

Sutton Link: Route Option 2 Colliers Wood to Sutton town centre

Have
your
say



What is the Sutton Link project?

We are consulting on proposals for a new, direct and quicker transport link between Sutton and Merton. We have called this the Sutton Link.

The Sutton Link would create a high-capacity route for people travelling between Sutton town centre and Merton using zero-emission vehicles. It would connect with other major transport services into central London and across south London, including National Rail, London Underground, existing tram and bus services. It would make journeys by public transport quicker and more attractive, and reduce the need for trips by private car.

Many of the neighbourhoods along the proposed routes have limited public transport options. The Sutton Link would support new homes being built and would improve access to jobs, services, major transport hubs and leisure opportunities across both boroughs and beyond.

We are considering a tram or 'bus rapid transit' (BRT) for the Sutton Link.

Route Option 2 – Colliers Wood to Sutton town centre

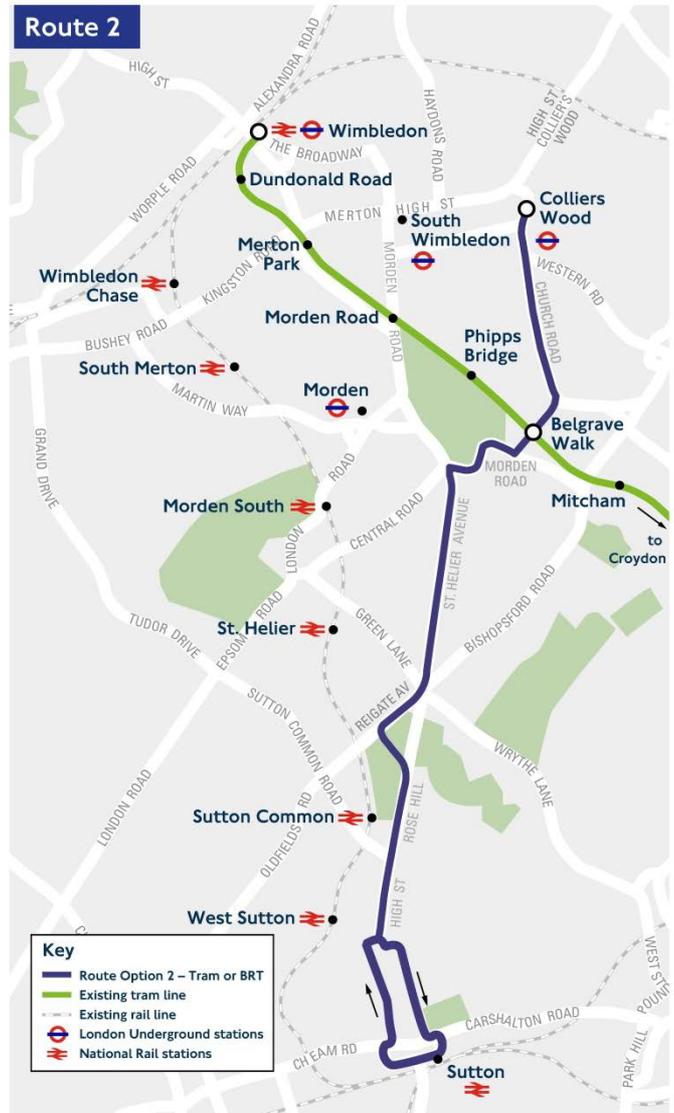
A street-based route from Colliers Wood to Sutton town centre via Rosehill. It would, interchange with the existing London Trams network at Belgrave Walk tram stop and the Northern line at Colliers Wood. A tram or BRT service would be suitable for this route.

Main works required for Route Option 2

The route mostly operates along existing streets and the majority of works would therefore take place within the highway corridor. These works include:

- New tram or BRT terminus close to Colliers Wood Underground station for interchange with the Northern line
- New tram or BRT stops approximately 700m apart along the length of the route

Figure 1: Route Option 2 – Colliers Wood to Sutton town centre



- Approximately 9km of tram or BRT corridor between Colliers Wood and Sutton, including a one-way loop around Sutton town centre
- A BRT option could require a short one-way loop at Colliers Wood to turn vehicles around, via Christchurch Road and Priory Road
- Interchange with the existing London Trams network at Belgrave Walk tram stop, requiring land currently occupied by businesses

- New bridge required at Belgrave Walk to carry new route between Morden Road and Church Road over existing tram tracks
- Major reconfiguration of Rosehill roundabout
- Reconfiguration of other major junctions along the route, including at Angel Hill
- New tram or BRT stops in Sutton town centre, including at Sutton Point for interchange with Sutton station
- Changes to the local bus network and improved pedestrian and cycle facilities to complement the new service

This route option has the potential for a loop to serve St Helier Hospital directly, but more work is required to explore whether this can be provided.

Pros and Cons of Route Option 2

Pros:

- Quick journey time (around 21 minutes between Colliers Wood and Sutton town centre compared to 37 minutes today)
- Interchange with the Northern line at Colliers Wood for connections to central London
- Fewer constraints on connecting to the existing London Trams network at Belgrave Walk (if delivered as a tram extension)
- Most effective option for improving the public transport network in less well connected areas, such as Belgrave Walk, and improves public transport at St Helier Avenue, Rosehill, Angel Hill and Sutton North
- Interchange with Sutton National Rail station
- Easier to provide the connection for a direct tram service from Sutton to Wimbledon than option 1

Cons:

- No direct access to Morden town centre (approximately 800 metres walk)
- Less opportunity to separate vehicles from general traffic (particularly along Morden Road and Church Road)
- Major construction work at Belgrave Walk to build new bridge over existing tracks
- Some negative impacts on open space in Rosehill Park West, and likely to affect more

commercial properties than other options, primarily at Belgrave Walk

- Disruption to road and bus users during construction
- Priority at junctions for tram or BRT services will result in longer journey times for some road users

Costs

If Route Option 2 is built as a tram route it is currently estimated to cost in the region of £425m. To build a new BRT route a cost in the region of £275m is currently forecast.

These estimated costs are in today's prices and do not account for future inflation. The estimates are based on initial feasibility work and we will therefore have a much firmer idea on this cost estimate once more detailed development has been undertaken.

Find out more and have your say

This consultation gives you the opportunity to comment on proposals for the Sutton Link project. Visit tfl.gov.uk/Sutton-link to leave a comment or provide a response to the consultation questions. The consultation will close on 6 January 2019.

On the website you can also view and download a range of factsheets, maps, and other information about the scheme. The proposals are still at an early stage. There will be more opportunity to provide feedback on the Sutton Link as the scheme develops.

Alternatively, come along to one of our drop-in events where you will have the opportunity to view our proposals and speak to members of the Sutton Link team. More details about drop-ins are also on the website.

Please contact us to request a copy of this leaflet and other Sutton Link consultation material in hard copy, large print, audio or another language.

- Email: consultations@tfl.gov.uk
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