

Sutton Link: Route Option 3 Wimbledon 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 3 – Wimbledon to Sutton town centre

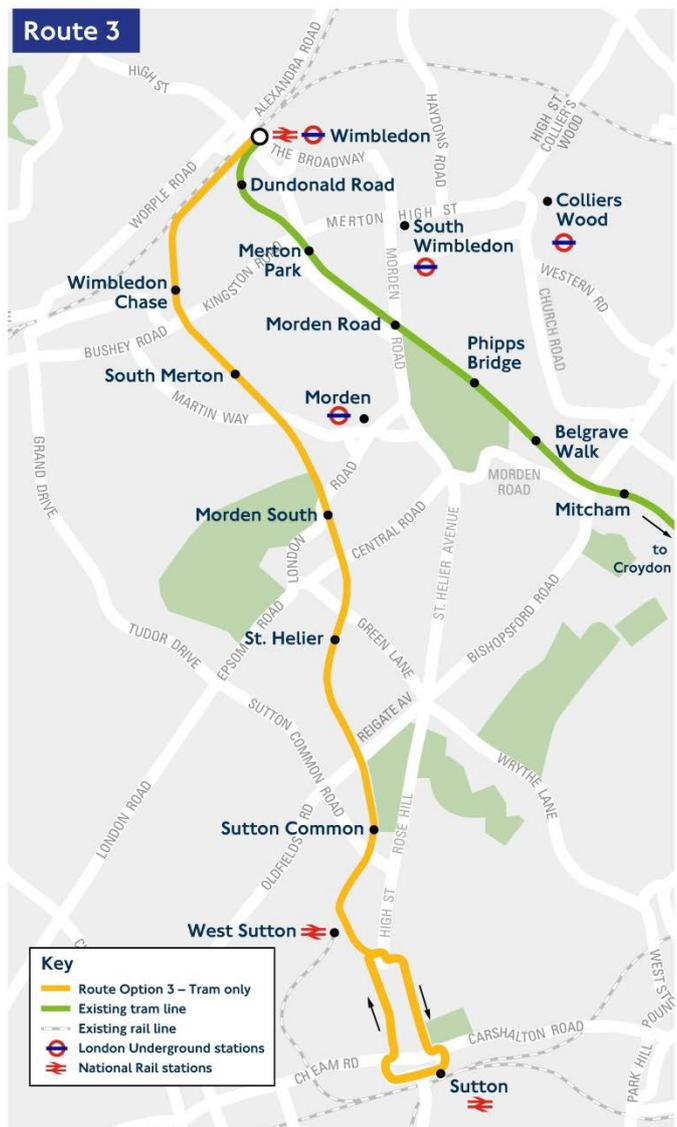
A route from Wimbledon station to Sutton town centre, mostly replacing the existing Sutton Loop rail line. It would interchange with the existing London Trams network, District line and National Rail services at Wimbledon. A tram would be suitable for this route, but it is not suitable for a bus rapid transit (BRT) service as this could not operate into Wimbledon station.

Implications for existing Thameslink services

The proposed tram route would take over the majority of the existing rail line, meaning that Thameslink rail services could no longer operate as a loop via Wimbledon and Sutton. Instead, Thameslink services would terminate at Wimbledon and West Sutton stations, which would require works at these stations to make them suitable for terminating services. Passengers travelling from stations

between Sutton Common and Wimbledon Chase wishing to travel to central London would need to take the more frequent tram service and change at Wimbledon or Sutton for onward travel.

Figure 1: Route Option 3 – Wimbledon to Sutton town centre



Coordination with Crossrail 2

There are also proposals for a new Crossrail 2 station in Wimbledon. If Route Option 3 is taken forward the Sutton Link and Crossrail 2 projects would be closely coordinated to minimise disruption

to the town centre. This may result in delaying the delivery of the Sutton Link project by several years to coincide with the Crossrail 2 construction programme.

Pros and Cons of Route Option 3

Pros:

- Most current National Rail stations on the Sutton Loop between Wimbledon and Sutton would have a higher frequency turn-up-and-go service
- Step-free access provided at stations on the Sutton Loop served by trams
- Least use of roads, meaning less congestion for the Sutton Link service and for other traffic
- Least negative impact on open space, trees and property
- An interchange with a range of rail services at Wimbledon for connections to central London and elsewhere
- Interchange with Sutton and Wimbledon National Rail stations including the District line
- Least disruption to the road network during construction
- Lowest cost tram option

Cons:

- No significant journey time improvements for most passengers compared to today
- Least effective option for improving the public transport network in less well connected areas of Merton and Sutton such as St Helier Avenue, Rosehill and Angel Hill
- Thameslink would no longer serve stations on the Sutton Loop line between Wimbledon and West Sutton stations
- Limited connectivity to the existing tram network
- No interchange with the Northern line
- Extensive works required at Wimbledon station with significant disruption to rail and existing tram users
- This option would need to be coordinated with the proposed Crossrail 2 station in Wimbledon which could delay the delivery of the Sutton Link by several years to coincide with the Crossrail 2 construction programme

- Construction would displace allotments north of Sutton town centre

Costs

The cost of building Route Option 3 is estimated to be in the region of £300m. This cost is in today's prices and does not account for future inflation. The estimate is based on initial feasibility work and we will 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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