



# Statement of Consultation for the Local Implementation Plan (LIP3) June 2019



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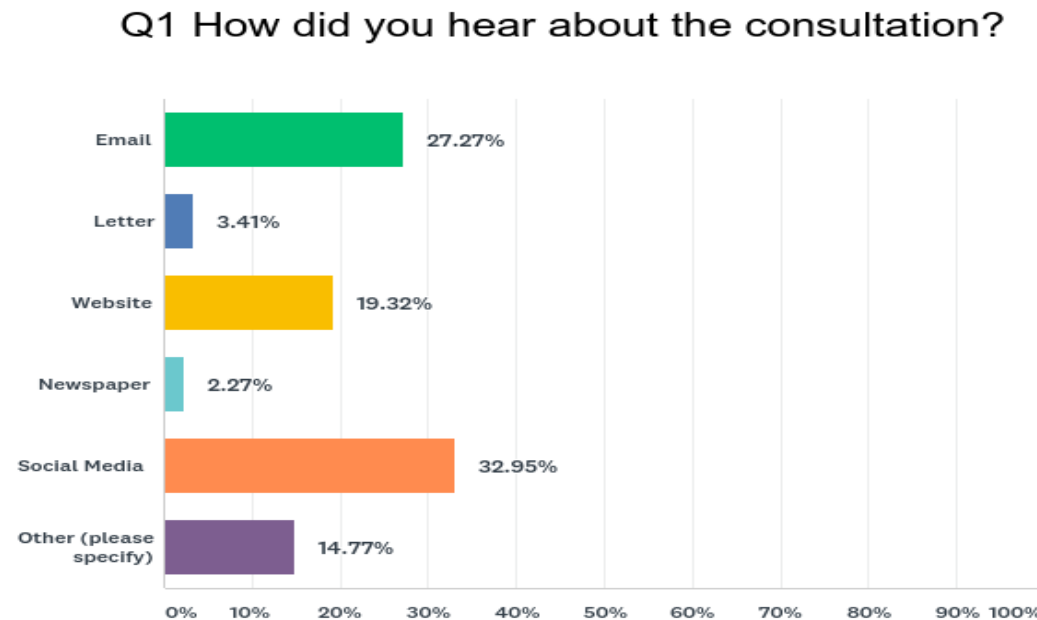


## Part A: Consultation Summary

- I. The Greater London Authority Act 1999 (GLA Act) requires each borough to prepare a LIP containing its proposals for the implementation of the Mayor's Transport Strategy. [The Mayors Transport Strategy \(MTS\)](#) maps out the strategic direction for transport in London. It was adopted in March 2018 and sets out three priority areas for delivery; these are:
  - Healthy streets and healthy people;
  - A good public transport experience;
  - New homes and jobs.
- ii. The council is required in accordance with planning legislation to hold a public 6 week consultation. The consultation ran from 1<sup>st</sup> March until 12<sup>th</sup> April 2019. During this period we received responses. The responses were from members of the public, neighbouring boroughs, community groups and other stakeholders.
- iii. The majority of response received were via our online survey on Survey Monkey. It should be noted comments were submitted via the online survey and also by either letter or email. However the letters and emails received did not answer the set questions of the online survey. Below are the findings from the survey monkey questionnaire, where possible we have included responses received via email or letter.



Figure 1: How respondents heard about the consultation



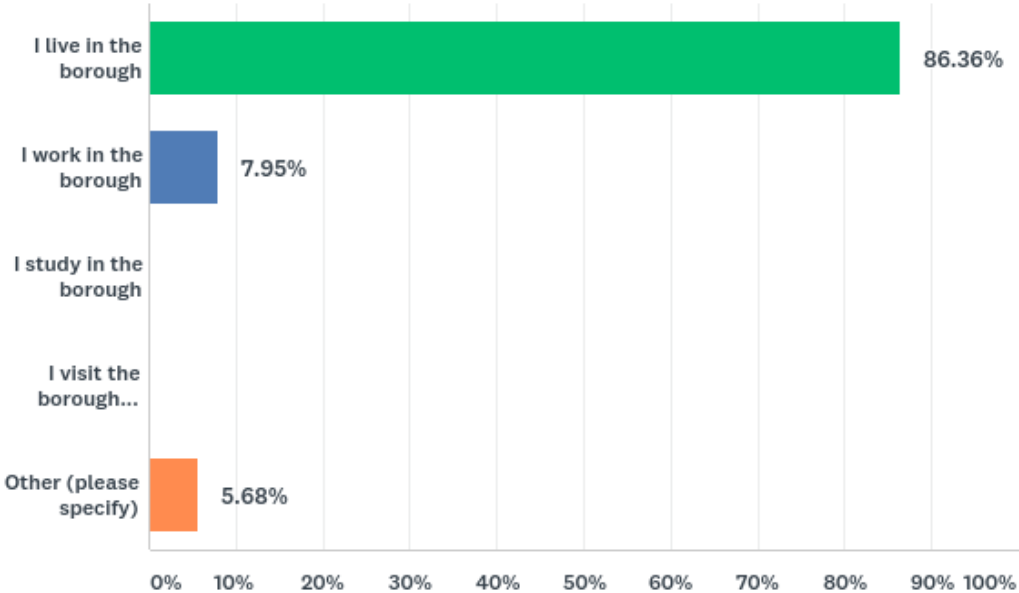
Source: Survey Monkey

- iv. The majority of respondents heard about the LIP3 consultation via the council's social media pages such as, twitter and Facebook followed by email. Reason given for 'Other' were heard at a community meeting, word of mouth/gossip and from neighbours.



Figure 2: Respondents relationship to Merton

Q2 What is your relationship to the borough of Merton?

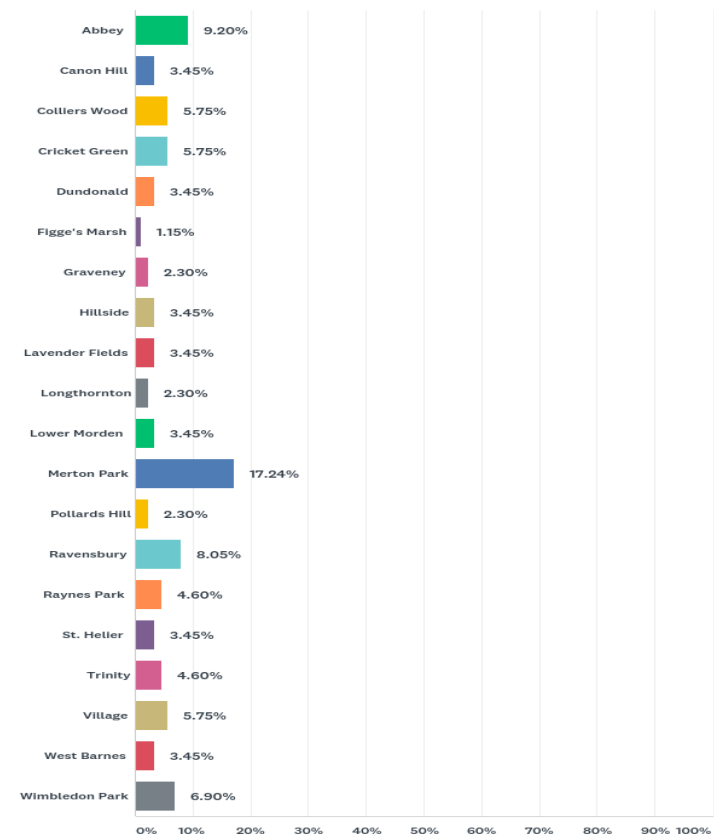


Source: Survey Monkey



Figure 3: Respondents by wards

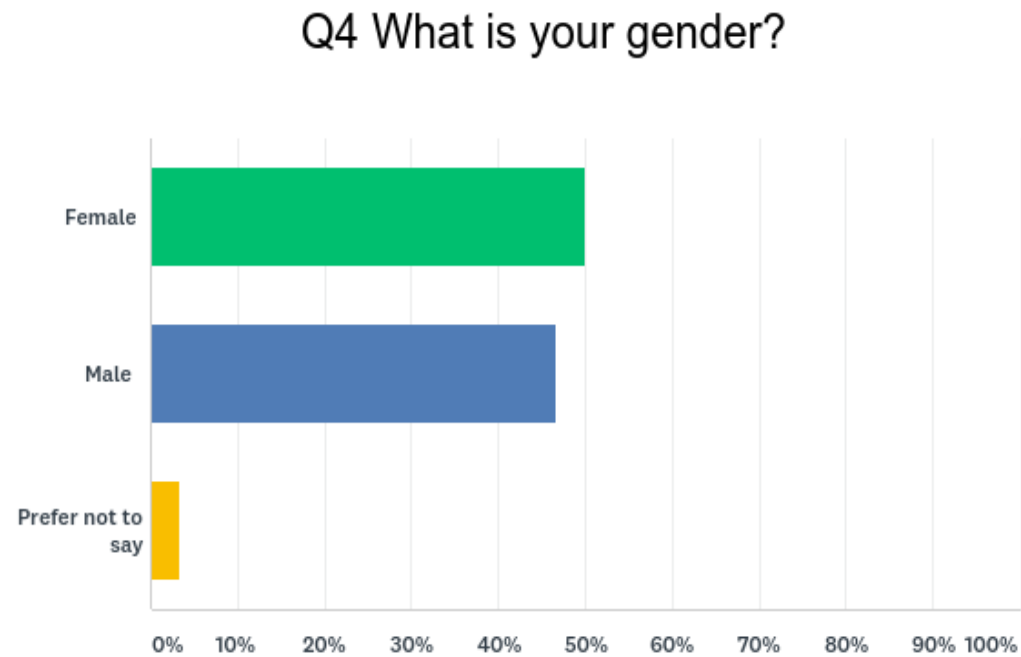
Q3 If you do live in the borough please select the ward that you live in



Source: Survey Monkey



Figure 4: Respondents by gender

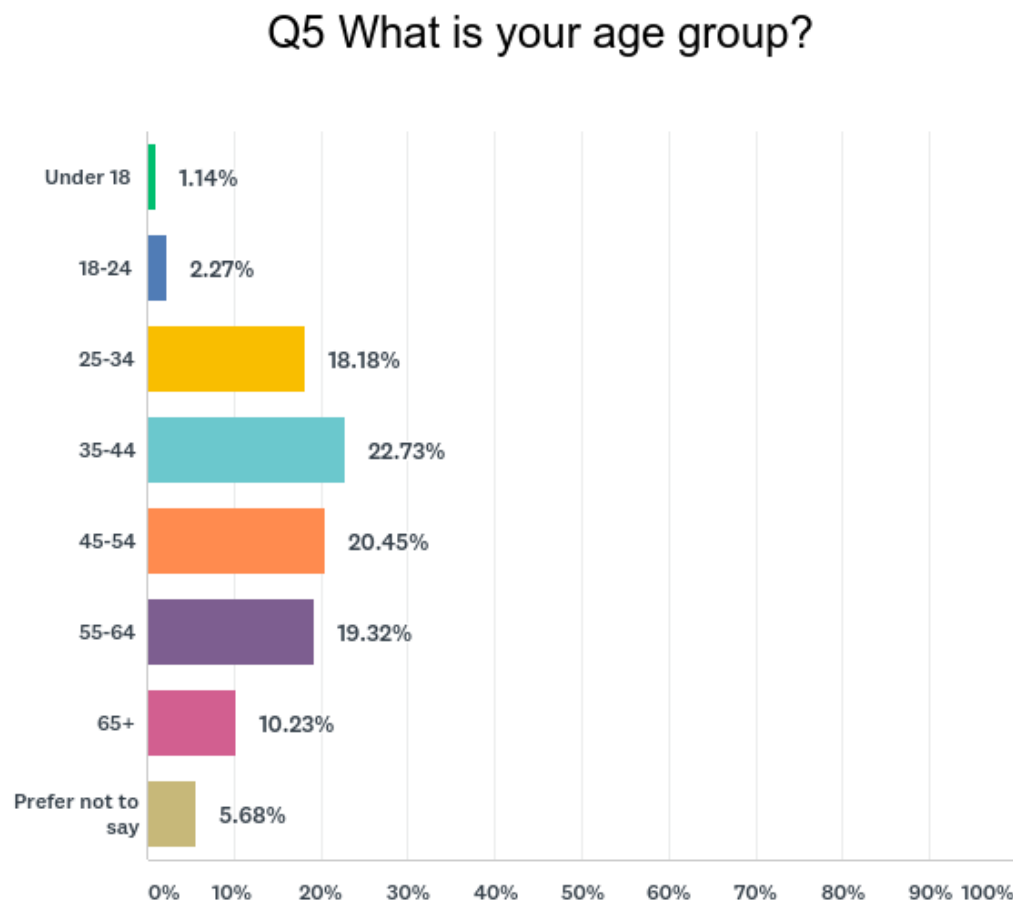


Source: Survey Monkey

- v. 50% of respondents were female, followed by 47% male, the remaining respondents 'prefer not to say'.



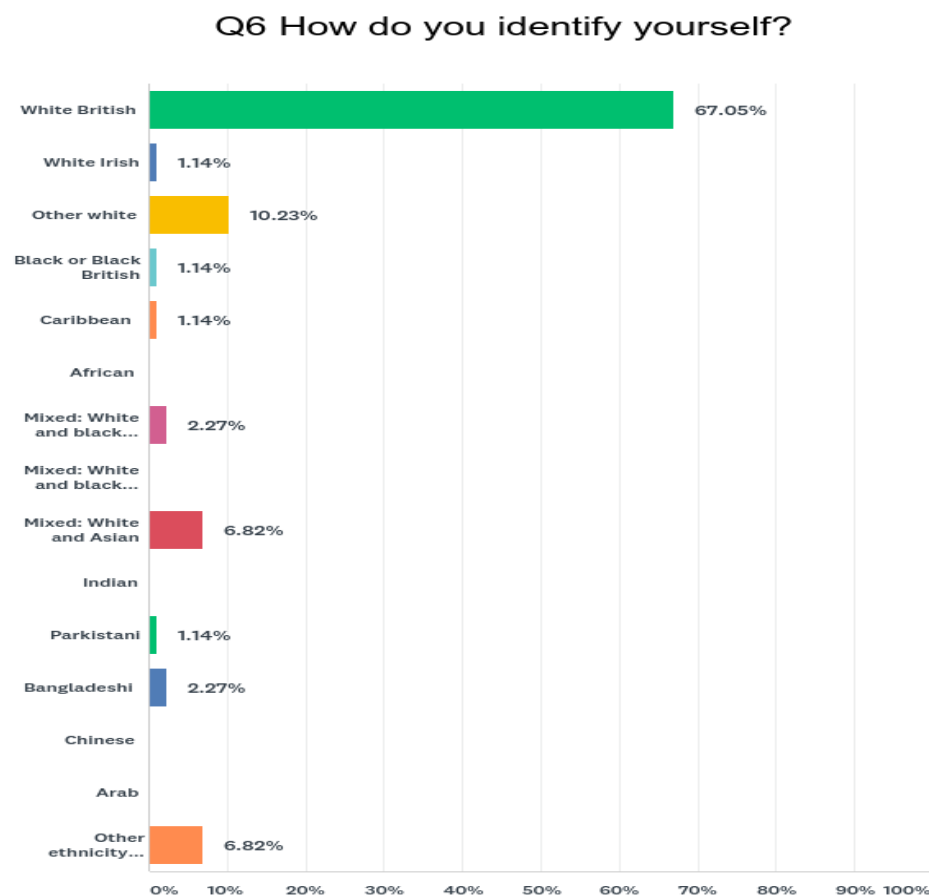
Figure 5: Respondents by age group.



Source: Survey Monkey



Figure 6: Respondents by ethnicity



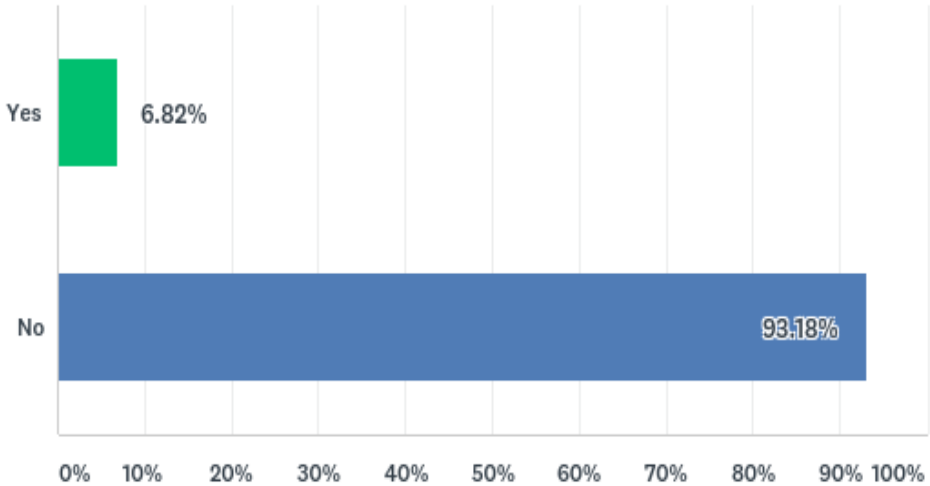
Source: Survey Monkey

- vi. We received no responses from persons whom, identified as African, Chinese's or Arab ethnicities via Survey Monkey. We are unable to give the ethnicity groups of the letters and emails we received.



Figure 7: Respondents whom consider themselves to be disabled.

Q7 Do you consider that you have a disability?

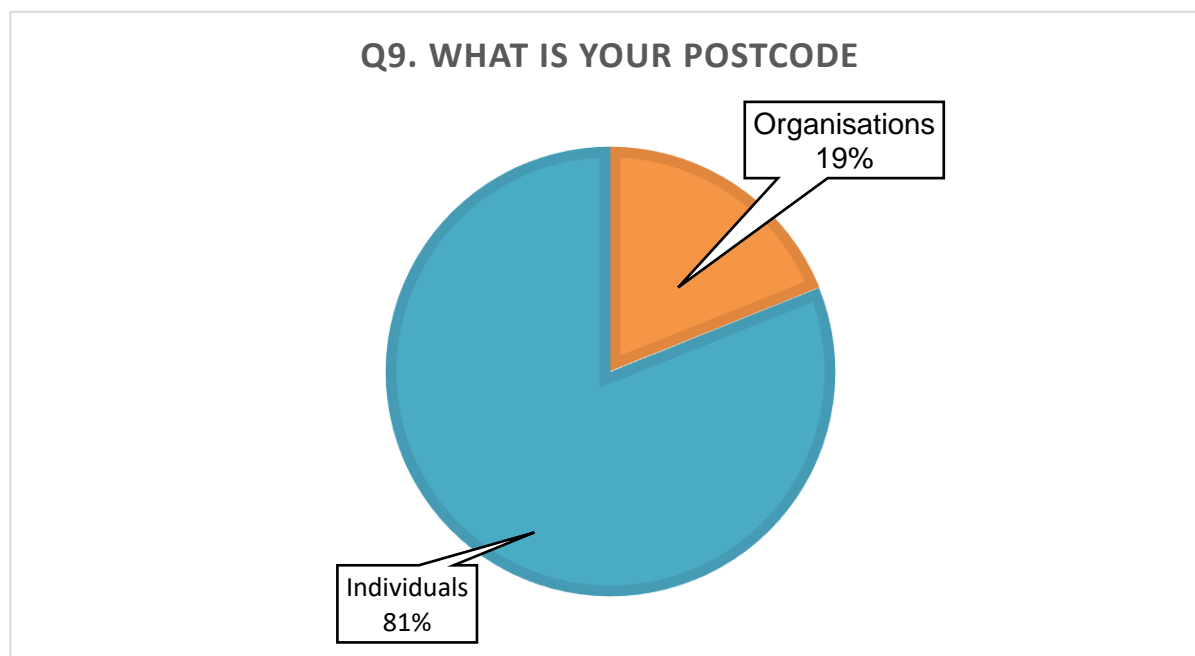


Source: Survey Monkey

- vii. The number of organisation that took part in the consultation was 19% this figure includes responses we received by email and/or letter.



Figure 8: Number of responses received on behalf of organisations



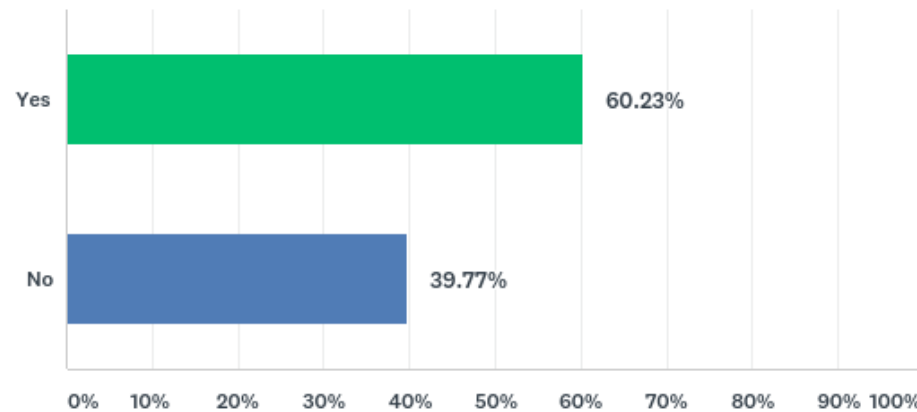
Source: Survey Monkey and responses received via emails/letters.

- viii. Question 9 asked for a postcode from respondents. The majority of postcode were from SW19 postal area – which covers Wimbledon, South Wimbledon and Colliers Woods. This was followed by CR4 postal area which covers Mitcham and some Colliers Woods areas. Other postal area we received response from within Merton were SW20 and KT3.



Figure 9: percentage of respondents who want to be kept informed

**Q10 Would you like to be contacted by Future Merton team in future about this consultation and other future development planning documents consultations?**



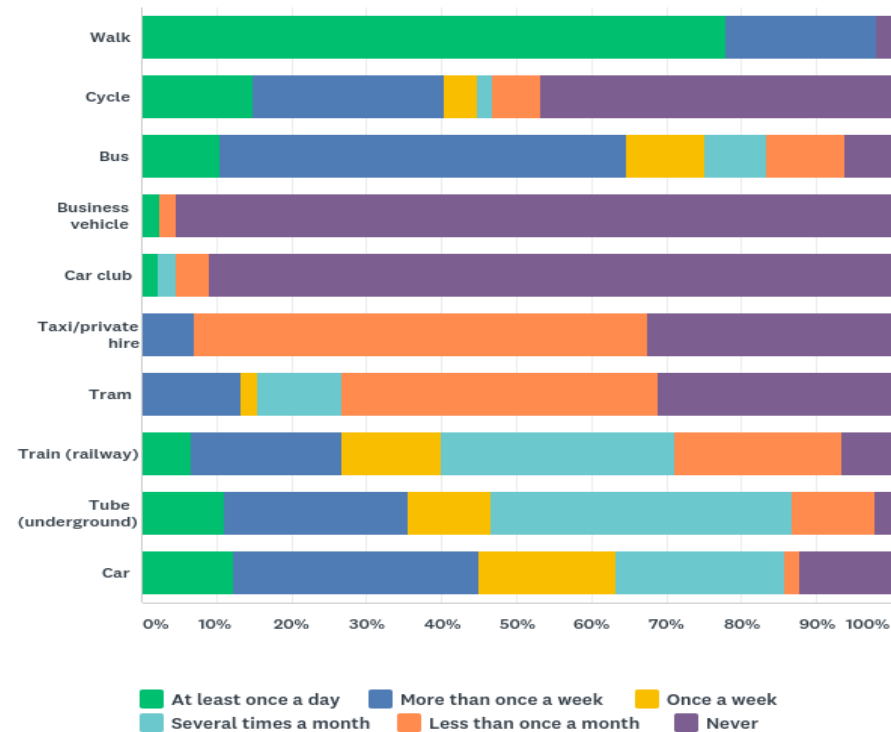
Source: Survey Monkey

- ix. Q11. Asked for a contact email address from respondents who want to be kept update on LIP3 and other planning policy documents.

Figure 10: Modes of transport used by respondents



## Q12 Please select how often you use each modes of transport



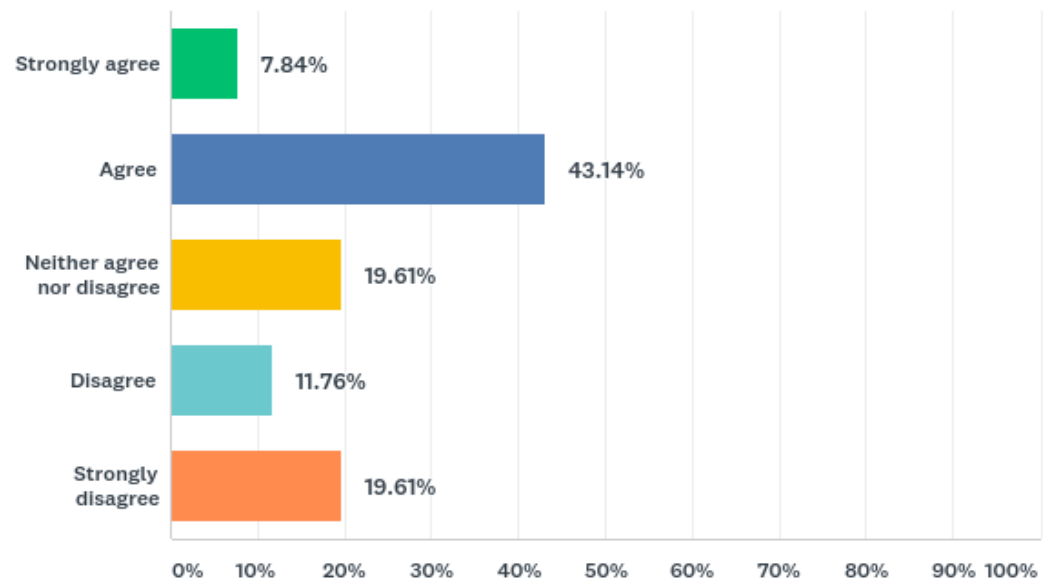
Source: Survey Monkey

- x. The travel mode use mostly by respondents was walking, followed by the car and then the bus. 78% percentage stated that the walk at least once a day. This was followed by cycling (15%) and then the car. However the car was used more than once a week was 33%; the bus was the preferred with 54% stating they used the bus more than once a week.



Figure 11: Results of Q13.

Q13 Do you think we have captured the key transport challenges affecting the borough?



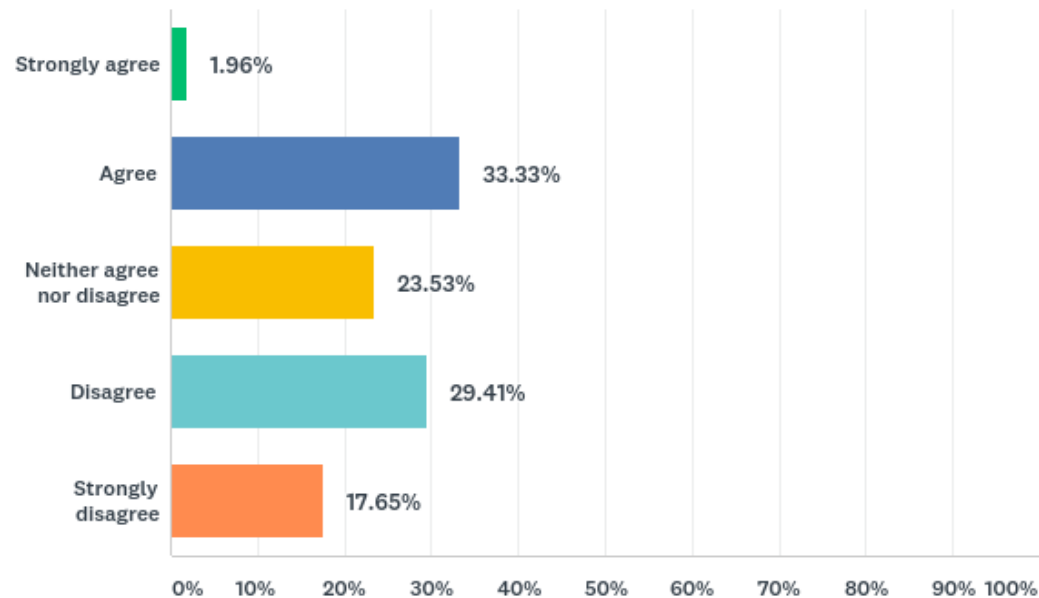
Source: Survey Monkey

- xi. Over 50% of respondents ‘*strongly agreed*’/‘*agreed*’ that the draft LIP3 captured the key transport challenges and issues affecting Merton while, 31% ‘*strongly disagreed*’ and/or ‘*disagreed*’.



Figure 12: Results of Q14.

**Q14 Do you think the borough objectives LO1- LO7 meets the Mayoral outcome 1: London's streets will be healthy and more Londoners will travel actively?**



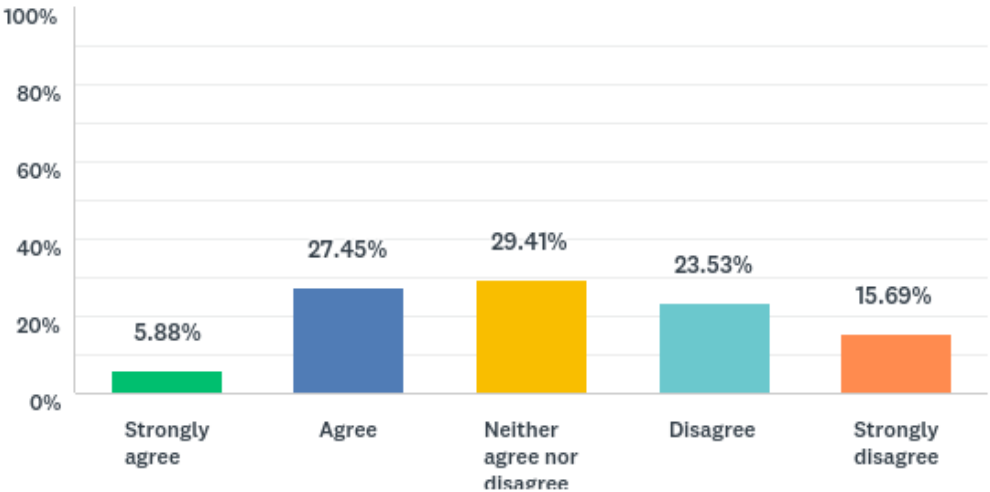
Source: Survey Monkey

- xii. 47% of respondents did not believe that LO1-LO7 objectives met the Mayoral outcome 1 with just under 24% neither agree nor disagree.



Figure 13: Results of Q15.

Q15 Do you think the borough objectives LO8- LO13 meets the Mayoral outcome 2: London's streets will be safe and secure?



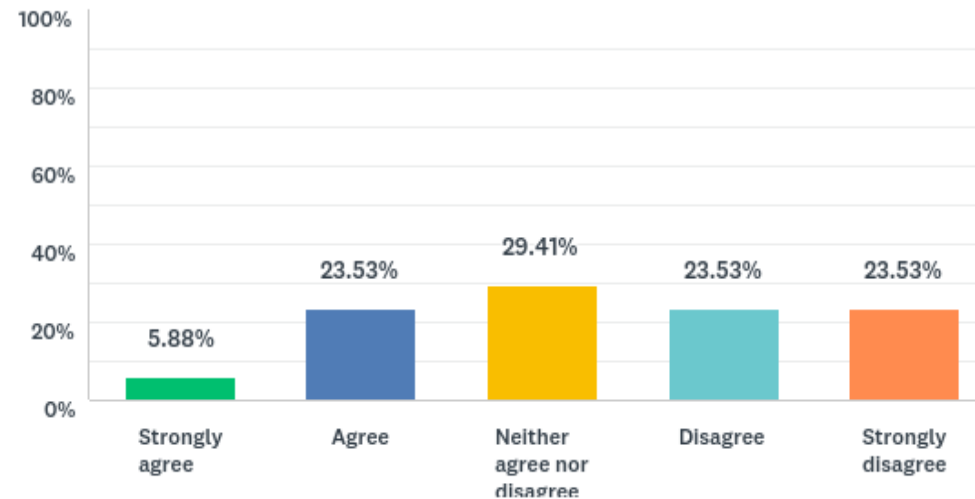
Source: Survey Monkey

- xiii. 33.33% agreed that the LO8- LO13 meets the Mayoral outcome 2 to make London's streets will be safe and secure. With 39% respondents disagreeing it did, with just under 30% neither agreeing nor disagreeing.



Figure 14: Results of Q16

Q16 Do you think the borough objectives LO14- LO18 meets the Mayoral outcome 3: London's streets will be used more efficiently and have less traffic?



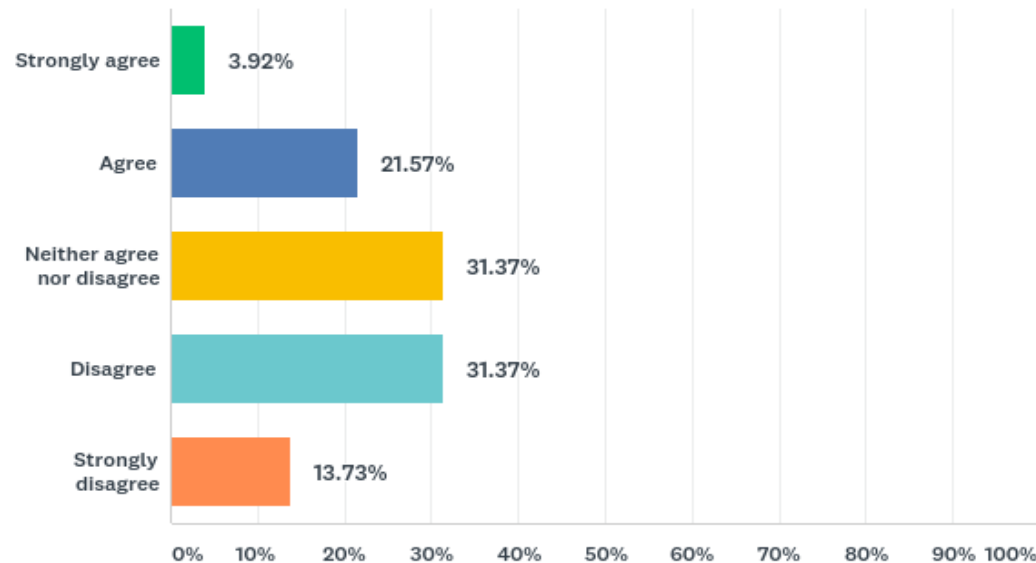
Source: Survey Monkey

- xiv. Nearly half of respondents did not feel that LO14 - LO18 met the Mayoral objective for London's streets will be used more efficiently and have less traffic.



Figure 15: Results of Q17

**Q17 Do you think the borough objectives LO19- LO25 meets the Mayoral outcome 4: London's streets will be clean and green?**



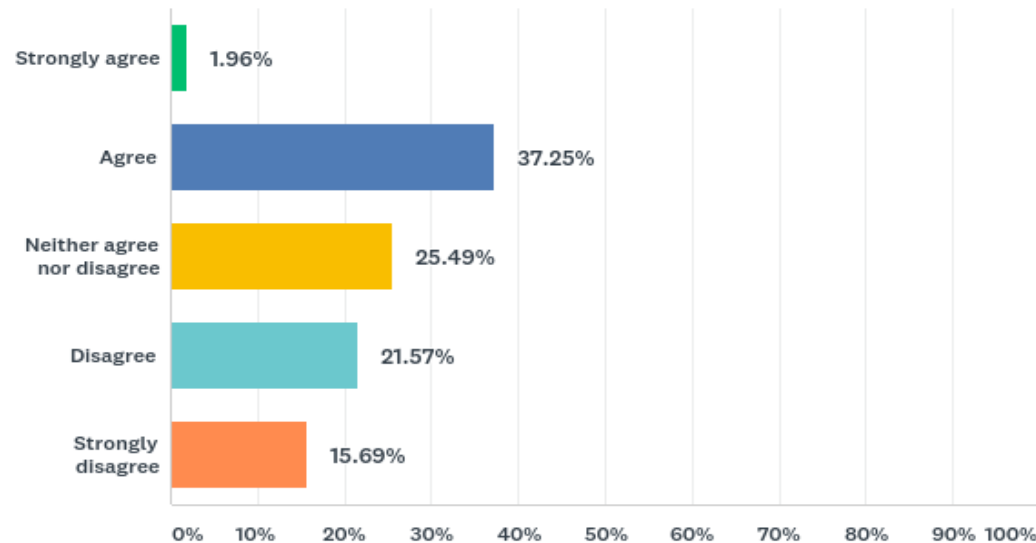
Source: Survey Monkey NB:

- xv. Nearly half of respondents (45%) did not feel that LO19 –LO25 objectives would mean London's' street will be clean and green in line with the Mayoral outcome 4.



Figure 16: Results of Q18

**Q18 Do you think the borough objectives LO26- LO32 meets the Mayoral outcome 5: The public transport network will meet the needs of a growing London?**



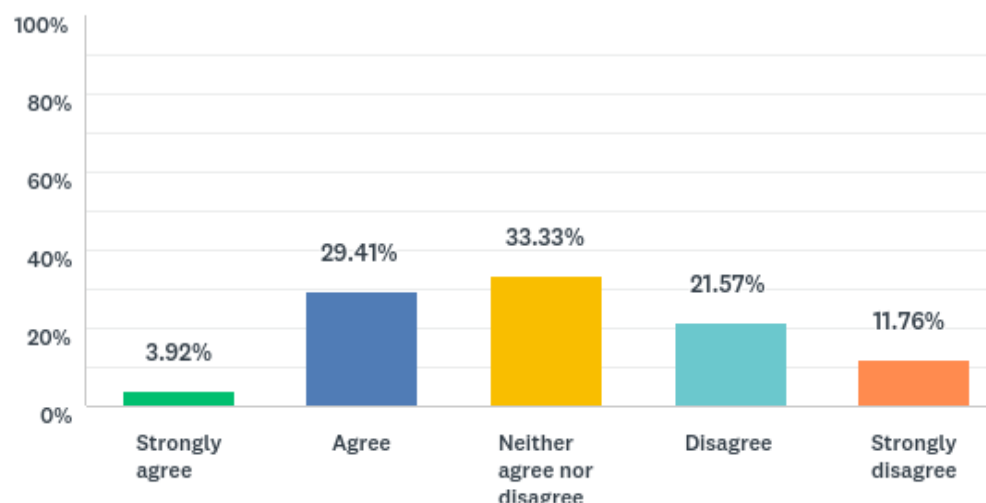
Source: Survey Monkey

- xvi. The percentage of respondents that felt that objectives LO26 –LO32 met with the Mayoral outcome of a public transport network which would meet the needs of a growing London was just 2% more than the percentage of respondents that disagreed/strongly disagreed (37.26%).



Figure 17: Results of Q19

Q19 Do you think the borough objectives LO33- LO38 meets the Mayoral outcome 6: Public transport network will be safe, affordable and accessible to all?



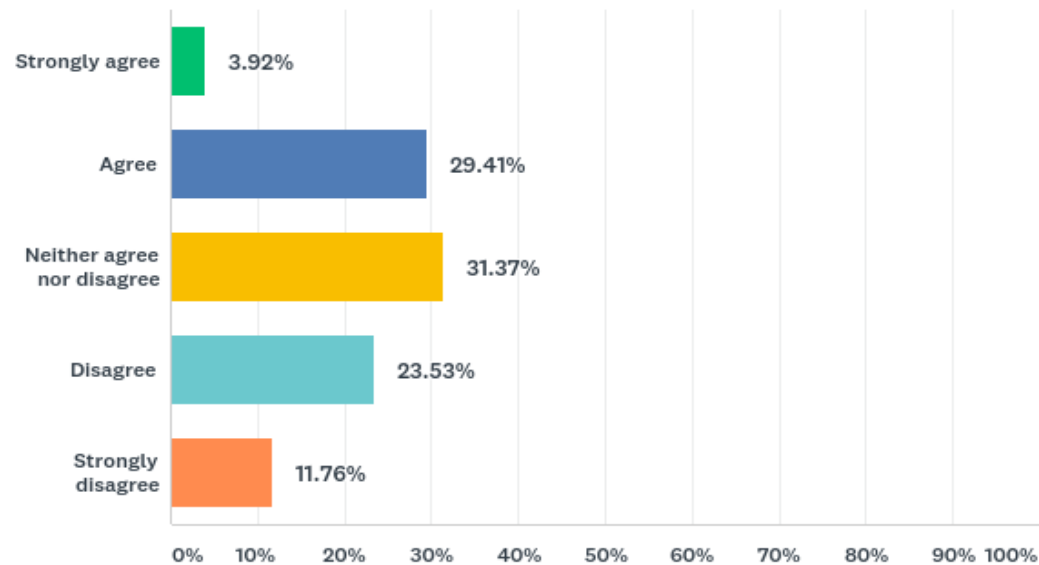
Source: Survey Monkey

- xvii. The percentage of respondents the agreed/strongly agreed was 33.33% the same results as those that disagreed/strongly disagreed. However if we look at solely at respondents that strongly disagreed the figure is 11.76% compared to 3.92 that strongly agreed. '



Figure 18: Results of Q20

**Q20 Do you think the borough objectives LO39- LO40 meets the Mayoral outcome 7:  
Journeys by public transport will be pleasant, fast and reliable?**



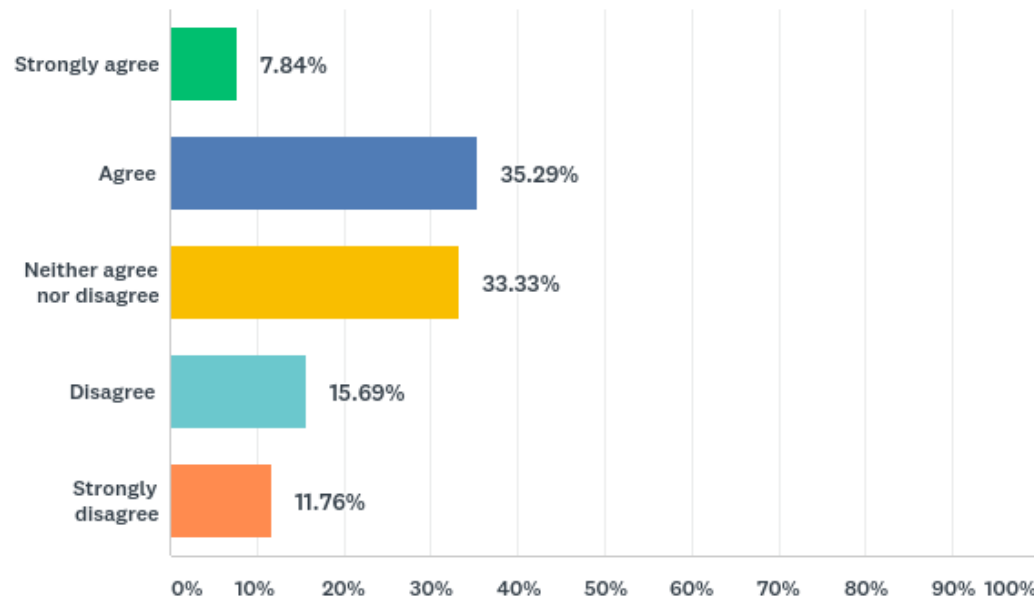
Source: Survey Monkey

- xviii. The percentage of respondents the agreed/strongly agreed was 33.33% the same results as those that disagreed/strongly disagreed. However if we look at solely at respondents that strongly disagreed the figure is 11.76% compared to 3.92% that strongly agreed.



Figure 19: Results of Q21

**Q21 Do you think the borough objectives LO41- LO47 meets the Mayoral outcome 8: Active, efficient and sustainable travel will be the best option in new developments?**



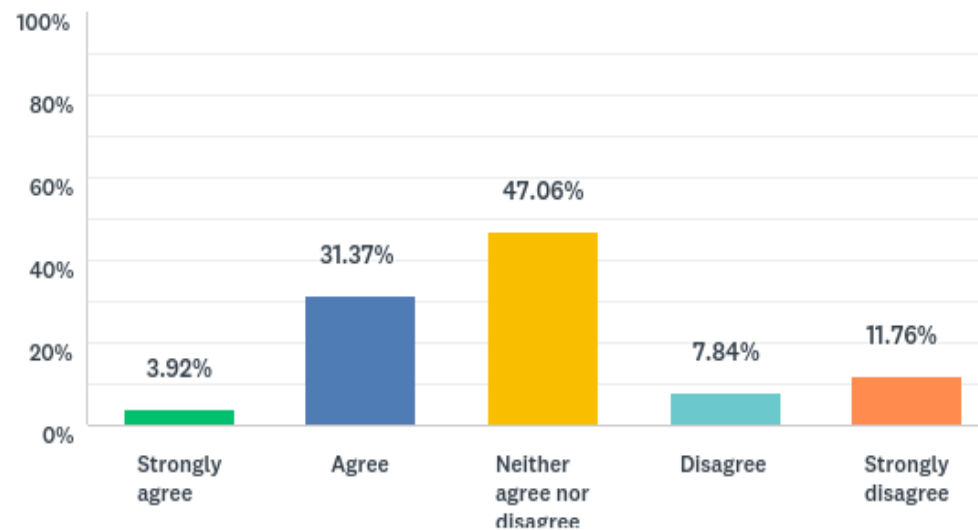
Source: Survey Monkey

- xix. Nearly half of respondents (43.13%) strongly agree/agree that LO41 – LO47 meets the Mayoral outcome of active efficient and sustainable travel as the best option in new developments. Although, 33.33% neither agreed nor disagreed it would.



Figure 20: Results of Q22

Q22 Do you think the borough objectives LO48- LO49 meets the Mayoral outcome 9:  
Transport investment will unlock the delivery of new homes and jobs?



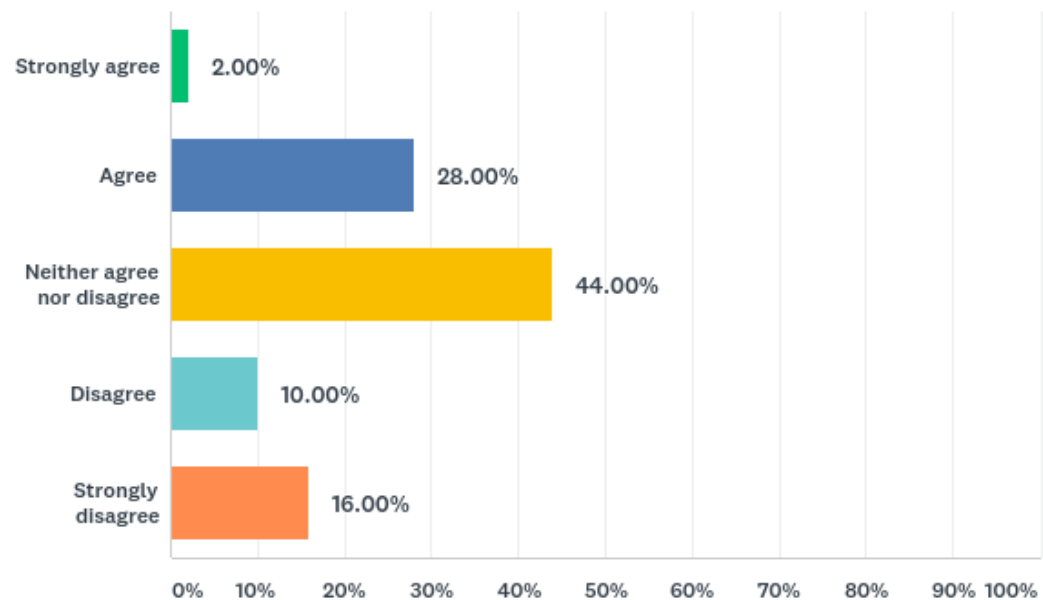
Source: Survey Monkey

- xx. Nearly half of respondents neither agreed/disagreed (47.06%) that LO48 – LO49 met the Mayoral outcome, that unlocking transport investment would unlock the delivery of new homes and jobs.



Figure 21: Results of Q23

Q23 Do you agree with the overall detailed three year indicative programme of investment for 2019/20 to 2021/22?



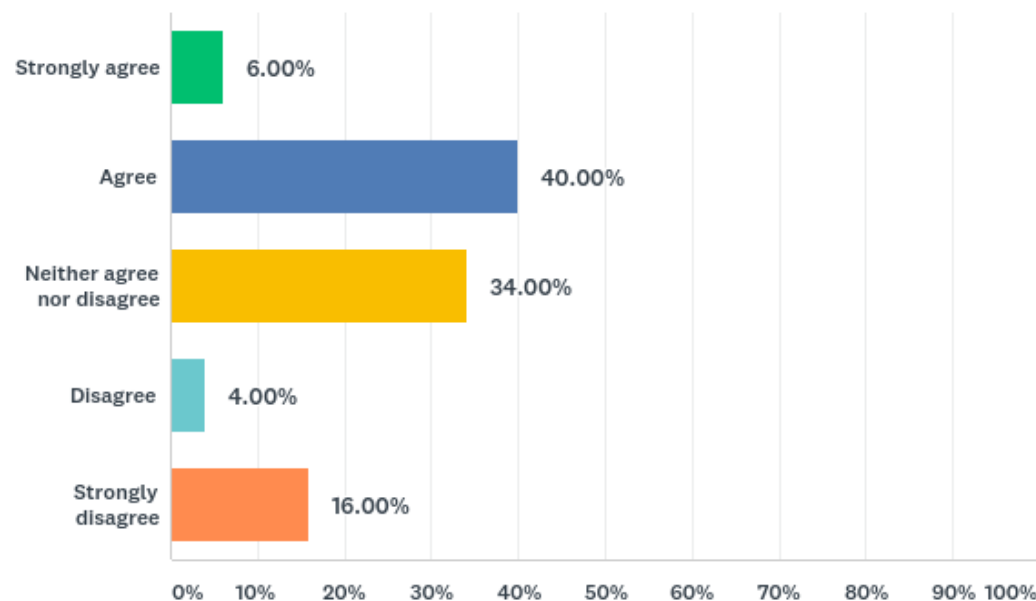
Source: Survey Monkey NB: This question was skipped by 39 people

xxi. 30% of respondents agreed/strongly agreed with Merton’s three year indicative programme of investment 2019/20 to 2021/22. 44% neither agreed nor disagreed.



Figure 22: Results of Q24

### Q24 Do you support the individual projects within the programme?



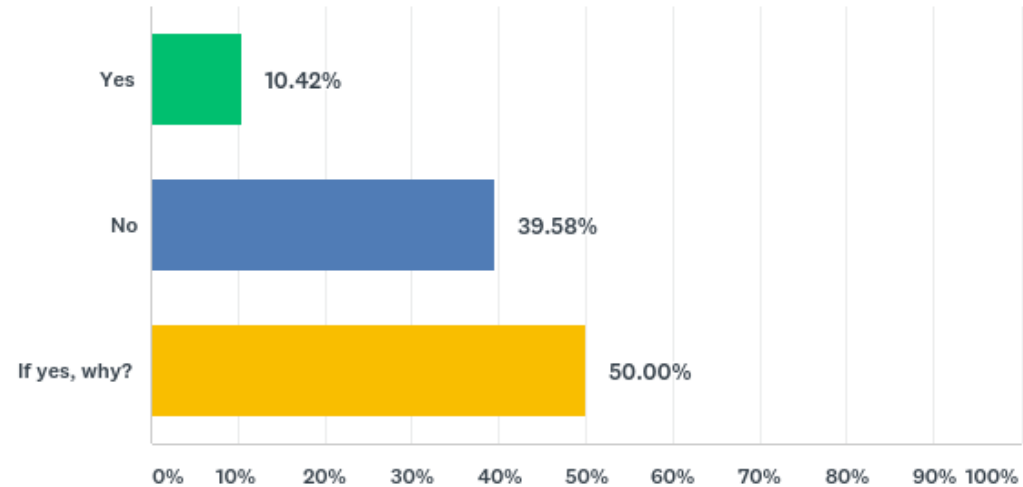
Source: Survey Monkey

- xxii. Nearly half of respondents (46%) agreed/strongly agreed with the individual projects within Merton's programme. Although, 34% neither agreed nor disagreed.



Figure 23: Results of Q25

Q25 Would you like to see a Liveable neighborhood scheme implemented in your area?

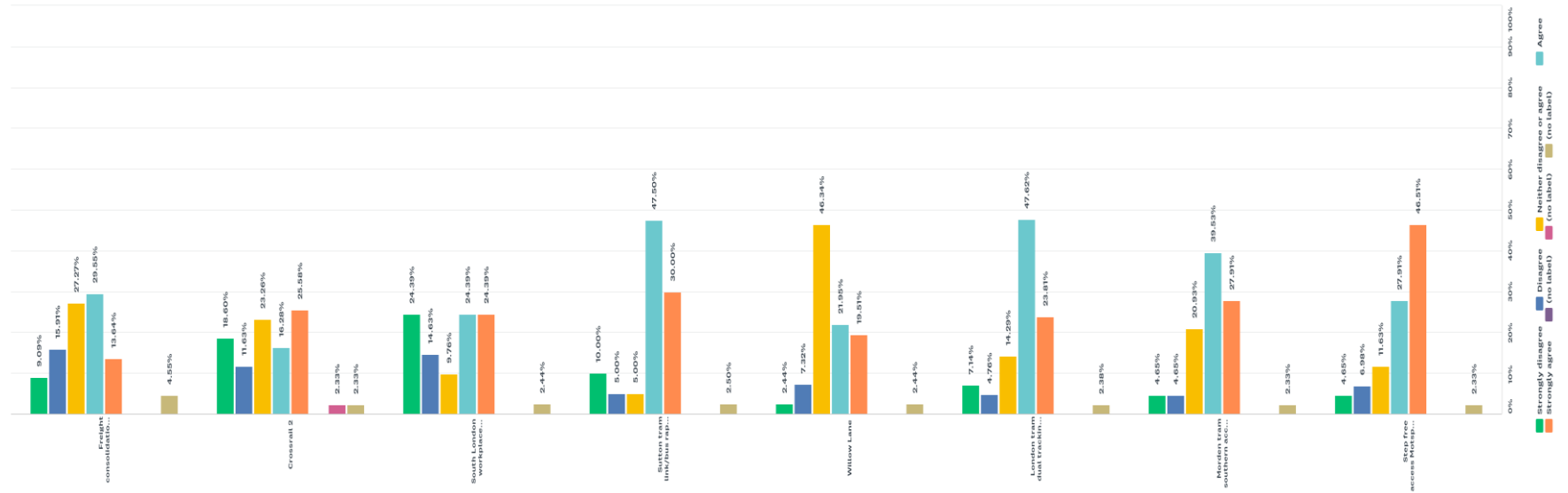


Source: Survey Monkey



Figure 24: Results of Q26

Q26 Do you support the schemes listed in the longer term plan? (see page 61)



Source: Survey Monkey NB:



- xxiii. Schemes that respondents either 'agreed' or 'strongly agreed' with were:
- Step free access Motspur Park and Raynes Park stations and other stations (74.42%)
  - Sutton tram link/bus rapid transport (77.5%)
  - Morden tram southern access to Dorset Road (67.44%)

- xxiv. Schemes that respondents either 'disagreed' or 'strongly disagreed' with were
- South London workplace parking levy and Crossrail 2 (30.23%)
  - Freight consolidation facility/Wimbledon central collection (25%)
  - South London workplace parking levy (39.02%)

**Q27. Do you have any other comments on the draft LIP3?**

- xxv. Comments varied for this question, the comments received falls under the following headings
- Tackling air quality
  - Parking outside schools
  - Lack of parking spaces and poor parking enforcement – (examples given)
  - Improvement needed to encourage more people to cycle and walking in Merton – (examples given of locations)
  - Road safety concerns (examples given of locations)
  - Speed limits in the Merton (examples given of examples)
  - Transport connection between the east and west of the borough is poor (examples given)



Figure 25: Comments received by letter and/or email

Draft Third Local Implementation Plan (LIP3) - Public consultation Comments Received		
The council undertook a public consultation on its draft Third Local Implementation Plan between the 1st March 2019 and 12 April 2019. The table below sets out comments received (by letters and email) together with a number of comments/actions linked to specific points raised. All comments were considered, but not necessarily remarked upon individually. This table sits alongside the online questionnaire results.		
Organisation/name	Comments received	Response/Action
Wandle Valley Forum	Support shift away from motor vehicles and reducing air pollution.	TfL is looking to rebrand cycle routes based around quality criteria. The council would support the Wandle trail being developed as a quality route. Reword relevant text within final LIP3 and modify plan 10
	Would like to see Wandle Trail designated a TfL Walk London Route.	
	Support for cross borough solution/approach to fill the Wandle Trail missing link.	Review LIP text to broaden scope of potential improvements/benefits.
	Alternative location suggested for bridge crossing.	
	Opportunity for cross borough co-operation to connect Mitcham Common to Beddington Farmlands. Links could include land west of the railway line to Bedzed development, enhancing existing permitted path to Beddington Park and Mitcham Common, Circular route around Watermedes and Willow Lane Industrial estate and new link across the Wandle between Watermedes and Bennetts Hole Nature reserve.	Consider as part of the cycle programme review/add to cycle plan.



	Support proposal for pedestrian improvements at Windmill Road/Croydon Road Crossroads.	
	Proposed Three Kings Piece shared path would be unnecessarily damaging to green space.	The council recognises the delivery issues and town green status. However, the adjacent section of road presents a hostile environment towards cyclists riding in the eastbound direction and any cycle facility would be particularly beneficial to less confident cyclists and represent a significant improvement to the current situation and to the wider public.
	Previous borough commitment not to tarmac any more town green	Any proposals would undergo stakeholder consultation before any decision is made to proceed. An alternative surface approach could also be explored Road space is limited. However this will be revisited to see if road can be utilised to provide segregated cycle lane. Revise cycle plan
	Concerns about potential stand-alone cycle scheme along the Wandle Trail and Morden Road. Proposals should serve all users. Greater clarity required on wider approach and design objectives	The current path is in very poor condition and proposed path would improve the experience for all user groups. The path originally expected to have a resin bound or chip and tar surface to be reviewed. Any proposals will undergo stakeholder consultation. Revise cycle proposals plan



Mitcham Cricket Green Community and Heritage	Object to Three Kings Piece shared path would be unnecessarily damaging to green space.	<p>The council recognises the delivery issues. However, this section of road presents a hostile environment towards cyclists riding in the eastbound direction and any cycle facility would be particularly beneficial to less confident cyclists and represent a significant improvement to the current situation and to the wider public.</p> <p>Any proposals would undergo stakeholder consultation before any decision is made to proceed. A softer surface approach could also be examined</p> <p>Road space is limited. However this will be revisited to see if road can be utilised to provide segregated cycle lane.</p>
	Support plans objective to get more people active and to reduce air pollution.	Support noted.
	A short trial using diffusion tubes suggests air quality may exceed European standards around the Cricket Green.	Report noted to be forwarded to air quality team
	A number of proposed measures/interventions are suggested, including:	The complete cycle delivery programme is being revisited as an outcome of the public consultation. This will include suggestions for additional routes. Suggestions for other measures/interventions will be considered by relevant officers, separate the LIP process.
	Heavy lorry ban on Church Road between Lower Green West and Benedict Wharf.	
	Re-configure roundabout at Lower Green West and reconnect to Lower Green East.	



Enhance road running along eastside of Cricket Green (shared space feel/character) in particular at Cold Blows and Cannons entrance.	
Improved pedestrian permeability in Mitcham Town Centre and Cricket Green, including: better crossing/reduced crossing times. New pedestrian links between Church Road/London Road and London Road Playing Fields, an improved pedestrian environment in Tramway Path, Church Path, Baron Walk and Cold Blows.	
Removing vehicle access to King George VI Avenue across Cranmer Green as proposed in the Mitcham Cricket Green Conservation Area Appraisal and Management Plan	
A requirement in all travel plans for schools and new development to demonstrate how they will contribute to improvements in air quality, and a commitment from Merton Council to monitor and enforce these travel plans.	The School Travel Plan 'Stars' accreditation scheme is set by TfL and focuses on encouraging children to travel sustainably, which also impacts on air quality. The Council is limited in the activities it can promote by the availability of resources and the willingness of schools to engage
Invest in a behavioural change programme to raise awareness of individual actions to improve air quality	The council would like to do more but is limited by the availability of resources.
Enforcement against idling cars and lorries which extends beyond any plans to act on idling outside schools	This is something the council is already looking to take forward.



	Community consultation over the location of a network of better designed (including reduced levels of light pollution) electric vehicle charging points in Mitcham as an alternative to the current process whereby Merton Council submits planning applications to itself ahead of any community engagement	Charge points need to be visible to users. The latest models also include additional light shielding. The charge points are owned and managed by private companies who submit any planning applications.
	Stronger pedestrian connections between Mitcham and the Wandle Trail and open spaces, including Willow Lane Industrial Estate	Improved pedestrian connectivity is a council aspiration for the area.
	Promotion of Mitcham Common as a source of health and well-being, including, healthy walks, Opening up the Ecology Centre as an affordable location for hosting community-led activity promoting health and well-being and management and planting along the fringes to filter particulates.	The council already helps to facilitates healthy walking groups in Mitcham. The Ecology centre sits outside the scope of this immediate plan. The development of green screens is something the council is looking to trial outside schools.
K. Davis	Supports improved walking routes through Morden Park.	A shared scheme is currently being completed along the south- eastern edge of the park. The council would like to provide additional facilities to further encourage walking and cycling
	Deterred from walking across the park because the park is very often soaking wet and muddy. There are no proper tarmac footpaths not drainage to adequately remove surface water from the grass / mud into the Morden brook.	
	Would like to see the installation of pathway from Bow Lane across the park to South Thames College to serve the new Morden leisure centre as well as Morden itself.	



	Recognises that some wish to see it “unspoiled” and “natural”, but more needs to be done to improve access to the park and the areas beyond.	
The John Innes Society	Broadly in support of most of the policies and proposals. Some are particularly welcomed.	Support noted.
	Support LO23 and 3.83 for the retention and replacement of street trees. However, concerned about tree management practices and that tree are sometimes un-necessarily lost	Maintenance of trees sits outside the scope of LIP funding. Comments to be passed to relevant council teams
	Support LO24 and 3.85 (SuDS). However, enforcement is often lacking. Inadequate street drain maintenance/practices also a problem.	Maintenance/enforcement sits outside the scope of LIP funding. Comment passed to relevant SUD and Highways officers.
	Support LO35 and 3,105 to introduce parking and physical controls to prevent buses being obstructed e.g. the K5 route is regularly held up trying to negotiate parts of Kenley Road	Support noted. Copy letter passed to CPZ team.
	Support 3.7 and 3.8 and 3.23. More paths to enable pedestrians to reach their destinations by direct and safe routes are welcomed. Opportunities arising from new development not always realised.	Support noted. Proposed guidance changes to the way transport assessments are undertaken for planning applications are undertaken may assess this aim
	Very strong support to 5.17. A pathway from Dorset Road to Morden Road Tram Stop.	Progress is currently linked to the progression of Sutton Link proposals.
	Support 3.52 to restrict traffic diverting through unsuitable residential streets, including in Merton Park.	Support noted. It is likely that physical/restrictive measures would be required to deter this practice without significant impact on residents.
	Support LO46. Noise and dust from construction sites. Developers should pay for street, verge and pavement repairs.	Note - Recovering costs to repair construction damage is already undertaken to some extent within the council resources available.



	Support 3.19 as more road crossing points are essential to encourage mobility. A good local example is the need for a crossing over Morden Road near the top of Dorset Road.	Noted - A crossing at Dorset Road has previously been rejected. The council would like to see improved cross facilities all along Morden Road.
	Car Clubs (LO14) and Cycle Hire are good ideas in principle, but they need to be numerous and available very near homes and places of work.	By late 2019 Merton should have in excess of 140 7kw charges. It is also developing a network of rapid chargers. Any cycle hire scheme would be predominately privately funded although some start-up funding may be available from other sources.
	Section 5 of the Delivery Plan - there is too much reliance on S106 proceeds. Many changes do not link to new developments. Others require enforcement, government finance, commercial promotion and better terms and conditions in outsourced contracts, coupled with monitoring and enforcement.	LIP funding is limited by the availability of TfL resources. The council recognises the current tight fiscal climate and is open to explore other possibilities of securing additional funding for transport projects.
Historic England	No objections raised	Letter noted
Merton Conservatives	Notes LIP aims/objectives and offers own group priorities and concerns with the draft LIP	Noted
	Concerned with ongoing cuts in LIP/other funding and its impact on the councils ability to deliver transport schemes, including Northern Line and District line improvements.	The councils LIP funding allocation is entirely dependent on TfL
	Similarly doubts whether car usage can be reduced without improvement to public transport	Noted.



Worried about any increased charges aimed at motorists e.g. ULEV, Workplace parking Levy, road pricing etc.	To help secure additional transport funding it is necessary to explore all potential funding mechanisms available to us.
Support review of traffic congestion hotspots, including re-phasing of traffic signals, innovative design to reduce delays and junction modifications. Focus areas might include South Wimbledon, Morden Gyratory, Mitcham town centre and Cricket Green	Noted - All the easy deliverable locations have been implemented. Extensive investment in Mitcham town centre has been delivered and officers continue to work with TfL to develop solutions for Morden town centre. A number of approaches to improve road safety and the walking/cycling environment at South Wimbledon has been put forward in recent years, but were unable to be progressed beyond the feasibility stage
Concerned about the effectiveness of ANPR cameras. Additional installation are not supported	ANPR cameras as not generally funded via LIP other than for specific purposes e.g. outside schools.
Outlines the importance safe well maintained footways that are clear of street clutter and level, especially where footfall is high to avoid trip hazards and accessible bus stops.	99.1% of Merton bus stops are now accessible. LIP funding cannot be used for general maintenance. New works need to be delivered to a good standard.
Would like to see greater engagement with Members, resident groups and other stakeholders from an early stage on safety schemes and initiatives/ideas.	Noted
Support walking and cycle infrastructure that moves cyclists off the road.	A more comprehensive and ambitious cycling proposals map is provided. Delivery would require significant additional funding.
Would support additional road safety officer	Noted



Support improve accessibility for public transport and step free access	Access for all bid for Motspur Park and Raynes Park Stations failed to receive DFT funding. Redevelopment issues existing for Wimbledon Chase Station.
Support for greater cycle investment, cycle storage and cycle hire scheme	More ambitious cycle proposals included. Delivery would require significant additional funding from TfL
Support more greening of local streets especially outside schools, high footfall areas and within new development.	Reference to green infrastructure/tree planting strengthen
Front gardens/green space loss should be minimised	This dealt with by Merton's crossover guidance
LIP funding should be used for borough wide gully/drains/sewer cleaning	Merton does not own the sewer system. LIP Corridor/neighbourhood funding cannot be used for routine maintenance works.
Support car sharing schemes and rollout of EVCP's - including lamp column and rapid chargers. Potential rapid site at Orinoco Lane to serve taxis. Over ranking by taxis needs exploring	Support noted - New car sharing providers are expected to start operating in Merton. The council would like to identify 2 rapid sites in Wimbledon town centre.
Support review of CPZ to ensure they meet residents needs and priced uniformly	The council needs to consider all policy options available to meet its objectives; including air quality, congestion and growth
More funding required for air quality initiatives, EVCP's, green infrastructure, anti-idling campaigns and better more liveable neighbourhoods.	The council's air quality team is taking forward anti-idling initiatives



Concerned about escalating Sutton Links costs. Potential to unlock Morden and north Mitcham with northern line at Mitcham. Preference for guided bus.	TfL are expected to present their preferred approach/choice of mode in the coming months.
More PT needed to meet modal targets, especially in the east of the borough. Support more electric buses and local low emission bus zone. Wimbledon Loop services and frequency needs improving	Note - this is already supported within the LIP
Support greater access in public parks to promote walking and cycling. LIP funding could also be used to upgrade playground equipment, provide benches/tables	LIP funding cannot be used as general funding pay equipment.
Largely in agreement with LIP3. Dock-less bike proposals must be better managed and regulated.	Noted - Potential London wide cycle byelaw is currently being pursued.
Suggestions made for better cycle access including Queens Road to Haydon's Road, Railway Path (between Little Waitrose and Metro Bank), overcoming stepped access by St Georges Road Car Park and cycle rails on footbridges across the railway and improved cycle provision at Wimbledon Station	Suggestions added to cycle proposals map where viable
Support last mile delivery solutions for Wimbledon Station.	Support noted
Do not support the extension of ULEZ beyond the South Circular.	Noted



	Support for anti-idling scheme in Wimbledon town Centre	Anti-idling proposals are currently focused around schools, but hope to expand further to other areas where this has been identified as a problem.
	Would like to see Rapid charge Stations in Wimbledon, including car parks	The council is currently looking for potential locations.
Merton Cycling Campaign	<p>Welcomes encouraging foreword with its support for walking, cycling, 20mph speed limits and vision zero. Other objectives such as bike hire, cycle parking, cycle training, cargo bike deliveries and liveable neighbourhoods are also supported. MCC are about the lack of ambition and the ability of proposals to deliver the necessary outcomes. Whilst acknowledging funding limitations MCC seek the following:</p> <ul style="list-style-type: none"> <li>• More ambitious targets for reduction in car ownership and driven km</li> <li>• A commitment to protected space for cycling on main roads within the borough</li> <li>• Reprioritisation of funding to create low traffic neighbourhoods, focussing on areas with a high concentration of schools.</li> <li>• Development of a larger high quality Liveable neighbourhood bid.</li> </ul>	<p>The LIP cycling proposals sought to recognise on-going resource and funding limitations. Funding from TfL programmes, such as Cycling and Liveable Neighbourhood is on a competitive basis. Bid assessment criteria typically aims to ensure that the widest possible audience and specific focus groups or growth areas are targeted. It also needs up front resource to compile bids, with no certainty of success. The illustrative map figure 10 has been extensively revised and now includes aspirational schemes as well as non-green space proposals. Existing facilities and longer term proposals to 2041 are also included. Delivery of the extended programme will require a significant uplift in both funding and staff resource during a period of budgetary uncertainty. Delivering cycle infrastructure is often hindered by physical conditions/land constraints/road widths/environment. Resistance from residents and a broad mix of other stakeholders can also hinder delivery. Whilst accepting the shortcomings, shared facilities often represent the best delivery</p>



		approach. The roll out of 20mph speed limits by 2020 will assist in making the entire road network safer. A separate meeting has been held with MCC to discuss revised proposals.
	20mph speed limits - Concern regarding the budget and deliverability. Wimbledon TC will be re-explored further in the programme	The delivery timeframe is based on progress to date easy where in the borough. Delivery Plan added.
	Doubts whether mode share target can be achieved within the funding available	Modal targets were set by TfL. London Councils have expressed similar concerns that without more funding targets are unattainable, especially in outer London Longer terms interventions principally relate to Major projects. The inclusion of more aspirational cycle schemes added.
	Cycle measures/actions/proposals included with the Local Plan and Air Quality Action Plan are not included within the LIP. Proposed measures insufficient to meet cycling target. Similarly pipeline projects from Mayors Cycle Action Plan not included. General disconnect of now proposal link together	Noted.



Cohen E	Supportive of better walking and cycling facilities, but raises specific priority issues/areas for improvement such as long waiting times a pelican crossings, difficult to navigate pavements and street clutter, difficult to navigate junctions, residents should also be able to walk to local shops and services. Street lighting should be more effective. Cycle routes are not always connected. Cycle paths also need to be better quality and wider for users. Potholes a hazard for cyclists	Comments appear to support the broad approach of the LIP with its emphasis on supporting walking/cycling and public transport. Most of the comments raise are covered in the LIP.
	<p>All stations and stops should be step free with lifts/escalators. Remove advertising panels from bus shelters as this can hide on-coming buses and other users to improve safety.</p> <p>Permit charges should be emission based. More polluted areas should be targeted with higher parking charges. Trade persons should receive concessions</p>	Appropriate changes made to the LIP in regard to step-free comments.
London Borough of Croydon	Parking - Would seek early engagement and consultation on any proposed CPZs in the vicinity of the borough boundary so we can cooperate to ensure there are no negative impacts or overspill onto Croydon's roads and if necessary coordinate the implementation of parking controls	<p>Merton Council welcomes Croydon Council support.</p> <p>Much to be welcomed in this response. In particular, the opportunity for cross work with Croydon on projects of common interest across a range of topic areas, including planning, cycling, walking, improving connectivity and delivering growth opportunities on the tram network and CPZ expansion.</p>



	<p>Croydon is lobbying TfL to undertake a comprehensive review of bus services in the north of the borough and would welcome working with Merton in order to maximise the benefits to both boroughs and services between Merton and Croydon. Croydon is promoting the development of more flexible demand-responsive mini-bus services in the southern suburban areas of the borough and would welcome coordination and joint working with Merton on any cross boundary routes.</p> <p>Croydon supports tram extensions and improvements to the tram network to accommodate sustainable growth as identified in the Trams for Growth Strategy, funded in part through the Croydon Growth Zone funding framework.</p>	
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	<p>The MTS and Draft London Plan both identify the potential for significant growth in the London Trams Triangle as described in Trams 2030 - Trams for Growth document. Specifically the report refers to 'Phase B – Unlocking the potential of the Wandle Valley' which identifies Wandle Valley East and Wandle Valley West each being able to accommodate 10,000 new homes.</p> <p>These areas border Croydon, Sutton and Merton and includes the areas of Purley Way and Beddington Lane estates. Croydon is considering developing a planning framework for the area and will be undertaking work to understand how the development and expansion of the tram network can support this potential growth.</p> <p>Croydon looks forward to working in partnership with TfL and Merton to expand and improve the Tramlink network to accommodate continued growth across South London. Croydon would welcome discussions with Merton and the South London Partnership on how traffic reduction strategies such as WPL might be secured as a way of funding the delivery of new public transport infrastructure between our boroughs.</p> <p>Support partnership working to improve connectivity and accessibility in the boundary areas of our boroughs particularly the Norbury and West Thornton wards.</p> <p>Looks forward to working with Merton to deliver safe and improved cycling connections between our boroughs.</p>	
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	<p>Croydon is also progressing the delivery of an electric bike hire scheme and would welcome working together with Merton to identify efficiencies of scale and share knowledge and resources to support the delivery of a scheme in both boroughs</p> <p>Dependent upon the successful outcome of our joint MAQF bid for the development of a Construction Consolidation Centre (CCC) in the vicinity of the A23 Purley Way corridor we look forward to working with Merton on these proposals. Croydon has already implemented borough-wide 20mph speed limit and is now in the process of considering implementation on sections the main road network. Would welcome discussions on the practicality of implementing 20mph on Mitcham Road.</p>	
Living Streets	<p>The foreword to the LIP includes encouraging statements about reducing vehicle journeys, discouraging people in cars from using them, support for Vision Zero, and claims the LIP “focuses on delivery of tangible improvements for walking and cycling”.</p>	Noted
	<p>The actions and targets set out in the LIP fall far short of delivering.</p>	<p>The actions are consistent with the MTS. Outcomes indicating targets were set by TfL</p>



	<p>The LIP3 also proposes developing features that directly or indirectly promote cycling and walking, including the highly desirable Borough-wide 20 mph (albeit it is being “rolled out” without consultation or timetable, and in a piecemeal fashion in vastly the most expensive way.)</p>	<p>20mph speed limit rollout is proceeding within budget and programme. Delivery phasing plan added.</p>
	<p>Other features promoted as formal ‘Objectives’ are Liveable Neighbourhoods and Vision Zero. A Healthy Streets Policy and Permeability are mentioned as desirable.</p>	<p>Noted</p>
	<p>LS is concerned that the LIP as drafted does not comply with TfL’s requirements for this document. There is little in the LIP3 in terms of practical actions or programmes that demonstrate that Merton will reach the ambitious goals set out in the Mayor’s Transport Strategy. What proposals there are lack ambition and demonstrate a failure to grasp the objectives stated.</p>	<p>The council’s ambitions and potential proposals have been reviewed and extended, particularly in terms of cycling measures. The LIP seeks to reflect what is realistically deliverable, many actions are dependent on resources coming forward.</p>



	<p>The targets set fall significantly short of MTS requirements with just a 5% fall in vehicle km (against a mayoral target of 10-15%, with the largest reductions needed in outer London boroughs such as Merton). Likewise, just a 5.5% reduction in car ownership is forecast by 2041 – again this seems unambitious for a borough where car ownership is above the London average. Merton seems to be ignoring Climate Collapse and the need for Clean Air.</p>	<p>The borough outcome targets were set by TfL. MTS targets are pan London</p>
	<p>There is a particular lack of ambition in the list of “cycling-related infrastructure that could be developed”. This includes a crossing that would require people on pedals to dismount and a series of shared use paths. Shared paths provide a poor experience both for those cycling and those walking. People on pedals dismounting are unable to do this if they have restricted movement; if they can dismount they present an unstable hazard to themselves and other people. On adapted tricycles and cargo bicycles it’s just not going to happen. We know that Merton people have a poor falls experience.</p> <p>Merton should not waste time, money and resources where it is ineffective for most people, especially if it is to encourage a significant shift away from car use.</p>	<p>The councils cycling proposals have been reviewed in partnership with cycle groups. The deliverability of measures often requires a compromise between the needs of vested groups, environmental considerations and protecting historic sites. This sometimes limits what can be delivered.</p>



Living Streets	We acknowledge that funding is limited but additional funding for ambitious projects is available through TfL's Liveable Neighbourhoods programme.	
	<p>The LIP needs to be revised to include:</p> <ul style="list-style-type: none"> <li>• More ambitious targets for reduction in car ownership and driven km</li> <li>• A commitment to segregated space for cycling on main roads within the borough</li> <li>• Reprioritisation of funding to create low traffic neighbourhoods, focussing on areas with a high concentration of schools.</li> <li>• Development of a larger high quality Liveable Neighbourhood bid.</li> <li>• Abandoning cyclist dismount signs.</li> <li>• Getting rid of mayoral cars and paying a standard expense rate per mile travelled in the Borough, regardless of transportation mode.</li> </ul>	<p>Merton's targets were set by TfL</p> <p>Physical limitations limit where this can be achieved</p> <p>Funding is set aside to reduce traffic around school and to improve road safety. The council is required to deliver a mix of outputs</p> <p>This is planned for 2019</p> <p>The council must observe legal requirements</p> <p>The council is currently reviewing its travel plan</p>
	A commitment to urging TfL to reduce waiting times at signal controlled crossings, as TfL are doing elsewhere. The old and infirm shivering in poor weather as they try and cross roads near Morden and Wimbledon Stations is a disgrace.	TfL is currently looking at crossing times. The council would support longer crossing times



	<p>More detailed comments on the proposals within the draft LIP3:</p> <p>20 MPH -The Borough-wide 20mph is to be delivered by 2022 for a budget of £530k; whether this budget is adequate seems doubtful. The Wimbledon Town Centre 20mph zone/limit is disgracefully understated and consequently ineffective.</p> <p>TARGET SHORTFALL: Historically the Borough has insisted on spending money in ways which involve the least number of local residents or businesses. A story of spending most where the least number of people will benefit? Croydon Road? Green Lane – Lower Morden?</p>	
	<p>The Borough should concentrate on making it pleasant for people to walk (or pedal) around the Borough. It should improve things for residents and businesses if people could get around pleasantly from open space to open space, creating a Green Necklace and a year round Tourist effect, not just in Tennis Week in Wimbledon.</p>	
	<p>Getting to Vestry Hall, or any civic jewel, should be a delight, not a nightmare, whether you are on foot, pedal or mobility scooter. The population is ageing. The life expectancy differential East/West is shocking.</p>	
	<p>This LIP does not have a programme for delivering a safe and pleasant joined sustainable travel network.</p>	



	<p>It should demonstrate an argument that for a safe and pleasant cycle network across the Borough a programme of infrastructure improvement is needed in line with Merton's Air Quality Action Plan Action 25 &amp; 26.</p>	
	<p>Without a programme, when the LIP claims it will be helping to open up places, historic sites and public transport to everyone', these are just empty, un-aspirational words.</p>	
	<p>INADEQUATE PROPOSALS FOR 'INFRASTRUCTURE SCHEMES' -Item 5.40 of the LIP lists 'Cycling related infrastructure schemes' and suggests that there are others, but these (listed below) are the total included in the LIP. Merton Living Streets has arranged them in an order that might prove logical if a Borough cycling infrastructure delivery plan existed.</p>	
	<p>But this limited list, although welcome, reflects a LIP that is not backed by a conscious programme of installing bicycle infrastructure. So the LIP3 list displays a markedly inefficient way of meeting delivery targets.</p>	



*The pedestrian phase at Windmill Road/Croydon Road junction.* This is claimed to complete a 'cross-borough route' but it is purely a disconnected section that crosses the Borough boundary with Sutton.

- Commonside West – shared-use path on town green. [LIP Fig.10 Potential Cycle Paths]. This is an important link in creating the real 'cross-borough route' of the previous item. If programmed as such it would then be benefitted by Merton's Liveable Neighbourhood scheme if the Western Road Corridor option is chosen.
- Lavender Park (Western side) path upgrade and potential widening [LIP Fig.10 Potential Cycle Paths]. This also relates to the two items above being potentially part of the same cross-borough route, if programmed for interconnection as such. There is no mention of it being converted to shared-use.
- Figges Marsh-Widening of existing path and conversion to shared-use [LIP Fig.10 Potential Cycle Paths]. This in isolation appears not to be part of any wider connectivity strategy.
- Path Improvements between Whatley Avenue and Grand Drive [LIP Fig.10 Potential Cycle Paths]. (Note that Coppice Close and beyond is not mentioned!) This could be part of useful extension of the Colliers Wood to Wimbledon Chase Quiet way.
- Bushey Road (just west of junction with Martin Way) Convert footway to shared-use path. This is



	<p>necessary to complete the Bushey Road shared-use path, and may have some justification in relation to the Quiet way of the item above. Is it emblematic that the cycling provisions along Bushey Road pour people on pedals back into the busy road? No wonder people think cycling is dangerous! It's not cycling or walking that's dangerous it's the motor vehicles.</p> <ul style="list-style-type: none"> <li>• Bushey Road Toucan crossing. This could be beneficial if programmed as part of a Raynes Park/Morden connectivity strategy. And the crossing timings for pedestrians should always be noted locally.</li> <li>• Extend the path from New Malden to Raynes Park via West Barnes Lane. This completes Kingston's 'Mini-Holland' link to Raynes Park, although to continue cycling through Raynes Park requires engineering works.</li> <li>• Cannon Hill Common – Introduce a shared-use path across the common. We have highlighted the inadequacy of LIP Fig.10 'Potential Cycle Paths', but as a green space connection this might be expected to be on it.</li> <li>• Introduce wheeling ramps across various footbridges. This is of benefit to standard bicycles, but not to non-standard bicycles, cargo bikes, shopping trolleys, mobility aids, mobility scooters, pushchairs or wheelchairs.</li> </ul>	
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	To get more people active, to reduce air pollution and to promote healthier lifestyles, the council intends to prioritise the delivery of improved walking and cycling facilities.	
	To this could be added that walking improves productivity and gives freedom to travel cheaply. However LIP3 seems to favour interventions which it says 'discreetly nudge people's behaviour ... indirectly promoting' the benefits of walking and cycling.	
	The Objectives for Car clubs and Electric vehicle charging points come into this category. There is no provision for, or encouragement to people on/in mobility scooters, wheelchair tricycles, wheelchairs, e-bicycles, electric assisted delivery cycles and tricycles to recharge their vehicles, when there are clear Public Health gains to be made by encouraging more activity. There is no technical reason that these important and growing users and uses are ignored in the charging points programme.	
	LIP3 lacks a formal Objective of providing a safe and pleasant Borough walkable/pedal able network backed by a current and longer-term delivery plan.	
	87% of people owning a car also own a bicycle; 100% of people have access to at least one pair of shoes.	
	All of Merton would win socially, healthily, and economically if Merton were somewhat more emphatic with its proposals.	
	Merton's LIP3 not only needs to define a Network Infrastructure to meet its targets but also needs to sign up to the recognised quality expected, i.e. a safe and pleasant Borough cycle network to Continental standards, which:	



	<ul style="list-style-type: none"> <li>• is safe and pleasant end to end (borough boundary to borough boundary); (one criterion for 'pleasant' is to have a good well-maintained surface without puddling and without chicane barriers)</li> <li>• Conforms to the latest London Cycling Design Standards.</li> <li>• Conforms to the Cycle Action Plan's Six New Quality criteria for cycle routes.</li> </ul>	
	Adopting LS and MCC suggestions will long term reduce the chronic cost of highway maintenance, and improve life for all.	
	I am deeply concerned about the way most of the roads in Merton are designed to be dangerous and hostile, and the pervasive prioritisation of the car	
	Absence of zebra crossings e.g.: on the Ridgeway, Wimbledon Hill Roundabout, Church Rd Roundabout and Arthur Rd Roundabouts make walking for children or with children virtually impossible.	
	It is terrifying cycling for adults and absolutely impossible for children	
	Rat-running is rife.	
L Marstrand-Taussig.	Merton Council needs to begin putting in place measures to enable (not encourage) people, especially children, older people or disabled people to walk or cycle	The design of most streets is representative of the way our towns and cities have evolved over many years, Merton is no exception to this rule and as you rightly point out the dominance of



<p><a href="https://wheelsforwellbeing.org.uk/">For many disabled an adapted bicycle is their most convenient form of transport (see https://wheelsforwellbeing.org.uk/ ).</a></p>	<p>the motor vehicle in all its forms is totally embedded peoples life styles, perhaps more so now with the rise of internet shopping, home deliveries and delivery apps for takeaways etc. Making the transition away from car dominated streets to one which puts people first (Healthy Streets approach) is in its infancy and will take many years to change public views. The Village Ward is a good example of the task we face, where car ownership is 1.4 vehicles per household. All your suggestions for improvement pedestrian and cycle improvements in your neighbourhood and beyond are equally commendable and will be passed to my traffic colleagues for consideration.</p>
<p>I've read the Future Wimbledon Masterplan and I could not see much mention of cycling (perhaps I have missed it?) despite the high cycling potential</p>	
<p>The Propensity to Cycle Tool (PCT) indicates cycling for commuting and school could be 20-40% in Merton rather than the current 2-9% (based on Census 2011)</p>	
<p>Wimbledon has enormous cycling potential as shown by these images generated from the PCT (Note plans omitted from this summary)</p>	
<p>I provide some comments on the LIP3 below.</p>	
<p>MTS Policy 2, proposal 7 - "Too many parents still choose to take their children to school by car increasing congestion on the road network and in close proximity to the school, especially during the morning and evening peak"</p>	<p>The LIP3 consultation have specifically highlighted that our initial cycling proposals needed to be strengthened and a number of meetings/discussions have been held with representatives Merton Cycle Campaign to review opportunities across the borough. These will be incorporated within our 3-year delivery programme and future years programme.</p>
<p>This is a deeply unfair statement</p>	
<p>80% of adults are afraid to cycle in the UK. Merton Council has done nothing to allow/enable parents to walk or cycle - no protected on-road cycle routes, slow/absent crossings, and no continuous footways.</p>	



Merton has given people little choice but to drive their kids to school through pursuing dated highways design, multi-lane roads and car-prioritising roundabouts, junctions, side roads and roads.	Funding for cycling measures comes exclusively from Transport for London. Additional funding beyond our formula based LIP allocation is typically on a competitive basis with other London Boroughs.
Parents, and particularly students should not be blamed for being afraid.	Requirement often cite assessment metrics or target groups, where the Merton scores poorly which can place us at a disadvantage. I totally agree Merton has a lot of cycling potential, however funding is typically targeted at inner London areas where the cycling potential is even higher and therefore delivers greater value for money.
Parents cycling with children have the added responsibility and fear for the lives of their children on the hostile roads which the Council has created.	
Those caring for children (usually women) are compelled to devote much of their time accompanying kids to school and formal activities.	
Many of Merton's car trips could be avoided if your roads were properly designed for children to independently participate in public life.	There are around 78,000 cars in Merton and rising. This pattern of vehicle ownership is deeply entrenched and will not change overnight. Similarly the cost of expanding public transport to remove the need to own a car is very expensive. Our policy approach accepts that changing people lifestyles cannot happen overnight and the need to bring people over to our ideas over time and physical practicalities.
3.23 Alongside the traditional footpath network there is a network of public rights of way (PROW's) and other routes through local green spaces that are not used to their full potential	
Please see my attached report on this. There are ROW but invariably in Merton where they cross motor traffic routes you have to give way to the car.	
Merton needs to reverse this so the priority is with those walking or cycling (using a zebra or parallels crossing)	We all know our streets are more congested during the school term. The reasons for parents driving their children to school by car



Wimbledon Common needs filtered permeability and crossings	<p>are numerous including, lifestyle choices, stranger danger, road safety, school location and lack of time. Many schools have a very high percentage of pupils walking, whereas others experience much lower numbers. Safety and health education through the children can lead to changes in travel patterns.</p> <p>The LIP picks up on the need to try new approaches such, as filtered permeability, continuous footways and more crossing facilities at busy junctions. Similarly, it is illegal to cycle along most PRow's and many of our green spaces. Therefore the council has to tread carefully and balance the needs of both pedestrians, people with mobility needs and cyclists when developing new routes.</p> <p>Enforcement of engine idling and part time road closures outside schools is a relatively new approach to pollution management. As this develops there will be opportunities to tackle other locations and schools.</p> <p>Merton is on course to deliver 140 EVCP's by the end of 2019 all sites maintain minimum widths required for people with mobility issues. As you suggest some future sites may indeed require buildouts, although this can cause</p>
Also the walking & cycling route next to Wimbledon/Raynes Park train line is a potentially good route but no connectivity making it unusable for children: it needs a parallel crossing at Lower Downs Rd.	
3.52 <u>LIP3 page 35</u>	
I hope this is an error "The council will work with residents to investigate and implement measures to reduce through traffic on local roads, including measures, such as filtered permeability schemes where access is restricted to <i>cyclists</i> " - hopefully Merton means restricted to motorists??!!	
Basic things like modal filters are long overdue in Merton, they are very cheap, easy to trial and need to be installed area-wide.	
It's currently virtually impossible to walk or cycle given the hostile environment	
As per my earlier point I'm concerned that LIP3 says "encouraging students to choose more sustainable ways to travel to school and to avoid more heavily polluted routes"	
Most people don't need to be encouraged to cycle, rather Merton Council needs to provide roads which enable/allow walking and cycling.	



	<p>'Encouragement' won't help if the Council is not putting in modal filters, protected cycle routes, continuous footways, parallel crossings - the basics to prioritise people and protect them from the threat of motor vehicles.</p>	<p>other issues. EVs are a lot cleaner than combustion vehicles and private vehicles will be with us for many more years.</p>
	<p>3.56 MTS Policy 5, proposal 19:<a href="#">LIP3 page 35</a></p> <p>"Deep-rooted dependency on private cars through targeted interventions too discretely (discreetly?) nudge people's behaviour in a positive way including promoting the negative impacts of car ownership such as air quality and greater promotion of the health, social and well-being benefits of walking and cycling" - really, "promoting the negative impacts of car??" People well understand that cars are bad for health.</p>	<p>Taxis provide an important public service and are considered to be part of the public transport mix. Apart from the short section road link Alexandra Road to Orinoco Lane Wimbledon Taxi ranks is under the control of South Western Railway and Network Rail. Back in 2012 the council undertook a major public realm scheme in Wimbledon, which removed all but operational vehicles from in-front of the station to create a better pedestrian environment and improved crossing facilities. Improvements beyond this will take a major regeneration/station redevelopment scheme, such as envisioned for Crossrail 2.</p>
	<p>Residents need to be enabled to walk and cycle; that requires the Council to act by building protected cycle routes, crossings etc.</p>	<p>In terms of your final 2 questions</p>
	<p>No amount of leafleting and nudging is going to get a mother to cycle with a child if it means mixing with HGVs - Merton Council and members need to begin by changing their car-prioritising highways design approach.</p>	<p>1) The revised cycle proposals and delivery programme maps out proposals for the need 3 and beyond. I would add however, that schemes beyond 2019/20 are unfunded.</p>
	<p>If you build for cars, people drive</p>	<p>2) I understand that my cycle colleague is looking at a potential contraflow cycle lane for Lingfield Road, subject to statutory public</p>
	<p>If you build for cycling, people cycle</p>	



Again, it is the Council which has largely created the car-dependency by failing to offer any alternative.	<p>consultation.</p> <p>There are some encouraging signs in people's views, especially in respect to the health impacts of air pollution and the need to exercise more. Hopefully this will make our task in shift people views that bit further to car ownership and use in favour of more sustainable modes</p>
You don't need discreet nudging or coaxing (p35), you need protected cycle routes, more crossings and so on	
"MTS Policy 6, proposal 27: The council will continue to explore opportunities to limit engine idling through driver education and health and air quality initiatives. These might include making anti-idling traffic management orders supplemented by enforcement action days. Where sites experience particular problems or where persistent offenders are identified the council will explore the viability of introducing physical measures to restrict access during school start and finish times"	
Even where there are no serious air pollution problems all schools in Merton should have permanent restricted access by vehicle to allow students to travel on foot, scooter and bicycle	
MTS Policy 7, proposal 32, 33 and 34: Merton is putting EV charge points on the footway to the detriment of pedestrians esp. those with mobility scooters or pushing buggies, or encumbered with young children	
EVs should not be installed on the footway but on highway (build-outs if necessary)	



	EVs also produce Particulate Matter which is harmful to human health, cause road casualties, ill-health etc so should not be seen as a panacea	
	MTS Policy 10, proposal 50: Significant over ranking by taxis is already a problem at busier stations, in particular at Wimbledon Station, - this area needs to be made free of all motor vehicles.	
	It's a very trafficked, unpleasant place for shopping or spending any time in	
	Take a leaf out of Kingston Council's book.	
	Kingston has created a pleasant, largely pedestrianised/cycle-able centre and is reaping the rewards with a flourishing local economy	
	I would ask that your LIP3 and Future Wimbledon Masterplan are clearer on their plans for walking and cycling given the enormous suppressed demand.	
	1. Do you have strategic cycle route plan for the next 3, 5 or 10 years mapped out for the public to see? This would normally include strategic routes, residential routes, and green routes.	
	I can't find one online	
	2. Please can we have a "no entry except cycles" sign on the north end of Lingfield Rd?	
	It's a straightforward TRO, cheap and quick to do.	



	When can this be implemented so that I, along with dozens of others, do not have to cycle illegally down it to get home?	
Merton Park Ward Residents' Association	For our members securing level access from Dorset Road to Morden Road tram stop is the top priority in LIP 3.	As the issues become clearer on Sutton Link the council will better understand the best way forward. Some infrastructure would be required on the existing stop. From previous discussions with TfL this a deliverable scheme, subject to the missing triangle of land being secured and legal consents. In the meantime the council will explore suring the missing piece of land.
	5.17 Morden Road Southern Access – MPWRA has long been calling for the opening of level access from Dorset Road to Morden Road tram stop. This would bring significant benefits to the many residents who live in Dorset Road, Morden Road, Daybrook Road and beyond. At present they face a long detour from Dorset Road around Park Community School and over the Morden Road bridge to descend a steep flight of steps to the east bound platform. Wheel chair users face a further 400m detour to secure access via the slope down from Parkleigh Road. With most of the route from Dorset Road already safeguarded, the distance remaining to the westbound platform is no more than 10m, and the cost of completing it is minor (£20,000).	
	Completion of the link would bring immediate benefits and should not be predicated upon the Sutton Link, which is currently unfunded and not scheduled to go ahead before 2022 at the earliest.	



	<p>MPWRA is broadly supportive of the objectives set out in LIP 3, and offers the following comments on specific policies:</p> <p>LO 11-12 Walking is accessible for everyone, whereas cycling can pose challenges, especially for the elderly. MPWRA supports efforts to improve the legibility of the Public Rights of Way (PRoW) network, and to promote safe routes away from busy roads for children to walk to school, and shoppers to reach local centres.</p>	
	<p>LO 14-15 MPWRA supports the growth of car clubs, which have yet to achieve the level of visibility needed to give residents the confidence a car will always be available when they need it.</p> <p>As the largest employer in the borough, Merton council has a responsibility to explore car clubs as an alternative to staff using their own vehicles. Consolidation of staff from outlying offices into the Civic Centre is putting pressure on parking provision around Morden town centre that must be addressed in the refresh of the staff travel plan.</p>	<p>A number of new operators are interested in operating in Merton, which will further expand scope for staff to give up their own vehicles</p>
	<p>LO 19-21 As with car clubs, so with charging points for electric cars – visibility is key to persuading car owners to switch from fossil fuels to electric power.</p>	



	Existing powers to curb engine idling should be used far more readily than they are at present – enforcement alongside driver education.	Many councils are taking their first tentative steps on the enforcement of engine idling. The councils approach is expected to develop as we gain experience and if successful rolled to additional schools.
	LO 40 MPWRA supports measures to improve frequency and reliability of services on the Wimbledon Loop, which affects our residents using Wimbledon Chase and South Merton stations. TfL taking control of outer London rail franchises would help to facilitate this.	This is supported by the council
	LO 46 Air pollution and noise nuisance from demolition works and vehicles delivering materials to construction sites contribute significantly to air toxicity and harm the street scene in parts of Merton Park Ward, so MPWRA supports use of the planning system to mitigate these impacts during construction – coupled with effective enforcement.	For complex of constrained sites the council typically requires applies planning conditions requiring cleaner machinery/plant, dust suppression and construction logistic plans.
	LO 48 The regeneration of Morden town centre presents a once only opportunity to reduce the dominance of through traffic and improve air quality by creating a public realm more oriented to the needs of pedestrians and cyclists. The Sutton extension and better access to Morden Road (nearest tram stop to the town centre) are key transport improvements that will help to achieve this.	



<i>N Schofield</i>	The consultation was little known of and I have no idea how you publicised it – it's long at 102 pages and since many residents only found out about it today, responses (like mine) will be rushed	The public consultation commenced on 1st March across a range of media platforms and lasted for 6 weeks, with around 120 responses been received.
	The consultation document is, like many previous ones e.g. Future Wimbledon, very poor quality. It is riddled with spelling and grammatical mistakes which makes the meaning of sentences unfathomable. It also has factual mistakes e.g. names of roads (Philips Bridge vs Phipps Bridge & Abbey Primary School vs Merton Abbey Primary School). This implies it was written by someone with no knowledge of the area and wasn't proof-read. It is not a professionally-produced document. This means that residents have little faith in the quality of content/ ideas. It also means we cannot understand the meaning of some paragraphs to respond properly.	



<p><i>N Schofield</i></p>	<p>3.52 talks about “Rat runs through local streets across the borough”. Residents in South Park RD have been petitioning the council about this for many years now and met several times with Andrew Judge &amp; Stephen Hammond. We have kept records and signed a large petition. False promises from the council came, of course, to nothing. So I have little faith in the council now addressing this specific issue and believe it’s just posturing on behalf of the council again. The main culprit is actually skips and HGV’s based in industrial units near Plough Lane using 20mph Access Only areas as rat runs. Also, parents driving children to the local faith school as the catchment is very wide. Both users are easily identified. I have NEVER seen “Congestion caused by people cruising the streets looking for somewhere to park”. This is a complete red herring.</p>	
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	<p>I believe that Merton won money to use to set up a Mini Hollands Cycling scheme 5 years ago or so. I have never seen where this money has been spent. Indeed, for many years, the council talked about encouraging cycling through this sort of scheme then it was suddenly dropped and cycling has been ignored since the departure of Cllr Judge. Again, the suggestion that cycling will be prioritised is simply posturing with no solid plans. Many residents would welcome more thought being put into local cycling schemes.</p>	<p>Merton was not one of the boroughs selected by TfL for mini-Holland proposals. Over the past 5 years a significant portion of our LIP funding has been used to promote walking and cycling measures. Figure 10 has been significantly updated and extended to include more visionary proposals.</p>
<p><i>N Schofield</i></p>	<p>3.59 “Residents are protective of kerb space in their streets”. This patronising comment aimed at residents with cars (ownership necessary for all sorts of reasons), is unnecessary and insulting. If car ownership is truly unnecessary in this borough due to public transport efficiency, then why are Merton employees provided, free of charge, with parking permits which allow them to park wherever they like in the borough? Most residents have cars which they use occasionally where public transport doesn’t facilitate a journey e.g. visiting the countryside for walking, carrying heavy loads etc. Of course we walk/ cycle/ use public transport for short local journeys or to access London/ neighbouring towns. Cars are more often parked than in use and so produce no pollution most of the time.</p>	<p>3.59 deleted. The council is reviewing its own response to staff parking and reviewing its travel plan</p>



<i>N Schofield</i>	Second car owners should carry the burden of restricted kerbside parking, not first car owners	The council is reviewing all it parking options as part of a separate consultation the results of which are expected in the autumn.
	3.61 I do not believe that evidence is yet conclusive that electric vehicles are actually better for the environment as electricity is generated mainly through power stations.	Recent studies tend to confirm that electric vehicles are cleaner overall.
	3.82 & 3.83 street trees. if the council is serious in its love of street trees, it wouldn't just aim to "retain" existing trees but would aim higher with a positive tree planting program.	References to street trees have been strengthened, including reference to Capital Asset Value for Amenity Trees (CAVAT) assessment.
	3.84 If the council is TRULY concerned with flood management due to more severe & frequent weather events, then it would ensure that Veolia fulfils the roadside gulley sweeping part of its contract, to ensure that rainwater clears freely through drains. Unfortunately these are blocked by autumn falling leaves which aren't collected for the whole year. This problem is exacerbated by roadside litter left by Veolia, and uncollected fly tipped litter, which also blocks drains.	Limited by maintenance resources



<p><i>N Schofield</i></p>	<p>3.122 “Higher than necessary levels of on-site parking and/or unrestrained kerbside parking and loading can make for a unwelcoming street scene, which discourages community interaction, walking, cycling and public transport use. By limiting access to on-street parking permits and the effect management of kerbside space. When used alongside the Healthy Streets principles we can help create more environmentally friendly and safer places, where people want to live and socialise” This para makes no sense – see 2<sup>nd</sup> sentence. If the council is so against kerbside parking then one assumes they are open to more &amp; more residents paving over their front gardens to facilitate parking. I don’t need to stress how bad this is for the environment. Removing kerbside parking is also inequitable as it only affects those without room for parking on their own properties – e.g. larger houses in the Village.</p>	<p>To create nicer places for everyone the council seeks to rebalance our street for everyone and not just as parking places. Parking demand will be managed via more permit free development.</p>
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	<p>5.41 “School Part-time road closures (Experimental) – This is being explored at a number of schools where specific issues have been identified involving either air quality, congestion or danger reduction. Potential schools for include: · Merton Abbey primary School, High Path, South Wimbledon;” To identify Merton Abbey as an area of air pollution, congestion or danger, and then to have imposed a new Harris Academy high school on the same road, at the same time as the major regeneration of the High Path Estate frankly beggars belief. Plans for calming this immediate area are going to have to be much more significant than this if the council is genuinely serious in its concerns for children’s health.</p>	<p>The council is exploring a number of locations for part-time closures, if successful they are likely to be expanded to other schools.</p>
	<p>5.42 Cycle parking- there are already insufficient spaces for cycle parking in Wimbledon Town centre. If cycling is to be further encouraged then serious thought needs to be attached to the provision of more, and more secure, spaces. Also at major centres e.g. hospitals, doctors’ surgeries, libraries etc.</p>	<p>The council cycle proposals have been expanded to include a greater range of measures and wider aspirational schemes (figure 10)</p>
	<p>5.54 20mph speed limits. Are these now statutorily enforceable?</p>	<p>All speed limits can be enforced by the metropolitan polices as resources permit</p>



L Storey	This is a weak LIP submission and it compares poorly with many boroughs across London. It is disappointing that Merton Council – with three months longer than every other London borough – failed to even proof read the submission before submitting the draft to TfL. The document is riddled with spelling errors and typos e.g. for how long has Rayne's Park been spelled with an apostrophe?	
	Para 2.35: notes that modal share for walking, cycling and public transport are falling, yet the document does little to propose interventions that could achieve meaningful increases. I believe this document will do little to improve modal share for walking, cycling and public transport.	Cycle proposals and associated cycle related text through the document has been extensively revised. They also include comments received via a recent liaison meetings with MCC, consultation suggestions for new cycle routes as well as more aspiration



Para 2.40: “*an expanded network .. of cycle routes*” – the LIP3 submission fails to mention the quiet way schemes which TfL has given considerable funds to Merton to plan e.g. Colliers Wood – Morden – Sutton route, nor the east-west Colliers Wood – Wimbledon Chase route. The latter provided an interesting insight into Merton Council’s attitude to cycle route planning: the borough’s planning officers appeared to have little prior knowledge of TfL’s planning application to rebuild the wall on Merantun Way at Merton Abbey, and a Labour cabinet member even objected to it (also demonstrating his ignorance of cycling infrastructure by arguing that people riding bicycles are supposed to dismount and walk across toucan crossings – a traffic light crossing designed for cyclists).

ideas. The original proposals focused on green space areas and what could be delivered within the anticipated LIP funding. The council also plans to develop a Liveable Neighbourhood scheme around Pollards Hill, with the core aim of promoting walking and cycling. To accelerate the delivery of cycle infrastructure would require a major uplift in funding and additional staff resource. The council typically seeks to follow TfL’s design manual/quality standards. However, funding constraints and conflicting views from other consultees/stakeholders and legal obstacles often result in a compromise. The councils adopted approach reflects what can in reality be delivered. We also need to respect that in outer London the car will continue to play an



	<p>Para 2.42: good to see a link between health benefits and cycling/walking, especially in the east of the borough where health outcomes are relatively poor compared to the affluent west. However, this LIP3 submission doesn't actually propose anything useful. For example, in the east of the borough, Pollards Hill &amp; Longthornton, nothing is usefully proposed regarding better cycling infrastructure. Looking north from Streatham Vale, TfL cycle quiet way route 5 runs through Lambeth into Croydon, skirting the north side of the borough of Merton. Merton Council is missing a significant network planning opportunity to improve south to north/north-east cycle route to link to Q5 and onwards.</p>	<p>important role for some time to come and cannot be ignored.</p>
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	<p>Para 2.42 “<i>Colliers Wood, Wimbledon, Mitcham Rayne’s Park (sic), and Morden ... have significant potential for cycling trips</i>”. Yes, but this submission does not actually propose anything useful to achieve this in terms of better cycle network planning. For example, there is next to no safe cycle route from the south of the borough to Colliers Wood underground station (especially as the LIP3 document fails to mention once-proposed quiet way routes, as noted above). There’s no safe cycle routes direct to Wimbledon Station – everything ends hundreds of yards short, discriminating against people with impaired mobility and unable to push a dismounted bicycle for any distance. Morden’s cycle routes are a muddle of on/off pavement shared-use paths. Mitcham has received £17m of regeneration investment, yet the cycle routes southwards towards Carshalton give up at the duck pond and roundabout.</p>	
	<p>It’s all well suggesting opportunity, but this document fails to submit joined-up network proposals to turn those cycling &amp; walking opportunities in to reality. There’s not enough proposed to achieve the objective stated on page 81 of 29% of residents being within 400m of high quality cycle network by 2021.</p>	



	<p>Para 2.43 – is correct in that walking journeys are often hindered by busy, traffic dominated roads. But again, nothing is actually proposed to address this. For example, where's a proposal to reduce the number of two-stage staggered crossings, so that crossing busy roads is quicker and safer? What about increasing pedestrian priority (longer green-man times) at such crossings, so that local journeys on foot are not slowed down by non-borough motorists, e.g. along the A24 corridor? (The relatively new toucan crossing outside Colliers Wood library is good example - you can wait several minutes for a green-man). Every commercial and transport centre in Merton is blighted with a gyratory – other London boroughs are removing these. Merton rebuilt the one in Mitcham.</p>	
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	<p>I can't immediately see anything in the draft submission about eliminating rat-running traffic. For example, the Lavender Fields area between Western Road and London Road/Figges March is blighted with AM/PM rat-running, and this got steadily worse during the Mitcham regeneration works. Motorists will queue half-way down Lavender Avenue for 15-20 mins - with engines running - to access London Road or Western Road. As a result, there's a big disincentive to cycling and walking as the 20mph speed limit is routinely ignored outside rush hours. Some simple filters would stem the rat-running by non-residents and could make this again a nice, quiet low-traffic area to live.</p>	<p>This is the type of issue that a Liveable neighbourhoods scheme and healthy street indicators could start to address</p>
	<p>Transport planning in Merton is – and in this document continues to be – dominated by keeping motorised traffic flowing. And this has created huge disincentives to local, active travel.</p>	<p>Noted.</p>
	<p>Paras 3.10 &amp; 5.40 – I am struggling to make sense of the merit in figure 10, potential cycle paths. For example, in the east of the borough:</p>	<p>New map added (10A).</p>
	<p>Lavender Park path, from Oakmead Place to Prince George's Road – this looks like a disguised attempt to use LIP cycling funds to relay the brick path disrupted by tree routes. Whilst relaying the bricks would be nice, tweaking this path does nothing to improve network permeability.</p>	<p>Noted.</p>



	Figges Marsh path – similar to above, a request for funds to tidy up a footpath. Whilst nice, this completely ignores what is the primary cycle route from Mitcham to Tooting, which is along London Road (not the Figges Marsh footpath). Every year, the council seeks TfL funds to do something about the Figges Marsh roundabout – when will it propose a high quality cycle path that links Mitcham to Tooting and onwards on cycleway CS7?	
	Commonside West – an example of poor proof reading – “Security of State approval”, not the “Secretary”? Whilst a better cycle path would be desirable, the proposal fails overall as it gives up at the Mitcham duck pond/ roundabout. This only works if Merton Council continues to cling hold to the 1980s cycling infrastructure handbook that it has been using for 30 years, and users are expected to reach Mitcham using shared-use pavements and toucan crossings. We know from Walthamstow, Kingston, Enfield, LCDS and other investments what good cycle network planning looks like, and how roundabouts can be reengineered for cycle traffic. A 1980’s standard design will no longer suffice.	Following comments noted and appropriate changes made in line with the MTS.
	Some examples of things I was expecting in the LIP3 submission:	



	<p>Quietway routes – Colliers Wood to Morden via Morden Hall Park, and the east-west route to Wimbledon Chase for which TfL has been granted planning permission to rebuild the wall at Merton Abbey.</p>	
	<p>The Wimbledon to Raynes Park railway path – which is the old cycle route LCN208. Merton Council, Sustrans and TfL are in a real muddle as to whether this quietway route is finished, being built or not started. At the least, the dangerous crossing at Lower Downs Road needs to be addressed. Waiting another 15 years for Crossrail2 would be negligent.</p>	
	<p>On the east side of the borough, better cycle network links between Longthornton/ Pollards Hill to the Quietway 5 route which skirts the northern boundary with Lambeth and Croydon.</p>	
	<p>Mitcham to Tooting along London Road on Figges Marsh – it's the main cycle corridor, and could carry a lot of cycle traffic from south of the borough/ Carshalton with some simple interventions.</p>	
	<p>Cycling around the Cricket Green is a mess – there's a toucan crossing outside Vestry Hall (with illuminated bicycles) where cyclists are expected to dismount. This should be fixed, especially from an Equality Act point of view.</p>	



	<p>Colliers Wood needs better cycle network planning towards Mitcham. I've never seen anyone over 5 years old cycling on the shared-use pavements around Merantun Way – and I've never used them either. You need to create a better semi-segregated route south from Colliers Wood tube - it was proposed in the failed mini-Holland bid.</p>	
	<p>Mitcham Common – Windmill Road – needs to have a shared-use pavement upgrade to match those on Croydon Road and Beddington Lane. Otherwise, you're just admitting those new paths are to stop HGVs squashing cyclists on their way to the incinerator, rather than a genuine cycle network improvement.</p>	
	<p>Morden Hall Road/ St Hellier Roundabout – needs to be brought up to date with new cycling infrastructure. The 1980s style intervention is out-of-date, and pushing cyclists off a shared-use pavement back on the carriageway to navigate the roundabout is no longer acceptable. It's a primary cycle route, and arguing that cyclists can instead go round-the-houses on some half-funded quietway scheme isn't acceptable either. It is TfL TLRN and the council should push TfL to do better.</p>	



	<p>Following the death of a young man riding a bicycle along Wimbledon Common's Parkside a few months ago, this heavily used cycle route from Wimbledon to Tibbets Corner needs to be looked at too. It's a 30 mph road – frequently exceeded by motorised traffic – and has a high number of pinch-points at the informal island pedestrian crossings. In my experience, it's not an easy route to cycle in rush hour with slower moving motors. In free flowing, 30 mph motorised traffic, it is terrifying.</p>	
	<p>With AFC Wimbledon returning to Plough Lane and associated housing, the Plough Lane/ Gap Road/ Durnsford Road/ Haydon Road corridors need examining for the benefit of pedestrians and cyclists. The railway bridge on Durnsford Road is really poor for cyclists. I appreciate the bridge would be expensive to re-engineer but a camera-enforced 20mph limit would be a useful interim intervention.</p>	
	<p>On-street cycle hangers – nearby boroughs such as Lambeth have installed hundreds, using TfL funds. They're very popular – shouldn't Merton be pushing these confidently, especially in areas with lots of flats rather than houses?</p>	



	<p>(Jumping forward to objectives on page 81, I fail to see how the borough can achieve a target of 29% of residents being within 400m of a high-quality cycle network – an increase from 3% on the 2016 baseline. There’s nowhere near enough cycle network planned to achieve this. And to be clear, painting dashed lines advisory cycle lanes on roads, and shared-use pavements with the council’s well-loved “cyclist dismount” signs, won’t count towards ‘high-quality’ either).</p>	
	<p>Paras 3.14 onwards regarding school travel – it would be good to see school-cantered walking and cycle network planning, preferably as projects involving pupils, teachers and parents.</p>	
	<p>It would be helpful if Merton Council and MPS Merton actually enforced parking restrictions around schools e.g. the cycle path on High Path outside Merton Abbey Primary School is blocked every afternoon by pavement-parking parents waiting for their kids. What incentive is there to walk or cycle to this primary – or the forthcoming secondary school – when a few selfish parents are breaking road traffic laws to make it unattractive?</p>	
	<p>Para 3.75 – electric vehicle charging points – whilst desirable, can Merton Council do more to ensure these are placed in islands in the carriageway rather than on the pavement? Why should even more pedestrian space be taken away to benefit motorists?</p>	



	<p>Equality Assessment/ Environment Assessment</p> <p>These documents are disappointing, as they lack any meaningful narrative to justify the red-amber-green shading against individual initiatives. The assessments prepared by every other borough, that I've had time to read, did include narrative justification. It's another example of how Merton's submission is comparatively light-weight.</p>	Comments noted.
N Thompson	<p>- FIG 4 DOESN'T SHOW CORRECT ROUTE OF THAMESLINK FROM WIMBLEDON TOWARDS TOOTING AND BEYOND</p> <p>- FIG 7 DOES NOT MARK WIMBLEDON TO RAYNES PARK TO NEW MALDEN AS A POTENTIAL ACTIVE TRAVEL CORRIDOR</p> <p>- FIG 10: HUGELY UNAMBITIOUS. ALL MAJOR ROADS SHOULD HAVE POTENTIAL FOR PROTECTED CYCLE LANES.</p> <p>- DISAPPOINTING THAT MCC IS NOT ON LIST OF NAMED CONSULTEES</p>	<p>A lot of these comments are very pro cycling/walking and are therefore welcomed. Other comments of objectives tend to be supportive to some degree, but seek greater weight is given to scheme delivery. As such they reiterate the themes above calling for more demanding and aspirational cycling proposals. These for most part these been incorporated within a significantly updated cycle programme, Longer term schemes to 2041 and LO12A. Cycling text has generally been strengthened throughout. The provision of cycling facilities for new development is linked to the new Local Plan and adoption within the LIP of London Plan cycle parking standards and Healthy Streets approach. The council has limited funding from TfL and without a significant injection of new funding the programme will take time to progress. The council is supportive of a cycle hire scheme and is working with its neighbours, TfL and</p>



	<p>I think Merton Council should seek ongoing expert input from a cycling champion/expert/consultant. I note:</p> <p><i>“2.45 In order to meet the overarching target that 80 percent of trips to be made by active, efficient and sustainable modes by public transport, walking and cycling by 2041 will require a wide-ranging change in policy and delivery approach as to how we manage and operate the highway network to promote the necessary shift to sustainable modes.”</i></p> <p>This “change in policy and delivery approach” is not apparent in the document produced for consultation here, which lacks ambition, vision and commitment.</p> <p>This document also states an intention to prioritise delivery of improved walking and cycling facilities, encourage people to lead healthier lives and to reduce air pollution, particularly in the more congested parts of the borough. This is not reflected in the objectives, which are largely vague, non-committal and are likely therefore to be ineffective.</p> <p>If the Local Implementation Plan wants to deliver tangible walking and cycling improvements across the borough, measures to achieve this will need to be properly identified and funded. They are not.</p>	<p>London Council's partnership to put in place the necessary regulatory framework on a pan London basis to make this happen. The document and objectives need to be read as a whole with reference to other policy documents, such as the Local Plan to appreciate the full scope of our objectives. In other cases Merton's policies better reflect local conditions than outlined in the MTS or London Plan.</p> <p>Comments noted and appropriate change made in line with the Mayor of London Transport Strategy.</p>
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	<p>I would like to see this document make a stated commitment to providing properly protected space for cycling on all main roads, especially since Merton Council is the Highway Authority for the majority of roads in the borough.</p>	
	<p>Why? 2.38 “...<i>the fear of road traffic remains a significant deterrent for many potential (cycle) users...</i></p>	
	<p>Please consider my further comments under the following headings with some specifics beneath each: Protected cycle lanes throughout the borough in every direction</p>	
	<p>Guaranteed facilities for cyclists in every new development: secure parking, showering and changing facilities, storage for bikes and cycling equipment/clothing</p>	
	<p>Lots of cycle parking - secure on-street parking near people’s homes, visitor parking near shops and secure parking at stations, schools, offices, council buildings, community facilities</p>	



	<p>Every time a development requiring highways changes is submitted/approved, it should be an enforced condition that protected space for cycling is provided, proper cycle parking/safe storage is provided, and in the case of a business/office development that shower/changing facilities are provided for those wishing to travel to work by bike. This will be critical, particularly if Merton has the ambition to attract top-level businesses to a made-over Wimbledon town centre.</p>	
	<p>This might help improve the level of cycle commuting that takes place in Merton (currently – apparently - a pitiful 2.4% of trips) as well as: 2.35 <i>“the modal share of walking, cycling and public transport is around 58 percent showing a worrying falling trend”</i>.</p>	
	<p>It would help if planning/transport officers and PAC members were regular commuter AND leisure cyclists or took advice from those who are.</p>	
	<p>Remember that not all cyclists want to cycle a meandering, slower quietway: cyclists commuting to work generally want a faster, more direct, on-road route. Quietways are better suited to leisure and/or less experienced cyclists: they will be travelling more slowly and thus also mix better with pedestrians. Mixed-use paths/routes that are properly devised and signed should be encouraged.</p>	



	<p>A detailed, ongoing plan for a cycle network based on TfL's Strategic Cycling Analysis and a commitment to enough routes to fulfil the MTS commitment that 70% of residents live within 400m of a strategic, high-quality route is required.</p>	
	<p><i>“ 5.55 To support increased cycling the council is continuing to provide more cycle parking facilities, including non-standard cycle facilities and resignation of road space in areas of high demand.”</i>: What do you mean by ‘high demand’? Build them and cyclists will come! YOU need to drive demand.</p>	
	<p>We are lucky in Merton, in that every resident lives within 10-minutes bike ride of a town centre. It should be a council goal to ensure that from anywhere in the borough, a person wishing to cycle to the nearest town centre should be able to do so safely and easily. Electric bike hire will help in areas such as Wimbledon where the hills are a deterrent.</p>	



	<p>3.42 MTS Policy 3, proposal 9 (a): Road safety is the main concern for cyclists and indeed potential cyclists. Previously the council has rolled out a programme of area wide 20mph zones with traffic calming measures to physically reduce vehicle speeds, as well as localised 20mph speed limits outside schools. The best way to achieve better safety for cyclists is to provide protected cycle lanes. Simply expecting cyclists to do Bikeability then survive on fast, aggressive, congested roads is not sufficient.</p>	
	<p><b>CYCLE HIRE SCHEMES</b></p> <ul style="list-style-type: none"> <li>- in town centres</li> <li>- dedicated drop-off bays</li> <li>- electric bikes</li> <li>- last-mile/cargo bikes</li> </ul> <p>Council should be taking positive steps to encourage bike hire schemes, using all the above. Electric bike hire with a big promo should be carried out. E-bikes are great fun and perfect for older people.</p>	
	<p>Why not offer empty shops at low or zero rent to make this happen? Especially in less affluent areas where people are perhaps reluctant cyclists.</p>	
	<p><b>COMMITMENT TO REDUCTION IN TRAFFIC VOLUMES</b></p> <p>identify neighbourhoods for reduction in traffic volumes</p> <ul style="list-style-type: none"> <li>- re-engineer dangerous junctions</li> <li>- adopt 'school streets' policies in as many places as possible</li> <li>- actively promote non-car use</li> </ul>	



	<p>Identify specific named neighbourhoods (throughout the borough) where there is a commitment to reducing traffic volumes and re-allocating space from motor vehicles to other modes. This might be via designation as “low traffic neighbourhoods”, with area-based traffic reduction measures.</p>	
	<p>Redesign junctions in favour of walking, cycling and safety with traffic calming measures to ensure low speed entry to junctions, engineer out “splayed” or “flared” junctions (an example of this would be the junction of Haydons Road and Queens Road SW19), favour continuous pavement” or “blended crossing” treatments on side streets (e.g. Haydons Road/Haydon Park Road junction) to support walking and discourage speeding as well as illegal entry by over-weight vehicles.</p>	
	<p>SNAP plans should be brought in swiftly and widely. Talking about just one school per year shows utter lack of ambition or need for urgency in face of a public health emergency (pollution and childhood obesity).</p>	
	<p>Road closures in “School Streets” should be the norm: timed road closures around schools at drop off/pickup times. This would not only improve safety of pupils but would also deter parents from doing school drop-off by car, as well as deter people who live near schools but ‘commute’ their child to a more distant school by car. School admissions criteria should make it clear that if your child cannot arrive by sustainable means (on foot, by bike or via public transport), any application for a place will be frowned upon.</p>	



	<p>Private schools should be forced to demonstrate how they are encouraging sustainable pupil travel, discourage them from driving, encourage car shares etc. Students too should be educated in why it's better NOT to travel by car.</p>	
	<p>This statement at “3.57 <i>Although this can only be accomplished if the public are presented with realistic alternatives that recognise the short comings, gaps in public transport provision and individual lifestyle choices. This means that in the short term the car will continue to play a major role. This is especially true for cross borough trips and in areas poorly served by public transport</i>” is depressing as it suggest Council is resigned to the fact that ‘car is king’ attitude cannot be shifted. Why do cross-borough trips have to be by car? I always use a bus or my bike or a tram. Not difficult!</p>	
	<p>emissions and size-based charging for all parking including in CPZs</p> <ul style="list-style-type: none"> <li>• workplace parking levy for all businesses</li> <li>• huge rise in price for second, third etc resident parking permits per household</li> <li>• greening in CPZ area streets</li> </ul>	



	<p>Current plans to increase the cost of resident parking permits are unfair and ineffective: they will have no effect on desire or need for a first permit and no effect on air quality or traffic volumes. Emissions-based charging is however fair and would encourage move away from most polluting vehicles. Larger vehicles too should be charged more as they take up more space. Why a huge Nissan Navara does parked in my street that overhangs both ends of a parking space pay the same amount as a tiny Fiat 500? If Council goal is to reduce amount of roadside space consumed by vehicle parking, it should address these issues.</p> <p>Parking permits for every vehicle after first per household should be prohibitively expensive, I note: <i>“2.34 an increase in households with 2 or more cars (up to 18.6%)”</i></p> <p>Where CPZs exist, effort should be put into transforming the look of these streets, through introduction of park lets, greening and planted beds, and support for volunteer-based street greening schemes: <i>“2.48 Redefine the way our streets are laid out and used so as to encourage the take-up of more active and healthier lifestyles where people feel confident to walk and cycle in safety”</i>.</p>	
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	<p>HGVs and FREIGHT TRAFFIC</p> <p><i>2.47 Increased pressures for limited road space will need us to allocate space in a different way to meet often opposing demands and to accommodate freight and servicing needs. What does this even mean? Should be discouraging freight vehicles, especially HGVs, in areas that are increasingly residential, such as Plough Lane, Haydons Road North areas. Last mile and cargo bike deliveries should be favoured. Doing so will also help encourage more people to walk and cycle as roads will be less threatening.</i></p> <p><i>3.55 Similarly, where highways proposals are brought forward, consideration will be given to incorporating within the design the needs of existing freight activity to reduce the impact on other road users. I hope this means freight users will be forced to behave better, obey speed limits, stay off residential streets and respect vulnerable road users.</i></p> <p>WANDLE TRAIL/PLOUGH LANE AREA</p> <p>Immediate and specified action needed to protect and extend Wandle Trail as recommended off-road shared route for pedestrians and cyclists.</p> <p>Limit further industrialisation of this area given the increasing residential nature with thousands of new homes in former brownfield sites, including vulnerable people such as children.</p> <p>Take a tough line on HGVs: ensure they obey rules on speed, emissions, no-idling, restricted weight residential roads</p> <p>Ensure streets are safe for cyclists and pedestrians: at present, they are not both from traffic and air quality.</p>	
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Outcome 1: London's streets will be healthy and more Londoners will travel actively	
LO1: - SNAP PROGRAMMES SHOULD APPLY TO ALL SCHOOLS IN THE BOROUGH. ALL KIDS COUNT. ALL PARENTS CAN BE EDUCATED AND ENCOURAGED TO CHANGE HABITS; this should start from early years to ensure the message is embedded from day one	
LO2: - FOCUS ON DINGSURIAL USES IN THIS AREA, REDUCE HGV TRAFFIC AND PROTECT PEDESTRIANS	
LO3: - DON'T JUST BETTER CONTROL IT: LIMIT IT! WITH FIXED TARGETS!	
LO4: - BRING IN AN E-BIKE TRIAL FOR TENNIS FORTNIGHT. EXTEND IT RAPIDLY TO KEY SPOTS EG WIMBLEDON HILL, MORDEN	
LO5: - ADD IN THE WANDLE TRUST. REMEMBER THAT THIS WILL GENERALLY APPLY TO QUIETWAY/GREENWAY ROUTES: URBAN CYCLISTS ALSO REQUIRE HIGH QUALITY PROTECTED CYCLE LANE PROVISION ON ROAD.	
LO6: - NO COMMENT	
LO7: - BIKEABILITY ALONE IS INSUFFICIENT: CYCLISTS NEED A SAFE ROAD INFRASTRUCTURE.	
Outcome 2: London's streets will be safe and secure	



	LO8: - YES!	
	LO9: - NB NOT ALWAYS THOSE WITH A POOR RECORD THAT REQUIRE ATTENTION.	
	LO10: - NO COMMENT	
	LO11: - WHY NOT JUST IMPLEMENT THEM?	
	LO12: Aim to improve the safety and confidence of all those wishing to travel actively through the take-up of cycle and pedestrian training initiatives for adults and children. AND BACK UP WITH SAFE ROUTES THEY CAN USE CONFIDENTLY ALSO EDUCATE DRIVERS AND IMPROVE SIGNAGE	
	LO13: The council will promote and encourage the adoption of safer vehicles through its contracts and procurement processes NO COMMENT	
	Outcome 3: London's streets will be used more efficiently and have less traffic on them	
	LO14: Support the growth of car clubs, where this can be delivered in a managed way to facilitate the doubling of car club membership to around 10,000 members by 2022. NO COMMENT	
	LO15: - WORKPLACE PARKING LEVY SHOULD APPLY TO ALL EMPLOYERS INCLUDING THE LOCAL AUTHORITY. COUNCIL SHOULD PROVIDE BIKES FOR STAFF TO USE DURING WORKING HOURS, TRAINING AND INCENTIVES EG PAY PER MILE OF USAGE	



LO16: - HOW ABOUT COUNCIL WILL ADOPT THESE RATHER THAN JUST ALIGN	
LO17: - BUT ACCOMPANY THIS WITH GREENING/STREET REDESIGN INITIATIVES	
LO18 - BE MORE POSITIVE AND MAKE IT HAPPEN. PROVIDE SPACE AND IMPETUS	
Outcome 4: London's streets will be clean and green	
LO19: - THIS IS TOO FEW AND TOO FAR FOR MOST PEOPLE. NEED A FEW CHARGERS EVERY FEW 100 YARDS, ON EVERY STREET	
LO20: WEAK	
LO21: WHAT DOES THIS EVEN MEAN?	
LO22: - JUST DO IT!	
LO23: - WEAK! WE WANT AS MANY TREES, MATURE, BEAUTIFUL TREES, AS POSSIBLE	
LO24: - GOOD: CAN WE HAVE SOME AROUND PLOUGH LANE/HAYDONS RD NORTH AREA PLEASE	
LO25: - NO COMMENT	
Outcome 5: The public transport network will meet the needs of a growing London.	
LO26: - HAVE BUS PRIORITY MEASURES EVERYWHERE	
LO27: ENFORCE ANTI-IDLING	
LO28: The council will support TfL to trial the introduction of demand responsive bus services	



	LO29: We will work with TfL and other transport operators to improve bus connectivity in areas with low PTAL scores and/or potential for growth.	
	LO30: The council will work with TfL to enhance orbital and crossborough bus services that provide residents improved access to employment and local services	
	LO31: The council will work with train operators and Network Rail that the frequencies of services meet demand.	
	LO32: The council will lobby TfL and London Mayor to accelerate the rollout of electric or hydrogen buses in outer London.	
	LO38: The council will work partners and developers through the planning process to identify and lobby for the provision of step free facilities at stations in the borough, including Raynes Park and Motspur Park Stations THIS SHOULD ALSO INCLUDE HAYDONS ROAD STATION AND WIMBLEDON CHASE STATION	
	LO41: To use the planning system to encourage major new development to explore wider health issues associated with the local built environment, transport and air quality YES AND ENFORCE IT	
	LO42: - AND ENFORCE IT	
	LO43: - GET AN EXPERT TO CHECK THIS AND ENFORCE IT	



LO44: To use the planning system to promote permit free and lowcar development.	
LO45: To use the planning system to ensure new development meets parking and cycling standards as set out in London Plan. BETTER TRAIN COUNCIL OFFICERS AND PAC MEMBERS IN CYCLING FIRST PRINCIPLES	
LO46: - GET INDEPENDENT INPUT ON THESE ELEMENTS AND ENSURE THEY ARE HONOURED	
LO47: - MAKE SURE LOCAL RESIDENTS HAVE A SEE ON WHAT HAPPENS TO THIS FUNDING AND CAN SEE THE BENEFITS	
TABLE ST03 - Long-term interventions up to 2041: WHY NOT A SINGLE CYCLE PROG MENTIONED IN THIS TABLE?	
TABLE ST04	
“Cycle Routes” : TOO UNSPECIFIC AND NOT ENOUGH £££	



	<p>5.44 Air Quality Initiatives, the council will support the following initiatives through · Schools air quality audits at 3 sites (locations to be determined); · Non Road Mobile Machinery London20 wide project (Construction sites - match-fund £4K per year for three years; · Evaluation of traffic in one air quality focus area in Merton; · Extension of diffusion tube network. THIS ALL NEEDS TO TAKE PLACE ACROSS BROADER AREA</p>	
	<p>5.52 The council will continue to offer to a full range of bikeability training to both adults and children to increase personal confidence and safety, including for those who may wish to return to cycling after a long absence. This will run alongside other road safety education programmes. It would also like to trial pre-bikeability training for children with special educational needs to improve physical activity. BIKEABILITY IS JUST ONE ELEMENT; SAFE CYCLE ROUTES ARE KEY</p>	



Wandsworth and Richmond Council	We welcome the support for Crossrail 2 and the aspiration to complete the Wandle Trail “missing link”, both of which are included in Wandsworth’s LIP. We do not have any further comments on schemes in the three-year corridors and neighbourhoods programme, but look forward to being consulted at an early stage on any schemes brought forward during the life of the LIP that would have an impact on Wandsworth.	All the points raised have been reviewed a changes made as necessary. These include a review of cycle proposals and delivery programme, road safety programme added, overall aims strengthen to better reflect MTS objectives/outcomes. KSI map and 20mph speed limit programme clarified.
Transport for London	<p>Initial approval of the LIP will be a matter for the Mayor. There are many elements of the London Borough of Merton’s consultation draft LIP which are welcomed. However, our review has identified a number of matters we consider necessary to be reviewed and strengthened. Addressing these issues in full is required for the London Borough of Merton’ s LIP to meet the necessary standard we believe the Mayor would consider adequate for approval, in accordance with the conditions set out in section 146 of the GLA Act (1999).</p> <p>A summary of our key comments is as follows: Whilst the LIP contains many proposals aimed at encouraging sustainable transport use, the overarching mode share objectives need to make a stronger link to how they support reduced car dependency and encourage modal shift.</p>	Merton Council welcomes the comments from TfL and appropriate changes made to the LIP.



	<p>The borough is asked to strengthen Outcome 1 by providing more and specific details for its ambitions for cycling, in order to realise the potential for switchable trips.</p> <p>The borough's commitment to the Mayor's Vision Zero aim is strongly welcomed. Adopting this aim is critical to assisting the delivery of many of the MTS Outcomes. However, the borough is asked to provide spatial analysis of KSIs identifying locations with the worst record in line with the boroughs road danger reduction approach to inform delivery of schemes within the three-year programme.</p> <p>More detail needed on the nature of the measures that are to be implemented under each LIP programme in the Three-Year Indicative Programme of Investment.</p>	
Ward Councillor	<p>Following the Sustainable Communities Overview and Scrutiny Panel's discussion of Merton's Draft Third Local Implementation Plan. The councillor has reviewed the draft and is disappointed that although one of the objectives of the plan is to Improve accessibility and address the issue of</p>	<p>References to accessible stations and step free access strengthen, including reference to engaging with Network Rail and South Western Railway.</p>



	<p>social inclusion within the transport network; he cannot immediately see more detail on planned work with Network Rail and South Western Railways to improve accessibility at Raynes Park, Motspur Park and other stations.</p>	
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## Part B: The engagement

### 1 Introduction

- 1.1 The London Borough of Merton is required to compile with the consultation requirements of Merton's Statement of Community Involvement (SCI) (2006) and the Regulations (The Town and Country Planning (Local Developments) (England) (Amended) Regulations 2012) for the Stage 2 Local Plan consultation.
- 1.2 Regulation 22 of the Town and Country Planning (Local Development) England) (Amended) Regulation 2012 requires local authorities to prepare a Statement of Consultation setting out:
- i. Which bodies and persons the local planning authority were invited to make representations under the Regulation
  - ii. How those bodies and persons were invited to make representations under either of those regulations
  - iii. A summary of the main issues raised by the representations made pursuant to either of those regulation, and
  - iv. How any representation made pursuant to either of those regulations have been taken into account

### 2 How we consulted

- 2.1 The consultation methods used by officers were informed by Merton's Statement of Consultation (2006). However, since its adoption some engagement tools set out in the SCI have since changed such the use of and the impact of social media i.e. Facebook and Twitter. In addition, the consultation had a set of engagement approaches and/or aims, there were:
- Raise awareness
  - Consults and communicate



## Raise awareness

2.2

Formal written consultation letters and emails were sent to local residents, businesses, residential groups/organisations, stake holders for example the Environment Agency and NHS, transport groups and; other interested parties. As well as emails and letters the council also raised awareness by:

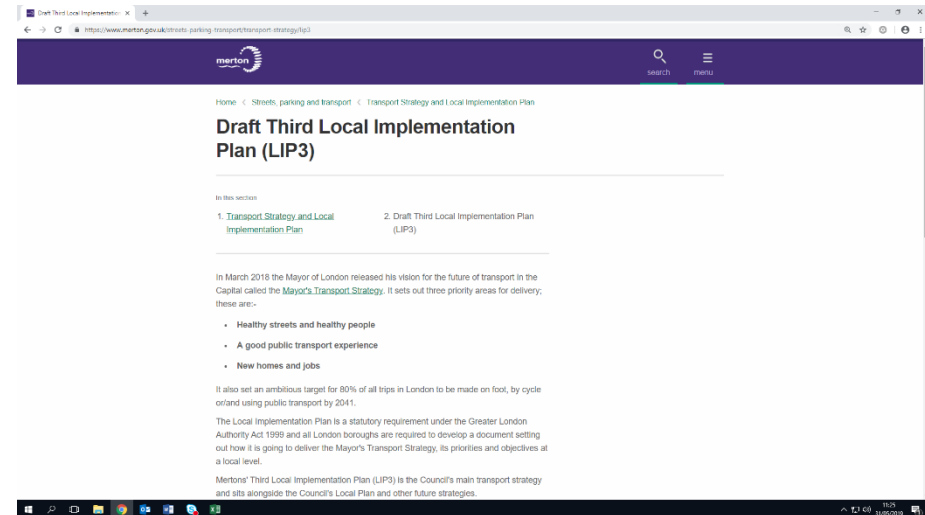
- A dedicated webpage with copies of the draft documents and online survey Monkey survey
- Officers and Councillors also highlighted and informed their audiences at meetings/events and their working networks about the consultation and encouraged participation.
- Notifications were sent from the council 'Get involved' consultation notification (only those who indicated that they were interested in planning related consultations, when they registered.  
<https://www2.merton.gov.uk/council/getinvolved.htm>)
- Every household in Merton were notified via three articles in My Merton, a magazine distributed to all 80,000+ residential properties in Merton contained an article on each of the draft Local Plan. The article informed residents of the consultation and gave information on how they could take part i.e. link to the dedicated website.

2.3

Paper copies of the documents were made available at Merton's reference libraries (Colliers Wood, Mitcham, Morden, Raynes Park, West Barnes and Wimbledon).

- Consultation details tweeted on Merton's Twitter account and information on the council's Facebook page, with reminders and updates sent at various stages during the consultation.
- Articles (online and hardcopy) in Wimbledon Time (local paper covering the whole borough).

### Raising awareness: contacting people to let them know about the consultation



- 2.4 Although every household in Merton receives the My Merton magazine (we have not been informed that is not the case) emails were sent out and the council dedicated social media coverage there were still many calls from respondents wanting to be notified on the consultations by dedicated correspondence to their household. Officers feel that this may have been exacerbated by the reduced scope of Merton's Local Plan consultation database which now excludes anyone who did not specifically reply to "*opt-in*" after May 2018 under the General Data Protection Regulations. Merton's Local Plan consultation database contains all residents, landowners, community groups, residents associations, campaign groups, business organisations and other groups that are either on Merton's Voluntary Services Council (MVSC) website or had specifically opted to be contacted for plan-making purposes. However individuals who may have wanted to remain on Merton's Local Plan database but, did not specifically 'opt in', means that under GDPR would not remain on the Local Plan consultation database. Resulting, in individuals would not receive a direct correspondence of this consultation and any other future consultations. In light of this it has become a practice to ask respondents if they wish to be kept informed of future planning document consultation. If they say 'yes' will add their details to the database. We will work to build up our database with individual contact while remaining GDPR compliant. That practise was adopted as part of the draft LIP3 consultation.

### **Community meetings**

- 2.5 This form of engagement based on past consultations is the most effective; however during consultation the council was not invited to any community groups or community forum meetings. However, when council officers did attend any community meeting on other projects, officers would inform the audience about the LIP3 consultation. A number of response noted that they heard about this consultation from community meeting or other council meetings/events.



## Appendix 1: Organisation consultation responses

The following section gives a summary of the response received. All individual responses can be found on the council's website via <https://www.merton.gov.uk/streets-parking-transport/transport-strategy/lip3> As well as responses from residents we received comments from organisations and groups.

- 20's Plenty for Us
- Croydon Council
- Historic England
- John Innes Society
- Living Streets
- The Licensed Taxi Drivers' Association (LTDA)
- Love Wimbledon BID
- Merton WARD Residents Association
- Merton Community Transport
- Merton Conservative group
- Merton Cycling Campaign
- Merton Tree Warden Group
- Mitcham Cricket Green Community and Heritage
- Mitcham Society
- Natural England
- Wandle Valley
- Wandsworth Council
- Wimbledon Society

