

## Response to SuttMap 1067<sup>1</sup> (Wallington various)

### Our response summary

This response to the consultation on a number of TMO's in Wallington ref. SuttMap 1067 is from Get Sutton Cycling, the local borough group of London Cycling Campaign (LCC).

In summary:

- Sandy Lane South junction with Foresters Drive and Wordsworth Road;
  - *no comment, DYL's.*
- Wordsworth Road junction with Lavender Vale;
  - our response #1 below.
- Ross Parade junction with Bridge Road;
  - our response #2 below.
- Ross Road access to Mulberry Mews.
  - *No comment, DYL's.*

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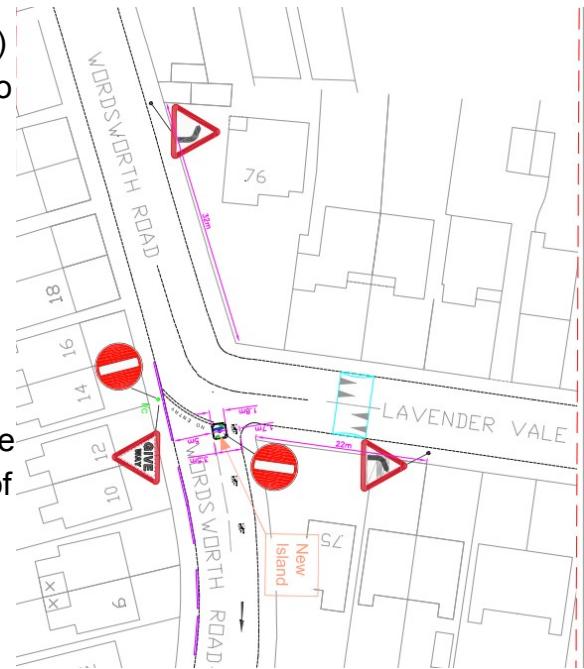
<sup>1</sup> <https://drive.google.com/drive/u/1/folders/1A9b3jj7ZmN-6OzOSDR6VGGSFHftcX6G1>

## Response #1: Wordsworth Road junction with Lavender Vale (Wallington South/Beddington South)

The proposal to install a no-entry point (except cycles) as a 'traffic calming' feature on Wordsworth Road is, to a degree, welcome. However, as Milton Road, Lavender Vale and Wordsworth Road are streets that are used as 'rat-runs' by people intent on avoiding the signalised intersection of Sandy Lane and Stafford Road, a far better idea would be to provide a point-closure here (no through road for motor-traffic, but maintaining access for cycles and those on foot). This would prevent people who are driving from using these streets as a short-cut in either direction, an outcome of which would be to make life a little easier for the residents actually living here.

Also, without further additional, wider-area, interventions that go beyond those proposed, cycling through the busy and heavy-trafficked nearby Sandy Lane South, Foresters Drive intersection is likely to remain unappealing and the affects of traffic being displaced to use parallel routes requires a further "area" plan.

It is noted that the 'Foresters Drive corridor' (of which Wordsworth Road and Sandy Lane South forms a part) is included as an area for improvement on the Local Implementation Plan (LIP) 2019/2020 programme for the Beddington and Wallington Local Committee (as summarised in our blog post here <https://getsuttoncycling.org.uk/2018/09/12/first-sight-of-healthy-streets-proposals-for-sutton/>). Given the emphasis placed in the LIP on this corridor, and the acknowledgement of concerns raised by residents and ward councillors "about the perception of speed related issues, and the need for safer crossing points", and also noting the priorities of the Mayor's Transport Strategy (MTS), there is the expectation that the council will monitor and report on the impact that this proposed intervention subsequently has on delivering the MTS outcomes.

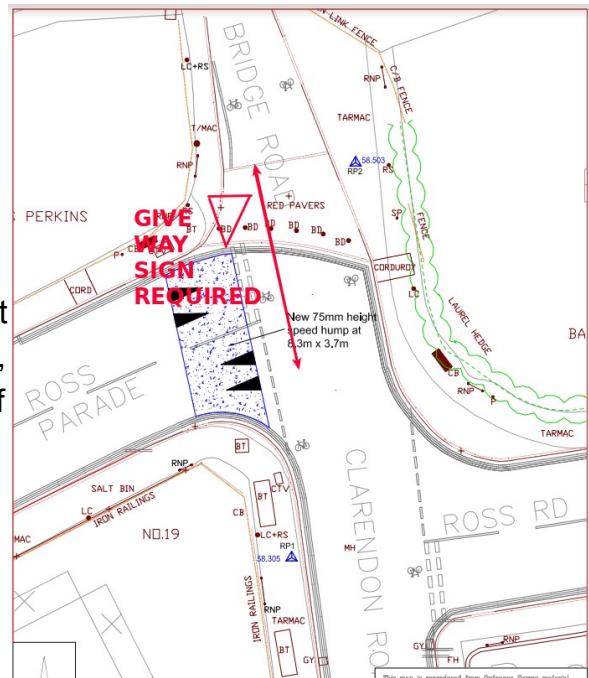


See also discussion on Cyclescape<sup>2</sup>

<sup>2</sup> <https://getsuttoncycling.cyclescape.org/threads/4726>

## Response #2: Ross Parade / Bridge Road / Clarendon Road (Wallington South)

The crossroads formed by Ross Parade/Ross Road and Bridge Road/Clarendon Road is a danger for those cycling here (especially on the north-south alignment between Clarendon Road and Bridge Road), so a scheme with the intention of calming traffic through the intersection is welcome. The construction of what is described as a "speed hump" on Ross Parade, by Bridge Road, should increase the likelihood of drivers on Ross Parade reducing speed and recognising that there is a requirement to give way at the intersection with Bridge Road. This requirement will need reinforcement, though, through the inclusion of a Give Way sign on a pole on Ross Parade. This is particularly important as the prominence of the bollards across the intersection with Bridge Road could provide the visual cue, to those travelling east on Ross Parade, not to expect any traffic to cross their path (despite that traffic (i.e. those cycling north-south) having priority).



The plan for this scheme shows cycle symbols by the kerb. This is neither prominent, nor where people should cycle. Cycle symbols need to be given prominence on the carriageway in order to alert other road users to expect the presence of cyclists, and to indicate to those cycling the best on-road position (reference 'London Cycling Design Standards' (November 2015), section 6.2.5).

This location, close to Wallington town centre, is a 'rat-run' with people driving here in an attempt to avoid the signalled intersection at Stafford Road / Woodcote Road. Traffic counts from June 2017 found nearly four hundred motor vehicles passing through the Ross Parade, Bridge Road, Ross Road and Clarendon Road intersection during one peak morning hour. As a result, the whole area would benefit from the introduction of a low-traffic neighbourhood. Such an intervention would be a step towards the creation of a low-traffic, safe, cycle network for Wallington (and provide wider benefits for residents), and would also be more aligned with requirements for funding through the new third LIP in support of the Mayor's Transport Strategy (MTS). There is the expectation that the council will monitor and report on the impact that this proposed intervention subsequently has on delivering the MTS outcomes.

See also discussion on Cyclescape<sup>3</sup>

<sup>3</sup> <https://getsuttoncycling.cyclescape.org/threads/4698>