



Submission for

The Mayor's Cycling 'mini-Hollands' in Outer London Fund

THE MJ
2013
Achievement Awards
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Our Vision

The London Borough of Merton wish to be considered for the Mayor's 'Cycling 'mini-Hollands' in Outer London' fund. As stated in our bid for the first phase we have fully embraced the Mayor's Cycling Vision as an essential ingredient of the way people will live and work in the borough. We are committed to the transformation of our town centres and local neighbourhoods so that all residents can enjoy a better quality environment. We have set ourselves a challenging target of 10% modal share for cycling journeys by 2020, a large increase from the current mode share of just 2.0% -this may be challenging but we think that with this additional investment it can be achieved.

We have a record of delivering successful and award winning public realm regeneration schemes. We are beginning extensive regeneration projects in Mitcham and Colliers Wood, therefore this funding will focus primarily on Wimbledon, Morden and Raynes Park, ensuring improved connectivity by bike between all of our town centres to support a reduction in car use for local trips. Inclusion in the mini-Hollands programme will result in cycling becoming the mode of choice, and a catalyst in achieving greater integration of homes, schools, shops and places of work.

Merton is unique in a number of respects. It has a long and proud history; the home of the medieval foundation of Merton Priory and the 'Paradise Merton' home of Nelson and Emma Hamilton; while Merton Abbey Mills on the Wandle was the location of the workshops of William Morris and Arthur Liberty. Contemporary Merton straddles the urban and suburban; we have a relatively affluent west and a diverse east where life circumstances are inevitably more challenging.

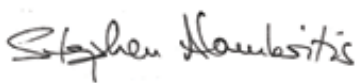
We have a number of concepts that we believe will exemplify the Mayor's Vision: the transformation of the borough's main town centre, the hubs and spokes of cycle routes feeding into major centres; a borough of many different flavours that can demonstrate the advantage of cycling to all; a borough severed by railways, where neighbourhoods can be reunited by new links; and by utilising the world renowned Wimbledon name as a show case for communicating what can be achieved!



Andrew Judge

*Councillor Andrew Judge,
Cabinet Member for Environmental Sustainability and
Regeneration.*

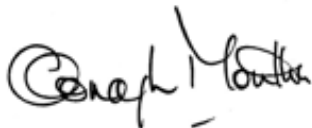
Merton's mini-Holland bid is supported by:



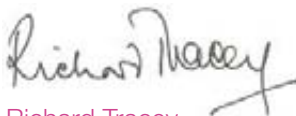
Cllr Stephen Alambritis
Leader of Merton Council



Cllr Suzanne Evans,
Leader of the Merton Coalition



Cllr Oonagh Moulton
Leader of the Merton Conservatives



Richard Tracey
London Assembly Member for Merton & Wandsworth



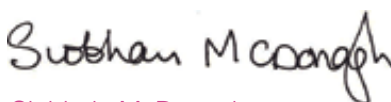
Cllr Peter Southgate
Leader of Merton Park Independent Residents



Stephen Hammond
MP for Wimbledon



Cllr Ian Dysart
Leader of the Merton Liberal Democrats



Siobhain McDonagh
MP for Mitcham and Morden



Merton Cycling Campaign



Wimbledon Civic Forum



LoveWimbledon Business Improvement District



Merton Chamber of Commerce

making Merton cycle friendly

Integrating transport in Merton

15

Merton gets ready to go Dutch

Merton Council is in the running for a share of £100m that would transform cycling in the borough and get more of us on our bikes. The cash from the Mayor of London will go towards turning a select number of boroughs into 'mini Hollands', where bikes are seamlessly integrated into the transport system and cycling is a way of life.

The council is one of eight finalists in the running for a share of £100m. After submitting its bid to the Mayor of London in November, the successful boroughs will be announced early 2014.

The focus of Merton's bid will be Wimbledon town centre, where options being considered range from segregated cycle lanes, bike-friendly roundabouts and part pedestrianisation of the town centre. The council is committed to consulting with residents on potential changes to the town centre and recognises that the bike has to work successfully in conjunction with the car as well as public transport and pedestrians. For many residents, the car is still a crucial part of daily life. Through securing support across the political spectrum and consulting with residents and business on the bid, the council is ensuring a range of travel choices for residents and visitors to the borough.

Other possibilities include a bike hub in Centre Court shopping centre with covered parking, showers and a repair station. There are plans to improve routes around the borough too, with better connections to other town centres. There are also proposals to improve rail and river crossings with wheel racks, which



Cabinet Member for Regeneration Councillor Andrew Judge, who is a keen cyclist, is leading on the mini Holland bid

help you push your bike over a bridge, and bike lanes in tunnels.

Merton has real potential to become a mini Holland. Most of our journeys are short ones, and 38% of us have access to a cycle, yet only 1.3% of trips are taken by bike. Training will help adults improve their confidence and there'll be work with schools, as well as new maps and signage.

Colliers Wood is already set to enjoy better cycle storage and new lanes that link to the cycle super highway and Mitcham will see new cycle routes through the town.

find out more www.merton.gov.uk/cycling



Holland set a good example for integrating cycling into city life

Selling cycles for a century

AW Cycles' 100 year old shop in Merton High Street, South Wimbledon, has changed little since the 1930s with stock from the early days up to today's carbon fibre. For the last 50 years, cyclists have benefitted from the unparalleled skills and knowledge of Ted Foster and Richard Smith.

Telling their story, that intriguingly involves Concorde and the Great Train Robbery, Hugh Morgan and Ceri Davies of Merton Cycling Campaign have produced a fully illustrated book *A Day in the Life of AW Cycles, Merton*. The book will be available in Merton's libraries and on the Merton Cycling Campaign website www.mertoncyclists.org.uk

Chapter 01 Why Merton?



VISION CYCLING
INTEGRATED
EDUCATION SECURITY
INFRASTRUCTURE
HEALTH SAFETY



“ We have one of the highest population densities in outer London, very high cycle ownership and a very high proportion of shorter cycleable trips, along with many open spaces to encourage cycle use ”

Why Merton?

Merton has a strong case for investment in cycling as part of the 'mini-Hollands' programme. Our proposals will create cross borough routes, link our town centres and create the conditions for local journeys.

- ✓ There is high level and cross-party political commitment for major cycling improvements, along with support from key stakeholders.
- ✓ We have a strong Cycling Strategy, and the mini-Holland proposals are an integrated part of this.
- ✓ We have a strong track record in delivering cycling and award-winning town centre schemes to time and budget.
- ✓ We are an important 'bridge' between the higher cycle use boroughs of Kingston and Wandsworth, and are linked to central London (only 8 miles away) via a Cycle Superhighway.
- ✓ We have one of the highest population densities of outer London boroughs, very high cycle ownership and a very high proportion of shorter cycleable trips, along with many open spaces to encourage cycle use.
- ✓ We have a number of town centres which can be easily linked by safe and direct cycle routes.
- ✓ Wimbledon town centre is an ideal location for the core of a mini-Holland, with a strong cycling catchment and is an international 'brand' to build cycling around.

Our proposals include:

- Measures to achieve a 10% modal share for cycling by 2020.
- An innovative Wimbledon town centre 'mini-Holland' with segregated cycle facilities through the core centre and strong links to surrounding areas.

- Major cycling improvements with segregated facilities in Morden, Raynes Park and South Wimbledon.
- Cycle hubs in Wimbledon and Raynes Park and increases in cycle parking at other trip attractors (town centres and transport nodes).
- New safe and direct cycling connections linking the town centres.
- Innovative proposals to trial an electric bike hire scheme in the area near to the All England Lawn Tennis Club.
- A complementary promotional, safety and behaviour change programme.
- A number of 'quick wins' identified in a phased, deliverable programme.
- Support from key stakeholders including Wimbledon Civic Forum, LoveWimbledon BID and Merton Cycling Campaign.
- Taking on board lessons learnt from others in London, across the UK and Europe to ensure our programme is a success.
- An indicative and realistic budget.

Our recent awards include:

- ✓ MJ Award: Best Achieving Council 2013
- ✓ Raynes Park: London's Best Performing High Street 2012
- ✓ Destination Wimbledon: Excellence in Public Realm, London Transport Awards 2012
- ✓ Prince Michael International Road Safety Award 2012 for our 'Be a Brighter Biker' project
- ✓ 4 Housing Design Awards 2012/13 for excellence in urban design.



Merton is a borough of contrasts; physically, where inner London meets outer London and socially, with an imbalance of affluence and quality of life between west and east. Merton is a culturally diverse borough with 35% of its residents from an ethnic minority (based on 2011 census). This figure has increased by 10% in just 10 years.

In the 2011 Census, 40% of households in Merton are car-free. These households are concentrated in the more urban north and centre of Merton, areas where public transport is good and is the geographic focus of our mini-Holland bid.

Merton is also becoming a younger borough, with 25-35 now our largest age group with a greater propensity to increase levels of cycling.

The borough is an important link between the urban heart of London and its suburban outskirts. Our strength is our strategic location bridging the inner and suburban boroughs. Merton is also a key connection between many residential and employment centres. The borough has good connections with central London and radial links to south west London that we wish to improve. Ensuring Merton has a good cycle network in place will help to open up accessibility to neighbouring boroughs and improve the urban / suburban link. The neighbouring boroughs that will also benefit are Kingston, Sutton, Croydon, Lambeth and Wandsworth and we have discussed our proposals with the boroughs that will be influenced by the project.

We have ambitious plans to shape the future of our town centres, the roles they play and their capacity to accommodate more housing, create jobs and provide a better quality built environment. We intend to build on the existing cycle network and increase the number of cycling trips, particularly short ones.

With an estimated population growth of 10% by 2026 it is essential to focus on accessibility by bike now as the existing day to day challenges of congestion, access to employment and supporting healthier lifestyles are only going to become more challenging.

Wimbledon is being put forward as the primary town centre as it is a key sub-regional employment centre, has a number of schools and colleges and experiences high levels of traffic and congestion.

Destinations such as the Wandle Valley Regional Park, Wimbledon and Mitcham Commons and Wimbledon Tennis are key attractions generating large numbers of trips from within the borough and further afield.

Cycling Potential in Merton

There is great potential to increase cycling in Merton as currently there are only approximately 2% of trips in the borough undertaken by bike. We currently have a target to increase this to 4% (Local Implementation Plan) by 2031 but with additional investment consider an **ambitious but achievable target could be up to 10%**.

Household access to bicycles is higher in Merton than the London average of 30%, with 38% of all households having access to a bicycle. The proportion of people living in a household with access to a bicycle is also higher (44% compared to the London average of 38%). **There is therefore a mismatch between the availability of bicycles and the use of them which we see as an opportunity to build upon.**

The majority of trips (59%) undertaken are short and are within the borough but a significant number finish in neighbouring boroughs. The highest proportions of trips out of the borough are northwards to Wandsworth and southwards to Sutton.

Most potential cycle trips in the borough are for shopping, leisure and personal business. Of these, the majority are currently made by car, with a higher proportion in Merton than in London as a whole.

Receiving the Mayor’s funding will be an opportunity to significantly build on the cycling related improvements that are already taking place in the borough. It will also be an opportunity for innovation, based around connecting communities, addressing localised severance and transforming the borough. **We will use this funding as an opportunity to link to other programmes such as Merton’s public health initiatives (cycling for health) and Merton Connected (support for young adults to access employment).** We will increase our cycle training and support to secondary schools and colleges as the current percentage of people travelling by bike for educational purposes is low (as demonstrated below).

Cycle Trip Purpose, London Travel Demand Survey 2009/10 to 2011/12 weighted dataset

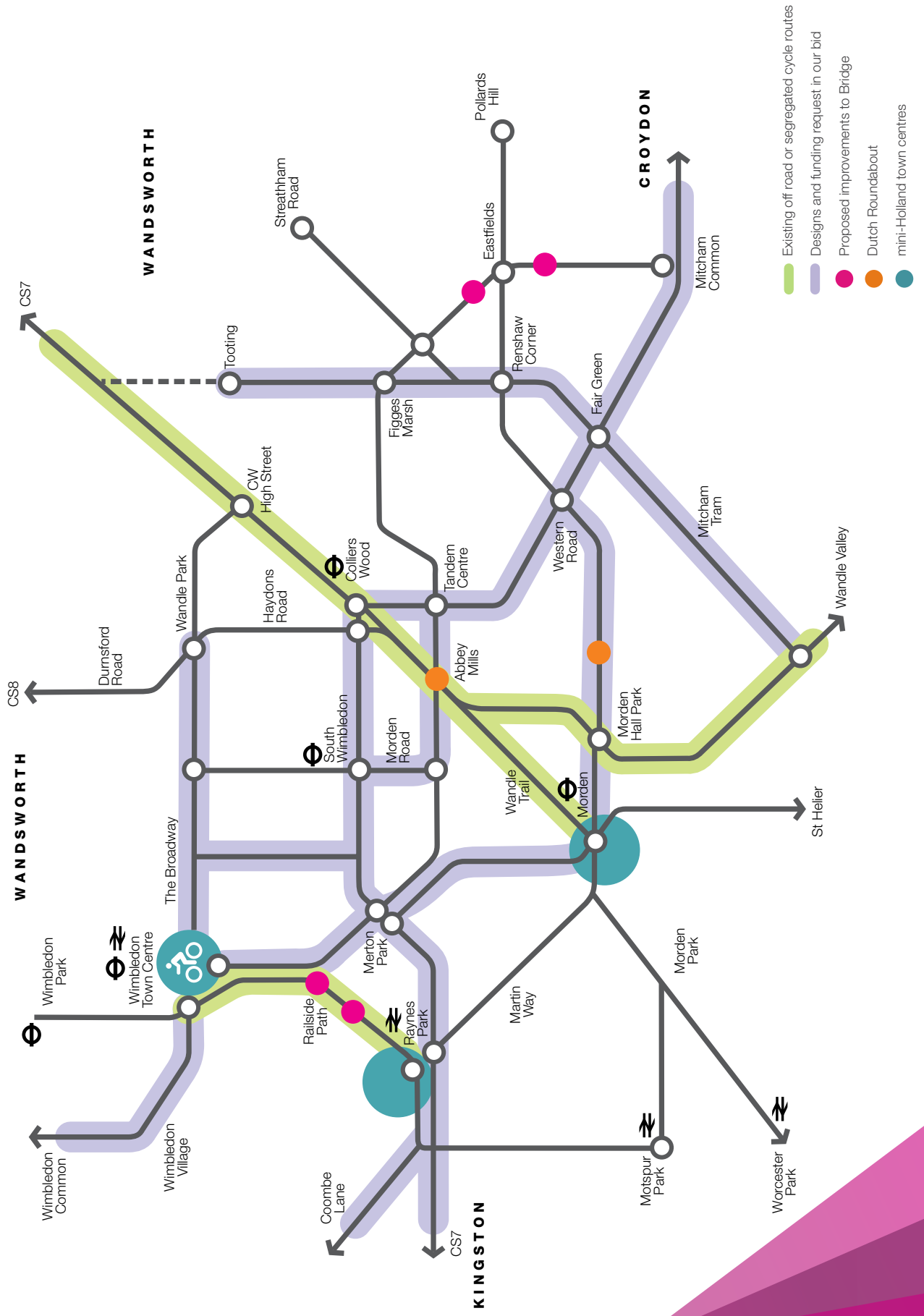
| Borough of residence | Work | Education | Shopping and Leisure | Other | Total |
|----------------------|------|-----------|----------------------|-------|-------|
| Merton | 34% | 2% | 63% | - | 9,900 |

Benefit Strategy

A Benefits Strategy has been used to prioritise cycling schemes that meet the bid requirements and maximise the value for money of investments in cycling initiatives in Merton. The strategy shows the expected benefits from the proposed schemes, the potential cycling demand growth as a result of these schemes and a high level valuation of the main potential benefits. This is available in Appendix E.

A summary of our proposed schemes is presented in our ‘Tube Network for the Bike’ visual presented on the following page.

Tube Network for the Bike - demonstrating our investment





Merton Council's RediscoverMitcham project. Public realm proposals for Mitcham Fair Green 2014/15.

Merton's Town Centres

As stated in our vision we have plans in place to improve access by bike to Merton's town centres. The focus of this bid will be Wimbledon, Morden and Raynes Park town centres and the connections by bike to them. In this section we are providing some information on our plans for Colliers Wood and Mitcham.

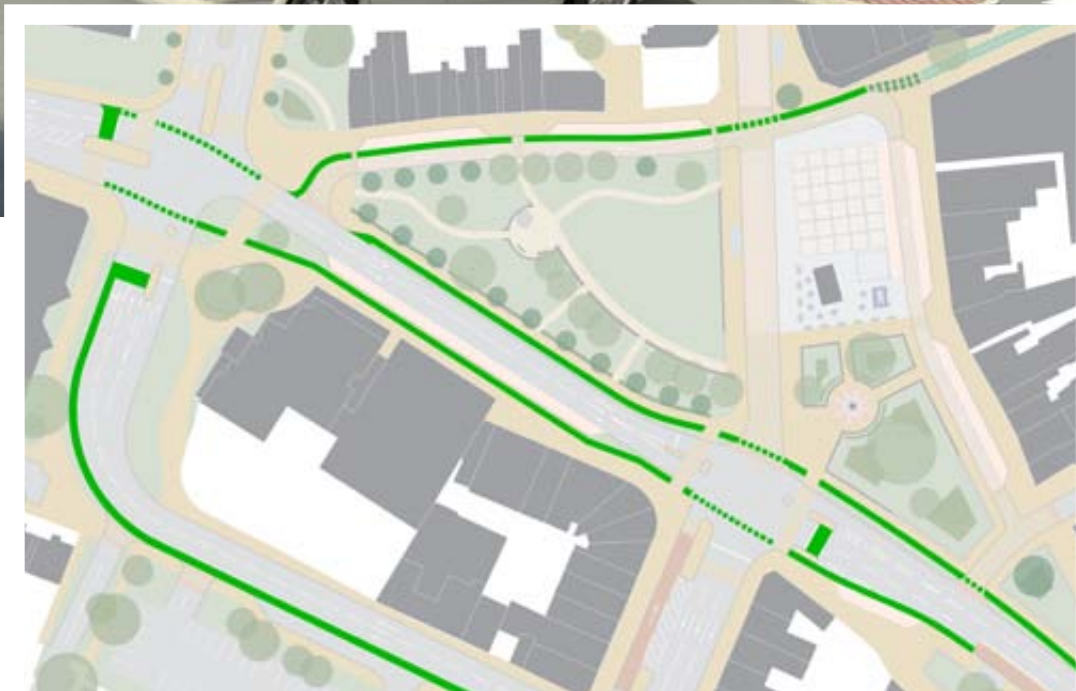
Colliers Wood

Connecting Colliers Wood is a public realm improvement project designed to significantly improve the environment within the vicinity of Colliers Wood underground station. Improvements include a new public square outside the station, safe and direct crossing facilities for pedestrians and improved access to parks and open spaces. In terms of cycling, the project incorporates improvements to the initial section of Cycle Superhighway 7 (CS7), new cycle links between CS7 and existing cycle facilities on Merton High Street, and improvements to existing cycle routes on key desire lines.

The project is currently subject to public consultation with implementation due to take place in 2014/15.



- Colliers Wood
- Raynes Park
- Mitcham
- Wimbledon
- Morden
- Borough boundary
- Neighbourhood boundary



Cycle Network for Mitcham Fair Green

Mitcham

Rediscover Mitcham is a multi-faceted town centre improvement programme, designed to significantly improve the quality and function of the town centre. The scheme is a key element of Merton's regeneration delivery plan and the first phase of the project is due to start in early 2014.

The scheme includes a combination of public realm improvements and town centre support measures, including business support, shop front improvements and town centre initiatives. In terms of the public realm, the project includes significant improvements for cyclists, pedestrians and buses, including a new north – south bus street, formal dedicated cycle facilities enabling cyclists to bypass the one-way gyratory system, contra-flow cycle lanes and early release cycle signals.

This ambitious scheme will help to resolve cycling accessibility issues in the town centre, but we will still need to address the links to and from the town centre to ensure connectivity across the borough.

Mini-Hollands funding will focus on the routes that will connect the improved town centres with other key destinations.



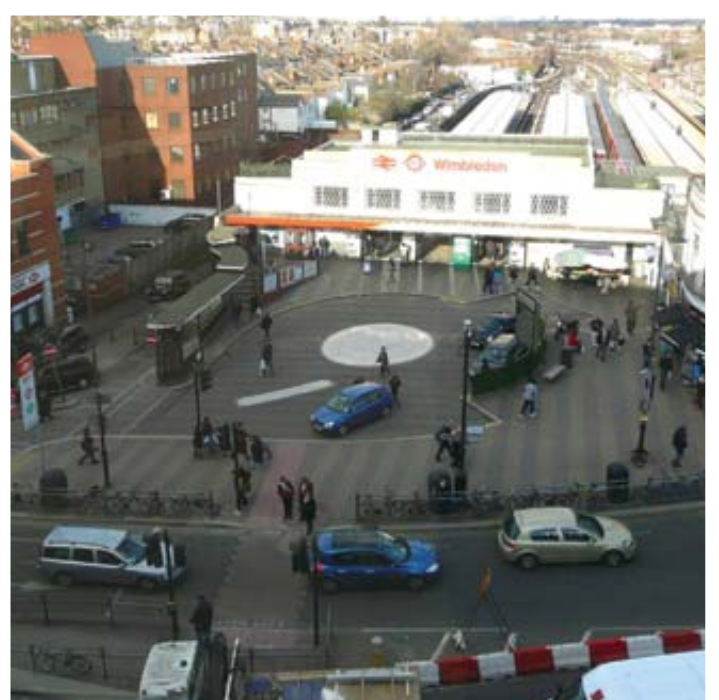
After: Tennis mode 2012

Evidence of track record of the project delivery team

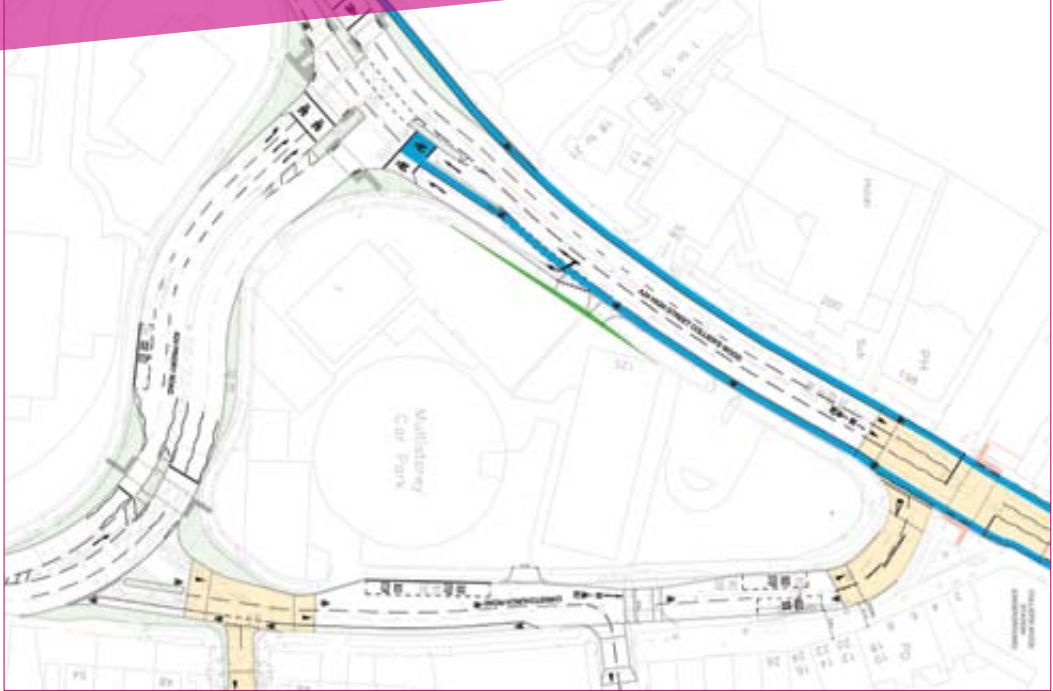
Our initial bid demonstrated our ability to deliver by providing examples of award winning projects. A key example is Destination Wimbledon, which significantly improved the quality and function of the public realm within the vicinity of Wimbledon Station prior to the Olympics, and received the London Transport Award 2013 for 'Excellence in Walking & Public Realm'.

In addition, we can add to this with the following cycle-specific examples.

- Colliers Wood junction
- Extension of CS7
- Rail side path, Wimbledon



Before



Colliers Wood junction

Colliers Wood to South Wimbledon cycle route

(extension of CSH route along Merton High Street)

Merton High Street scheme



Wimbledon to Raynes Park cycle route

Railside path before

Railside path after



Chapter 02 Our Proposals

VISION CYCLING
INTEGRATED
EDUCATION SECURITY
INFRASTRUCTURE
HEALTH SAFETY



“ An innovative Wimbledon town centre ‘mini-Holland’ with segregated cycle facilities through the core centre with links to key destinations ”



The Broadway, Wimbledon (now)

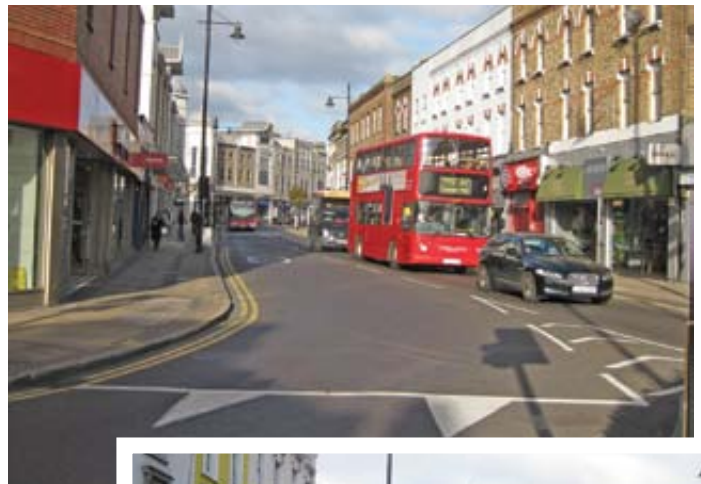
Wimbledon Town Centre – our mini-Holland

An innovative Wimbledon town centre ‘mini-Holland’ with segregated cycle facilities through the core centre with links to key destinations.

We propose that Wimbledon is the town centre at the focus of our ‘mini-Holland’. We have chosen this location because of the center’s size and attraction, it’s local employment and major interchange. The busy gyratory acts as a barrier to those travelling by bike therefore we will transform this and provide a safe and segregated facility for cyclists of all levels, to access and travel across the town centre with ease.

Photos of the town centre at the moment demonstrate the difficulties that cyclists encounter if they choose to cycle along the busy gyratory, the lack of priority of cyclists and little supporting infrastructure.

The Broadway, Wimbledon town centre





The Broadway, Wimbledon our vision

The Broadway, Wimbledon (facing Morrisons)

We have developed and reviewed five different options for the town centre's gyratory and have discussed these with key stakeholders (detail of the consultation undertaken to date is available in a following section). Our discussions with stakeholders helped to review the options and highlighted the need for reallocation of road space in the town centre to provide a better space for cyclists, pedestrians and public transport users.

The options all help to increase accessibility by bike and they have been assessed in relation to their impact on the following modes / users:

- Cyclists
- Pedestrians
- Bus journey times and reliability
- Vehicular traffic
- Servicing and deliveries





Our preferred option for Wimbledon Town Centre

We have used existing data to prepare a Red Amber Green (RAG) rating for each of the five options. The RAG has helped to evaluate which option will be most suitable for the town centre. The RAG rating for all the options is provided in Appendix A.

The borough's preferred option for the town centre has been developed following site visits, using existing models and traffic counts, undertaking additional traffic counts to reinforce available data and via consultation with key stakeholders.

The preferred option is presented above and summarised as follows.

- The main town centre section of The Broadway will be closed to general traffic to accommodate fully segregated westbound cycle lanes and partially segregated eastbound cycle lanes. Bus routing will continue unchanged, with eastbound general traffic rerouted via Hartfield Road.
- Eastbound through traffic entering from Wimbledon Bridge will be routed via Hartfield Road, Sir Cyril Black Way and Gladstone Road, with access to Queen's Road retained. Between Queen's Road and Gladstone Road, eastbound cyclists will share a widened bus lane and westbound cyclists will be fully segregated. Urban realm improvements will facilitate widened footways, cycle parking and reduced severance. Westbound general traffic routing will remain unchanged along Harfield Road.
- Ahead cycle movements at the key signalised junctions along The Broadway and Wimbledon Bridge will be separately signalised.
- Wimbledon Bridge – two-way segregation with westbound traffic lanes reduced from two to one lane, with flare retained on approach to Alexandra Road junction.
- Hartfield Road / Hartfield Crescent – due to insufficient road space for 2-way operation, bus stops I (eastern footway south of Graham Road) and L (north of Hartfield Crescent) to be relocated south of junction. Southbound right turn will be introduced into Hartfield Crescent; car park exit access will remain unchanged.



Segregated cycle routes, The Broadway Wimbledon

- Hartfield Road – carriageway to be partially widened by up to 2m to accommodate 2-way traffic lanes and retention of westbound bus lane. New signalised junctions with improved crossing facilities will be provided at junctions with Hartfield Crescent and Sir Cyril Black Way. Some land take required from adjacent council owned car park for new layout at Sir Cyril Black Way junction.
- Bus station – operation to remain unchanged, with provision of westbound entry turning bay (due to new opposing eastbound traffic) and exit to be integrated with new signalised junction at Hartfield Road / Sir Cyril Black Way. Right turn from Hartfield Road north into Sir Cyril Black Way will be prohibited to retain capacity.
- The public realm environment will be significantly upgraded, particularly along The Broadway in response to the reduction in vehicle movements and increased provision for cyclists and pedestrians. This will include high quality materials, with the potential for shared surface arrangements, new seating, trees and lighting. Whilst eastbound and westbound cycle facilities have been shown separately on the current plans along this section of The Broadway, there is scope to adjust arrangements at the detailed design stage, possibly having dual cycle lanes on one side of the carriageway.

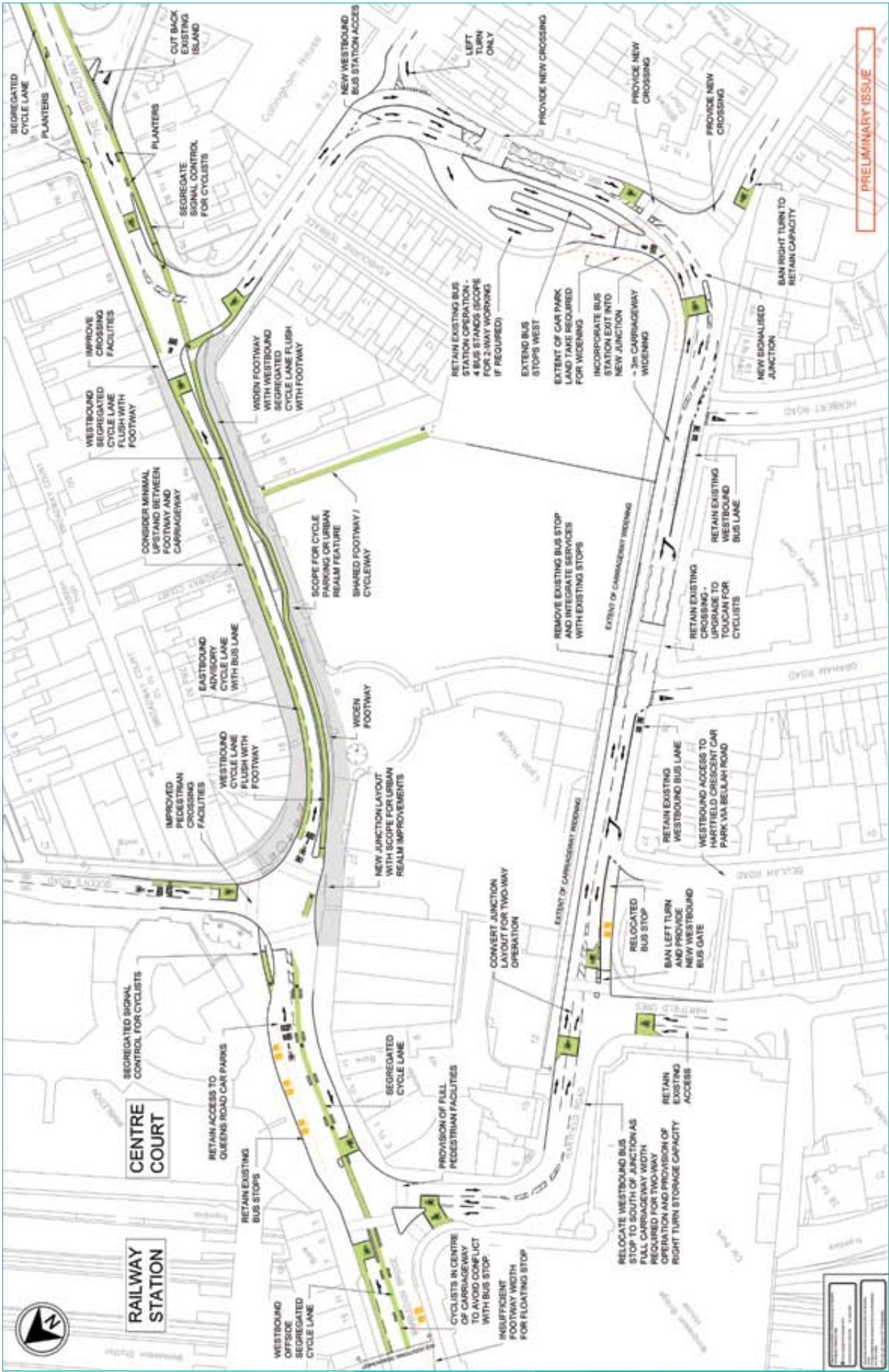
If Merton's mini-Hollands bid is successful, the borough proposes to undertake detailed testing, along with extensive public engagement, to determine the deliverability of the scheme. The fact that 4 further options have been developed and tested will assist with this process of scheme development.

In addition, the borough would be willing to pilot some of the ideas put forward, possibly with the use of temporary road closures and junction adjustments over a period of time, as part of the process of testing the network impacts and gauging public opinion.

Proposals for Wimbledon Hill Road



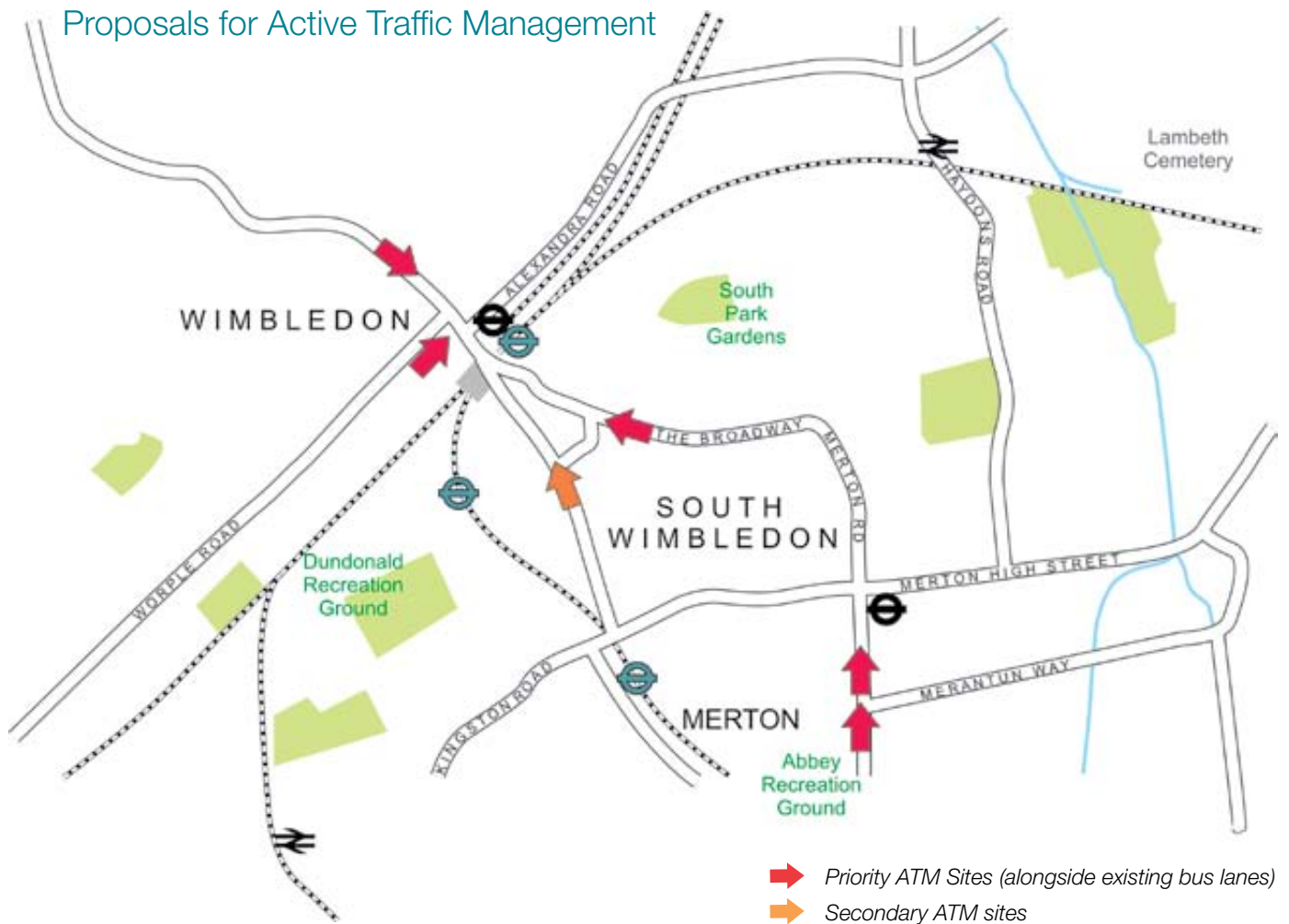
Proposals for Wimbledon Town Centre Gyratory



Proposals for The Broadway (our commuter route to CS7)



Proposals for Active Traffic Management



Active Traffic Management

Street space in London is at a premium, with all road users demanding a high level of service on their journey. All modes cannot always be accommodated simultaneously in this regard, especially when some of the available space is removed specifically for cyclists. Removing traffic capacity in favour of cycling infrastructure on the approaches to town centres like Wimbledon will undoubtedly have an effect, for which Split Cycle Offset Optimisation Technique (SCOOT) activated Active Traffic Management (ATM) may provide further benefits.

Although ATM is not universally applicable, the plan above shows a number of existing signalled junctions which are potentially better suited to accommodating inbound traffic queues. Located at key access points on the town centre periphery, these junctions will enable queues to be relocated next to bus lanes and away from important junctions and key sections where cycling infrastructure is proposed.

Dynamic and flexible, ATM may be activated under conventional peak hours, at weekends when town centre demand is high or during special events to keep traffic moving at more sensitive points in the network, such as Wimbledon Bridge, where excessive queuing is known to occur. Signal control measures to manage queues and delays more effectively at ATM sites may include split-phasing (to release traffic exiting the network, while managing inbound traffic), stage skipping (to manage inbound traffic while maintaining provision for other approaches or pedestrian facilities) or green time reductions. These enable traffic on downstream sections of the network to operate more smoothly without junction blocking. It is intended that these measures would complement the package of cycle infrastructure measures proposed, reducing the dominance of motorised vehicles and to improve the overall desirability of cycling.

Traffic signing

Although network performance is not envisaged to be significantly affected by the proposals, a number of additional measures are considered below which may bring additional traffic benefits.

A potential mechanism for making the town centre road space more desirable for cycling will be to undertake a review of traffic signing for the main borough routes and the Strategic Route Network (SRN), in partnership with TfL. A simple study of traffic routes passing through town centres will indicate possible signing concepts for redirecting approaching traffic away from the town centre. More complex modelling techniques (such as SATURN) can be used to estimate how much of this traffic might divert.

The key route running north-west to south-east through the town centre is the A219 which also comprises the existing gyratory. Measures to discourage further traffic from travelling through the town centre may include those currently found at the junction of Merton High Street / Merton Road where the westbound right turn into Merton Road is restricted to buses only during peak periods. This is a simple, low-cost and highly effective measure which could be expanded to include other vehicles which may impact cyclists, such as articulated HGVs, during congested periods.

Subject to strategic modelling of the wider area, utilising traffic models provided by TfL which contain detailed routing data, alternative signing for destinations either side of Wimbledon may also be considered. This may include for example, signing northbound Putney traffic along routes to the west of the town centre, including Martin Way, Coombe Lane and the A3. To direct this traffic away from the town centre, specific junctions would be identified as critical to informing driver routing decisions.

Mindful of the this, it is recognised that the majority of traffic using the road network in and around Wimbledon town centre originates locally, for which wider provisions may be required which provide improved user information and promote further sustainable modal shift. Enhanced Urban Traffic Management Control (UTMC) provision on this basis would include more widespread Variable Message Signing (VMS) located at key entry points and transport interchanges to provide real time information on traffic delays, enabling more informed route / modal choices. A further measure may also include provision of more advanced notification of road closures or diversions associated with large events, advocating cycling as a better modal choice to avoid unnecessary delays.

Next Steps:

We will undertake in-depth consultation with key stakeholders, particularly businesses and residents to help refine our proposed option. Further traffic modelling and detailed design is required which is included in our estimated price for the town centre scheme. It is also proposed to test some of the intended measures prior to full implementation.

Cost:

£5,204,136



Potential to connect with existing facilities

Raynes Park

Our mini-Holland proposals are an opportunity to implement some innovative measures to support cyclists travelling through the town centre. Raynes Park is a key link between our mini-Holland and the Royal Borough of Kingston Upon Thames, an important connection for cyclists and a busy rail station where we propose to install a cycle hub.

Our current proposals show the implementation of an off carriageway two-way segregated cycle facility along the main stretch of the town centre. This will make good use of the existing segregated off-carriageway facilities to the west of the station and will connect with railside path or Coombe Lane to the east. The proposals as shown incorporate 'mini-Holland' style cycle lanes through the bus stop and the crossing point.

If Merton's mini-Holland bid is successful we would also like to investigate the potential for gyratory removal, whilst maintaining high quality segregated facilities for cyclists.

We have met with Kingston Council officers to discuss the links between Merton and Kingston. This includes two routes which have been long standing ambitions of both boroughs.



Coombe Lane - cycle route requires improvement

Raynes Park to Kingston via Coome Lane

A largely segregated off carriageway route already exists between Raynes Park and Kingston via Coombe Lane. To fully complete the provision of a direct segregated cycle route along the entire route, provision is needed for cyclists at the West Barnes Lane and Copse Hill junctions. A design to connect the existing segregated cycle lane east and west of the West Barnes Lane junction has been drawn up along with a suggested provision of a mini-Holland style roundabout crossing point at Copse Hill. A minor alteration to remove the undulating profile of the existing segregated footway between West Barnes Lane and Avenue Road will provide a high quality low cost cycle lane between Merton and Kingston.

Raynes Park to Kingston via New Malden

This route travels from Raynes Park town centre in the direction of New Malden, with cyclists either utilising the route through Waitrose car park or travelling along Coombe Lane and turning west into West Barnes Lane. Cyclists will then join Camberley Avenue and Taunton Avenue before travelling through Raynes Park Recreation Ground. The route then goes under the A3 Beverly Way. At this point an adjacent parallel route with the railway is proposed towards New Malden where it enters Kingston at Beverly Brook.

Potential issues include:

Coombe Lane: there could be capacity impacts on the junction with Coombe Lane and the A238 / Railway underpass. Modelling will be required to assess these impacts in the next phase.

Reallocation of space between pavement, cycle way and road way could be an issue, but will be determined through traffic modelling and potential removal of the gyratory. Bus stop location is critical, but could be mitigated using 'floating' bus stop bypasses for cyclists.

Link to Kingston via Raynes Park Recreational Ground / Parallel to the railway line to New Malden:

Kingston officers have written to Thames Water (who are the land owners) to get a view on whether they would accept a cycle route running over their land. Initial advice from them was that this would not be possible since there are old cast-iron water pipes less than half a metre below ground, hence the need for an easement. Kingston engineers have suggested a way forward which involves uncovering the pipes to allow the land owner to replace them - and then constructing a lightweight greenway over the top. Due to the ring-main, some of the pipes are probably redundant.

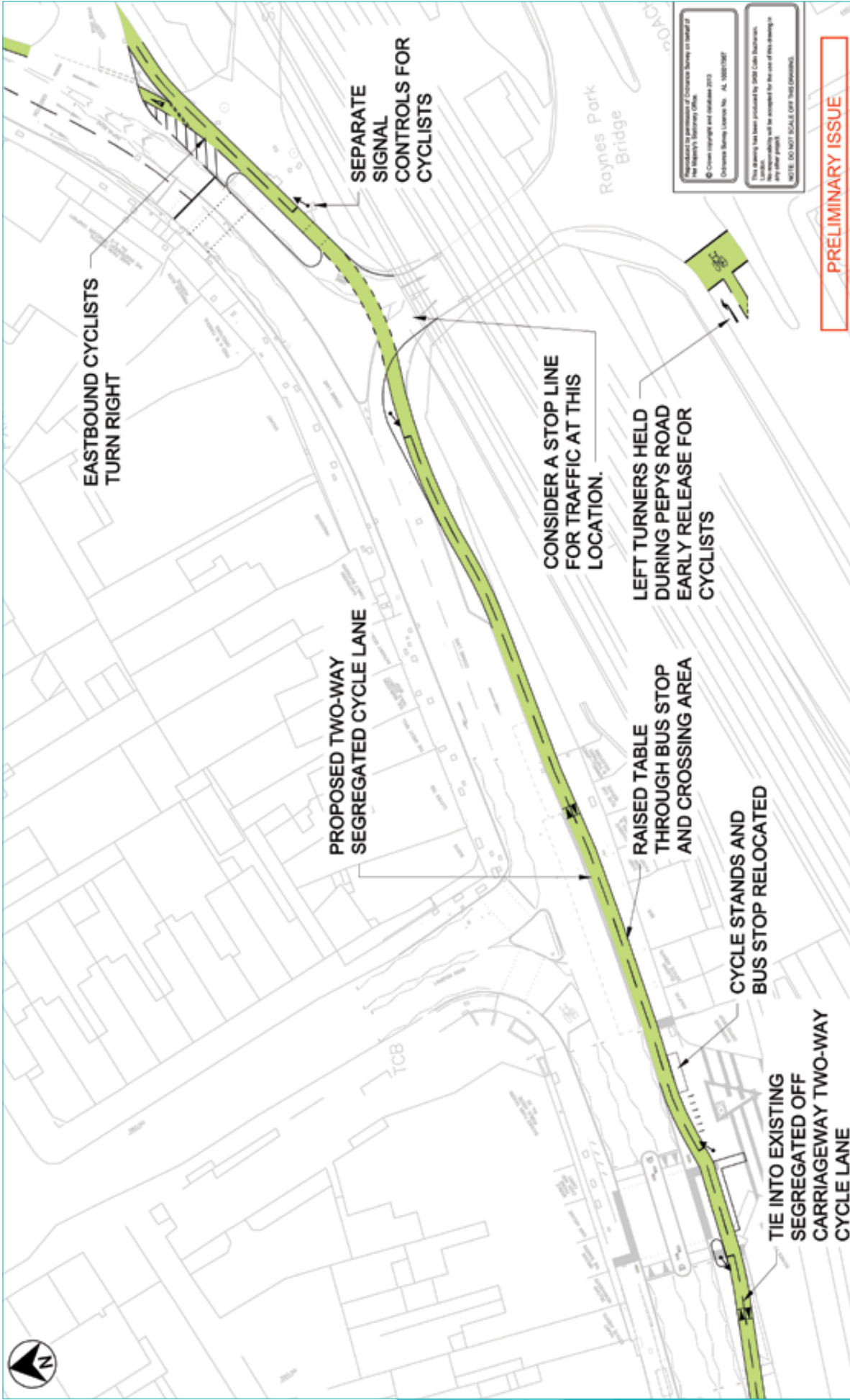
Next steps

We will undertake in-depth consultation with key stakeholders, particularly businesses and residents to help refine our proposed option. As part of developing segregated cycle facilities running through the town centre we would also like to consider the option of gyratory removal, which could potentially compliment the cycle related changes.

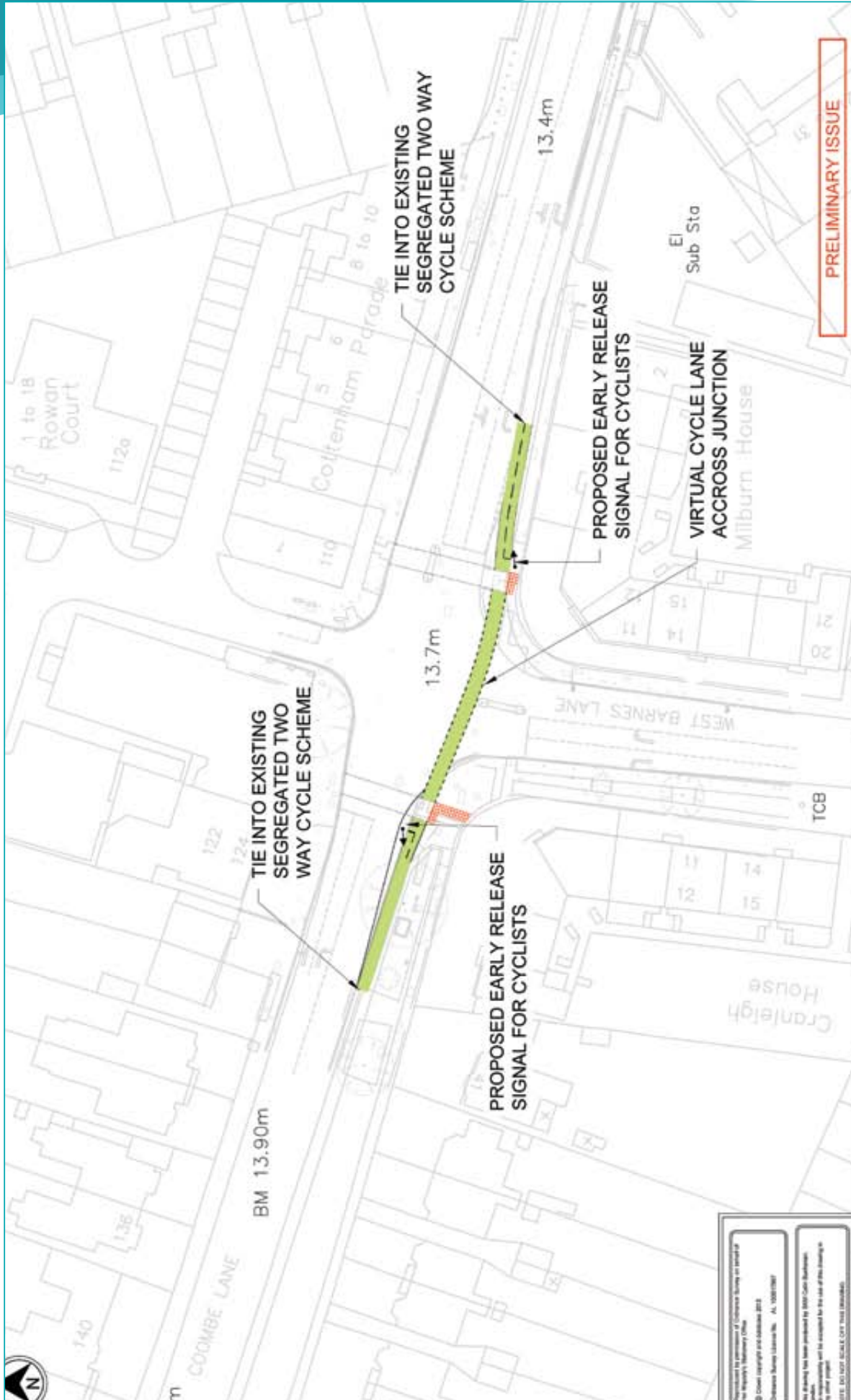
Cost:

£701,800

Coombe Lane, Raynes Park segregated route through town centre



West Barnes Lane, Raynes Park junction improvement for cyclists





Visualisation Morden Town Centre Cycle Routes

Morden

Morden already has the right ingredients to make a successful town centre – excellent public transport, good quality housing stock, attractive green spaces and is the geographical and civic heart of the borough. However, the centre suffers from a very poor quality public realm, a poor shopping offer and pedestrian/cycle severance due to the dominance of the road system and bus station.

Merton is currently working with Transport for London to consider the development potential associated with the Morden Underground Station site, which is intended to act as a catalyst for the regeneration of the town centre.

As part of the next phase of the work the borough will be seeking an overhaul of the public realm and bus station, to significantly improve conditions for pedestrians and cyclists, whilst maintaining an effective bus interchange and efficient road network which in Morden is almost entirely TLRN.

Potential mini-Holland cycling measures have been worked up and costed, and a high level visualisation has been included to demonstrate potential measures.

Next Steps

We will undertake in-depth consultation with key stakeholders, particularly, Transport for London, businesses and residents to help refine our proposed option. The borough acknowledges that this is the least advanced of its town centre proposals, and there will be a number of challenges to overcome, particularly in relation to bus route changes and gyratory removal, to achieve public realm improvements that also incorporate transformational change for cyclists.

Cost:

£4,623,200

Morden town centre visualisation



Connectivity

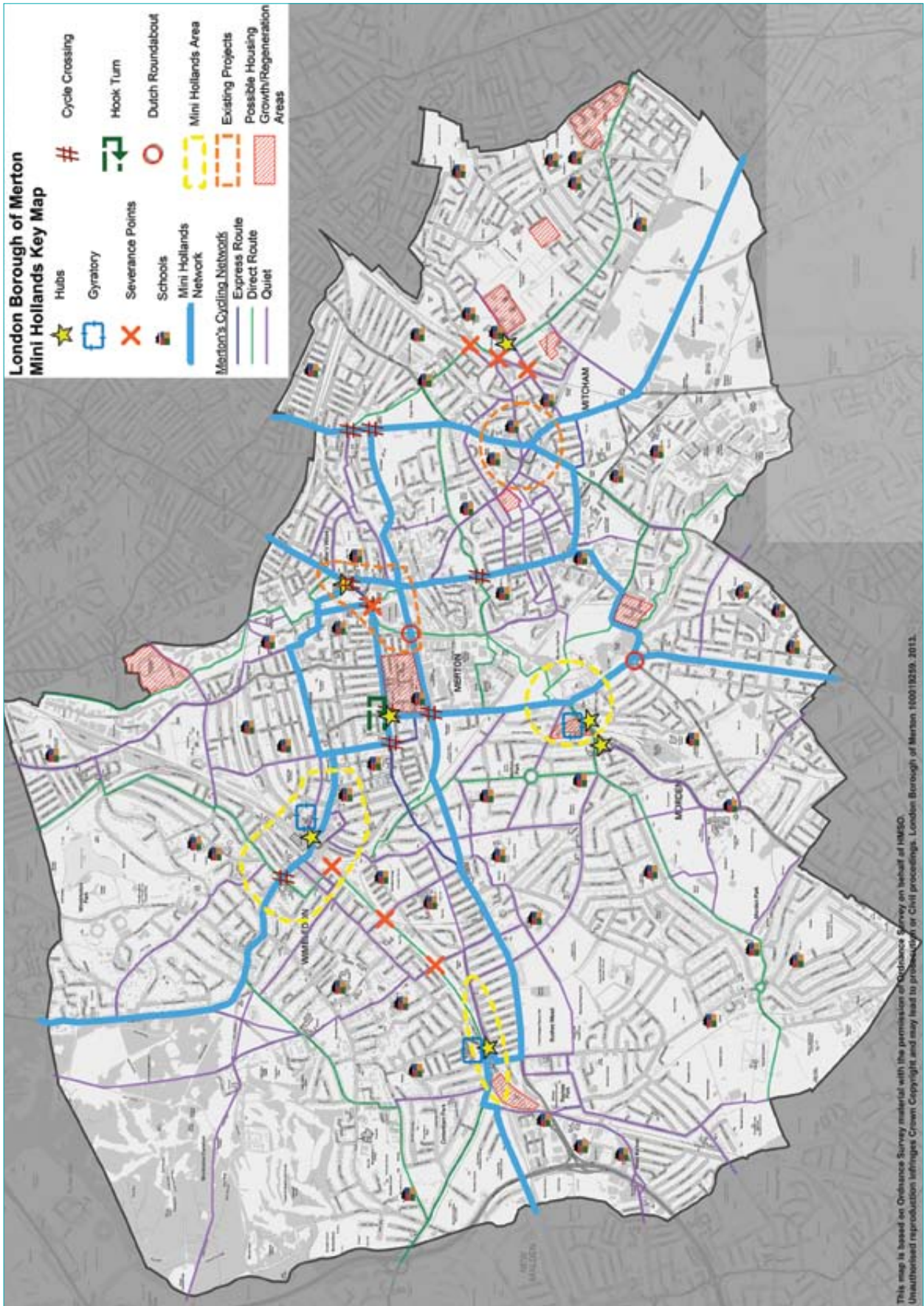
Our proposals also include redesigns of key junctions and routes across the borough. Listed in the following table are the routes that we would like to request funding for. These routes will fill the gaps in our network and increase connectivity across the borough.

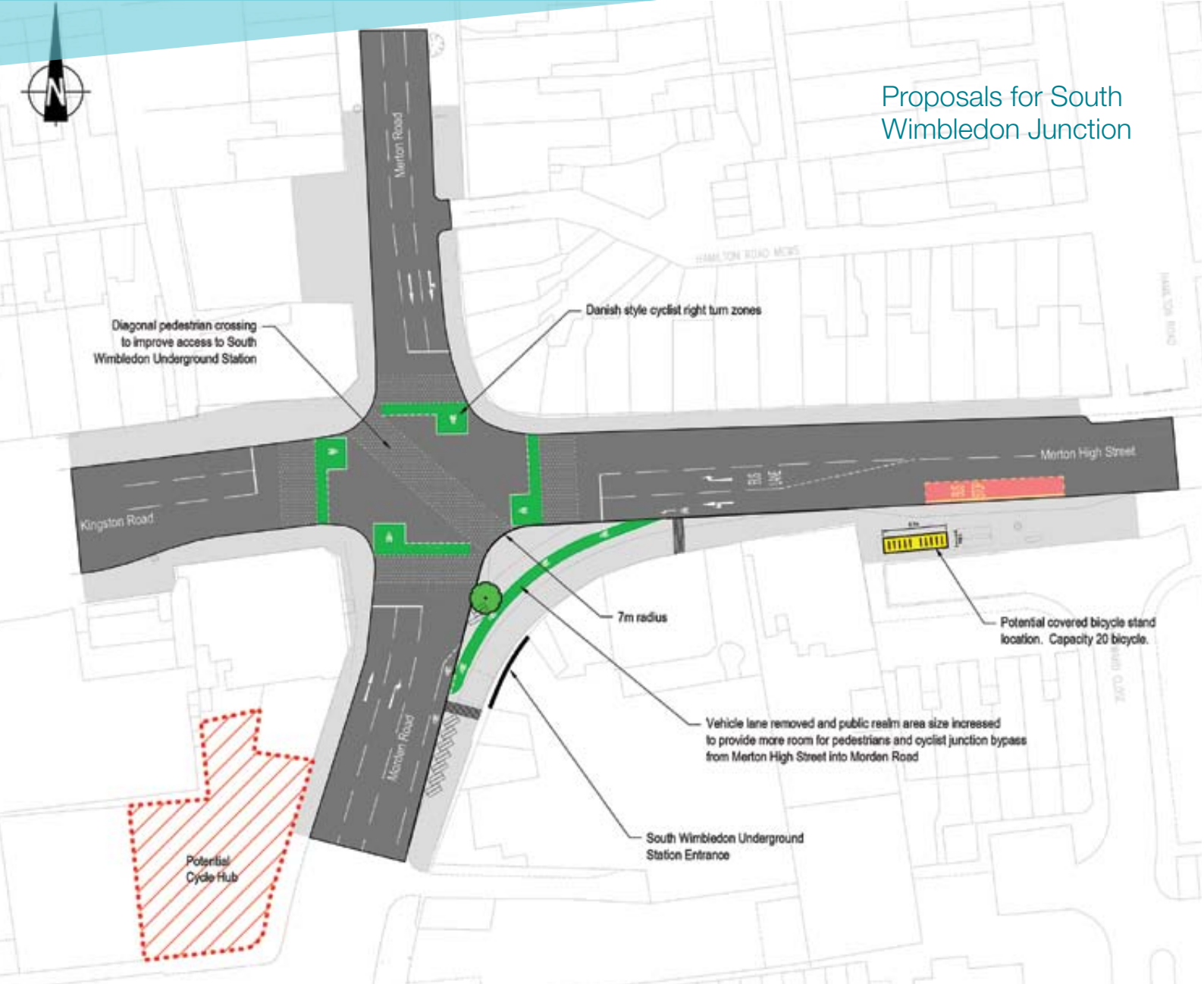
Our designs take in to account recommendations provided in the Mayor's Vision for Cycling, that of segregation where possible, meeting improved or desired design standards and aiming to reduce conflict with other road users.

Advanced designs have been developed for selective routes and are presented on the following pages. Whilst time and cost constraints has prevented a full assessment of all of the routes at this stage, key measures and barriers have been identified.

| NO. | ROUTE | ROUTE DESCRIPTION | FUNDING REQUIRED |
|--------------|--|---|--------------------|
| 1 | Christchurch Road | Colliers Wood to Mitcham | £3,657,499 |
| 2 | Western Road | Colliers Wood towards Mitcham | £382,800 |
| 3 | Church Road | Colliers Wood towards Mitcham | £510,400 |
| 4 | South Wimbledon junction | Morden Road / Milner Road | £1,139,730 |
| 5 | Sheridan Road junction | Junction with Kingston Road | £376,400 |
| 6 | Bushey Road | Kingston Road to Bushey Road | £2,470,000 |
| 7 | Wimbledon Hill / High St / Parkside | Wimbledon towards Wandsworth | £733,700 |
| 8 | Coombe Lane | Raynes Park towards Kingston | £382,800 |
| 9 | West Barnes Lane | Raynes Park towards Kingston | £319,000 |
| 10 | Lower Downs Road | Link from rail side path to Kingston road | £159,500 |
| 11 | Morden Road | South Wimbledon to Morden | £478,500 |
| 12 | London Road | Mitcham to Tooting | £478,500 |
| 13 | Morden Hall Road / Morden Road / London Road | Morden to Mitcham | £957,000 |
| 14 | Merantun Way | Christchurch Road to Morden Road | £319,000 |
| 15 | Commonside / Croydon Road | Mitcham to Croydon | £797,500 |
| 16 | Dutch Roundabout | Morden Road / Central Road / St Helier | £555,000 |
| 17 | Dutch Roundabout | Merantun Way | £370,000 |
| 18 | Filtered permeability | Various locations | £1,200,000 |
| Total | | | £15,287,329 |

Merton, mini-Hollands investment map





South Wimbledon Junction and Hub

Design provided above and summarised as follows:

- Congested signalised 4-arm junction located next to public transport interchange
- Danish style cyclist right turn zones provided on all four junction arms to improve safety for turning movements
- Vehicle lane removed and junction geometry tightened to facilitate junction bypass for left turning cyclists travelling from Merton High Street into Morden Road



Proposals for Colliers Wood to Mitcham segregated cycle route



Proposals for junction improvement - Sheridan Road / Kingston Road



Colliers Wood to Mitcham scheme

Design provided opposite and summarised as follows:

- Segregated two-way cycle track connecting Western Road / Church Road with Colliers Wood and CS7
- Separate traffic signal control at key junctions and separately phased left turn traffic movements to prohibit vehicle conflict with cyclists
- Cycle track takes shortest possible route, utilising a combination of existing cycle tracks, footways and pedestrian only access

Sheridan Road scheme

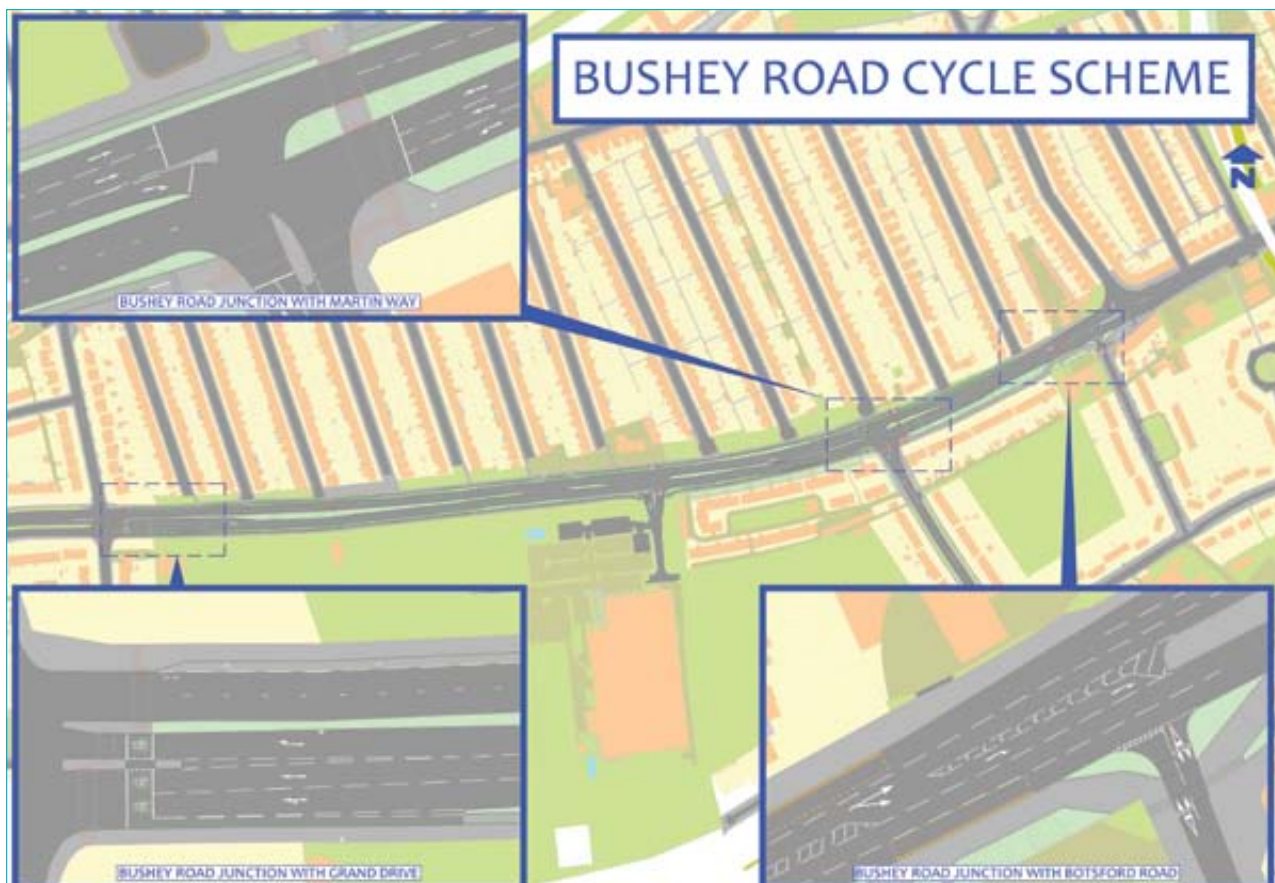
Design provided above and summarised as follows:

- Improved linkage between Sheridan Road and proposed quietway route to Raynes Park and Kingston through provision of consistent signing and patch markings
- Kingston Road footways widened and existing pedestrian crossing width increased to accommodate segregated access for cyclists
- Proposals will be worked up in conjunction with public realm proposals developing as part of the new Nelson Hospital.
- Proposed cycle track on Sheridan Road to utilise existing footway

Bushey Road scheme

Design provided below and summarised as follows:

- Dutch style segregated off-carriageway cycle lanes in each direction separated by wide tree lined splitter verge. Separate lanes enable eastbound cyclists to bypass signalised junction with Martin Way
- Toucan crossings enable less experienced cyclists to make turning movements separately from traffic
- Gap provided at Grand Drive junction westbound approach splitter island to enable cyclists to separately access right turning ASL ahead of queuing traffic
- Raised tables at uncontrolled side road crossing points to increase conspicuity of cyclists, reducing the risk of conflicts
- Scope to further expand current proposals to include floating bus stops, cycle early start facilities and further segregation to the east.





Potential sites for filtered permeability

Filtered Permeability

Cyclists should be able to choose their route and travel to their destination easily and directly. However, the current highway network often prevents this. An essential element of Merton's mini-Hollands bid is to address such issues, by undertaking the necessary changes to remove such barriers and facilitate permeability.

Much of this work, particularly around parts of Mitcham, will be focused on stitching back together historical alignments and road networks, in order to create a network of route choices.

This element of the project will look to address the following permeability issues: one-way streets, banned turns, kerbs, pedestrian guardrail, fire gates, road closures, narrowings / pinch-points, parks and lighting.

Sites across the borough have been identified following a full network audit that has been incorporated into Merton's Biking Borough Strategy. Many of the recommended changes in this document have been endorsed by members of the public, staff and Councillors. As part of the bid, officers will look to prioritise measures, based on a scoring system linked to potential benefits. Examples of the measures within the vicinity of Mitcham Town Centre are included on the above illustration.

Cost:

£1,200,000



Barrier removal



Dropped kerb required



Gate replacement with bollards and cycle lining required

Bridges

Lower Downs Tunnel

Merton has had a longstanding aspiration to improve conditions for pedestrians and cyclists at this location. The bridge provides the only 'at grade' crossing of the railway line between Raynes Park and Wimbledon, a stretch of approximately 2 kilometres. To emphasise the importance, the borough submitted a Major Scheme 'Step 1' bid to Transport for London in September 2010.

The current pedestrian environment within the vicinity of the bridge is very poor, only being served by a substandard footpath less than 1 metre average width. There is insufficient width to accommodate two way pedestrian flows, which can force pedestrians out into the busy road traffic. This is particularly dangerous during school peak hours when pedestrian flows are highest. In addition, similar problems occur for people using child pushchairs/ buggies, which are quite common in this area due to high numbers of larger family homes.

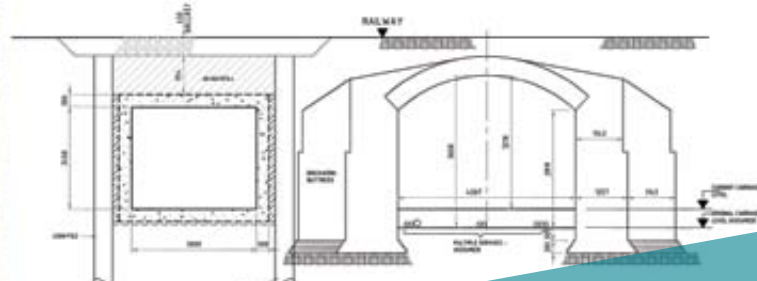
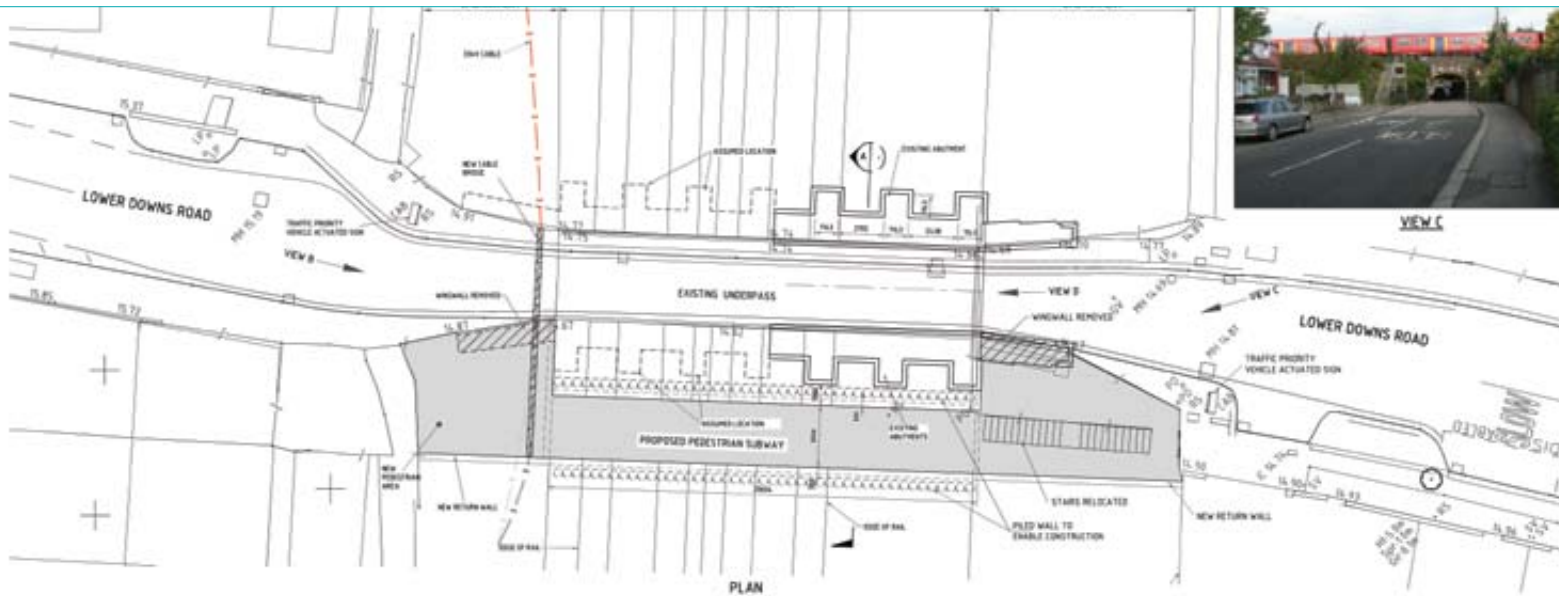
Cycle movements through the tunnel are also extremely difficult as cyclists need to dominate the space to minimise potential of conflict with motorised traffic and many are forced to use the narrow footway. As this is the only cyclist crossing point for over two kilometres the existing bridge environment is seen as a major barrier to cycling in the area. There are also 8 schools within the vicinity of the site.

To address this issue the borough proposes a new walkway / cycleway through the railway embankment parallel to the existing bridge. This will directly address one of the most critical severance issues in the borough, providing an improved environment for pedestrians and cyclists and encouraging sustainable travel behaviour. The scheme will also provide direct benefits for the number of local schools in the area.

Cost

£1,965,280

Proposals for Lower Downs tunnel





New bridge - River Wandle, Colliers Wood

Colliers Wood Bridge

The Wandle Trail is one of the most important routes for pedestrians and cyclists in South London. Whilst ongoing projects are in place to address some of the existing issues, the section of the route directly to the north of Merton High Street does not reflect pedestrian desire lines. The introduction of a new bridge across the Wandle directly to the south of Wandle Bank, along with a new crossing facility across Merton High Street, would provide an improved connection for cyclists. This proposal provides a missing link, and complements the public realm investment made through the Mayor's Regeneration Fund.

Cost

£371,440



Proposed location



*Cycle Infrastructure Design' by
DfT ref Local Transport Note
2/08.*



Other Bridges - Wheel Channels

The three bridges identified below will be quick wins in our programme as the proposed improvements are inexpensive and quick to implement. We plan to implement wheel channels at the following bridge locations.

- Edge Hill Road / Rialto / Grove Road
- Merton Hall Road / Elm Grove
- Grove Road / Lammas Ave

We have prepared an estimate of costs based on the time required for design and cost of materials. We have also estimated the implementation time required to install the wheel channels. We have used the 'Cycle Infrastructure Design' by DfT ref Local Transport Note 2/08

Cost

£12,000

*Edge Hill Road /
Rialto / Grove Road*



Grove Road / Lammas Ave



Merton Hall Road / Elm Grove

Cycle Hire, Electric Bike Hire Scheme and Hubs

We plan to implement a cycle hire scheme, increase cycle parking and introduce cycle hubs where appropriate across the borough. We will trial an electric bike hire scheme in the area surrounding Wimbledon and the Village.

We plan to work with local stakeholders including Love Wimbledon, retailers such as Sainsbury's, Marks & Spencer, Morrisons, Waitrose and the Centre Court Shopping Centre to ensure these measures are promoted to staff and commuters in the town centre.

Cycle Hire – Brompton Dock

Objective:

Provide a cycle hire option for visitors to the town centre.

It will be difficult to extend the Barclays Cycle Hire scheme to our proposed location as the neighbouring boroughs' Barclays cycle hire scheme will need to be extended to our borough boundary first. There are plans to extend the Barclays Cycle Hire scheme further south west but there are no plans for it to reach our borough boundary in the near future. We have therefore opted as a short term measure to implement a Brompton Dock cycle hire scheme.

The benefits of this scheme are:

- Infrastructure is self-contained and can fit into a small area. We are restricted for space in Wimbledon Town Centre therefore this is a suitable alternative.
- Docking station implementation only takes up to 12 weeks therefore a 'quick win' for our programme.
- The infrastructure (bike and container) is attractive, trendy and high profile.

Our first docking station will be installed at a location that has a combination of high visibility and strong footfall. In addition, the docks will be marketed by the London Borough of Merton and Brompton Dock Ltd to ensure good awareness and strong utilisation. The docks will be accessible 24/7 access and covered by CCTV. This initiative will be managed by Brompton Dock Ltd.

Cost:

£50,000

Brompton Dock, Ealing



Electric bike hire

Objective:

Support cycling for leisure across the hilliest parts of the borough.

We will introduce an electric bike hire scheme that will encourage trips between key tourist and leisure destinations in the borough. We will work with local bikes shops and tourist destinations to setup the scheme. Electric bikes will be available for hire from the following locations:

- Bike shops in Wimbledon town centre, Wimbledon Village and Southfields
- Wimbledon common – Windmill Museum
- All England Lawn Tennis Club
- B&B's and hotels - various

There will be 5 electric bikes available for hire at each of these locations. We will arrange with a local bike shop that bikes will be regularly serviced, redistributed to other sites and provide an emergency pickup service. Locks and helmets are also included with the hire scheme.

Charging points will be available at strategically placed charge points across the borough e.g. at pubs, cafes, restaurants and visitor attractions, riders can top-up their batteries whilst enjoying a bite to eat, a drink or a local tourist attraction.

We plan to link to the Electric Bicycle Network (EBN), membership of this will provide marketing, information and advice.

See www.electricbicyclenetwork.com

Cost:

£30,000



Cycle Parking

Objective:

Provide cycle parking at key locations.

We have recently submitted a bid to TfL for funding that will be used to fund some 300 cycle parking spaces a year. These will be located throughout the borough, with a strong focus on town centre locations, key transport hubs and major trip generators. We are intending to focus on residential cycle parking facilities, particularly with respect to some of the estates within the borough. We are willing to consider any suggestions for new cycle parking facilities from members of the community, and will work closely with key cycling stakeholders, including Merton Cycle Campaign, as part of this process. On-street cycle parking will be typically of a standard design, except in situations when the desired use dictates the need for locker facilities.

Centre Court shopping Centre have agreed in principle to allocate some car parking spaces to cycle parking in their town centre car park.

Existing space that could be allocated to cycle parking



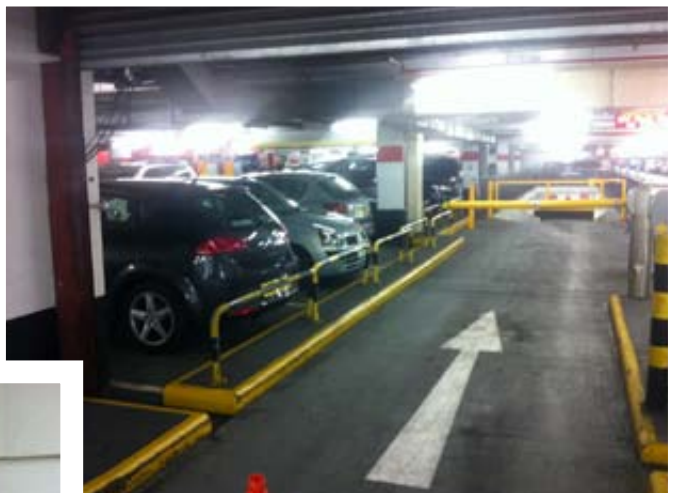
Existing town centre parking, Wimbledon

Hubs

Cycle hubs will be provided in Colliers Wood, South Wimbledon & Raynes Park. These will offer secure, covered and well lit cycle parking and will follow best practice guidelines.

Cost:

£467,000



Centre Court car park Wimbledon. Potential to convert car parking to cycle parking



Chapter 03 Behaviour Change: Promotional measures

VISION CYCLING
INTEGRATED
EDUCATION SECURITY
INFRASTRUCTURE
HEALTH SAFETY



“ Measures to achieve a
10% modal share for
cycling by 2020 ”

Merton's Cycling Strategy

Whilst we have a clear direction of travel with respect to cycling and have an adopted Biking Borough strategy, it is considered to be an appropriate time to produce a new Cycle Strategy document, to reflect increased prioritisation of the mode at a local level and bring together the latest policy direction with respect to cycling. Merton's Cycle Strategy will fully align with regional and sub-regional transport strategies, both in terms of content and timeframe for delivery. Funding in subsequent years will be used to review and update the document. If we are successful and become a 'mini-Holland' borough we will incorporate the programme into our updated strategy document.

Cycle Training

Objective:

Provide new and returning cyclists with skills and confidence to ride a bike.

Adult Cycle Training:

We currently deliver adult Bikeability cycle training sessions every Saturday from March to November. We have recently submitted a bid to TfL for additional funding that will be utilised to run these courses throughout the calendar year. We will also invest additional resources in marketing the course in order to penetrate some of the more hard-to-reach groups. We currently undertake Bikeability cycle training for children in just over half of our schools (2012/13: 49% off-road, 56% on-road). The funding will be utilised to increase the training programme, in order to try and cover a minimum of 75% of our schools. The cycle training will be delivered via our in house cycle training team and schemes will be marketed and promoted via established channels.

Cost:

via LIP funding

Cycle to School Partnerships

Objective:

Support an increase in cycling to education

We are intending to take forward three Cycle to School Partnership projects for the following clusters of schools:

- 1 Sacred Heart / Raynes Park / West Wimbledon / Burlington (Kingston)
- 2 Liberty / Bond / St Mark's Primary / St Thomas's
- 3 Richards, Bishop Gilpin, Willington / Wimbledon High school

The majority of the schools are STAR accredited, or in the process of working towards accreditation. We have engaged with all of the schools and received formal support from the majority – it is envisaged that formal support from all of the schools will be in place in accordance with TfL's revised timescales from this funding stream. Infrastructure improvements have been identified and will also be taken forward in line with the revised timetable.

A Bike-it officer has been working in the borough for the last two academic years. There will be an officer in place for academic year 2013/14, employed via Biking Boroughs funding and TfL match funding. We are currently working with Sustrans to identify the most appropriate secondary and primary schools to work with in 2014/15, but at this stage it is likely to include the following schools:

St Mark's Academy (Secondary), Gorringe (Primary), Beecholme (Primary) and Lonesome (Primary).

Cost:

£30,000

Job Centre Plus – Cycling to Employment Scheme

Objective:

To reduce cost of transport as a barrier to employment.

The cost of transport can act as a barrier to employment. We will support job seekers by making cycling a suitable mode of choice for their journey to work.

Offer:

Loan of a bike for three months, free cycle training, personalised journey plan for their commute and information on public doctor bike events.

The project will focus on the 18-24 age group, as the number of this age group unemployed is disproportionately increasing compared to other groups across the UK. There are currently over 1 million young people in the UK who are not in education, employment or training (NEET). This picture is reflected in Merton where those job seeking in the 18-24 age group is disproportionately higher than any other age group. This is a pivotal age for a person to be unemployed, in many cases stunting confidence and setting patterns for long term unemployment.

Of the 380,000 unemployed working-age adults in London, around 117,000 are aged under 25, accounting for 30% of all unemployed. This amounts to 25% of all economically active young adults in London.

www.londonpovertyprofile.org.uk/indicators/topics/work-and-worklessness/unemployment-in-london-by-age/

We will link our activity with Job Centre Plus to that of the Merton Connected programme, a scheme launched earlier this year encouraging local businesses to hire apprentices was launched to tackle youth unemployment in Merton.

The project aims to provide a link between local businesses and the unemployed young people in the borough struggling to find work, as well as educate businesses on the benefits of hiring apprentices.

See: www.mertonconnected.com/TakeOne

We propose to provide a similar offer to apprentices taking part in the Connected programme: loan of a bike for 3 months, free cycle training, personalised journey plan for their commute and information on public doctor bike events.

Cost:

£50,000

Live Well Service – Improving Merton Residents' Health through Cycling

Objective:

To increase physical activity amongst Merton residents.

Complimenting the 'hard' infrastructural changes will be an evidence based behaviour change programme, developed in partnership with Merton's Public Health team. This evidence based programme will learn from previous smarter travel programmes and utilise the latest available evidence from the National Institute for Health and Care Excellence (NICE) specifically around their public health guidance on Walking and Cycling, Behaviour Change, Physical Activity and the Environment, Physical Activity in the Workplace and Four Commonly used methods to increase physical activity.

In 2011, as part of an approach to using insight from local residents to inform commissioning plans, NHS Sutton and Merton listened to the views of 892 local residents. This research found that 85% of respondents felt that walking and/or cycling was either very or fairly important to them and although gender differences were observed across a number of health behaviours; this wasn't seen in walking and/or cycling; showing that both males and females supported the use of active travel to improve their health. Respondents also suggested that they are more likely to participate in regular walking and/or cycling than formal sport or exercise, potentially showing that our residents will embrace the opportunity for Merton to be a mini-Holland.

This insight was in part used to inform the commissioning of the LiveWell programme, which provides personalised behaviour change support to residents to stop smoking, reduce their alcohol consumption, be a healthy weight and to increase their physical activity levels; including cycling. With moderate financial support, this evidence based public health funded programme, will provide behaviour change support to Merton residents to capitalise on the infrastructural changes locally in a cost effective mainstreamed programme.

Cost:

£10,000



Transport for London

Smarter Travel Sutton

NHS Sutton and Merton



ACTIVE STEPS

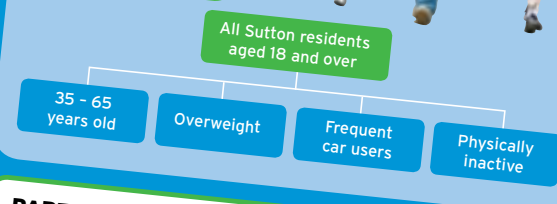
MAKING EXERCISE PART OF YOUR EVERYDAY LIFE



AIMS AND OBJECTIVES

Active Steps is a free 12 week support programme, which aims to increase Sutton resident's physical activity levels through increasing levels of walking and/or cycling in everyday lifestyles, thereby also achieving a modal shift in transport.

TARGET GROUP

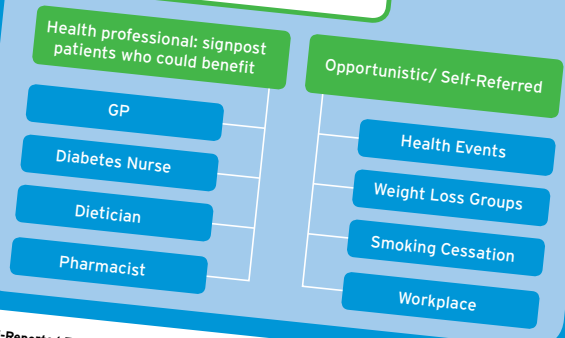


PROJECT DESCRIPTION

Active Steps participants are signposted by medical professionals. They initially attend a thirty minute motivational interview with an Active Steps Advisor, which is followed by a free 12 week support and incentive programme.

The project is funded by Transport for London and delivered by NHS Sutton and Merton, in partnership with London Borough of Sutton. It is a part of the Smarter Travel Sutton (www.smartertravelsutton.org.uk) three year behaviour change programme to reduce car use by 5% and increase levels of cycling, walking and public transport use.

PARTICIPATION ENGAGEMENT AND RECRUITMENT



INCENTIVES

GP practices were incentivised to signpost their patients with a one off payment of £250-£500 to cover admin costs of signposting.

- Incentives for patients include free resources such as:
 - Cycle, walking and health information pack
 - Access to free cycle training
 - Pedometer
 - Weekly motivational postcards or text messages
 - Additional support from their Advisor

MOTIVATIONAL INTERVIEWING

A client-focused, non-directive psychological intervention to explore participants' ambivalence towards increasing their physical activity levels. This allows the participant to explore and resolve barriers towards physical activity. Personalised SMART goals are then set.

12 WEEK APPOINTMENT

The participant re-visits their Active Steps Advisor to explore their achievements over the past 12 weeks using motivational interviewing techniques. Goals can then be re-explored, re-set or additional goals can be added.

PARTNERSHIP WORKING

The programme is delivered by a partnership of NHS Sutton and Merton, Sutton Council and Transport for London. A two tier project governance structure was created, consisting of a Project Board and Steering Group, both consisting of representatives of each organisation. The board is chaired by a local GP who was also the Mayor of Sutton, ensuring both clinical and political support for the project. This structure supported the project manager and the delivery team and each partner delivers elements of the project where their expertise rests.

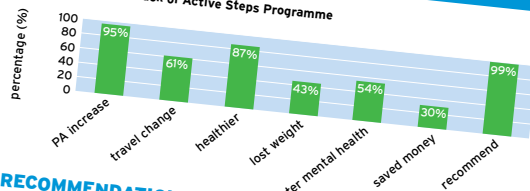
The innovative project shows how partners from different sectors but with complimentary policy goals, such as increasing cycling and reducing CHD risk, can collaborate in delivering a practical project to achieve these goals.

EVALUATION

Active Steps was being independently evaluated by a consortia of respected academics who designed a controlled before and after study as all partners considered an Independent, robust evaluation to be important. The intervention and control groups were made up of two GP practices, each with a target of 300 patients. Each patient was asked to complete a 7 day combined travel and physical activity diary at baseline and their 12 week appointment.

Unfortunately the number of patients completing diaries was very low, as patients reported that they found the survey took too much time to complete. As this did not allow for a robust evaluation, it was terminated. However, self-reported results collected from feedback forms at service users' 12 week appointment show that;

Self-Reported Feedback of Active Steps Programme



RECOMMENDATIONS

Cycling and walking are practical and cheap ways for more people to increase their levels of physical activity.

| CHALLENGES | OVERCOME | RECOMMENDATION |
|--|--|--|
| Buy in from GPs; lack of time during appointments and other health projects. | Active Steps Advisors visited, presented to GP meetings, building GP relationship through regular contact and using Mayor and local GP as champion for Active Steps. | Make sure have GP buy-in before project launches. Allow opportunistic route from initial launch. Train staff on how to engage with health professionals. |
| Independent academic evaluation was attempted but not feasible. | Being flexible, reducing targets and eventually terminating the evaluation. | Develop alternative evaluation techniques or carry out less rigorous independent evaluations of future projects. |
| Future roll-out of similar projects. | Embed in health improvement strategies. | Deliver as part of NHS health checks and targeted programmes in partnership with councils and transport authorities. |

VALUE OF PARTNERSHIP WORKING

The innovative project shows that partners from different sectors, but with complimentary aims, can collaborate in translating policy into delivering a practical project to achieve an increase in physical activity, cycling and walking. It is recommended that the support of similar partners is sought for future programmes to share resources and expertise.

CONTACT

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 Daniel Johnson, Transport for London, 020 7126 2856 or daniel.johnson@tfl.gov.uk

Chapter 04 Delivery Plans and Costs

VISION CYCLING
INTEGRATED
EDUCATION SECURITY
INFRASTRUCTURE
HEALTH SAFETY



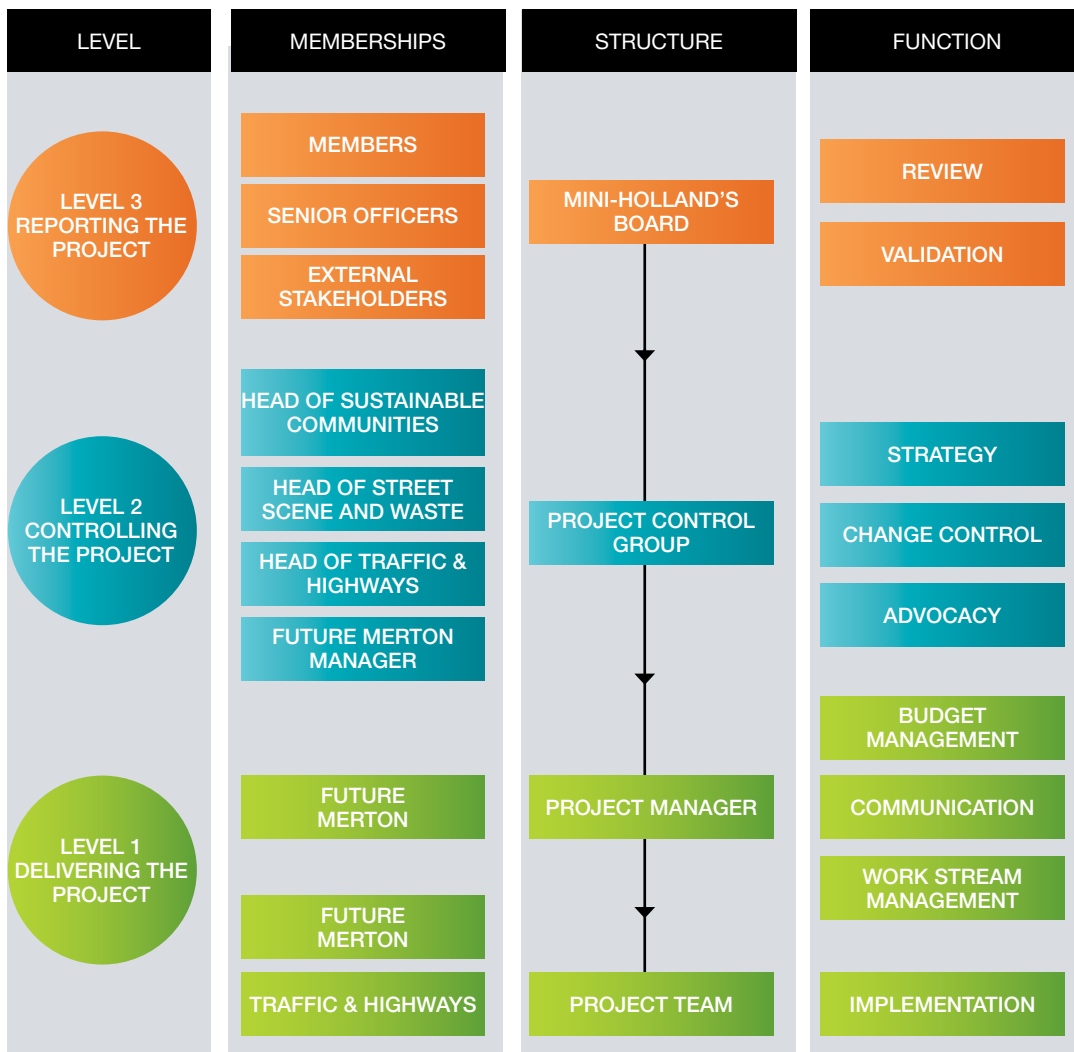
“ We have a track record of delivering successful and award winning public realm led regeneration schemes ”

Y
CITY

Programme management

Team Structure

We are very experienced in delivering larger schemes / programmes. If we are successful and receive funding to deliver this programme in Merton the existing steering group will continue to meet to review progress and the delivery, control and reporting will be undertaken as per the figure below.



Risks

Larger projects such as our proposed mini-Holland must use a Risk Register to monitor risks. Interviewing team members and other stakeholders to identify risks will be a critical step in the success of risk management.

A Risk Register is a vital project management tool for tracking and monitoring risks relating to the project. We will develop a Risk Register for the Merton mini-Holland project, items on the register will be checked on a regular basis. Monthly monitoring is typical but this may be more frequent for high risk issues or may be later if more design work is required. The project team and functional leads are included in this review but sometimes more stakeholders are included depending on the issue.

Risk levels will change as more information is obtained during the course of the project which may decrease or increase the level of risk and hence uncertainty. Risks will be sorted into categories based on ownership (e.g. Project Management, Project Engineering, Construction) so they can be delegated for action by the risk owner. Sorting the register by risk rank (or risk level) is also very useful to highlight the key project risks. These will be copied into the project management reports along with the risk mitigation actions.

- Project Management – financial, programming and achievability
- Project Engineering – including technical and construction
- Political

The Risk Register is a live document and will always be open to accept new or emerging issues. We will include the Risk Register as an agenda item on regular project coordination meetings.

Managing risk involves identifying risks, assessing the level of risk and deciding on actions to manage the risk. We will record actions and track their implementation and effectiveness using the risk registers. During the lifetime of the Merton mini-Holland programme we will:

- Regularly monitor and re-assess the items on the Project Risk Register
- Implement a risk mitigation strategy.
- Consider newly emerging risks during project / programme meetings
- Record actions on the risk registers
- Consider newly emerging risks, which we may not have been aware of earlier
- Some items are specific to different stages in the project life cycle and should be noted clearly for action at the relevant stage
- Changes in the project team may impact on project risks and skills are needed to manage these risks

A project risk register has been prepared and is provided in Proforma A.

Potential sources of change:

Throughout the project we will take actions to adapt to changing circumstances. Change may affect any aspect of the project, in particular the following are possible:

- Project Scope Changes
- Project Schedule Changes - Changes of delivery schedules (e.g. slippage), which affect delivery dates.
- Changes to contract terms and conditions with GLA / TfL
- Process Change - an enforced change to our agreed work plan or methodology - e.g. additional approvals.
- Re-Work - e.g. due to late information receipt.
- Key Personnel Changes – internally and externally
- Changes to Safety Plans or Environment Control Plans
- Changes to forecast cost to complete outside our control
- Changes of key personnel on the project
- Changes external to the project (such as legislative or regulatory requirements) which impact on project delivery

Every member of the project team is responsible for identifying potential changes to the project.

Responding to change:

If project variation-related changes are required we will think them through to ensure that they will be effective – we will likely have to make adjustments further down the track. Any variations will be discussed with key stakeholders. We will ensure to act early and increase communication with stakeholders to inform them of our activity.

Change Control Log:

We will register each change in a Change Control Log, in accordance with an agreed change control procedure. In the log, we will set the status of the change:

1. First as a “Potential Change”
2. If this is later confirmed to be a change (in accordance with our agreement), then it becomes a “Pending Change”.
3. When it is then approved by key stakeholders, it becomes an “Approved Change”.

Example of a Change Control Log:

| Change Request Number | Change Description | Requester | Priority (H/M/L) | Date Requested | Decision: Approved / Not Approved / On Hold | Status: In Progress / Complete / Cancelled | Date: Cancelled / Implemented | Additional comments |
|-----------------------|--------------------|-----------|------------------|----------------|---|--|-------------------------------|---------------------|
| 1 | | | | | | | | |
| 2 | | | | | | | | |
| 3 | | | | | | | | |
| 4 | | | | | | | | |
| 5 | | | | | | | | |
| 6 | | | | | | | | |

Changes to key personnel:

For changes to key personnel there needs to be an appropriate handover process. Work through the implications of the change with the Project Director.

- We will use project progress/status reports as one way of highlighting the issues and will identify and deal with issues before they become problems.

For large projects such as this we will regularly monitor and re-assess the items on the Project Risk Register.

Performance indicators

There are a number of different forms of evaluation which can be pursued according to particular circumstances surrounding a project or programme. In this situation, as the majority of the works relate to changes to cycling and the public realm, the corresponding assessment methods directly relate to the impact of such changes.

For the mini-Holland programme it is intended to take forward a combination of quantitative and qualitative surveys, allowing for before and after comparisons associated with the impacts.

A draft evaluation strategy, presented for further discussion, is included in Proforma A.

Monitoring and research

We will commission new cycle counts in 2014/15, specifically focusing on the new schemes that have been delivered via the LIP and Biking Borough programmes over the last two years and have been subject to baseline data collection. We will also look to collect data at some of the key corridors in the borough that are not currently covered via existing annual data collection arrangements. Increased funding beyond 2014/15 will enable some qualitative monitoring to also take place along key corridors.

EQIA

An Equality Impact Assessment (EqIA) is an assessment carried out for plans, policies and strategies to identify the likely impact on Merton's diverse communities and to recommend any changes to mitigate against any identified adverse impacts. The Equality Act 2010 replaced previous anti-discrimination laws with a single Act. In 2011 the Act extended protection against discrimination to nine 'protected characteristics' which includes:

- Age
- Disability
- Sex/Gender
- Religion
- Sexual Orientation
- Gender reassignment
- Marriage and Civic Partnership
- Pregnancy and Maternity

We will carry out an EqIA for the proposed schemes included in our bid to ensure that there is no adverse impact on the 'protected characteristics' noted above and that where possible, our mini-Holland programme promotes equality.

Consultation

Once we received confirmation that we had been shortlisted for the second stage of the bidding process we setup a steering group to oversee and provide support and approval for the bid. The group has been meeting fortnightly since mid-September to discuss and agree our proposals. The group members are listed as follows:

- Chris Lee, Director of Environment & Regeneration
- Cllr Andrew Judge, Cabinet Member for Environmental Sustainability and Regeneration
- James McGinlay, Head of Sustainable Communities (and Member of the LoveWimbledon BID and Merton Chamber of Commerce Boards)
- Paul McGarry, futureMerton Manager
- Cormac Stokes, Head of Streetscene and Waste
- Mario Lecordier, Traffic and Highways Manager.
- Richard Lancaster, futureMerton: Placemaking & Public Realm Manager
- Bronwen Pickering, Senior Communications Officer
- Barry Causer, Public Health Commissioning Manager, Merton Council

Cllrs Agatha Akyigyina and Judy Saunders with Cabinet Member for Environmental Sustainability and Regeneration Councillor Andrew Judge



Consultation on our outline plans has taken place in a variety of forms – via the formal stakeholder events listed and also as follows:

- ✓ 'My Merton' article that is distributed to 80,000 households in the borough (also available online).
- ✓ Chamber of Commerce news story for the businesses in Merton
- ✓ Wimbledon Guardian coverage in the local paper
- ✓ Emails to Wimbledon residents' forum about the stakeholder meeting
- ✓ Added a note to all the forums' Facebook walls (all the forums have a total of 219 people)
- ✓ Tweeted about the events
- ✓ Provided information via Street Life which is a local social network utilised by 1700 people.
- ✓ Information provided on the council's consultation website, iConsult

We have not received any opposition to our proposals. We have cross party support therefore if there is a change in administration during 2014 there will still be on-going support for the mini-Holland programme. Our Cabinet Member for Environmental Sustainability and Regeneration is just one of many cycling champions and has been supportive of the bid from the outset.

Key stakeholders have been consulted on the proposals to ensure they are informed, supportive and are provided a chance to raise any potential issues. An overview of the stakeholder engagement and consultation undertaken to date is provided in the table on the following page. A draft long term consultation strategy has been provided in the proforma A.



| KEY STAKEHOLDERS | | CONSULTATION AND ENGAGEMENT SESSION |
|---|--------------------------------|---|
|  Wimbledon Civic Forum | Wimbledon Civic Forum | 28th November |
|  Chamber of Commerce | Chamber of Commerce | One to one meeting / presentation |
|  Love Wimbledon | Love Wimbledon | One to one meeting / presentation Stakeholder event – 21st November |
|  Merton Cycling Campaign | Merton Cycling Campaign | One to one meeting / presentation – 30th October Stakeholder event – 21st November |
|  Kingston Council | Kingston Council | One to one meeting – 25th October |
|  Merton Councillors | Merton Councillors | Full council session – 20th November |
| | Over 100 Resident Associations | Stakeholder event – 21st November |

Proposed Programme

We have prepared a Gantt chart to demonstrate our programme timeline. This is provided in Appendix C and presents the ‘quick wins’ in our programme which are as follows:

- Raynes Park town centre cycle routes – Coombe Lane and West Barnes Lane
- Christchurch road cycle route and links towards Mitcham
- South Wimbledon junction
- Sheridan road junction
- Wheel channels at three locations

Costs

We have developed detailed costs for our bid which are provided in proforma A. The estimate of costs is also listed in the following table.

| NO. | MAIN TOWN CENTRE - WIMBLEDON | ESTIMATE OF COSTS (£) |
|--|---|-----------------------|
| 1 | The Broadway, gyratory | £4,213,594 |
| 2 | Wimbledon hill | £516,590 |
| 3 | The Broadway | £473,952 |
| SECONDARY TOWN CENTRES - RAYNES PARK AND MORDEN | | |
| 4 | Coombe Lane junction | £867,591 |
| 5 | West Barnes Lane junction | £272,368 |
| 6 | Morden town centre gyratory removal | £4,623,200 |
| SEVERANCE - BRIDGES | | |
| 7 | Rivery Wandle Bridge at Colliers Wood | £371,440 |
| 8 | Lower Downs Road Tunnel | £1,965,280 |
| 9 | Install wheels channels at 3 x bridge locations | £12,000 |
| CONNECTIVITY - JUNCTIONS AND ROUTES | | |
| 10 | Christchurch Road - Colliers Wood to Mitcham | £3,657,499 |
| 11 | Western Road - Colliers Wood towards Mitcham | £382,800 |
| 12 | Church Road - Colliers Wood towards Mitcham | £510,400 |
| 13 | South Wimbledon junction / Morden Road / Milner Road | £1,139,730 |
| 14 | Sheridan Road / Kingston Road junction | £376,400 |
| 15 | Bushey Road | £2,470,000 |
| 16 | Wimbledon Hill / High St / Parkside - Wimbledon towards Wandsworth | £733,700 |
| 17 | Coombe Lane - Raynes Park towards Kingston | £382,800 |
| 18 | West Barnes Lane - Raynes Park towards Kingston | £319,000 |
| 19 | Lower Downs Road - link from rail side path to Kingston road | £159,500 |
| 20 | Morden Road - South Wimbledon to Morden | £478,500 |
| 21 | London Road - Mitcham to Tooting | £478,500 |
| 22 | Morden Hall Road / Morden Road / London Road - Morden to Mitcham | £957,000 |
| 23 | Merantun Way - Christchurch Road to Morden Road | £319,000 |
| 24 | Commonside / Croydon Road | £797,500 |
| 25 | Dutch Roundabout at Morden Road / Central Road / St Helier | £555,000 |
| 26 | Dutch Roundabout along Merantun Way | £370,000 |
| 27 | Filter permeability (various locations) | £1,200,000 |
| SUPPORTING MEASURES | | |
| 28 | Wimbledon cycle hub - within existing car parking facility at Centre Court Shopping Centre | £50,000 |
| 29 | Wimbledon cycle hire - Brompton Dock (20 Bromptons) | £50,000 |
| 30 | Raynes Park hub at rail station | £297,000 |
| 31 | South Wimbledon cycle hub near tube station | £50,000 |
| 32 | Colliers Wood cycle hub near tube station | £50,000 |
| 33 | Merton Electric bike hire scheme | £30,000 |
| 34 | Mitcham Eastfields cycle parking | £20,000 |
| 35 | Live Well programme promotion | £10,000 |
| 36 | Job Centre Plus cycling scheme | £50,000 |
| 37 | Secondary school programme (cycle parking, level 3 intensive training and doc bike) | £30,000 |
| 38 | Marketing and travel awareness (includes brand development, events, promotions, campaigns) | £1,000,000 |
| ADDITIONAL SUPPORT | | |
| 39 | 1 x project manager and 2 x team members full time for 5 years (these are in addition to the existing team) | £1,500,000 |
| TOTAL | | £31,740,344 |

Chapter 05 Ensuring Transformational Change

VISION CYCLING
INTEGRATED
EDUCATION SECURITY
INFRASTRUCTURE
HEALTH SAFETY



| BID REQUIREMENTS | OUR RESPONSE |
|---|--|
| <p>A substantial redesign of the main town centre to make it genuinely excellent for cyclists.</p> | <p>Wimbledon Town Centre:</p> <p>Five options reviewed. One preferred option presented.</p> <p>The main town centre section of The Broadway will be closed to general traffic to accommodate fully segregated westbound cycle lanes and partial segregation eastbound. Bus routing will continue unchanged, with eastbound general traffic rerouted via Hartfield Road.</p> |
| <p>Redesigns of some of the secondary town centres.</p> | <p>Raynes Park Town Centre:</p> <p>Cycle priority through the town centre – alternative options could include partial gyratory removal.</p> <p>Morden Town Centre:</p> <p>High level concepts based on reducing the dominance of the gyratory, prioritising for cyclists, significant public realm improvements and redistributing standing buses around the town centre.</p> |
| <p>Addressing severance, where this is a problem: new cycle and pedestrian crossings of major roads, railway lines or waterways. (No need to address it if it is not a problem in your borough.)</p> | <p>Lower Downs Bridge.</p> <p>Wheel Channels at various locations.</p> <p>Colliers Wood Pedestrian / Cycle Bridge.</p> |
| <p>A network of good cycle routes radiating out from the main town centre, and secondary centres, to other parts of the borough, paralleling all the main local travel routes.</p> <p>Redesigns of problem junctions where they are used by cyclists.</p> | <p>Various proposals to connect the key town centres and neighbouring boroughs. Various junctions addressed via our proposed route improvements.</p> <p>Christchurch Road - Colliers Wood to Mitcham Western Road - Colliers Wood towards Mitcham Church Road - Colliers Wood towards Mitcham South Wimbledon junction / Morden Road / Milner Road Sheridan Way / Kingston Road junction Bushey Road Wimbledon Hill / High St / Parkside - Wimbledon towards Wandsworth Coombe Lane - Raynes Park towards Kingston West Barnes Lane - Raynes Park towards Kingston Lower Downs Road - link from rail side path to Kingston road Morden Road - South Wimbledon to Morden London Road - Mitcham to Tooting Morden Hall Road / Morden Road / London Road - Morden to Mitcham Merantun Way - Christchurch Road to Morden Road Commonsides / Croydon Road Dutch Roundabout at Morden Road / Central Road / St Helier Dutch Roundabout along Merantun Way Filter permeability (various locations)</p> |

| BID REQUIREMENTS | OUR RESPONSE |
|---|---|
| At least one good commuter route from the borough to central London. | A number of the routes connect into CS7 at Colliers Wood. |
| Significant numbers of short local car journeys, within the borough and nearby, replaced by bicycle journeys. | Improvements to local routes - quick wins / filtered permeability. Targeted marketing. |
| Cycle superhubs, with large amounts of secure cycle parking, at local railway station(s). | Hubs at Colliers Wood, Raynes Park, South Wimbledon. Mitcham Eastfields and Wimbledon cycle parking. Wimbledon cycle hire. Electric bike hire trial. |
| Significant local marketing and promotional efforts, though the main emphasis will be on 'hard' infrastructure measures. | Brand development, events, promotional campaigns. |
| Targeted efforts to increase cycling by key demographic groups in your borough who cycle less than average (in some boroughs this might be ethnic minorities, in others the elderly, in others C2DE social groups.) | Job Centre Plus Cycle Scheme. Recycle-a-cycle (working with young offenders to restore stolen bikes). Live Well Programme. |
| Ensuring that all new developments and projects are genuinely cycle-friendly. | Cycle Parking, cycle routes through sites, land dedication. |

Appendices

VISION CYCLING
INTEGRATED
EDUCATION SECURITY
INFRASTRUCTURE
HEALTH SAFETY



TY

HEALTHY

Appendix A:

RAG rating – Wimbledon
Town Centre scheme options

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Appendix B:

Wimbledon Town Centre
alternative scheme options

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Appendix C:

Merton Programme
(Gantt Chart)

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Appendix D:

Communications Strategy

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Appendix E:

Cycling Benefits Strategy

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Appendix F:

Merton Proforma A

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Appendix G:

Merton Proforma B

VISION CYCLING
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Helen Clark Bell, LoveWimbledon BID said:

"Love Wimbledon is supportive of this initiative in Wimbledon, making it easier for cyclists in the town centre taking into consideration the car, public transport and pedestrians."

Diana Sterck, Chief Executive of Merton Chamber of Commerce, said:

"Wimbledon is the economic hub of the borough so it makes sense that it's the transport hub too, and that includes cyclists. I am delighted that the Merton Chamber of Commerce are supportive of the Council's Mini-Holland bid."

Charles Barraball, Merton Cycling Campaign (MCC) says:

"Very constructive meetings with Merton Council give us confidence that they grasp the importance more walking and cycling has for growing local personal and business economies, and the community . The detail will show how these transformational intentions to create routes safe and attractive for active travel to and in Wimbledon and Raynes Park Town Centres, taking up 1/3 of the package, and the Borough-wide emphasis on segregated routes on the links to town centres in and around Merton. The measures will actively mitigate public health costs arising from obesity and mental health concerns, population growth, and the sad reality of different life-expectancy rates experienced across our Borough.

There is huge potential to benefit all Merton's residents and enterprises which is why this bid has cross-party and commercial support. MCC are in agreement that transformational schemes fully and unambiguously aligned with Continental standards can deliver realisable benefits.

This refined bid moves Merton's agenda forward, marking lives-changing departures from the historic UK-wide reality for people who could cycle or walk, characterised by what the far-sighted Mayor of London's Vision for Cycling in London describes as "unsatisfactory compromises" and "half-hearted improvements."