

# Roehampton Lane improvement work

Consultation report  
May 2015



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# 1 Background

Roehampton Lane (A306), in the London Borough of Wandsworth, is a major link between Kingston Road (A3) in the south and Upper Richmond Road (A205) in the north. Travelling north the route serves as a dual carriageway up to the junction with Roehampton High Street where it becomes a single carriageway. Residents have expressed concerns that vehicular traffic is using Dover House Road, which runs parallel to Roehampton Lane, as an alternative route to avoid queuing and achieve quicker journey times. This led to discussions and a meeting between Leon Daniels, Nigel Hardy and Justine Greening MP and TfL made a commitment to investigate improvement to northbound traffic flow along Roehampton Lane.

The proposed scheme, which is politically sensitive and has the support of Justine Greening and Dover House Road residents, involves introducing new traffic management measures on the A306 in order to reduce traffic congestion and delays on the northbound carriageway of Roehampton Lane between Danebury Avenue and Clarence Lane. The measures include altering the single northbound carriageway to two lanes and alterations to the existing parking bays and traffic islands. The scheme also proposes to increase the length of the bus cage in order to improve entry and exit to northbound bus stop which is opposite Rodway Road.

## 2 Introduction

TfL consulted local key stakeholders and the public on proposals to reduce congestion at the southern end of Roehampton Lane. This included plans to redesign the existing layout of Roehampton Lane between Roehampton High Street and Clarence Lane on the northbound carriageway.

### 2.1 Purpose of the Scheme

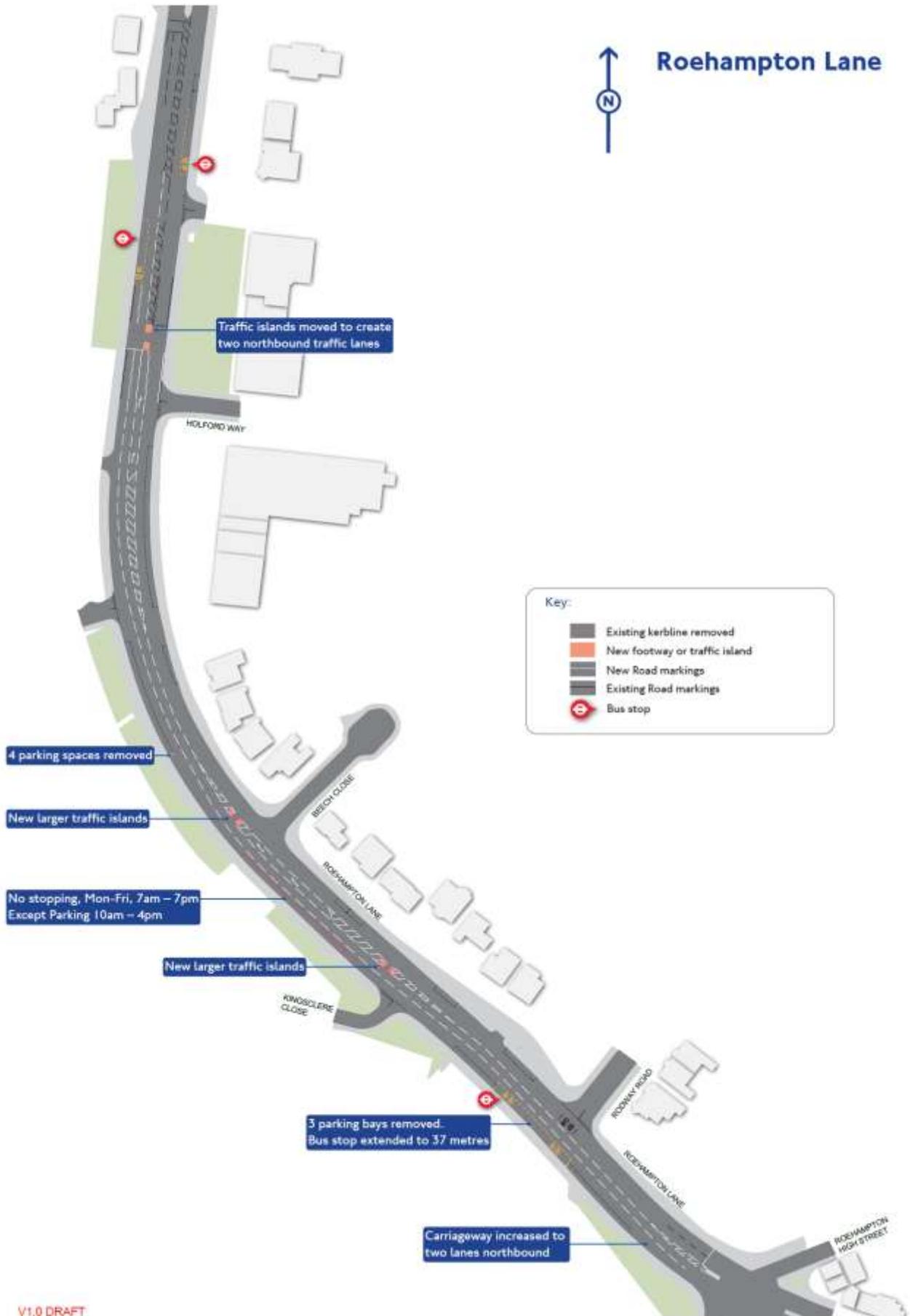
The main aim of the proposals is to reduce congestion on the southern end of Roehampton Lane

### 2.2 Descriptions of the proposals

We proposed to create an additional lane by realigning the existing carriageway with new road markings. Proposals included:

- Widening the northbound carriageway to increase it from one to two lanes between Roehampton High Street and Clarence Lane. This will require the removal of 4 parking spaces on Roehampton Lane between Beech Close and South Thames College.
- The lengthening the Roehampton Lane / Danebury Avenue bus stop to allow buses to stop safely at the kerbside. This will require the removal of 3 parking spaces.
- Changes to operational hours of the parking bays between Kingsclere Close and Beech Close to improve traffic flow during the peak hours.

## 2.3 Location maps



### 3 The consultation

The consultation was designed to allow local stakeholders and residents an opportunity to learn more about the proposals with the aim of soliciting feedback to help further shape the proposals.

The potential outcomes of the consultation were:

- We would decide that the consultation raised no issues that should prevent us from proceeding with the scheme as originally planned.
- We would modify the scheme in response to issues raised in consultation.
- We would abandon the scheme as a result of issues raised in the consultation.

The objectives of the consultation were:

- To give stakeholders and the public easily-understandable information about the proposals and allow them to respond.
- To understand the level of support or opposition for improvement work to reduce congestion on Roehampton Lane
- To understand any issues that might affect the proposal of which we were not previously aware.
- To understand concerns and objections.
- To allow respondents to make suggestions.

#### 3.1 Who we consulted

We consulted residents and businesses in the immediate vicinity of the southern end Roehampton Lane.

We also consulted stakeholders including the London Borough of Wandsworth, metropolitan police, London TravelWatch, Justine Greening MP, local interest groups). A list of the stakeholders we consulted is shown in [Appendix C](#) and a summary of stakeholder responses provided in Section 6 of this document.

### **3.2 Consultation material, distribution and publicity**

We wrote a letter to residents and businesses in the immediate vicinity of the southern end of Roehampton Lane. This included a description of the proposals and a colour map which illustrated the proposals.

A copy of this letter is shown in Appendix A and a map of the distribution area can be found in Appendix B.

We also wrote to key stakeholders to highlight that the consultation was taking place and suggested that they may wish to respond by emailing [STEngagement@tfl.gov.uk](mailto:STEngagement@tfl.gov.uk).

In the letters to residents and businesses, we signposted people to participate in the consultation via the TfL consultation portal.

The portal also included background information about the proposals and also included an online questionnaire. This included four closed questions and also gave a free text response area.

- Do you support the proposals to widen the northbound carriageway on Roehampton Lane?
- Do you support the removal of parking bays to allow the bus stop to be lengthened?
- Do you support the removal of parking bays to allow the widening of the road?
- Do you support the changes to operational hours of the parking bays to improve traffic flow during the peak hours?

## 4 Overview of consultation responses

We received a total of 133 responses to the consultation, 4 by email and 129 online. Of these, 122 responses were received from the general public and 11 responses received were from key stakeholders including local councillors and local interest groups. A breakdown of the number of responses received by respondent type can be seen in Table 1 below.

**Table 1: Consultation responses by respondent**

<b>Respondent</b>	<b>Number</b>
Members of the public	122
Councillors	2
<i>Members of Parliament</i>	1
Emergency Services	1
Transport related interest groups	3
Residents Associations	1
Other stakeholder	3

## 5 Responses from members of the public

A summary of the results from the closed questions contained within the online questionnaire is highlighted below:

**Table 2: Question 1, do you support the proposals to widen the northbound carriageway on Roehampton Lane?**

Yes	55	45%
Partially	6	4.9%
Not sure	3	2.5%
No opinion	1	0.8%
No	42	34.4%
Not answered	15	12.3%

**Table 3: Question 2, do you support the removal of parking bays to allow the bus stop to be lengthened?**

Yes	83	68%
Partially	6	4.9%
Not sure	5	4.1%
No opinion	2	1.6%
No	12	9.8%
Not answered	16	13%

**Table 4: Question 3, do you support the removal of parking bays to allow the widening of the road?**

Yes	61	50%
Partially	11	9%
Not sure	6	4.9%
No opinion	3	2.5%
No	26	21.3%
Not answered	15	12.3%

**Table 5, Question 4, Do you support the changes to operational hours of the parking bays to improve traffic flow during the peak hours?**

Yes	66	54.1%
Partially	10	8.2%
Not sure	6	4.9%
No opinion	2	1.6%
No	21	17.2%
Not answered	17	13.9%

Question 5 in the online questionnaire provided a free text space for respondents to provide their comments on the proposals. Please see table 6 below for a table containing the key themes raised in by members of the public as part of the consultation.

**Table 6: Question 5, key themes raised by members of the public**

<b>Comment</b>	<b>No of times comment was raised</b>	<b>Percentage</b>
Did not feel proposals offered enough benefits for pedestrians and cyclists	33	27%
Did not feel that proposals would address congestion on Roehampton Lane	12	9.8%
Supports removal of car parking bays	10	8.2%
Believes loss of parking will be detrimental for local community	7	5.7%
Believes that the proposals will make Roehampton Lane more unsafe	6	4.9%
Enquires where the traffic islands/pedestrian crossing near Holford Way will be moved to	5	4.1%
Suggests that the southbound carriageway should also be widened to 2 lanes	4	3.3%
Suggests that the bus lanes should be extended	4	3.3%
Suggests that the bus stops are the cause of congestion and should be moved	4	3.3%

We have addressed the key themes raised in the ‘responses to key issues raised’ section which can be found in Appendix D.

Please see below table 7 which indicates where respondents live, broken down by postcode.

**Table 7: Postcodes of respondents**

<b>Postcode</b>	<b>Number</b>
CR0 4EW	1
E1 6JQ	1
HA4 7NZ	1
KT12 3EZ	1
KT22 0ET	1

LE3 1HR	1
N3 3DG	1
RG4 7QS	1
SE13 5RU	1
SE15 3SF	1
SE16 4RJ	1
SN3 1AE	1
SW11 5EF	1
SW12 8NQ	1
SW13	1
SW13 0AT	1
SW13 0AZ	1
SW14	1
SW14 7QA	1
SW14 8PG	1
SW14 8RU	1
SW15 11Z	1
SW15 1AF	1
SW15 2RA	1
SW15 3NT	1
SW15 3TY	2
SW15 4DD	1
SW15 4DS	2
SW15 5DA	1
SW15 5DX	1
SW15 5EU	2
SW15 5HE	1
SW15 4HN	4
SW15 4HP	1
SW15 4HU	1
SW15 4JY	2
SW15 4LA	1
SW15 5AB	1
SW15 5AF	1
SW15 5AH	2
SW15 5AQ	1

SW15 5AP	1
SW15 5AR	1
SW15 5AU	1
SW15 5BH	1
SW15 5BQ	1
SW15 5BS	2
SW15 5BT	4
SW15 5BW	1
SW15 5BU	3
SW15 5DH	4
SW15 5DL	1
SW15 5DS	2
SW15 5DU	3
SW15 5DX	1
SW15 5ES	1
SW15 5EY	8
SW15 5FF	1
SW15 5FG	1
SW15 5FL	1
SW15 5HD	1
SW15 5HG	1
SW15 5HS	1
SW15 5HT	1
SW15 5NX	1
SW15 6DZ	1
SW15 6HH	1
SW16 6QA	2
SW15 6QG	2
SW19 6NN	1
TW1 3AB	1
TW4 5LZ	1
TW9 2DX	1
TW9 2LE	1
TW9 2LP	1
TW9 1UP	1
TW10 6EN	1

TW10 7YP	1
TW12 1DE	1
W6 9NH	1

## 6 Responses from statutory bodies and other stakeholders

We received 11 responses from key stakeholders over the course of the consultation. Please see below for a summary of each stakeholder response.

### **British Motorcycling Federation**

British Motorcycling Federation requested that if the widened lanes are going to be marked with bollards or reflective markers that they are placed left of centre to be viewed by oncoming vehicles.

### **Councillor Ian Lewer**

Stated that the proposals are an excellent idea and will significantly improve traffic flow down Roehampton Lane

### **Councillor Jane Cooper**

Councillor Jane Cooper welcomed the proposals and stated that they will reduce rat running on adjacent roads.

### **CTC**

CTC stated that they do not believe that the proposals have considered the impact to cyclists. They believe that increased traffic speeds will make conditions more dangerous for cyclists.

### **Dover House Conservation Area Group**

Dover House Conservation Area Group supported proposals that keep traffic on Roehampton Lane to reduce traffic in Dover House Estate.

### **Dover House Estate Residents Association**

Dover House Estate Resident Association stated that they strongly approve the proposals.

### **Justine Greening MP**

Justine Greening MP stated that she supports the proposals as they will reduce congestion on Roehampton Lane and rat running on adjacent streets. She requested that TfL looks into additional ways in which to address these matters.

She also supported lengthening the Roehampton Lane/Danebury Avenue bus stop to allow buses to stop at the kerbside and stated that this will make this bus stop more accessible.

### **London Fire Brigade**

The London Fire Brigade state that the impact of the works will be positive as it will increase the flow of traffic in the area. During the improvement works period there is a concern that the back log of traffic on Roehampton Lane will delay their attendance times to the Roehampton Ward.

They request that TfL shares detailed modelling and mitigation plan – both for during construction and for once the scheme is complete and operational.

### **Richmond Cycling Campaign**

Richmond Cycling Campaign suggests that they do not believe that the proposals will fully address congestion on Roehampton Lane.

They suggest that the proposals should include segregated lanes for cyclists in order to provide people with another transport option other than driving.

### **Sacred Heart Primary School**

Sacred Heart Primary School stated that the proposals are simple yet effective.

### **Wandsworth Living Streets**

Wandsworth Living Streets stated that they object to proposals which they believe will increase traffic volumes. They believe that this will negatively impact the local environment and public health.

They are disappointed that the proposals do not include plans to introduce a northbound bus lane and also enquire if pedestrian crossing facilities have also been considered.

They believed that the proposals will worsen conditions for cyclists because of perceived increased traffic volumes.

The also suggest that TfL has not fully considered Roehampton in context to its function as a town centre.

## **7 Conclusion**

Largely the responses received are in support for the scheme and the consultation has not raised any specific matters that have not been addressed in 'responses to issues raised' in Appendix D.

Therefore, we plan to deliver the scheme as outlined in the consultation.

### **7.1 Next steps**

We will now start with the detailed design stage of the scheme with a view to commencing the work to deliver the improvements in Late Summer 2015.

We will write to local residents and businesses nearer the time to confirm the exact start date and outline working hours etc.

## Appendix A – Copy of the consultation leaflet

Dear Resident

Have your say on road improvement works on Roehampton Lane

Transport for London (TfL) is seeking your views on proposals to reduce congestion at the southern end of Roehampton Lane. As part of this work we are proposing to redesign the existing layout of Roehampton Lane between Roehampton High Street and Clarence Lane on the northbound carriageway.

### About the proposed changes

The proposed changes will improve congestion and include:

Widening the northbound carriageway to increase it from one to two lanes between Roehampton High Street and Clarence Lane. This will require the removal of 4 parking spaces on Roehampton Lane between Beech Road Close and South Thames College.

Lengthening the Roehampton Lane / Danebury Avenue bus stop to allow buses to stop safely at the kerbside. This will require the removal of 3 parking spaces. Changes to operational hours of the parking bays between Kingsclere Close and Beech Close to improve traffic flow during the peak hours.

The additional lane would be created by realigning the existing carriageways with new road markings.

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

We plan to introduce these improvements during the summer of 2015 and would write to you nearer the time to inform you of the start and end dates for the work.

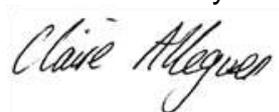
### How to comment:

We welcome your views on our proposals. Please provide us with your comments online at [consultations.tfl.gov.uk/roads/roehampton-lane](http://consultations.tfl.gov.uk/roads/roehampton-lane)

You can also write to us at the above address or via email at [Consultations@tfl.gov.uk](mailto:Consultations@tfl.gov.uk)

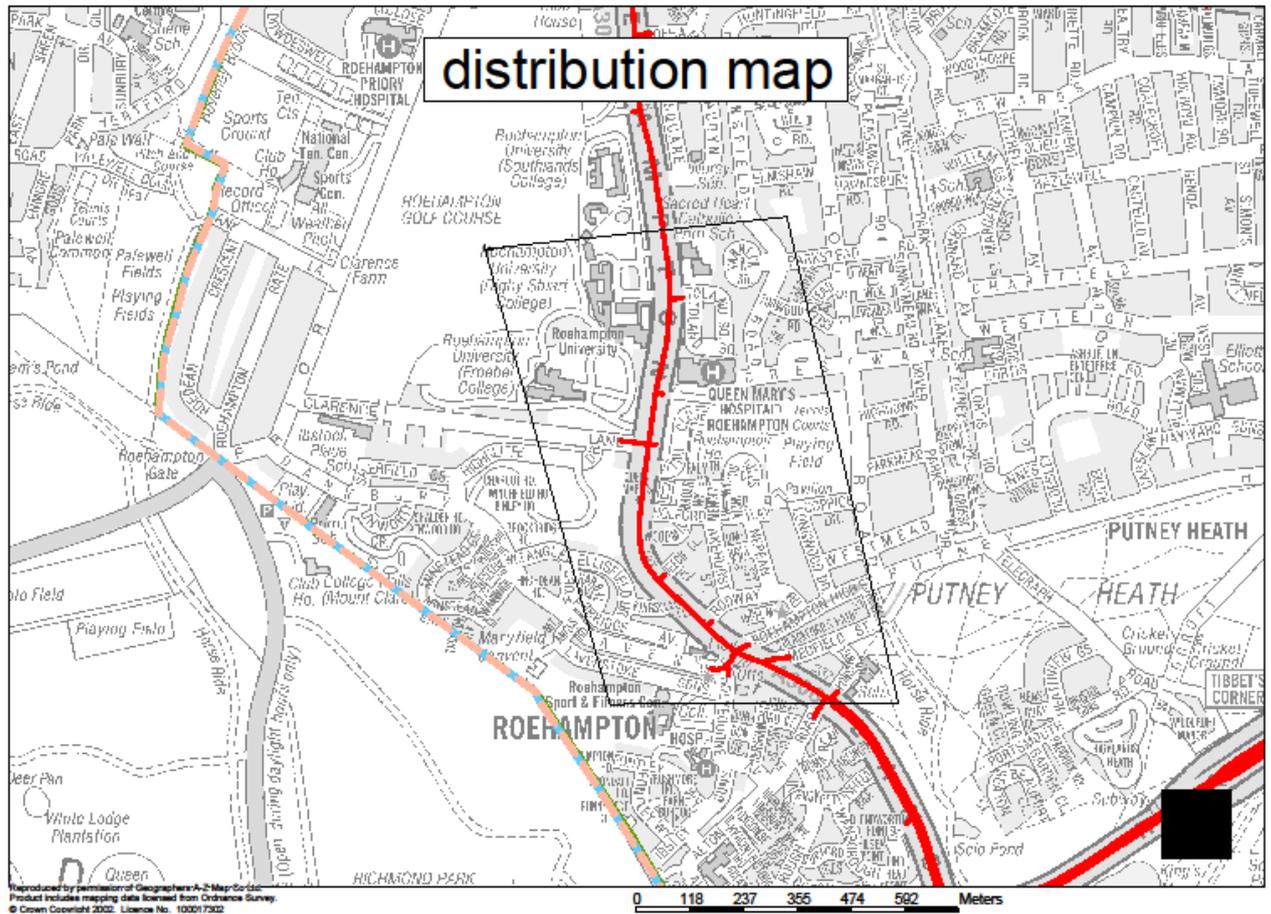
Please let us know your views by 16 March 2015.

Yours sincerely



Claire Alleguen  
Consultation Specialist

## Appendix B – Leaflet distribution area



## Appendix C – List of stakeholders consulted

London Borough of Wandsworth  
Justine Greening MP  
Jane Ellison MP  
The Putney Society  
Organisation of Blind Afro  
Caribbeans (OBAC)  
Wandsworth Access Association  
Raynes Park & West Barnes  
Residents' Association  
Putney Traffic Transport and Parking  
Working Group  
The Battersea Society  
Sadiq Khan MP  
Putney Town Centre Manager  
Wandsworth Safer Transport Team  
Metropolitan Police service  
Wandsworth Cycling Campaign  
The Clapham Society  
CCG Wandsworth  
Roehampton University  
Barnes Community Association  
London Borough of Richmond-Upon-  
Thames  
Vincent Cable MP  
Strawberry Hill Neighbourhood  
Association  
Twickenham Park Residents'  
Association (TPRA)  
London Cycling Campaign  
(Richmond)  
Richmond Safer Transport Team  
Zac Goldsmith MP  
London Borough of Merton  
London Cycling Campaign (Merton)  
Stephen Hammond MP  
Richard Tracey AM  
Tony Arbour AM  
Merton Safer Transport Team  
Clapham Transport Users Group  
Edward Davey MP  
Kingston Town Centre Management  
Limited  
Kingston Area Travellers' Association  
Royal Borough of Kingston Upon  
Thames  
London Cycling Campaign (Kingston)

## **Appendix D – Response to issues raised**

### **Improvements for pedestrians and cyclists and extension of bus lanes**

The plans to improve Roehampton Lane were designed to improve traffic flow in direct response to requests from the local community.

The proposals include plans to widen the informal crossing points on Roehampton Lane to improve conditions for pedestrians.

There is not adequate space along Roehampton Lane to provide segregated cycle lanes or extend the bus lanes without taking away space from the adjacent pavements or generating significant traffic delays.

### **Congestion**

We have designed the improvement scheme to improve traffic flow and believe that congestion will improve along this section of Roehampton Lane as a result of this improvement scheme.

### **Car parking**

We are only proposing to remove 7 car parking spaces in total. Alternative parking provision is available along Roehampton Lane and on adjacent roads.

### **Safety**

We do not believe that the improvement work will adversely impact on safety. We will continue to monitor Roehampton Lane once the scheme is in place to ensure that the road continues to operate safely.

### **Pedestrian crossing on junction of Roehampton lane with Holford Way**

The location of the pedestrian crossing will not change as part of this scheme. The bollards by the crossing will be shifted slightly to a more central position in Roehampton Lane.

### **Additional southbound traffic lane**

There is not enough space to provide an additional southbound traffic lane on Roehampton Lane without taking away space from the adjacent pavements.

### **Relocation of bus stops**

We do not propose to relocate any bus stops on Roehampton Lane as part of this improvement scheme. However, we will create an additional northbound lane which will allow vehicles to overtake stationary buses.

### **Reflective markers on bollards**

We will not be installing any bollards as part of this scheme.

### **Additional measures to address congestion and rat running**

We are not planning any additional measures to address congestion and rat running over and above what has been outlined.

However, we will continue to monitor Roehampton Lane once the improvement scheme has been implemented to ensure its effectiveness.

**Traffic management during and after construction**

We will look to minimise the impact of the impact of construction work on the local community and reduce traffic delays where possible.

We are currently developing our traffic management plan for the construction phase which we will share with interested stakeholders in advance of any work starting.

We anticipate that journey times will be improved once construction has been completed.