

# WANDSWORTH ENGINEERING CONSULTANCY

## CRISP Study – Link 216



## Amen Corner to Tooting Bec Common

Consultancy Ref: 707568

DATE: August 2006

Originator  
Simon Wood  
Engineer

Approved By  
Martin Hoare  
Group Engineer

Signed:

Signed:

Date:

Date:

## Table of Contents

|  |    |
|--|----|
| Base Information                         | 1  |
| Summary of data and information gathered | 4  |
| Stakeholder questionnaire feedback       | 9  |
| Drawings                                 | 15 |
| Section/ Element data sheets             | 16 |
| Summary of costs                         | 32 |
| Proposed programme                       | 34 |

## **Executive summary**

This Cycle Route Implementation Stakeholder Plan has been undertaken along LCN+ link 216 that runs through the London Borough of Wandsworth between Longley Road at the Borough boundary with LB Merton and Tooting Bec Road 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 – Mitcham Road**

This section of the link experiences high traffic flows and can become very congested during busy periods of the day. On street parking on the east side of the carriageway can force southbound cyclists out into the flow of traffic where they are at higher risk of conflict. Amen Corner is also a busy signal controlled junction that requires northbound cyclists to move into the offside lane to negotiate it.

To assist cyclists along this section of the link it is proposed to provide cycle lanes on the carriageway and to widen and extend the hours of control of the SB bus lane and the yellow line restrictions. At Amen Corner it is proposed to widen the traffic lanes through trimming the existing islands and also to provide a dedicated right turn lane (northbound).

Amen Corner is one of the biggest barriers along the link and by making it easier and safer to negotiate the link will be more attractive and will help raise the profile of cyclists along this busy section.

### **Section 2 – Rectory Lane/ Furzedown Road**

Rectory Lane has on-street parking on both sides and is traffic calmed along its length. The existing SB cycle lane is narrow whilst NB the footway is shared use. At the northern end cyclists are required to negotiate a roundabout to proceed along the link which puts them at higher risk of conflict whilst the following section along Furzedown Road is a narrow 2 way carriageway.

To improve conditions for cyclists along the link it is proposed to inset the parking bays and to improve the existing cycle lane through widening and resurfacing. In addition it is proposed to carry out a study into the feasibility of introducing an off-carriageway route adjacent to Furzedown Drive.

In addition to the proposals it is recommended to upgrade the uncontrolled crossing to a zebra crossing. This will assist pedestrians as well as cyclists on this and an intersecting link.

### Section 3 – Tooting Bec Road/ North Drive

The main barriers along this section of the link are the comparatively high traffic speeds and volumes of traffic that have been observed on site along Tooting Bec Road and the narrow carriageway width over the bridge

To assist cyclists along this section it is proposed to utilise an existing off carriageway track eastbound and to provide a new off carriageway track westbound. Alternatives to this include providing mandatory lanes on the carriageway or diverting the link along a parallel side street.

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

The London Cycling Action Plan sets out a balanced package of measures that will help deliver the lifestyle and economic benefits of cycling. The plan contains 10 objectives to promote a sustained increase in cycling within London and as a part of this plan Wandsworth Council in conjunction with the London Cycle Network is undertaking a Cycle Route Implementation and Stakeholder Plan (CRISP). This CRISP will establish ways in which the facilities for cyclists within the Borough can be improved and thus increase the levels of cycle usage. The network is broken down into strategic routes or links and each link is studied individually.

Link 216 runs through the southeast corner of Wandsworth from the boundary with Merton on Mitcham Road to Lambeth on Tooting Bec Road via Amen Corner, Rectory Lane and across a section of Tooting Bec Common.

The link is approximately 2.3km long and is solely in the Borough of Wandsworth. It does however use the Transport for London Road Network (TLRN or “Red Route”) along Tooting Bec Road. Although Wandsworth Council may offer comment with regard to the operation of this section of the link it is managed directly by Transport for London.

### 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; 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 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.

## Link 216 – Mitcham Road to Tooting Bec Road

### 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)).

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 then issued to all primary stakeholders.

#### 1.3 Strategic Context

Link 216 is a north-south route connecting the borough boundary at Tooting Station to Tooting Bec Common to the north. This route is therefore important to link to the newly approved route across Tooting Bec Common and the leisure facilities found there as well as to take cyclists further north towards central London.

The major barriers and constraints along the link include the large junction at Amen Corner and the five arm roundabout at the northern end of Rectory Lane.

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 213

Please find a map of link 216 including primary destinations, link numbers and alternative alignments in Figure 1.1.

## Link 216 – Mitcham Road to Tooting Bec Road

### 1.5 List of Stakeholders

#### CRIM Stakeholders

|   |                           |
|---|---------------------------|
| <i>WBC Engineering Services</i>               | Wale Adeyoyin             |
| <i>London Cycling Campaign (LCC)</i>          | Rik Andrew                |
| <i>London Cycle Network+ (LCN+)</i>           | Alan Logan                |
| <i>TfL Cycling Centre of Excellence (CCE)</i> | Nick Chitty               |
| <i>TfL Area Team</i>                          | Nimish Vithani            |
| <i>SW Sector LCN+ Representative</i>          | John Martin (RB Kingston) |
| <i>LB Lambeth cycle officer</i>               | Richard Ambler            |
| <i>LB Merton cycle Officer</i>                | Ray Puddy                 |
| <i>SUSTRANS</i>                               | Carl Pittam               |
| <i>Wandsworth Cycling Campaign (WCC)</i>      | Mike Grahn                |

#### Other Stakeholders

|  |                 |
|--|-----------------|
| <i>WBC Transportation</i>  | Dave Tidley     |
| <i>Metropolitan Police</i>   | PC Richard Parr |
| <i>TfL Bus Priority Team</i>   | Akin Akinrujomu |
| <i>TfL (TTS)</i>   | Tim Piper       |
| <i>Tooting Town Centre Manager</i>   | Audrey Helps    |
| <i>Local Primary Schools –<br/>Furzedown, Hillbrook, Penwortham, Sellincourt, St Anselms RC, St<br/>Boniface RC and Graveney<br/>Graveney Secondary School and the PTA</i> |                 |
| <i>Lead Member for the Environment</i>   | Cllr G Senior   |
| <i>Bedford Ward –<br/>Councillors; Dunn, Finn and Walkie</i>   |                 |
| <i>Furzedown Ward –<br/>Councillors; Dawe, Farebrother and Halford</i>   |                 |
| <i>Graveney Ward -<br/>Councillors; Gibbons, Hosain and Tatlow</i>   |                 |

## 2.0 Summary of Data and Information Gathered

Table 2.1

| Section No. | Section Area       | Characteristic (classification of road & any major crossings) | Speed Limit | Type of Land use (i.e. Retail, Commercial, Residential, park) |
|-------------|--------------------|---|-------------|---|
| 1           | Mitcham Road       | A Road  | 30mph       | Retail/Commercial/Residential                                 |
| 2           | Rectory Lane       | A Road  | 30mph       | Residential   |
| 3           | Tooting Bec Common | A Road  | n/a         | Parkland  |
| 4           | Tooting Bec Road   | A Road  | 30mph       | Parkland  |

### 2.1 Existing Conditions

Link 216 runs from the borough boundary with Merton at Tooting Station to Tooting Bec Common. Between these two points the link takes cyclists along a number of different types/categories of road (as shown in Table 2.1 above).

Section 1 – The A217 Mitcham Road is classified as a Local Distributor Road in the Council’s road hierarchy and the section on which the cycle link occurs is approximately 300m long running north-south between the borough boundary of Merton (near the junction with Links Road) to Amen Corner (the junction with Southcroft Road). Mitcham Road is part of the Tooting Broadway Controlled Parking Zone (CPZ) and is thus covered by parking restrictions along its entire length. Between Amen Corner and the borough boundary there is a bus lane operating between the hours of 4pm – 7pm Monday to Friday. Amen Corner is a signalised junction with pedestrian crossing facilities across all arms.

Section 2 – Rectory Lane is a traffic calmed residential road with properties on both sides. There is a cycle lane (northeast bound) on the footway and a cycle lane (southwest bound) on the carriageway. Rectory Lane forms part of the Furzedown CPZ which operates between 11.00am and midday Monday to Friday.

Section 3 – Tooting Bec Common has recently been the subject of a public enquiry that has found in favour of allowing cyclists to cycle across the common on specified routes. The link can therefore continue on its intended alignment as shown on the LCN+ website; proceeding from the north end of Rectory Lane, round the roundabout

## Link 216 – Mitcham Road to Tooting Bec Road

and down Furzedown Road to join Tooting Bec Common at the junction with Furzedown Drive. It then sweeps northward joining the A214 Tooting Bec Road (TLRN Red Route) at the junction with Dr Johnson Avenue.

Section 4 – Tooting Bec Road is a part of the A214 which itself forms part of the TLRN linking Wandsworth Town to Streatham. The section making up part of Link 216 is bordered on both sides by Tooting Bec Common and is wide and straight. The carriageway consists of one lane in each direction apart from on the approach to Aldrington Road where the carriageway widens to 2 lanes in each direction to allow for turning traffic.

### 2.2 Trip Generators

There are a number of bus routes that run along sections of link 216. These are listed below:-

- 249 & 319: Tooting Bec Road.
- 44, 264, 270, 280 & 355: Mitcham Road
- 57, 127 & 333: Southcroft Road passing through Amen Corner

Link 216 forms part of a link between Merton and Chelsea Bridge, Waterloo and Elephant & Castle. Key trip generators include Graveney Secondary School which has approximately 1800 pupils and is located on Welham Road as well as several primary schools close to the route. Other trip generators include Tooting Rail Station and Tooting High Street.

Local leisure attractions near the route include Tooting Bec Common and the Tooting Lido, the Bowling Green in Pringle Gardens and the Athletics Track adjacent to Tooting Bec Road and West Drive.

### 2.3 Cycle Counts

Cycle flow data charts are included in Appendix A.

### 2.4 Existing Cycle Facilities and Problems

Facilities for cyclists along this link are generally good, southbound between Amen Corner and the borough boundary there is a bus lane operating between 4pm and 7pm Monday to Friday. At Amen Corner there are ASLs on all arms of the junction with cycle lanes continuing around the nearside kerbs of the junction. ASLs are also present at the junction of Rectory Lane and Southcroft Road with a single cycle lane continuing from Southcroft Road through the junction and continuing up to the ASL at Amen Corner.

In Rectory Lane there is a northbound cycle path on the footway and a southbound cycle lane on the carriageway, both of these run the full

## Link 216 – Mitcham Road to Tooting Bec Road

length of Rectory Lane. There is traffic calming in Rectory Lane in the form of speed humps and tables some of which incorporate cycle crossing points. At the north end of Rectory Lane there is a five arm roundabout which had a cycle bypass for southbound cyclists that links the Furzedown Road arm with Rectory Lane.

The proposed shared use route through Tooting Graveney Common has recently been approved for implementation and the necessary signage and footway markings will be installed shortly. This route links Furzedown Road to Tooting Bec Road where a Toucan crossing allows cyclists to continue northwards through the central section of Tooting Bec Common.

### 2.5 Accident Statistics

The accident statistics for the route as indicated on the CRISP plan have been reviewed for the 3 year period prior to the end of August 2004. The results have been divided into 5 areas to reflect the different conditions on each part of the link.

#### **Mitcham Road and Amen Corner:**

There were 31 accidents on Mitcham Road and Amen Corner of which 4 involved cyclists. Of these 4 accidents, 3 were classed as slight and 1 as serious. The accidents occurred at various locations in Mitcham Road and Amen Corner and appear to have little in common other than that they do not appear to be the fault of the cyclist.

The first accident occurred at the junction of Mitcham Road and Glasford Street where a car turning right from Mitcham Road into Glasford Street turned across the path of a northbound cyclist.

The second accident took place at Amen Corner (Mitcham Road section) where a northbound cyclist and a northbound car collided.

The third involved a southbound cyclist approaching Amen Corner who collided with a car door that was opened into their path.

The fourth accident occurred at the junction of Mitcham Road and Stella Road when a northbound vehicle turned left into Stella Road and subsequently collided with a vehicle on their nearside. The cyclist sustained serious injuries as a result of this accident.

#### **Rectory Lane:**

There was one accident that took place in Rectory Lane and it did not involve a cyclist.

**Church Lane (including Roundabout):**

There was one accident that took place in this section and it did not involve a cyclist.

**Furzedown Road, Ullathorne Road and Aldrington Road:**

There have been eight accidents in this area of which one involved a cyclist and resulted in slight injuries to the person involved. The accident took place at the junction of Furzedown Road and Clairview Road. The cyclist turned right across the path of a southwest bound car and was recorded by the police as turning injudiciously.

**Tooting Bec Road:**

There have been 32 accidents in this area of which 5 involved cyclists, 3 of which were classified as slight and 2 as serious.

Two accidents, both classified as slight, occurred near the junction with Dr Johnson Avenue. The first involved a westbound cyclist turning right into Dr Johnson Avenue who collided with a car that was turning right out of Dr Johnson Avenue and failed to give way. The second accident in this location took place when a cyclist rode onto the Toucan crossing into the path of a powered 2 wheeler.

One serious accident occurred between Dr Johnson Avenue and Aldrington Road and involved an eastbound cyclist that swerved into the path of an eastbound motorcycle.

The fourth accident, classified as slight, occurred at the entrance to the car park for the Lido. A car exiting the Lido turned left into the path of an eastbound cyclist.

The fifth accident occurred at the junction of Aldrington Road and Tooting Bec Road. A northbound cyclist did not heed the ATS and was consequently struck by an eastbound car. The cyclist sustained serious personal injuries as a result of the accident.

## Link 216 – Mitcham Road to Tooting Bec Road

### 2.6 Traffic Volumes and 2.7 85<sup>th</sup> Percentile Speeds

All Roads within the CRISP study are subject to a 30mph speed limit. Appendix B contains historic traffic counts that give an indication of vehicle speed and volume on some of the roads within the study. A summary of these traffic counts is below.

#### **Church Lane by L/C 41: September 2004:**

##### Northeast bound traffic

AM peak: 7:30; max volume 542 vehicles; 85<sup>th</sup>ile speed 35mph  
PM peak: 17:30; max volume 364 vehicles.

##### Southwest bound traffic

AM peak: 8:00; max volume 406 vehicles; 85<sup>th</sup>ile speed 29mph  
PM peak: 17:30; max volume 552 vehicles.

#### **Furzedown Road:**

##### Eastbound traffic

AM peak: 8:00; max volume 201 vehicles; 85<sup>th</sup>ile speed 37mph  
PM peak: 17:00; max volume 320 vehicles.

##### Westbound traffic

AM peak: 8:00; max volume 422 vehicles; 85<sup>th</sup>ile speed 33mph  
PM peak: 17:00; max volume 189 vehicles.

#### **Tooting Bec Road:**

##### Westbound traffic

AM peak: 7:00; max volume 1084 vehicles;  
PM peak: 18:00; max volume 752 vehicles.

##### Eastbound traffic

AM peak: 8:00; max volume 569 vehicles;  
PM peak: 17:00; max volume 979 vehicles.

The major constraint with regard to encouraging usage is probably the perception of danger caused by traffic speed and volume. The speed of traffic on Furzedown Road (maximum recorded 85<sup>th</sup> %ile speed eastbound of 37mph) will be an effective deterrent to less confident cyclists.

### 2.8 Link and Junction Capacity

The conflict between junction capacity and cycle facilities is most prevalent at the Amen Corner junction where it would appear that increased capacity takes precedence over the needs of cyclists.

### 2.9 Pedestrian Amenity Related Issues

No specific issues identified along this link, except where cycle users will be using the segregated shared use path through Tooting Bec Common.

### 2.10 Current and Proposed Highway Developments

At the time of writing there is a traffic management scheme being implemented in Church Lane between Rectory Lane and Tooting Bec Road. The scheme will involve the construction of speed tables around two of the existing pedestrian refuges and the installation of speed cushions at 5 locations.

Proposed junction improvements to mitigate accidents at the junction of Aldrington Road and Ullathorne Road include improved lighting and anti-skid surface treatment.

### 2.11 Historical Reports

There are no relevant historical reports available for this link.

### 2.12 Current and Proposed Public & Private Sector Developments

There is a large residential development under construction on the northern side of Amen Corner. The approved development is for 71 residential flats with 71 off street parking spaces and cycle storage in the basement of the building.

## 3.0 **Stakeholder Questionnaire Feedback**

### 3.1 Summary Narrative of Issues Arising from Questionnaires

The list of stakeholders can be found in section 1.5 and a summary of their responses is below.

#### *LCN+*

A positive initiative linking important trip generators which will encourage further cycle usage.

#### *Wandsworth Cycling Campaign*

In favour of the route being brought up to LCN+ standard, but concerns regarding difficulties reallocating road space from vehicles to cyclists to create this standard.

#### *London Cycling Campaign*

Suggested other links and routes that should all be studied together (some outside the borough) to enable a more complete overview of the cycle route strategy.

## Link 216 – Mitcham Road to Tooting Bec Road

### *Metropolitan Police*

Generally in favour of the cycle link; concerned about “dooring” type accidents and favours cycle lane on inside of parking bays rather than outside; concern over provision for cyclists in Furzedown Road with limited carriageway width.

### *TfL Buses*

Any proposed facilities should not conflict with proposed bus priority proposals.

### *Cllr Dawe*

A positive initiative to encourage more cycling/cyclists and less misuse of the footways.

### *Mr G Stapleton, Head of Graveney School*

Very positive, helping to increase pupil safety when cycling. Queried whether the paths on Tooting Common would be available for use.

### *Graveney School PTA*

Very positive, helping to increase pupil safety when cycling and thus reduce congestion during the school run.

### *Mrs Wilson, Head of Furzedown Primary School*

Positive but worried about the use of major roads, particularly for young children.

### *Mrs Kerins, Head of St Boniface RC Primary School*

A positive initiative to encourage children to cycle to school but more facilities required to connect the link to this school in particular.

### *Audrey Helps, Tooting Town Centre Manager*

Fully supports measures to increase cycling but would like cyclists to be encouraged to cycle through Tooting Town Centre rather than around it.

## 3.2 Spreadsheet summarising questionnaire responses

Please find on the following pages a spreadsheet summarising questionnaire responses.

## 3.3 Copy of Questionnaire and Covering Letter

Please find on the following pages a copy of the questionnaire and covering letter that was sent out to stakeholders.

Link 216 – Mitcham Road to Tooting Bec Road

| Name                | Organisation                                  | General view   | Advantages / Uses  | Disadvantages / Problems   | Future input   | Route use                          |
|---------------------|---|--|--|--|--|------------------------------------|
| Alan Logan          | LCN+  | Positive   | The cycle route will provide good connection to a number of trip attractors (e.g. Tooting Common, Tooting Lido and continues on to central London) This is a good opportunity to attract new cycle users for local trips and improve conditions for commuters. | The route should provide a spur to Tooting High Street. Access on and off the A214 is not currently easy owing to heavy traffic especially from trip attractors Tooting Lido and Tooting Bec.  | Primary Stakeholder.   | Cyclist.                           |
| Mike Grahn          | Wandsworth Cycling Campaign                   | The route follows a well used community and school travel corridor and we wish to see good provision for cyclists on this axis.  | An LCN+ standard route would facilitate existing journeys and encourage more people to take up cycling.  | Problems in creating a high quality route in the current road environment. Would need re-allocation of space from motor vehicles.  | Primary Stakeholder.   | Pedestrian.<br>Cyclist.<br>Driver. |
| Rik Andrew          | London Cycling Campaign                       | Suggested other links and routes that should all be studied together (some outside the borough) to enable a more complete overview of the cycle route strategy.  | -  | -  | Primary Stakeholder  | -                                  |
| 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. Concerned that there is insufficient room on the carriageway to provide facilities, especially along Furzedown Road. Better use could be made of space on the Commons, particularly the existing no cycling areas. | 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<br>Cyclist<br>Driver    |
| Akinlolu Akinrujumu | Bus Priority Team                             | Want to ensure that any non-bus orientated scheme proposed along a bus route will not adversely impact on the bus services.  | -  | -  | Wish to receive detailed plans of any proposals.                     | -                                  |
| Cllr C J Dawe       | Wandsworth Borough Council                    | A very welcome and logical extension to the existing Rectory Lane cycle route.   | Encourage such organisations to provide cycle accommodation for older children and employees, discourage indiscriminate cycling on pavements.  | Persuading actual/potential cyclists to use the routes as normal means of transport and motorists respect them.  | Extend cycle route along Southcroft Road to Mitcham Lane.            | Cyclist                            |
| G E Stapleton       | Head of Graveney School                       | Very positive  | Cycling for pupils will be safer, will cycling paths across the common be  | -  | -  | Pedestrian<br>Cyclist              |

Link 216 – Mitcham Road to Tooting Bec Road

|              |   |   |  |  |   |                                 |
|--------------|---|---|--|--|---|---------------------------------|
|              |   |   | extended?  |  |   | Driver                          |
| PTA          | Graveney School                                       | We are very much in favour of these routes.   | Primarily safety of out students, freeing them from the busy road. Allowing students to cycle to school, cuts down the immense congestion of the school run. | -  | - | Pedestrian<br>Cyclist           |
| Mrs Wilson   | Head of Furzedown School                              | In favour of cycle route, worried about route along main road.  | Less traffic.  | Very busy roads for younger children.            | - | Pedestrian<br>Cyclist<br>Driver |
| S Kerins     | St Boniface RC Primary School                         | We would view the cycle route in a positive light.  | Safer journeys for children to school, encouraging more to cycle.  | Would like a route that is nearer to the school. | - | Pedestrian<br>Cyclist<br>Driver |
| Audrey Helps | Town Centre Manager, Tooting Town Centre Partnership. | The conclusion of the members present was that they felt neutral about the proposals as the proposed route lies outside the Town Centre boundaries. The main point they wished me to raise on their behalf is that they fully supported any measures which encouraged increased cycling, but they were less keen on cycles being bypassed around the Town Centre, as they would prefer to encourage cyclists to come into it. | -  | -  | - | -                               |

## Link 216 – Mitcham Road to Tooting Bec Road

Wandsworth Council  
Technical Services Department  
PO Box 12415  
London SW18 2XT

Name  
Address

Please contact: Paul Taylor  
Telephone: (020) 8871 6664  
Fax: (020) 8871 6681  
Email: [ptaylor@wandsworth.gov.uk](mailto:ptaylor@wandsworth.gov.uk)



Minicom: (020) 8871 8403  
Our ref: OS/CES/PLT/IID Link 216, Tooting  
Your ref:  
Date: 18th November 2004

Dear Sirs,

### **Cycle Route Link 216 - Mitcham Road to Tooting Bec Road, SW16 & SW17**

#### **Stakeholder Questionnaire**

Wandsworth Council is planning to improve the cycle route and facilities within the borough from Mitcham Road to Tooting Bec Road (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 17<sup>th</sup> December 2004

Yours sincerely

Martin Hoare  
Group Engineer  
Encs. Route Plan, questionnaire, pre-paid envelope

**Cycle Route Link 216: Mitcham Road - Tooting Bec Road, SW16 & SW17  
Questionnaire for Stakeholders**

Name: .....

Organisation: .....

1. Please give your general views on the concept of a 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 would be, in general/ for any school/business/organisation that you represent?

3. What do you see the main problems and disadvantages of the cycle route would be, 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 this information to be circulated to other stakeholders and referred to within the final report.

|     |  |    |  |
|-----|--|----|--|
| YES |  | NO |  |
|-----|--|----|--|

Address:  
.....

Telephone number:  
.....

E-mail address:  
.....


**Thank you for your time in completing this questionnaire.**

#### **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**


5.1 Data Sheets

|  |  |  |
|--|--|--|
| <b>Loc'n Mitcham Rd</b>  |  |  |
| <b>Ref: S1E1</b>   |  |  |
| <b>Highway Authority</b>   | LB Wandsworth  |  |
| <b>Site inspection date:</b>   | February 2005  |  |
| Mitcham Road looking NB towards Amen corner  |  |  |
| <b>Existing characteristics:</b>   |  |  |
| Mitcham Road is a borough distributor road and can have high traffic flows and levels of congestion.   |  |  |
| <b>Problems &amp; barriers for cyclists:</b>   |  |  |
| The wide NB carriageway can encourage higher traffic speeds.   |  |  |
| <b>Stakeholder feedback:</b>   |  |  |
| Would like to see advisory cycle lane installed.   |  |  |
| <b>Constraints:</b>  |  |  |
| -  |  |  |
| <b>Opportunities:</b>  |  |  |
| An advisory lane will make the route more attractive and raise drivers' awareness of cyclists.   |  |  |
| <b>Strategy options:</b>   |  | <b>Cost Estimate:</b><br>(see Appendix H)  |
| 1  | Provide 1.5m NB advisory cycle lane with buffer strip (if space permits) between the borough boundary and Amen Corner. | £5000  |
| 2  | Review waiting and loading restrictions  | £500   |
| 3  |  |  |
| <b>Other comments:</b> Please also refer to LB Merton CRISP for link 149, datasheet references 149/33.   |  |  |
| <b>Recommendation with reasons:</b>  |  |  |
| Options 1& 2 – Providing an advisory cycle lane will give cyclists more carriageway space and help highlight the route and the likely presence of cyclists to motorists. |  |  |


## Link 216 – Mitcham Road to Tooting Bec Road

|  |  |   |
|--|--|---|
| <b>Loc'n</b> Mitcham Rd<br><b>Ref:</b> S1E2  |  |   |
| <b>Highway Authority</b><br>LB Wandsworth  |  |   |
| <b>Site inspection date:</b>   | November 2004  |   |
| Mitcham Road looking SB towards the borough boundary.  |  |   |
| <b>Existing characteristics:</b><br>Mitcham Road is a borough distributor road and can have high traffic flows and levels of congestion. There is an existing 3m bus lane SB operating between 4pm – 7pm.  |  |   |
| <b>Problems &amp; barriers for cyclists:</b><br>Outside the hours of enforcement loading is allowed in the bus lane which forces cyclists to manoeuvre into the flow of traffic to get past.   |  |   |
| <b>Stakeholder feedback:</b><br>A 4m bus lane would benefit cyclists providing more road space particularly at peak hours when traffic flow is at its greatest and visually narrow the c/w slowing vehicles.   |  |   |
| <b>Constraints:</b><br>Widening the bus lane may encourage buses to overtake and narrow the adjacent traffic lanes. Changing the hours of control will be detrimental for local business.  |  |   |
| <b>Opportunities:</b><br>Widening the bus lane will allow cyclists more space when passing parked vehicles and reduce the risk of conflict. Joint bus priority funding.  |  |   |
| <b>Strategy options:</b>   |  | <b>Cost Estimate:</b><br>(see Appendix H) |
| 1  | Widen bus lane to 4m.  | £10000                                    |
| 2  | Extend hours of enforcement to include morning peak or 'at all times'.             | £1000                                     |
| 3  | Side road entry treatments and/or tightening of side road radii                    | £75000                                    |
| <b>Other comments:</b>   |  |   |
| <b>Recommendation with reasons:</b><br><b>Options 2&amp;3 – Extend the hours of control to include the morning peak to provide cyclists with a clear route during the busiest times of day, entry treatments will slow traffic entering/ exiting the side roads.</b> |  |   |


Link 216 – Mitcham Road to Tooting Bec Road

|  |  |  |
|--|--|--|
| <b>Loc'n Mitcham Rd</b>  |  |  |
| <b>Ref: S1E3</b>   |  |  |
| <b>Highway Authority</b>   | LB Wandsworth  |  |
| <b>Site inspection date:</b>   | February 2005  |  |
| Mitcham Road NB  |  |  |
| <b>Existing characteristics:</b>   |  |  |
| Mitcham Road is a borough distributor road and can have high traffic flows and levels of congestion.   |  |  |
| <b>Problems &amp; barriers for cyclists:</b>   |  |  |
| Outside the hours of control for the single yellow line and bus lane restrictions, parked vehicles can make progress for cyclists difficult and increase the risk of conflicts occurring. This is a particular problem on Sundays. |  |  |
| <b>Stakeholder feedback:</b>   |  |  |
| Can parking be restricted to encourage cycling.  |  |  |
| <b>Constraints:</b>  |  |  |
| May be detrimental to local businesses.  |  |  |
| <b>Opportunities:</b>  |  |  |
| Removing on-street parking will improve sightlines and provide cyclists with more carriageway space. Joint bus priority funding.   |  |  |
| <b>Strategy options:</b>   |  | <b>Cost Estimate:</b><br>(see Appendix H)  |
| <b>1</b>   | Extend the hours of control of the yellow line restrictions.                     | £1000  |
| <b>2</b>   | Adjust the yellow line restrictions to ban parking at all times (double yellow). | £1500  |
| <b>3</b>   | Provide inset parking bays subject to footway width and land acquisition.        | £30000   |
| <b>Other comments:</b>   |  |  |
| <b>Recommendation with reasons:</b>  |  |  |
| <b>Option 1 – Extending the hours of control to Monday to Sunday 7am to 7pm will remove parking during the busiest time of day and provide cyclists with a clearer uninhibited route. Investigate feasibility of Option 3.</b>     |  |  |


Link 216 – Mitcham Road to Tooting Bec Road

|   |   |  |
|---|---|--|
| <b>Loc'n</b> Mitcham Rd /<br><b>:</b> Stella Road<br><b>Ref:</b> S1E4   |   |  |
| <b>Highway Authority</b><br><b>:</b>  | LB Wandsworth   |  |
| <b>Site inspection date:</b>  | February 2005   |  |
| Mitcham Road NB approach towards Amen corner  |   |  |
| <b>Existing characteristics:</b>  |   |  |
| Mitcham Road is a borough distributor road and can have high traffic flows and levels of congestion.  |   |  |
| <b>Problems &amp; barriers for cyclists:</b>  |   |  |
| Buses and large vehicles overrun the existing advisory cycle lane.  |   |  |
| <b>Stakeholder feedback:</b>  |   |  |
| Can some of the wide footway in this location be taken to allow carriageway to be widened and the installation of a mandatory cycle lane.   |   |  |
| <b>Constraints:</b>   |   |  |
| -   |   |  |
| <b>Opportunities:</b>   |   |  |
| A mandatory lane will be better respected by motorists and give cyclists more c/w space and reduce the risk of conflicts occurring on the corner.   |   |  |
| <b>Strategy options:</b>  |   | <b>Cost Estimate:</b><br>(see Appendix H)  |
| <b>1</b>  | Widen existing carriageway and provide 1.5m NB mandatory cycle lane with buffer strip (if space permits) around the corner. | £5000  |
| <b>2</b>  | Provide cycle logos across junctions for continuity.  | £500   |
| <b>3</b>  |   |  |
| <b>Other comments:</b>  |   |  |
| <b>Recommendation with reasons:</b>   |   |  |
| <b>Option 1 &amp; 2 – Providing a mandatory cycle lane and logos will give cyclists more carriageway space and help highlight the route and the likely presence of cyclists to motorists.</b> |   |  |


Link 216 – Mitcham Road to Tooting Bec Road

|   |  |  |
|---|--|--|
| <b>Loc'n</b> Mitcham Rd /<br>:<br><b>Ref:</b> S1E5  |  |  |
| <b>Highway Authority</b><br>:   | LB Wandsworth  |  |
| <b>Site inspection date:</b>  | February 2005  |  |
| Amen corner   |  |  |
| <b>Existing characteristics:</b>  |  |  |
| Amen Corner is a signal controlled junction with 3 arms and 2 lanes on each approach. There are ped x'ings on all arms and each approach has a lead in lane and an ASL for cyclists.  |  |  |
| <b>Problems &amp; barriers for cyclists:</b>  |  |  |
| The right turn from Mitcham Road into Southcroft Road can be problematic for cyclists due to high traffic volumes and difficulties positioning themselves in the right turn box.  |  |  |
| <b>Stakeholder feedback:</b>  |  |  |
| Improve facilities to make right turn safer and easier.   |  |  |
| <b>Constraints:</b>   |  |  |
| Amen Corner and the adjacent Rectory/Southcroft junction are both controlled (and likely linked) by ATS, therefore any changes to the signal timings are expected to have significant effects on the operation of the junction. |  |  |
| <b>Opportunities:</b>   |  |  |
| This junction is one of the main barriers along the link and improvements to cycle facilities within/through it will make the route safer and more attractive to cyclists.  |  |  |
| <b>Strategy options:</b>  |  | <b>Cost Estimate:</b><br>(see Appendix H)  |
| 1   | Provide dedicated right turn lane on NB approach to allow cyclists to align themselves with sufficient time. | £500   |
| 2   | Review operation of existing signals to provide early cut off for right turning cyclists.                    | £5000  |
| 3   |  |  |
| <b>Other comments:</b>  |  |  |
| <b>Recommendation with reasons:</b><br>Options 1&2 – Will give cyclists more time to position themselves and to undertake the right turn manoeuvre.   |  |  |


Link 216 – Mitcham Road to Tooting Bec Road

|  |   |  |
|--|---|--|
| <b>Loc'n</b> Mitcham Rd /<br>:<br><b>Ref:</b> S1E6   |   |  |
| <b>Highway Authority</b><br>:  | LB Wandsworth   |  |
| <b>Site inspection date:</b>   | February 2005   |  |
|  |   | Amen corner – westbound lane through junction                                      |
| <b>Existing characteristics:</b>   |   |  |
| Amen Corner is a signal controlled junction with 3 arms and 2 lanes on each approach. There are ped x'ings on all arms and each approach has a lead in lane and an ASL for cyclists. |   |  |
| <b>Problems &amp; barriers for cyclists:</b>   |   |  |
| Although there is a mandatory cycle lane past the island the adjacent lane width is narrow forcing larger vehicles to overrun into the cycle lane.                                   |   |  |
| <b>Stakeholder feedback:</b>   |   |  |
| Pinch point - Cyclists can be forced against the railings in this location due to the narrow lane width.   |   |  |
| <b>Constraints:</b>  |   |  |
| Current signal alignment requires island to be retained.   |   |  |
| <b>Opportunities:</b>  |   |  |
| This junction is one of the main barriers along the link and improvements to cycle facilities within/through it will make the route safer and more attractive to cyclists.           |   |  |
| <b>Strategy options:</b>   |   | <b>Cost Estimate:</b><br>(see Appendix H)  |
| 1  | Decrease width of traffic island and widen adjacent westbound lane. | £5000  |
| 2  | Widen existing cycle lane to 1.5m                                   | £500   |
| 3  |   |  |
| <b>Other comments:</b>   |   |  |
| <b>Recommendation with reasons:</b>  |   |  |
| Options 1 & 2 – Will provide cyclists with more c/w space  |   |  |


Link 216 – Mitcham Road to Tooting Bec Road

|  |  |  |
|--|--|--|
| <b>Loc'n</b> Amen Corner /<br>:<br><b>Ref:</b> S1E7  |  |  |
| <b>Highway Authority</b><br>:  | LB Wandsworth  |  |
| <b>Site inspection date:</b>   | February 2005  |  |
| Southcroft Road approach to Amen corner  |  |  |
| <b>Existing characteristics:</b>   |  |  |
| Amen Corner is a signal controlled junction with 3 arms and 2 lanes on each approach. There are ped x'ings on all arms and each approach has a lead in lane and an ASL for cyclists.                       |  |  |
| <b>Problems &amp; barriers for cyclists:</b>   |  |  |
| The existing lead in lanes to the Amen corner and Rectory Lane junctions are narrow and/or difficult to access.  |  |  |
| <b>Stakeholder feedback:</b>   |  |  |
| Central lane from the east is poor and difficult to access. Feeder lanes in both directions are too narrow and the ped refuge is too wide. Can central hatching be narrowed or removed.                    |  |  |
| <b>Constraints:</b>  |  |  |
| Current signal alignment requires island to be retained.   |  |  |
| <b>Opportunities:</b>  |  |  |
| These 2 junctions are 2 of the main barriers along the link and improvements to cycle facilities within/through them will make the route safer and more attractive to cyclists.                            |  |  |
| <b>Strategy options:</b>   |  | <b>Cost Estimate:</b><br>(see Appendix H)  |
| 1  | Decrease width of traffic island and widen feeder lanes.   | £5000  |
| 2  | Reduce extent of central hatching to provide extra c/w space that can be allocated to improving existing cycle facilities. | £500   |
| 3  |  |  |
| <b>Other comments:</b>   |  |  |
| <b>Recommendation with reasons:</b>  |  |  |
| <b>Options 1 &amp; 2 – Improving existing facilities in this location will heighten driver awareness of the route, reduce the risk of conflicts occurring and help cyclists negotiate the 2 junctions.</b> |  |  |


Link 216 – Mitcham Road to Tooting Bec Road

|  |  |  |
|--|--|--|
| <b>Loc'n</b> Rectory Lane  |  |  |
| <b>Ref:</b> S2E1   |  |  |
| <b>Highway Authority</b>   | LB Wandsworth  |  |
| <b>Site inspection date:</b>   | February 2005  |  |
| Rectory Lane NB – Access to footway cycle path.  |  |  |
| <b>Existing characteristics:</b>   |  |  |
| Rectory Lane   |  |  |
| <b>Problems &amp; barriers for cyclists:</b>   |  |  |
| Alignment and height of dropped kerb can cause cyclists difficulties.  |  |  |
| <b>Stakeholder feedback:</b>   |  |  |
| Drop kerb onto footway cycle lane requires maintenance   |  |  |
| <b>Constraints:</b>  |  |  |
| -  |  |  |
| <b>Opportunities:</b>  |  |  |
| Improving access to and from the different sections of the route will make the link easier to negotiate and more attractive. |  |  |
| <b>Strategy options:</b>   |  | <b>Cost Estimate:</b><br>(see Appendix H)  |
| 1  | Ensure kerb is dropped to minimum to remove potential difficulties for cyclists.     | £250   |
| 2  | Upgrade surface and provide tactile paving in accordance with LCDS drawing CCE/C4.1. | £1500  |
| 3  |  |  |
| <b>Other comments:</b>   |  |  |
| <b>Recommendation with reasons:</b>  |  |  |
| Options 1&2 – Will make access easier and more comfortable for cyclists.   |  |  |


## Link 216 – Mitcham Road to Tooting Bec Road

|  |  |  |
|--|--|--|
| <b>Loc'n</b> Rectory Lane<br><b>Ref:</b> S2E2  |  |  |
| <b>Highway Authority</b><br>:  | LB Wandsworth  |  |
| <b>Site inspection date:</b>   | February 2005  |  |
| Rectory Lane southbound  |  |  |
| <b>Existing characteristics:</b><br>Rectory Lane is one lane in each direction and is on a gradient sloping down from north to south. There is resident parking on both sides with a SB on c/w cycle lane and a NB cycle path on the footway.                          |  |  |
| <b>Problems &amp; barriers for cyclists:</b><br>The cycle lane is narrow and provides little protection from opening doors or passing cars.  |  |  |
| <b>Stakeholder feedback:</b><br>Advisory cycle lane on c/w too near parked cars and too narrow. Recess the parking bays into the wide footway to allow a wider cycle lane with 0.5m buffer between cycle lane and parking bays. F/W and C/W lanes need to be coloured. |  |  |
| <b>Constraints:</b><br>Reduction in footway width should not be to the detriment of pedestrians.   |  |  |
| <b>Opportunities:</b><br>By providing cyclists with more carriageway space and extra protection from parked vehicles the route will be more attractive to use.   |  |  |
| <b>Strategy options:</b>   |  | <b>Cost Estimate:</b><br>(see Appendix H)  |
| 1  | Inset parking bays into the footway and provide min 0.5m buffer. | £30,000  |
| 2  | Adjust existing cycle lane.                                      | £5,000   |
| 3  | Mark out F/W and C/W lanes in green surfacing.                   | £40,000  |
| 4  | Provide sinusoidal profile to existing road humps.               | £10,000  |
| 5  | Provide cycle logos at 50m intervals and across side roads.      | £1,000   |
| <b>Other comments:</b>   |  |  |
| <b>Recommendation with reasons:</b><br><b>Options 1, 2, 3, 4 &amp; 5</b> – Will reduce the risk of conflict along the route and make it more attractive and comfortable to use.  |  |  |


Link 216 – Mitcham Road to Tooting Bec Road

|  |  |  |
|--|--|--|
| <b>Loc'n</b> Rectory Lane  |  |  |
| <b>Ref:</b> S2E3   |  |  |
| <b>Highway Authority</b>   | LB Wandsworth  |  |
| <b>Site inspection date:</b>   | February 2005  |  |
| Raised table at northern end of Rectory Lane   |  |  |
| <b>Existing characteristics:</b>   |  |  |
| In addition to the link under review there is another cycle route that crosses the link in this location. The raised table contains a central refuge and is approximately 6m wide. |  |  |
| <b>Problems &amp; barriers for cyclists:</b>   |  |  |
| Current arrangement gives motor traffic priority and may mean cyclists are delayed and/or have difficulty in crossing the carriageway.   |  |  |
| <b>Stakeholder feedback:</b>   |  |  |
| Install Zebra crossing in this location to allow cyclists on both routes to cross more easily.   |  |  |
| <b>Constraints:</b>  |  |  |
| Care needs to be taken to ensure queue lengths do not block the roundabout.  |  |  |
| <b>Opportunities:</b>  |  |  |
| Crossing point is well used by pedestrians and cyclists and a priority crossing will help reduce crossing difficulties and facilitate movement.                                    |  |  |
| <b>Strategy options:</b>   |  | <b>Cost Estimate:</b><br>(see Appendix H)  |
| 1  | Install cycle track crossing adjacent to new zebra crossing as LCDS drawing CCE/C19. | £5000  |
| 2  | Review street clutter to ensure minimum 1.5m gaps through bollards.                  | £2500  |
| 3  |  |  |
| <b>Other comments:</b>   |  |  |
| <b>Recommendation with reasons:</b>  |  |  |
| <b>Options 1 &amp; 2 – Will reduce delays to users of the crossing and help make the route faster and more attractive to use.</b>  |  |  |

Link 216 – Mitcham Road to Tooting Bec Road

|  |  |  |
|--|--|--|
| <b>Loc'n</b><br>:  | <b>Roundabout at N<br/>end of Rectory<br/>Lane</b>   |  |
| <b>Ref:</b>  | <b>S2E4</b>  |  |
| <b>Highway<br/>Authority</b><br>:  | LB<br>Wandsworth   |  |
| <b>Site<br/>inspection<br/>date:</b>   | February 2005  | Roundabout at northern end of Rectory Lane   |
| <b>Existing characteristics:</b>   |  |  |
| 5 arm roundabout with raised central island, circulatory carriageway is one lane. There is an existing cycle bypass lane between Furzedown Road and Rectory Lane.                              |  |  |
| <b>Problems &amp; barriers for cyclists:</b>   |  |  |
| Cyclists are at higher risk of conflict at roundabouts.  |  |  |
| <b>Stakeholder feedback:</b>   |  |  |
| Install a cycle bypass lane over the island from Rectory Lane to Furzedown Road.   |  |  |
| <b>Constraints:</b>  |  |  |
| Lack of signal control may result in an increased risk of conflict for cyclists. Potential maintenance difficulties and abuse of the facility by powered 2 wheelers.                           |  |  |
| <b>Opportunities:</b>  |  |  |
| By removing the need to negotiate the roundabout, this section of the route could be made safer and more direct.   |  |  |
| <b>Strategy options:</b>   |  | <b>Cost Estimate:</b><br>(see Appendix H)  |
| 1  | Carry out study to investigate proposals for improving conditions for cyclists negotiating the roundabout. | £2000  |
| 2  | Widen bypass to 1.5m minimum.  | £2000  |
| 3  |  |  |
| <b>Other comments:</b>   |  |  |
| <b>Recommendation with reasons:</b>  |  |  |
| <b>Options 1 &amp; 2 – Further investigation required to improve conditions for cyclists at the roundabout, widening bypass will allow improved maintenance and better cycling conditions.</b> |  |  |


## Link 216 – Mitcham Road to Tooting Bec Road

|   |  |  |
|---|--|--|
| <b>Loc'n</b> Furzedown Road<br>:<br><b>Ref:</b> S2E5  |  |  |
| <b>Highway Authority:</b>   | LB Wandsworth  |  |
| <b>Site inspection date:</b>  | February 2005  |  |
| Furzedown Road  |  |  |
| <b>Existing characteristics:</b>  |  |  |
| Furzedown Road is a 2 way road with parkland on either side.  |  |  |
| <b>Problems &amp; barriers for cyclists:</b>  |  |  |
| The carriageway is quite narrow along this section of the route. 85 <sup>th</sup> ile traffic speed is high (37mph) this is intimidating to cyclists and increases the chance of conflict occurring.          |  |  |
| <b>Stakeholder feedback:</b>  |  |  |
| Could cyclists use the existing footway on the south side and could a new path be installed on the common on the north side. Alternatively bypass Furzedown Road by using Birchwood Road and Furzedown Drive. |  |  |
| <b>Constraints:</b>   |  |  |
| It may be difficult to acquire common land  |  |  |
| <b>Opportunities:</b>   |  |  |
| <b>Strategy options:</b>  |  |  |
|   |  | <b>Cost Estimate:</b><br>(see Appendix H)  |
| <b>1</b>  | Widen southern footway and provide shared use facility.                            | £10,000  |
| <b>2</b>  | Provide new off carriageway route along northern side.                             | £10,000  |
| <b>3</b>  | Review existing facilities along existing route via Birchwood Rd and Furzedown Dr. | £5,000   |
| <b>4</b>  | Investigate provision of speed controlling measures along Furzedown Dr.            | £1,000   |
| <b>5</b>  | Review and upgrade lighting as necessary.  | £2,500   |
| <b>Other comments:</b>  |  |  |
| <b>Recommendation with reasons:</b>   |  |  |
| <b>Options 3, 4&amp;5 – Will provide better conditions for cycling whilst alternative options 1 and 2 are investigated and consulted upon.</b>  |  |  |


Link 216 – Mitcham Road to Tooting Bec Road

|  |  |   |
|--|--|---|
| <b>Loc'n :</b> Tooting Bec<br>Common btw<br>Furzedown Dr<br>and Tooting Bec<br>Rd  |  |   |
| <b>Ref:</b> S3E1   |  |   |
| <b>Highway Authority:</b>  | LB<br>Wandsworth   |   |
| <b>Site inspection date:</b>   | February<br>2005   | Cross common shared use path              |
| <b>Existing characteristics:</b>   |  |   |
| The existing path has recently been made segregated shared use.  |  |   |
| <b>Problems &amp; barriers for cyclists:</b>   |  |   |
| The existing lighting columns are old and poorly positioned.   |  |   |
| <b>Stakeholder feedback:</b>   |  |   |
| Can lighting be improved along this section of the link.   |  |   |
| <b>Constraints:</b>  |  |   |
| -  |  |   |
| <b>Opportunities:</b>  |  |   |
| Previous widening of the path has meant the existing columns are now positioned within the footway; relocation would improve the street scene and remove these obstructions. |  |   |
| <b>Strategy options:</b>   |  | <b>Cost Estimate:</b><br>(see Appendix H) |
| <b>1</b>   | Carry out lighting survey and provide improvements as necessary. | £2,500                                    |
| <b>2</b>   | Relocate 1 no. Lamp columns.                                     | £11,000                                   |
| <b>3</b>   |  |   |
| <b>Other comments:</b>   |  |   |
| <b>Recommendation with reasons:</b>  |  |   |
| Options 1 & 2 – Will improve conditions for cyclists and pedestrians by removing obstructions and improving visibility during darkness.                                      |  |   |

Link 216 – Mitcham Road to Tooting Bec Road

|  |   |  |
|--|---|--|
| <b>Loc'n</b> Tooting Bec Road<br>:<br><b>Ref:</b> S3E2   |   |  |
| <b>Highway Authority:</b>  | LB Wandsworth   |  |
| <b>Site inspection date:</b>   | February 2005   |  |
| Ash track adjacent to Tooting Bec Road (Eastbound)   |   |  |
| <b>Existing characteristics:</b>   |   |  |
| The existing ash track is a bridleway and continues to the borough boundary.   |   |  |
| <b>Problems &amp; barriers for cyclists:</b>   |   |  |
| The current route alignment takes cyclists along the main road which can be busy and narrows over the bridge.  |   |  |
| <b>Stakeholder feedback:</b>   |   |  |
| Could the existing ash track be utilised by cyclists up to the Aldrington Road junction. Alternatively can an adjacent track be installed for cyclists. Can off carriageway routes be provided in both directions between Aldrington Road and the Toucan Crossing. |   |  |
| <b>Constraints:</b>  |   |  |
| It may be difficult to acquire common land, equestrian concerns.   |   |  |
| <b>Opportunities:</b>  |   |  |
| The provision of an off carriage route will greatly enhance the attractiveness of the link along what is its busiest section.  |   |  |
| <b>Strategy options:</b>   |   | <b>Cost Estimate:</b><br>(see Appendix H)  |
| <b>1</b>   | Liaise with equestrian groups and Leisure and Amenities department to determine feasibility of using existing track or providing alternative. | £500   |
| <b>2</b>   | Provide off-carriageway route on/ adjacent to bridleway.  | £10000   |
| <b>3</b>   |   |  |
| <b>Other comments:</b>   |   |  |
| <b>Recommendation with reasons:</b>  |   |  |
| <b>Option 1 – Depending upon outcome proceed with option 2.</b>  |   |  |

## Link 216 – Mitcham Road to Tooting Bec Road

|   |   |  |
|---|---|--|
| <b>North Drive/<br/>Loc'n Tooting Bec Rd<br/>:<br/>Ref: S3E3</b>  |   |  |
| <b>Highway Authority:</b>   | LB Wandsworth   |  |
| <b>Site inspection date:</b>  | February 2005   |  |
| North Drive j/w Aldrington Road (Westbound)   |   |  |
| <b>Existing characteristics:</b>  |   |  |
| North Drive runs parallel to Tooting Bec Road. It is a quiet two-way residential street.  |   |  |
| <b>Problems &amp; barriers for cyclists:</b>  |   |  |
| The current route alignment takes cyclists along the main road which can be busy and narrows over the bridge.   |   |  |
| <b>Stakeholder feedback:</b>  |   |  |
| Provide mandatory east and west cycle lanes on Tooting Bec Road, ideally westbound mandatory lane would cross Aldrington Rd junction and then continue on common land adjacent to the carriageway. If westbound off-c/w route is not feasible then use North Dr. Investigate cycle only left turn filter from Tooting Bec Rd into Aldrington Rd to allow cyclists to position themselves for right turn into North Drive. |   |  |
| <b>Constraints:</b>   |   |  |
| It may be difficult to acquire common land.   |   |  |
| <b>Opportunities:</b>   |   |  |
| The provision of a route away from the main road will greatly enhance the attractiveness of the link along what is its busiest section.   |   |  |
| <b>Strategy options:</b>  |   | <b>Cost Estimate:</b><br>(see Appendix H)  |
| 1   | Provide east and west mandatory cycle lanes on Tooting Bec Road.                            | £10000   |
| 2   | Provide westbound off-carriageway route on common land adjacent to Tooting Bec Road.        | £50000   |
| 3   | Investigate provision of left turn only cycle filter at Aldrington Rd j/w Tooting Bec Road. | £500   |
| 4   | Provide entry treatment at North Dr j/w Aldrington Road                                     | £10,000  |
| <b>Other comments:</b>  |   |  |
| Refer to previous data sheet for more information regarding an off-carriageway eastbound cycle route.   |   |  |
| <b>Recommendation with reasons:</b>   |   |  |
| <b>Option 2 – Would provide the safest and most direct route along this section of the link, otherwise provide alternative route via North Dr to include Option 4.</b>  |   |  |

### **Alternative Route Alignment**

During the CRIM a number of alternative routes were suggested that could replace and/or complement the proposed route.

At the northern end of the route the proposed section of the link along North Drive could be linked with Clairview Road via West Drive and Thrale Road.

Furzedown Drive could provide a useful link between the Common and Graveney School and would benefit from cycle route facilities being installed.

An alternative route alignment was considered via Furzedown Drive, Spalding Road, Chillerton Road, Welham Road, Freshwater Road and then across Southcroft Road into Eastbourne Road in the London Borough of Merton. The route would then continue from Eastbourne Road into Links Road.

Link 216 – Mitcham Road to Tooting Bec Road

**Table 6.1 Summary of costs**

| Section/<br>Element<br>Ref. | Location                   | Authority | Option<br>No. | Summary of Option  | Breakdown Cost of Elements (£k)       |  |  |  |                                 |                         |               | Total<br>Est.<br>Cost of<br>Option<br>(£k) |
|-----------------------------|----------------------------|-----------|---------------|--|---------------------------------------|--|--|--|---------------------------------|-------------------------|---------------|--|
|                             |                            |           |               |  | Traffic<br>Management,<br>Speed Redn. | Lanes,<br>tracks,<br>or<br>shared<br>paths | Junction<br>works,<br>including<br>signals | Crossing<br>provision,<br>including<br>signals | Signing<br>and road<br>markings | Other<br>misc.<br>works | Fees,<br>etc. |  |
| S1E1                        | Mitcham Rd                 | LBW       | 1+2           | Provide northbound cycle lane, review restrictions.                  |                                       |  |  |  | 5000                            |                         | 500           | 5500                                       |
| S1E2                        | Mitcham Rd                 | LBW       | 2+3           | Extend bus lane hours of control                                     | 75000                                 |  |  |  |                                 |                         | 1000          | 76000                                      |
| S1E3                        | Mitcham Rd                 | LBW       | 1             | Extend yellow line hours of control                                  |                                       |  |  |  |                                 |                         | 1000          | 1000                                       |
| S1E4                        | Mitcham Rd/<br>Stella Rd   | LBW       | 1             | Widen c/w and provide mandatory cycle lane/ logos                    |                                       |  | 5000                                       |  | 500                             |                         |               | 5500                                       |
| S1E5                        | Mitcham Rd/<br>Amen Cnr    | LBW       | 1             | Provide dedicated right turn lane and adjust signals                 |                                       |  |  | 5000   | 500                             |                         |               | 5500                                       |
| S1E6                        | Mitcham Rd/<br>Amen Cnr    | LBW       | 1             | Decrease traffic island width to widen w/b lane inc. cycle lane      |                                       |  | 5000                                       |  | 500                             |                         |               | 5500                                       |
| S1E7                        | Amen Cnr/<br>Southcroft Rd | LBW       | 1+2           | Decrease traffic island, remove hatching and widen feeder lanes      |                                       |  | 5000                                       |  | 500                             |                         |               | 5500                                       |
| S2E1                        | Rectory Ln                 | LBW       | 1+2           | Make drop kerb flush and upgrade surface                             |                                       | 1750                                       |  |  |                                 |                         |               | 1750                                       |
| S2E2                        | Rectory Ln                 | LBW       | 1+2+3<br>+4+5 | Inset parking bays, adjust humps and improve existing cycle lanes    | 10000                                 | 40000                                      |  |  | 6000                            | 30000                   |               | 86000                                      |
| S2E3                        | Rectory Ln                 | LBW       | 1+2           | Install zebra/ cycle crossing and review street furniture            |                                       |  |  | 5000   |                                 | 2500                    |               | 7500                                       |
| S2E4                        | Rectory Ln<br>R'about      | LBW       | 1+2           | Carry out study into cycle improvements and widen existing bypass    |                                       | 2000                                       |  |  |                                 |                         | 2000          | 4000                                       |
| S2E5                        | Furzedown Rd               | LBW       | 3+4+5         | Review existing facilities, lighting and investigate traffic calming |                                       |  |  |  |                                 | 7500                    | 1000          | 8500                                       |

Link 216 – Mitcham Road to Tooting Bec Road

|                                   |                    |     |     |  |       |       |       |       |       |       |      |                |
|-----------------------------------|--------------------|-----|-----|--|-------|-------|-------|-------|-------|-------|------|----------------|
| S3E1                              | Tooting Bec Common | LBW | 1+2 | Carry out lighting survey and relocate lamp columns                |       |       |       |       |       | 13500 |      | 13500          |
| S3E2                              | Tooting Bec Road   | LBW | 1   | Liaise with DOLAS and equestrian groups about using existing track |       |       |       |       |       |       | 500  | 500            |
| S3E3                              | North Drive        | LBW | 2   | Provide off-carriageway route on Common                            |       | 50000 |       |       |       |       |      | 50000          |
| <b>Total Cost by Element (£k)</b> |                    |     |     |  | 85000 | 93750 | 15000 | 10000 | 13000 | 53500 | 6000 | <b>276,250</b> |



## Link 216 – Mitcham Road to Tooting Bec Road