



Report to: St. Helier, The Wrythe and Wandle Valley Local Committee

Date: 16 October 2014

Report of: Head of Commissioning

Ward Location:
St. Helier and Wandle Valley

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Area Served:
St. Helier and Wandle Valley

Chair of the Committee:
Councillor Jean Crossby

Report title:
Green Wrythe Lane, Carshalton – Proposed Shared use Footway Cycleway

Summary

This report recommends that the Local Committee proceed to implementation of the widened footway to allow cycling on the footway on the western side of Green Wrythe Lane between Muschamp Road and Middleton Circle.

Recommendations

1. Note that Environment and Neighbourhood Committee approved this scheme as part of the Highways, Transport and Smarter Travel delivery programme for 2014/15.
2. Note the responses received during the consultation period and agree the suggested changes to the scheme to accommodate residents concerns.
3. Agree to delegate authority to the Executive Head of Commissioning, in consultation with the Chair and Ward Councillors, to agree the final scheme and make any changes necessary as a result of the detailed site survey and implement the scheme.

Background Documents and Previous Decisions

Environment and Neighbourhoods Committee report 23 January 2014.

Signed:

Strategic Director
Date: 15th September 2014

1. Background

- 1.1 Over the last few years the St. Helier, The Wrythe and Wandle Valley Local Committee has agreed to long sections footway in the Green Wrythe Lane area to be widened and the footway shared between pedestrians and cyclists. Shared use footways have already been implemented on the south side of Fellowes Road between Green Wrythe Lane and Rushy Meadow Lane, on the footway on the western side of Green Wrythe Lane between 63 Green Wrythe Lane and Muschamp Road and the paths across Wrythe Green.
- 1.1 The long term aim is provide a safe mainly off road cycle route between Carshalton Village and St. Helier.
- 1.2 This financial year, 2014/15 there is funding to expand the off road facility on Green Wrythe Lane further towards Middleton Circle. This scheme has been agreed in principle by Environment and Neighbourhood Committee as part of the Transport Settlement for the 2014/15 Corridors, Neighbourhoods and Supporting Measures Programme.
- 1.3 A detailed site survey has not been undertaken at this stage of the scheme but it is expected that this funding will allow the footway to be widened between Muschamp Road and Assembly Walk.
- 1.4 The Council will be bidding for further funding from Transport for London in 2015/16 financial year to complete this route along the whole length of Green Wrythe Lane.

2. Proposed Scheme

- 2.1 The purpose of allowing cycling on the footway in this area is to encourage new cyclists to start using a bicycle for some of their local journeys. The routes are designed so cyclists will use the footways at slow speeds. The cyclists will have to slow down and give way to traffic at each of the side roads.
- 2.2 The carriageway of Green Wrythe Lane is suitable for experienced cyclists to use but because it is narrow, has many side roads, is heavily trafficked at peak times and is a bus route it is not an environment to encourage new cyclists.
- 2.3 The St. Helier area has many residential properties and the local schools have big catchment areas. The Council is encouraging as many children as possible to travel to school by sustainable modes of transport. This scheme will provide wider footways to accommodate higher levels of walking and cycling.
- 2.4 The proposal is to widen the footway to a minimum width of 2.5m along its length and allow the footway to be shared between pedestrians and cyclists. This can be achieved by converting a strip of the grass verge to tarmac. None

of the street trees will be removed. If necessary, the width of the footway will be reduced to pass round a tree and its roots.

- 2.5 It will be necessary to move the existing bus stop shelter on the corner of Waltham Road from the back of the footway to the front of the footway to reduce the possible conflict between bus users and cyclists.
- 2.6 It will be necessary to move the existing footway parking bay over to partially in the road outside 255 -269 Green Wrythe Lane.
- 2.7 Under Section 65 (1) and 66 (4) of the Highways Act 1980 the Council can designate a new unsegregated cycle / pedestrian shared facility on the footway.

3. Consultation

- 3.1 A consultation letter was delivered to 171 residents on Green Wrythe Lane between Muschamp Road and Assembly Walk on 8 July 2014. The letter explained the scheme, showed a plan of the area and asked for comments to be sent or e-mailed by 1 August 2014.
- 3.2 The consultation letter was also sent to local cycling groups, local walking groups and Police representatives.

4. Consultation Results

- 4.1 Of the 171 letters delivered, 11 responses were received.

Response received	Engineers comments
1 resident wanted to check that parking was not going to be pushed in to the road and the road narrowed.	It is necessary to move the footway parking bay partly in to the carriageway to achieve the 2.5m footway width.
1 resident supports the scheme, wanted confirmation that it would not affect her property.	Not affected by scheme.
1 resident wanted to check that the bus shelter wasn't moving. Doesn't mind the scheme but thinks cyclists should have insurance	The bus stop is not moving.
1 resident is concerned with changes to bus stop outside her property and having cycling on the footway.	Removing all the hedges and replacing it with a fence will make the footway wider and improve sightlines. The bus stop is not going to be re-located as an alternative location cannot be found.
7 residents close to the footway parking bays do not want the bays moved into the road. Suggests replacing the hedge with a fence.	Removing all the hedges and replacing it with a fence will make the footway wider and improve sightlines. It will still be necessary to move the

Supports moving the bus stop down to Green Wrythe Crescent.	parking bays partly in to the road to achieve the 2.5m footway. The bus stop is not going to be re-located as an alternative location cannot be found.
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5. Final Proposal

- 5.1 As a result of the consultation, the proposed scheme has been amended slightly to accommodate some of the residents concerns.
- 5.2 Officers are liaising with Sutton Housing Partnership to allow the hedges to be removed and replaced with a 1 metre high wooden fence, this will ensure the footway is not overgrown and improve the sightlines for the residents leaving their properties.
- 5.3 The footway parking bays will need to be moved partly into the carriageway to achieve a 2.5m footway. However, once the hedge has been removed the actual width of the footway will be determined and it may be possible to keep the bays where they are.
- 5.4 The bus shelter will move to the front of the footway as proposed but it will be possible to review the location of the bus stop at a later date.
- 5.5 Transport for London has given an allocation of up to £100,000 to meet the cost of the scheme. Sound project management techniques will ensure value for money.

6. Recommendations

- 6.1 Note that Environment and Neighbourhood Committee approved this scheme as part of the Highways, Transport and Smarter Travel Delivery Programme for 2014/15.
- 6.2 Note the responses received during the consultation period and agree the suggested changes to the scheme to accommodate residents concerns.
- 6.3 Agree to delegate authority to the Executive Head of Commissioning, in consultation with the Chair and Ward Councillors, to agree the final scheme and make any changes necessary as a result of the detailed site survey and implement the scheme.

7. Impacts and Implications

7.1 **Financial Implications** – This scheme has an allocation of £100,000 from Transport for London via the Local Implementation Plan for this financial year 2014/15 and this is sufficient to cover the cost of the scheme.

7.2 **Legal Implications** – No legal implications.

7.3 **Community Implications** – Currently cycling is not allowed on the footway along this section of Green Wrythe Lane. Some users of the footway may prefer not sharing the paths with people on bicycles.

7.4 **One Planet Living** – The provision of more cycle routes in the area will promote sustainable travel.

7.5 **Equality Impact Assessment** – All measures will comply with good practice designs for all users.

7.6 **Risk** – There is no risk at this stage of the proposal.

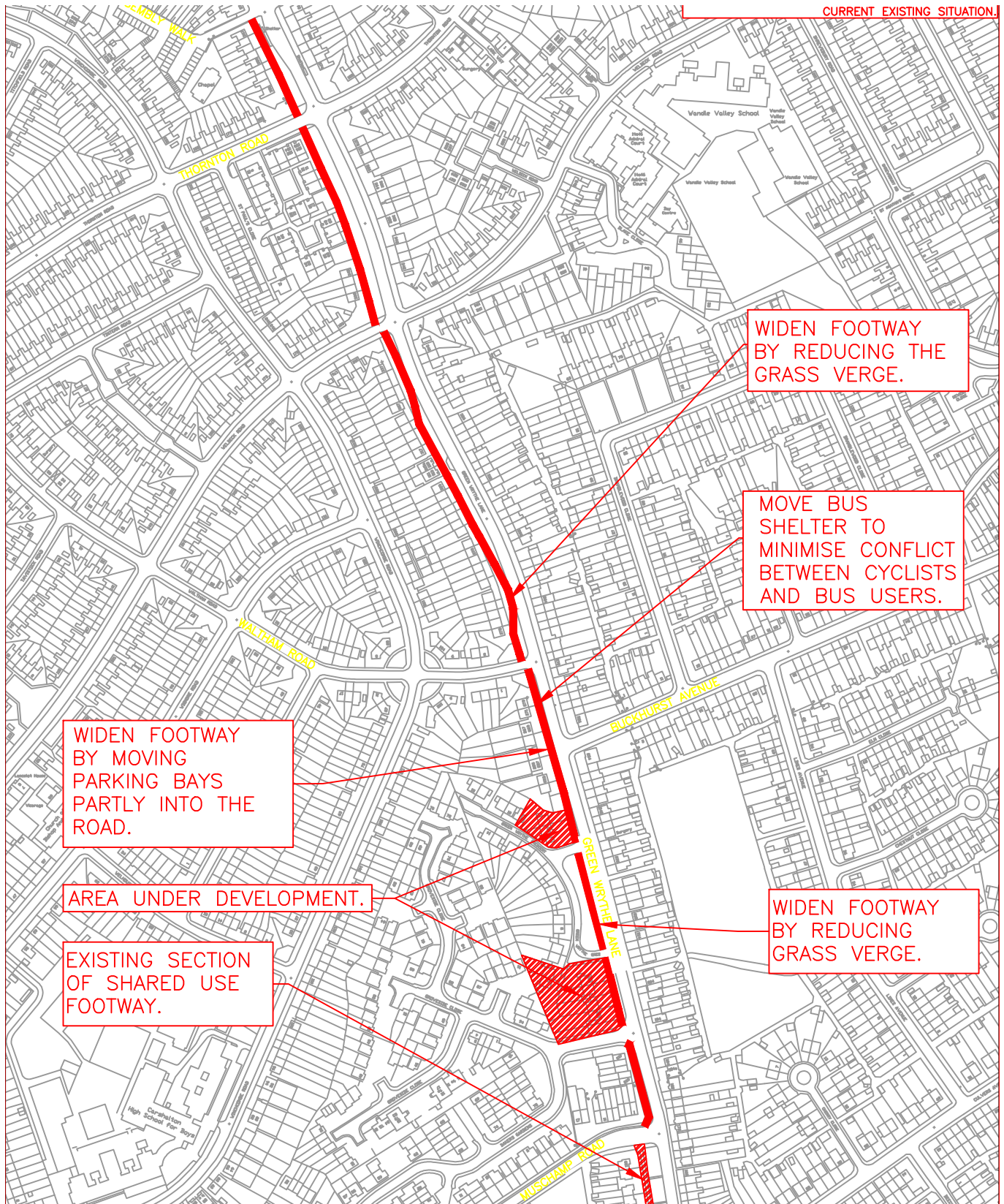
8. Timetable

8.1 The construction works to widen the footway has been provisionally programmed for November 2014.

9. Appendices

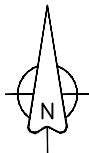
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Brendon Hills
Executive Head of Commissioning

Job
Green Wrythe Lane
Carshalton

Drawn
GJV

Checked
LR

Approved
LR

Date:
01/00/14

Scale
1:1000

Title
Proposed Shared Use
Pedestrian/Cycle
Footway

Drg. No.
T30070/REP/001

File Path & Name

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