

SUMMARY OF RESPONSES/OBJECTIONS ON DRAFT: SECTION 6 ORDER(S)

Title of Order
 THE GLA ROAD AND GLA SIDE ROADS(WANDSWORTH) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2007 A3220 AND A3036 LAVENDER HILL, LATCHMERE ROAD AND ELSPETH ROAD VARIATION ORDER 2021
 File Ref: GLA/2021/0008/0009

Comment	Recommendation
<p>To whom it may concern,</p> <p>I have recently received a letter with proposed “safety improvements” to Lavender Hill/Elspeth Road junction.</p> <p>The proposed amendment would stop traffic turning left from Lavender Hill down Elspeth Road at the traffic lights. Please could someone let me know where this traffic will be redirected? Mysore Road is a no entry road from Lavender Hill as is Lavender Gardens so I can only assume the traffic will divert down Sisters Avenue instead. The traffic here will have to cut across a bus/cycle lane to turn left which surely increases the chances of a fatal accident. At the other end of Sisters Avenue, the traffic then heads straight onto the A3 without any traffic lights and with many people, including lots of children heading to school during rush hour, trying to cross a road (Sister Avenue) without any pedestrian crossing.</p> <p>Is it not possible, like the crossing from Clapham Common onto Cedars Road, for an additional set of lights be installed on Lavender Hill/Elspeth road junction to allow cyclists to cross before the cars/buses?</p> <p>Many thanks</p> <p>Kind regards</p>	<p>Vehicles that currently turn left from the eastern arm of Lavender Hill into Elspeth Road towards the A3 Clapham Common North Side must turn left onto the A3. Subsequently because of this restriction there are few recorded vehicles making the left-turn that is proposed to be banned and local traffic is already following more direct routes. Through traffic from the A3216 Cedars Road is permitted to turn right on to A3 Clapham Common North Side. We will be monitoring pre and post implementation traffic flows to identify the impact of the scheme. Additional measures to stop through traffic on local access road is an option.</p> <p>Under the proposed layout, cyclists on all arms of the junction will be given an early release in the signal timings.</p>
<p>I am writing in response to the letter from TfL date 19 November 2020 on Lavender Hill Safety Improvements.</p> <p>We live on Mysore Road, since 2007, and are directly affected by the numerous road traffic impairments already implemented and now planned by the Mayor and TfL. This one particularly and directly affects our quality of life, and I strongly oppose the planned changes. While a death of a cyclist is tragic, I would like to know how many fatal accidents have happened in this crossing in the past 5 years, as I can only remember one which was over 2 years ago. This is not a very dangerous crossing by any means.</p> <p>Traffic was previously flowing well on Lavender Hill, with cars queueing/in jams only at rush hour times. Currently, there is a lot more unnecessary, manufactured congestion clogging up Lavender Hill. This causes both inconvenience, aggravation and also, far worse, a lot more unnecessary traffic pollution from idling cars. There are bound to be long-term health impacts from these changes.</p> <p>Driving out of Mysore Rd to join traffic on Lavender Hill often takes several minutes, as cars, busses and trucks keep blocking the crossing. This happened almost never before the left-side lane in front of the Winkworths estate agents was blocked by a plastic barrier. This would be permanent, along with a left-turn prohibition, meaning that yet more congestion and pollution would hit us.</p> <p>Yet worse, the plan map shows that one would be prohibited from driving across the Lavender Hill/Latchmere Rd crossing when approaching from east/Clapham Junction. Near-side lane for left-turn and off-side lane for right-turn only. Who thinks up these kinds of malevolent, intentional impairments to cause</p>	<p>One fatal collision is too many and the Coroner has identified that, in order to prevent future deaths, we must act to improve safety at this junction.</p> <p>The Borough has made amendments to the road network in this area in accordance with the London Streetscape Plan and these will be reviewed and a decision made as to whether they should be amended, made permanent or removed. However, the proposal seeks to permanently remove the dedicated left-turn lane in the eastern arm of Lavender Hill and its associated left-turn into Elspeth Road. There are very low volumes of traffic making the left-turn from the eastern arm of Lavender Hill into Elspeth Road and through traffic has an alternative route from the A3216 Cedars Road by making the right-turn into A3 Clapham Common North Side. We will be monitoring pre and post implementation traffic flows to identify the impact of the scheme. Additional measures to stop through traffic on local access roads is an option.</p> <p>Removing the ability for traffic to make the east-west movements across the junction in two traffic streams removes the need for traffic to merge on exit of the junction which is not currently safe for cyclists.</p> <p>Footway widening not only improves the pedestrian environment by reducing crossing distance but also reduces the impact that the other measures have on network performance.</p> <p>As part of our Vision Zero Action Plan, we committed to expanding London’s safety camera network as part of our efforts to reduce speed and speed-related collisions in the capital. We remain committed to doing so.</p> <p>The pandemic has had a significant impact on our finances and many of our capital projects. Unavoidably, this has resulted in a delay to our plans to expand the safety camera network.</p>

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ever more traffic jams? This is totally unacceptable.

The broader plan for widening pavements and further obstructing traffic on other parts of Lavender Hill are equally unnecessary and would only cause further health problems and reduction in quality of life for local residents. These plans should be dropped and the traffic arrangements should be returned back to their state in 2019. London-wide, bus lanes should be urgently returned to car use outside of rush hours, as previously. The designer of this change has blood on his/her hands, given the large unnecessary increase in pollution.

One improvement that would be positive is adding a red lights camera for cars driving up Latchmere Rd into the crossing. Cars come against a fully red light very frequently, sometimes even 2 or 3 cars at one go.

I would like to get your response to this email, and I am happy to discuss further as a local resident.

Funding is being secured in our latest business plan so we can introduce cameras where they are most needed. We are beginning the essential preparatory work for this and ensuring we have all the necessary elements in place before rolling out new cameras later in the business plan.

We have made a significant investment in digital technology for MPS enforcement to increase the number of offences that can be processed in anticipation of the expansion of the network. Adding additional cameras without an increase in processing capacity will dilute the effectiveness of the camera network. This new technology was introduced during the pandemic. We need time to understand the impact it has on processing capacity and what more is needed to support the expansion of the safety camera network.

We are also looking at maintenance regimes in preparation for the expansion. New capital investment in cameras requires a corresponding investment in maintenance. We are exploring new camera technology to ensure that we are investing in the best and most cost-effective systems for the future. An example of this is the successful trial of a new type of re-deployable camera on the A10 installed in March this year. We also need to redo the detailed analysis to prioritise locations for safety cameras, using a methodology that was developed in consultation with the boroughs and London Councils. We need to do this to take account of any changes in travel projections and road user behaviour, as well as the transformative changes made to road layouts across London over the last several months.

Dear Sir,

Thank you for the letter (19 November) about TFL proposals to improve the above junction following the death of a cyclist. I'm a car-owning resident of Mysore rd and the changes seem to impose a considerable constraint for Mysore road residents travelling west on Lavender Hill (ie coming from the centre of London) and intending to return to Mysore rd. Now that it has become one-way in a northern direction (about a year ago) it is no longer possible for us to turn left directly into Mysore rd, and we have been obliged to continue to the junction, turn left into Elspeth and then left again half way up Elspeth into Mysore rd. The new proposals now block off this route as well by proposing to ban the left turn into Elspeth rd.

Can you suggest what route you'd expect residents of Mysore rd in this direction to take?

I can see a few alternatives, but they all involve going through narrow and congested residential streets such as Sisters Avenue and Marjorie Grove. The latter has already been subjected to an increase in traffic due to the banning of a right turn into Mysore rd travelling north on Elspeth rd. The next best alternative I can see, approaching Mysore rd from the east on Lavender Hill, would be to turn right (across the traffic) into Theatre st, then left at the bottom and left again onto Latchmere, crossing the junction southbound into Elspeth and turning left into Mysore Rd before the junction of Elspeth Rd with Clapham Common.

I understand that the objective is probably to reduce the risk of vehicles turning left into Elspeth Rd from Lavender Hill crossing the path of cyclists in a dedicated cycle lane who are not turning left, but this is a familiar problem with all junctions involving cycle lanes, and to solve it by preventing the vehicles from turning left at all is not usually a viable solution because there has to be a left turn somewhere and traffic is just diverted into congested side streets. Perhaps this problem could be alleviated by separate traffic light sequences for cycles, separating that flow from the flow of cars.

Improvements to the footways (and drainage) are definitely welcome.

The route into Mysore Road from Elspeth Road is no longer viable because the Borough has made this 'no entry except cycles'. Subsequently, prohibiting the left-turn from the eastern arm of Lavender Hill into Elspeth Road has no greater impact on access to Mysore Road for residents than existing restrictions.

While it would be possible to separate cyclists and motor traffic in the signal timings only, this would have a greater impact on network capacity which would, in turn, potentially create traffic delays that could increase rat-running. Due to the low number of vehicles making the left-turn from the eastern arm of Lavender Hill into Elspeth Road, banning this movement is the preferred option in terms of network impact to the wider area.

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<p>Re: Lavender Hill Safety Improvements</p> <p>I am writing in response to your letter to residents dated 19th November.</p> <p>A consequence of the current temporary changes to the Lavender Hill/Elspeth Road junction is a significant increase in volume of cars using both Sisters Avenue and Thirsk Road as a rat-run to get to the A3. These cars are travelling at ridiculous speed, presumably due to the frustration caused by the horrific traffic jams now on west-bound Lavender Hill, and it is only a matter of time before there is a serious accident on these previously quiet residential streets.</p> <p>May I ask, was your intention regular, almost grid-locked traffic jams all the way down eastern Lavender Hill up to Wandsworth Road station and beyond? If not, then I can report that your current design is disastrous and causing major traffic problems in the whole area.</p> <p>I urge you to either redesign the junction to facilitate cyclists, pedestrians AND cars or, if you insist on the current, ill-conceived plan, urgently come up with traffic calming measures for Sisters Avenue and Thirsk Road. Ideally completely preventing access to the A3 down these routes.</p> <p>Yours in frustration and disbelief,</p>	<p>The Borough has made amendments to the road network in this area in accordance with the London Streetscape Plan and these will be reviewed and a decision made as to whether they should be amended, made permanent or removed.</p> <p>Any notable increase in delay for westbound traffic in the eastern arm of Lavender Hill following the introduction of the Borough's London Streetscape Plan measures can't be solely attributed to those measures and is more likely a result of the increased traffic flows compared to pre-COVID 19 levels based on data that has been collected. Although the changes to the bus lane operational hours may have increased general traffic queues in the inter-peak period, the increased queue would not have resulted in increased delay as the bus lane terminates a sufficient distance from the junction so as not to reduce throughput at the junction. Similarly, the dedicated left-turn lane in the eastern arm of Lavender Hill had very low flows and its removal would not have resulted in the queue lengths that have been observed.</p> <p>However, the proposal seeks to permanently remove the dedicated left-turn lane in the eastern arm of Lavender Hill and its associated left-turn into Elspeth Road. There are very low volumes of traffic making the left-turn from the eastern arm of Lavender Hill into Elspeth Road and through traffic has an alternative route from the A3216 Cedars Road by making the right-turn into A3 Clapham Common North Side. We will be monitoring pre and post implementation traffic flows to identify the impact of the scheme. Additional measures to stop through traffic on local access roads is an option.</p>
<p>Dear Sirs</p> <p>I write to object to the proposed Lavender Hill safety improvements. In particular the reduction of ahead lanes from 2 to 1 in both Eastern and Western arms of Lavender Hill will bring massive congestion to an already congested area. This is the main feeder road to the A3, countless lorries, delivery vans and commuters use it regularly. It is already severely congested and reducing the ahead lanes further will only add to this problem. The mayor and TfL have between them already brought London to a virtual standstill.</p>	<p>Removing the ability for traffic to make the east-west movements across the junction in two traffic streams removes the need for traffic to merge on exit of the junction which is not currently safe for cyclists.</p>
<p>Hello,</p> <p>I received an information pack through my letter box today about the planned improvements to the lavender hill/elspeth road/latchmere road junction.</p> <p>I live on Sisters Avenue and on a daily basis drive through the junction being improved. Lavender Hill is an extremely busy road and there are often long waits even from Sisters Avenue to pass through this junction. Recently changes to the junction intended to restrict the right lane (turning on to latchmere) from being an 'ahead' lane have caused the journey through the junction to become more perilous for motorists/cyclists/pedestrians traveling through in the left 'ahead' lane as impatient motorists on the right lane continue to treat it as an ahead lane and so merge across the left lane traffic in a very dangerous manner. The danger is further exacerbated by bollards having been erected on the west side of the junction narrowing the two lanes approaching the junction from the east to one lane on the west side.</p> <p>Unless something is done to address this issue of traffic merging through the junction from east to west, I fear that cyclists approaching in the proposed segregated cycle lane will be at risk and motorists traveling</p>	<p>Removing the ability for traffic to make the east-west movements across the junction in two traffic streams removes the need for traffic to merge on exit of the junction which is not currently safe for cyclists. We will liaise with the Police if there continue to be problems with compliance of lane designations that have been identified. Cyclists will have an early release in the signal timings and a segregation island on the exit into the western arm of Lavender Hill will also help to protect cyclists.</p>

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through in the correct ahead lane will be squeezed out of their 'right-of-way' passage through the junction.

Perhaps a traffic camera to penalize use of right turning lane for Ahead journeys, clearer segregation of the left and right lanes on the east side of lavender hill and/or new traffic signaling for right turns only could address this?

I would appreciate a response with comments and suggestions about how this might be addressed.

Thank you

Good morning

I live at 24 Altenburg Gardens, London, SW11 1JJ

I received your letter about changes to the crossroads at the junction of Lavender Hill and Elspeth Road

The query I have is about the removal of the left-hand turn option from the Eastern arm of Lavender hill into Elspeth Road.

My comments are as follows:

1. Latchmere Road/Elspeth Road is a key feeder route into the South Circular. The removal of the left-hand turn from Lavender Hill will encourage drivers to use the side roads in advance of the junction to reach the Clapham Common one-way system. This will increase traffic/pollution in the residential areas and potentially a cause of more accidents.

2. Altenburg Gardens, as the first left-hand opportunity after the Crossroads is likely to see an increase in traffic as drivers realise they are no longer allowed to turn left at the crossroads. This will increase traffic/pollution on Altenburg Gardens, which is a residential street. There is also the likelihood of heavy vehicle usage which will likely cause more issues as it is a narrow one-way street.

I am generally in approval of improved safety at the Crossroads but believe the removal of the left-hand turn from the Eastern side of Lavender Hill is a mistake. Please can this be reversed?

Thanks

Dear Sirs/Madams

Please reconsider the changes proposed at this crossroad. I believe the changes will create more traffic on Altenburg Gardens and other residential roads. I live with my family on Altenburg Gdns and already cars race down the road to join the one way system at about 50 miles an hour. The changes mean more of that

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plus heavy duty vehicles. There is a nursery on the corner so children are constantly on the road and the increased pollution and noise that will be incredibly difficult. Please do not force more vehicles onto the residential roads.

Thank you

Good morning

There is a serious flaw in this plan.

Generally traffic has a need to turn left.

In this proposal, traffic will be prevented from turning left from one main road, Lavender Hill, onto another, Elspeth Road.

The consequences of this will be:

There will be more traffic continuing towards the already busy ASDA, Arding & Hobbs, Clapham Junction area.

Traffic will choose to turn left down Eccles Road instead. This is a narrow residential road much less suited than Elspeth Road. There will be a greater risk to cyclists at this junction than at the Elspeth Road junction.

You must either ban the left turn into Eccles Road as well or reconsider the ban into Elspeth Road.

It is that simple.

Regards

Vehicles that currently turn left from the eastern arm of Lavender Hill into Elspeth Road towards the A3 Clapham Common North Side must turn left onto the A3. Subsequently because of this restriction there are few recorded vehicles making the left-turn that is proposed to be banned and local traffic is already following more direct routes. Through traffic from the A3216 Cedars Road is permitted to turn right on to A3 Clapham Common North Side. We will be monitoring pre and post implementation traffic flows to identify the impact of the scheme. Additional measures to stop through traffic on local access road is an option.

Dear TFL,
Thank you for your detailed scheme of improvements. I think it looks really good overall.
I wonder if you could consider something that's been a problem recently. Drivers are already using Kathleen Road as a "rat-run" and speeding down this side road to avoid the junction of Lavender Hill and A3220 Elspeth Road / Latchmere Road.

I live on Kathleen Road. It becomes a one way from Lavender Hill to Latchmere Road. Drivers are speeding across Lavender Hill from Lavender Gardens to reach Kathleen Road. There are no speed bumps so it can be very dangerous to cross the road on foot. Personally, I have had to jump out of the way of both scooters and cars twice during the last month while crossing Kathleen Road on the North side of Latchmere Road. I also noticed, fairly recently, an ambulance crew attending to someone looking very unwell and unconscious next to a scooter in this exact spot.

Is there anything you could consider doing to eliminate this problem as well? My concern is that

We will be monitoring pre and post implementation traffic flows to identify the impact of the scheme. Additional measures to stop through traffic on local access roads is an option. If there are existing speeding issues in Kathleen Road, the Borough who are the highway authority for this road could also investigate traffic calming measures.

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drivers are already trying to avoid the junction at Latchmere and Lavender Hill roads and that Kathleen Road will become even more of a "rat-run". Would speed bumps on Kathleen Road help help?
 Thanks much for your consideration.

Sincerely,

Dear Penny Rees

Thank you for your circular letter.

I wonder if any of you has observed the traffic in the area highlighted? I drive this route frequently.

1. The real danger is the Elspeth Rd /Latchmere Rd junction. The red light from Latchmere Road going south or east is often ignored.
2. The 24/7 bus lane going west has resulted in traffic congestion the length of the part of Lavender Hill from ElspethRoad to Wandsworth RoAd. This does not help you in your laudable sim to reduce emissions.
3. If this is a consultation then it is late as most of these changes have been implemented.
4. Last-another problem is the size and number of enormous lorries and cement mixers that trundle along these roads. They ruin everyone's sight lines and are intimidating and dangerous in built up areas.

Regards

The Borough has made amendments to the road network in this area in accordance with the London Streetscape Plan and these will be reviewed and a decision made as to whether they should be amended, made permanent or removed.

Any notable increase in delay for westbound traffic in the eastern arm of Lavender Hill following the introduction of the Borough's London Streetscape Plan measures can't be attributed solely to those measures and is more likely a result of the increased traffic flows compared to pre-COVID 19 levels based on data that has been collected. Although the changes to the bus lane operational hours may have increased general traffic queues in the inter-peak period, the increased queue would not have resulted in increased delay as the bus lane terminates a sufficient distance from the junction so as not to reduce throughput at the junction. Similarly, the dedicated left-turn lane in the eastern arm of Lavender Hill had very low flows and its removal would not have resulted in the queue lengths that have been observed.

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Latchmere Road and Elspeth Road form part of the Transport for London Road Network and a primary route. Inevitably there will be HGVs using this route.

I have just received your letter today regarding the above.

The proposed changes have obviously not been thought through thoroughly and no-one has been here to look at the problems we already have nor spoken to businesses or the people that actually live here.

You made the bus lane 24/7 no go which has caused the build up of traffic on Lavender Hill and Latchmere Road. Traffic is now coming through Shaftesbury Estate at alarming speeds and causing holdups especially on Sabine Road where the G1 bus travels both ways. This means more pollution and road rage as these are narrow roads and can only take one width of a vehicle. This has now caused drivers who live on the estate a extra half hour on their journey before it even begins!

Many people have COPD, my husband is on oxygen twenty four/seven and I too have it although not so bad yet. I will be seriously thinking of legal action if you go ahead with these plans as they are not going to improve the air quality but make it worse. I would like someone to actually come on to the estate one morning see the traffic and test the pollution and speak to people about their concerns.

You say this is because of one fatal cyclist accident well I can guarantee there are going to be more

The Borough has made amendments to the road network in this area in accordance with the London Streetscape Plan and these will be reviewed and a decision made as to whether they should be amended, made permanent or removed. Additional measures to stop through traffic on local access roads is an option to accompany this scheme.

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accidents, not just traffic ones but actual real people with respiratory problems so I hope you will think again before you start "safety improvements " and waste money you supposedly haven't got.

Yours sincerely

Dear TfL,

While I fully applaud the Mayor's Vision Zero target, as a resident of Mysore Road, I am appalled by the trial cycle lane already on Lavender Hill and particularly by the proposed no left turn onto Elspeth Road.

Social distancing measures on buses have hit many people hard -- there are many young families and elderly people in the area for whom it isn't practical to cycle. The trial cycle lane, and extremely poor signage, has brought traffic on Lavender Hill to a standstill and made it much more dangerous to turn right onto Latchmere Road than it used to be. The right lane on Lavender Hill westbound is meant to be right turn only onto Latchmere Road but because the cycle lane has cut out so much space, cars use both lanes to go straight in an attempt to get across the intersection.

The increased traffic thanks to a cycle lane that stands empty the entire day (including at rush hour) has made it even more difficult to get out of Mysore Road. We usually can't see traffic coming from the left as there are now ALWAYS cars on Lavender Hill blocking the Mysore Road exit.

Eliminating the left turn option from Lavender Hill onto Elspeth Road would certainly smooth traffic but not as much as getting rid of the cycle lane. And it would box residents of Mysore Road in even more than they already are. The street is no entry from Lavender Hill and some people have interpreted that as a one way street, which means those of us at the northern end of the road have to go onto Lavender Hill and then Elspeth Road to access the A3. You would be cutting off that access and forcing more traffic down Sisters Avenue (and further contributing to the problem of getting out of Mysore Road onto Lavender Hill).

Please please PLEASE get rid of the cycle lane! It is making the situation worse and doesn't protect cyclists as it is applied inconsistently across Lavender Hill, just adding to greater motorist confusion.

The cycle lane in the eastern arm of Lavender Hill is not a new facility and does not reduce the space for either 'ahead' or right-turning traffic any more than the pre-COVID-19 layout. Furthermore, the proposed scheme also provides sufficient space for those movements.

Removing the ability for traffic to make the east-west movements across the junction in two traffic streams removes the need for traffic to merge on exit of the junction which is not currently safe for cyclists. We will liaise with the Police if there continue to be problems with compliance of lane designations that have been identified. Cyclists will have an early release in the signal timings and a segregation island on the exit into the western arm of Lavender Hill will also help to protect cyclists.

Hello

I live in clapham SW11 and am a cyclist. I received a letter describing changes to help cycling with the Lavender Hill Safety Improvements. On a daily basis I cycle through this junction and I was thrilled to see work was being done.

However I am disappointed to see a 'two stage right turn for cyclists' in the junction. I don't understand why the lethal, polluting cars are prioritised and are allowed to go through the junction quickly whilst cyclist are expected to wait. Why is the journey time of cars prioritised over cyclists?

When I cycle through this junction, I will not be sacrificing my journey time for cars. I will have to continue to use the main road and the junction is now more dangerous for me, which is a shame.

I hope you can reconsider the use of 'two stage' junctions for cyclist. Instead, please make roads better for

Cyclists are still permitted to use the dedicated right-turn lane for general traffic in the eastern arm of Lavender Hill if this is preferable. However, when physically segregating cyclists, as is proposed in the eastern arm of Lavender Hill, it becomes more difficult to safely allow cycle movements across the path of general traffic. For this reason two-stage right turns are provided in scenarios such as this. Cyclists on all arms will be given an early release in the signal timings and are therefore prioritised over general traffic.

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<p>cycling compared to using a car.</p> <p>I do recognise a lot of great work to make the continuous improvements to London’s roads for cyclists elsewhere</p> <p>Best wishes</p>	
<p>Hi,</p> <p>thanks for the letter re the above. I have the feedback below please:</p> <p>1) The letter mentions “cycle segregation for cycles on the eastern arm of Lavender Hill” but the associated diagram doesn’t show a cycle box at the junction on that eastern arm of Lavender Hill. There is one on the other three roads to that junction. Is that an error or because there will be an “associated two-stage right turn for cycles” (which I think means the same as the “early release signal priority for cycles” mentioned several bullet points below)? There needs to be a cycle box there - if not cyclists will be forced to wait for the early release signal priority within the cycle lane at the left of the road and then cross two lanes of traffic before the cars are released. That’s easy enough if there are one or two cyclists, but not if there are twenty.</p> <p>2) The proposal is for the right hand lane on the eastern arm of Lavender Hill to be right turn only to “remove merging on exit”. That’s correct and laudable, but it is like that currently, and that is not stopping queue jumpers from using the right hand lane to go straight and force the merge with the cars in the left hand lane. Because the right hand lane is in line with the other side of Lavender Hill the cars in the “correct” left hand lane are at a disadvantage and are the ones forced to merge. The design will require enforcement, possibly with a camera.</p> <p>Best regards</p>	<p>Cyclists are still permitted to use the dedicated right-turn lane for general traffic in the eastern arm of Lavender Hill if this is preferable. However, when physically segregating cyclists, as is proposed in the eastern arm of Lavender Hill, it becomes more difficult to safely allow cycle movements across the path of general traffic. For this reason two-stage right-turns are provided in scenarios such as this. Owing to either site constraints or the signal method of control it is not possible to provide other two-stage right-turns elsewhere at the junction. Cyclists on all arms will be given an early release in the signal timings and are therefore prioritised over general traffic. As cycles are encouraged to make the safer right-turn from the eastern arm of Lavender Hill via the segregated cycle lane, a cycle reservoir and advance stop line has not been provided in the eastern arm.</p> <p>Removing the ability for traffic to make the east-west movements across the junction in two traffic streams removes the need for traffic to merge on exit of the junction which is not currently safe for cyclists. We will liaise with the Police if there continue to be problems with compliance of lane designations that have been identified.</p>
<p>Dear Sir , I received your letter about your plans for no left turn onto Elspeth rd from Lavender hill. I think your suggestion has many errors in planning. May I say that making the traffic take the next possible left turn, into Altenburgh gardens, most likely, is JUST as dangerous for bicyclist. At leas the main junction has lights and bike riders, who rarely follow the Highway Code, might be more aware of danger than at the next possible left turn. This will also lead traffic down a narrow one way residential street Etc</p> <p>May I make a suggestion that you have a campaign to remind Bike riders that we drivers live in terror of hitting them as many never stop at red lights, weave in and out of traffic , go down one way streets the wrong way,(prime example Dorothy Rd, just near the Elspeth road junctions) Advertising in Metro and the Evening Standard and hoardings, to educate them on the danger they put themselves in by not following the rules of the road , would be a start. Dorothy Road SW11 2JJ is a steep hill and needs a visible 20 mph speed limit on the corner of Amies street</p>	<p>We will be monitoring pre and post implementation traffic flows to identify the impact of the scheme. Additional measures to stop through traffic on local access roads is an option.</p>

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and Dorothy Rd, as cars roar up the hill at 40 mph and more, with the possibility of bikes coming down the opposite direction, plus scooters nowadays.
 20 painted on the road might also help.

Sorry to rant! Thanks for asking our opinion, best wishes

To TfL and Wandsworth Council,

I have received a letter from TfL entitled "Lavender Hill Safety Improvements" (see photo of letter attached). This letter concerns improvements to the road layout on Lavender Hill at the junction with Elspeth Road / Latchmere Road following the death of a cyclist.

You may recall from my previous correspondence with you (in this e-mail chain) that I have concerns about the next junction along - Lavender Hill / St. John's Hill / St. John's Road / Falcon Road. I have sent you photos, videos and descriptions of the problems at that junction. Whilst TfL did remove one set of traffic lights from that junction that may have been causing confusion, I don't think that the changes made have led to that junction being as safe as it could be. As a reminder, the issue is that the timing of the traffic lights for vehicles doesn't permit the traffic to clear from the centre of the junction before the lights turn green for pedestrians. This means that pedestrians cross while there are still vehicles - most dangerously buses - crossing the junction. Whereas the buses can be quite aggressive, some car drivers are the opposite, panic, and sit in the middle of the junction being hooted by the buses, only then to lurch forward straight into the path of the crossing pedestrians who by this point are asserting their priority. This happens constantly whenever the junction is at all busy. My suggestion is that (a) more time is left between the car traffic lights turning red and the pedestrian lights turning green, to permit all the vehicles to clear the junction; and (b) to make it into a yellow box junction with cameras. However, I am not claiming any expertise on traffic management and so my main request is that you investigate properly and determine collectively what solutions would be best.

Given the action you (TfL) have felt the need to take following on from a death, I would like to recommend that you act on the above junction *before* there is a fatality.

My understanding from previous correspondence with both TfL and the Council is that neither of you considers yourselves to be in charge of that junction in its entirety and you were both suggesting that the other is responsible. However, given the action by TfL on the Elspeth Rd / Latchmere Rd, I would like to suggest that where there is a will (and indeed a fatality) there is a way. Could I please ask you to coordinate with each other and make the Falcon Rd etc. junction safe as well?

Ideally I would like a joint reply from TfL and the Council demonstrating your cooperation.

I am copying in the local MP to this correspondence.

TfL is making temporary changes at this junction as part of the London Streetscape Plan and these could be made permanent but there are also longer term ambitions for improvement.

We operate traffic signals to prioritise safety but this becomes more problematic once a junction operates over capacity owing to excessive levels of traffic. A yellow box would not address the problem as vehicles are permitted to enter them so long as their exit is clear, including right-turners. Furthermore, evidence elsewhere shows that yellow box junctions can exacerbate this type of problem as they seek to avoid receiving a fine for being caught in the yellow box.

Dear Sirs,

I refer to the notice concerning proposed changes to Lavender Hill. Far from improving things, having a no left turn at Elspeth Road would cause significant additional danger to residents along the roads adjacent to Elspeth Road, which would turn into rat runs. I live on Sisters Avenue, which already has its fair share of traffic. The changes would increase the traffic and decrease our quality of life. I will be writing to all residents along Sisters Avenue and Marjorie Grove to make them aware of the drawbacks to these I'll considered and totally unnecessary changes.

The proposal seeks to permanently remove the dedicated left-turn lane in the eastern arm of Lavender Hill and its associated left-turn into Elspeth Road. There are very low volumes of traffic making the left-turn from the eastern arm of Lavender Hill into Elspeth Road and through traffic has an alternative route from the A3216 Cedars Road by making the right-turn into A3 Clapham Common North Side. We will be monitoring pre and post implementation traffic flows to identify the impact of the scheme. Additional measures to stop through traffic on local access roads is an option.

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<p>As a cyclist myself I will also be making representations concerning the bollards that are springing up everywhere, which are more of a hazard than nothing at all. In particular, having cycled in London for 20 years with zero major issues, I have suffered minor crashes on 2 separate occasions owing to the bases of the bollards being in the road without a bollard attached. This is obviously not the way to approach things.</p> <p>The pandemic is not an excuse to 'try out' these types of thing. Your approach will cost, rather than save, lives.</p> <p>I urge you to reconsider.</p> <p>Kind regards</p>	
<p>22nd November 2020 Dear Ms Rees <u>Lavender Hill Safety Improvements</u> Thank you for your letter of 19th November concerning proposed improvements to the junction of Latchmere Road/Lavender Hill in Battersea SW11. As a further safety improvement and a consequence of these changes, I would like to suggest a further change. In order to lessen the flow of major traffic through our quiet residential street nearby to this junction, I recommend that a <u>No Entry sign be situated at the entry of Thirsk Road where it connects with Longbeach Road.</u> This would prevent 50% of the through traffic which runs regularly between Clapham Common North Side and Lavender Hill, in both directions. Thirsk Road is a small residential street but is used as a thoroughfare between Lavender Hill and Clapham Common Northside, because traffic does not want to use or stop at the Traffic Lights at Elspeth Road/Lavender Hill. Thirsk Road is quite dangerous as traffic travels fast in both directions. By introducing a No Entry sign running North to South at the junction of Thirsk and Longbeach Roads, the volume of this through traffic could be reduced by 50% and safety greatly improved. If you would like further details or attend a site visit, I would be happy to elaborate and show you round. Yours sincerely</p>	<p>The proposal seeks to permanently remove the dedicated left-turn lane in the eastern arm of Lavender Hill and its associated left-turn into Elspeth Road. There are very low volumes of traffic making the left-turn from the eastern arm of Lavender Hill into Elspeth Road and non-through traffic has an alternative route from the A3216 Cedars Road by making the right-turn into A3 Clapham Common North Side. We will be monitoring pre and post implementation traffic flows to identify the impact of the scheme. Additional measures to stop through traffic on local access roads is an option.</p>
<p>RE: Proposed works at the junction of Lavender Hill and Elspeth/Latchmere Road</p> <p>While I completely understand the intent behind the proposed works to improve cyclist safety, I am very concerned that (as with most traffic restrictions) all this will do is push more traffic and associated issues into the adjacent residential streets that are far less suited to cope with the level of use – In this case left turning traffic into Mysore Road and Lavender Gardens.</p> <p>Given the considerable size of the existing pavement on the SE corner of this junction and its planned further expansion, why is there not an enclosed cycle lane across this section of lavender hill? The changes to the road filters could be retained with left turn and straight on combined, and this would allow additional space and time to minimise any potential collisions without the consequent impact to drivers and residents.</p>	<p>The proposal seeks to permanently remove the dedicated left-turn lane in the eastern arm of Lavender Hill and its associated left-turn into Elspeth Road. There are very low volumes of traffic making the left-turn from the eastern arm of Lavender Hill into Elspeth Road and non-through traffic has an alternative route from the A3216 Cedars Road by making the right-turn into A3 Clapham Common North Side. We will be monitoring pre and post implementation traffic flows to identify the impact of the scheme. Additional measures to stop through traffic on local access roads is an option.</p> <p>A segregated cycle lane is proposed in this section of Lavender Hill. Widening the footway will assist pedestrians by shortening the crossing distance and will also allow the junction to operate more efficiently in terms of signal timings.</p>

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<p>Regards,</p>	
<p>In response to your letter asking for feedback, we live just off Lavender Hill.</p> <p>1. Many of the changes laid out in the letter have already been completed - the nearside lane East to West on Lavender Hill has been closed (point 2) the offside lane is right turn only and the nearside lane ahead only (point 3), nominally.</p> <p>2. Perhaps because of these changes, the traffic East to West on Lavender Hill is now held up for from the Elspeth Road Junction almost to the Queenstown Road junction for most of the day. This makes car journeys 15-20 minutes longer and is unpleasant for pedestrians to walk next to stationery traffic.</p> <p>3. The right turn only lane from Lavender Hill to Latchmere Road is largely ignored, causing dangerous incidents. Drivers see advantages to overtaking the nearside lane and cutting in at the last minute. Furthermore the introduction of the cycle lane on Lavender Hill means a dangerous manoeuvre to the right for cars crossing the junction East to West, and hence across the offside lane. The offside lane must be physically separated from the nearside lane.</p> <p>We would be interested to your response.</p> <p>PS It has been difficult finding how to provide feedback. The phone number provided does not lead to an appropriate contact.</p>	<p>The Borough has made amendments to the road network in this area in accordance with the London Streetscape Plan and these will be reviewed and a decision made as to whether they should be amended, made permanent or removed. However, the proposal seeks to permanently remove the dedicated left-turn lane in the eastern arm of Lavender Hill and its associated left-turn into Elspeth Road. There are very low volumes of traffic making the left-turn from the eastern arm of Lavender Hill into Elspeth Road and non-through traffic has an alternative route from the A3216 Cedars Road by making the right-turn into A3 Clapham Common North Side. We will be monitoring pre and post implementation traffic flows to identify the impact of the scheme. Additional measures to stop through traffic on local access roads is an option.</p> <p>Removing the ability for traffic to make the east-west movements across the junction in two traffic streams removes the need for traffic to merge on exit of the junction which is not currently safe for cyclists. We will liaise with the Police if there continue to be problems with compliance of lane designations that have been identified.</p>
<p>Dear Penny Rees,</p> <p>Thank you for you letter regarding the above dated 19th November 2020.</p> <p>I am afraid your illustration of the proposed plans to change the junction at Lavender Hill and Elspeth Road etc, are extremely misleading and indeed are a misrepresentation of both the existing lay out and therefore presumably your proposed changes.</p> <p>For some reason you have completely omitted the existing westward Lavender Hill Bus lane from plan?</p> <p>As you may know the rules for this bus lane were changed about six weeks ago (from <u>7am to 10am only</u> to "<u>at any time</u>"). Without any doubt this has now lead to huge tail-backs of traffic at ALL times of the day. In consequence this means that all private and commercial vehicles travelling Westward towards Wandsworth have to effectively travel in <u>SINGLE FILE</u> from Queenstown Road to at least Clapham Junction and beyond.</p>	<p>The Borough has made amendments to the road network in this area in accordance with the London Streetscape Plan and these will be reviewed and a decision made as to whether they should be amended, made permanent or removed.</p> <p>Any notable increase in delay for westbound traffic in the eastern arm of Lavender Hill following the introduction of the Borough's London Streetscape Plan measures can't solely be attributed to those measures and is more likely a result of the increased traffic flows compared to pre-COVID 19 levels based on data that has been collected. Although the changes to the bus lane operational hours may have increased general traffic queues in the inter-peak period, the increased queue would not have resulted in increased delay as the bus lane terminates a sufficient distance from the junction so as not to reduce throughput at the junction. Similarly, the dedicated left-turn lane in the eastern arm of Lavender Hill had very low flows and its removal would not have resulted in the queue lengths that have been observed.</p> <p>However, the proposal seeks to permanently remove the dedicated left-turn lane in the eastern arm of Lavender Hill and its associated left-turn into Elspeth Road. Vehicles that currently turn left from the eastern arm of Lavender Hill into Elspeth Road towards the A3 Clapham Common North Side must turn left onto the A3. Subsequently because of this restriction there are few recorded vehicles making the left-turn that is proposed to be banned and local traffic is already following more direct routes. Through traffic from the A3216 Cedars Road is permitted to turn right on to A3 Clapham Common North Side. We will be monitoring pre and post implementation traffic flows to identify the impact of the scheme. Additional measures to stop</p>

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NOW to make matters worse you are reducing the THREE lanes of traffic(incl Buses) travelling westward funnelling in to ONE lane on Lavender Hill after Elspeth Road.
This is including the squeezing of a Cycle Lane on Lavender Hill (opposite the Police Station) so that Buses and Private and Commercial traffic merge over the hatched intersection with Elspeth and Latchmere Road.
Meanwhile the cyclists are given 2/3rd of the vehicular space for their own. This is entirely disproportionate to the number road users of the junction.

Furthermore, It seems the only way anyone wishing to turn from Westward Lavender Hill toward the South Circular Road on the Common is to take an earlier left turn, Thereby turning Mysore Road (and other similar Residential streets) into "rat-runs.

This proposed Traffic Plans will merely make an existing problem worse. Maybe the Coroner should visit the area to get a true perspective of what he apparently is recommending.

The whole entire traffic for the area is congealing, even in these traffic-lite Covid days, what you and the coroner suggest will only make things worse.

Please think again.

Yours sincerely

through traffic on local access road is an option.

Hi there, just wanted to respond to your proposals to improve Lavender Hill safety for cyclists.

Whilst I fully approve of safety measures for cyclists, being a cyclist myself, I am concerned that your proposed changes preventing motorists turning left from Lavender Hill onto Elspeth Road will increase the volume of traffic cutting through from Lavender Hill to Clapham Common Northside via:

- Sisters Avenue and then Marjorie Grove
- Elspeth Road, turning left into Mysore Road and then along the top end of Marjorie Grove.

I live on Marjorie Grove and have noticed that since the recent change on Mysore Road to a one-way road the amount of traffic cutting through from Lavender Hill to Clapham Common Northside has increased massively, making it quite a dangerous and busy road, particularly for cyclists as it's a narrow road. It seems to me that your proposed changes will increase it further making it even busier and more dangerous. Have you considered this and taken it into account?

My other concern is that cyclist don't take much notice of red lights; I'm often the only one stopping at red lights, most other cyclists and people on scooters just sail through regardless.

Kind regards

The proposal seeks to permanently remove the dedicated left-turn lane in the eastern arm of Lavender Hill and its associated left-turn into Elspeth Road. There are very low volumes of traffic making the left-turn from the eastern arm of Lavender Hill into Elspeth Road and through traffic has an alternative route from the A3216 Cedars Road by making the right-turn into A3 Clapham Common North Side. We will be monitoring pre and post implementation traffic flows to identify the impact of the scheme. Additional measures to stop through traffic on local access roads is an option.

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<p>To Whom it may Concern,</p> <p>I have received your event communication regarding the changes to Lavender Hill in Battersea focused on 'safety improvements' near the junction with Elspeth Road and Latchmere Road.</p> <p>As a resident of Lavender hill, a cyclist in London and a motorist I would like to point out that I and a number of my neighbours do not see these as improvements. The death of a cyclist is of course tragic but the measures implemented were not done in consultation with residents and users and so it is worth setting out for you the negative impact these have had.</p> <p>1 - The traffic is now worse - people struggle to filter onto the west bound part of Lavender Hill towards Clapham Junction Station because of the reduction in road width and there is confusion as the right hand lane before the junction is now for right turn only which is turn causes greater tailbacks along Lavender Hill back past Battersea Arts Centre 2 - there are very few cyclists who seem to be using the designated section 3 - it appears to have increased driver impatience due to the issues associated with the changes</p> <p>I am of course unsurprised that TFL under the leadership of our current mayor should do something without speaking with residents and I felt it was important to flag that not all of us are pleased with what has been imposed.</p> <p>Respectfully,</p> <p>Sent from my iPad</p>	<p>The Borough has made amendments to the road network in this area in accordance with the London Streetscape Plan and these will be reviewed and a decision made as to whether they should be amended, made permanent or removed.</p> <p>Any notable increase in delay for westbound traffic in the eastern arm of Lavender Hill following the introduction of the Borough's London Streetscape Plan measures can't solely be attributed to those measures and is more likely a result of the increased traffic flows compared to pre-COVID 19 levels based on data that has been collected. Although the changes to the bus lane operational hours may have increased general traffic queues in the inter-peak period, the increased queue would not have resulted in increased delay as the bus lane terminates a sufficient distance from the junction so as not to reduce throughput at the junction. Similarly, the dedicated left-turn lane in the eastern arm of Lavender Hill had very low flows and its removal would not have resulted in the queue lengths that have been observed.</p> <p>However, the proposal seeks to permanently remove the dedicated left-turn lane in the eastern arm of Lavender Hill and its associated left-turn into Elspeth Road. Vehicles that currently turn left from the eastern arm of Lavender Hill into Elspeth Road towards the A3 Clapham Common North Side must turn left onto the A3. Subsequently because of this restriction there are few recorded vehicles making the left-turn that is proposed to be banned and local traffic is already following more direct routes. Through traffic from the A3216 Cedars Road is permitted to turn right on to A3 Clapham Common North Side. We will be monitoring pre and post implementation traffic flows to identify the impact of the scheme. Additional measures to stop through traffic on local access road is an option.</p> <p>Removing the ability for traffic to make the east-west movements across the junction in two traffic streams removes the need for traffic to merge on exit of the junction which is not currently safe for cyclists.</p>
<p>I have no objection to stopping cars turning right into Elsbeth Rd my issue as a mother who lives on Longbeach Rd is not being able to use the bus lane at all. This has resulted in the traffic being very heavy on Lavender Hill. I have to pick my son up from school in the car as Northcote Lodge is a 25 minute walk from our front door. I walk when I have time but am currently working from home and it's dark by 4pm. My son who is 12 doesn't finish until 530pm. I really feel this hasn't been fully thought thru. Local residents like myself weren't asked for our views. I fully support us all trying to reduce our carbon footprint but we have to be realistic and sometimes driving is the only option.</p> <p>Best</p>	<p>The Borough has made amendments to the road network in this area in accordance with the London Streetscape Plan and these will be reviewed and a decision made as to whether they should be amended, made permanent or removed.</p>
<p>Dear Sir/Madam, I am very concerned about the proposed changes to the junction at Lavender Hill/ Elspeth Rd/ Latchmere Rd. You are proposing to stop traffic coming from the East along Wandsworth Road (Lavender Hill) from turning</p>	<p>There is no proposal to prohibit the left-turn from the western arm of Lavender Hill into Latchmere Road.</p> <p>The proposal seeks to permanently remove the dedicated left-turn lane in the eastern arm of Lavender Hill and its associated left-turn into Elspeth Road. There are very low volumes of traffic making the left-turn from the eastern arm of Lavender Hill into Elspeth Road and through traffic has an alternative route from the A3216 Cedars Road by making the right-turn into A3 Clapham Common North Side. We will be monitoring</p>

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Left into Elspeth Road; and traffic coming from the West along Lavender Hill from turning left into Latchmere Road.
 This is a very major route in and out of Central London and if you carry out these changes, you will simply move the problem for cyclists onto even smaller roads in order for cars vans etc to get through to the bridges, or up to the Sth Circular: which they will do in any case.
 That would mean traffic currently turning left into Elspeth road would have to turn left onto next available left turn, which is Altenburg Gardens. This is a very straight road and people drive very fast up it - the recent implementation of a 20mph speed limit has made little impression - because drivers can see all the way up the road, they race along - terrifying for those of us who live in the road with toddlers and children, many of whom walk to and from school.
 Please do not go ahead with this proposal - as I recall, the cyclist who was killed was in the middle lane and hit a pothole and was knocked in front of the 45ft Lorry while the driver was on the phone. This was a terrible and very tragic accident, but surely you should be looking to introduce cycle lanes (admittedly not easy on narrow lavender Hill) rather than just shift the problem a few yards further along the same road.
 I would appreciate a reply to this and will be keeping an eye on how this proposal proceeds.
 With best wishes,

pre and post implementation traffic flows to identify the impact of the scheme. Additional measures to stop through traffic on local access roads is an option.

Dear Penny Rees
 Further to your letter sent out to local residents regarding the above, the diagram does not show where traffic travelling East to West or West to East along Lavender Hill will go – presumably there will be no obstacle to cars driving in a straight line? There also needs to be a left turn at Elspeth Road for cars travelling East to West along Lavender Hill otherwise Altenburg Gardens will become a rat run. Already there is no left turn at St John’s Road.
 Yours sincerely

The proposal seeks to permanently remove the dedicated left-turn lane in the eastern arm of Lavender Hill and its associated left-turn into Elspeth Road. There are very low volumes of traffic making the left-turn from the eastern arm of Lavender Hill into Elspeth Road and through traffic has an alternative route from the A3216 Cedars Road by making the right-turn into A3 Clapham Common North Side. We will be monitoring pre and post implementation traffic flows to identify the impact of the scheme. Additional measures to stop through traffic on local access roads is an option.

Following your letter of 19th November we have concerns as to the safety of the new proposals at the junction of Lavender Hill and A32220 Elspeth Road/Latchmere Road.
 If traffic can no longer turn left coming West along Lavender Hill, where is the traffic going to go as already there is too much traffic **roaring** down Sisters Avenue and Marjorie Grove? All this scheme is doing is putting the life of pedestrians at more risk in those areas and the traffic has already caused huge gridlock and extra pollution along Lavender Hill.
 With this Pandemic every Council seems to feel they have to put in cycle lanes everywhere and it simply does not make good common sense and is also a waste of our taxpayer’s money.
 We look forward to hearing from you.

The proposal seeks to permanently remove the dedicated left-turn lane in the eastern arm of Lavender Hill and its associated left-turn into Elspeth Road. There are very low volumes of traffic making the left-turn from the eastern arm of Lavender Hill into Elspeth Road and through traffic has an alternative route from the A3216 Cedars Road by making the right-turn into A3 Clapham Common North Side. We will be monitoring pre and post implementation traffic flows to identify the impact of the scheme. Additional measures to stop through traffic on local access roads is an option.

Dear TfL

The proposal seeks to permanently remove the dedicated left-turn lane in the eastern arm of Lavender Hill and its associated left-turn into Elspeth Road. There are very low volumes of traffic making the left-turn from the eastern arm of Lavender Hill into Elspeth Road and through traffic has an alternative route from the A3216 Cedars Road by making the right-turn into A3 Clapham Common North Side. We will be monitoring

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<p>I wish to express my concerns and objections at two of the proposed Lavender Hill Safety Improvements.</p> <p>The proposals seem fairly OK apart from:</p> <ol style="list-style-type: none">1. The proposed no left turn from Lavender Hill into Elspeth Road (as you come from Vauxhall). As Mysore Road is one way already (no entry from Lavender Hill), if there is a no left turn from Lavender Hill then the only way of getting into Elspeth Road (from the Vauxhall direction) will be to go via Sisters Avenue or Altenburg Gardens. Both of these will add journey time (and cost if you are in a taxi), increase traffic in both Altenburg/Sisters and increase air pollution in both Altenburg/Sisters. I'm sure the residents of Altenburg/Sisters won't be happy.2. The proposal to reduce the "ahead" lanes from two to one. This will make a busy junction even busier. The traffic on Lavender Hill has got notably worse in recent months (a three minute taxi journey to my gym on Falcon Road now takes 6 minutes ie has doubled). The new cycle lane opposite the Police Station on Lavender Hill is not needed (it leads nowhere!) and I have never seen anyone use it.	<p>pre and post implementation traffic flows to identify the impact of the scheme. Additional measures to stop through traffic on local access roads is an option.</p> <p>Removing the ability for traffic to make the east-west movements across the junction in two traffic streams removes the need for traffic to merge on exit of the junction which is not currently safe for cyclists.</p>
<p>I am responding to Penny Rees' letter of 19/11/20 regarding the above. I am a pedestrian, keen cyclist and motorist living nearby in Altenburg Gardens. Whilst I am supportive of TfL's efforts to encourage and make cycling safer I am very concerned that the proposed no left turn for motor vehicles from Lavender Hill onto Elspeth Road will have serious unforeseen wider consequences for safety on other smaller nearby streets.</p> <p>If this change were implemented in its current form cars and lorries will naturally seek other ways to reach the South Circular. Elspeth Road is a main road and a red route. If this no left turn onto Elspeth Road were implemented vehicles will be forced to carry on west down Lavender Hill seeking alternative left turns - the next available options being Altenburg Gardens and Eccles Road. Both of these roads are narrow residential roads not suitable for this increase in traffic (including foreseeably a higher number of wider heavy goods vehicles).</p> <p>Where I live in Altenburg Gardens there is already evidence of an ever increasing volume of traffic using this road as a 'rat run'. Theoretically there is a 20mph speed limit which is consistently ignored putting residents, their children, pets and property in danger. There have been a number of accidents recently including one on 20/9/20 (police ref. CAD 972/2020/sep) when a driver lost control and - even in such a narrow road - flipped her car onto its roof "writing off" her vehicle plus two others including mine and seriously damaging at least three more. Because the road is so narrow vehicles parked on both sides of the road were damaged. Additionally the road is often littered with debris such as car wing mirrors that are being routinely stripped off parked cars as drivers speed through. We need measures here which will reduce and slow the volume of traffic in these residential side roads - not increase it. I have already recently written to Wandsworth Council - only to be told that the enforcement of speed limits is not their responsibility. Its clearly not enough to declare an area a 20mph zone. We need average speed check cameras that will enforce it.</p> <p>I therefore urge you in the strongest possible terms not to proceed with the proposed no left turn onto Elspeth Road and instead to actively look for measures that will reduce the speed and number of vehicles using the surrounding quieter and narrower residential roads.</p> <p>Kind regards,</p>	<p>The proposal seeks to permanently remove the dedicated left-turn lane in the eastern arm of Lavender Hill and its associated left-turn into Elspeth Road. There are very low volumes of traffic making the left-turn from the eastern arm of Lavender Hill into Elspeth Road and through traffic has an alternative route from the A3216 Cedars Road by making the right-turn into A3 Clapham Common North Side. We will be monitoring pre and post implementation traffic flows to identify the impact of the scheme. Additional measures to stop through traffic on local access roads is an option.</p>
	<p>The proposal seeks to permanently remove the dedicated left-turn lane in the eastern arm of Lavender Hill and its associated left-turn into Elspeth Road. There are very low volumes of traffic making the left-turn from</p>

SUMMARY OF RESPONSES/OBJECTIONS ON DRAFT: SECTION 6 ORDER(S)

Title of Order

THE GLA ROAD AND GLA SIDE ROADS(WANDSWORTH) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2007 A3220 AND A3036 LAVENDER HILL, LATCHMERE ROAD AND ELSPETH ROAD VARIATION ORDER 2021

File Ref: GLA/2021/0008/0009

Good afternoon,

I am responding to Penny Rees' letter of 19/11/20 regarding the Lavender Hill Safety Improvements.

We are a family of three, with a young toddler, living in Altenburg Gardens and count ourselves as residents, pedestrians, cyclists and motorists. Whilst we are supportive of TFL's efforts to encourage and make cycling safer, we are also very concerned that the proposed no left turn for motor vehicles from Lavender Hill onto Elspeth Road will have serious knock on consequences for safety on other smaller nearby streets.

If this change were implemented in its current form cars and lorries will naturally seek other ways to reach the South Circular. Elspeth Road is a main road and a red route. If this no left turn onto Elspeth Road were implemented vehicles will be forced to carry on west down Lavender Hill seeking alternative left turns - the next available options being Altenburg Gardens and Eccles Road. Both of these roads are narrow residential roads not suitable for this increase in traffic, particularly not wider heavy goods vehicles.

Under the proposed introduction of the 'no left turn', any vehicles attempting to access the South Circular from Queenstown Road would have to sit through two extra sets of traffic lights before reaching the south circular. This creates more time spent on the road, congestion and pollution. Surely this is the absolute opposite of what we want to be achieving for traffic in London?

The purpose of introducing a no left turn is to protect cyclists. We argue that there is already a opportunity to solve this problem at the current junction, with traffic lights in place and the ability to give cyclists a head start on the cars. If you push the cars further along Lavender Hill, they will next have the opportunity to turn left to access the south circular from Altenburg Gardens; the entrance to this road sits behind a loading bay and a bus stop. Cyclists will already be pulling out into the road to bypass stationary vehicles at these points, only to meet with an increased stream of motorists turning left - this will create an increase hazard of an accident occurring at this junction - it is clearly a major hazard and, in our opinion, is only moving the current issue you highlight along, rather than dealing with it where it currently exists.

Furthermore, the exit from Altenburg Gardens onto the A3/Battersea Rise is very narrow and only allows for one car to exit at a time before the traffic lights. It is completely unsuitable for big trucks to make use of and will quickly cause a lot of congestion to back up down Altenburg Gardens. The exit is already heavily used by pedestrians and intersects a busy cycle and motorist route. Furthermore, it is directly adjacent to a nursery school, for which the parents and small children must congregate on the pavement next to the aforementioned road exit. An increase of traffic here will not only be physically dangerous but also terrible from an environmental/health point of view. Small children lining up for nursery alongside a congested road where (presumably by this point in their journey) a queue of frustrated motorists sit, struggling to exit.

I also second my neighbour, Tony Kennet's, comments, which have already been submitted to you, as follows:

Where I live in Altenburg Gardens there is already evidence of an ever increasing volume of traffic using this road as a 'rat run'. Theoretically there is a 20mph speed limit which is consistently ignored putting residents, their children, pets and property in danger. There have been a number of accidents recently including one on 20/9/20 (police ref. CAD 972/2020/sep) when a driver lost control and - even in such a narrow road - flipped her car onto its roof "writing off" her vehicle plus two others including mine and seriously damaging at

the eastern arm of Lavender Hill into Elspeth Road and through traffic has an alternative route from the A3216 Cedars Road by making the right-turn into A3 Clapham Common North Side. We will be monitoring pre and post implementation traffic flows to identify the impact of the scheme. Additional measures to stop through traffic on local access roads is an option.

Cyclists on all arms of the junction will receive an early release in the signal timings. By banning the left-turn from the eastern arm of Lavender Hill into Elspeth Road, cyclists are not at risk from left-hook collisions and the junction will operate more efficiently by allowing westbound cycles and general traffic to operate at the same time.

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least three more. Because the road is so narrow vehicles parked on both sides of the road were damaged. Additionally the road is often littered with debris such as car wing mirrors that are being routinely stripped off parked cars as drivers speed through. We need measures here which will reduce and slow the volume of traffic in these residential side roads - not increase it. I have already recently written to Wandsworth Council - only to be told that the enforcement of speed limits is not their responsibility. Its clearly not enough to declare an area a 20mph zone. We need average speed check cameras that will enforce it.

We therefore urge you in the strongest possible terms not to proceed with the proposed no left turn onto Elspeth Road and instead to actively look for measures that will reduce the speed and number of vehicles using the surrounding quieter and narrower residential roads.

Best wishes,

I hear that TFL are going to close off the left turn into Elspeth Road for vehicles travelling eastwards from Lavender Hill to Clapham Junction. This will cause more traffic to use narrow side roads running from Lavender Hill to the A3 on Clapham Common Northside. I don't live there, but I feel its not good for those who live in the series of streets that run parallel to Elspeth Road. The pollution will be much worse.

The proposal seeks to permanently remove the dedicated left-turn lane in the eastern arm of Lavender Hill and its associated left-turn into Elspeth Road. There are very low volumes of traffic making the left-turn from the eastern arm of Lavender Hill into Elspeth Road and through traffic has an alternative route from the A3216 Cedars Road by making the right-turn into A3 Clapham Common North Side. We will be monitoring pre and post implementation traffic flows to identify the impact of the scheme. Additional measures to stop through traffic on local access roads is an option.

As both a cyclist and a driver, I think the ban to the left turn into Elspeth Road is an appalling idea. The banning of the left turn into Elspeth Road will not help cyclists. And will activity cause pedestrians and local residents more problems. Banning the left turn will mean it will happen across the junction into a residential street, causing increased pollution and increased safety-risk in residential areas.

The widening of the pavement on a very unused part of the street is not going to encourage more people to walk there as there is very little to go to apart from Winkworths. The fact that the pavement at this point should be made smaller in order to allow for a dedicated left turn filter so that cyclists and drivers can use the left hand turn and not the confusion that is there at present - i.e. which lane moves forward, which turns left and which right.

if there were clearer designated turns at this point then the onward cyclist would not be stuck by the pavement but would be encouraged to take up visual space in the line of ongoing traffic and be on the right hand side of a left turning driver. Also, the cyclist would then be on the left hand side of a right turning driver and would have to be encourage to take up a lane with the straight on traffic. If this was then more pollution and increased safety-risk in residential areas.

This idea of a banned left turn will create more rat runs for car drivers in both Sisters Avenue (before the turning) and Altenburg Gardens (after the turning) and the many roads running down from Lavender Hill. This has been very evident since the first lockdown restrictions were relaxed.

As we have seen in the mornings over the last few months with fewer people using public transport, cars,

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Widening the footway will assist pedestrians by shortening the crossing distance and will also allow the junction to operate more efficiently in terms of signal timings.

The current temporary lane designations are clearly marked on the carriageway; the near-side lane is for 'ahead' and left-turning traffic while the off-side lane is for right-turning traffic. The provision of dedicated left-turn lanes is dangerous for cyclists.

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vans and inappropriately sized vehicles, keep trying to squeeze down these smaller residential roads, causing bad tempers and erratic and driving behaviours, including

- Following closely and horn beeping,
- Cutting people off with improper lane changes and side swiping moves instead of sitting in the appropriate lane.
- Not yielding/giving right of way
- Reckless driving such as trying to pass when visibility is limited
- Distracted driving such as trying to work out what cut throughs and alternatives there are and then last minute changes of direction leading to thoughtless moves

Surely, we should be looking at sending the cyclists on the less congested routes rather than motorists. I am concerned that this change is going ahead without looking at the issues that have happened in the local area due to bridge closures on Vauxhall, Wandsworth and Hammersmith.

I am replying to the letter, dated 19 November, that was recently posted through my door. My family and I live on Altenburg Gardens and I am very worried about the new proposal that will stop cars from Lavender Hill turning left onto Elspeth Road. This means that traffic will no longer be able to join the main route up Elspeth road to the Clapham Common one-way system, which seems to be an extremely dangerous move that will not only lead to an increased number of accidents, but will also considerably increase the amount of traffic in nearby roads. Whilst we are very keen to back any schemes that enable cyclists and pedestrians to use the roads/pavements more safely, these proposals look like they will have the absolute opposite effect.

We have seen several accidents recently, due to cars speeding down Altenburg Gardens and increased traffic using our street as a rat run. There are always stray bits of wing mirror/car bumper in the road, as larger vehicles clip the parked cars when they race along it. The most recent accident was on 20/9/20 (police ref. CAD 972/2020/sep) when a driver lost control and wrote off their own car and damaged many more. The road is extremely narrow and always has cars parked on both sides, so we need measures put in place to REDUCE both the amount of traffic and the speed at which it travels - not increase it. Surely, TFL needs to be looking at minimising the use of these narrow side road by large vehicles, which is the opposite of what the proposal seems to be inviting.

The suggestion of moving the loading bay from Lavender Hill to Lavender Gardens seems to be ill thought out too. It will surely lead to even more traffic on Lavender Gardens and Altenburg Gardens, as the only way to access the new Loading Bay will be via our street. By its very nature, large vehicles/lorries will be the ones needing to reach it - so funnelling them down an already narrow street just seems like a recipe for disaster.

In summary, I would sincerely ask to consider not proceeding with these proposals, but to look at ways to reduce both the speed and volume of traffic in these quiet, narrow, residential streets.

Kind regards

The proposal seeks to permanently remove the dedicated left-turn lane in the eastern arm of Lavender Hill and its associated left-turn into Elspeth Road. Vehicles that currently turn left from the eastern arm of Lavender Hill into Elspeth Road towards the A3 Clapham Common North Side must turn left onto the A3. Subsequently because of this restriction there are few recorded vehicles making the left-turn that is proposed to be banned and local traffic is already following more direct routes. Through traffic from the A3216 Cedars Road is permitted to turn right on to A3 Clapham Common North Side. We will be monitoring pre and post implementation traffic flows to identify the impact of the scheme. Additional measures to stop through traffic on local access road is an option.

The shops that make use of the loading bay on the south side of the western arm of Lavender Hill do not require the use of large vehicles. Furthermore, any servicing would be infrequent and would have no notable impact on traffic flows in Lavender Gardens. The loading bay has already been removed as part of the Borough's temporary measures and it will be for the Borough to decide whether or not to implement the new loading bay.

The recommendations by the Coroner take into account the Police investigation that deal with the facts of

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Dear Sir/Madam

I wish to object to the so called proposed improvements.

1. Firstly whilst it is tragic that a cyclist died at that Junction it is ridiculous to imply this has anything to do with the proposals given that accident happened over four years ago. Reports indicate (a)the driver was on a call
(b) the cyclist was in the incorrect lane and moved into his lane
(c) she lost her balance as a result of a pot hole/a defect in the road

Clearly the cyclist and driver contributed to the accident as did Highway Maintenance in failing to maintain the road properly. This is simply being used as an excuse to put in traffic changes that are detrimental to the area.

2. Secondly, these so called proposals have already been introduced by the back door.

The left turn lane has been blocked off for months without explanation/consultation no doubt in preparation for the letter of 19 November to be sent out in the hope people will not object as it has been in place for sometime unofficially. Outrageous.

Now that the left hand lane is blocked off and the third lane is right turn only this has resulted in traffic gridlock for buses and vehicles goong straight ahead and therefore more pollution.

Drivers are ignoring the right turn sign and driving straight ahead. This is resulting in aggressive driving and behaviour. I am sure you will be aware since the changes have been put in place there was a road traffic collision which required the fire service to attend and clean up the resulting petrol/oil spill. The above clearly show your claims these are safety improvements is a fallacy.

3. The pedestrian crossings are already wide.

Given the country is already in a state of bankruptcy this is a monumental waste of tax papers money and I strongly object to the proposals.

the collision.

The Borough has made amendments to the road network in this area in accordance with the London Streetscape Plan and these will be reviewed and a decision made as to whether they should be amended, made permanent or removed. However, the proposal seeks to permanently remove the dedicated left-turn lane in the eastern arm of Lavender Hill and its associated left-turn into Elspeth Road.

Removing the ability for traffic to make the east-west movements across the junction in two traffic streams removes the need for traffic to merge on exit of the junction which is not currently safe for cyclists. We will liaise with the Police if there continue to be problems with compliance of lane designations that have been identified.

Pedestrian crossings are being widened to the desirable minimum.

The comments of the respondent are noted.

Dear TfL

I write regarding the proposed changes outlined in the attached letter.

As an experienced and confident cyclist, I wanted to say how strongly I support this change: it is virtually impossible for cyclists to negotiate this junction entirely safely at present.

Thank you for taking action on this issue, it is much appreciated and forms an important part of the larger project of getting more people walking and cycling, and of everyone finding the roads on which they live, work and travel less terrifying.

Yours

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In reply to your letter and plan on safety improvements for LavenderHill. On your plan it does not show a road off Latchmere Road (Heathwall Street) which I was knocked down at the corner of at the age of 72 & lucky to be alive and with ongoing injuries. The road is a swing through for traffic coming in three directions from Latchmere Road (both ways) from Latchmere & one from a road opposite by the old school.

I was an agile 72 year old and was very vigilant to make sure that all cars turning into this road indicated before I stepped out. Not all of them do this hence my being hit by a van. It has become such a dangerous place to cross but you have to cross there to get to the lights to cross Latchmere Road, which is where I was heading to cross safely.

If you could monitor this part of Latchmere Road you will see what I mean & save further accidents happening. If it had been a child they wouldn't have stood a chance.

I look forward to hearing from you.

The Highway Code is clear that pedestrians crossing side roads have priority over traffic turning into that side road but compliance is reliant on education and enforcement. Physical interventions would not reduce this issue but there might be scope for the Borough to introduce measures aimed at reducing through traffic.

Subject: Lavender Hill Safety Improvement
 It is incredible that TLF is going to so much trouble about one particular spot in Lavender Hill and giving so much uncalled-for priority to cyclists. As a bus-user we now have to step onto the road because half the bus lanes have been allocated to cyclists and it makes it difficult for buses to maneuver into a small amount of space to be able to stop at the bus-stop.

As far as Lavender Hill is concerned, perhaps TLF can carry out a survey further down the road towards Clapham Junction. Traffic is not allowed to turn right into Falcon Road; instead from both directions traffic are allowed turn into Falcon Lane which goes downhill and motorists drive down at great speed making it difficult for pedestrians trying to cross Falcon Lane. There is a set of pedestrian crossings in Lavender Hill itself - which does not help pedestrians nearby wanting to cross Falcon Lane. This is a major intersection and it should be made into a proper and safe crossing for pedestrians.

Would it be possible for one of your staff to come down and be shown what the problem is at this particular junction, please?

Thank you for raising this issue but the consultation relates solely to the Lavender Hill / Latchmere Road / Elspeth Road junction. The Lavender Hill / Falcon Road junction is part of the borough network and it would therefore be for Wandsworth Council to promote any changes. The request will be forwarded to the Borough.

Hello,

The proposed improvements on Lavender Hill are just going to result in more congestion which means pedestrians and cyclists will be breathing in fumes from traffic that is being hampered by the car lanes being cut. I am a Registered Nurse who already treats far too many people with Asthma and have Asthma myself so think increasing congestion and fumes from cars standing still is a ridiculous idea.

I live on the Shaftesbury estate Elsley Road and since the temporary lanes have been put up we are experiencing a high volume of traffic using the estate as a short cut from Lavender Hill to Latchmere Road. This is a hazard to the residents as the cars are speeding through a residential area with no thought for pedestrians or children playing.

Any notable increase in delay for westbound traffic in the eastern arm of Lavender Hill following the introduction of the Borough's London Streetscape Plan measures can't be solely attributed to those measures and is more likely a result of the increased traffic flows compared to pre-COVID 19 levels based on data that has been collected. Although the changes to the bus lane operational hours may have increased general traffic queues in the inter-peak period, the increased queue would not have resulted in increased delay as the bus lane terminates a sufficient distance from the junction so as not to reduce throughput at the junction. Similarly, the dedicated left-turn lane in the eastern arm of Lavender Hill had very low flows and its removal would not have resulted in the queue lengths that have been observed.

Improving safety for pedestrians and cyclists as part of a wider overall strategy will encourage more active travel with less dependence on car use.

Tf will be extending the Ultra Low Emission Zone up to the North and South Circular Roads later this year. This is expected to have a significant improvement on air quality standards within that area.

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<p>Regards,</p>	
<p>Dear Penny</p> <p>Firstly, well done to TFL for working hard during this difficult time, especially the frontline workers.</p> <p>Thank you for keeping us informed about the improvement to the Lavender Hill/Latchmere Road/Elsbeth Road junction.</p> <p>I think the proposals are very good and support them.</p> <p>Please could you consider diagonal pedestrian crossings. Some people are doing this now, so it would be safer if formalised.</p> <p>Thanks. Good luck with the improvements.</p>	<p>TfL has installed a number of diagonal crossings at junctions on its network but there are sites such as this where constraints do not allow such a crossing.</p>
<p>I should like to suggest in the strongest possible manner that the offside lane of Elspeth Road, going in a northerly direction, should be right turn only at this junction.</p> <p>This will avoid the dangerous process of two lanes of cars converging into one as they cross the junction into Latchmere Road frequently causing near accidents and much misunderstanding.</p> <p>The rest of the plan appears to be very well thought out and will greatly improve safety, as will my suggestion.</p> <p>Yours faithfully,</p>	<p>In Elspeth Road the near-side lane will be for 'ahead' and left-turning traffic. The off-side lane will be dedicated to right-turning traffic.</p>
<p>----- Dear Sir/Madam</p> <p>I have received a notice through the door for the above.</p>	<p>The Borough has made amendments to the road network in this area in accordance with the London Streetscape Plan and these will be reviewed and a decision made as to whether they should be amended, made permanent or removed.</p> <p>Any notable increase in delay for westbound traffic in the eastern arm of Lavender Hill following the introduction of the Borough's London Streetscape Plan measures can't solely be attributed to those</p>

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I was unable to find the feedback option for this project on yoursay@tfl.gov.uk so I telephoned the number given. The person I spoke to couldn't find the page either and suggested that I send an email to this address.

At the start of the first lockdown the bus lane on Lavender Hill was turned into a 24 hour restriction, the left turn lane for Elspeth Road closed and parts of the road narrowed to allow for bicycle lanes.

The result is that Lavender hill is now a moving car park from 7 am to 5pm every working day (its eased a little with the new lock down but I'm sure will return to the new normal on 3rd December). The removal of the left turning lane and new congestion has sent more cars into Sisters Avenue (and presumably Thirsk Road) to get to the South Circular. The increased holdups at the Latchmere Road junction has also sent more vehicles from Latchmere Road up Theatre Street with them turning right into Sisters Avenue. The "car park" has reduced visibility for vehicles turning into Sisters Avenue - I've seen three accidents due to cars turning into Sisters Avenue and not seeing delivery motor bikes using the bus lane. As I don't sit at my window looking for these I assume there have been more!

And cyclists STILL use the pavement on Lavender Hill as much as before!

Re your latest proposals.

The complete removal of the left turn into Elspeth road will inevitably send more vehicles into Sisters Avenue, particularly lorries - they seem to be the main vehicles that don't use Sisters Avenue currently. It was a safe residential street.

Reducing the ahead the lanes to one can only increase congestion further assuming it is policed. This would be particularly so for vehicles travelling up from Clapham Junction. At the moment the right turn is used by all traffic as cars turning right into Elspeth often cant get to the junction because of cars banked up to the single lane section and there is space on the section after the lights for two cars to sit while filtering into the single lane part. The net result is that fewer cars will be able to get through the lights during peak times.

Just as the current changes don't seemed to have changed cyclists behaviour (and increased the risk to motorcyclists) it is difficult to see how the proposed changes can do anything other than increase congestion further. There would still be the problem of vehicles having to turn left onto one of the other streets linking Lavender Hill to the South Circular so the risk to cyclists would just be moved.

LB Wandsworth
Lavender Hill
Please open the link to view the full details of the enquiry:

measures and is more likely a result of the increased traffic flows compared to pre-COVID 19 levels based on data that has been collected. Although the changes to the bus lane operational hours may have increased general traffic queues in the inter-peak period, the increased queue would not have resulted in increased delay as the bus lane terminates a sufficient distance from the junction so as not to reduce throughput at the junction. Similarly, the dedicated left-turn lane in the eastern arm of Lavender Hill had very low flows and its removal would not have resulted in the queue lengths that have been observed.

However, the proposal seeks to permanently remove the dedicated left-turn lane in the eastern arm of Lavender Hill and its associated left-turn into Elspeth Road. Vehicles that currently turn left from the eastern arm of Lavender Hill into Elspeth Road towards the A3 Clapham Common North Side must turn left onto the A3. Subsequently because of this restriction there are few recorded vehicles making the left-turn that is proposed to be banned and local traffic is already following more direct routes. Through traffic from the A3216 Cedars Road is permitted to turn right on to A3 Clapham Common North Side. We will be monitoring pre and post implementation traffic flows to identify the impact of the scheme. Additional measures to stop through traffic on local access road is an option.

Removing the ability for traffic to make the east-west movements across the junction in two traffic streams removes the need for traffic to merge on exit of the junction which is not currently safe for cyclists. We will liaise with the Police if there continue to be problems with compliance of lane designations that have been identified.

To whom it may concern,

I received your letter detailing your plans to make some safety improvements to the junction of Lavender Hill and Elspeth Road and I would like to provide some feedback.

I fully support the improvements' aim to make the junction safer for cyclists and pedestrians. However, I wanted to enquire as to whether your plans have analysed the impact that removing the left turn from Lavender Hill onto Elspeth Road will have on traffic flowing down other residential roads, and how that will

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 THE GLA ROAD AND GLA SIDE ROADS(WANDSWORTH) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2007 A3220 AND A3036 LAVENDER HILL, LATCHMERE ROAD AND ELSPETH ROAD VARIATION ORDER 2021
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be managed. In particular, on Eccles Road (and also Altenburg Gardens), which are the next two left-hand turns.

Eccles Road is a small one-way residential street which already has a significant volume of traffic going down it, given that many people use it to turn right onto Battersea Rise to avoid the one way system round the Common. The road regularly has queues at the Battersea Rise end as a result of this, which significantly impacts on air quality. In addition, the ingress junction from Lavender Hill is not appropriate for large amounts of traffic, with pedestrians regularly crossing the paved area. Finally, the 20mph speed limit on the road is already routinely ignored - which could potentially make it more dangerous for pedestrians.

Kind regards,

Dear Sirs

I write to register an objection to 2 (1) of proposal GLA-2021-0008-0009. To prohibit all vehicles except pedal cycles on the eastern arm of Lavender Hill from turning left into Elspeth Road.

My objection is based on the fact that, far from calming and reducing traffic, it will increase the flow of traffic through smaller and much narrower roads, which are ill equipped to deal with an increase of traffic for those trying to get from Lavender Hill (A3036) to Clapham Common North Side (A3). Some of these roads are already facing congestion and associated problems, in addition to surface and maintenance problems. The outflow of these roads onto the A3 do not have any form of traffic light control to keep vehicles moving, thereby increasing emission buildup adding to the pollution levels which we are aware are very high along the A3 - Clapham Common North Side. Traffic will be forced to cross the junction of Lavender Hill with Elspeth Road and Latchmere Road and travel further East to turn left. This would force cars to turn left across the path of any cyclist who are emerging from the coned cycle lane, putting them in great danger. There is already sever congestion at that particular junction due to the reconfiguring of the eastbound traffic earlier this year and, in my opinion, the junction has already become more dangerous. Forcing more traffic along that stretch of roads will, no doubt, result in more injuries and possibly fatalities.

I strongly object to this particular amendment and would like my concerns over the possible increase in injuries and fatalities formally recorded.

I do, however, fully support all reductions in speeds in the area to 20mph.

Kind regards

Good evening,

As a resident in Mysore Road, one of the nearest roads to the Lavender Hill/Elspeth Road crossing that is being change, I strongly object to all the proposed changes. These are badly thought-out, will cause unnecessary traffic jams and large increase in air pollution in the area.

Having lived here for 13 years, this is not a dangerous crossing and traffic used to flow well, but has already been badly impacted by the pointless cycle lane obstructions blocking part of Lavender Hill before and after

The Borough has made amendments to the road network in this area in accordance with the London Streetscape Plan and these will be reviewed and a decision made as to whether they should be amended, made permanent or removed.

Any notable increase in delay for westbound traffic in the eastern arm of Lavender Hill following the introduction of the Borough's London Streetscape Plan measures can't be attributed to those measures and is more likely a result of the increased traffic flows compared to pre-COVID 19 levels based on data that has been collected. Although the changes to the bus lane operational hours may have increased general traffic queues in the inter-peak period, the increased queue would not have resulted in increased delay as the bus lane terminates a sufficient distance from the junction so as not to reduce throughput at the junction. Similarly, the dedicated left-turn lane in the eastern arm of Lavender Hill had very low flows and its removal would not have resulted in the queue lengths that have been observed.

However, the proposal seeks to permanently remove the dedicated left-turn lane in the eastern arm of Lavender Hill and its associated left-turn into Elspeth Road. Vehicles that currently turn left from the eastern arm of Lavender Hill into Elspeth Road towards the A3 Clapham Common North Side must turn left onto the A3. Subsequently because of this restriction there are few recorded vehicles making the left-turn that is proposed to be banned and local traffic is already following more direct routes. Through traffic from the A3216 Cedars Road is permitted to turn right on to A3 Clapham Common North Side. We will be monitoring pre and post implementation traffic flows to identify the impact of the scheme. Additional measures to stop through traffic on local access road is an option.

The Borough has made amendments to the road network in this area in accordance with the London Streetscape Plan and these will be reviewed and a decision made as to whether they should be amended, made permanent or removed.

Any notable increase in delay for westbound traffic in the eastern arm of Lavender Hill following the introduction of the Borough's London Streetscape Plan measures can't be solely attributed to those measures and is more likely a result of the increased traffic flows compared to pre-COVID 19 levels based on data that has been collected. Although the changes to the bus lane operational hours may have increased general traffic queues in the inter-peak period, the increased queue would not have resulted in

SUMMARY OF RESPONSES/OBJECTIONS ON DRAFT: SECTION 6 ORDER(S)

Title of Order
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the crossing towards Clapham Junction.

These changes will just cause more traffic on the narrow roads around the crossing, and are only designed to maliciously cause problems and delays for drivers. None of the changes should be implemented.

If this order is implemented, I would like to know what options exist to challenge it in court.

Best regards,

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Independent legal advice should be sought to challenge the scheme.

Hi,
I would like to respond to the proposals outlined in this traffic order but also give some feedback on the already implemented changes which have had a significant impact on the local area. As a local resident, I received more detailed plans but it wasn't possible to give feedback as outlined in the letter.

As a cyclist and parent of a young child I was pleased that road safety was being highlighted in changes to the road configuration. I totally agree with some of the proposals including a separated cycle lane, allowing cyclists priority at the lights, moving loading bays close to the junction and implementing a 20 mile speed limit.

However, there were a number of unintended consequences to the changes implemented so far. Making the outside lane a right turn only lane has made it extremely hazardous turning right out of Mysore road both in a car and on a bike. There is now one stationary traffic queue and one very fast moving lane. Removing the option to turn left at the lights also prevents drivers from using this as an alternative and safer option for heading east from Mysore road. I have lived on Mysore road for nearly twenty years and never had an accident exiting the road. Unfortunately, after several near misses in recent months I was involved in a road traffic accident in December when trying to turn right out of the road. I am concerned that the changes contributed to this accident and will cause an increase in similar accidents if no mitigating measures are put in place to allow residents to safely exit the street onto Lavender Hill.

The current configuration has also resulted in very heavy congestion on Lavender Hill affecting the air quality for local residents. As an NHS keyworker these changes have made travelling to work from the local area a challenge even during lockdown. It has also resulted in commuter traffic using available residential roads instead of using Elsbeth road to travel between Lavender Hill and Clapham Common. This makes these residential streets more dangerous for pedestrians, cyclists and local families.

I would welcome further consideration of the impact of some of the changes on local road safety and air quality before the proposals are finalised.

Many thanks for taking the time to consider my feedback.

The Borough has made amendments to the road network in this area in accordance with the London Streetscape Plan and these will be reviewed and a decision made as to whether they should be amended, made permanent or removed.

Any notable increase in delay for westbound traffic in the eastern arm of Lavender Hill following the introduction of the Borough's London Streetscape Plan measures can't solely be attributed to those measures and is more likely a result of the increased traffic flows compared to pre-COVID 19 levels based on data that has been collected. Although the changes to the bus lane operational hours may have increased general traffic queues in the inter-peak period, the increased queue would not have resulted in increased delay as the bus lane terminates a sufficient distance from the junction so as not to reduce throughput at the junction. Similarly, the dedicated left-turn lane in the eastern arm of Lavender Hill had very low flows and its removal would not have resulted in the queue lengths that have been observed.

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An option to assist residents of Mysore Road to gain access to Clapham Common North Side would be for the Borough to revert the road back to two-way working but maintain the 'no entry' restriction at its junction with Lavender Hill.