

WANDSWORTH ENGINEERING CONSULTANCY

CRISP Study – Link 212



Revelstoke Road to The Avenue

Consultancy Ref: 707567

DATE: August 2006

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Executive summary

This Cycle Route Implementation Stakeholder Plan has been undertaken along LCN+ link 212 that runs through the London Borough of Wandsworth between Revelstoke Road at the Borough boundary with LB Merton and Windmill Drive at the borough boundary with LB Lambeth.

The purpose of the study is to undertake a systematic review of the existing facilities along the link and to assemble a set of proposals in order to improve conditions along the route. The main barriers and proposals for each section along the link are summarised below.

Section 1 – Revelstoke Road and Ravensbury Road/ Terrace

The boundary between the London Boroughs of Wandsworth and Merton runs along the centreline of Revelstoke Road and Ravensbury Road and there is residential parking on both sides. Revelstoke Road is a no-through road with an access to the car park for Wimbledon Park at its western end; both roads have residential parking on both sides.

To assist cyclists along this section of the link it is proposed to construct side road entry treatments to slow joining traffic and provide logos and route markers on the carriageway to highlight the route. Where the route crosses Merton Road it is proposed to reduce the waiting time at the Toucan and provide a point no entry into Ravensbury Road with cycle exemption.

Section 2 – Penwith Road and Garratt Lane

The main barriers along this link are traffic congestion and the two signal controlled junctions at the junctions of Garratt Lane with Penwith Road and Magdalen Road.

To assist cyclists through this section it is proposed to improve facilities at the junctions to include improved signage, yellow box markings and changes to the signal phasing. An investigation into the current parking situation will help determine how it can be improved to allow cyclists to progress more easily.

Section 3 – Magdalen Road, Heathfield Road, Alma Terrace and Trinity Road Toucans

Magdalen Road is a wide traffic calmed road with parking on both sides. Heathfield Road is narrower and also has parking on both sides. Alma Terrace is a narrow no through road that links to a Toucan crossing over Trinity Road. To the south is a second Toucan crossing that links Lyford Road to the Common.

The main barriers along the link are difficulties with parked vehicles blocking access or sightlines, and perceived high traffic speeds in Heathfield Road. Other problems include poor deflection at the Magdalen Rd/Heathfield Rd

Roundabout, poor surfacing materials and street furniture that has been poorly located.

To improve conditions along this section of the link it is recommended that the existing roundabout is replaced with a raised table and adjustments are made to the segregated cycle lane outside Beatrix Potter School. A kerb build out in Lyford Road will prevent vehicles from blocking access to the route whilst dropped kerbs will make access to the Toucans easier.

Section 4 – Wandsworth Common

This section of the route has recently been upgraded, however the bridge over the railway line requires cyclists to dismount as there is a no-cycling prohibition. In addition to this the route takes cyclists to a point north of Broomwood Road which requires cyclist to either back track south along Bolingbroke Grove or dismount and walk back along the footway.

To improve the continuity of the route across Wandsworth Common it is proposed to remove the no-cycling prohibition across the bridge and investigate the possible realignment of the route so that cyclists do not need to backtrack to get to Broomwood Road. It is also proposed to upgrade the existing Pelican crossing in Bolingbroke Grove to a Toucan and relocate it so that it is adjacent to the existing cycle route across the Common.

Section 5 – Broomwood Road

Broomwood Road is mainly residential and links The Avenue with Bolingbroke Grove. It has been traffic calmed along its length with speed cushions and is used as part of a local bus route.

At the junction with Bolingbroke Grove traffic signals are used to control the flow of traffic with an all red phase in use to allow pedestrians to cross. There is no right turning phase from Bolingbroke into Broomwood and cyclists find it hard to perform this manoeuvre as a result. At the eastern end of Broomwood Road there is a priority controlled junction with The Avenue. Cyclists must currently dismount to use the Pelican crossing in this location and there is no continuation of the route across the Common.

At the junction with Bolingbroke Grove it is proposed to investigate and adjust the signal timings to provide a protected right turn from Bolingbroke Grove into Broomwood Road. At the junction with The Avenue it is proposed to carry out cycle surveys to see where cyclists prefer to cross and to also investigate the implementation of ATS controls at the junction and/ or upgrade the Pelican to a Toucan Crossing.

The total cost of these recommended strategy options is estimated to be £276,250. Along the route as a whole it is also proposed to provide more signage to neighbouring links and to ensure that any maintenance problems are flagged and remedied as appropriate e.g. poor drainage, pot holes in the carriageway.

1.0 Base Information

1.1 Introduction

A Cycle Route Implementation Stakeholder Plan (CRISP) brings together all the various stakeholders in a cycle route in order to improve its facilities. The plan will take into account the views and suggestions of all the stakeholders and highlight problems and constraints along the route and propose measures for improvement.

Link 212 is a total length of approximately 5.18km and is entirely on borough highway. A short section of the link (approximately 600m) passes through Wandsworth Common on segregated shared use footpaths.

1.2 CRISP Methodology

Stage 1 – Pre -Cycle Route Inspection Meeting (Pre – CRIM)

Initially, wider stakeholders are invited to give their feedback on the LCN+ link under consideration. All available data is gathered on the link including: cycle counts and accident data; traffic counts, bus frequency, proportion of HGV's, traffic speed data; and existing characteristics along the link are recorded (i.e. trip generators, existing facilities, problems facing cycle users, broad land uses, etc.). The link is divided into **sections** of broadly similar characteristics with the objective of finding consistent solutions on each section. All this data is then compiled into a pre-CRIM report along with feedback from questionnaires.

CRIM stakeholders are then issued a pre-CRIM report and invited to attend a Cycle Route Inspection Meeting (CRIM), which reviews the link on site.

Stage 2 – Cycle Route Inspection Meeting (CRIM)

CRIM stakeholders either walk or cycle the entire length of the link. Alternative alignment(s) can also be considered, if appropriate. A record of the site inspection meeting is recorded and issued as a set of minutes to all primary stakeholders within two weeks of the CRIM.

Stage 3 – Draft Cycle Route Implementation Stakeholder Plan

Using information gathered from stages 1 and 2 a datasheet is produced for each section/element along the link. The strategy options are developed in conjunction with the client and the London Cycling Design Standards, for addressing the major problems identified. Strategy options are then assessed in terms of advantages and disadvantages and costed. A recommended strategy option is proposed along with reasons and these options are allocated to a programme year (based on close liaison with the LCN+ project management team/ borough officer/ and TfL Area Team (where applicable)).

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The draft CRISP report is then issued to all primary stakeholders and they are invited to attend a review meeting.

Stage 4 – Final Cycle Route Implementation Stakeholder Plan

The draft CRISP report is revised taking into account comments received on the draft CRISP report and any matters raised by stakeholders during the draft review meeting. A final CRISP report is issued to all primary stakeholders.

1.3 Strategic Context

Link 212 traverses the London Borough of Wandsworth and connects Wimbledon Park and the London Borough of Merton in the east to Clapham Common and the London Borough of Lambeth in the west. Clapham Common provides good links to other areas of the Capital and this link is therefore important for both commuters and local utility trips. There are a number of transport interchanges close to the link as well as the local shops at Earlsfield and Clapham South, more information on these trip generators can be found in section 2.2.

The major barrier along the link involves negotiating the short section of Garratt lane between Penwith Road and Magdalen Road. This can become very congested and the carriageway narrows under the railway bridge before opening onto a 2 lane approach (southbound) at the junction with Magdalen Road. All available carriageway space is regularly taken up by vehicles in this location.

London Cycling Design Standards are to be consulted to provide recommended strategy options for a direct, safe and comfortable route likely to substantially increase cycling levels (c200%).

1.4 A-Z Map of Link 212 Context

1.5 List of Stakeholders

CRIM stakeholders

- WBC Engineering Services – Wale Adeyoyin
- London Cycle Network + (LCN+) - Alan Logan
- Sustrans – Carl Pittam
- TfL Cycling Centre of Excellence (CCE) – Nick Chitty
- Wandsworth Cycling Campaign (WCC) - Susie Morrow
- London Cycling Campaign (LCC) - Rik Andrew
- TfL Area Team – Nimish Vithani
- SW Sector LCN+ representative – John Martin (RB Kingston)
- LB Merton cycle officer – Ray Puddy
- LB Lambeth cycle officer – Richard Ambler

Other stakeholders

- WBC Transportation – David Tidley
- Police - PC Richard Parr
- TfL Bus Priority Team – Tim Taylor
- Ms C Carter – Wandsworth Council Bicycle User Group
- Earlsfield Ward – Cllrs Miss Angela Graham, Marc Hope, Charles McNaught Davies.
- Southfield Ward – Cllrs Miss Jan Leigh, Simon Roberts, Richard Vivian.
- Wandsworth Common Ward – Cllrs Mrs Kathy Tracey, Ian Hart, Nick Longworth.
- Balham Ward – Cllrs Mrs Bernadina Ayonrinde (Mayor of Wandsworth), Charles Walker, Richard Longmore.
- Transport and Regeneration Committee – Cllrs John Hallmark, Guy Senior.
- Earlsfield Primary School – Mr S Trow
- Nightingale School – Dr J Murphy
- Oak Lodge School – Mr P Merrifield
- St Frances Xavier VI Form College – Mr B Borland
- Honeywell Junior School – Mr D Roberts
- Beatrix Potter Primary School – Mr S Neale
- Wandle Primary School – Mr P Larkey
- Southfields Community School – Ms J Valin
- Southfields Community School PTA – Ms Wainwright

2.0 Summary of Data and Information Gathered

Section No.	Section Area	Characteristic (classification of road & any major crossings)	Speed Limit	Type of Landuse (i.e. retail/ commercial/ residential/ park)
1	Revelstoke Road	Unclassified	30mph	Residential
2	Penwith Rd / Magdalen Rd (exc. Garratt Lane)	Unclassified	30mph	Residential with higher traffic volumes
3	Garratt Ln btw Penwith and Magdalen	A Road	30mph	Retail/ Commercial
4	Wandsworth Common	Segregated shared use footpath	N/A	Parkland
5	Thurleigh Rd	Unclassified	30mph	Residential
6	Footway btw CCWS and The Avenue	Unclassified	N/A	Parkland
7	Windmill Drive	Unclassified	30mph	Parkland

2.1 Existing Conditions

Link 212 connects Wimbledon Park adjacent to the borough boundary with the London Borough of Merton in Revelstoke Road to the boundary with the London borough of Lambeth located mid-way along Windmill Drive on Clapham Common. Between these two points the link takes cyclists along a number of different types/categories of road (see above).

Section 1 - Revelstoke Road is an unclassified residential road that is split along its centre into the London Boroughs of Merton and Wandsworth. At its western end can be found one of the entrances to Wimbledon Park whilst to the east is Merton Road, a busy distributor road linking Wandsworth and Wimbledon.

Section 2 – Penwith Road and Magdalen Road are both residential roads with parking bays on either side and traffic calming in the form of road humps along their length. Penwith Road links Merton Road and Garratt Lane whilst Magdalen Road links Garratt Lane to Trinity Road and because of this they have higher traffic flows than the surrounding residential streets. Magdalen Road is higher at its eastern end with the main change in height contained within the centre section.

Section 3 - The junctions of Garratt Lane with Penwith Road and Garratt Lane with Magdalen Road are both controlled by automatic traffic signals (ATS). The carriageway width of Garratt Lane between these 2 junctions is

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also forced to narrow as it passes underneath the railway bridge and because of these factors the area is often congested at all times of the day. The approaches to both junctions open out to 2 lanes and there is a small amount of on-street parking on the north side of the bridge.

Section 4 – The route across the common will be via segregated shared use footpaths. This section of the route is currently being implemented and it is not anticipated that there will be any physical segregation. Where the route passes over the railway, width restrictions and limited visibility will mean that cyclists will have to dismount for this short section (approximately 30 metres).

Section 5 – This section of the link is along a residential street with parking on both sides. The carriageway has been traffic calmed along its length and is also a bus route.

2.2 Trip Generators

There are no bus routes that follow the link for a significant length, however there are several bus routes that either run along roads that the link crosses or pass close to the link. These are listed below: -

- 156 : Merton Road.
- 44, 70, 270 : Garratt Lane.
- 219, 319 : Trinity Road.
- 319, G1 : Bolingbroke Grove and Broomwood Road.
- G1 : Nightingale Lane.

Other public transport interchanges along the route include Earlsfield and Wandsworth Common over ground stations as well as Wimbledon Park (District) and Clapham South (Northern) underground stations.

There are several schools and colleges close to the route including Earlsfield Primary School, Nightingale School, Oak Lodge School, St Frances Xavier VI Form College, Honeywell Junior School, Beatrix Potter Primary School, Wandle Primary School and Southfields Community School.

Leisure attractions on or near to the route include Wimbledon Park, Wandsworth Common and Clapham Common as well as the local shops in Earlsfield, the Northcote Road and the new superstore in Clapham South.

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2.3 Cycle counts

Cycle count data is available for 5 locations along the route;

Wandsworth Common

Count location: On railway bridge
Date: 31st October 2002

Eastbound		Westbound	
Time	Hourly Total	Time	Hourly Total
7 – 8	24	7 – 8	15
8 – 9	46	8 – 9	26
9 – 10	15	9 – 10	19
10 – 11	7	10 – 11	5
11 – 12	n/a	11 – 12	12
12 – 13	6	12 – 13	6
13 – 14	12	13 – 14	9
14 – 15	9	14 – 15	12
15 – 16	20	15 – 16	14
16 – 17	21	16 – 17	8
17 – 18	15	17 – 18	30
18 – 19	12	18 – 19	26

Garratt Lane

Count location: Under railway bridge
Date: 31st October 2002

Northbound		Southbound	
Time	Hourly Total	Time	Hourly Total
7 – 8	48	7 – 8	19
8 – 9	76	8 – 9	43
9 – 10	23	9 – 10	23
10 – 11	13	10 – 11	15
11 – 12	15	11 – 12	8
12 – 13	17	12 – 13	15
13 – 14	10	13 – 14	15
14 – 15	18	14 – 15	26
15 – 16	15	15 – 16	30
16 – 17	35	16 – 17	48
17 – 18	34	17 – 18	79
18 – 19	21	18 – 19	73

Full data is available in the appendix.

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Wandsworth Common

Count location: East of footbridge
Date: 20th June 2006

Northbound		Southbound		Eastbound		Westbound	
Time	Hourly Total	Time	Hourly Total	Time	Hourly Total	Time	Hourly Total
7 – 8	42	7 – 8	13	7 – 8	14	7 – 8	7
8 – 9	71	8 – 9	35	8 – 9	32	8 – 9	26
9 – 10	25	9 – 10	17	9 – 10	11	9 – 10	21
10 – 11	4	10 – 11	5	10 – 11	5	10 – 11	5
11 – 12	5	11 – 12	5	11 – 12	5	11 – 12	6
12 – 13	7	12 – 13	9	12 – 13	5	12 – 13	4
13 – 14	9	13 – 14	13	13 – 14	1	13 – 14	5
14 – 15	8	14 – 15	13	14 – 15	7	14 – 15	1
15 – 16	14	15 – 16	14	15 – 16	7	15 – 16	12
16 – 17	15	16 – 17	42	16 – 17	10	16 – 17	21
17 – 18	17	17 – 18	49	17 – 18	16	17 – 18	22
18 – 19	17	18 – 19	43	18 – 19	14	18 – 19	30

Count location: East of footbridge
Date: 13th July 2006

Northbound		Southbound		Eastbound		Westbound	
Time	Hourly Total	Time	Hourly Total	Time	Hourly Total	Time	Hourly Total
7 – 8	12	7 – 8	6	7 – 8	7	7 – 8	6
8 – 9	37	8 – 9	19	8 – 9	9	8 – 9	19
9 – 10	31	9 – 10	12	9 – 10	7	9 – 10	14
10 – 11	7	10 – 11	10	10 – 11	3	10 – 11	4
11 – 12	6	11 – 12	12	11 – 12	7	11 – 12	5
12 – 13	12	12 – 13	6	12 – 13	7	12 – 13	2
13 – 14	4	13 – 14	11	13 – 14	6	13 – 14	0
14 – 15	10	14 – 15	5	14 – 15	2	14 – 15	2
15 – 16	8	15 – 16	7	15 – 16	9	15 – 16	4
16 – 17	8	16 – 17	17	16 – 17	7	16 – 17	2
17 – 18	11	17 – 18	26	17 – 18	17	17 – 18	9
18 – 19	11	18 – 19	33	18 – 19	19	18 – 19	13

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Bolingbroke Grove

Count location: Between Kelmscott Road and Bramfield Road

Date: 20th June 2006

Northbound		Southbound	
Time	Hourly Total	Time	Hourly Total
7 – 8	42	7 – 8	13
8 – 9	115	8 – 9	35
9 – 10	42	9 – 10	12
10 – 11	16	10 – 11	7
11 – 12	14	11 – 12	12
12 – 13	12	12 – 13	17
13 – 14	23	13 – 14	16
14 – 15	8	14 – 15	18
15 – 16	23	15 – 16	32
16 – 17	17	16 – 17	45
17 – 18	34	17 – 18	70
18 – 19	26	18 – 19	78

Count location: Between Kelmscott Road and Bramfield Road

Date: 13th July 2006

Northbound		Southbound	
Time	Hourly Total	Time	Hourly Total
7 – 8	55	7 – 8	10
8 – 9	71	8 – 9	19
9 – 10	49	9 – 10	27
10 – 11	17	10 – 11	10
11 – 12	12	11 – 12	9
12 – 13	5	12 – 13	12
13 – 14	12	13 – 14	10
14 – 15	11	14 – 15	5
15 – 16	32	15 – 16	24
16 – 17	12	16 – 17	25
17 – 18	13	17 – 18	30
18 – 19	25	18 – 19	45

Link 212 – Revelstoke Road to The Avenue

Bolingbroke Grove

Count location: Between Denis Road and Blenkarne Road
Date: 20th June 2006

Northbound		Southbound	
Time	Hourly Total	Time	Hourly Total
7 – 8	64	7 – 8	23
8 – 9	96	8 – 9	37
9 – 10	41	9 – 10	9
10 – 11	12	10 – 11	6
11 – 12	11	11 – 12	8
12 – 13	9	12 – 13	15
13 – 14	11	13 – 14	7
14 – 15	4	14 – 15	14
15 – 16	10	15 – 16	29
16 – 17	10	16 – 17	30
17 – 18	26	17 – 18	61
18 – 19	35	18 – 19	79

Count location: Between Denis Road and Blenkarne Road
Date: 13th July 2006

Northbound		Southbound	
Time	Hourly Total	Time	Hourly Total
7 – 8	52	7 – 8	15
8 – 9	94	8 – 9	18
9 – 10	35	9 – 10	20
10 – 11	14	10 – 11	8
11 – 12	7	11 – 12	6
12 – 13	6	12 – 13	8
13 – 14	11	13 – 14	6
14 – 15	9	14 – 15	10
15 – 16	17	15 – 16	22
16 – 17	8	16 – 17	21
17 – 18	23	17 – 18	29
18 – 19	23	18 – 19	49

2.4 Existing cycle facilities and problems

There are currently few on-carriageway cycle specific facilities along the link, although the recent approval by the Secretary of State to allow the footway section of the link across Wandsworth Common to become shared use is of great benefits to cyclists using the route.

There is a recently installed toucan crossing on Merton Road at the junction of Revelstoke Road and Ravensbury Road. This facility was provided by upgrading an existing zebra crossing to a toucan crossing to provide a safer crossing point over Merton Road for cyclists utilising the east-west link along Revelstoke Road and Ravensbury Road.

Access to the west side of the Wandsworth Common section of the link is via a Toucan crossing over Trinity Road. A short section of shared use footway either side of the Toucan provides access to Alma Terrace and Dorlcote Road respectively. At the eastern side of the Common there are currently no facilities to allow cyclists to cross the carriageway although it is proposed to relocate the nearby Pelican crossing and upgrade it to a Toucan to provide this facility.

Towards the eastern end of the link is a third Toucan crossing linking the shared use path (adjacent to Manchuria Road) and Windmill Drive that allows cyclists to cross The Avenue.

On Magdalen Road there is a southbound segregated on-carriageway cycle lane that passes outside of Beatrix Potter School. A previous cycle scheme along Magdalen Road was unpopular and has recently been removed.

The biggest barrier along the link is the short section of Garratt Lane between Penwith Road and Magdalen Road. As mentioned in section 2.1 the (often congested) carriageway narrows as it passes under the railway bridge before opening onto a 2 lane approach to the junctions on either side. Cyclists in both directions need to make a right turn onto the busy carriageway which can be particularly difficult for eastbound cyclists as they have to give way to traffic proceeding straight on from Earlsfield Road. Although the southbound approach to the Magdalen Road junction has a lead in lane to the ASL it is regularly blocked as vehicles position themselves to access the 2 lane approach ahead. CPZ bays to the north of the bridge also require cyclists to move out into the carriageway to negotiate a way around.

All of the residential roads along the route are part of a local Controlled Parking Zone with vehicles parked on both sides of the carriageway. This can cause problems for cyclists, with opening doors and vehicles pulling in and out of parking spaces increasing the chances of a conflict occurring.

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2.5 Accident statistics

A review of the accident statistics for the 3 years prior to the end of July 2005 shows that there were 122 accidents along the route that is link 212; of these 9 involved cyclists, 1 of which was classified as serious and 8 as slight.

2.6 and 2.7 Traffic Volumes and 85thile Speeds

November 2003	Revelstoke Road					
	Westbound		Westbound		Total 24 hr	85 th %ile
	AM Peak	Volume	PM Peak	Volume		
Monday	8:00	65	15:30	88	1630	n/a
Tuesday	8:00	86	16:00	84	1919	n/a
Wednesday	8:00	123	18:00	193	2141	n/a
Thursday	8:30	77	18:00	79	1785	n/a
Friday	9:30	73	16:30	74	1842	n/a
Saturday	11:30	97	13:00	83	1655	n/a
Sunday	11:00	34	12:00	69	1242	n/a
January 2003	Revelstoke Road					
	Eastbound		Eastbound		Total 24 hr	85 th %ile
	AM Peak	Volume	PM Peak	Volume		
Monday	8:00	70	15:00	52	1197	n/a
Tuesday	8:00	75	16:00	57	1429	n/a
Wednesday	8:30	85	19:30	60	1272	n/a
Thursday	8:00	81	15:30	57	1352	n/a
Friday	9:00	64	16:00	52	1371	n/a
Saturday	10:00	74	12:00	64	1324	n/a
Sunday	11:30	72	12:00	72	943	n/a

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January 2003	Magdalen Road					
	Eastbound		Eastbound		Total 24 hr	85 th %ile 7.00 – 19.00
	AM Peak	Volume	PM Peak	Volume		
Monday	7:00	170	17:30	122	3508	24.4
Tuesday	7:00	172	17:00	135	3555	
Wednesday	7:30	158	17:30	136	3736	
Thursday	7:00	171	15:30	125	3650	
Friday	7:00	162	16:00	146	4075	
Saturday	10:30	114	12:30	142	3446	
Sunday	11:30	98	12:30	137	2795	
January 2003	Magdalen Road					
	Westbound		Westbound		Total 24 hr	85 th %ile 7.00 – 19.00
	AM Peak	Volume	PM Peak	Volume		
Monday	8:30	110	16:30	145	3281	25.1
Tuesday	8:30	114	16:30	158	3355	
Wednesday	9:00	121	17:00	158	3459	
Thursday	11:30	115	17:00	148	3430	
Friday	11:30	117	17:00	153	3608	
Saturday	11:30	110	18:00	124	3148	
Sunday	10:00	89	13:00	110	2571	

Note: Magdalen Road 85%ile is 5 day (Monday – Friday) average.

January 2003	Thurleigh Road					
	Eastbound		Eastbound		Total 24 hr	85 th %ile 7.00 – 19.00
	AM Peak	Volume	PM Peak	Volume		
Monday	8:00	177	N/A	N/A	N/A	N/A
Tuesday	N/A	N/A	N/A	N/A	N/A	N/A
Wednesday	N/A	N/A	18:00	160	N/A	N/A
Thursday	8:00	211	18:00	148	1868	31.3
Friday	8:00	186	18:00	145	1866	32.5
Saturday	11:00	114	19:00	138	1582	32.7
Sunday	11:00	84	12:00	120	1275	33.7
January 2003	Thurleigh Road					
	Westbound		Westbound		Total 24 hr	85 th %ile 7.00 – 19.00
	AM Peak	Volume	PM Peak	Volume		
Monday	8:00	110	N/A	N/A	N/A	N/A
Tuesday	N/A	N/A	N/A	N/A	N/A	N/A
Wednesday	N/A	N/A	17:00	219	N/A	N/A
Thursday	8:00	115	17:00	218	2130	30.2
Friday	9:00	133	18:00	212	2270	30.5
Saturday	11:00	156	13:00	155	1884	30.4
Sunday	11:00	136	12:00	147	1437	31.4

2.8 Link and junction capacity

The section of Garratt Lane between Penwith Road and Magdalen Road and the junctions themselves are often congested and likely to be running close to or at capacity during peak times.

2.9 Pedestrian amenity related issues

No specific issues identified along this link, except where cycle users connect to and from the shared use areas at the Toucan crossings and at the start and end of the segregated shared use paths.

2.10 Current and Proposed Highway Developments

No Known public or private sector developments along link 212.

2.11 Current and proposed public and private sector developments

No known public or private sector developments along link 212.

3.0 Stakeholder questionnaire feedback

3.1 Summary Narrative of Issues Arising from Questionnaire Responses

Of the 28 questionnaires released we have received 12 responses. The list of stakeholders is included at the back of this report. A summary of the responses is below.

Metropolitan Police – Richard Parr Pc 230TD

Generally in favour of direct cycle routes as long as facilities provided are of some practical use and provide a safer environment for cyclists thus reducing accidents.

Wandsworth Cycling Campaign – Susie Morrow

Quality of route is highly variable along the length of the link, advantages include access to north-south artery linking Wandsworth and Tooting whilst disadvantages include right turn from Penwith Road and traffic conditions in Windmill Drive.

TfL Bus Priority team – Tim Taylor

Link offers more direct route away from Bellevue Road/ Trinity Road junction, possible conflict between signal delay for cyclists at Trinity Road Toucan relative to signal delay for buses and general traffic.

LCN+ - Alan Logan

The route potentially provides a relatively safe and direct route for commuters towards central London from the southwest. Problems associated with free parking on Clapham Common by local commuters.

Sustrans – Carl Pittam

The route provides an important east/ west link between green spaces and to and from the Wandle Trail.

Councillor Mrs Angela Graham

Concerned about the safety of cyclists at the junction of Penwith Road and Garratt Lane, would it be safer to direct cyclists up Earlsfield Road although Magdalen Road is the preferred route.

Earlsfield Primary School

Magdalen Road is can be congested at peak times because of the lights at Garratt Lane and Penwith Road.

Honeywell Junior School – Duncan Roberts

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Supports the proposal as believes it will encourage more pupils and staff to cycle to school. There may possible overcrowding of bike lane.

Beatrix Potter Junior School – S Neale

Use of quiet roads seems sensible. Segregated cycle lane outside Beatrix Potter School is not good, can be dangerous for walkers and cyclists.

WBC – Department of Leisure and Amenity Services – Martin Stratton

Implementation of route will make cycling safer through increased driver awareness of cycle routes. Will also benefit cyclists through improved signage, lighting and surfacing.

Wandsworth Bicycle User Group – Michael Menezes

Concerned that proposal may be a formality and will not be a commitment to improved conditions for cyclists.

Wandsworth Bicycle User Group – Chris Rose

This is a very useful east/west route, Pelican crossing on Bolingbroke Grove needs to be relocated or route realigned to assist cyclists exiting the common. Consider redirecting eastern section of the link via Nightingale Walk and new Toucan Crossing onto existing cycle path on common.

3.2 Spreadsheet Summarising Questionnaire Responses

Name	Organisation	General view	Advantages / Uses	Disadvantages / Problems	Future input	Route use
Richard Parr	Metropolitan Police, Traffic Management Unit.	Generally in favour as long as facilities are of practical use to cyclists. Concerned that use of mandatory cycle lanes create 'us & them' mentality leading to difficulties.	Protects less confident cyclists from heavy traffic and thus reduces conflicts. Encourages more cycling and therefore reduces amount of traffic and pollution. Leads to health benefits reducing the strain on NHS resources.	Cycle routes that pass through CPZ areas put cyclists at risk of 'dooring' by directing cyclists around the outside of the bay. Where possible would like to see these re-routed down the inside of the parked vehicles where injury is less likely and liable to be less serious.	Happy to play active part in cycle route consideration if beneficial	Pedestrian Cyclist Driver
Susie Morrow	Wandsworth Cycling Campaign	Line of route is an obvious desire line for cycle journeys. Current quality of parts of routes is highly variable.	Commuting (work, school and college), Business travel, Social and Leisure journeys, Access to main North-South artery linking Wandsworth and Tooting via Garratt Lane and (in parts) the Wandle Trail. Access to stations notably Earlsfield and Wandsworth Common. Access to local shopping/ business centres e.g. Earlsfield, Wandsworth Common and Clapham Common.	Right turn from Penwith Road into Garratt Lane problematic. Windmill Road is unpleasant to cycle along – comprises a linear car park + speeding motorists.	Primary Stakeholder	Pedestrian Cyclist Driver
Tim Taylor	TfL Bus Priority Team	Neutral-Unable to comment due to limited local knowledge of this area.	May offer more direct route away from traffic congestion at the Bellevue Road/ Trinity road junction. Possible leisure use benefits.	Possible conflict between signal delay for cyclists at Toucan/ Pelican crossing over Trinity Road relative to signal delay for buses and general traffic.	Primary Stakeholder	-
Alan Logan	LCN+	Positive	This route potentially provides a relatively safe, direct and attractive route for commuters toward Central London from SouthWest.	Problems associated with parking clutter of commuters using free parking near Clapham Common.	Primary Stakeholder	Cyclist
Carl Pittam	Sustrans	Supportive. This route provides an important east-west link between green spaces.	Provides a link to/ from Wandle Trail.	None.	Primary Stakeholder	Pedestrian Cyclist
-	Earlsfield Primary School	Positive. Encouraging more people to cycle.	Magdalen is a congested road due to the lights at peak hours on Garratt Lane and Penwith Road.	Will cycle route be on existing footpath as Penwith is a narrow road?	-	Pedestrian Driver
Duncan Roberts	Honeywell Junior School	I fully support the enclosed plan as I believe it will encourage more pupils and staff to cycle to school rather than drive.	Safety, ease of use, reasonably direct.	Overcrowding of bike lane.	-	Pedestrian Cyclist
S Neale	Beatrix Potter Junior School.	Positive	Use of quieter roads seems sensible.	Outside BP, cycle lane is not good, dangerous for walkers and cyclists.	Rationalisation of Magdalen Road	Driver
Cllr Mrs Angela Graham	-	Positive	In general I am concerned about the safety of cyclists at the junction with Penwith/Earlsfield and Garratt Lane SW18. Would it be safer to go up Earlsfield Road (so removing problems with the junction) although Magdalen definitely is the preferred road?		Would like to remain informed of progress	Pedestrian
Martin Stratton	WBC – Department of Leisure and Amenity Services.	-	Focus for cyclists which should make it safer as motorists will become aware of main cycle routes. In longer term it will enable special	Route will require investment to improve the surface, signs and lighting.	-	Pedestrian Cyclist Driver

Link 212 – Revelstoke Road to The Avenue

			measures such as improved lighting, surface and signs to be employed. Provide a quicker, safer cycling route network and enable smooth ride surface to be improved.			
Michael Menezes	Wandsworth Bicycle User Group	Although I am not a user of the route, I know of its existence and can say that there will be a benefit from the Wandsworth Common Side.	If there are dedicated routes, cycling becomes more agreeable to the people that use excuses of dangerous drivers etc. If the route is shared e.g. cycle lanes on road, in most cases this is a formality and there isn't a lot of room for cyclists as the roads are not wide enough.	Consideration must be given to the cyclist, if there is a commitment to promote cleaner or zero emission transport. Just fixing a few cycle signs are not a commitment, just a formality.	Would like to remain informed of progress	-
Chris Rose	Wandsworth Bicycle User Group	This is a very useful east-west route, the path across Clapham Common will enhance it further (though de facto exists already).	Will link meet the cycle route along Heathfield Road/ Allfarthing Lane leading to/ from the Town Hall?	Junction with Bolingbroke Grove-light controlled crossing needs to be moved or cycle route routed on Common parallel to Bolingbroke Grove to existing controlled crossing. Thurleigh Road needs resurfacing badly in places. The southern option along Nightingale walk appears to have the major disadvantage of being on The Avenue to reach the controlled crossing. Why not convert the crossing at Nightingale Walk/ The Avenue to include cyclists and continue the route along the path across Clapham Common. The barrier on Clapham Common Westside seems rather superfluous in this day and age and harks back to the anti-cycling attitudes of the past.	Comment on detailed design.	Cyclist

3.3 Copy of Questionnaire and covering letter

Wandsworth Council

Technical Services Department
PO Box 12415
London SW18 2XT

«Title» «FirstName» «LastName»
«Company»
«Address1»
«Address2»
«City»
«PostalCode»

Please contact: Darren Wyatt
Telephone: (020) 8871 8208
Fax: (020) 8871 6681
Email: dwyatt@wandsworth.gov.uk



Minicom: (020) 8871 8403
Our ref: OS/CES/DW/IID Link 212
Your ref:
Date: 7th March 2005

Dear «Title» «LastName»

**Cycle Route Link 212 – Revelstoke Road to Windmill Drive
Stakeholder Questionnaire**

Wandsworth Council is planning to improve the cycle route and facilities within the borough from Revelstoke Road to Windmill Drive (see attached plan) as part of the London Cycle Network Plus (LCN+) project. An objective of this project is to provide quick, safe and comfortable conditions for cycling on a 900km network throughout London. A feasibility study has been commissioned for this route and we wish to obtain input from individuals or organisations with local interests and knowledge. Views and information provided will be taken into account as outline proposals are developed.

You have been identified as a stakeholder or organisation representative who may wish to provide input to this study. A short questionnaire is attached and your comments at this stage will be appreciated. Please use the enclosed pre-paid envelope to return this questionnaire. Please also bear in mind that this is the first stage of a feasibility study and no design proposals have yet been prepared.

I look forward to receiving your completed questionnaire by 24th March 2005

Yours sincerely,

S M Kempster
Head of Contract Engineering Services
Encs. Route Plan, questionnaire, pre-paid envelope

Cycle Route Link 212: Revelstoke Road to Windmill Drive via Wandsworth Common

Questionnaire for Stakeholders

Name:

Organisation:

1. Please give your general views on the cycle route along the route shown on the enclosed plan (positive and/or negative)

2. What do you consider the main advantages and uses of the cycle route are, in general/ for any school/business/organisation that you represent?

3. What do you see the main problems and disadvantages of the cycle route are, in general/ for any school/business/organisation that you represent?

4. What future input (if any) would you like to have to this cycle route study? If you would, please add your contact details at the bottom of this form:

5. Please tick a box or boxes to indicate if you, or members of your organisation, use this route:

Pedestrian		Cyclist		Driver	
------------	--	---------	--	--------	--

I am happy for the above information to be circulated to other stakeholders and referred to within the final report.

Yes		No	
-----	--	----	--


Thank you for your time in completing this questionnaire, which should be returned by 24th March 2005.

See question 4 above before completing this address box.	
Organisation:	
Address:	
Telephone number:	E-mail address:


4.0 Drawings

Figure 4.1 shows the existing alignment of the link along with the location of other nearby LCN+ routes as well as the TLRN and the borough boundary. Also shown are local trip generators, open spaces, development sites as well as accident locations and the section identifiers.


5.0 Section/ Element Data Sheets

Loc'n Revelstoke Road		
Ref: S1E1		
Highway Authority	LB Wandsworth	
Site inspection date:	January 2006	
		Photo description
Existing characteristics:		
Revelstoke Road is a residential road providing access to Wimbledon Park at its western end. The borough boundary runs along the c/l of the carriageway.		
Problems & barriers for cyclists:		
Car parking can block sightlines at the junctions, reported high traffic speeds.		
Stakeholder feedback:		
Construct entry treatments along northern side and cycle logos on c/w.		
Constraints:		
-		
Opportunities:		
Entry treatments will slow traffic at the junctions and will help improve sightlines reducing the risk of conflict between cyclists and other road users.		
Strategy options:		Cost Estimate: (see Appendix H)
1	Construct 7 no. entry treatments along northern side.	£150,000
2	Provide cycle logos on carriageway.	£1000
3		
Other comments:		
Recommendation with reasons:		
Options 1 & 2 – Will help to slow traffic and make the route more attractive to cyclists.		


Link 212 – Revelstoke Road to The Avenue

Loc'n Revelstoke Road : j/w Merton Rd & Ravensbury Rd		
Ref: S1E2		
Highway Authority :	LB Wandsworth	
Site inspection date:	January 2006	Photo description
Existing characteristics:		
This junction is not signal controlled although there is a Toucan crossing immediately adjacent to it.		
Problems & barriers for cyclists:		
Merton Road can be very busy and the reported delay on the Toucan can make crossing difficult.		
Stakeholder feedback:		
Reported delay whilst waiting for green crossing signal on Toucan during peak times. Access to and from Revelstoke Road is poor, waiting pocket in Ravensbury often overrun.		
Constraints:		
Merton Road is a strategic route and signal timings need to be carefully considered.		
Opportunities:		
Merton Road is one of the biggest barriers along the link and improvements to the current set up will make the route more attractive to cyclists.		
Strategy options:		Cost Estimate: (see Appendix H)
1	Reduce delay on Toucan.	£5,000
2	Point no entry at Ravensbury Road junction with cycle exemption.	£10,000
3	Alter layout to 4 arm signalised junction with yellow box marking.	£50,000
Other comments:		
Recommendation with reasons:		
Options 1 & 2 – Will improve existing facilities whilst providing safer conditions for cyclists crossing Merton Road.		


Link 212 – Revelstoke Road to The Avenue

Loc'n Ravensbury Tce : Ref: S1E3		
Highway Authority :	LB Wandsworth	
Site inspection date:	January 2006	
		Photo description
Existing characteristics:		
Penwith Road is one of the few links between Garratt Lane and Merton Road and can be busy and congested.		
Problems & barriers for cyclists:		
Exiting Ravensbury Terrace can be difficult due to poor visibility and high traffic flows.		
Stakeholder feedback:		
Raise junction and build out kerb to allow relocation of stop line level with parking on Penwith Road. Improve crossing facilities for pedestrians.		
Constraints:		
Build outs must not narrow the c/w anymore than existing.		
Opportunities:		
Merton Road is one of the biggest barriers along the link and improvements to the current set up will make the route more attractive to cyclists.		
Strategy options:		Cost Estimate: (see Appendix H)
1	Build out Kerb and relocate stop line	£5000
2	Raise junction	£15000
3		
Other comments:		
Recommendation with reasons:		
Options 1 & 2 – Will improve visibility and reduce traffic speed at the junction.		


Link 212 – Revelstoke Road to The Avenue


Loc'n Penwith Road j/w		
: Garratt Lane		
Ref: S2E1		
Highway Authority	LB Wandsworth	Photo description
Site inspection date:	January 2006	
Existing characteristics:		
This junction is signal controlled and can become very congested at peak times. Penwith Rd and Garratt Ln have 2 lane approaches while Earlsfield Rd has 1 lane.		
Problems & barriers for cyclists:		
Right turners from Penwith Rd are squeezed between the straight ahead flows.		
Stakeholder feedback:		
Advanced direction signing on Penwith Rd approach, yellow box marking in junction, right turn indicative before Penwith Rd phase starts, reduce to 1 lane approach on Garratt Ln northbound and provide cycle lead in lane.		
Constraints:		
Any measures should not be to the detriment of the local bus network.		
Opportunities:		
This junction is the main obstacle along the link and measures to improve conditions for cyclists will make the route more attractive.		
Strategy options:		Cost Estimate: (see Appendix H)
1	ADS on Penwith Road approach	£1000
2	Yellow box markings within junction, adjust northbound road markings	£500
3	Provide right turn indicative signal phase.	£5000
Other comments:		
Recommendation with reasons:		
Options 1,2 & 3 – In combination these measures will greatly assist the flow of cyclists through the junction.		

Link 212 – Revelstoke Road to The Avenue


Loc'n : Garratt Lane b/t Penwith Rd and Magdalen Rd Ref: S2E2		
Highway Authority :	LB Wandsworth	
Site inspection date:	January 2006	
Photo description		
Existing characteristics: This section of Garratt Lane narrows as it passes under the railway bridge and suffers from regular congestion.		
Problems & barriers for cyclists: Congestion can make progress problematic.		
Stakeholder feedback: Reduce/ relocate loading/ parking bay on NE side of bridge. Smooth out corner of eastern footpath under bridge.		
Constraints: A large number of pedestrians use the footway in this area so any reduction in footway width must be carefully considered. Parking/ loading bays are very busy in this area and local businesses will be unwilling to suffer any loss of space for customers or deliveries.		
Opportunities: An unimpeded route through this section of the link will decrease journey times for cyclists.		
Strategy options:		Cost Estimate: (see Appendix H)
1	Reduce/ relocate parking bay.	£1000
2	Adjust footway	£500
3		
Other comments: It is recommended that a parking survey and detailed investigation into local parking availability is carried out before any changes to existing bays are proposed.		
Recommendation with reasons: Option 2 – Will improve accessibility of the route.		

Link 212 – Revelstoke Road to The Avenue


Loc'n Garratt Lane j/w : Magdalen Rd Ref: S2E3		
Highway Authority :	LB Wandsworth	
Site inspection date:	January 2006	
		Photo description
Existing characteristics:		
This junction is signal controlled and has 2 lanes on all approaches. There are ASLs on all approaches.		
Problems & barriers for cyclists:		
Accessing the ASLs can be difficult due to congestion, lack of cycle parking.		
Stakeholder feedback:		
Install roadhump on Magdalen Rd ASL (as in Penwith Rd). Improve access to ASLs, increase cycle parking. Reduce Magdalen Rd approach to 1 lane and increase width of ASL.		
Constraints:		
A large number of pedestrians use the footway in this area so any reduction in footway width must be carefully considered. Parking/ loading bays are very busy in this area and local businesses will be unwilling to suffer any loss of space for customers or deliveries.		
Opportunities:		
This junction can act as a bottleneck to cyclists on the link and improving access to the ASLs will make it easier for cyclists to progress along the route.		
Strategy options:		Cost Estimate: (see Appendix H)
1	Install roadhump with ASL	£1000
2	Adjust markings to improve access and reduce number of lanes on Magdalen Rd approach.	£1000
3	Provide cycle parking	£1000
Other comments:		
Recommendation with reasons:		
Options 1, 2 & 3 – Will help facilitate the movement of cyclists through the junction.		


Loc'n Magdalen Rd o/s : Beatrix Potter School Ref: S3E1		
Highway Authority :	LB Wandsworth	
Site inspection date:	January 2006	
		Photo description
Existing characteristics:		
This section of Magdalen Road is a 20mph zone and there is a segregated cycle lane adjacent to the southbound carriageway.		
Problems & barriers for cyclists:		
Conflict between users of the cycle lane and pedestrians on the footway. Detritus accumulating in existing cycle path.		
Stakeholder feedback:		
Decrease width of existing build-out by 1.5m and replace with 1.5m cycle lane. Formalise crossing points at either end of 20mph zone. Provide entry treatments along side junctions of Magdalen Road.		
Constraints:		
High concentrations of school children in the area mean that care should be taken to ensure that the design of any proposals should not be to the detriment of pedestrians.		
Opportunities:		
To improve the local area for pedestrians as well as cyclists.		
Strategy options:		Cost Estimate: (see Appendix H)
1	Cut back existing build out and provide new cycle lane	£10,000
2	Provide formal crossing point over existing speed tables.	£5000
3	Provide entry treatments along side road junctions.	£50,000
Other comments: It would be beneficial to liaise with the local school and involve safer routes to school study if appropriate.		
Recommendation with reasons:		
Options 1, 2 & 3 – Will help facilitate the movement of cyclists and pedestrians and slow traffic as it enters Magdalen Road.		

Link 212 – Revelstoke Road to The Avenue


Loc'n Heathfield Rd j/w : Magdalen Road Ref: S3E2		
Highway Authority :	LB Wandsworth	
Site inspection date:	January 2006	
		Photo description
Existing characteristics:		
This junction currently operates with a raised mini-roundabout and has 4 arms, there are central islands north and south on Magdalen Road.		
Problems & barriers for cyclists:		
Roundabout can be difficult to negotiate; lack of deflection can result in inappropriate traffic speeds and failure to give way.		
Stakeholder feedback:		
Remove mini-roundabout and replace with raised junction. Tighten corner geometry.		
Constraints:		
-		
Opportunities:		
Will help slow traffic and assist both pedestrians and cyclists.		
Strategy options:		Cost Estimate: (see Appendix H)
1	Remove roundabout and provide raised table.	£25,000
2		
3		
Other comments:		
Recommendation with reasons:		
Option 1 – Will slow traffic at the junction make it safer for cyclists using the junction.		

Link 212 – Revelstoke Road to The Avenue


Loc'n Heathfield Rd j/w : Alma Terrace Ref: S3E3		
Highway Authority :	LB Wandsworth	
Site inspection date:	January 2006	
		Photo description
Existing characteristics: Minor side road junction with entry treatment.		
Problems & barriers for cyclists: The blocks are uncomfortable and can be problematic to cross, perceived high traffic speeds on Heathfield Road.		
Stakeholder feedback: Remove 2no. parking spaces adjacent to N of junction to improve sightlines, provide secure cycle parking at junction, construct raised table at junction.		
Constraints: High demand for parking space in the area.		
Opportunities: Improving the visibility at this junction will make the route safer and more attractive.		
Strategy options:		Cost Estimate: (see Appendix H)
1	Construct raised table at junction	£15,000
2	Remove parking and replace with buildout	£5,000
3	Provide secure cycle parking	£2,500
Other comments: Recommend speed survey is carried out on Heathfield Road.		
Recommendation with reasons: Options 2&3 – Will allow safer egress from the junction. If results of speed survey indicate higher than expected speeds then possible implementation of option 1.		

Loc'n Alma Terrace / : Trinity Rd Toucan Ref: S3E4		
Highway Authority :	LB Wandsworth	
Site inspection date:	January 2006	
Photo description		
Existing characteristics:		
Alma Terrace is a no through road with a short cycle path that links to a Toucan crossing over Trinity Road.		
Problems & barriers for cyclists:		
Poor signage and tactiles, street furniture in the area has been poorly sited.		
Stakeholder feedback:		
Provide detection loops in cycle path on approach; improve signage and tactiles and tidy street furniture.		
Constraints:		
-		
Opportunities:		
Toucan is well used by peds and cyclists and improvements to the layout will reduce the chance of conflict occurring between the two.		
Strategy options:		Cost Estimate: (see Appendix H)
1	Improve tactile layout and signage.	£1000
2	Relocate street furniture.	£2500
3	Provide detection loop in cycle path.	£TBC
Other comments: Investigate provision of detection loop and likely pros/cons of effect on traffic.		
Recommendation with reasons:		
Options 1 & 2 – Will improve the street scene and reduce the risk of conflict. Option 3 subject to investigation.		


Link 212 – Revelstoke Road to The Avenue

Loc'n Dorlcote Road / Trinity Rd Toucan		
Ref: S3E5		
Highway Authority	LB Wandsworth	
Site inspection date:	January 2006	Photo description
Existing characteristics:		
Dorlcote Road is a no through road with a short cycle path that links to a Toucan crossing over Trinity Road.		
Problems & barriers for cyclists:		
Access to Toucan regularly blocked by parked vehicles.		
Stakeholder feedback:		
Improve access to Toucan		
Constraints:		
High demand for parking in the area		
Opportunities:		
Progress through this section of the link can be problematic and improvements to access will make the route more attractive.		
Strategy options:		Cost Estimate: (see Appendix H)
1	Build out kerb to ensure access to dropped kerb is unimpeded.	£1000
2		
3		
Other comments:		
Recommendation with reasons:		
Option 1 – Will prevent obstruction of the cycle path access.		


Link 212 – Revelstoke Road to The Avenue


Loc'n	Trinity Rd	
:	Toucans (x2)	
Ref:	S3E6	
Highway Authority	LB	
:	Wandsworth	
Site inspection date:	January 2006	
Photo description		
Existing characteristics:		
These Toucan crossings are located adjacent to Alma Terrace and south of Routh Road respectively.		
Problems & barriers for cyclists:		
Access onto the Toucan from the carriageway can be difficult.		
Stakeholder feedback:		
Provide dropped kerbs onto the footway on approach to Toucans, revise Toucan signals to take into account Puffin technology.		
Constraints:		
Ensure that no conflict with pedestrians will occur as a result.		
Opportunities:		
Will help connect the link with the road network and improve access.		
Strategy options:		Cost Estimate: (see Appendix H)
1	Drop kerbs on approach to Toucan crossings.	£1000
2	Alter signal mechanism in line with Puffin technology.	£TBC
3		
Other comments: Liaison with TTS (?) necessary to ensure changes to signals are in line with current guidance.		
Recommendation with reasons:		
Option 1 – Will make it easier and safer to access the link from Trinity Road.		
Option 2 if approved by TTS.		

Link 212 – Revelstoke Road to The Avenue


Loc'n Wandsworth : Common access points Ref: S3E7		
Highway Authority :	LB Wandsworth	
Site inspection date:	January 2006	
Photo description		
Existing characteristics:		
At the entrances to Wandsworth Common are plans of the Common detailing footpaths, play areas etc.		
Problems & barriers for cyclists:		
The plans are now out of date as they do not show the cycle routes across the common.		
Stakeholder feedback:		
Provide revised plans.		
Constraints:		
-		
Opportunities:		
-		
Strategy options:		Cost Estimate: (see Appendix H)
1	Provide new plans of the Common showing the new cycle routes.	£500
2		
3		
Other comments:		
Recommendation with reasons:		
Option 1 – To highlight the route to cyclists and non-cyclists alike.		

Link 212 – Revelstoke Road to The Avenue


Loc'n Lyford Road		
Ref: S3E8		
Highway Authority	LB Wandsworth	
Site inspection date:	January 2006	Photo description
Existing characteristics:		
There is a dropped kerb where the link from the Routh Rd Toucan joins Lyford Road.		
Problems & barriers for cyclists:		
The dropped kerb is often blocked by parked vehicles and sightlines are subsequently restricted.		
Stakeholder feedback:		
Provide build out or raised table to protect access to/from cycle route and improve sightlines.		
Constraints:		
-		
Opportunities:		
Improving access between the on and off road sections of the link will make it easier for cyclists to progress and make the route more attractive.		
Strategy options:		Cost Estimate: (see Appendix H)
1	Provide build out to protect access point.	£1000
2	Provide raised table	£10,000
3		
Other comments:		
Recommendation with reasons:		
Option 1 – Will restrict motorists from parking across the access point and allow cyclists to gain a better view of approaching traffic.		

Loc'n Wandsworth : Common footbridge Ref: S4E1		
Highway Authority :	LB Wandsworth	
Site inspection date:	January 2006	
		Photo description
Existing characteristics:		
This bridge has quite a high gradient and has barriers at each end, cycling is prohibited.		
Problems & barriers for cyclists:		
Requires cyclists to dismount which is time consuming and impedes progress.		
Stakeholder feedback:		
Retain barriers but remove cycling prohibition.		
Constraints:		
Pedestrian flows over the footbridge can be high.		
Opportunities:		
Removing the no-cycling order will improve the attractiveness of the route across the common.		
Strategy options:		Cost Estimate: (see Appendix H)
1	Remove cycling prohibition from footbridge.	£1000
2		
3		
Other comments:		
Recommendation with reasons:		
Option 1 – Will improve the continuity of the route across Wandsworth Common and make it more attractive to cyclists.		


Link 212 – Revelstoke Road to The Avenue

Loc'n Bolingbroke : Grove Pelican x'ing Ref: S4E2		
Highway Authority :	LB Wandsworth	
Site inspection date:	January 2006	
		Photo description
Existing characteristics: The Pelican is currently located between the junctions of Blenkarne Road and Thurleigh Road.		
Problems & barriers for cyclists: Location requires cyclists to dismount or use carriageway to access the Pelican. Cyclists required to dismount to use crossing.		
Stakeholder feedback: Upgrade to Toucan and relocate to position immediately north of Blenkarne junction, adjacent to cycle track over the Common.		
Constraints: Bus stop will need to be relocated.		
Opportunities: Will allow cyclists on the carriageway easier access to the cross Common cycle route. Relocation also favoured by local School.		
Strategy options:		Cost Estimate: (see Appendix H)
1	Relocate and upgrade existing Pelican to Toucan.	£30,000
2		
3		
Other comments:		
Recommendation with reasons: Option 1 – Will improve access to/ from Wandsworth Common for cyclists and pedestrians.		


Link 212 – Revelstoke Road to The Avenue

Loc'n Wandsworth : Common Ref: S4E3		
Highway Authority :	LB Wandsworth	
Site inspection date:	January 2006	
		Photo description
Existing characteristics:		
This section of the cycle route links the footbridge with Bolingbroke Grove north of Honeywell Rd		
Problems & barriers for cyclists:		
Cyclists are forced to return south along Bolingbroke Grove, or dismount and use the footway to reach Broomwood Road and continue the route.		
Stakeholder feedback:		
Re-align cross-common route so that the cycle path uses the southern more direct footpath that terminates adjacent to the Broomwood Road junction.		
Constraints:		
Any changes to the route alignment are likely to be resisted by local groups who are opposed to all cycling across the common.		
Opportunities:		
Will require less footway than existing alignment and will provide a more direct route.		
Strategy options:		Cost Estimate: (see Appendix H)
1	Adjust route alignment.	£5,000
2		
3		
Other comments:		
Recommendation with reasons:		
Option 1 – Will provide a faster and more direct route for cyclists.		

Link 212 – Revelstoke Road to The Avenue

Loc'n Bolingbroke : Grove j/w Broomwood Road Ref: S5E1		
Highway Authority :	LB Wandsworth	
Site inspection date:	January 2006	
		Photo description
Existing characteristics: Three armed signal controlled junction with all red pedestrian phase.		
Problems & barriers for cyclists: Difficult to turn right from Bolingbroke Grove into Broomwood Road.		
Stakeholder feedback: Carry out ped survey to see if signals can be adjusted to allow protected right turn.		
Constraints: Removal of all red phase will increase waiting times for traffic, potential negative effect on queue lengths.		
Opportunities: Will improve cyclist's progression through the junction.		
Strategy options:		Cost Estimate: (see Appendix H)
1	Adjust signal timings at junction	£5,000
2		
3		
Other comments:		
Recommendation with reasons: Option 1 – Will improve the continuity of the route and reduce the chance of conflicts occurring.		

Link 212 – Revelstoke Road to The Avenue

Loc'n Broomwood Road : Ref: S5E2 : Highway Authority LB Wandsworth : Site inspection date: January 2006		
Existing characteristics:		
This is a priority controlled junction. A Pelican x'ing is situated immediately to the south.		
Problems & barriers for cyclists:		
Cyclists are required to dismount to use the Pelican and there is no continuation of the route on Clapham Common.		
Stakeholder feedback:		
Potential upgrade of junction to ATS control, request upgrade of path on Clapham Common to allow cycling.		
Constraints:		
ATS control will result in increased congestion along The Avenue.		
Opportunities:		
ATS would assist local buses on Broomwood Road as well as cyclists.		
Strategy options:		Cost Estimate: (see Appendix H)
1	Carry out cycle surveys at the 2 crossing points across The Avenue	£2000
2	Implement ATS control at junction.	£20,000
3	Improve access to and upgrade Pelican to a Toucan x'ing.	£20,000
Other comments:		
Liaison with LB Lambeth required to encourage upgrading of the path between Broomwood Road and the Bandstand.		
Recommendation with reasons:		
Option 1 – The results of the survey will provide more information about the movements of cyclists in the area.		

Link 212 – Revelstoke Road to The Avenue

Table 6.1 Summary of costs

Section/ Element Ref.	Location	Authority	Option No.	Summary of Option	Breakdown Cost of Elements (£k)							Total Est. Cost of Option (£k)
					Traffic Management, Speed Redn.	Lanes, tracks, or shared paths	Junction works, including signals	Crossing provision, including signals	Signing and road markings	Other misc. works	Fees, etc.	
S1E1	Revelstoke Rd	LBW	1&2	Construct entry treatments and provide logos.	150000				1000			151000
S1E2	Revelstoke/Merton /Ravensbury Rd	LBW	1&2	Minimise Toucan delay, point no entry			65000					65000
S1E3	Ravensbury Tce/ Penwith Rd	LBW	1&2	Build out kerb and raise junction	20000							20000
S2E1	Penwith Rd/ Garratt Ln	LBW	1,2&3	ADS, yellow box markings and indicative phase			5000		1500			6500
S2E2	Penwith Rd/ Magdalen Rd	LBW	2	Adjust footway						500		500
S2E3	Garratt Ln/ Magdalen Rd	LBW	1,2&3	Install hump/ASL, adjust road markings and provide cycle parking	1000				1000	1000		3000
S3E1	Magdalen Rd o/s school	LBW	1,2&3	Provide new cycle lane, crossing point and entry treatments	50000	10000		5000				65000
S3E2	Heathfield Rd/ Magdalen	LBW	1	Replace r/about with raised table	25000							25000
S3E3	Heathfield Rd/ Alma Terrace	LBW	2,3	Removal of parking bay and provision cycle parking						7500		7500
S3E4	Alma Tce/ Trinity Rd Toucan	LBW	1&2	Improve tactiles & signage, relocate street furniture					1000	2500		3500

Link 212 – Revelstoke Road to The Avenue

Section/ Element Ref.	Location	Authority	Option No.	Summary of Option	Traffic Management, Speed Redn.	Lanes, tracks, or shared paths	Junction works, including signals	Crossing provision, including signals	Signing and road markings	Other misc. works	Fees, etc.	Total Est. Cost of Option (£k)
S3E5	Dorlcote Rd/ Trinity Rd Toucan	LBW	1	Kerb buildout						1000		1000
S3E6	2no. toucans on Trinity Road	LBW	1	Drop kerbs						1000		1000
S3E7	Common access points	LBW	1	Provide new plans of the common					500			500
S3E8	Lyford Road	LBW	1	Kerb buildout						1000		1000
S4E1	Footbridge on Common	LBW	1	Revoke cycling prohibition							1000	1000
S4E2	Bolingbroke Gr Ped x'ing	LBW	1	Relocate and upgrade ped x'ing				30000				30000
S4E3	Wandsworth Common	LBW	1	Adjust route alignment							5000	5000
S5E1	Bolingbroke Gr/ Broomwood Rd	LBW	1	Adjust signal timings at junction				5000				5000
S5E2	Broomwood Rd/ The Avenue	LBW	1	Cycle survey							2000	2000
Total Cost by Element (£k)					246000	10000	70000	40000	5000	14500	8000	

Link 212 – Revelstoke Road to The Avenue