

Scheme	Description	Statement of Need and Comments	Indicative Funding 2017/18	Local Committee
Brighton Road/Cotswold Road, Phase 2	Phase 1 feasibility study was undertaken by Project Centre. The brief was to look at the junction of Brighton Road / Cotswold Road / Chiltern Road due to possible changes to the area through the development of the Cancer Hub and new secondary school. The brief also included looking at the surrounding area to suggest possible infrastructure improvements to encourage sustainable modes of transport. Accidents – 2 accidents Brighton Road junction. 1 accident Downs Road junction.	One proposal being discussed by DC is signalling the junction with pedestrian facilities. There is also a suggestion by DC to signalise the Downs Road / Cotswold Road junction. Other measures could be improved pedestrian / cycle facilities between Belmont station and the site. Purpose of the Scheme to reduce accidents – signalisation costs in the region of £200,000+ and would spread across two years.	£100,000	SSCB
Stafford Road/Woodcote Road, Phase 2	Safety Scheme (Feasibility 2016/17)	Feasibility work to be completed in 16/17. Purpose of scheme to reduce pedestrian accidents.	£120,000	B&W
Kimpton Industrial Estate	Kimpton Industrial Estate is an area of commercial premises that has demands on its road network for parking for its	Improving traffic movements on and around the industrial estate. Measures	£25,000	CNWP

	employees and customers and keeping the traffic, including busses, flowing through the area.	include widening at junctions & parking restrictions. Scheme purpose to improve the reliability of bus services.		
Safer Routes to School				
Green Wrythe Lane	A large number of school children are dropped off at the bus stop on Green Wrythe Lane having to then cross this road without the aid of a pedestrian facility. At peak times this becomes problematic due to the large number of children crossing, which not only places the pedestrians in danger but also slows traffic.	Introduce a Crossing point near Waltham Road to accommodate Carshalton Boys Sports College to increase cycling and walking mode share.	£50,000	SHTWWV
Avenue Primary School, Station Road	The footway that crosses the rail bridge and joins the shopping parade is restricted in width which creates issues with pedestrians passing one another. There is also a perception of vulnerability due to the narrow footway and highway layout.	To widen the footway and better protect pedestrians. Scheme purpose to increase cycling and walking mode share	£40,000	SSCB

Harris Academy, Denmark Road	At school arrival and leaving times the road is congested with parents dropping off/picking up pupils. This is compounded by the presence of the Council car park which is used by parents to park and then walk their children into the school grounds. The car park is on the opposite side of the road to the school and therefore a lot of pedestrians cross near North Street junction. The result is a lot of cars and pedestrians within the same road space.	To introduce a pedestrian crossing or investigate other proposals that may remedy the situation Scheme purpose to increase cycling and walking mode share	£50,000	SHTWWV
Brookfield Primary, Gander Green Lane	A large number of pupils walk to school and would like better crossing facilities along Gander Green Lane	To introduce a pedestrian crossing or investigate other proposals that may remedy the situation. Scheme purpose to increase cycling and walking mode share.	£50,000	CNWP
Sandy Lane/Burden Lane on route to	The junction has benefitted from a recent scheme which has realigned the kerbing, footway and pedestrian islands. However	To install a formal pedestrian crossing	£60,000	SSCB

St Dunstan's School	this location could benefit further with the introduction of a formalised pedestrian crossing	Scheme purpose to increase cycling and walking mode share		
Accident Reduction Schemes				
Wrythe Lane Between Welbeck Rd & Muschamp Road	Wrythe Lane between Welbeck Rd & Muschamp Road have seen 12 accidents in the last 3 years.	Introduce measures such as junction treatments and speed reducing measures to slow traffic and reduce personal injury accidents. Scheme purpose to reduce accidents.	£60,000	SHTWWV
Cheam Common Road Corridor Between Lindsey Road & and Farm Way	Cheam Common Road, between Lindsey Road and Farm Way has had 20 accidents in the last 3 years. Many of these accidents occur at junctions. The road has a 30mph speed limit with an average carriageway width of 6.5m.	Introduce measures to reduce speeds, highlight the presence of junctions and improve visibility along this narrow carriageway. Alternate scheme involves entry treatments and would cost £80,000. Scheme purpose to reduce accidents	£25,000 – Signs, lines and bollards	CNWP

<p>Foresters Drive between Sandy Lane South and Mollison Drive</p>	<p>This section of highway has had 6 accidents in the last 3 years. The junction with Sandy Lane South and Waterer Rise has had minor improvements over the years but complaints are still received from road users. The road has a 30mph speed limit with an average carriageway width of 9m. There is currently a proposal to introduce hatching along the length of road as a speed reducing measure.</p>	<p>Introduce measures such as layout improvements to the junction with Sandy Lane South and improvements to the junction with Mollison Drive. Introduce a safer crossing point on Mollison Drive between The Newlands and Mollison Drive as this section has an existing cycle route.</p> <p>Scheme purpose to reduce accidents.</p>	<p>£40,000</p>	<p>B&W</p>
<p>Rosehill between Rosehill Park West & Waverley Ave</p>	<p>This section of highway has seen 13 accidents within the last 3 years. The road has a 30mph speed limit with an average carriageway width of 9m. It is a bus route and future tram route with a pelican crossing near the parade of shops</p>	<p>Introduce measures to slow vehicles and improve facilities for pedestrians and cyclists, including 'SLOW' markings, VAS signs and widening existing pedestrian refuges</p> <p>Scheme purpose to reduce accidents.</p>	<p>£40,000</p>	<p>SL</p>
<p>Woodmansterne Lane j/w Little Woodcote Lane</p>	<p>This junction has seen 2 accidents within the last 3 years. Received a recent request from a road user for improvements to Woodmansterne Lane as the road is too narrow to</p>	<p>Introduce measures to slow approaches to the junction such as reduced speed limit. VAS signing – smiley face or junction/bend ahead,</p>	<p>Scheme - £20,000</p>	<p>SSCB, C & C</p>

	accommodate two-way traffic. The road has a 40mph speed limit with an average carriageway width of 7.3m	replace antiskid, edge of carriageway markings and refresh road markings. Scheme purpose to reduce accidents.	Antiskid - £10,000 Speed limit change - £10,000	
Cycling Schemes				
Bridge Road, Wallington	Bridge Road is closed to traffic by rows of bollards at each end. Vehicular access is still required for maintenance of the street lighting and bridge. It is a pedestrian and cycle route with footway joining each end.	The local cycling groups would like to have a better junction with Ross Parade. The road layout including yellow lines needs improving as there is a give-way at Ross Parade that is not obeyed because the bridge arm looks as though it is closed off but there should be priority for cyclists. Scheme purpose to increase cycling mode share.	Change Road Markings - £5,000	B & W
Sutton Common	This scheme has been requested by the Friends of Sutton Common. They supports the NCN208 route to the North of their park and have now suggested a	To install a new 2.5m tarmac path to be shared with pedestrians and cyclists approximately 240m long	£50,000	CNWP

	link to the pavilion at Sutton Common Road	Scheme purpose to increase cycling mode share.		
Nonsuch Park	Cllr Burstow would like to see a tarmac path from the car park behind Nonsuch Girls school toward the A24. This is all out of the borough and will not be funded by TfL. There is another possible path that could be provided from the access point at Netley Close northwards toward the A24 however this is a very wet low laying area	There are some shared use paths in Nonsuch Park already but the majority of the park is in Surrey / Epsom and Ewell borough area. Scheme purpose to increase cycling mode share.		SSCB
Green Lane	Provide a 3m wide tarmac path 220m long for shared use between pedestrians and cyclists between the end of the tarmac o/s Green Lane School and the turning area o/s Green Lane riding stables	Green Lane is a Byway Open to All Traffic that is on the definitive map and statement but is closed to vehicles north of Green Lane Primary. The path is unmade and wide but narrowed by vegetation. It is used regularly by horses so the surface is churned up. The status of the ownership of the land is unknown or Thames Water. Scheme purpose to increase cycling mode share	£100,000	CNWP

<p>Roundshaw Downs Greenways</p>	<p>New 1km long 2.5m wide shared use path from Overhill Road to Wilsons School</p> <p>&</p> <p>750m new path between Overhill Road and Imperial Way</p> <p>&</p> <p>Lancastrian Road to Imperial Way</p>	<p>The Council owns Roundshaw Downs which is a large area of open space running parallel with Mollison Drive which has the potential for an off road greenways route linking to Croydon and Wallington.</p> <p>Scheme purpose to increase cycling mode share</p>	<p>£45,000</p>	<p>B&W</p>
<p>Wallington North/South Cycle Route</p>	<p>Allow cycling on the footway of A232 Croydon Road between Bute Road and Beddington Park entrance using existing wide traffic island to cross the road – TfL road</p> <p>Bute Road - already traffic calmed with flat topped humps from Croydon Road to Montagu Gardens propose slowing measures between Montagu Gardens and Clifton Road and consider 20mph zone</p>	<p>There is a network of residential roads running parallel to the east of Woodcote Road and Manor Road that could be used to establish a north / south Wallington cycle route. The route is supported by the ward councillors. The route is Bute Road / Belmont Road / Bridge Road / Clarendon Road / Onslow Gardens. There is an existing east / west route at Blenheim Gardens so route could end here.</p>	<p>£70,000</p>	<p>B&W</p>

		Scheme purpose to increase cycling mode share		
Camden Road contra-flow	Camden Road (approx. 1200m long) is currently a one-way street for vehicles and cyclists. Direction of traffic flows from North Street to West Street. Hollymead is a private and dead-end road off Camden Road. Currently, cyclist and motorist aren't permitted to come into Camden Road from West Street. Vehicles park on both sides of Camden Road, except where there are build-outs and in front of the school	Introduce new traffic island at junction of Camden Road and West Street to enable contra-flow for cyclists coming into Camden Road from West Street. Introduce road markings/ghost island to prepare cyclists to turn right from West Street into Camden Road. The proposal will allow two-way cycling in Camden Road; therefore amend existing traffic order to permit this for the length of the road. New signs will be required	£40,000	SHTWWV
Middleton Road	Re-paint advisory lanes and make more visible on existing section only. Continue advisory cycle lanes to Middleton Circle – will include removing 2 traffic island and replacing with zebras	Existing situation – This scheme is on the reserved list. The NCN 20 and Wandle Trail crosses Middleton Road near Budge Lane on a Toucan crossing. The route then was along Middleton Road in to Peterborough Road and Bishopsford Road but the route through Poulter Park was established in 2015 therefore	£50,000	SHTWWV

	Further option to added to reserve list is to widen the road to provide kerb separated mandatory cycle lanes between Budge Lane and Middleton Circle	Middleton Road is now not part of NCN20. Scheme purpose to increase cycling mode share		
20mph Zone Schemes				
Cheam Common Junior School Area	Area Boundary Cheam Common Road, Central Road, Dalmeny Road, Sandringham Road and Lynwood Drive	Part of the Boundary (Cheam Common Road is classified as an A road and may not be appropriate for a 20mph limit. Other roads within the study area are traffic calmed or heavily parked and therefore suitable. Scheme purpose to increase walking and cycling mode share	£40,000	CNWP
St Dunstons School Area	Streets would include Anne Boleyn's Walk, Queens Acre and Jubilee Road	The area as a whole is narrow and heavily parked although some parts may require additional traffic calming measures to keep speeds to 20mph. A 20mph zone would complement the existing raised uncontrolled crossing	£50,000	SSCB

		<p>point at the entrance to St Dunstan's School</p> <p>Scheme purpose to increase walking and cycling mode share</p>		
Stanley Park High School	<p>A 20mph zone is proposed for the road network surrounding Stanley Park High School to encourage cycling and walking and create a safer environment for all road users.</p>	<p>Roads within the study area are traffic calmed or heavily parked with speeds presumably already slow and therefore suitable for a 20mph Zone.</p> <p>Scheme purpose to increase walking and cycling mode share.</p>	£20,000	CC
Butter Hill/Leachcroft and Caledon Roads	<p>A 20mph zone is proposed for the road network including Butter Hill, Leachcroft Road and Caledon Road. It is recommended that the zone also incorporate Victoria Avenue, Lyndon Avenue, Curran Avenue, St Mary Avenue and Burleigh Avenue to create an effective zone. An assessment of modifications required to ensure the area is compliant with a 20mph limit and</p>	<p>The area as a whole is narrow and heavily parked although some parts may require additional traffic calming measures to keep speeds to 20mph despite pinch points at either end of Butter Hill</p> <p>Scheme purpose to increase walking and cycling mode share</p>	£60,000	B&W

	implementation of interventions to achieve this.			
Grange Road/Worcester Road	A 20mph zone is proposed for the road network surrounding Grange Road and Worcester Road to encourage walking and cycling and establish a safer road network for all users	The area as a whole is narrow and heavily parked although some parts may require additional traffic calming measures to keep speeds to 20mph. A number of roads connect Grange Road with Worcester Road which would need to be included within the study area. Scheme purpose to increase walking and cycling mode share.	£40,000	SSCB
Churchill Road area	20mph scheme is proposed for this section of road, and review the surrounding roads	The road has traffic calming features in place, and is used as a cut through to avoid busy routes. There is heavy bus usage on the road and a speed reducing scheme is welcomed.	£20,000	CNWP
Bus Measures				
Bus Priority Measures	To investigate areas/routes with excess bus waiting times to develop remedial measures	Encourage more journeys by public transport and to increase public transport mode share.	£7,500	Borough wide

Accessibility Programme	To investigate Bus infrastructure to identify potential upgrades to ensure the Equalities Act is complied to	Encourage more journeys by public transport and to increase public transport mode share.	£7,500	Borough Wide
Walking Measures				
Local Area Accessibility	Improvements to informal crossing point in busy pedestrian areas and in the vicinity to schools	To encourage sustainable travel and increase walking mode share.	£10,000	Borough Wide
Public Rights of Way	To investigate the Public Right of Way network to identify improvements to ensure the Equalities Act is complied to	To encourage sustainable travel and increase walking mode share.	£10,000	Borough Wide
Future Investigation and Monitoring				
Monitoring	Monitoring of previously implemented schemes	To investigate accident records, usage, mode share etc.	£30,000	Borough Wide
Investigations	To investigate future projects in line with the Sustainable Transport Strategy & Cycling Delivery Strategy	Schemes investigated will be brought to the future LIP submissions	£30,000	Borough Wide
Cycle Training				
Cycle Training	For education of cycling across the borough	To encourage Cycling and increasing mode share for sustainable travel	£91,900	Borough Wide

Road Safety Education				
Road Safety Training	Education across the borough for Kerbcraft Training, Theatre in Education, Green Cross Code, Young Driver Training and P2W Training	Scheme purpose to increase sustainable travel mode share	£7,000	Borough Wide
Workplace Travel Plan Initiatives				
Support to businesses within the borough	Review of Travel Plans, monitoring, promotion of initiatives and the implementation of small measures	To encourage sustainable travel and increase sustainable travel mode share	£11,000	Borough Wide
Business Engagement Events	Business Engagement Events including Dr Bike, Cycle confidence training promotion, travel advisors, Smart Water and incentives	To encourage sustainable travel and increase sustainable travel mode share	£11,000	Borough Wide
Cycling Promotion				
Cycle Promotion	Marketing and events to encourage new cyclists	To encourage Cycling and increasing mode share for sustainable travel	£3,000	Borough Wide

Sustainable Transport Promotion				
Publicity	Marketing materials to promote sustainable travel. Personal travel packs to encourage use of smarter modes	To encourage sustainable travel and increase sustainable travel mode share	£6,000	Borough Wide
Road Shows	To attend existing events in the borough such as the Environmental Fair and other school community events	To encourage sustainable travel and increase sustainable travel mode share	£6,000	Borough Wide
School Travel Plans				
School Travel Plan Reviews	Review School Travel Plans, seminars, STARS training, school grants etc.	To encourage sustainable travel and increase sustainable travel mode share	£33,000	Borough Wide
		Sub total	£1,424,000	

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