres has also been set in order to minimise risk of collisions between cyclists and car doors.

### **Pedestrian improvements**

Some respondents called for improved pedestrian facilities in the area. Wider pedestrian crossings have been provided on all arms of the junction with Balham High Road and Ritherdon Road. There is also another signalled pedestrian crossing located within 250 metres north of the junction.

### **Impact on buses and general traffic**

Some respondents raised concerns the changes would have a negative impact on journey times for buses and general traffic.

Our traffic network impact analysis shows that the completed scheme is predicted to have no significant impact on journey times for motorists and bus passengers travelling along Balham High Road. The removal of southbound traffic lane on the approach to the Ritherdon Road will have no adverse impact on journey times as there is sufficient capacity within the junction for it to continue to operate efficiently.

### **Balham Boulevard**

Balham High Road serves as an important strategic movement corridor. We are continuing to explore options for Balham Boulevard and will provide further information as the design progresses. We will also continue to collaborate with Wandsworth Council and work towards delivering a positive outcome for all road users.

# Appendix B: Consultation letter

**Transport for London**



Transport for London  
Consultation Team

10<sup>th</sup> Floor, Zone G4, Palestra  
197 Blackfriars Bridge Road  
London  
SE1 8NJ

[consultations@tfl.gov.uk](mailto:consultations@tfl.gov.uk)

2 October 2015

Dear Occupier

## **Have your say on proposed changes to the road layout along Balham High Road**

We have developed proposals to improve pedestrian and cycling facilities along Balham High Road. In particular, the proposals have been designed to improve conditions for cyclists along Cycle Superhighway Route 7 (CS7). They include:

- A new cycle lane to replace one of the southbound traffic lanes on the approach to the junction with Ritherdon Road to minimise the risk of conflict between left-turning vehicles and cyclists
- Building out the kerb to fully inset the parking and loading bay on Balham High Road
- Introducing 'early release' traffic signals for CS7 cyclists travelling southbound on Balham High Road at the junction with Ritherdon Road
- Widening all the pedestrian crossings at the junction with Ritherdon Road
- Deeper 7.5 metre advanced stop lines (ASL) on Balham High Road to allow more cyclists to wait ahead of other traffic
- New 2 metre cycle lanes in both directions along Balham High Road between Trinity Crescent and Ritherdon Road. It is not possible to provide a segregated cycle lane here due to access to residential properties being required
- Moving the start of the bus lane to the southwest of Streathbourne Road to make the cycle lane more prominent when directly adjacent to general traffic
- Realigning the junction with Trinity Crescent to highlight the presence of cyclists to vehicles emerging from the junction

Please see the attached map for further information on our proposals.

**MAYOR OF LONDON**



WKT number 756 2789 90

TfL's traffic network impact analysis shows that the completed scheme is predicted to have no significant impact on journey times for motorists and bus passengers travelling along Balham High Road.

**When will these changes take place?**

Subject to the outcome of this consultation, we hope to introduce these changes during the spring of 2016. We would write to local residents nearer the time with information about construction works.

**How to comment on these proposed changes**

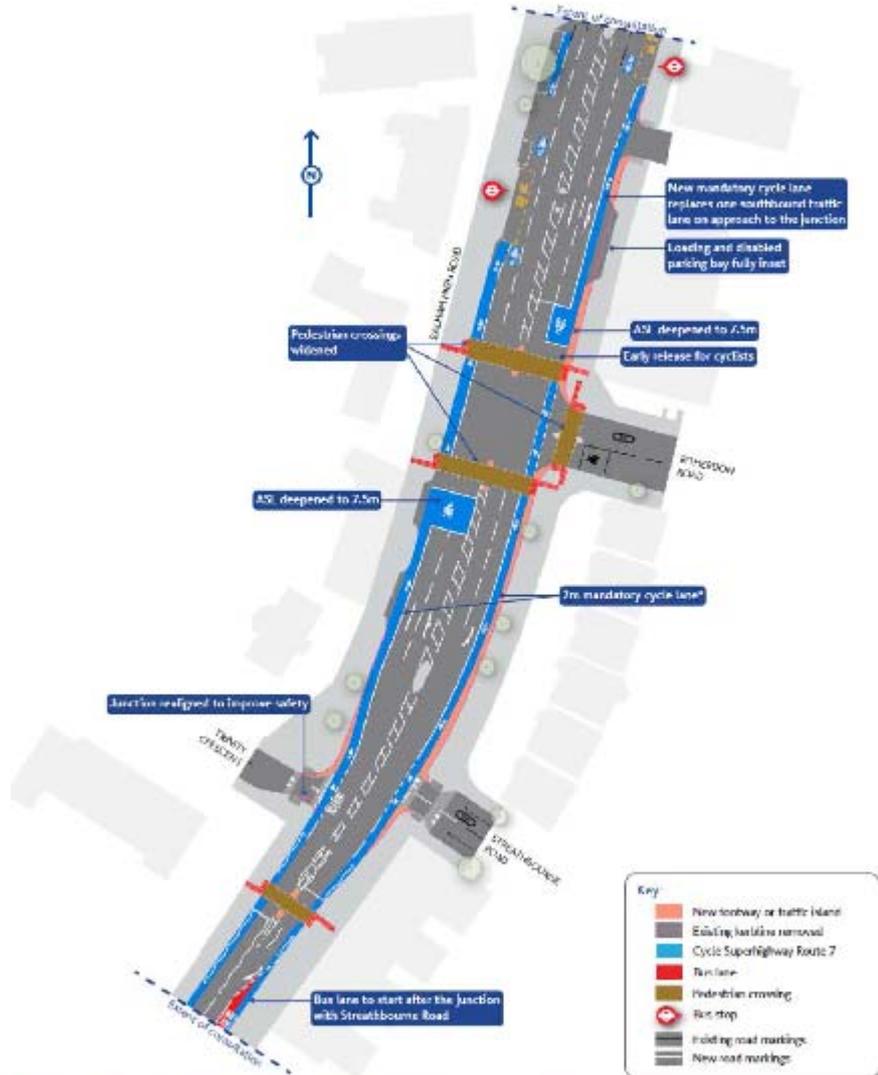
You can find more details and leave feedback on our proposals via our website at <https://consultations.tfl.gov.uk/cycling/balham-high-road>. You can also write to us at the above address or via email at: [Consultations@tfl.gov.uk](mailto:Consultations@tfl.gov.uk).

Please let us know your views by **11 November 2015**.

Yours sincerely

David Silvey  
Consultation Team  
Transport for London

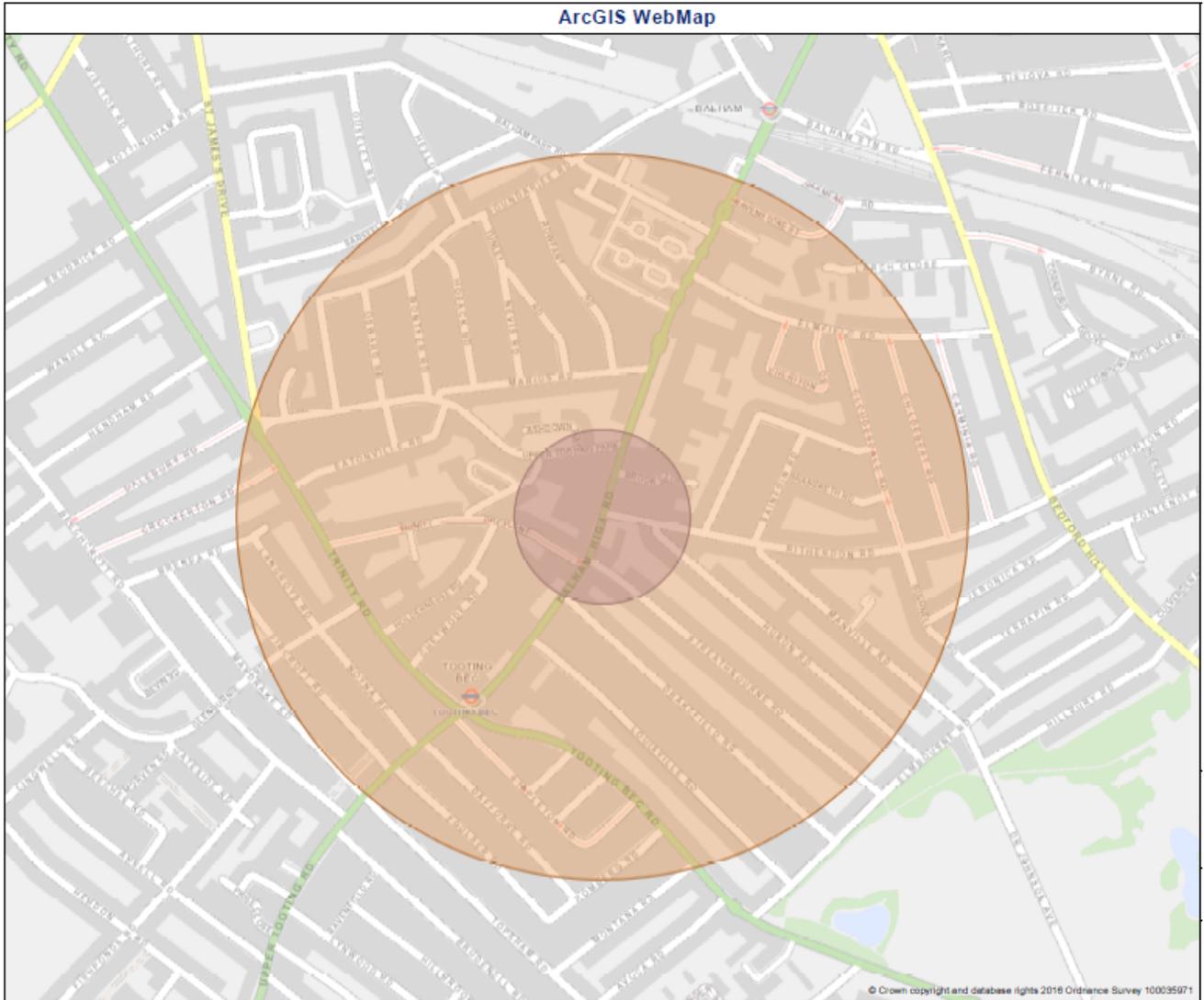
### Cycle Superhighway 7 (CS7) Proposed changes on Balham High Road



\*It is not possible to provide a segregated cycle lane at this location due to access to residential properties being required

## Appendix C: Letter distribution area

We sent letters to 7,021 addresses in the area shown in orange on the map below. The darker area shows the extents of the scheme.



## **Appendix D: Stakeholder list**

Battersea Society  
CCG Wandsworth  
Councillor Paul Ellis  
Councillor Clare Salier  
Councillor Caroline Usher  
Clapham Society  
Disability Rights UK  
Greater London Authority  
House of Commons  
ICE -London  
Justine Greening MP  
Kingston First BID  
London Ambulance Service  
London Borough of Wandsworth  
London Cycling Campaign  
London Fire Brigade  
London TravelWatch  
Metropolitan Police Service  
Organisation of Blind Afro Caribbeans (OBAC)  
Putney Society  
Putney Town Centre Manager  
Putney Traffic Transport and Parking Working Group  
Raynes Park & West Barnes Residents' Association  
RNIB  
Wandsworth Access Association  
Wandsworth Cycling Campaign  
Wandsworth Safer Transport Team

## Appendix E: Email to stakeholders

Dear Stakeholder,

Transport for London have developed proposals to improve pedestrian and cycling facilities along Balham High Road. In particular, the proposals have been designed to improve conditions for cyclists along Cycle Superhighway Route 7 (CS7). These changes include:

- A new cycle lane to replace one of the southbound traffic lanes on the approach to the junction with Ritherdon Road
- Building out the kerb to fully inset the parking and loading bay on Balham High Road
- Introducing 'early release' traffic signals for CS7 cyclists southbound on Balham High Road at the junction with Ritherdon Road
- New 2 metre cycle lanes in both directions along Balham High Road between Trinity Crescent and Ritherdon Road

The consultation is open until **11 November 2015**, and further details can be found on our website at <https://consultations.tfl.gov.uk/cycling/balham-high-road>.

Yours faithfully



David Silvey  
Consultation Team  
Transport for London