

APPENDIX A

London Cycling Campaign Ward Asks on Transport for London roads

London Cycling Campaign definition of –

Protected space on main roads and at junctions

Main roads are often the worst places for cycling because of fast moving and heavy traffic, yet they are crucial to so many journeys in London. Creation of protected cycle lanes and the redesign of major junctions are needed to create safe Space for Cycling on main roads. This is high on the wish-list of many people who currently already cycle in Sutton.

The provision of protected space is through segregation from motorised vehicles and pedestrians. Different types of segregation includes full segregation using full height kerbs etc. to provide a continuous route for cyclists or 'lightly segregated' or 'kerbed' cycle paths.

For more information LCC have issued, "Creating Space for Cycling: a guide for councillors"; London Cycling Campaign; June 2015 Available from:

<http://lcc.org.uk/pages/space-for-cycling-guide-for-councillors>

Dutch-standard crossing points could include -

(modified to be relevant to the UK highway code)

- Signalled junctions with by-pass tracks for cyclists wishing to turn left.
- Signalled junctions, with low traffic levels, have UK style Advanced Stop Line cycle boxes to allow easy right turns.
- Busier junctions which have separate tracks with cycle only traffic lights, sometimes with twice as many green phases as for other traffic.
- Some large junctions have a green 'scramble phase' allowing all cyclists to cross in any direction.
- At crossings of major trunk roads there could be totally separate routes, going under the roadway, enabling cyclists to continue through without stopping or having to give way.
- Side junctions in towns typically have raised entry treatments.
- Cycle lanes have been marked across the junction to indicate the space a cyclist requires and to reduce the likelihood of collisions with left-turning vehicles

This information is from LCC "Lessons from the Netherlands" document October 2011.

Proposals -

Beddington North – Beddington & Wallington Local Committee

LCC proposals are -

Theme: Protected space on main roads and at junctions

A232 - Protected space for cyclists on Croydon Road

A232 - Dutch-standard crossing points on Croydon Road

Officer comment is –

Protected space for cyclists is the safest form of cycling facility as long as the provision is designed correctly. Safety is one of the biggest reasons given by people for not cycling. The London Cycle Design Standards 2014 recommend that cyclists should be segregated from traffic where there are high levels of traffic. The A232 has high levels of traffic. In principle, officers support the protected space for cyclists on A232 however as there is a parallel route using quieter residential roads to the north of A232 this would not be a priority. Ideally, protected space should be on each side of the road rather than two-way on one side of the road as on a section of Croydon Road.

Recommendation - Agree that the proposals should be presented to Transport for London for consideration.

Wallington North – Beddington & Wallington Local Committee

LCC proposals are -

Theme: Protected space on main roads and at junctions

A232 - Improvements for cyclists on the A232.

Officer comment is –

Protected space for cyclists is the safest form of cycling facility as long as the provision is designed correctly. Safety is one of the biggest reasons given by people for not cycling. The London Cycle Design Standard 2014 recommends that cyclists should be segregated from traffic where there are high levels of traffic. The A232 has high levels of traffic. In principle, officers support the protected space for cyclists on A232 however as there is a parallel route using quieter residential roads to the north of A232 this would not be a priority.

Recommendation - Agree that the proposals should be presented to Transport for London for consideration.

Cheam – Sutton South, Cheam and Belmont Local committee

LCC proposals are -

Theme: 20mph speed limits

A232 - Implement a 20mph speed limit in Cheam Village including A232

A217 - Engage with TfL to upgrade the cycle paths on A217

Officer comment is –

20mph speed limits and zones create an attractive and safer environment for cyclists. In principle, officers support the 20mph speed limit in Cheam Village as it is a local shopping area with high levels of pedestrian activity. In principle, officers support the up-grade of the off-road segregated cycle paths along A217. The route needs better cycling priority at junctions to improve the directness and coherence of the route.

Recommendation - Agree that the proposals should be presented to Transport for London for consideration.

Nonsuch – Cheam North and Worcester Park Local Committee

Theme: Protected space on main roads and at junctions

A24 - Improve links to the Greenway in Nonsuch Park and the proposed Quietway on LCN route 75 via the centre of North Cheam on A24 (NB. Ward Councillors have already expressed support for an off road cycle track running alongside the A24 London Road from the borough boundary/Nonsuch Park to The Spinney.)

A24 - Improvements for cyclists in North Cheam district centre along the A24 and continuing north to Stonecot and Morden.

Officer comment is – Officers are working with the cycling groups and Surrey County Council to establish a cycle route between Nonsuch Park and Worcester Park. A good cycling facility across the A24 at Sparrow Farm Road is supported by officers. Officers will be working with TfL on a good cycling facility across the A24 at Lloyd Road and Fairlands Park as part of the Quietways project. In principle, officers support improvements for cyclists along the A24 as this a direct route between North Cheam and Morden.

Recommendation - Agree that the proposals should be presented to Transport for London for consideration.

Stonecot – Cheam North and Worcester Park Local Committee

Theme: Protected space on main roads and at junctions

A24 - Protected space / segregation to improve cycle facilities on the A24 Stonecot Hill

Officer comment is - In principle, officers support improvements for cyclists along the A24 as this is a direct route between North Cheam and Morden. If protected space / segregation is to be proposed it must be direct and high quality to give cyclists the same priority and speeds as cycling on the carriageway.

Recommendation - Agree that the proposal should be presented to Transport for London for consideration.

St. Helier – St. Helier, The Wrythe and Wandle Valley Local committee

Theme: Protected space on main roads and at junctions

A217 - Redesign Rosehill roundabout to provide protected space for cyclists with a fully signalised perimeter path

A217 - Upgrades to the segregated cycle paths on Reigate Avenue and St. Helier Avenue

Officer comment is – In principle, officers support improvements for cyclists at Rosehill roundabout to provide a safe and direct route on the A217 cycle path and other routes. In principle, officers support the up-grade of the off-road segregated cycle paths along A217. The route needs better cycling priority at junctions to improve the directness and coherence of the route. However, proposals for Rosehill roundabout should take into account the plans for Tramlink there.

Recommendation - Agree that the proposals should be presented to Transport for London for consideration.

Sutton North – Sutton Local Committee

Theme: Protected space on main roads and at junctions

A217 - The council should work with TfL to upgrade the existing segregated cycle track along the A217 to Dutch standards

Officer comment is – In principle, officers support the up-grade of the off-road segregated cycle paths along A217. The route needs better cycling priority at junctions to improve the directness and coherence of the route.

Recommendation - Agree that the proposal should be presented to Transport for London for consideration.

Sutton West – Sutton Local Committee

Theme: Removal of through motor traffic

A217 - Major upgrade of the A217 cycle path with Dutch-style crossing points at Sears Park to Love Lane and Alberta Avenue to Churchill Road.

Officer comment is – In principle, officers support the up-grade of the off-road segregated cycle paths along A217. The route needs better cycling priority at junctions to improve the directness and coherence of the route. In principle, officers support improved crossing points at Sears Park to Love Lane as this is part of the

cycle route between Cheam and Sutton but feel the existing Toucan crossing between Alberta Avenue and Churchill Road is adequate.

Recommendation - Agree that the proposals should be presented to Transport for London for consideration.

Carshalton Central – Carshalton and Clockhouse Local Committee

Theme: Removal of through motor traffic

A232 – The A232 in this ward is not directly affected by the proposal to stop rat running between Ruskin Road and Carshalton High Street by closing one or more side roads but it may be affected by the displacement of traffic.

Officer comment is – TfL will not be asked to consider this scheme as the proposal is to close roads on the borough road network. Should this proposal be progressed by the borough in the future officers will need to consult TfL. As Beddington North ward councillors and Wallington North councillors have been asked to consider protected space proposals for the A232, officers would support in principle protected space measures for the whole length of A232 to achieve a good continuous route between Cheam and Croydon.

Recommendation – Agree that the protected space proposal for the whole of the A232 should be presented to Transport for London for consideration.

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