

Proposed changes to the junction of Roehampton Lane/Roehampton High Street/Danebury Avenue

Summary report
July 2017

MAYOR OF LONDON



**TRANSPORT
FOR LONDON**
EVERY JOURNEY MATTERS

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Executive summary

Between 28 October and 9 December 2016 we consulted on a set of proposed improvements to pedestrian and cycling facilities around the junction of Roehampton Lane/Roehampton High Street/Danebury Avenue, and on Roehampton High Street.

We received 129 responses to the consultation. Of these, 106 answered a question about whether they supported our proposals affecting the junction, and 89 per cent indicated that they fully or partially supported them. There was an equivalent question for the proposed changes to Roehampton High Street, and of the 106 people who answered it 80 per cent were in full or partial support.

We received a variety of comments, including from key stakeholders such as elected representatives and local community groups. Issues raised included concerns that the proposals would generate additional congestion and that Roehampton High Street would be too narrow to facilitate a contra-flow cycle lane. Some respondents were also concerned that parking spaces would need to be removed to facilitate the scheme.

Next steps

We have prepared a separate report that explains our response to each of the main issues raised through consultation, along with our decisions on how to proceed. It is available on our website: <https://consultations.tfl.gov.uk/roads/roehampton>.

1. About the proposals

1.1 Introduction

Together with Wandsworth Council, we have developed a set of proposed improvements to pedestrian and cycling facilities around the junction of Roehampton Lane/Roehampton High Street/Danebury Avenue, and on Roehampton High Street.

TfL and Wandsworth Council are consulting jointly on these proposals, and will continue to work in close co-operation when deciding the outcomes of the consultation. Each Highway Authority, either TfL or Wandsworth Council, is responsible for making decisions on changes to their roads.

1.2 Purpose

The proposed changes would make it easier and safer for pedestrians to complete crossings at all four arms of the junction, and would provide cyclists with better opportunities to pass safely through the junction in advance of general traffic. The scheme would also enable cyclists to travel westbound along Roehampton High Street, using new contraflow road markings and a dedicated signal at the junction with Roehampton Lane.

1.3 Detailed description

The following is a summary of the proposed changes, as described in our consultation material:

At the junction of Roehampton Lane/Roehampton High Street/Danebury Avenue:

- **Provide new low-level early release cycle signals** on Danebury Avenue and Roehampton High Street
- **Move the existing pedestrian crossing of the southern arm of Roehampton Lane 5m closer to the junction entrance**, to provide a more direct crossing point for pedestrians and make the junction operate more efficiently
- **Build out the kerb lines at the junctions of Danebury Avenue with Roehampton Lane, north and south arms**, to encourage slower speeds for turning vehicles and reduce pedestrian crossing distances. At Roehampton Lane north the crossing distance would be reduced by approximately 2 metres, and at Danebury Avenue by approximately 5 metres

- **Increase the width of the pedestrian crossing areas** at Danebury Avenue and Roehampton Lane south by approximately 0.5 metres
- **Provide a two-stage right turn facility** from northbound Roehampton Lane onto Roehampton High Street, making it easier and safer to turn right. Instead of having to cross lanes of moving traffic and then wait in the centre of the junction, cyclists would be able to wait in the designated area and proceed with the green signal to complete their right turn in two stages. You can find an instructional video at <https://tfl.gov.uk/corporate/safety-and-security/cycle-safety-innovations?intcmp=28472>
- **Replace the existing cycle feeder lane on the junction approach of Danebury Avenue** with another that is approximately 12 metres longer and 0.3 metres wider, to provide a safer space for cyclists

TfL would resurface the junction at the same time that these changes are carried out.

On Roehampton High Street:

- **Permit contraflow cycling westbound on Roehampton High Street** between Treville Street and Roehampton Lane, to enable cyclists to avoid Medfield Street and Roehampton Lane. Contraflow road markings would be provided to highlight the presence of cyclists travelling westbound towards the junction
- **Provide a short section of segregated cycle lane** westbound on Putney Heath, between its junctions with Dover House Road and Treville Street, to protect cyclists in this area
- **Provide new road markings to demarcate the parking area** on the westbound side of Roehampton High Street

2. About the consultation

2.1 Purpose

The objectives of the consultation were:

- To give easily-understandable information about the proposals to stakeholders and the public, and allow them to respond
- To understand levels of support or opposition towards the proposals
- 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

2.2 Potential outcomes

The potential outcomes of the consultation were:

- Following careful consideration of the consultation responses, we decide to proceed with the scheme as set out in the consultation
- Following careful consideration of the consultation responses, we modify the proposals in response to issues raised and proceed with a revised scheme
- Following careful consideration of the consultation responses, we decide not to proceed with the scheme

Our conclusion and next steps are set out in our separate Response to Issues Raised report..

2.3 Who we consulted

The consultation sought the views of a range of different groups who might reasonably be expected to have an interest in the proposals and their outcomes. The categories of individuals and representative organisations that we sought to involve in this consultation included, but was not limited to, the following:

- Local residents and businesses
- Local stakeholders, including the local authority, local politicians and local interest groups
- Representatives of transport organisations and campaigns

A list of the stakeholders we consulted is shown as Appendix C. A summary of their responses is provided in Section 4.2.

2.4 Dates and duration

The consultation ran from 28 October to 9 December 2016. Six weeks was considered to be enough time for anyone with an interest in the scheme to learn about it and prepare a response.

2.5 What we asked

The consultation invited people to tell us what they thought about the proposed changes. As well as asking them to provide their personal details, such as a name and email address, we provided three closed questions and four open questions, as listed below:

1. In what ways do you use Roehampton High Street and the junction of Roehampton Lane/Roehampton High Street/Danebury Avenue? If you use the area in several ways please feel free to select more than one option
 - a. As a cyclist
 - b. As a pedestrian
 - c. As a bus/coach passenger
 - d. As a motorist/motorcyclist
 - e. I do not use this junction
 - f. Other

2. To what extent do you support or oppose the proposals for the junction of Roehampton Lane/Roehampton High Street/Danebury Avenue?
 - a. Support
 - b. Support most elements
 - c. Neither support or oppose
 - d. Oppose most elements
 - e. Oppose
 - f. Not sure

3. Do you have any comments on the proposed changes to the junction of Roehampton Lane/Roehampton High Street/Danebury Avenue??

4. To what extent do you support or oppose the proposal for Roehampton High Street?
 - a. Support
 - b. Support most elements
 - c. Neither support or oppose
 - d. Oppose most elements

- e. Oppose
5. Do you have any comments on the proposed changes to Roehampton High Street?
6. Please tell us what you think about the quality of this consultation (for example, the information we have provided, any printed material you have received, any maps or plans, the website and questionnaire etc.)
 - a. Very good
 - b. Good
 - c. Acceptable
 - d. Poor
 - e. Very poor

*NB Other questions were asked to aid identification of respondent.

2.6 Methods of responding

It was possible to respond to the consultation by using any of the following three channels:

- Online survey at <https://consultations.tfl.gov.uk/roads/roehampton>
- Emailing consultations@tfl.gov.uk
- Writing to a Freepost address

2.7 Consultation materials and publicity

We sent a map and a letter describing the proposals to 2,287 addresses in the area immediately around these proposed changes. A copy of this letter is shown as Appendix B and a map of the distribution area is included as Appendix C. Information about the consultation was also emailed to 151 stakeholder contacts, including elected officials, transport bodies and representative groups.

Our consultation material was also advertised on our 'consultation hub' website, and our customer services team responded to any requests for further information from members of the public.

2.8 Public meetings, events and exhibitions

Representatives of TfL attended two stakeholder meetings during the consultation. We gave a summary of the proposals and answered questions from other attendees.

On 23 November 2016, two members of TfL attended the Roehampton Partnership's regular meeting at the University of Roehampton. The meeting was attended by councillors and officers from the London Borough of Wandsworth, and by a number of other groups representing the interests of Wandsworth residents.

On 25 November, three TfL representatives provided a similar summary at a meeting of the Roehampton Forum, at the Kairos Centre on Mount Angelus Road. This meeting was also attended by councillors from LB Wandsworth and by various residents' associations.

2.9 Analysis of consultation responses

The responses we received were analysed by members of our consultation team. The issues in responses were categorised and separated according to the sections of the highway they affected. This made it possible for TfL to focus its attention on the suggestions and concerns that applied to the locations where, as the relevant Highway Authority, TfL were responsible for any changes, and for LB Wandsworth to do the same.

3. About the respondents

This section of the report provides information on who responded to the consultation, based on the answers they provided in answers to our questionnaire.

3.1 Number of respondents

For the purposes of this consultation, we classify 'stakeholders' as organisations or individuals that represent the interests of a number of people who may be affected by our proposals. 'Public responses' are all other responses.

Respondents	Total
Public responses	119
Stakeholder responses	10
Total	129

3.2 How respondents heard about the consultation

Ninety-five respondents indicated how they had heard about the consultation.

How respondents heard	Total	%
Email from TfL	9	9
Letter from TfL	9	9
Read about it in the press	9	9
TfL website	13	14
Social media	33	35
Other	22	23
Total	95	100

3.3 Methods of responding

How respondents heard	Total	%
Letter or email	23	18
Online	106	82
Total	129	100

3.4 Postcodes of respondents

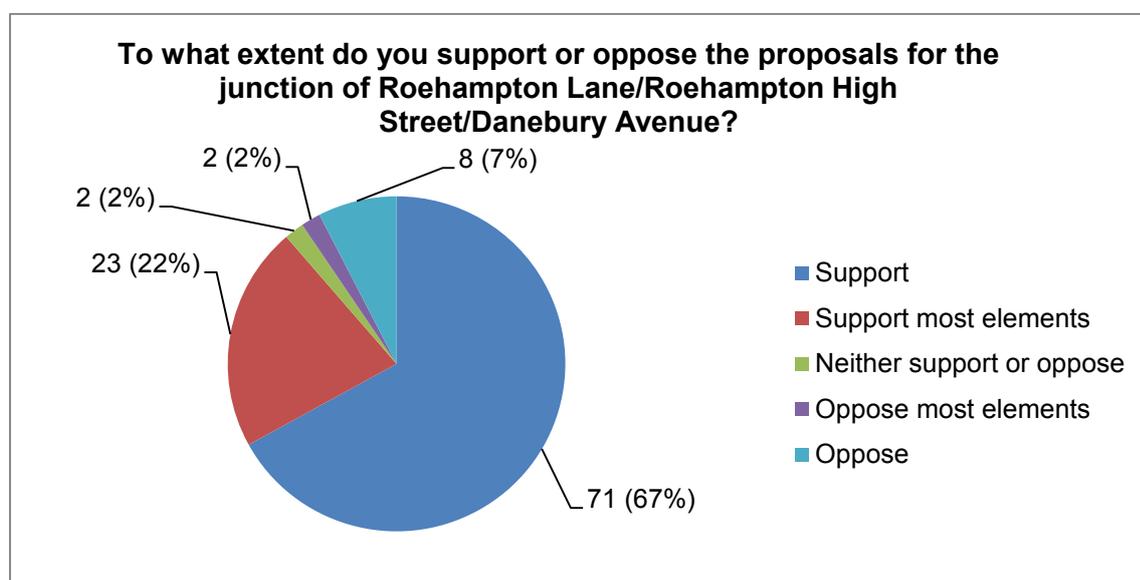
Providing a postcode was not mandatory, but 86 respondents did so.

Postcode	Total	%
SW15	48	56
Other SW postcodes	13	15
Other London postcodes (excluding SW)	9	10
TW postcodes	9	10
Other outer London postcodes	7	8

4. Summary of all consultation responses

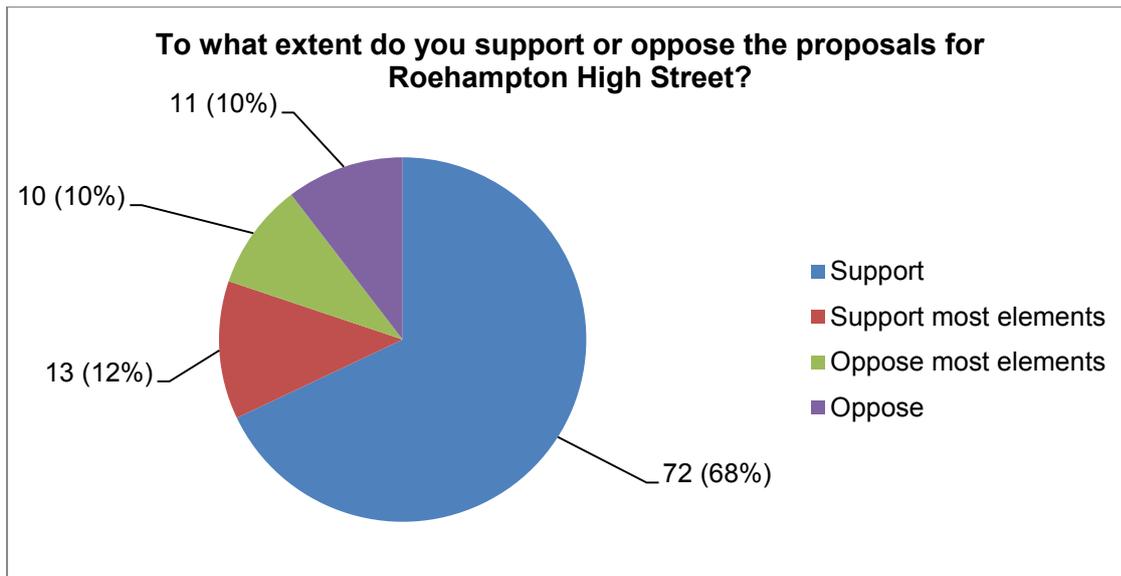
4.1.1 Level of support for changes to Roehampton Lane/Roehampton High Street/Danebury Avenue

Of the 129 respondents to the consultation, 106 answered a closed question asking for their level of support for the proposals affecting the junction of Roehampton Lane/Roehampton High Street/Danebury Avenue.



4.1.2 Level of support for changes to Roehampton High Street

There were 106 responses to an equivalent question for the proposals affecting Roehampton High Street.



4.1.3 Issues raised in response to our proposed changes to the junction.

Question Three of our survey asked for comments on the proposed changes to the junction of Roehampton Lane/Roehampton High Street/Danebury Avenue. Sixty-eight respondents answered this question, and we recorded 153 separate issues within those responses.

In some instances, people used this question to provide comments about the proposed changes to Roehampton High Street, rather than the junction. When this happened, and it was clear that the comments were completely separate to comments about the junction, we have included them in our analysis of Question Four, dealing with Roehampton High Street.

Issues in responses were grouped according to general themes, to help organise our analysis and to understand the different perspectives of respondents towards our proposals. Here were the most common themes from responses to this question.

Issue	Total
General traffic issues, not specific to the junction	38
Location-specific cycling comments	36
Location-specific traffic comments	30
Location-specific pedestrian comments	23
General support	13
General cycling comments, not specific to the junction	12
Buses	3

General traffic issues

It was common for respondents to describe existing transport issues at the junction or elsewhere in the area, which were either indirectly related, or not related at all to our proposals. The most common concern – expressed by six respondents – was that congestion at the junction of Holybourne Road with Danebury Avenue was particularly bad, with impacts for road users as well as pedestrians. It was suggested by some that congestion at this junction was having a knock-on effect on congestion at the main junction between Danebury Avenue and Roehampton Lane. Three respondents suggested that the green light phase at the exit from Danebury Avenue was too short, and that this also was adding to general congestion in the area.

To four respondents, it was important that plans for the junction should take into consideration the possibility of wider regeneration works in the area, which are being developed by the local authority. Those respondents felt that the junction plans should be delayed so that they could reflect the changing transport needs of the area, including the needs of whatever construction vehicles might need to use it.

The issue of rat running through local streets (generally as a way of avoiding congestion on Roehampton Lane) was of particular importance to six respondents. Two respondents requested that more be done to prevent the use of Dover House Road for this purpose, and there were suggestions for right turn bans from Roehampton Lane onto the residential side roads that are affected by rat running.

There were calls to improve the nearby Medfield Street and Alton Road junctions with Roehampton Lane, which were highlighted as particularly congested or dangerous.

Location-specific cycling comments

The proposal for a two-stage right turn facility from Roehampton Lane onto Roehampton High Street received some attention, with five respondents expressing outright support and another asking for the facility to be made available at all junction arms. One person asked if it would be signalised, another suggested that more space should be provided for it, and a third felt that it was unnecessary.

Four respondents suggested that the mandatory cycle lane on the Danebury Avenue junction approach should be fully segregated from general traffic, and one suggested that it would be acceptable to reduce the Danebury Avenue exit to one lane if that was necessary to achieve a segregated cycle lane. Four people offered their support for the early release for cyclists from Danebury Avenue, though one person suggested that it should only be allowed for left turning cyclists, and two cautioned that the early release phase should be active for at least four seconds in advance of general traffic, to allow cyclists enough time to pass through the junction.

It was suggested by one respondent that Roehampton Lane should have a mandatory cycle lane, and another person asked for fully segregated cycle lanes on that road.

Location-specific traffic comments

Several respondents were concerned about the effects of these changes on general traffic entering and exiting the junction from Danebury Avenue. Six people felt that narrowing the junction exit (in order to make space for cycle and pedestrian facilities) we would increase congestion through the junction. Three respondents questioned whether buses would be able to turn into or out of the revised Danebury junction, and two suggested that the carriageway as a whole should be widened or that the green light phase from Danebury should be extended.

Respondents also described what they thought would be effects of the proposals on general traffic through the junction as a whole, rather than just the Danebury Avenue arm. Two people supported the proposals but another two cautioned that they should only be implemented if there were no negative effects on general traffic. One person suggested that the pedestrian green phases at the junction were too long, and another pointed out that if pedestrian crossing distances were becoming shorter then so too should the crossing times. Another respondent was opposed to the introduction of a two-stage right turn facility if it meant that general traffic through the junction was delayed.

Location-specific pedestrian comments

Six people expressed support for the proposed changes to pedestrian crossings at the junction. But three people felt that the kerb build outs in the proposals would encourage people to make unsafe crossings of roads, with a heightened risk of accidents. It was suggested in one response that there should be a diagonal crossing of the junction (enabling pedestrian movements at all four arms at the same time).

There was a suggestion that there is greater demand among pedestrians to cross Roehampton Lane (from the south of the junction) than to cross Danebury Avenue. It was suggested in one response that the crossing on Danebury Avenue should be moved further from the junction entrance, and another person encouraged us to consider the needs of wheelchair users at all arms of the junction.

General support

13 responses contained statements of support for the proposals, without further explanation.

General cycling comments, not specific to the junction

There were a number of comments expressing general opinions about cyclists and cycling schemes. These included four suggestions that cycling schemes would encourage more people to take up cycling and would improve the safety of cyclists on the road. Three people drew attention to what they perceived to be bad behaviour among cyclists.

Buses

There were two comments suggesting that buses add to congestion levels and cause accidents, and another general query concerning the ability of buses to turn out of Medfield Street.

4.1.4 Issues raised in response to the proposed changes to Roehampton High Street

A total of 66 people answered Question Four, which asked for feedback on the proposed changes to Roehampton High Street. We recorded 163 separate issues in those answers. Here were the most common themes from responses to this question.

Issue	Total
Location-specific cycling comments	103
Location-specific general traffic comments	17
Non-specific or wider transport issues	12
General cycling comments	9
Local resident issues	9
Pedestrian issues	7
General support	6

Location-specific cycling comments

45 comments in response to this question expressed concerns over the safety of the proposed contraflow lane on Roehampton High Street. Of these, 24 specified that

they believed Roehampton High Street to be too narrow for the contraflow, and seven suggested that cyclists descending the gradient towards the junction would be travelling dangerously fast. Other concerns included an opinion that visibility between oncoming traffic would be poor at night time, a suggestion that sports cyclists travelling in groups would pose hazards, and three observations that cyclists already using Roehampton High Street as a contraflow were evidence that it was a dangerous arrangement.

There were 14 general comments of support for the contraflow on Roehampton High Street. A further three supported it on the basis that it would be a good idea to formalise the existing practice of using the road as a contraflow route, and another three suggestions that a contraflow here would be safer for cyclists than using the Medfield Street junction.

Several respondents made suggestions for improving the contraflow cycle lane. Two felt that it should be segregated from general traffic, and three people suggested continuous road markings to highlight the presence of contraflow cyclists. Two people cautioned that cyclists would continue to ride on the pavement if they did not feel that the contraflow cycle lane was safe or convenient, and one person proposed reversing the one-way direction of Roehampton High Street.

Many respondents focused their attention on the cycling measures at the eastern end of Roehampton High Street, at its junction with Putney Heath and Treville Street. There were seven expressions of concern over the safety of the proposal here, often in reference to the narrow entry to Roehampton High Street for cyclists, or the potential for conflict with vehicles turning out of Treville Street across the path of contraflow cyclists.

Four respondents asked that the kerb build out at the entrance to Roehampton High Street should be reduced, and three suggested extending the cycle lane from Putney Heath towards Roehampton High Street, either with clearer road markings or segregated tracks. Another two respondents asked that westbound cyclists on Putney Heath should have priority over vehicles turning from Treville Street. There were other suggestions for improved lighting at the junction and for the removal of parking spaces at the junction to enable safer cycle and vehicle movements.

Location-specific general traffic comments

The issue of parking was raised several times in relation to the proposed contraflow on Roehampton High Street. Five respondents suggested that it would be necessary to remove parking spaces if the proposal was to succeed, and one suggested that cars would park on the contraflow. But nine respondents expressed their opposition to the removal of any parking spaces on Roehampton High Street, and pointed out

that there is high demand for local parking spaces because of more extensive restrictions elsewhere in the area.

Two people made the point that local businesses on the high street could lose out on customers if parking became more scarce. Residents and users of side roads such as Angel Mews and Longwood Drive explained that measures would be needed to reduce the risk of collision between vehicles turning onto Roehampton High Street and contraflow cyclists. There were similar concerns for the junction of Treville Street, Putney Heath and Roehampton High Street. Two people claimed that vehicles leaving Roehampton High Street do not yield to Treville Street traffic, and that the presence of contraflow cyclists would add to the safety risks.

General cycling comments

There were several general cycling comments, expressed by one or two respondents in each case. These included two requests for Wandsworth Council to implement contraflow cycle lanes elsewhere in the borough, and two more requests for the Medfield Street junction to be signalised for cyclists. It was suggested in one response that TfL should advise Wandsworth Council on standards of best practice for designing cycle schemes.

Local resident issues

Some residents explained that parking in this area – including surrounding residential roads not directly affected by our proposals – can be particularly difficult, and there were also descriptions of ‘rat running’ on quiet side roads during peak hours.

Pedestrian issues

Four people were concerned that crossing the roads around the junction of Roehampton High Street with Treville Street and Putney Heath would become more dangerous. Specific reference was made to people visiting the veterinary practice at this junction. Another three comments addressed similar concerns for pedestrians crossing Roehampton High Street in order to use local shops and restaurants.

General support

Six people offered general support for the proposals on Roehampton High Street.

4.2 Summary of stakeholder responses

This section provides summaries of the feedback we received from stakeholders. We sometimes have to condense detailed responses into brief summaries. The full stakeholder responses are always used for analysis purposes.

Elected representatives

Rt Hon Justine Greening MP (Putney)

The MP explained that she supported the principle of improving pedestrian and cycling provision at the junction, but was concerned that the proposals could lead to more congestion. In particular, she questioned whether a more convenient pedestrian crossing at Danebury Avenue would justify the assumed impacts on congestion of a tighter turn into that road from Roehampton Lane.

Ms Greening also had concerns over the proposals affecting Roehampton High Street and Putney Heath. She argued that vehicles approaching from the east on Roehampton High Street and from the south on Treville Street would make it dangerous for cyclists to use the contraflow. She pointed out that Roehampton High Street is narrow, and questioned whether the proposals would require the removal of existing parking spaces.

Councillor Jeremy Ambache, Roehampton and Putney Heath Ward, Wandsworth Council

Councillor Ambache pointed out that there are wide regeneration plans for the area, and cautioned against going ahead with changes to the junction that did not give consideration to those plans. He also suggested that congestion at the junction of Holybourne Avenue and Danebury Avenue should be addressed. The Councillor expressed the view that Roehampton High Street was too narrow for a contraflow cycle lane.

Councillor Peter Carpenter, Roehampton and Putney Heath Ward, Wandsworth Council

Councillor Carpenter felt that congestion at the exit of Danebury Avenue was the greatest problem at the junction, and that by using some of the existing road space for cycle and pedestrian facilities these proposals would make the matter worse. He also felt that the width of the exit from Holybourne Avenue onto Danebury Avenue was adding to the congestion problems at the junction.

The Councillor argued that Roehampton High Street was too narrow for a contraflow, and submitted photographs of vehicles moving past parked cars on the section

between Angel Mews and Rodway Road. He suggested that parking spaces would have to be removed for the contraflow to be safe, but pointed out that this would be unpopular with local businesses. He also suggested that the direction of Roehampton High Street could be reversed, which – he argued – would be a safer arrangement and would deter goods vehicles from using the narrow high street. One of the Councillor’s concerns with the proposed contraflow was that cyclists travelling downhill towards the junction would be likely to cause accidents involving other road users.

Local authorities

Wandsworth Council

An officer response from the council suggested that improvements to all of Roehampton Lane should be considered in a holistic way. Care should be taken to ensure that the changes to the junction do not lead to more vehicles choosing diversionary ‘rat runs’ through residential side roads.

Local community groups

Putney Vale Residents’ Association

A representative of the Association suggested that the proposed changes should wait until wider regeneration work in the area was completed, so that wear and tear to the roads from construction vehicles would be avoided.

There was a separate request that plans for a crossing point near Roehampton Vale should be reinstated, having previously been considered and then withdrawn.

Putney Society Transport Panel

The Panel explained that they had considered the proposals and approved of what they were trying to achieve. They felt that the proposals were proportionate, but suggested that vehicular movement through the junction should be given further consideration.

Emergency services providers

Wandsworth Fire Station – London Fire Brigade

Representatives of the station explained that they had visited the location of the proposed changes and were satisfied that they would have no negative impacts on the ability of fire crews to respond to incidents.

Metropolitan Police Service

The Police Service asked a series of questions about the specifications of different features of the proposals, including the width of the entry point to Roehampton High Street from Putney Heath, and the possibility of 'blind spots' for drivers of certain vehicle types when turning from Treville Street onto Putney Heath.

Transport bodies

RATP Dev London (bus operators)

The organisation was opposed to the scheme and argued that road space given over to cycle lanes would negatively affect public transport

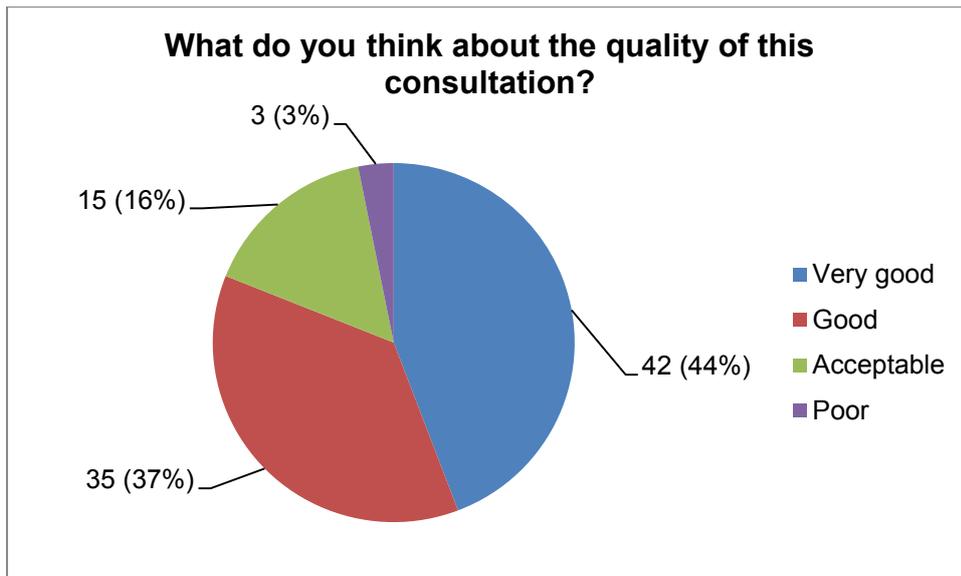
Local businesses

Roehampton Veterinary Clinic

The owner of the clinic expressed concern that customers and their animals would be put at risk by the presence of cyclists accessing the contraflow on Roehampton High Street from Putney Heath. There was also strong opposition to proposed changes to road markings on the western side of Roehampton High Street, and the suggestion that these would take away parking spaces that visitors to the clinic currently use.

4.3 Comments on the consultation

Our consultation questionnaire asked respondents to rate the quality of our consultation, including the standard of the information we had provided, the quality of our website and our printed material. Overall, 95 people answered this question and their answers are as follows:



We also gave respondents an opportunity to provide comments on the quality of the consultation. 23 people answered this question, though some used it as an opportunity to comment on the proposals, or on wider transport issues. When this happened, the comments were always analysed and the results have been summarised in other sections of this report, depending on whether they were primarily about the main junction and its surrounding area, or about Roehampton High Street.

There were 13 comments on the consultation process itself. Four people suggested that more detail, including the specifications of the proposed changes could have been included in our consultation drawing, or that more visualisations of the scheme would have helped. One person suggested the drawing should have been produced to a higher resolution, and one asked why the traffic modelling behind our proposals had not been published.

Three people criticised the notification of the consultation by suggesting that letters had not been delivered, had been delivered too late in the consultation process, or had not been delivered to a wide enough area.

Two people suggested that the consultation was a waste of money because it would not affect the final decision on the scheme, and another criticised a separate consultation on parking restrictions for Dover House Drive.

5. Next steps

We have prepared a separate report that explains our response to each of the main issues raised through consultation, along with our decisions on how to proceed. It is available on our website: <https://consultations.tfl.gov.uk/roads/roehampton>.

Appendix A: Consultation letter and drawing



Consultation Team
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Dear Sir or Madam

28 October 2016

Have your say on proposed changes at the junction of Roehampton Lane/ Roehampton High Street/Danebury Avenue and on Roehampton High Street

Transport for London (TfL) and Wandsworth Council have developed a set of proposed improvements to pedestrian and cycling facilities around the junction of Roehampton Lane/Roehampton High Street/Danebury Avenue, and on Roehampton High Street.

The proposed changes would make it easier and safer for pedestrians to complete crossings at all four arms of the junction, and would provide cyclists with better opportunities to pass safely through the junction in advance of general traffic. The scheme would also enable cyclists to travel westbound along Roehampton High Street, using new contraflow road markings and a dedicated signal at the junction with Roehampton Lane.

Background

TfL and Wandsworth Council are consulting jointly on these proposals, and will continue to work in close co-operation when deciding the outcomes of the consultation. We have included a drawing of the proposals with this letter. It shows the point on Roehampton High Street where responsibility for the road moves from one Highway Authority to the other. Each Highway Authority, either TfL or Wandsworth Council, is responsible for making decisions on changes to their roads.

What we are proposing

At the junction of Roehampton Lane/Roehampton High Street/Danebury Avenue:

- Provide new low-level early release cycle signals on Danebury Avenue and Roehampton High Street
- Move the existing pedestrian crossing of the southern arm of Roehampton Lane 5m closer to the junction entrance, to provide a more direct crossing point for pedestrians and make the junction operate more efficiently
- Build out the kerb lines at the junctions of Danebury Avenue with Roehampton Lane, north and south arms, to encourage slower speeds for turning vehicles and reduce pedestrian crossing distances. At Roehampton Lane north the crossing distance would be reduced by approximately 2 metres, and at Danebury Avenue by approximately 5 metres
- Increase the width of the pedestrian crossing areas at Danebury Avenue and Roehampton Lane south by approximately 0.5 metres
- Provide a two-stage right turn facility from northbound Roehampton Lane onto Roehampton High Street, making it easier and safer to turn right. Instead of

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having to cross lanes of moving traffic and then wait in the centre of the junction, cyclists would be able to wait in the designated area and proceed with the green signal to complete their right turn in two stages. You can find an instructional video at <https://tfl.gov.uk/corporate/safety-and-security/cycle-safety-innovations?intcmp=28472>

- **Replace the existing cycle feeder lane on the junction approach of Danebury Avenue** with another that is approximately 12 metres longer and 0.3 metres wider, to provide a safer space for cyclists

TfL would resurface the junction at the same time that these changes are carried out.

On Roehampton High Street:

- **Permit contraflow cycling westbound on Roehampton High Street** between Treville Street and Roehampton Lane, to enable cyclists to avoid Medfield Street and Roehampton Lane. Contraflow road markings would be provided to highlight the presence of cyclists travelling westbound towards the junction
- **Provide a short section of segregated cycle lane westbound on Putney Heath**, between its junctions with Dover House Road and Treville Street, to protect cyclists in this area
- **Provide new road markings to demarcate the parking area on the westbound side of Roehampton High Street**

Traffic impacts

TfL has carried out traffic modelling for these proposals. The results indicate that the proposed changes can be accommodated without undue delay to any road user.

How to comment on the proposals

Website – For further information or to let us know your views please visit our website: <https://consultations.tfl.gov.uk/roads/roehampton>

Email – Write to consultations@tfl.gov.uk

When responding by email, please add 'Roads-Roehampton' in the subject line.

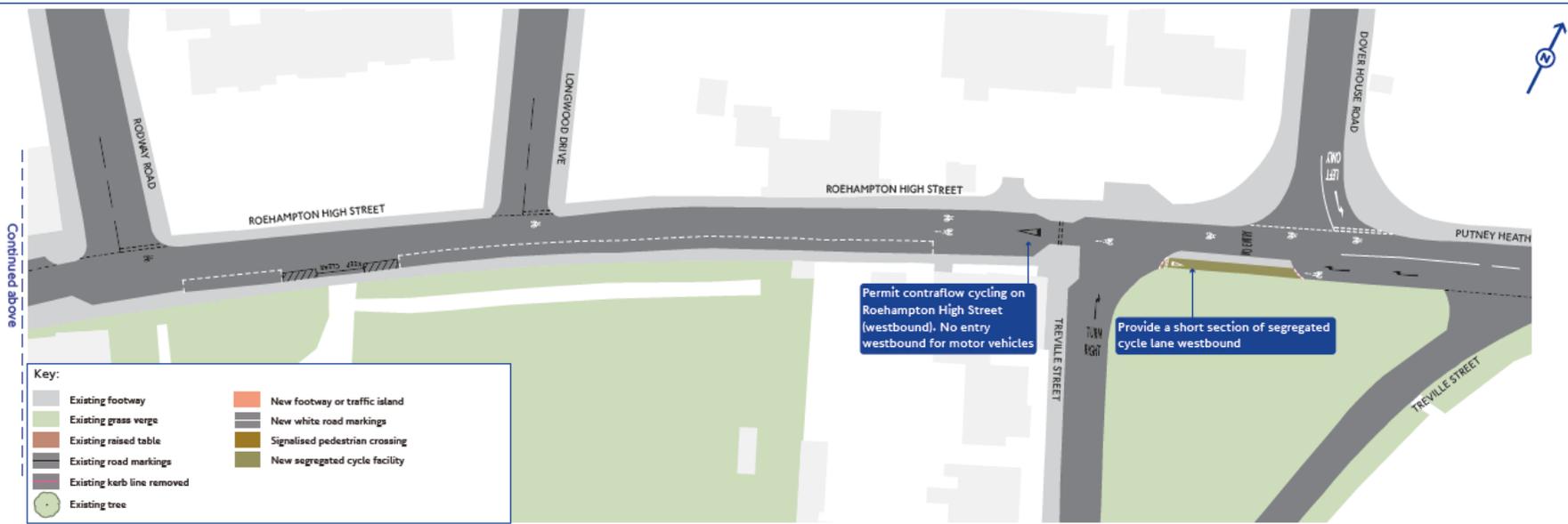
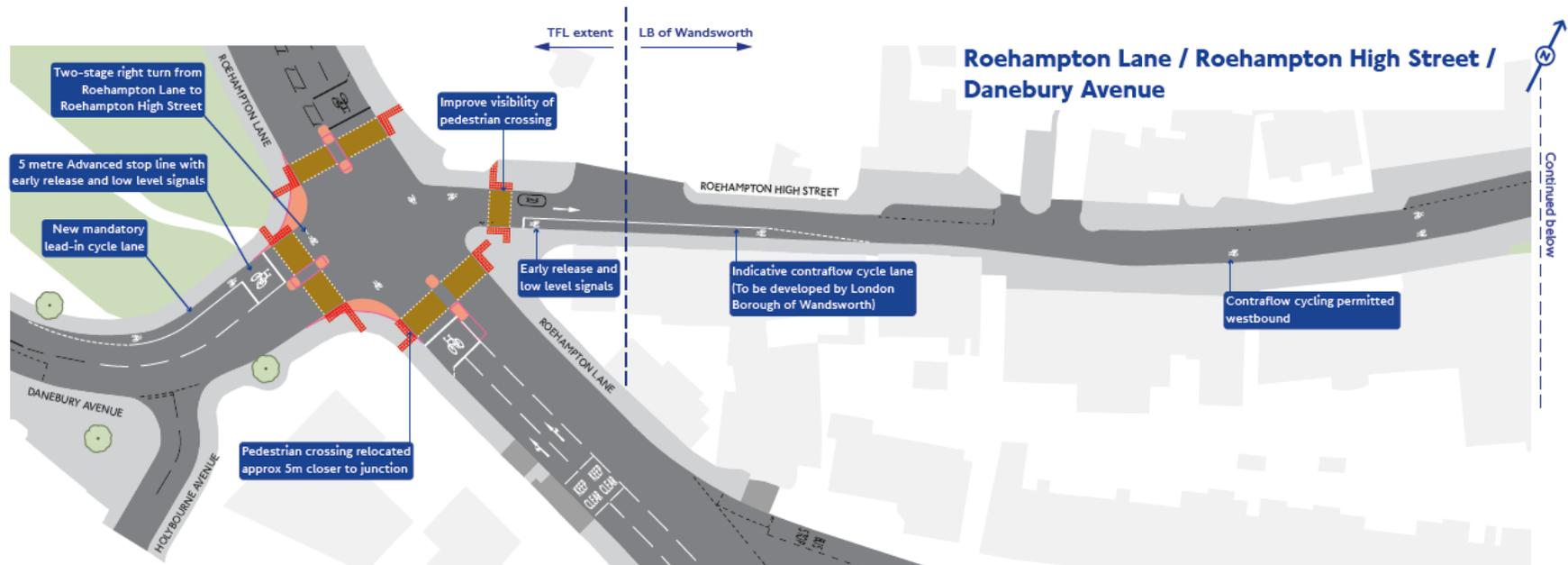
Letter – You can also write to us at FREEPOST TFL CONSULTATIONS.

The consultation will close on **9 December 2016**. Subject to the outcome of the consultation, we would aim to start construction in summer 2017.

Yours faithfully



Matthew Hedges
Consultation Team, Transport for London

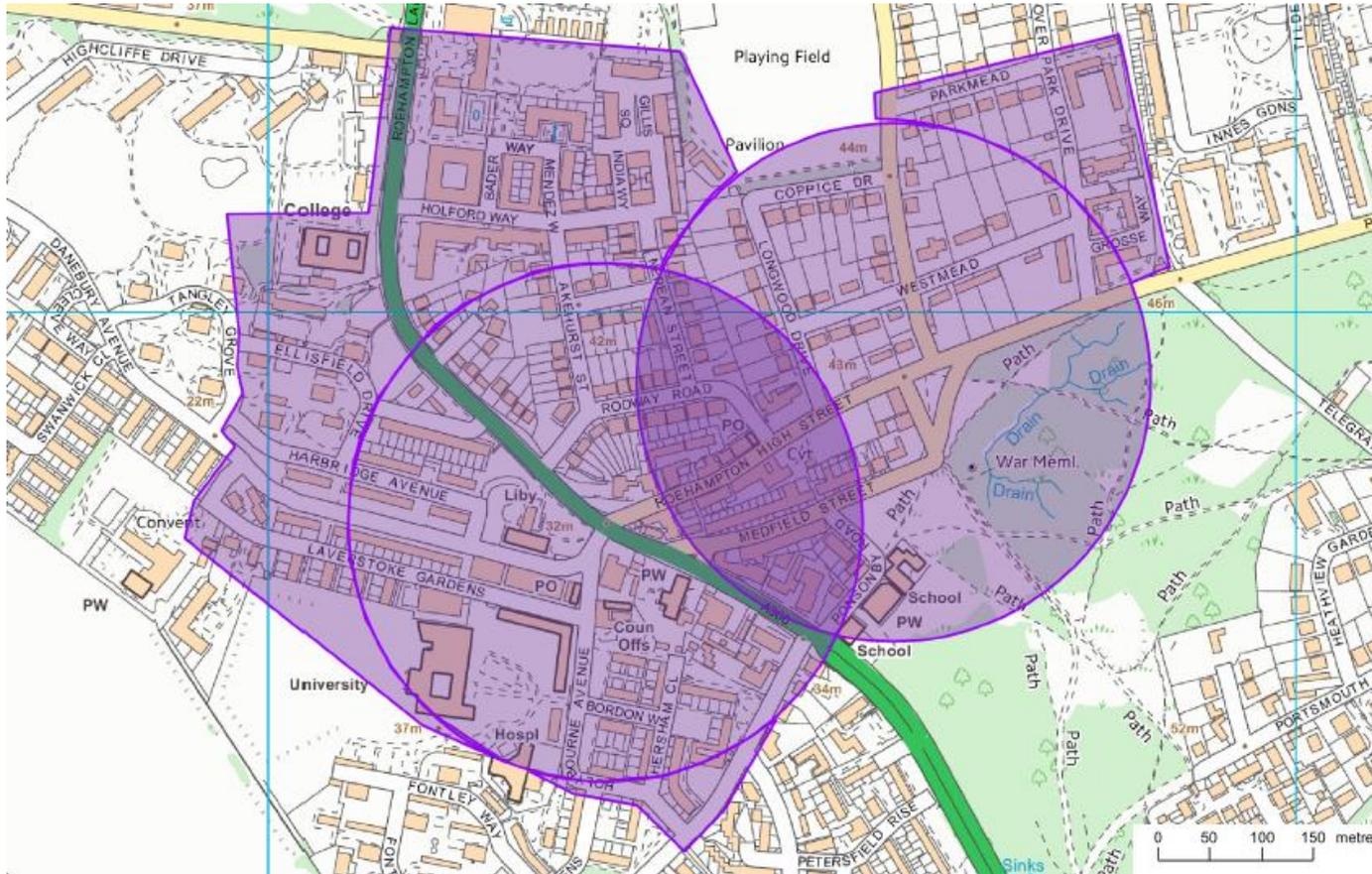


Key:

Existing footway	New footway or traffic island
Existing grass verge	New white road markings
Existing raised table	Signalised pedestrian crossing
Existing road markings	New segregated cycle facility
Existing kerb line removed	
Existing tree	

Appendix B: Letter distribution area

The area to be used for the distribution of our consultation material was jointly agreed between TfL and LB Wandsworth. All addresses shaded in purple were included on our distribution list.



Appendix C: List of stakeholders

More than one member of some organisations listed below was contacted about the consultation, but in each case the organisation is listed only once.

London TravelWatch

Elected representatives	
Rt. Hon. Justine Greening MP	Putney
Valerie Shawcross AM	GLA
Nicky Gavron AM	GLA
Andrew Boff AM	GLA
Tom Copley AM	GLA
Caroline Pidgeon AM	GLA
Kit Malthouse AM	GLA
Shaun Bailey AM	GLA
Kemi Badenoch AM	GLA
Sian Berry AM	GLA
Leonie Cooper AM	GLA
David Kurten AM	GLA
Caroline Russell AM	GLA
Peter Whittle AM	GLA
Cllr Jeremy Ambache	Roehampton and Putney Ward, London Borough of Wandsworth
Cllr Sue McKinney	Roehampton and Putney Ward, London Borough of Wandsworth
Cllr Sue McKinney	Roehampton and Putney Ward, London Borough of Wandsworth
Cllr Jane Cooper	West Putney Ward, London Borough of Wandsworth
Cllr Ian Lewer	West Putney Ward, London Borough of Wandsworth
Cllr Steffi Sutters	West Putney Ward, London Borough of

	Wandsworth
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Other stakeholders
Battersea Society
BT Openreach
Cable and Wireless
CCG Wandsworth
Clapham Society
Disability Rights UK
Dover House Residents' Association
Greater London Authority
House of Commons
ICE -London
London Ambulance Service
London Borough of Wandsworth
London Cycling Campaign (Wandsworth)
London Fire Brigade
London TravelWatch
Metropolitan Police Service
National Grid
Older Persons Forum Wandsworth
Organisation of Blind Afro Caribbeans (OBAC)
Putney Society
Putney Town Centre Partnership Board
Putney Traffic Transport and Parking Working Group
Raynes Park & West Barnes Residents' Association
RNIB
Roehampton Partnership
Royal Mail
Royal National Institute for the Blind
SGN - Scotia Gas Networks
South Mobility Forum Wandsworth
UK Power Networks
University of Roehampton
Virgin Media
Wandsworth Access Association
Wandsworth Care Alliance
Wandsworth Cycling Campaign
Wandsworth Older People's Forum
Wandsworth Safer Transport Team