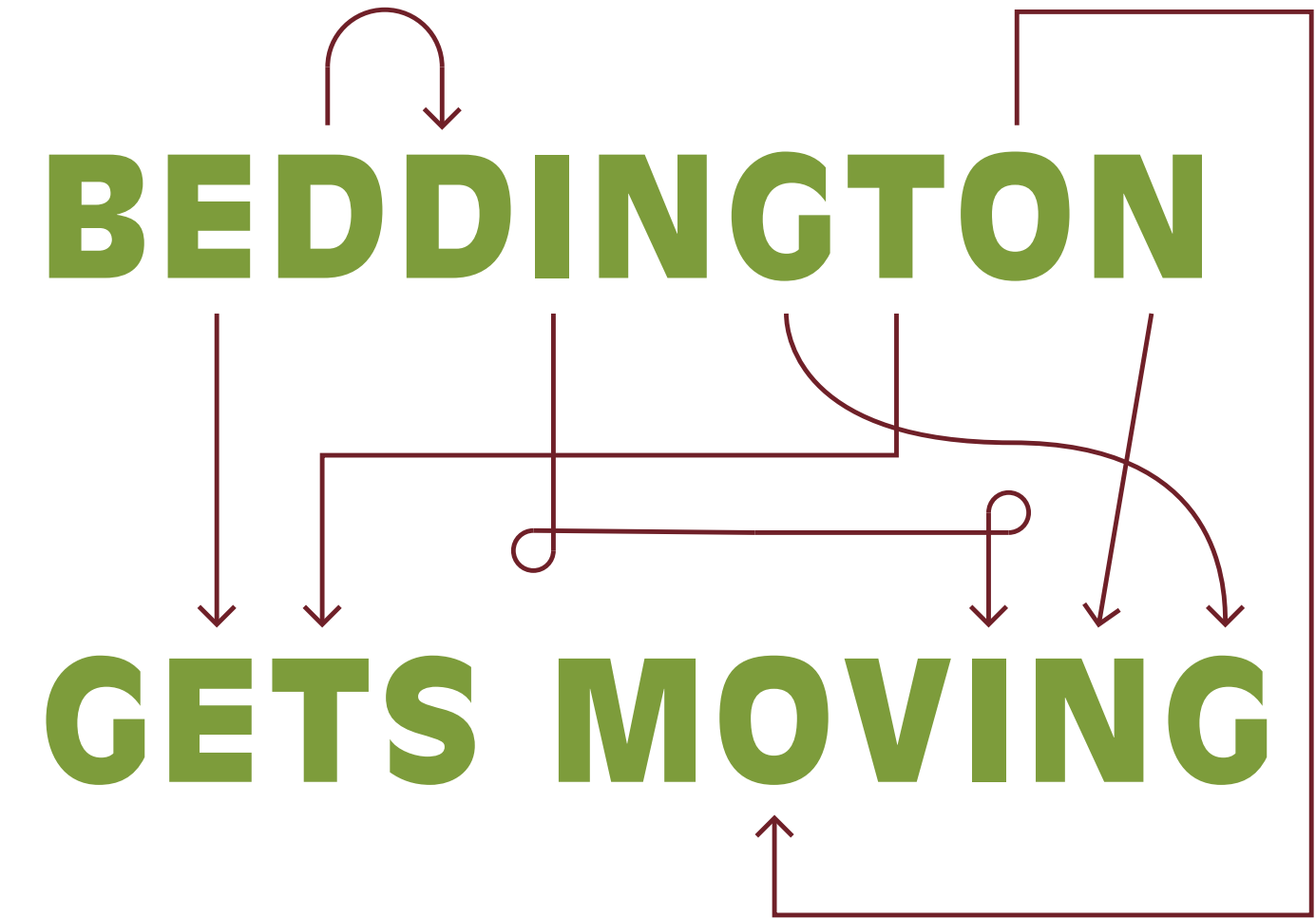


ABOUT THE PROJECT



**TELL US WHAT YOU THINK ABOUT THE BEDDINGTON NORTH TRANSPORT FOR LONDON (TfL) MAJOR SCHEME**  
The Beddington North TfL Major Scheme is focused on improving Beddington Lane. It includes projects to reduce the impact of high traffic volumes on the local community, improve facilities for pedestrians and cyclists, and responses to the concerns of local businesses about congestion.

**YOUR INPUT**  
Sutton Council has obtained an agreement in principle for funding from Transport for London (TfL), but we need your views on the proposed designs before we progress to the next stage. We want to include the views of as many people as possible who live and work in Beddington. Public consultation will run up to July 16th.

**ABOUT THE TEAM**  
Designs for the Beddington North TfL Major Scheme have been commissioned by Sutton Council in partnership with TfL. A team of professional consultants is developing the designs and they are keen to hear from you. The project will be implemented by Sutton Council.

**NEXT STEPS**  
Should the Council be successful in securing full funding, the first phase of the Beddington North TfL Major Scheme construction will begin in late 2017. A second phase will begin in 2018-19.

You can find out more at [www.sutton.citizenspace.com\\_beddingtonmajorscheme](http://www.sutton.citizenspace.com_beddingtonmajorscheme)



↑ EXISTING CONTEXT       Project Study Area



FINDINGS & EVIDENCE

HOW DO PEOPLE MOVE AROUND BEDDINGTON?

Beddington contains a variety of land uses, including businesses, homes, green spaces, and landfill and sewage treatment works. This leads to a range of traffic problems in the Beddington area, whether it is people travelling to Beddington for work, local residents wanting to go to places in Beddington, or outside it, or others passing through Beddington to go elsewhere.

Congestion is often caused by large numbers of motor cars or lorries, and there is little room for pedestrians and cyclists which discourages people from walking and cycling. There is a particular problem with Heavy Goods Vehicles (HGVs) driving through residential Beddington Village. Blocked road junctions and heavy on-street parking also create congestion and so roads cannot cope with the levels of traffic, and traffic does not flow as easily as it should. This also reduces the reliability of public transport, and discourages people from choosing to use local buses.

QUESTIONNAIRE RESULTS

The London Borough of Sutton carried out a survey in February-March 2017 to understand how people get around in Beddington, why they chose their travel method, and what would be necessary for them to make alternative choices.

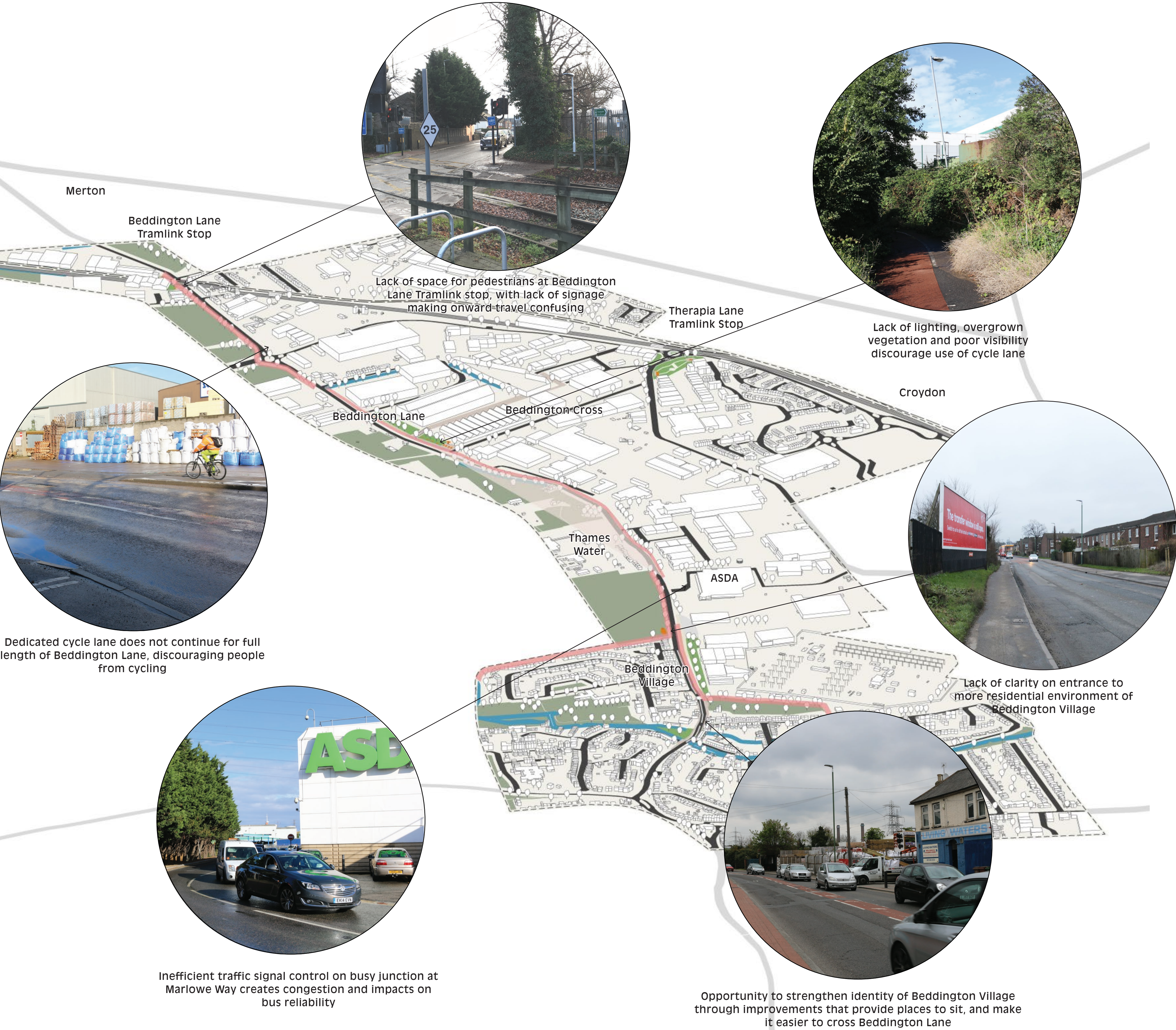
The Council distributed 1,552 copies of the survey, and received 329 completed surveys from members of the public. Nine completed survey forms were returned by local businesses.

The Council also carried out an on-street survey which was completed by 350 people.

The top three reasons for not choosing transport other than the car were total time taken, frequency of service, and safety concerns.

The survey produced the following headlines:

- 77% of respondents live in Beddington, with 9% visiting Beddington for work
- 70% of everyday journeys in Beddington are made by private transport
- 30% of everyday journeys in Beddington are made by sustainable means of transport, namely public transport or on foot
- 23% of respondents choose 'the most convenient' mode of transport
- 11.6% of respondents choose their mode of transport for 'exercise and health'
- 56.1% of journeys to work are made by public transport
- 45.8% of respondents are 'overall satisfied' with the Beddington street scene, with 27.3% 'overall dissatisfied' with the Beddington street scene
- 47.5% feel 'overall safe' cycling in Beddington during daylight hours, with 34.4% feeling 'overall unsafe' and 18.1% 'neither safe nor unsafe'



↑ EXISTING PROBLEMS AND CONSTRAINTS



# OBJECTIVES AND OUR CURRENT THINKING

## HOW WE WILL MAKE BEDDINGTON A BETTER PLACE TO LIVE AND WORK

### VISION

“By 2025 Beddington North will be an attractive and economically prosperous neighbourhood which has been shaped by local people and businesses so that the area becomes known for its good quality of life, green economy and is talked about by local people with a sense of pride.”

### AIMS

The Beddington Programme consists of a number of projects to achieve our vision for Beddington in 2025. This vision supports a number of aims and the Beddington North TfL Major Scheme is seeking to improve travel and transport in Beddington.

The two main aims that relate to the Beddington North TfL Major Scheme are to:

- Improve ease of travel and safety for all road users, including for goods vehicles
- Reduce the impact of the motor car and lorries through environmental improvements, improving public transport, and making it safer to walk and cycle

The illustration below presents an overview of our current thinking.

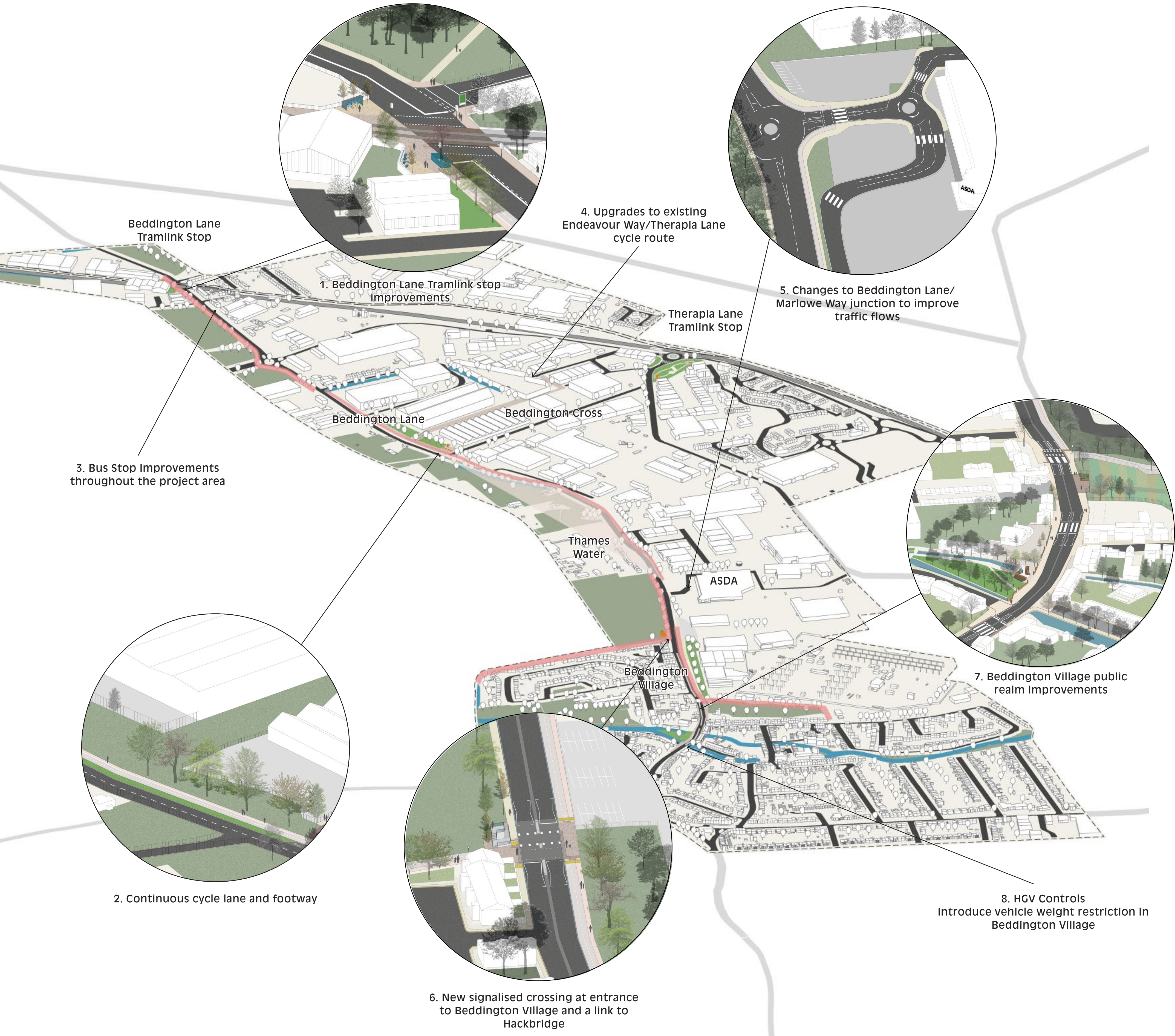
### WHAT WILL THE BEDDINGTON NORTH TFL MAJOR SCHEME MEAN FOR ME?

Residents of Beddington Village: Improved environment with more seating, and less HGV traffic

Cyclists: An improved cycle and footway, separate from the road connecting to key public transport stops as well as east-west links to Croydon and Hackbridge

Businesses: Less congestion on Beddington Lane and opportunities for employees to cycle to work safely

Buses: More reliable and improved bus journey times



↑ CURRENT DESIGN THINKING



CYCLE LANE AND FOOTWAY

ABOUT THE CYCLE LANE AND FOOTWAY

A two-way cycle lane and footway along the length of Beddington Lane would provide Beddington with a connection to the wider cycle network. This would make it easier and safer to cycle short and medium distances to Mitcham, Hackbridge, Wimbledon, Croydon and beyond.



Part of the cycle lane and footway project would see the area around the Beddington Lane Tramlink stop featuring cycle racks, new signage, and seating. There would also be improvements and upgrades to bus stops in Beddington, including additional seating and shelters.

- ↑KEY

  - Site Boundary
  - Existing Trees
  - Proposed Trees
  - Proposed Cycle Lane and Footway
  - Soft Landscaping
  - Road
  - Existing Pavement
  - Hard Landscaping
- 1. New public realm and improvements at Beddington Lane Tramlink Stop
  - 2. New continuous cycle lane and footway
  - 3. Bus stop improvements - shelter, seat, bin
  - 4. New trees
  - 5. New signalled crossing
  - 6. Trees replanted in new position
  - 7. Hedgerow partially retained
  - 8. New viewing platform
  - 9. New link to Hackbridge (Section 106)
  - 10. Existing cycle lane and footway
  - 11. Improvements to lighting and overgrown shrubbery on link to Therapia Lane Tramlink Stop

→ILLUSTRATIVE MATERIAL USE



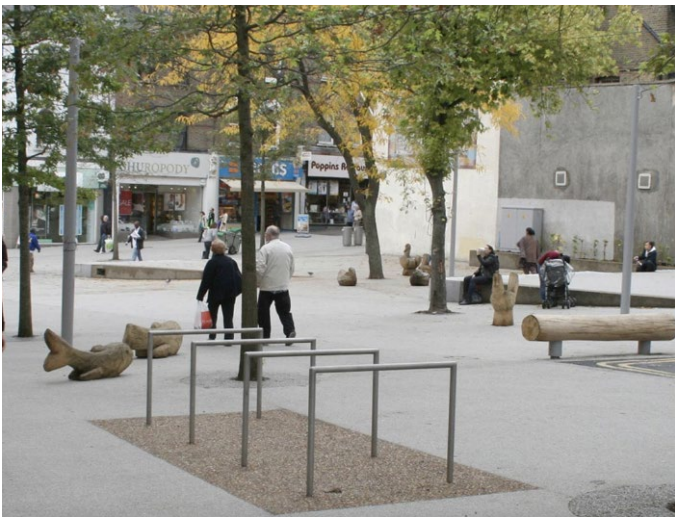
Segregated dycle lane and footway



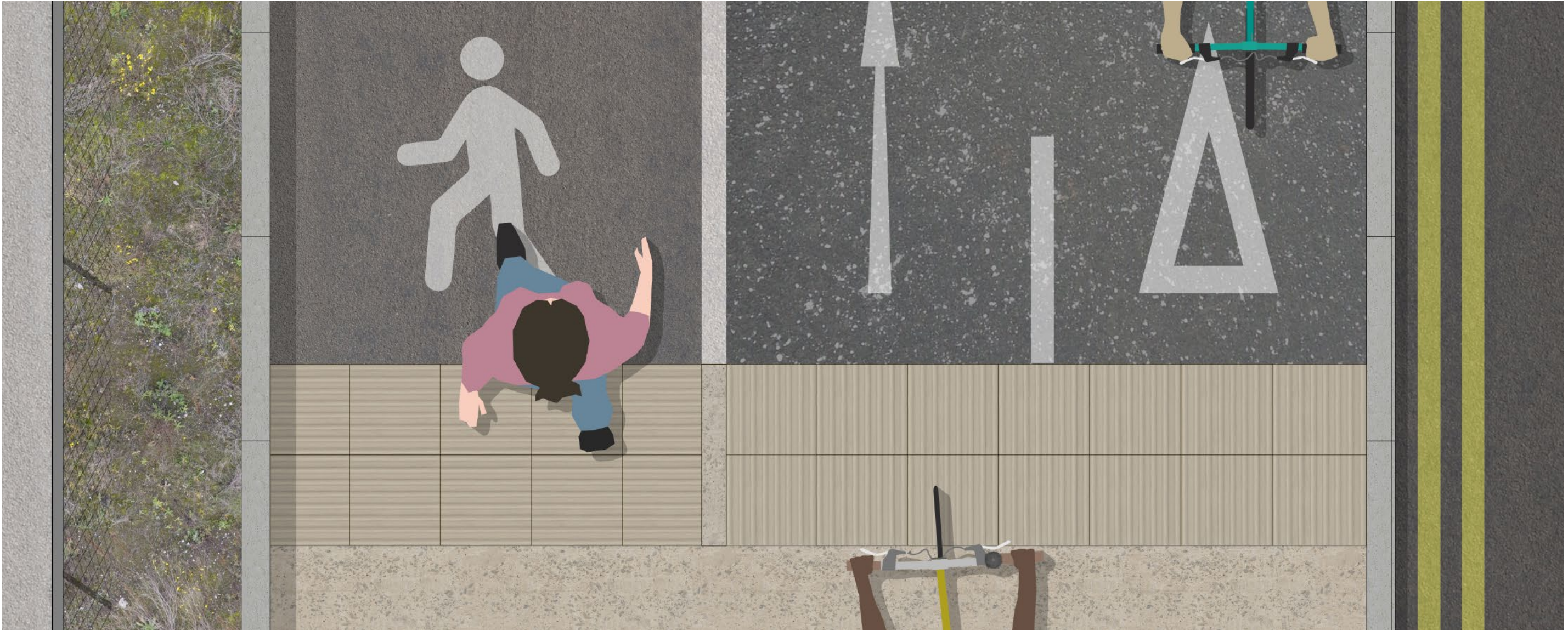
Robust seating



Planting



Cycle stands







HGVs would be discouraged from travelling at speed through Beddington Village between the A232 Croydon Road and the Beddington Industrial Area. The northern entrance to Beddington Village will include new signs, a 'look-out' to Beddington Wetlands and a new crossing point. Traffic will be slowed down to 20 miles per hour in this residential area.

We are also exploring the potential to introduce a vehicle weight limit to prevent heavy vehicles travelling through the village at all times of day.

1. New median strip
2. Existing billboards to be removed / relocated
3. New continuous cycle lane and footway
4. New tactile paving and transition slab
5. New surface
6. New signalised crossing
7. New trees
8. New viewing platform
9. New link to Hackbridge (Section 106)





# ASDA JUNCTION

## CHANGES TO THE JUNCTION

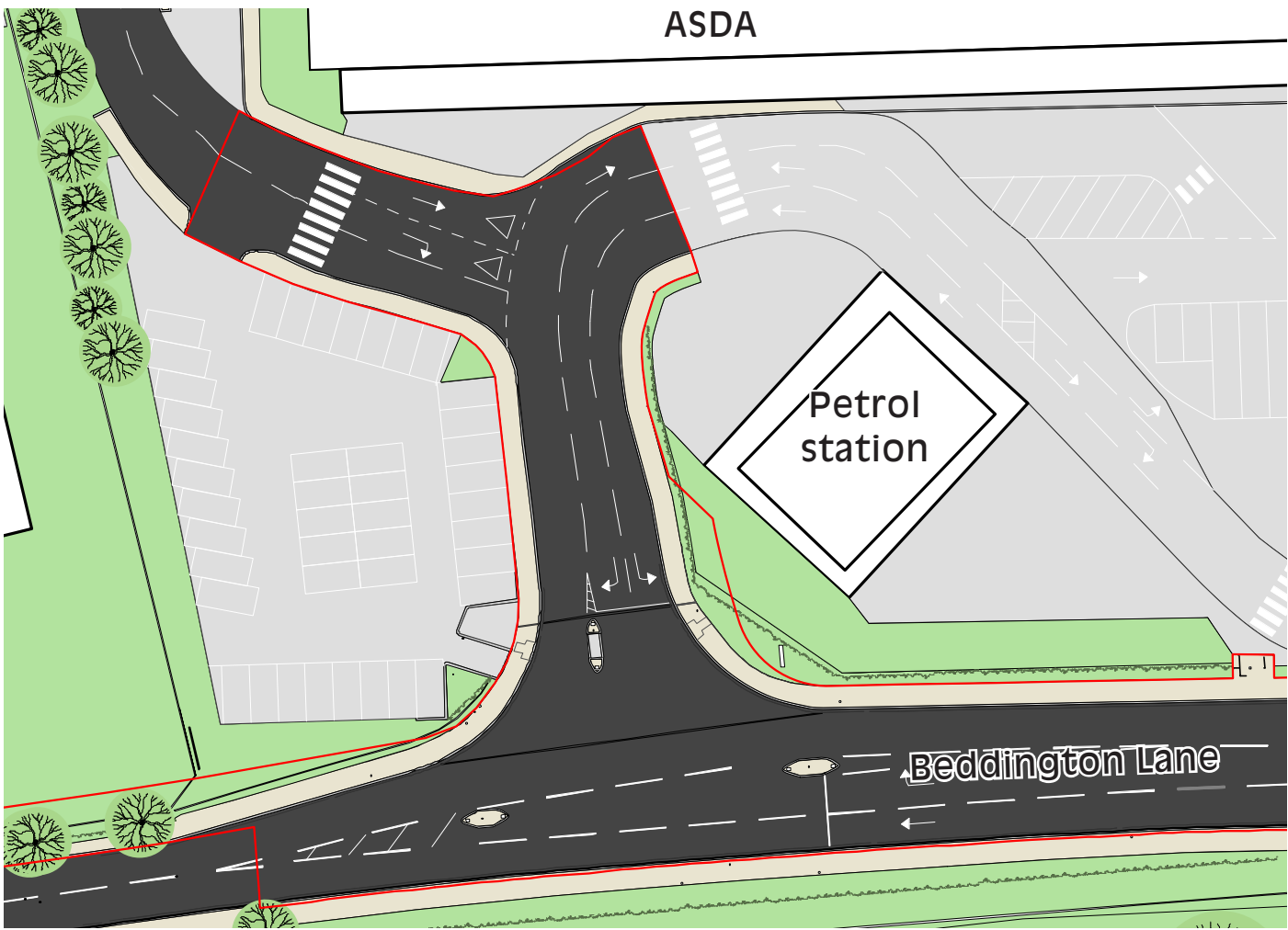
Changes to the junction at Beddington Lane and Marlowe Way near the entrance to Asda Wallington are intended to reduce congestion, increase bus reliability, and improve the environment.



The junction is one of the few east-west routes across the Beddington Industrial Area between Beddington Lane and Beddington Farm Road, and is currently controlled by traffic signals. The competing demands placed on Marlowe Way as an east-west route, an entrance to Asda Wallington, and as part of vital bus routes, means that congestion can be significant. This causes buses to be cancelled, tail backs along Beddington Lane, and impacts on local environmental quality.

The current traffic arrangement could be simplified and improved to create a better junction. The existing signals could be replaced by mini-roundabouts and a crossing for the north-south cycle lane and footway. Testing of different options will take place to see what will work best, and your views will be welcome.

→EXISTING PLAN



- 1. New continuous cycle lane and footway
- 2. New mini roundabout
- 3. New zebra crossing
- 4. Formalised zebra crossing
- 5. New trees

↑KEY

Site Boundary

Existing Trees

Proposed Trees

Proposed Cycle Lane and Footway

Soft Landscaping

Road

Existing Pavement

Hard Landscaping

LOCATION PLAN



# Beddington Village

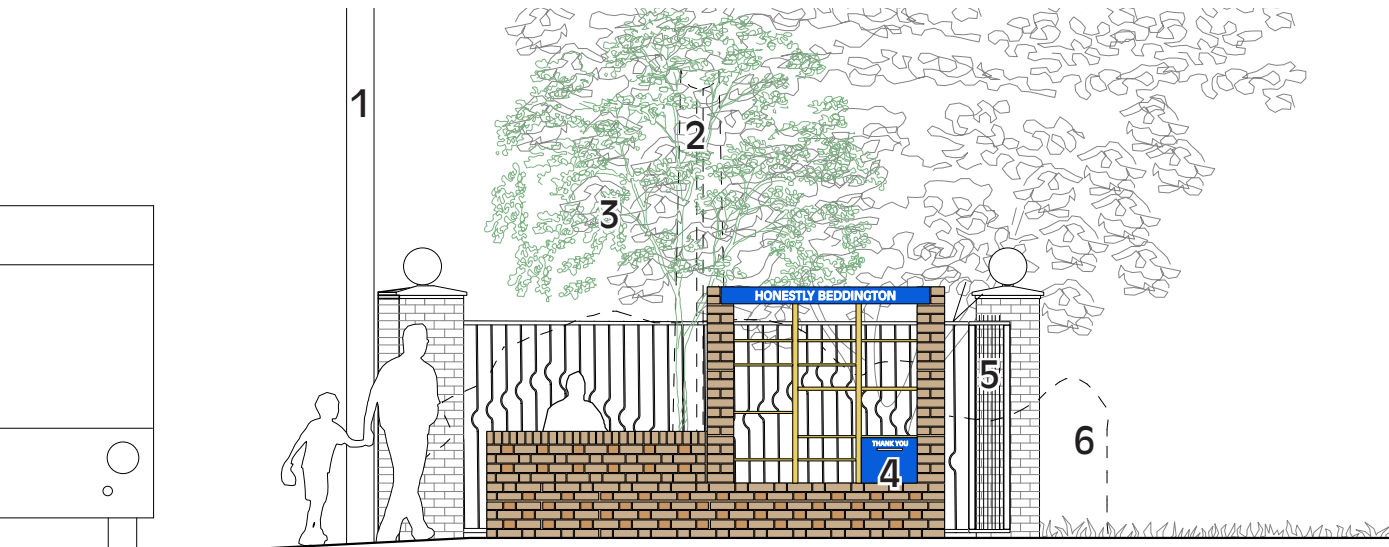
## About our approach

The proposals for Beddington Village aim to improve the environment for pedestrians, and reduce the impact of vehicles. Ideas include new pedestrian crossings, and better environmental improvements such as more seating, shrub planting and attractive paving. We welcome community involvement in developing these ideas. Controls on HGV movements through Beddington Village would include new signage and could improve quality of life in the village.

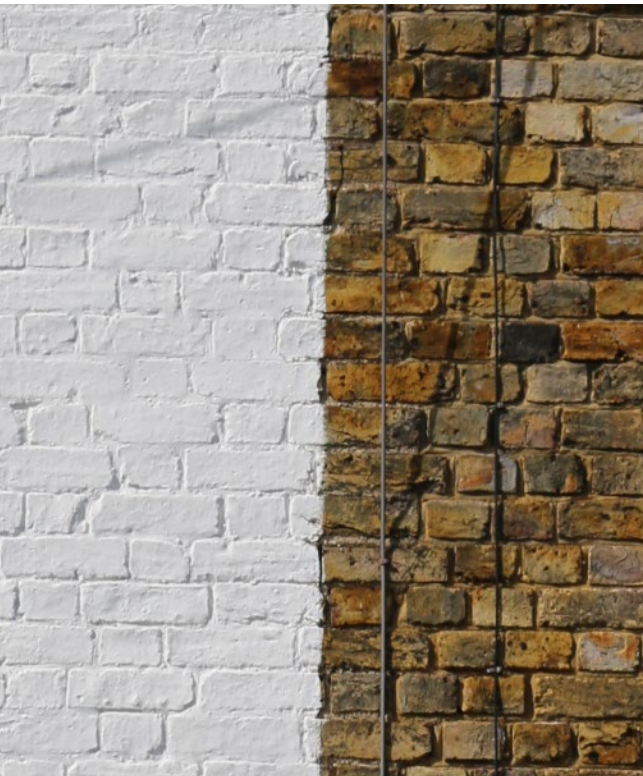


Our current thinking is to work with key routes connecting Beddington Lane with Beddington Park, as well as the Village Hall and allotments.

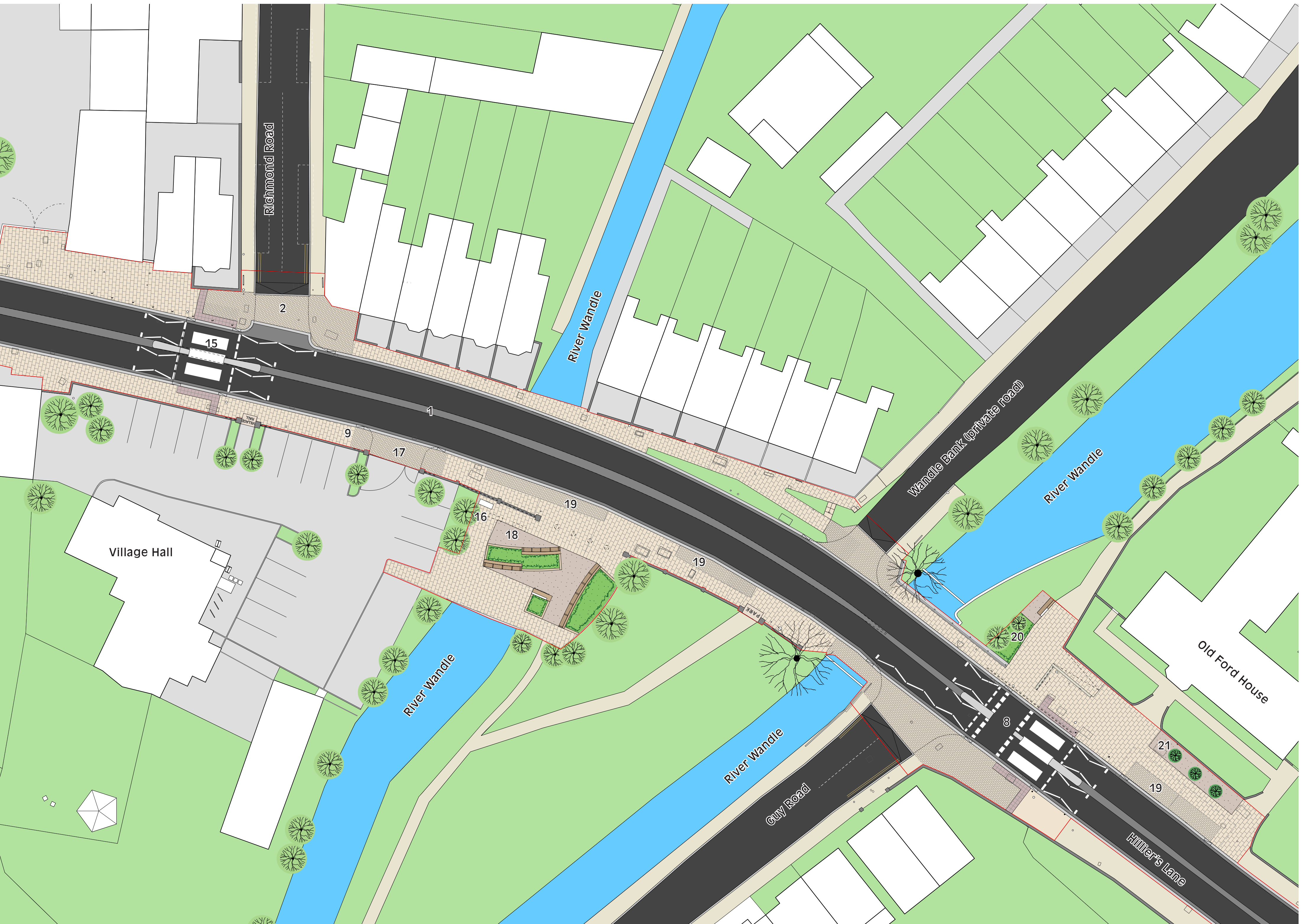
Brick buildings and walls are very present in Beddington Village. The material offers potential for playful use, and could be used for seating and planters. There is scope for community involvement in this design development.



- Beddington Lane
- Allotments
- ↑ ELEVATION A-A
- 1. Existing telecoms post
  - 2. Existing totem pole 'Beddington Industrial Park' to be removed
  - 3. New tree
  - 4. New brick bench with timber honesty box on brick plinth
  - 5. Existing gate to allotments
  - 6. Existing shrubbery to be cleared
- PRECEDENT IMAGES →





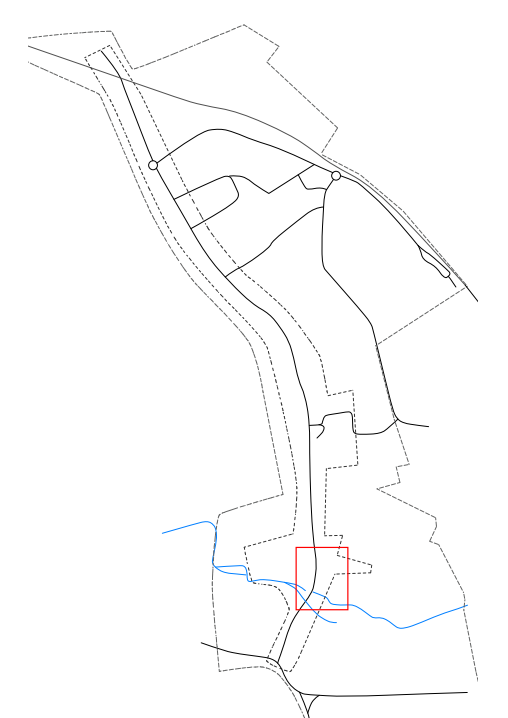


1. New median strip
2. New continuous crossing with smaller size paving for vehicle overrun
3. Existing billboards to be removed / relocated
4. New continuous cycle lane and footway
5. New tactile paving and transition slab
6. New tactile paving to existing cycle lane and footway
7. New compacted gravel surface and brick bench
8. Existing controlled crossing changed to a zebra crossing
9. New footway paving
10. New compacted gravel with brick bench and honesty box
11. New paving at existing entrance to the allotments
12. New paving at entrance to public house parking
13. Existing bus stop shelter
14. Potential for new trees along LRF development site
15. New zebra crossing
16. Air quality monitoring station
17. New paving at existing entrance to the Village Hall
18. New brick benches and planting (Village Enhancements project)
19. New paving for on-footway parking spaces
20. New planting and brick bench with signage
21. New compacted gravel surface with new trees

#### ↑ KEY

- Site boundary
- Existing trees
- Proposed trees
- Existing pavement
- Proposed footway paving
- Proposed furniture
- Soft landscaping
- Road
- Hard landscaping

#### LOCATION PLAN



← IMAGES OF MODELS SHOWING  
AN APPROACH FOR BEDDINGTON SQUARE