

Committee: Sustainable Communities Overview and Scrutiny Panel

Date: 24th February 2016

Wards: All

Subject: Cycle Routes

Lead officer: Paul McGarry (Head of futureMerton)

Lead member: Councillor Andrew Judge, Cabinet Member for Environmental Sustainability and Regeneration

Contact Officer: Paul Miles, futureMerton cycling projects officer Tel: 020 8545 4869
Email: paul.miles@merton.gov.uk

Recommendation: That Members note the content of this report and provide their views.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

1.1 This report provides details of the borough's cycle improvement programme. It sets out all cycle improvement works undertaken thus far and future planned works as well as the borough's future aspirations over the next 5 years to improve cycling infrastructure in the borough of Merton.

2. DETAILS

2.1 Transport for London allocates money to the borough to spend on cycle projects which support the Mayors Transport Strategy through the local implementation plan.

2.2 The London Borough of Merton's cycling strategy and objectives consist of the following measures within the borough -

- To provide high quality cycling Infrastructure.
- To increase permeability and improve the provision of cross borough cycling.
- To reduce cycle related accidents.
- To encourage sustainable transport by encouraging people to use bikes as a form of transport.
- To encourage the use of cycling at a recreational level.

2.3 In 2013 the council submitted a bid to the Mayor of London for the Mayor's Cycling 'mini-Hollands' in Outer London Fund.

2.4 Although the bid was unsuccessful the document encapsulates the cycling vision for the borough that will be implemented incrementally as funding allows. A copy of the report can be found at –

http://www.merton.gov.uk/merton_mini_holland_phase_2_bid_final_with_appendices.pdf

2.5 The London Borough of Merton's Cycling Budget consists of the following.

Borough Cycling Programme

Includes Safer Urban Driving, Cycle Strategies, Bikeability, Balance bike training and Cycle Parking. Total Budget=£135,000

Facilitating Cycle Access including Cycle Parking-£249,000

Local Transport Schemes-£100,000

Cycle Quietway- Clapham Common to Wimbledon-£344,000

Wimbledon to Raynes Park-Funding TBC

Raynes Park -New Malden link- Funding TBC

Extra Major Scheme funding-Croydon Road Shared use path-£325,000

3 Borough Cycling Programme

3.1 Cycle training programmes from 2014-2016

Cyclists continue to be one of the most vulnerable road user groups, and the Mayor of London has set a 40% target to reduce the numbers killed or seriously injured on our roads. Merton is committed to providing quality training and a safe infrastructure in order to reduce casualties, improve air quality and assist toward a healthier lifestyle for both children and adults. Future Merton Road Safety provides a wide range of Bikeability cycle training at levels 1,2 and 3 for children and adults. In 2014-2016 we trained 2,742 children working with 95% of schools in our borough. We also trained 853 adults at our weekend and evening sessions.

- Merton has also provided cycle training for special needs teenagers at weekends, and next month will work with the Smart Centre on a build-a-bike scheme for excluded teens in education. Blossom House special education school will also be receiving cycling sessions as part of their PHSE curriculum.
- After school cycling clubs continue to be hugely successful at Wimbledon College, and the scheme is due to start at South Thames College next term.

- ❑ We have also provided balance bike training for younger children as a precursor to cycle training, and have training scheduled with four schools.
- ❑ Last year we worked with the Ethnic Community Centre to provide cycle training for their members.
- ❑ Dr Bike maintenance sessions are offered at 3 town locations and are always well received with the Wimbledon town centre site being the most popular. Cyclists receive free basic bike repairs, security marking and high visibility vests.
- ❑ Changing Places is an on road event in town centres with Met Police, Future Merton Road Safety, cyclists and HGV drivers to show blind spots and safe positioning when on road.
- ❑ Merton offers pool cycles for employees who can cycle to site visits and appointments rather than use a car. Further training at commuter level is available at times to suit. Employees can also buy their own bike through the payroll scheme.
- ❑ Providing Safer Urban Driving from a cyclists perspective for all businesses in Merton with registration through our website.
- ❑ Future Merton is also working with Willow Lane businesses to promote cycling for employees.
- ❑ Future events will be family and ladies rides which are planned to commence after Easter when the weather improves. We will also be offering holiday training courses for children.

3.2 Scooter Training in schools

In 2015 as part of Merton's road safety programme for schools we developed and delivered a child scooter training programme for children aged 5 – 8 years with the following objectives:

- ❑ To give a greater understanding and awareness of road safety
- ❑ A valuable pre-cursor to cycling ie balance and maneuverability
- ❑ Improve child and adult health by encouraging adults and children to walk / scoot to and from school
- ❑ With more children scooting to / from schools this will lead to increased interest in child cycle training and ultimately in modal shift of adults from cars to cycles
- ❑ Reduce pollution and congestion around schools by encouraging adults to park further away from school and walk with children scooting to and from school
- ❑ Recycle a scooter initiative – parents / guardians donate unwanted child scooters to their school who then 'free' scooters (one per child per annum,) to encourage above

Since introducing the programme 1,892 children from 19 schools have participated with another 8 schools (around 600 children) due to complete training in the early part of 2016 financial year

3.3 Cycle Stands

7 stands have been installed at Morden Hall Park

16 stands on Fair Green – Upper Green East , Mitcham

7 Stands introduced in the vicinity of Tesco's / Co-op Streatham Road.

4 **Cycling Schemes Constructed 2014-2015**

4.1 A number of cycling schemes were constructed in 2014-15 and are detailed below:

4.2 Bishopsford Road Combined Cycle and Pedestrian Zebra Crossing

These works involved a zebra crossing linking up the Wandle Trail for pedestrians and Cyclists and has provided a safe crossing point across Bishopsford Road. Safety and access for both the Wandle Trail (National Cycle Network 20) and the recently implemented paths in Poulter Park and Watermeads has been improved.

4.3 Green Lane-(from Garth Road to Sutton boundary) Footpath converted to shared cycle/pedestrian/bridle path with Street Lighting

Green Lane existing surface was improved to tarmac surfacing which provided high quality cycle infrastructure linking into the borough of Sutton. Street lighting was also provided.

4.4 Converting small section of cycle path to shared use space - Outside entrance to Wimbledon Chase School

Due to one of the schools entrances being located behind a cycle path there were safety issues with conflicts between school children and cyclists. To reduce the conflict the cycle path at this location was replaced with shared used space to advise cyclists to be aware of pedestrians and proceed with caution.

4.5 Cycle permeability -Replacement of fire gates with bollards and trees

Fire gates were removed and replaced with trees and bollards to allow 1.5m gap for cycle accessibility requirements. The scheme has generally been successful however there are current issues with the bollards being removed. The following roads were made permeable.

Abbotts Road, All Saints Road, Trafalger Road, Bruce Rd/Ashbourne Rd., Aston Road, Batsworth Road, Beech Grove, Bourne Drive, Bronson Road, Castleton Road, Chestnut Road, Clifton Park Avenue, Cottenham Park Avenue,

Byegrove Road, Devonshire Road, Dorien Road, Dupont Road, Harwood Avenue,
Lancaster Avenue, Lewis Road , Love Lane, Mitcham Park, Norman Road,
New Barns Avenue, Sydney Road, Tamworth Park, St Georges Road

Various dropped kerbs have also been implemented in the borough to improve cycle permeability.

4.6 Bike Hangers on Circle Housing Estates

Due to a lack of storage on estates where there is a demand for cycle storage sheds to benefit existing and future cyclists and encourage sustainable forms of transport. Two shelters have been installed at Sadlers Close and the remaining shelters are awaiting consultation feedback and are scheduled to be installed in the next couple of months.

5. Croydon Road Shared use Path

- 5.1 Croydon Road has proven to be a dangerous route for cyclists. Safety and access is also a serious issue for pedestrians as there is no established footway even though there are bus stops along the road.
- 5.2 Over the years officers have received numerous complaints from cyclists, bus users and pedestrians regarding safety and lack of access along this road. Safety has always been an issue and many attempts have been made in previous years to resolve these issues but without success with the primary contributory factor being the Common Land that would be required for a meaningful engineering measure.
- 5.3 Given the strategic connection between Merton, Croydon and Sutton it is considered paramount that the appropriate safe facilities are provided for cyclists, pedestrians and bus passengers in order to promote usage in what can be described as a very hostile environment. The proposed measures will provide:
 - A route for cyclists of all abilities for both commuting and leisure
 - Safer and improved accessibility for bus passengers
 - A safe and DDA compliant walking route for pedestrians.
- 5.4 The proposed shared use path will be 3 metres wide which will run parallel to the carriageway along the northern side of Croydon Road running parallel with the Common. The existing kerb line will be built out by approximately 1.5 metres into the carriageway and 1.5 metres of common land will be taken of which the majority is grass verge. Construction works started on 18 January 2016 and be completed July 2016. Improvements to drainage will be implemented during the construction phase.

5.5 Funding

The majority of the Facilitating Cycle Access including Cycle Parking and Local Transport Schemes have been used to fund this scheme as well as an additional £325k funded from the TfL Major Scheme budget.

6 Cycle Quietways

6.1 Cycle Quietways are a network of cycle routes throughout London which link key destinations. They follow direct back-street routes, through parks, waterways and tree lined streets. The routes overcome barriers to cycling targeting less confident cyclists who want to use low traffic routes, while also providing for existing cyclists who want to travel at a gentle pace. The works are paid for by TfL and part of the Mayor's vision for cycling.

6.2 Clapham Common to Wimbledon Quietway

6.3 This Quietway runs from Clapham Common to Wimbledon Town Centre and is focused on utilising the Wandle Trail. The scheme is split into different sub schemes outlined below.

6.4 Sub Scheme 1-Lighting the section of footpath along the River Wandle between Trewint Street and Plough Lane

Lighting design was submitted to Wandle Trail Stakeholders. However there were concerns about the impact of light on bats and the height of the columns. Therefore Sustrans have been commissioned to provide an alternative design and provide biodiversity advice to deal with these concerns. The lighting is proposed to be installed in 2016.

6.5 Sub scheme 2-Plough Lane Toucan Upgrade-Gateway to Wandle Trail

Due to perceived increased expected usage from the Quietway the existing Toucan crossing will be widened to 6m. It is proposed to remove the gate on the southern side of Plough Lane to provide improved permeability to the Wandle Trail for cyclists. It is also proposed to remove guard railing on the northern side of the crossing. The proposals are currently with TfL signals team and works are scheduled for spring 2016.

6.6 Sub scheme 3-Upgrade existing lanterns on lighting columns-Wandle Trail between plough lane and Wandle Meadow.

The new lanterns will provide improved lighting levels and efficiency and the light omitted will be more environmentally sensitive. Currently being developed by lighting engineer and scheduled for early Spring 2016.

6.7 Sub Scheme 4-Railway Bridge Underpass lighting

The design has been sent to Network Rail and currently awaiting approval of BAPA. Implementation date to be confirmed upon Network Rail approval

6.8 Sub Scheme 5- Wandle Meadow-New path and lighting

Proposals to provide a resin bound path on the northern section of the Wandle Meadow between the underpass and bridge and also provide lighting.

6.9 Sub Scheme 7-River Wandle Bridge widening-Wandle Meadow

It is proposed to widen the footpath to 3m to allow cyclists and pedestrians to cross with no conflict. Works are scheduled for summer 2016.

6.10 Sub Scheme 8-Haydons Road/South Park Road Junction

It is proposed to widen the existing refuge island at the zebra crossing to allow a safe crossing point for cyclists making the crossing from Cowper Road to South Park Road.

7. Wimbledon to Raynes Park Quiet Way

- 7.1 Scoping studies and initial designs have been developed to provide a cycle Quietway connecting Wimbledon Town Centre and Raynes Park. The project is currently awaiting approval from Transport for London to proceed and the route runs along the railway line pathway between the two town centres.

8. LM4 - New Maldon-Raynes Park Link-Kingston Mini Holland

- 8.1 Merton are working in partnership with the Borough of Kingston for a proposed shared use path which will link up Raynes Park to New Malden alongside the railway embankment. Resident workshops by RBK commenced at the end of January.

9. Tooting Bec Common to Wimbledon Chase

- 9.1 The route has been ridden between borough officer, cycling commissioner and Sustrans, however the inception meeting has not yet taken place.

10 Sutton Town Centre to Morden

- 10.1 Inception meeting and route ride with cycling commissioner have not been undertaken yet.

11 Mitcham Town Centre Major Scheme

11.1 Majestic Way

- 11.2 Work is currently underway in Majestic Way to introduce a new shared pedestrian and cyclist space as a continuation of the Fair Green improvements. This will improve accessibility to the Fair Green and surrounding streets, providing a quiet cycle route through this area from Mitcham Eastfields Station to Colliers Wood town centre, contributing to a revival of the shops and markets.
- 11.3 It will allow cyclists to safely proceed along a guided cycle way encouraging them to separate from pedestrians, although maintaining it as a shared space. This will be accompanied by a range of street improvements to Majestic Way itself, such as the removal of street clutter, improved lighting and paving.
- 11.4 Work is expected to be completed by the end of April 2016.
- 11.5 The first phase of the Rediscover Mitcham project around the Fair Green has since been completed with a new perimeter road, market stall area and special landscaped areas to attract more businesses and shoppers. The one-way street has an advisory contra-flow cycle lane giving better freedom and accessibility to the heart of the town centre for cyclists.

12 Future Works

- 12.1 The wider scheme is at an advanced stage of detailed design and nearing acceptance by TfL, expected in the early part of this year. For cyclists this brings a much improved network and facilities through the town centre, being one of the main design requirements of the project. Cycles along with buses will have a direct link through the heart of the Fair Green via the new designated 'Bus & Cycle Street' re-joining London Road, north to south.
- 12.2 The main junctions at London Road, Upper Green West, Holborn Way, St Marks Road and Raleigh Gardens will have improved pedestrian accessibility and cycle facilities by means of a combination of new cycle tracks, cycle lanes, advance filters and cycle parking stands. Raised cycle tracks in both directions of Holborn Way will also be added giving safer travel along this busy multiple lane carriageway.
- 12.3 These major works are planned to start in July 2016 and last until October 2017.

13 2016-2019- Cycling Infrastructure Priorities

13.1 Windmill Road at junction with Croydon Road

A pedestrian crossing stage is required at this junction. This will improve safety and increase the effectiveness of the proposed shared use path.

13.2 Croydon Road Roundabout

This involves changing the alignment of the Carshalton Road arm of the roundabout, improving road safety and accessibility for cyclists and pedestrians. This would involve widening the road by utilising the grass verge on the eastern side and widening the existing refuge island.

13.3 Connecting Mitcham Town Centre to Croydon

Initial meetings have taken place looking into providing various Quietway routes into Mitcham Town Centre.

13.4 Connecting Mitcham Town Centre to Tooting

Provide improved cycling infrastructure from Tooting to Mitcham Town Centre.

13.5 Shared use path-Beddington Lane

Provide a shared use path alongside the carriageway in what is a very hostile environment for cyclists and pedestrians.

14. FINANCIAL, RESOSURCE AND PROPERTY IMPLICATIONS

14.1. Allocated funding is outlined in section 2.1 of the report.

15. LEGAL AND STATUTORY IMPLICATIONS

15.1. None for the purpose of this report.

16. HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

16.1 None for the purpose of this report.

17. RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

17.1 None for the purpose of this report.

18. APPENDICES

None

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