



# Sutton's Mini-Holland Bid

## Expression of Interest and Outline Proposal

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# Introduction

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This document sets out Sutton's proposals to become a 'Mini-Holland' as part of the Mayor's Vision for Cycling. In order to realise the benefits of cycling, the council will implement a package of infrastructure, education and promotion to raise cycling levels substantially in the borough, targeting sectors of the population and areas of the borough where we believe there is scope for, and benefits to be gained from, greater cycle use. Sutton wants residents to catch the cycling 'bug' which the Mayor's Vision for Cycling is promoting and many parts of London are witnessing.



The London Borough of Sutton is ideal for cycling. Compact and cycle-able, it is 'Holland scale' with a network of quiet residential roads and paths through parks and open spaces that lead the cyclist from one end of Sutton to the other. One is rarely more than 20 minutes by bike from anywhere within the borough. This bid to the Mayor of London to create a 'Mini-Holland' is an exciting opportunity for Sutton to realise its cycling possibilities. As Sutton already has a relatively extensive and well-developed network of cycle routes established over the past 20 years, a significant enhancement for cyclists can be achieved through a series of targeted interventions that offer good value for money. This will focus on joining up existing cycle routes to provide seamless routes, including links to neighbouring boroughs.

Sutton has a long-standing reputation for its commitment to progressive environmental and transport policies. One Planet Sutton is a holistic vision for sustainability to reduce CO2 and pollution, and protect the environment, informing all council activity, to which the Mini-Holland proposals would add a powerful physical dimension. This includes targets to increase the proportion of journeys by sustainable modes including cycling, and to address unhealthy lifestyles through promoting active travel.

The proposals to enhance gateways to town centres and improve accessibility to and between them also support Opportunity Sutton's work to boost the borough's economy.

Extensive work to promote cycling in the borough has already taken place. The award winning Smarter Travel Sutton project increased cycling levels by 75% between 2006 and 2009, with schools in particular enthusiastically taking to two wheels. Yet the potential is not fully realised and the council is not content to leave this opportunity untapped. A significant proportion of residents work in Sutton or neighbouring boroughs; town centres and residential areas are in close proximity; and modal data suggests that many car trips are less than two miles. The potential for high levels of local and commuter cycling is therefore considerable.





The council wants to further explore and address the practical and cultural reasons why people do not cycle and to revolutionise the way the borough makes provision for cycling.

The perception of Sutton as a green and affluent area masks issues such as a significant proportion of households having no access to a car, traffic congestion at peak times and growing health concerns due to inactive lifestyles and air pollution.

As part of this proposal, the council will focus not only on improving cycling infrastructure and facilities, but on increasing cycling rates among specific sectors of the population where we believe there is untapped potential. In particular we will focus on C2DE social groups in the 'Northern Wards' of St. Helier, The Wrythe and Wandle Valley, where there is low car ownership, higher than average unemployment and disadvantage and rates of obesity and ill health. Cycling provides a low cost and healthy means of transport and exercise which can open up access to employment and education in these areas.

We will also seek to increase cycling amongst secondary school pupils in the Northern Wards, Sutton and Carshalton. This will focus on schools which are expanding due to an increasing population and where there is already considerable congestion on the roads and buses during school start and finish times. As part of this strategy we will continue to work with primary schools on cycle training.

The main elements of this Mini-Holland proposal are:

- Improving cycle access to Sutton Town Centre
- New and improved cycle routes within the two district centres of Rosehill and Carshalton and linking to Sutton town centre
- New and improved links to Cycle Superhighway 7 in Merton
- Providing new links between existing cycle routes and addressing barriers and problem junctions
- Improving routes for cycle commuters heading into Central London
- Cycle super-hub at Sutton station and improvements at other rail stations
- Promotional work to replace short car journeys by cycling
- Local marketing and promotion to get more people cycling
- Increasing cycling in more deprived areas and amongst teenagers
- All new developments and traffic schemes to be cycle friendly

# 1 Borough Context

**1.1** The London Borough of Sutton is on the outer edge of South West London and is one of the smaller outer-London boroughs. The borough is bordered to the north and east by the London Boroughs of Merton and Croydon respectively and to the north-west by the Royal Borough of Kingston-Upon-Thames, while to the south and west it adjoins the two Surrey districts of Reigate and Banstead and Epsom and Ewell respectively.

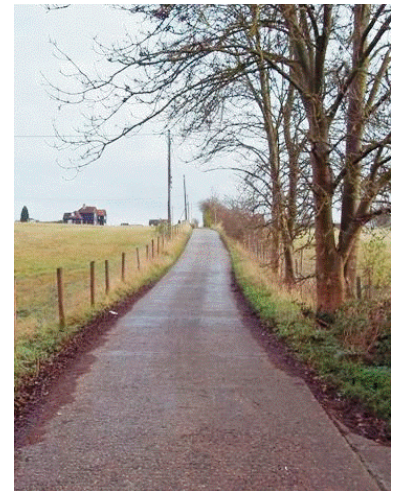
**1.2** The southern half of the borough forms the lower slope of the North Downs and is therefore slightly undulating. It consists of predominantly relatively affluent, low-density residential areas, together with a substantial green belt area forming the edge of Greater London.

**1.3** By contrast, the northern wards, including St Helier, The Wrythe and Wandle Valley, are less affluent and consist of higher density housing, including large social housing estates and industrial areas. However, the northern half of the borough, which is less hilly, also contains significant areas of parkland and green space, including the River Wandle and Beddington Park and Farmlands, which will form part of the new Wandle Valley Regional Park. This area has considerable potential for cycling as part of a wider regeneration programme and will be the focus of this proposal.

**1.4** In addition to the Metropolitan town centre of Sutton, there are seven district centres in the borough at Wallington, Worcester Park, North Cheam, Rosehill, Cheam, Carshalton and Hackbridge, along with a number of local centres (see Figure 1).

**1.5** Sutton has one of the highest car ownership levels in London. According to the 2011 census 77% of borough households owned at least one car or van compared to the 67% average for Outer London and 58% for Greater London. However, despite the high levels of car ownership in the borough, 23% of borough households did not own or have access to a car and were therefore dependent on public transport, walking and cycling. Car ownership levels also vary considerably between wards, with Sutton Central and the less affluent northern and eastern wards having lower levels than the more affluent southern and western wards.

**1.6** According to the London Travel Demand Survey (2011) an average of 54% of trips that originate in Sutton are by car / motorcycle, 28% walk, 11% are by bus / tram, 5% by rail and 1% by cycle.



## 2 Cycling Context

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**2.1** Sutton has a long history of encouraging sustainable transport and is well known for being at the forefront of the sustainability agenda, both nationally and internationally. The council was one of the first in London to implement a borough cycle network in the early 1990s and to publish a Sustainable Transport Strategy and cycle map in the late 1990s. We are currently in the process of preparing a new Sustainable Transport Strategy which will include a significant cycling element, and also a new borough cycle map. A stakeholder consultation workshop is being held on the 16th July to inform the new Strategy.

**2.2** The council has implemented an extensive network of signed cycle routes on quieter roads and through parks and open spaces (see Figure 1). Much of this network formed part of the wider London Cycle Network connecting Sutton with neighbouring boroughs. The Wandle Trail cycle route linking the borough to the Thames and Croydon also forms part of the National Cycle Network, with NCN route 20 also heading south into the North Downs and beyond. Avenue Verte, a London to Paris route established for the 2012 Olympic Games, also follows part of the Wandle Trail and NCN 20.

**2.3** Cycling formed a core element of the three-year TfL-funded Smarter Travel Sutton programme which ran from 2006 to 2009. This behavioural change programme aimed to achieve a modal shift from the private car to more sustainable forms of transport and saw a 75% increase in cycling over its lifespan. A number of cycling initiatives formed part of this project, including cycle training, cycle roadshows, a bicycle delivery scheme and the installation of new cycle parking across the borough. Therefore the foundations for a further visionary project to raise the profile of cycling and implement high quality cycling facilities are well-laid.

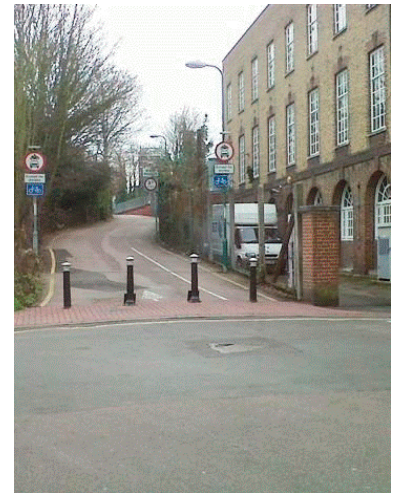
**2.4** As part of its Local Implementation Plan, the council has an on-going programme of schemes to improve and extend the borough cycle network. This includes opening up one-way streets for two-way cycling, signing of routes, construction of new routes across parks and open spaces, widening of footways to allow shared use and improvements to cycle parking facilities.

**2.5** There are no Cycle Superhighways within the borough. The nearest one, CS7, starts at South Wimbledon and ends at Bank in the City. If we are successful in our bid, we will, in conjunction with the London Borough of Merton, provide feeder routes to link up with CS7. We would also like to see the creation of an orbital cycle superhighway linking Sutton to Kingston and Croydon (and beyond), building on the existing orbital LCN route 75. Improving this orbital route is something that the South London Partnership is keen to pursue through its Sustainable Transport Group.

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2.6 The existing borough cycle network is almost complete but there are one or two missing links and the need for some upgrading and improvement, including better signing. There is scope for linking some of the existing routes and for new routes, particularly focussing on town and district centres. There is also scope for making the whole road network in residential areas more permeable for cyclists by allowing contra-flow cycling on one-way streets and through road closures, allowing cycling on footpaths which provide more direct routes, such as through parks and open spaces and along alleyways. In some neighbourhoods, filtered permeability may be appropriate to restrict through traffic and make roads quieter and safer for cyclists and pedestrians as well as local residents. Where appropriate, further 20mph zones and limits will be introduced, as well as Home Zones.

2.7 These proposals are outlined in more detail below in relation to the criteria set out in the GLA's letter, together with some examples of what could be done in practice to transform Sutton into a Mini-Holland. Figure 2 shows the scope of the council's Mini-Holland proposal, focussing on Sutton town centre, Rosehill and Carshalton district centres and the corridors in between, including the St. Helier estate, part of Hackbridge and the Wandle Trail.





## 3 Mini-Holland Proposals

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### Sutton Town Centre

**3.1** The Mini-Holland proposal will focus on improving cycle access to Sutton town centre as the main centre in the borough and a key London Metropolitan centre. Sutton is the main retail and employment centre in the borough and also contains the main rail station – one of the busiest in south London. It is also a significant leisure, entertainment, civic and educational centre.

**3.2** The town centre is characterised by being long and narrow on a north-south axis, focussed along a traditional retail High Street. Much of this High Street has been semi-pedestrianised and traffic diverted around a one-way gyratory which forms a barrier to cycle and pedestrian movement and is unpleasant to cycle on. Unlike some pedestrianised High Streets, cycling is allowed in Sutton's High Street at all times, although this can cause some conflict with pedestrians. A number of cycle routes link to and cross the town centre, but often involve detours or awkward crossings and contra-flows. As part of this proposal we would carry out a full audit and review of cycle routes into and across the town centre and make substantial improvements for cyclists. We will also look at opportunities for new routes to provide a far more permeable and dense network of cycle routes into, around and across the town centre, catering for as many potential desire lines as possible. We will also improve cycle routes to the station and other key destinations such as schools, and cycle parking will be improved.

**3.3** Immediately surrounding the town centre there are some older residential areas of terraced houses, with an element of filtered permeability to deter through traffic. Opportunities for further measures to facilitate cycling (and walking) through these areas will be considered, including 'home zone' style measures which enhance the streetscape together with further filtered permeability. Priority will be given to cyclists and pedestrians at crossings and junctions, particularly on the one-way gyratory and main approach roads to the town centre, while maintaining traffic flow. Contra-flow cycling will be provided for on the one-way gyratory and other one-way streets and permitted on footpaths and alley-ways where appropriate.

**3.4** Some input will be required from TfL for measures on the A232 TLRN road, which forms the east-west part of the one-way gyratory and therefore acts as a barrier to movement. There is scope for some contra-flow cycling and other measures on the TLRN to support the Mini-Holland proposal.

**3.5** Figure 3 shows the Sutton town centre cycle zone with existing and proposed cycle routes and example locations where significant improvements could be made for cyclists. The Appendix contains photographs of some of these locations together with plans showing illustrative potential improvements.



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## Secondary Town Centres

3.6 In addition to the focus on Sutton there will be a focus on some of the borough's secondary town centres to make them more cycle-friendly. In particular we will focus on the following two district centres:

- **Rosehill**, which is on the northern edge of the borough on the main routes to Mitcham and Morden. It contains a major roundabout at the intersection of six roads, one of which, the A217, is a TRLN road which contains a partially segregated cycle track that could function as a major commuter route towards Morden and CS7 at South Wimbledon. We would like to work with TfL to improve the A217 cycle track and cycle facilities at Rosehill roundabout.

Rosehill district centre is at the heart of the St. Helier estate, London's second largest public housing estate, which has relatively low car ownership and higher than average levels of unemployment and poor health. It also contains St. Helier Hospital, the main hospital in the borough (and serving large parts of Merton), which is a major employer and has significant parking demand. We would therefore aim to work with local residents and the hospital to increase cycling rates as part of promoting healthy active lifestyles and reducing parking pressure.

Several existing cycle routes pass through Rosehill and there is scope for these to be improved and linked up (see Figure 4). There is also considerable scope for new cycle routes on some of the quiet roads and network of paths and open spaces on the St. Helier Estate. These could be linked up to the Wandle Trail which provides a green and pleasant quiet route towards Carshalton and Croydon to the south and Merton and Wandsworth to the north. Cycle routes to St. Helier and Carshalton stations will also be improved, together with cycle parking.

- **Carshalton**, which is one of the borough's district centres, on the A232 TRLN road. We would therefore expect to work closely with TfL on the TRLN element. Carshalton village contains a thriving parade of shops, restaurants and public houses, a theatre, sports centre with swimming pool and library, and several churches. Nearby are two attractive parks, the ponds and River Wandle, Honeywood Heritage Centre and Museum, the Ecology Centre, EcoLocal Environmental Centre, Carshalton Station, Sutton Council's Environment and Neighbourhoods Department, Carshalton College and several schools including two large girls' secondary schools. The nearby local centre of Wrythe Green would also be included in this scheme.

There is scope for a number of new and improved cycle routes to encourage more people to cycle to the district and local centre, and all the other aforementioned attractions, using quiet roads, footpaths, parks and open spaces (see Figure 5). This is a flat area with an old





village centre constrained by narrow roads, heavy traffic and limited parking, that would benefit from an increase in cycling and a reduction in traffic and congestion levels. There is scope for some schools cluster work in this area, and a schools air quality project is currently underway.

## Addressing Severance

3.7 The main causes of severance in the borough are:

- the Sutton one-way gyratory and pedestrianised High Street, which have limited east-west routes and crossing points
- the railway lines, which have limited crossing points, some of which are narrow roads and bridges
- The A217, which is a busy dual carriageway for most of its length with limited signalised crossings
- The River Wandle
- Beddington Farmlands, which is a large and mostly inaccessible open space currently used for landfill and gravel extraction. It acts as a barrier to east-west movement between Hackbridge and Beddington Lane. It is scheduled to become part of the Wandle Valley Regional Park once these functions finish, when new cycle routes will be created to improve access across it.

3.8 As part of this proposal and the development of new and improved cycle routes, we would look at reducing the severance effect of these obstacles by providing new routes and crossings where possible.

## A Network of good Cycle Routes Radiating out from the Main Town Centre

3.9 As part of the proposal we would look at improving the network of existing cycle routes that radiate out from, or cross, Sutton town centre. Most of these routes run parallel to main roads and provide safer and pleasanter 'quietways'. In particular, we would focus on routes linking Sutton to the two district centres of Rosehill and Carshalton, and on towards Morden, Hackbridge, Beddington and Croydon. Opportunities for new links will be considered, gaps in the network plugged, one-way streets opened up for two-way cycling, and measures taken to improve cycle safety and priority and reduce traffic speeds. Problem junctions and roundabouts will be reconfigured to make them more cycle-friendly.

3.10 A wider and longer term programme will be developed which will involve a similar approach in each of the borough's district centres, along the lines of what was proposed for the integrated transport packages. This will eventually link up all the centres and improve the key routes between them, as well as to centres in neighbouring boroughs such as Kingston,

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Wimbledon, Epsom and Croydon. We will also look beyond existing cycle routes to create 'permeable neighbourhoods' for cycling and walking, incorporating home zone and 'Go-Dutch' principles, thus ensuring all residential streets are attractive to cyclists. Infrastructure improvements will follow best practice and where possible be not only practical but visually appealing, helping to raise the profile of cycling locally.

## At least one good Commuter Route from the Borough to Central London

**3.11** Although Sutton is some distance from central London, some keen cyclists commute from the borough to central London, as indeed do some from neighbouring Surrey. They currently use main roads such as the A24 and A217 which offer direct and fast routes into central London. Therefore it makes sense to improve these routes for commuters. However, these are TLRN roads, and therefore we will require input from TfL. The A217 has segregated cycle tracks on one or both sides for much of its length in the borough. However, there are missing sections and some scope for improvements, especially at junctions, to increase cycle priority. The A24 provides a link to existing CS7 at South Wimbledon or Colliers Wood, which then provides a fast and direct commuter route into central London. The A24 also provides a link to the Northern Line terminus at Morden, to allow tube commuting into central London. We will therefore encourage our neighbours in Merton to create a cycle hub at Morden tube station.

**3.12** The Wandle Trail also provides a potential commuter route to Tooting and Wandsworth, and also CS7 at Colliers Wood, albeit a slower and less direct route than main roads. This route may appeal to less confident and slower cyclists, as well as leisure cyclists. Improvements to the Wandle Trail are currently being progressed through the Wandle Valley Regional Park Partnership in conjunction with Sustrans.

**3.13** LCN route 75 provides a useful east-west orbital cycle route around south London, linking the borough to Croydon and Kingston using quiet roads, parks and open spaces and the River Wandle. There is scope for some improvements to this route to make it a more attractive and viable commuter route and we would seek to do this as part of this proposal. Neighbouring boroughs are also interested in enhancing this route through a possible joint scheme co-ordinated by the South London Partnership.

**3.14** We are also seeking to improve cycle facilities along Beddington Lane as part of an upgrade of this key route into the Beddington Industrial Area which forms part of the wider Beddington Project. This narrow and busy road already has a segregated cycle track for part of its length, which is gradually being extended. It connects with the key orbital LCN route 75 at Hilliers Lane, providing access to one of the main employment areas in the borough, and also with the Beddington Lane Tramlink stop and potential routes over Mitcham Common.







## Significant numbers of short local car journeys replaced by cycling

**3.15** As part of this proposal we would carry out extensive promotional activity to encourage a modal shift from the car to cycling for short local journeys. Improving the infrastructure and cycle parking will assist in this shift. The Smarter Travel Sutton project proved that a significant increase in cycling is achievable in the borough, even without infrastructural improvements. The council has a LIP target to increase the modal share of cycling to 1.8% by the end of 2013/14, 4% by 2025/26 and 5% by 2030/31. These targets will be reviewed as part of the revised LIP Delivery Plan for 2014-17 and adjusted as appropriate, with a view to increasing the modal share at a faster rate should significant extra investment be made in cycle facilities in the borough. The current modal share for cycling in Sutton is around 1%, rising to 2% for work journeys. We will particularly target short journeys to work, to town and district centres, schools and colleges, stations and leisure centres. If successful in this bid we would carry out further 'before and after' monitoring of cycling journeys and rates.

**3.16** The One Planet Sutton Action Plan also contains targets to increase the modal share of cycling, including by council staff and school pupils.

## Cycle Superhubs at railway stations

**3.17** We will work with Southern Rail to establish a cycle superhub at Sutton Station. Southern Rail has been awarded £84k from TfL for the 2013/14 financial year to improve cycle parking at Sutton, which could include a cycle hub. The council also has £750k for 2013/14 to 2014/15 from TfL for a major scheme for Sutton Station which will include improvements for cyclists as part of a package of measures to improve station access and open up the side entrance.

**3.18** Further improvements will be made to cycle parking and access to other stations in the borough, in particular St. Helier and Carshalton as part of the focus on Rosehill and Carshalton district centres.

## Significant local marketing and promotional efforts

**3.19** The proposal will have a high level of initial and on-going consultation and engagement with local people, in order to promote the benefits of cycling and increase cycling levels among local people. This could also link to our Outer London Fund and other initiatives to engage with traders and support local high street economies, such as through a local shopping / cycling loyalty campaign (similar ideas have been previously trialled in the borough under Smarter Travel Sutton); as well as build on existing projects to promote cycling to and around schools and improve air quality through reduced driving to school. Co-ordinated events will give added profile to the campaign, such as a local mass cycle ride or a car free day event and Bike Week activities.

## Targeted efforts to increase cycling by key demographic groups

**3.20** As part of this proposal we will focus on increasing cycling levels among the C2DE social groups, particularly on the St. Helier estate, Benhill estate and in the Wandle Valley. These groups have lower than average rates of car ownership, higher than average unemployment and therefore limited travel budgets, together with higher than average rates of obesity and ill health, and yet a low propensity to cycle. Cycling can therefore assist in tackling a range of issues in these areas.

**3.21** We will also focus on secondary school age children who also have low rates of cycling and place pressure on local bus services. We will aim to foster a cycling culture before these children reach driving age and want to learn to drive and buy a car. We will also aim to tackle growing levels of obesity and inactive lifestyles amongst this age group. A number of schools have responded enthusiastically to initiatives to promote cycling. Schools are being expanded to cater for a growing school age population and therefore the transport impacts need to be managed.

## Ensuring that all new developments and projects are genuinely cycle friendly

**3.22** We will put in place new procedures internally to ensure that all new developments and transport related projects are genuinely cycle friendly. This will include setting up a cycle audit procedure with a cycling checklist for all major new developments and transport projects. A sustainable transport good practice guide and design manual will also be adopted as part of the council's new Sustainable Transport Strategy. All relevant staff will be made aware of the need to fully consider the needs of cyclists in all traffic schemes, projects and developments.

## Conclusion

**3.23** The council hopes this bid will be favourably considered by The Mayor and Sutton will be given the chance to realise its ambition to become a cycle friendly Mini-Holland, building on its reputation and experience in promoting cycling over the past twenty years. We would also be keen to take forward these and other cycling initiatives under future funding opportunities and work streams including Quietways.



### Figures

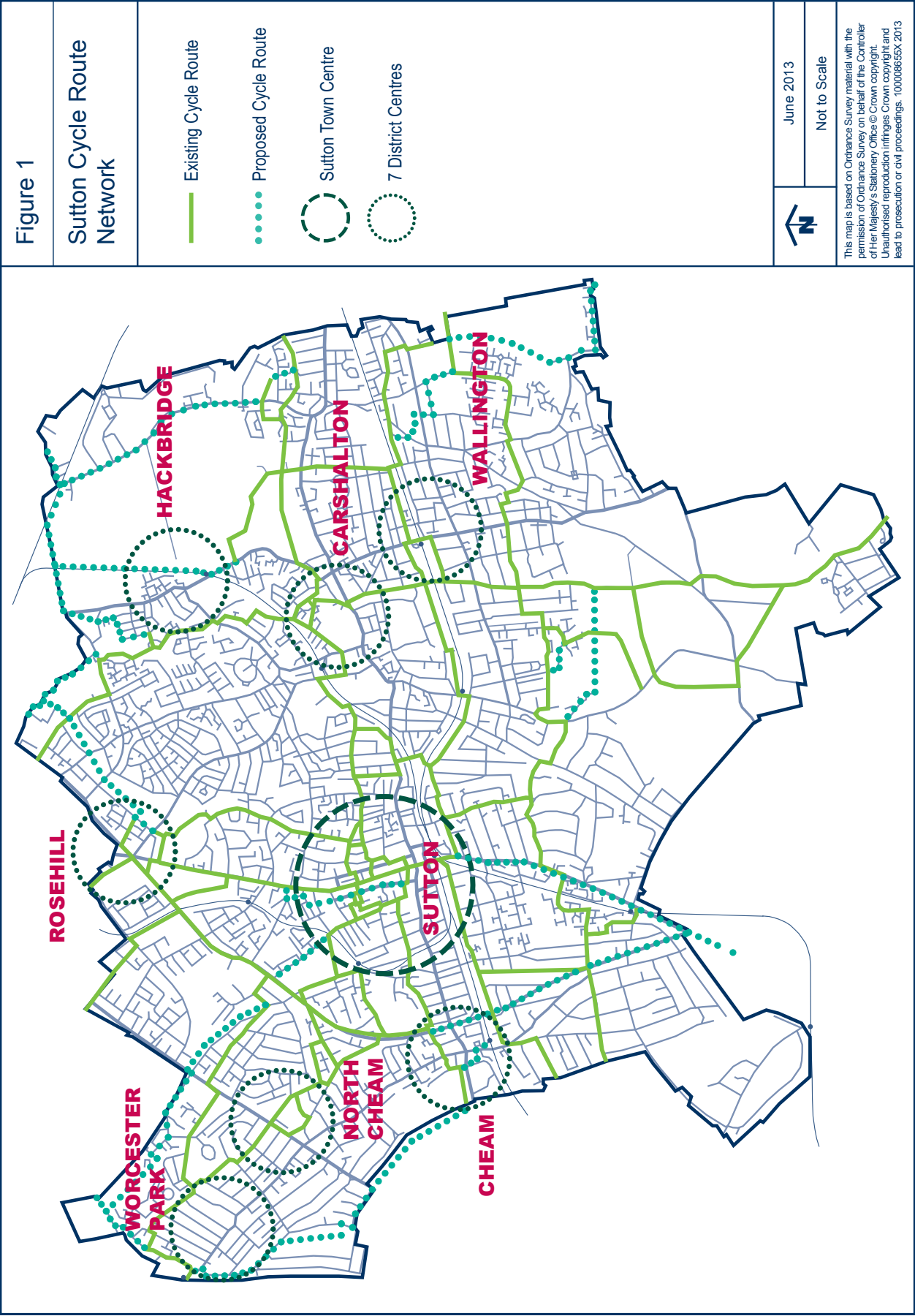
**Figure 1** Sutton Cycle Route Network

**Figure 2** Sutton Mini-Holland Proposal

**Figure 3** Sutton Town Centre Cycle Zone

**Figure 4** Rosehill Cycle Zone

**Figure 5** Carshalton Cycle Zone







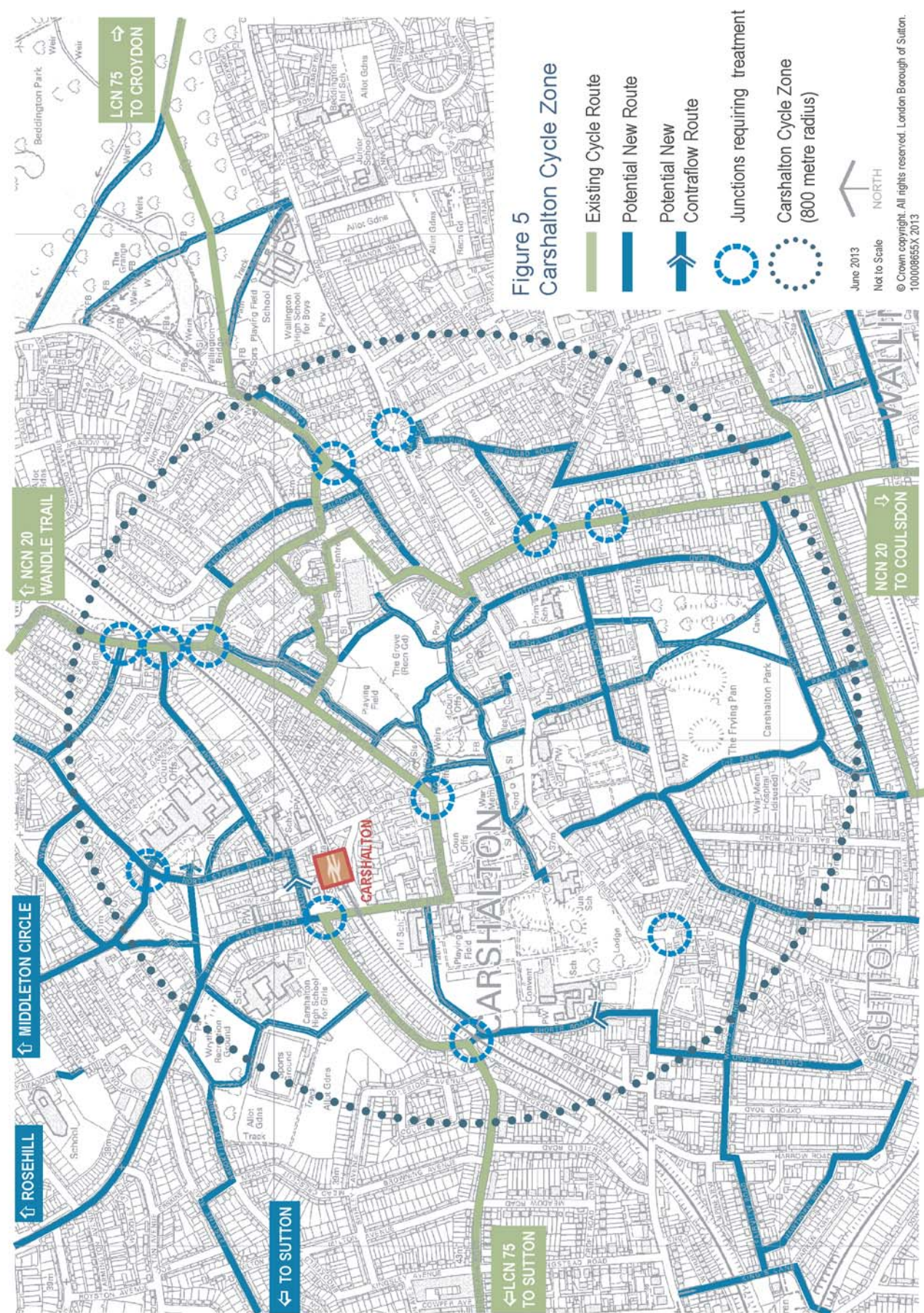














# Appendices

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## Appendix 1 Selected Potential Measures in Sutton Town Centre

See Figure 3 for locations

1 Provide raised table to give priority to cyclists and pedestrians at the junction of Sherwood Park Road / Camden Road / Western Road on key route into town centre from the west



2 Upgrade existing contra-flow cycle route in Camden Road



3 Upgrade existing contra-flow cycle route in Gibson Road



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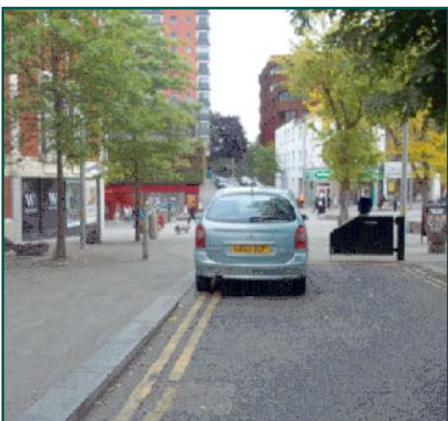
**4 Upgrade crossing point on St. Nicholas Way**



**7 Improve contra-flow cycle facility on Throwley Way**



**5 Increase visibility of cycle route in Hill Road and tackle obstructive parking**



**8 Potential Home Zone in New Town 20mph zone**



**6 Increase visibility of cycle route in High Street**



**9 Upgrade crossing of St Nicholas Way with cycle priority**





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**10** Upgrade route between Manor Lane and St. Nicholas Way including provision of raised table with cycle priority at junction with Lenham Road



**11** Open up footpath for cycling between Haddon Road and Brandon Road and create more home zone features and filtered permeability in this residential area close to the town centre.



**12** Upgrade cycle crossing on St. Nicholas Way



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**13** Upgrade cycle route between Greenford Road / High Street / Benhill Avenue with cycle priority across Elm Grove



**14** Upgrade cycle crossing on Throwley Way



**15** Provide cycle facility on Benhill Avenue and contra-flow lane on Brunswick Road



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**16** Provide cycle facility at mini-roundabout at junction of Benhill Avenue / Thicket Road / Lower Road and Lind Road





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## Appendix 2 Additional Photos of Sutton Cycle Facilities

Existing segregated cycle path on St. Helier open space



Example of semi-segregated cycle lane on Boundary Road, Wallington



Potential for cycle improvements at Rosehill Roundabout



Example of new shared footway / cycleway on Green Wrythe Lane, St. Helier to allow cyclists to avoid narrow and busy road. This is proposed to be extended.



Existing segregated cycle path on Bishopsford Road at Rosehill



Footpath on St. Helier open space with potential for conversion to shared path to encourage cycling to St. Helier Hospital.



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Potential for new shared footway / cycleway on Rosehill  
adjacent to park to avoid busy main road



Existing segregated foot / cycle path through Rosehill Park  
East



Middleton Road, St. Helier, potential to replace red centre  
hatching with cycle lanes.



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## Appendix 3 Photos of Continental Cycle Facilities that may be applicable in Sutton

Utrecht, Holland – cycle lane on carriageway – dashed line means advisory so vehicles can drive in cycle lane but not park in it.



Holland Cycle lanes – 2 way road with no parking allowed in cycle lanes (cyclists must use the cycle lane)



Segregated cycle track in centre of carriageway in Vercelli, Italy



Cycle priority at junction in Cologne, Germany



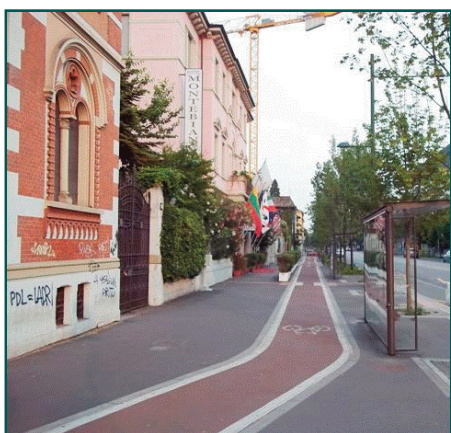


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Amsterdam – shared road defined down middle of shopping area



Segregated cycle track on footway in Milan



Holland - Fietsstraat – A bike street that bikes share with cars



Date	27 <sup>th</sup> June 2013
Project No	UN12601
Subject	Sutton Town Centre Mini-Holland Concept

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SKM Colin Buchanan has been commissioned by the London Borough of Sutton to provide support in preparing concepts for their expression of interest in Cycling “Mini-Hollands” in Outer London.

This note summarises the concepts discussed on a site visit of Sutton Town Centre attended by Alex Forrest (LB Sutton), Hermionne Brightwell (LB Sutton), Susanne Afra (SKM) and Matthew Jopp (SKM) on Tuesday 25<sup>th</sup> June 2013. The concepts have now also been reviewed by Tom Rimmer (SKM).

The concepts all focus on Lodge Place, Manor Lane, Benhill Avenue and the junctions along this route. These roads have been selected as the focus of these concepts for the following reasons:

- Lodge Place and Benhill Avenue are important entry points to Sutton Town Centre for cyclists;
- Benhill Avenue and Manor Lane provide existing cycle routes towards the secondary town centres of Rosehill and Carshalton;
- The selected route provides an opportunity to address the severance to cyclists, created by general traffic and bus priority infrastructure on Throwley Way;
- The route radiates from the Town Centre and connects to routes that eventually provide access to the CS7 commuter route (within LB Merton) into Central London; and
- The route is in close proximity to deprived demographic populations and the concentration of genuinely cycle-friendly concepts in this area has the potential to make short cycling trips to Sutton Town Centre more attractive to all.



Some of the concepts identified below were discussed and agreed on site, others have been identified following further review of the space requirements:

- Introduce narrower/re-aligned 'Raised Table' treatment at mouth of Lodge Place / Throwley Way priority junction.
- Introduce a 'Shared Space' treatment (extension of High Street pedestrianisation) in Lodge Place. There are limited vehicle access requirements here. Maintain accommodation of blue badge holder parking bays. Consider servicing access requirements and swept paths.
- Introduce improved alignment of pedestrian crossing and provide Toucan Crossing facility on better alignment to existing segregated cycle lane.
- Upgrade materials on segregated footway/cycle lane section between Throwley Way and Manor Lane.
- Introduce a 'Raised Table' treatment at junction of Lenham Road and Manor Lane, providing priority footway/cycleway link into segregated footway/cycle lane section and upgrade the 'One-Way Cyclist Contra-Flow' entrance to Lenham Road.
- Provide enhancements to Manor Lane to provide a 'Quiet Way' environment, suitable to the character of the area.
- Introduce an 'Eastbound Cyclist Contra-Flow' treatment at Manor Lane one-way section. Consider existing on-street parking bays and footway provision.
- Introduce a 'Dutch-Style Segregated Cyclist Roundabout' treatment at junction of Manor Lane / Benhill Avenue / Thicket Road / Lower Road / Lind Road.
- Introduce 'Segregated' or 'With Flow' cycle lanes along both sides of entire length of Benhill Avenue. Requires rationalisation and careful accommodation of on-street parking demands.
- Introduce 'Floating Bus Stop' treatments to accommodate waiting bus passengers at stops on Benhill Avenue. Local widening may be required to deliver this, for which there appears to be some scope.
- Introduce a 'Raised Table' treatment with 'Shared Space' or signal control at junction of Benhill Avenue / Nursery Road / Benhill Wood Road. This is to improve pedestrian/cyclist priority along Benhill Avenue and between Nursery road and Benhill Wood Road as this forms an existing cycling route.





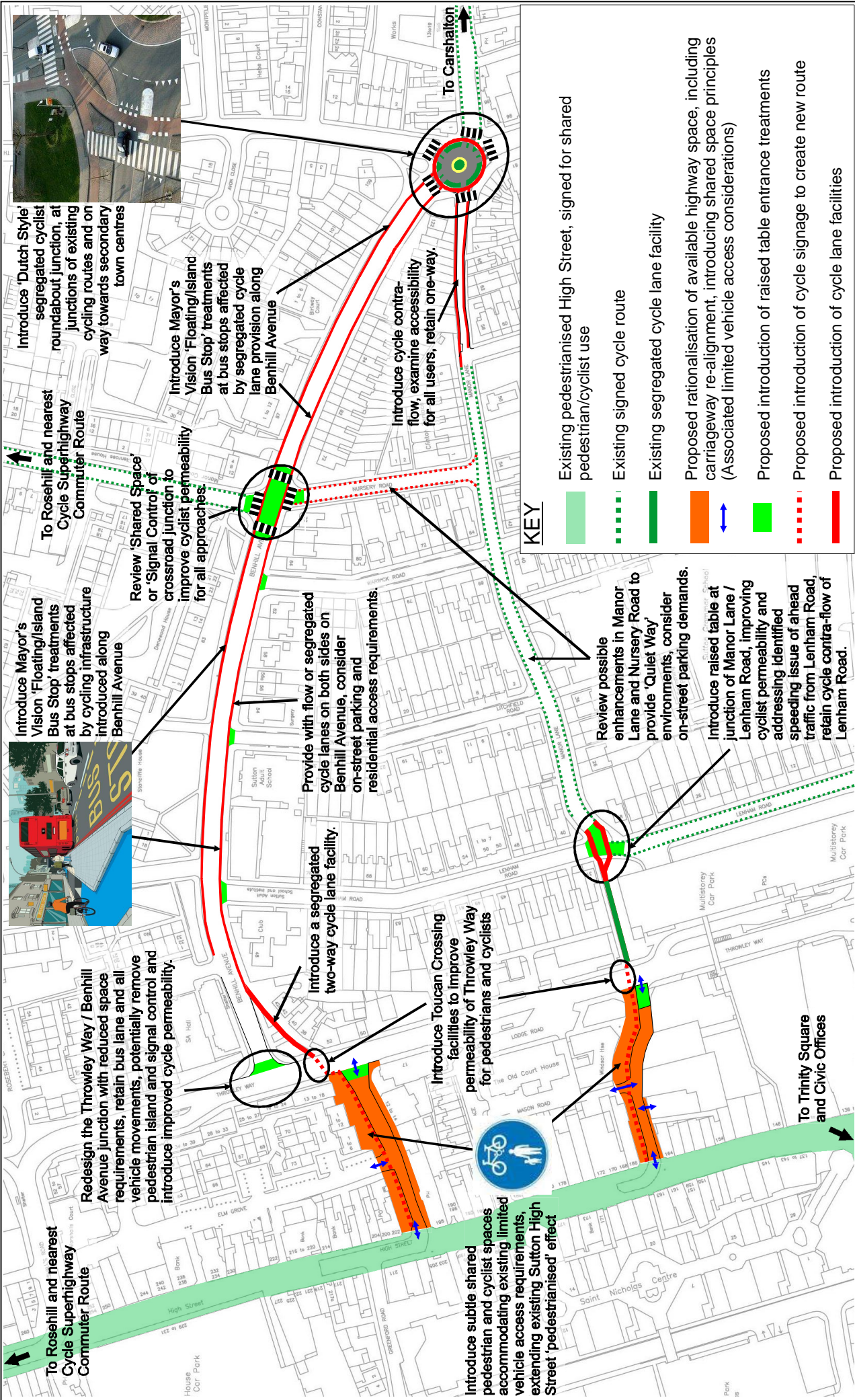
- Redesign the Throwley Way / Benhill Avenue junction with reduced carriageway space. Retain bus priority infrastructure on Throwley Way and all vehicle movements. Rationalise signal control of junction and pedestrian island arrangement. Scope to introduce narrower/re-aligned 'Raised Table' treatment and priority junction.
- Introduce a Toucan Crossing facility across Throwley Way between two sections of Benhill Avenue to provide aligned cycle permeability on Benhill Avenue.
- Introduce a two-way segregated cycle lane facility connecting two sections of Benhill Avenue, joining Benhill Avenue to east of Bus Stop F.
- Introduce narrower/re-aligned 'Raised Table' treatment at mouth of Benhill Avenue (West) / Throwley Way priority junction.
- Introduce a 'Shared Space' treatment (extension of High Street pedestrianisation) in Benhill Avenue (West), consider vehicle access requirements and swept paths. Maintain accommodation of blue badge holder parking bays and servicing access requirements


Figure 1 illustrates the location of the treatments identified above.

To conclude, this note identifies a range of traffic engineering treatments, which when combined provide a concept for providing a Cycling 'Mini-Holland' in Sutton Town Centre.

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