

Have your say

A walking and cycling corridor is being designed along Burntwood Lane.

View the designs and share your feedback at:

<https://haveyoursay.citizenspace.com/wandsworth>

The webpage will remain open until **31 December** 2022.

If you are unable to access the website please contact

transportation@wandsworth.gov.uk.

Paper copies of the designs are also on display at Earlsfield Library.

There will be two drop-in sessions at Earlsfield Library where you can ask questions and provide feedback:

Thursday 15 December 2-7pm

Saturday 17 December 11-2pm

Please do come and see us.

What happens next?

We will review all the feedback received through the consultation form and library drop-ins.

Depending on the feedback, we may either introduce one of the two designs as proposed, introduce a revised version of one of the designs or withdraw the proposal.

If supported, the council would implement the improvements in Autumn and Winter 2023.



Use your phone to visit the survey or go to
<https://haveyoursay.citizenspace.com/wandsworth/burntwood-22>

Burntwood Lane Walking and Cycling Corridor Scheme



Why are walking and cycling improvements needed?

For the majority of our residents, walking and cycling are essential forms of transport to get to work, school, the shops, and to visit friends and family and access public transport. Making walking (including where using a wheelchair or buggy) and cycling in Wandsworth enjoyable, attractive and safe for all and creating a network of cycle routes is a key objective for the council.

As well as improving routes to schools and colleges in the area, the scheme is anticipated to bring economic benefits to local businesses through improved connectivity between Trinity Road and Earlsfield. Improved walking and cycling facilities are also linked to reduced traffic volumes in the long term.

The latest design standards have been used to assess the existing condition of Burntwood Lane for walking and cycling and determine the design changes needed.

The scheme has the following objectives:

- Improve road safety by reducing speed and the number and severity of collisions
- Improve the quality of existing cycle facilities and provide new facilities where possible
- Improve pedestrian priority and accessibility, including making it easier to cross the road and access to schools

Why are new cycle lanes needed?

London's Cycle Quality Criteria (CQC) has been used to assess whether cyclists need to be segregated from general traffic on Burntwood Lane, or if traffic speeds and volumes can be reduced to acceptable levels to allow cyclists to travel on the carriageway. It determined that cyclists need to be segregated.

The CQC also identified that the existing cycle lanes on Burntwood Lane need to be wider to meet the latest design standards.

20mph enforcement along Burntwood Lane is also being explored in tandem with these designs.

What is proposed?

You can view the designs proposed online or at Earlsfield Library

Here's a quick summary:

Table 1

Crossing Burntwood Lane	4 new push button toucan crossings are proposed along Burntwood Lane. The existing refuge islands will be removed. Toucan crossings are where pedestrians and cyclists share a wide crossing area.
Crossing Side Roads	Raised crossings are proposed on the entry points to side roads. Raised crossings use ramps and paving to slow vehicles down and encourage vehicles to give way to pedestrians crossing the road.
Cycle Lane	We are seeking views on two options for cycle lanes between Franche Court Road and Sandgate Lane: a) a mandatory cycle lane on both sides of the road indicated by road markings, or b) a two-way cycle lane on the south-eastern side of Burntwood Road which is stepped/raised from traffic. Both cycle lanes would be a minimum of 1.5m wide.
Bus Stops	All existing bus stops are proposed to be kept. The locations of some bus stops are proposed to be moved slightly.
Speed humps and chicanes	Tapered road humps and tables designed to be bus and cycle friendly are proposed along the route to encourage speed compliance.
Parking loss	Between 32 and 39 parking spaces are proposed to be lost depending on the cycle lane option chosen. The locations of the parking loss can be viewed in the designs.
Shared footway	Shared footways where cyclists may join pedestrians on the footway are proposed next to crossing points and next to bus stops.