

# Space for Cycling: action points for Sutton

June 2014

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## ABSTRACT

This document details the key action points, or 'asks', for all eighteen wards in the London Borough of Sutton, as prepared by Get Sutton Cycling for the London Cycling Campaign's Space for Cycling initiative ahead of the London council elections on 22 May 2014.

## Get Sutton Cycling

Early in 2013, the All-Party Parliamentary Cycling Group conducted an Inquiry looking at the state of cycling in Britain. A report entitled *Get Britain Cycling*, outlining 18 recommendations, was published in April 2013.

For the whole of Britain to get cycling, Sutton has to get cycling too. And that is why, early in 2014, supporters of the London Cycling Campaign in Sutton, along with some residents wishing to make cycling feel safe for themselves and their families, launched Get Sutton Cycling. Given the success of *Love London, Go Dutch* in 2012 and with *Space for Cycling* imminent, it also seemed an appropriate time to refresh and rebrand LCC's presence in the borough.

Get Sutton Cycling is about ensuring many more people in Sutton can choose to cycle for some of their local journeys.  
Get Sutton Cycling is about transport, mobility and inclusivity for all of Sutton's residents.  
Get Sutton Cycling is about Sutton aspiring to become one of London's exemplary cycling boroughs.  
Get Sutton Cycling is about Sutton leading the way to help make Britain a cycle-friendly nation.

But importantly, Get Sutton Cycling is about making Sutton an even more attractive place in which to live and work. In many ways, Get Sutton Cycling is more about Sutton than it is about cycling.

“ We're here today, like you, to ask all our local politicians to support Space for Cycling – and make it possible for kids, like mine, all across London, to cycle on our roads, just like kids in Amsterdam and Copenhagen do ”

Suzanne Fogg, London Cycling Campaign trustee, at the Big Ride, 17 May 2014 (*London Cyclist*, June 2014)

“ We need cycling that is safe and inclusive, and is also joyful. Nineteen out of twenty people over 65 in London never cycle – these people are being denied health benefits, but are also being denied the joy of cycling ”

Rachel Aldred, London Cycling Campaign trustee, at the Big Ride, 17 May 2014 (*London Cyclist*, June 2014)

## OVERVIEW

Space for Cycling, an initiative from the London Cycling Campaign<sup>1,2</sup>, called on every candidate in the May 2014 London council elections to support one specific action that would help to begin the process of making their local streets feel safe and inviting for everyone to cycle. This document details the key actions, or 'asks', as prepared by Get Sutton Cycling, for all eighteen wards in the London Borough of Sutton ahead of those elections.

Each action point was categorised into one of six themes as proposed by the LCC policy forum<sup>3</sup>:

- Cycle-friendly town centres
- Cycle routes through parks and green spaces
- Protected space on main roads and at junctions
- Removal of through motor traffic
- Safe cycle routes to schools
- 20mph speed limits

The choice of theme allocated to each ward, and the associated 'ask', was determined from the results of an online survey<sup>4</sup>, along with the comments that were received at an open house event<sup>5</sup> held in February 2014 and attended by over 30 Sutton residents. The outcomes were then compiled by Get Sutton Cycling<sup>6</sup>, reviewed by the LCC, and subsequently published online at Space for Cycling<sup>7</sup>. With these in place, Get Sutton Cycling held a Small Ride<sup>8</sup> to promote Space for Cycling on 3 May, prior to the London Cycling Campaign's Big Ride<sup>9</sup> on 17 May.

The criteria for the 'asks' were deliberately set high. The reason for this was to give a clear indication that there needs to be a step-change in provision if cycling is ever to become a mainstream form of transport. It was recognised that some candidates may consider the specific 'ask' to be too ambitious for them to feel able to give their outright initial support. But this was more about establishing the case, and putting in place the process that would enable the dialogue to be established with those who were subsequently elected. Given that Sutton Council controls around 95% of the borough's roads, and that the decisions made by councillors today will directly determine the way people travel in the borough for many years to come, it was felt important to set a high benchmark in all wards.

Political support for cycling in London is strong and growing. Potential funding for cycling is at unprecedented levels. Active travel is increasingly being seen as part of a healthy and happy lifestyle. And the publication of greatly improved guidance on how to deliver cycling infrastructure (to match the best available from around the world) is imminent. All in all, there has never been a better time to face the challenges and make the case for cycling.

Shortly after the election on 22 May, the London Cycling Campaign published a borough-by-borough overview, outlining the support for Space for Cycling across London<sup>10</sup>. Get Sutton Cycling looks forward to getting to know all the newly elected councillors across the borough in the coming months, and it is hoped that they will join other forward-thinking councillors across London to show that each and every ward and community they represent can benefit in so many ways when there is Space for Cycling.

<sup>1</sup> Space for Cycling (May 2014): Campaign information <http://space4cycling.org/campaign-info>

<sup>2</sup> London Cycling Campaign (April 2014) <http://lcc.org.uk/articles/london-cycling-campaign-uses-local-expertise-to-lobby-thousands-of-council-election-candidates-for-624-ward-specific-cycling-improvements>

<sup>3</sup> Space for Cycling (May 2014): What are we calling for? <http://space4cycling.org/space-for-cycling-policy>

<sup>4</sup> Get Sutton Cycling (February 2014) Space4cycling survey <http://getsuttoncycling.org.uk/2014/02/25/space4cycling-survey/>

<sup>5</sup> Get Sutton Cycling (February 2014): Tell us about barriers to cycling in your area

<http://getsuttoncycling.org.uk/2014/02/20/tell-us-about-barriers-to-cycling-in-your-area/>

<sup>6</sup> Get Sutton Cycling contributors who helped finalise the action points included John Kinnear, Charlotte Gilhooly, Ben Rafferty, Chris Rutland, Karl Roche, Charles Martin, Stephen Hart, Victoria Couchman, Gary James and Dmitri Gourkine.

<sup>7</sup> Space for Cycling (May 2014): Sutton borough cycling improvements by ward <http://action.space4cycling.org>

<sup>8</sup> Get Sutton Cycling (6 May 2014): Celebrating Space for Cycling with a Small Ride <http://getsuttoncycling.org.uk/2014/05/06/celebrating-space-for-cycling-with-a-small-ride/>

<sup>9</sup> London Cycling Campaign (17 May 2014): Thousands of Londoners join the Big Ride... <http://lcc.org.uk/articles/thousands-of-londoners-join-the-big-ride-in-central-london-to-tell-politicians-we-want-streets-that-are-safe-and-inviting-for-cycling>

<sup>10</sup> London Cycling Campaign (29 May 2014): Borough by borough break down of local election results and Space for Cycling supporting councillors <http://lcc.org.uk/articles/borough-by-borough-breakdown-of-local-election-results-and-space-for-cycling-supporting-councillors>

## Beddington North

Beddington and Wallington Local Committee

### Protected space on main roads and at junctions

#### *Protected space for cycling on Croydon Road (A232) and Beddington Lane (B272)*

Protected space for cycling on two of the busiest roads in the ward (Croydon Road and Beddington Lane) would join-up and improve existing facilities, and help to extract maximum value for cycling infrastructure.

Along with upgrades to the existing London Cycling Network route 75 (to be designated a Quietway), and the development of a new accessible Quietway in Beddington Farmlands (adjacent to the Hackbridge and Mitcham railway), protected space will provide coherent east-west and north-south routes.

The provision of crossing points to Dutch standards for Beddington Lane (e.g. Guy Road with Richmond Road) and for Croydon Road (e.g. Demense Road with Church Road) are also high priorities. Elsewhere, 20mph for all on-street sections of 'Quietways', unless segregation is provided, would be appropriate.

<http://goo.gl/maps/DM4dE>

## Beddington South

Beddington and Wallington Local Committee

### Safe cycle routes to schools

#### *A network of routes to provide safe routes to five schools situated on busy roads*

To provide a grid, or network, of routes to such a high standard and quality that parents would be happy to let their children cycle to and from school. Features could include protected space on Mollison Drive and Foresters Drive, two-way cycling on streets that are currently designated one-way (e.g. Link Lane), safe junctions, Greenway cycle links between Overhill Road and Imperial Way and between Plough Lane and Lancastrian Road, the introduction of area-wide 20mph (but removal of road humps), and road closures to through motor traffic. Improvements on Sandy Lane, particularly at the junction with Woodcote Road at Woodcote Green, with a design criterion that promotes comfortable cycling, are long overdue and urgently required.

<http://goo.gl/maps/UXuAF>

## Belmont

Sutton South, Cheam and Belmont Local Committee

### Protected space on main roads and at junctions

#### *Establish protected space for cycling between Belmont and Sutton town centre*

A cycle ride from Belmont to Sutton town centre, a distance of around 2km, should only take about ten minutes. But the only route for this journey, that does not require a considerable detour, is along the heavily trafficked Brighton Road. Protected space on this road, even if the provision of this requires, in places, land purchase from adjoining properties, is something that really needs to be explored. Transforming Brighton Road into a boulevard would enhance this gateway into Sutton, and benefit all road users and its residents.

<http://goo.gl/maps/DXDeZ>



## Carshalton Central

Carshalton and Clockhouse Local Committee

### Removal of through motor-traffic

*Remove through motor-traffic from the “quiet” roads of Carshalton Village*

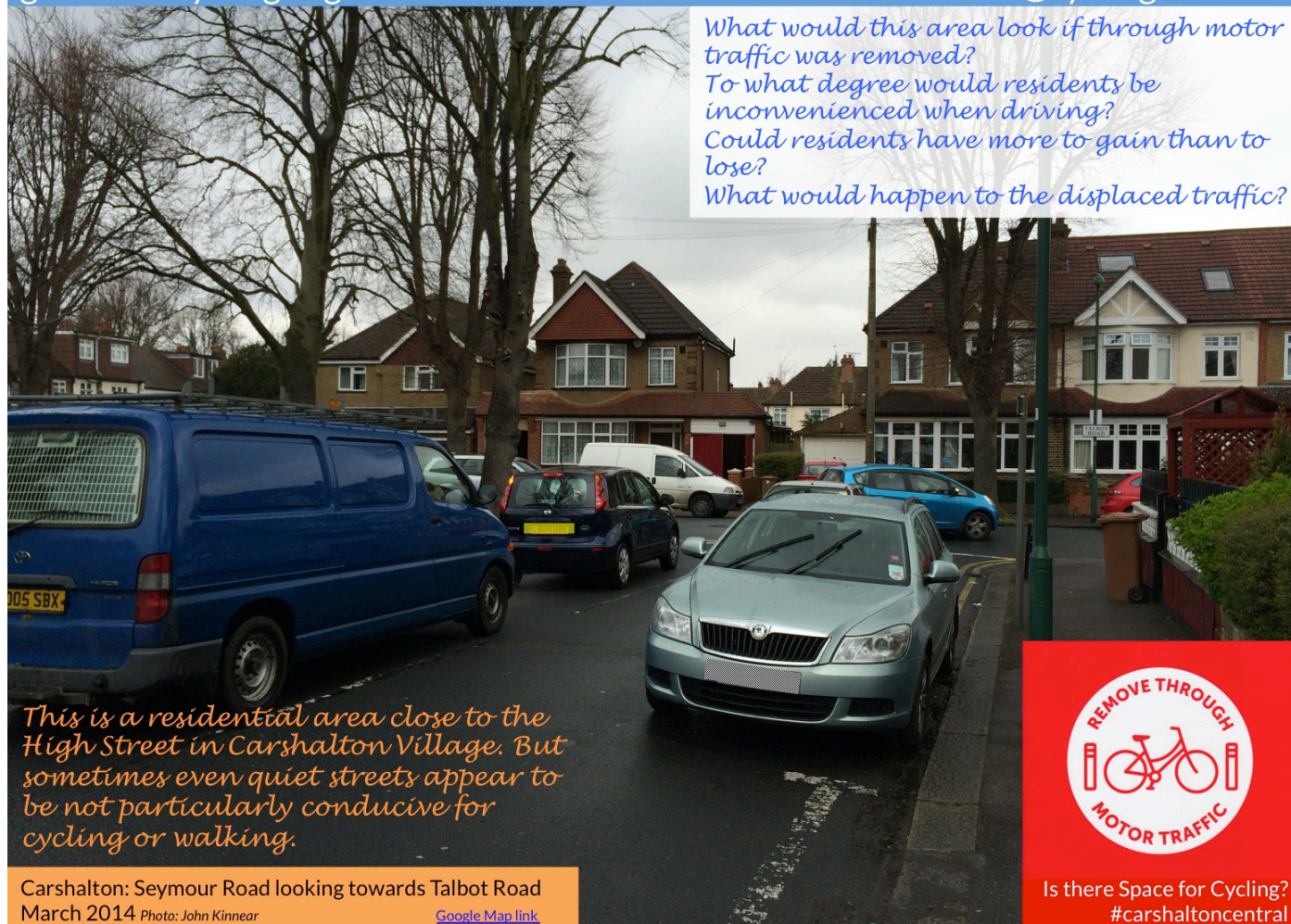
Carshalton Central ward is relatively small in size. In theory it can be cycled across east-west/north-south in ten minutes. Residential roads, that should make suitable routes for cycling and are often the only alternative routes to busy, trafficked roads, can become effective no-go areas for cycling when they become conduits for inappropriate levels of motor traffic. Examples of this within the Carshalton Village Conservation Area include Ruskin Road into Seymour Road, Talbot Road and The Square. Closure of one or more of these type of roads to through motor traffic, the impact of which to those driving here would be relatively light, would help to make cycling a more attractive option for local journeys for everyone throughout the day.

<http://goo.gl/maps/lmtxl>

[getsuttoncycling.org.uk](http://getsuttoncycling.org.uk)

@cyclinginsutton

*What would this area look if through motor traffic was removed?  
To what degree would residents be inconvenienced when driving?  
Could residents have more to gain than to lose?  
What would happen to the displaced traffic?*



*This is a residential area close to the High Street in Carshalton Village. But sometimes even quiet streets appear to be not particularly conducive for cycling or walking.*

Carshalton: Seymour Road looking towards Talbot Road  
March 2014 Photo: John Kinnear

[Google Map link](#)



Is there Space for Cycling?  
#carshaltoncentral

## Carshalton South and Clockhouse

Carshalton and Clockhouse Local Committee

### Cycle routes through parks and green spaces

#### *Provide cycle routes through parks and green spaces*

Oaks Park would become more of a cycling destination, and more cross-borough journeys would be made possible, if some existing links (and crossings) were greatly improved. Examples of these include Fairlawn Road to Croydon Lane, and Grove Lane to Clockhouse. There is a lot of potential for access improvements to Stanley Park High School by bicycle, and this requires a review and audit for suitability of many local streets. These include Fountain Drive, which could be re-designed as a linear park (to incorporate the link with East Drive and Dingwall Road), Woodmansterne Road (particularly at the intersection with South Rise), and Stanley Park Road (with junctions designed for cycling as a mode of transport).

<http://goo.gl/maps/zwlUU>



#### **CYCLE ROUTES THROUGH PARKS AND GREEN SPACES**

London has many parks and wonderful green spaces. They are perfect places for cycling – particularly for children, families and the elderly - yet too many don't provide good space for cycling. Considerate cyclists and pedestrians can happily get along together with the right facilities, which is why we're calling on council election candidates to support the creation and improvement of accessible Space for Cycling through parks and green spaces.



#### **20MPH SPEED LIMITS**

Reducing motor traffic speeds is proven to prevent death and serious injuries to cyclists and pedestrians alike, especially children, with little impact on most journey times. We're calling on council election candidates to support 20mph speed limits in residential streets to create a less dangerous and intimidating street environment that provides safe Space for Cycling.

## Cheam

Sutton South, Cheam and Belmont Local Committee

### 20mph speed limits

#### *Implement a 20mph speed limit in Cheam Village, befitting the unique character of the area*

Cheam Village has a historic core, but could be at the cutting edge for enhancing its character and sense of place through the introduction of a 20mph speed limit across the ward. The route option between South Cheam, Cheam Village and North Cheam is largely confined to Sandy Lane/Burdon Lane, Station Way and the busy Malden Road. Therefore, a 20mph speed limit would be appropriate on these roads too if it were determined that protected space was not viable here. Engagement with TfL to significantly upgrade the cycle paths adjacent to St Dunstan's Hill, with signalised cycle facilities provided to a high quality where Quietways cross the A217, are crucial infrastructure requirements. With Dutch standards applied, the completion of this major project would ensure that Cheam becomes a super cycling-friendly place for residents, businesses and visitors alike.

<http://goo.gl/maps/QisQD>





## St Helier

St Helier, The Wrythe and Wandle Valley Local Committee

### Protected space on main roads and at junctions

#### *Redesign Rose Hill roundabout to provide protected space for cyclists*

A complete redesign of Rose Hill roundabout, offering safe and comfortable cycling facilities to include a fully signalised perimeter cycle path, is required to unlock the potential for cycling in St Helier. Upgraded cycle paths on Reigate Avenue (A217) and St Helier Avenue (A297), and new segregated paths on Bishopsford Road (A217), Wrythe Lane (B278) and Rose Hill (B2230) to link directly with the roundabout perimeter path. Crossings, designed for cycling as a mode of transport, are required to link areas of St Helier estate that are effectively severed by main roads. This was supported by the Sutton's mini-Holland Bid document (paragraph 3.20 "...we will focus on increasing cycling levels ...particularly on the St Helier Estate, Benhill Estate and in the Wandle Valley"). Liaise with TfL and LB of Merton. Also aspire to having safe and inclusive routes to the David Weir Arena and St Helier Hospital.

<http://goo.gl/maps/CQIPs>



### 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. We're calling on council election candidates to support the creation of protected cycles lanes, and the redesign of major junctions, to create safe Space for Cycling on main roads.



## Stonecot

Cheam North and Worcester Park Local Committee

### Protected space on main roads and at junctions

#### *Protected space for cycling on two key routes, Stonecot Hill and Sutton Common Road*

Stonecot Hill (A24) forms part of a strategic link between North Cheam, Stonecot Hill and Morden. There are really no alternative route options to avoid this busy thoroughfare. Similarly, for journeys between Stonecot Hill and Sutton High Street, it's difficult to avoid the heavily trafficked Sutton Common Road where parked vehicles on both sides of the road, and the 30mph speed limit, make utility cycling uncomfortable. Segregation on Sutton Common Road, if linked to fully upgraded paths on A217 (see Sutton North), would help facilitate safe routes for Glenthorne High School. The school's updated Travel Plan in 2008 (the most recent available) notes that: "The A217 and A24 generate a lot of traffic at peak times. Sutton Common Road is used heavily as a link between these two roads during rush hour and regularly congested." It identifies an on-going travel problem as "lack of cycle lanes that lead safely right up to the school gates".

<http://goo.gl/maps/fmRgV>

[getsuttoncycling.org.uk](http://getsuttoncycling.org.uk)

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*What is the best way to provide protected space for cycling here? Would the removal of the centre islands and turning lanes, along with a reassessment of kerb-side parking, provide sufficient carriageway capacity for both motor traffic and the installation of cycle paths? If so, what would be the consequences, both positive and negative, of this? Would the short term pain be outweighed by the long-term gain?*



*Cycling on this busy road is arguably limited to those those who are highly trained, extremely fit and daring enough to battle with traffic. There is space on the carriageway to provide cycle paths, it's just a case of how that space is managed.*

Stonecot Hill: Sutton Common Road (B279)

April 2014 Photo: Charlotte Gilhooly

[Google Map link](#)



Is there Space for Cycling?  
#stonecot

## Sutton Central

Sutton Local Committee


### Cycle-friendly town centres

*Sutton town centre needs to be able to be comfortably reached on foot and on bicycle from all directions*

The gyratory road system circulating traffic around Sutton town centre is a barrier to access to the retail and residential core for those on foot, on bicycle and, in many ways, for those using public transport too. Well-defined crossing points are required that link the High Street directly to paths or quiet streets beyond the gyratory. Consideration should be given to provide carriageway space for segregated two-way cycle-paths. Providing cycle space on the gyratory could help revive the rather sterile environment of dead frontages that currently occupy much of St Nicholas Way and Throwley Way. There were also some potentially useful ideas from Sutton's mini-Holland bid in July 2013, which notes the severance caused by the gyratory to east-west routes. There are, however, severe limitations to north and south routes too, and these need to be addressed. In the near neighbourhood of the town centre, 20mph on residential roads would be appropriate, especially on narrow streets where vehicles are permitted to park on both sides of the road.

<http://goo.gl/maps/GgOwu>

The journey beyond 2014  
Planning  
A less timid approach (1)



London Borough of Sutton Local Development Framework  
Supplementary Planning Document  
North Sutton Sites Draft Planning Brief  
May 2012

*Who writes this stuff?*


"Crown Road/High Street are part of a network of Borough cycle routes and are seen as an important link to the town centre and any proposals to alter the highway must improve, where possible, cycle connectivity and integrate with existing cycle facilities."

Paragraph 6.11 North Sutton Sites Draft Planning Brief, May 2012

*PS: If you are going to say something like this, it has to be true. Can we honestly say that Crown Road and the High Street are part of a network of cycle routes?*

Sutton Cycle Summit 2014
35

The journey beyond 2014  
Planning  
A less timid approach (2)



London Borough of Sutton Local Development Framework  
Supplementary Planning Document  
North Sutton Sites Draft Planning Brief  
May 2012

*Re-written as shown below could help us get that future "mini-Holland" type funding. It shows commitment, an understanding, and a desire to achieve.*

"Crown Road/High Street are part of a network of Borough cycle routes and are seen as an important link to the town centre. This development is an exciting opportunity to improve cycle connectivity and to integrate with existing cycle facilities, and this will be reflected in any proposals to alter the highway."

*This advice is freely given. No consultation fee required!*

Sutton Cycle Summit 2014
36



## Sutton North

Sutton Local Committee

### Protected space on main roads and at junctions

#### *Upgrade the 1930s cycle path on Sutton by-pass to Dutch standards*

There is great potential to work with TfL to provide a major upgrade to the existing, unsatisfactory, incomplete and disjointed, 1930's cycle-path on both west and east sides of the Sutton by-pass dual carriageway (Reigate Avenue and Oldfields Road (A217)). These cycle paths will need to continue across junctions, with priority signalisation where appropriate, and be clear of parking, loading and delivery bays and bus stops. This major project will require liaison with St Helier, Stonecot, Sutton West, Cheam and Belmont wards to provide a joined-up route. Elsewhere, protected space to be provided on Rose Hill, Angel Hill, the northern section of Sutton High Street and Sutton Common Road.

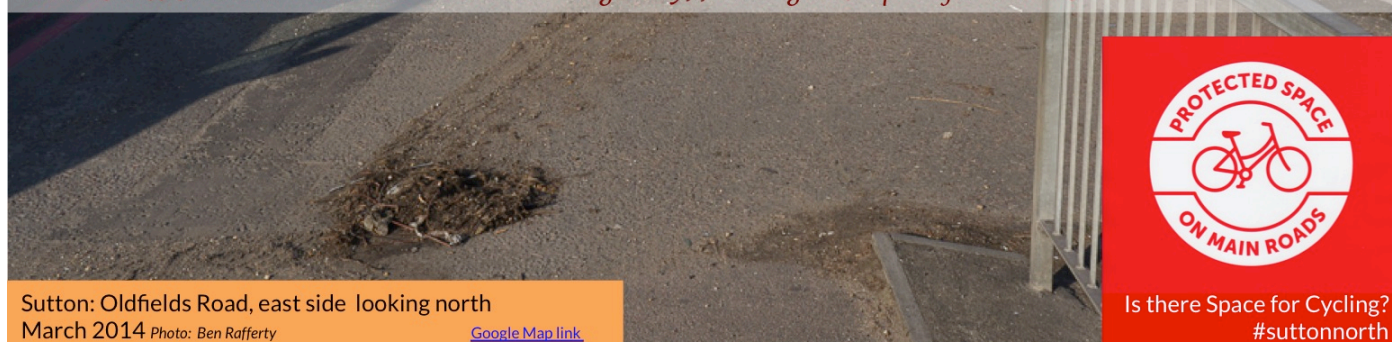
<http://goo.gl/maps/1kLdt>

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*The A217 Sutton by-pass has adjacent cycle paths along part of its length. However, there are many missing links, it's often necessary to dismount or return to the carriageway, the surface leaves a lot to be desired (poorly maintained, prone to debris and litter, slippery in icy weather, and is less smooth than the main carriageway), and gives up at junctions.*



Sutton: Oldfields Road, east side looking north

March 2014 Photo: Ben Rafferty

[Google Map link](#)

Is there Space for Cycling?  
#suttonnorth



## Sutton South

Sutton South, Cheam and Belmont Local Committee

### Removal of through motor-traffic

*Provide quieter routes for cycling by discouraging through traffic on residential roads*

There are only a few locations where the railway line, linking Cheam, Sutton, and Carshalton Beeches can be crossed. One, or more, of these roads needs to be made cycle-friendly. Through motor traffic on residential roads reduces their viability for use as comfortable cycle routes. Therefore, consideration to be given to closure of through traffic on Hillcrome Road, Chalgrove Road, Grange Road, Worcester Road, Ventnor Road, with two-way cycling permitted on Devonshire Road. The cross-roads at Ventnor Road, Brighton Road, Devonshire Road to be fully signalised to provide safe and attractive conditions for cycling to and from Overton Grange School. A 20mph speed limit on all roads between Overton Road and Brighton Road would help encourage cycling too.

<http://goo.gl/maps/ql4od>

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*How can residential roads across south Sutton be transformed into a network of streets and places that are more people-friendly? What is the best way to make this area feel so welcoming and the streets feel so safe, that residents, young and old, fit and not so fit, would feel encouraged to try cycling for some of their local journeys? What are the challenges associated with removing through motor traffic? Where would traffic go? Would it be best to start with a trial closure? Is there scope for place enhancement, pocket parks or play areas when facilitating road closures?*

*Leafy streets, that are quiet for much of the day, can become intimidating places for vulnerable road-users during the morning, afternoon and evening peak periods. If cycling is to ever become an attractive form of transport for local trips for a much greater number of residents, then the presence of non-local motor traffic, that can use alternative roads, needs to be addressed. Central Sutton is only a short distance away, so why take the car every time?*

Sutton: Worcester Road  
March 2014 Photo: Karl Roche

[Google Map link](#)



Is there Space for Cycling?  
#suttonsouth

## Sutton West

Sutton Local Committee

### Removal of through motor-traffic

*Provide quieter routes for cycling by discouraging through traffic on residential roads*

There is very little potential for making segregated space for cycling throughout the length of the A232 Cheam Road, so explore the options for providing comfortable conditions for walking and cycling on other roads. Ideally this would include closure to through motor traffic. To the south of Cheam Road there are limited places to cross the Cheam to Sutton railway line. As a result, York Road, which was not designed for high throughput of traffic, is heavily used. To the north of Cheam Road, the Western Road/St James Road/Robin Hood Lane/Collingwood Road/Crown Road alignment is used as a short cut to avoid Cheam Road and St Nicholas Way. Consequently, with inappropriate levels of motor traffic using these roads, they become less attractive for cycling. A major upgrade to St Dunstan's Hill and Belmont Rise cycle paths, along with Dutch-style crossing points on Quietway alignments (Seear's Park to Love Lane, Alberta Avenue to Church Hill Road), are required.

<http://goo.gl/maps/NVNwi>

## The Wrythe

St Helier, The Wrythe and Wandle Valley Local Committee

### Protected space on main roads and at junctions

*With protected space for cycling, cycling will become an option for more people in The Wrythe*

Protected space for cycling on Green Wrythe Lane, between Middleton Road and North Street, and on Middleton Road between St Helier Avenue and London Road would not only help create a cycling culture across the ward, but also deliver fully inclusive cycle links with the nearby St Helier Hospital and with the David Wear Leisure Centre and Arena. Improvements are required to the Colston Avenue/West Street roundabout, and these could be linked with the introduction of two-way cycling on Camden Road.

<http://goo.gl/maps/v7Ko5>



### REMOVAL OF THROUGH MOTOR TRAFFIC

Fast or heavy through traffic makes residential streets inhospitable for cycling. We're calling on council election candidates to support the removal of through motor traffic from residential streets in order to create safe Space for Cycling. Bollards and planters are an inexpensive way to remove non-local motor traffic, creating a safe environment in which to live, cycle and walk. Local residents will still be able to access their properties by car, and deliveries and refuse collections will be unaffected.



## Wallington North

Beddington and Wallington Local Committee

### Protected space on main roads and at junctions

#### *Create safe space for cycling for all on Park Lane*

Park Lane forms part of National Route 20 (London to Brighton) of Sustrans' National Cycle Network (NCN) and is also a section of Avenue Verte (London to Paris). In theory, the NCN comprises a series of safe, traffic-free lanes and quiet on-road routes that provide a suitable cycling experience for an unaccompanied 12 year-old. The Avenue Verte is described as a largely traffic free route linking the two capital cities. As it stands at the moment, Park Lane is not even suitable for a gentle ride to the local shops. At the southern end, vehicles are permitted to park on the railway bridge in a cycle lane. A trial of light segregation on Park Lane, from the High Street/Acre Lane in the north and continuing on to Boundary Road in the south, would make a great case study and could put Sutton firmly on the cycling map. Designed-in safety at all junctions would also be key. Protected space is also required for the A232 Acre Lane and Croydon Road, with a focus on the Wallington Green intersection (A232/A237), along with a crossing between Beddington Park and Bute Road.

<http://goo.gl/UtPDw1>

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Could "light segregation" work here?  
 What impact would the loss of kerb-side parking have?  
 How can parking be managed?  
 What practical adjustments can be implemented at junctions?  
 It's a challenge, but it's a challenge that needs to be addressed if cycling is ever going to be an attractive transport option.

*This street forms part of the National Cycle Network route 20, and the Avenue Verte. It links the Wandle Trail with Oaks Park, and also London with Paris!*

Carshalton: Park Lane (looking north)  
 2 April 2014 Photo: Charles Martin



Is there Space for Cycling?  
 #wallingtonnorth

[Google Map link](#)



## Wallington South

Beddington and Wallington Local Committee

### Protected space on main roads and at junctions

*Helping to make Wallington a cycle-friendly destination for all, with protected space for cycling and safe crossings*

A trial of light segregation on Park Lane, continuing over the railway bridge and along Boundary Road to help complete a missing link in the National Cycle Network. To build on the recent improvements in Wallington town centre, develop a grid, or network, of cycle-friendly routes using quieter streets with 20mph speed limits and suitable 'Dutch-style' crossing points at main intersections. Streets for this network would include the quiet streets parallel to Woodcote Road with crossing points to include Stafford Road at the intersection with Clarendon Road/Onslow Gardens. A re-assessment of Ross Parade/Bridge Road/Clarendon Road/Ross Road will be required to ensure that the traffic-free Bridge Road interfaces well with the trafficked streets. To focus the function of the main shopping area on Woodcote Road as a place, rather than a busy road, introduce 20mph on Woodcote Road.

<http://goo.gl/maps/VSauU>

[getsuttoncycling.org.uk](http://getsuttoncycling.org.uk)

@cyclinginsutton

*Painted white lines and cycle logos on both sides of the carriageway. An attempt to make space for cycling as the road climbs over the railway. But in practice the "cycle lane" is just used as a parking lot, and ineffectual. A route is only as good as the sum of the parts, and if we can't make the case, we are not going to impress the people who could supply future mini-Holland type funding!*

*This street forms part of the National Cycle Network route 20, and the Avenue Verte. It links the Wandle Trail with Oaks Park, and also London with Paris!*

Wallington: Park Lane/Boundary Road

6 November 2013 Photo: Charles Martin

[Google Map link](#)



Is there Space for Cycling?  
#wallingtonsouth



## Wandle Valley

St Helier, The Wrythe and Wandle Valley Local Committee

### Cycle-friendly town centres

#### *Making Hackbridge an attractive cycling destination*

Sutton Council is working with the community to turn Hackbridge into the UK's first truly sustainable suburb. For a suburb to be truly sustainable in terms of transport, it really has to feel comfortable for cycling. Providing protected space for cycling on Middleton Road and on London Road, two of the busiest roads in the ward, would help with the sustainable suburb vision. There is space for the creation of a boulevard on London Road that would make cycling a safe and attractive option, but on-street parking would need to be addressed. There is space to transform the roundabout at Carshalton Circle to make it feel safe for cycling, and in doing so enhance the character of the local centre. Across the ward explore options for the development of comfortable and inclusive cycle links to St Helier Hospital, the David Weir Leisure Centre, and with the soon to be upgraded Wandle Trail 'Quietway'.

<http://goo.gl/maps/4Z56d>

[getsuttoncycling.org.uk](http://getsuttoncycling.org.uk)

@cyclinginsutton

*How welcoming is this view to someone arriving at Hackbridge on foot or by bicycle?  
How highly would this cycling facility be rated against the Mayor of London's cycling vision?  
What can be done to improve things?  
The space for cycling is there. All that is needed now is the ambition to deliver it.*



*Endeavoring to facilitate cycling, by providing some paint on a footway and then adding a dropped kerb, is never going to be successful. In fact, this sort of facility is arguably worse than nothing, as it simply marginalises the very idea of ever getting on a bicycle. Hackbridge, with its ambition of becoming London's first sustainable suburb, deserves much better.*

Hackbridge: London Road  
March 2014 Photo: Stephen Hart

[Google Map link](#)



Is there Space for Cycling?  
#wandlevalley

## Worcester Park

Cheam North and Worcester Park Local Committee

### Safe cycle routes to schools

#### *Provide safe routes to schools in Worcester Park*

Most residential streets in the Worcester Park ward are already 20mph. But many of these residential streets also carry relatively high levels of traffic, believed to be due, in part, to motorists choosing to use the side streets instead of the main roads in an attempt to reduce their journey times. Unfortunately, in doing so, the attractiveness of cycling along Browning Avenue, for example, which forms part of the alignment of route 75 of the London Cycling Network – a route that it is proposed to develop into a cycling 'Quietway' – is undermined. As a result, the idea of children making short journeys from home to school on foot, let alone by bicycle, is not a particularly appealing one. The trial closure of some roads to through motor traffic (except buses) would help make local roads feel safe for cycling, and could transform how local people use their streets.

<http://goo.gl/maps/MpUWQ>



#### **SAFE CYCLE ROUTES TO SCHOOLS**

Bringing up London's kids to be healthy, independent adults is one of the most important things we can do, and helping them to cycle is one of the best ways to do it. We're calling on council election candidates to support the creation of safe cycle routes to schools, so children and parents have the Space for Cycling they need to enjoy making the school run by bike.



#### **CYCLE-FRIENDLY TOWN CENTRES**

London's town centres and high streets are the pulse of every borough. By making them safer and easier to reach and explore by bike, we can build a more prosperous and 'liveable' London. We're calling on council election candidates to support the creation of safe Space for Cycling in and around town centres and high streets, giving Londoners the opportunity to visit the shops and local amenities by cycle.