



Report to:	Beddington and Wallington Local Committee	Date:	11 October 2016
Report title:	Update on Traffic Schemes		
Report from:	Mary Morrissey Strategic Director – Environment, Housing & Regeneration		
Ward/Areas affected:	Beddington North; Wallington South, Wallington North & Beddington South		
Chair of Committee/Lead Member:	Councillor Joyce Melican		
Author(s)/Contact Number(s):	Yinka Daniyan, Highways & Transport 020 8770 4433		
Corporate Plan Priorities:	<ul style="list-style-type: none"> • A Green Council • An Open Council 		
Open/Exempt:	Open		
Signed:		Date:	26th September 2016

1. Summary

1.1 This report provides an update in relation to traffic schemes:

- From the 2015/16 programme, scheduled to be completed in 2016/17 (Table 1).
- From the 2016/17 programme, scheduled to be completed in 2016/17 (Table 1) and list of 2017/18 schemes (Table 2) included in the LIP report approved by Environment & Neighbourhoods Committee on 15 September 2016.

2. Recommendations

The Beddington and Wallington Local Committee is recommended to:

2.1 Note the progress made towards implementing the traffic schemes as set out in the report.

3. Background / Issues

3.1 Traffic schemes can be progressed via the Local Implementation Plan, Public Realm or other sources such as developer contributions or school expansion programme. At the 4 February 2016 meeting of Environment and Neighbourhood Committee a list of schemes was agreed for this financial year for funding from Transport for London via the Local Implementation Plan (LIP). Schemes to be progressed in this local area are –

Table 1. Composite list of 2015/16 and 2016/17 schemes.

Scheme Location	Description/Objective	Ward	Project Stage (Construction)
Beddington Industrial Area. Beddington Lane	Beddington Lane Improvements. Progress land acquisition, improve carriageway drainage, footways etc. To improve facilities for residents and businesses.	Beddington North	Detailed design stage (Construction works will be across 3 years, namely: 2016/17, 2017/18 & 2018/19)
Woodcote Green Area Junctions - Sandy Lane, Woodcote Road, Woodmansterne Lane	The scheme introduced a 4-arm mini-roundabout on a raised table at the Woodcote Road/Woodcote Green junction, replacing the previous priority arrangement. The scheme also modified the Woodcote Road / Sandy Lane South junction, making the ghost island more prominent and tightening the geometry of the bellmouth. To improve road safety and traffic flow.	Wallington South	Post-build (Construction has been completed)
Beddington Gardens junction with Shotfield	Pedestrian Safety Scheme To provide a safe crossing facility.	Wallington South	Detailed design stage (Construction work is scheduled for Nov 2016)
Stafford Road junction with Woodcote Road - Safety Scheme	Local Safety scheme Investigation To reduce pedestrian casualties and to reduce risk of vehicle collision.	Wallington South	Feasibility
Stanley Park Road	Local Safety scheme to improve safety for all road users To provide refuge islands, improve existing pedestrian crossing points, highway footway by the	Wallington South	Main works have been completed; Additional upgrade to highways footways in front of shopping



	shopping parades, waiting restrictions and entry treatments.		parade to be completed.
Manor Road – Safety Scheme	Local Safety scheme to improve safety for all road users To improve existing pedestrian facility at junction crossing points and providing raised entry treatments.	Wallington North	Pre-construction (Construction works is scheduled for Oct 2016)

3.2 The schemes listed below are proposed to be funded via the 2017/18 LIP in the local area and are awaiting approval.

Table 2. 2017/18 LIP Schemes

Scheme	Description	Statement of Need and Comments	Local Committee
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	B&W
Accident Reduction Schemes			
Foresters Drive between Sandy Lane South and Mollison Drive	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.	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. Scheme purpose to reduce accidents	B&W
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	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	B&W



	route with footway joining each end.	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	
Roundshaw Downs Greenways	New 1km long 2.5m wide shared use path from Overhill Road to Wilsons School & 750m new path between Overhill Road and Imperial Way & Lancastrian Road to Imperial Way	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. Scheme purpose to increase cycling mode share	B&W
Wallington North/South Cycle Route	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 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	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. Scheme purpose to increase cycling mode share	B&W
20mph Zone Schemes			
Butter Hill/Leechcroft and Caledon Roads	A 20mph zone is proposed for the road network including Butter Hill, Leechcroft Road and Caledon Road. It is	The area as a whole is narrow and heavily parked although some parts may require additional traffic	B&W



	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 implementation of interventions to achieve this.	calming measures to keep speeds to 20mph despite pinch points at either end of Butter Hill Scheme purpose to increase walking and cycling mode share	
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.	Borough Wide
Accessibility Programme	To investigate Bus infrastructure to identify potential upgrades to ensure the Equalities Act is complied with	Encourage more journeys by public transport and to increase public transport mode share.	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.	Borough Wide
Public Rights of Way	To investigate the public right of way network to identify improvements to ensure the Equalities Act is complied with	To encourage sustainable travel and increase walking mode share.	Borough Wide
Future Investigation and Monitoring			
Monitoring	Monitoring of previously implemented schemes	To investigate accident records, usage, mode share etc.	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	Borough Wide
Cycle Training			
Cycle Training	For education of cycling across the borough	To encourage Cycling and increasing mode share for sustainable travel	Borough Wide
Road Safety Education			
Road Safety Training	Education across the borough for Kerbcraft Training, Theatre in	Scheme purpose to increase sustainable travel mode share	Borough Wide



	Education, Green Cross Code, Young Driver Training and P2W Training		
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	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	Borough Wide
Cycling Promotion			
Cycle Promotion	Marketing and events to encourage new cyclists	To encourage Cycling and increasing mode share for sustainable travel	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	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	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	Borough Wide

4. Options Considered

- 4.1 Traffic schemes are proposed by ward councillors, community representatives, new developments and officers to meet transport targets. Each scheme is investigated and options considered before proposing the most suitable scheme to meet the objectives and budget.



5. Impacts and Implications

Financial

- 5.1 All schemes for 2015/16 and 2016/17 have been approved through previous LIP allocation settlements, and as such have not been reported here; as this report provides a programme overview only. Schemes for 2017/18 were included in the LIP report to E&N in September 2016 and no decisions will be made on those allocations by TfL until December 2016.

Legal

- 5.2 There are no legal implications.

6. Appendices and Background Documents

Appendix letter	Title
N/A	

Background documents
N/A

Audit Trail		
Version:	Final	Date: 26 September 2016
Consultation with other officers		
Finance	Yes	Tony Cooke
Legal	Yes	David Fellows
Integrated Impact Assessment required?	No	Report is programme overview only

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