

**THIS ONE  
RUNS ON FAT  
AND SAVES YOU MONEY**



**THIS ONE  
RUNS ON MONEY  
AND MAKES YOU FAT**



# Merton's Mini Holland Bid

Supplementary Information,  
following Mayor's Design Advisory Panel.  
February 2014

# Contents

|   |           |
|---|-----------|
| <b>Cross borough routes</b>                 | <b>3</b>  |
| Wimbledon Common to Wimbledon Town Centre   | 4         |
| Raynes Park: Bushey Road                    | 8         |
| Raynes Park Bushey Road to Kingston         | 9         |
| Morden: South Wimbledon to St Helier Avenue | 10        |
| Colliers Wood: TFL Better Junctions         | 15        |
| <br>  |           |
| <b>Wimbledon town centre servicing</b>      | <b>17</b> |
| <br>  |           |
| <b>Street sections</b>                      | <b>19</b> |
| Wimbledon Broadway                          | 19        |
| St Helier Avenue                            | 20        |
| <br>  |           |
| <b>Mitcham: Filtered cycle permeability</b> | <b>21</b> |
| <br>  |           |
| <b>Design quality</b>                       | <b>24</b> |



Cycle Ballet: Wimbledon

# Merton's cross-borough routes

Merton's Mini-Holland strategy provides a number of cross borough routes which are intended to link up Merton's main town centres and create inter-borough routes to Kingston, Wandsworth and the City via CS7.



The Mayor's Design Advisory Group asked for further design detail on the routes between the town centres, principally;

- A. Wimbledon Common to Wimbledon Town Centre
- B. Raynes Park: Bushey Road to Kingston
- C. Morden: St Helier Avenue to South Wimbledon

The routes are detailed in the following pages. For Wimbledon Village, further design development has concluded that the Village High Street does not have sufficient width for full segregation. Therefore we have proposed a dual solution to improve cycling.

A quiet-way (bypass) for the Village has been identified along Lingfield Road and Raymond Road, connecting with existing routes.

The confident cyclist will still use the Village and bus lane on Wimbledon Hill Road as a direct route, therefore we have explored a traffic calming scheme (similar to The Cut) to reduce speeds and create a better environment for on-street cycling in Wimbledon Village. This includes semi-shared space at the village roundabouts (similar to Poynton)

Parkside [P] is being delivered separately from mini-Hollands, in partnership with Wimbledon Common Conservators but aligns with mini-Hollands at the Village.

## Wimbledon Village: traffic calming

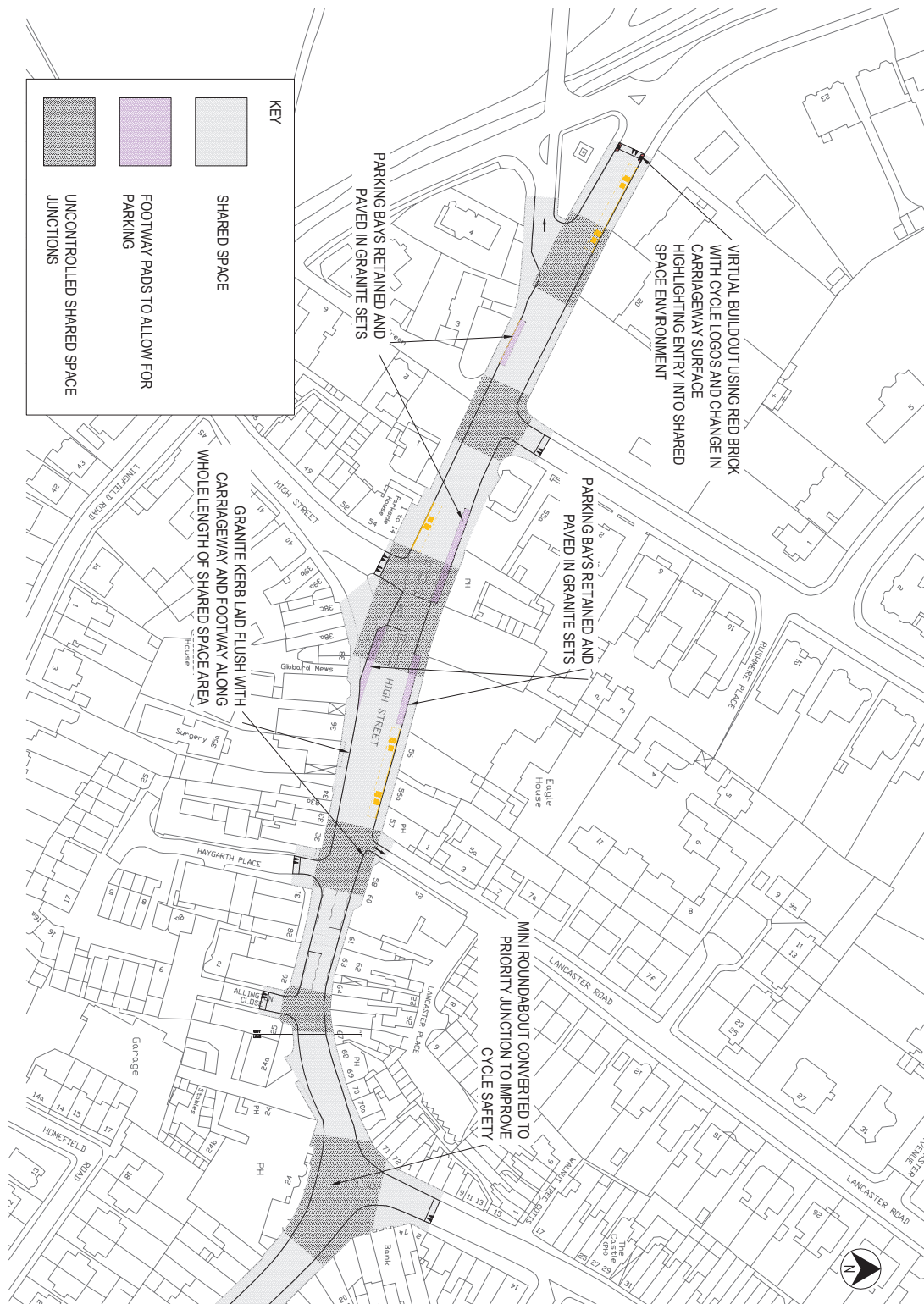
Wimbledon Village is a conservation area and needs a more sensitive design treatment to traffic calming and safer cycling measures. This approach is at concept stage, in response to the Mayor's Design Advisory Group comments. We accept that this solution will require additional funding from Merton Council beyond the cycling infrastructure which we will address in detail should our bid be successful.

The intention for Wimbledon Village High Street is to introduce a 'Dutch-style' street treatment with;

- 20mph speed limit
- speed reducing measures
- tightened junctions
- cycles share space safely with vehicles and pedestrians through 'core' village area



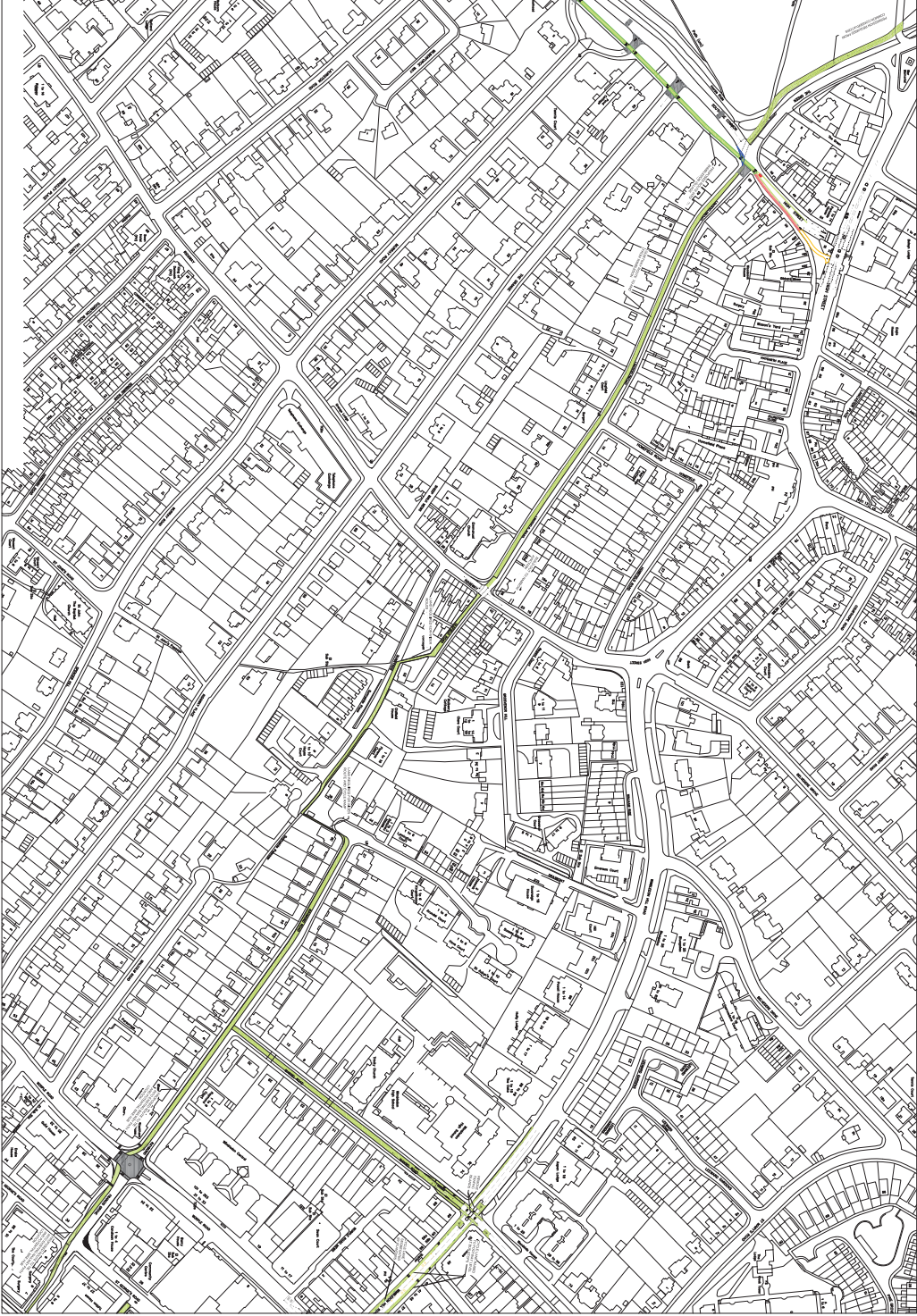
# Wimbledon Village High St: traffic calming



# Wimbledon Village High St: traffic calming



# Wimbledon Common to Wimbledon Town Centre (Village by-pass route)



# Raynes Park: Bushey Road

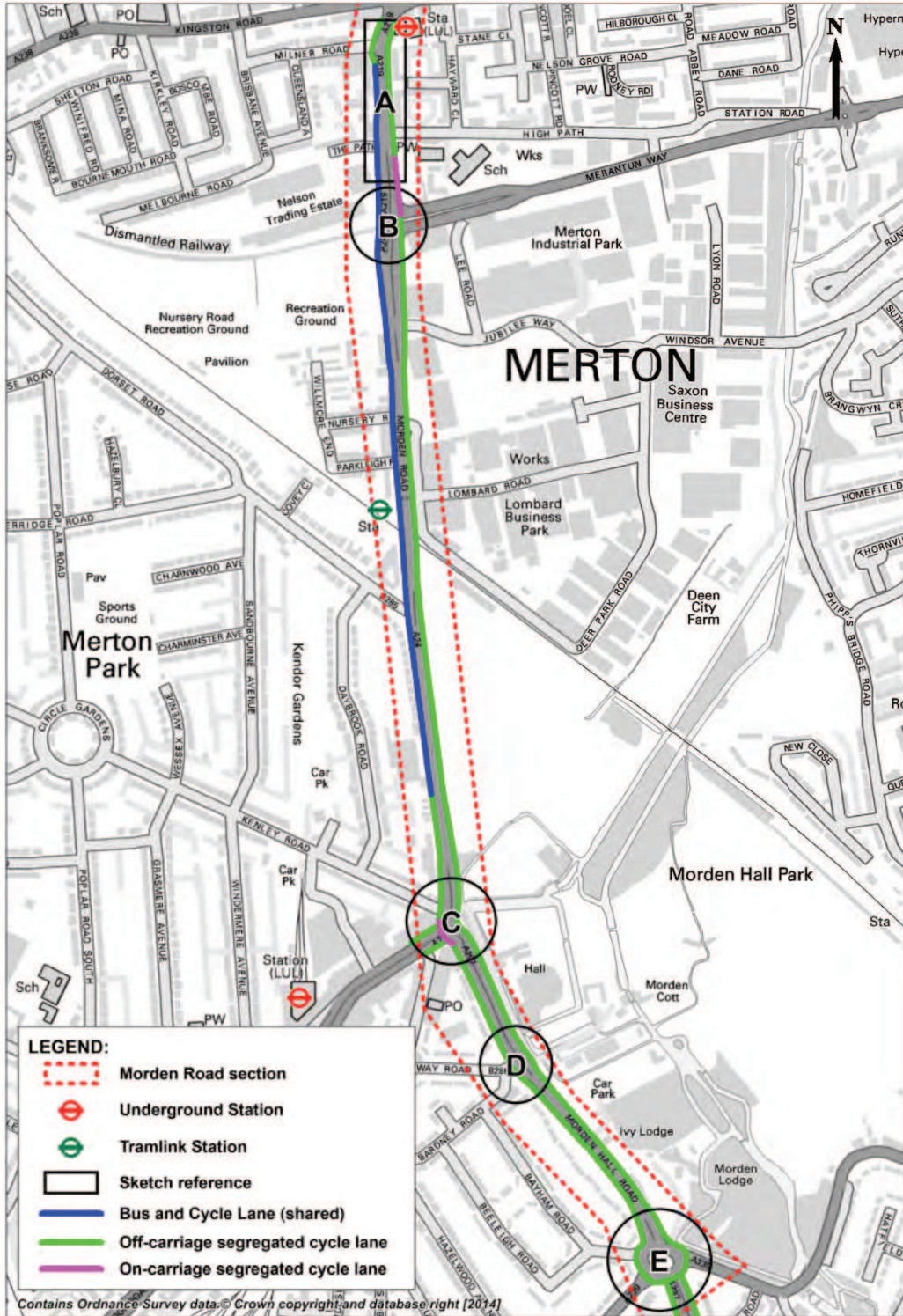


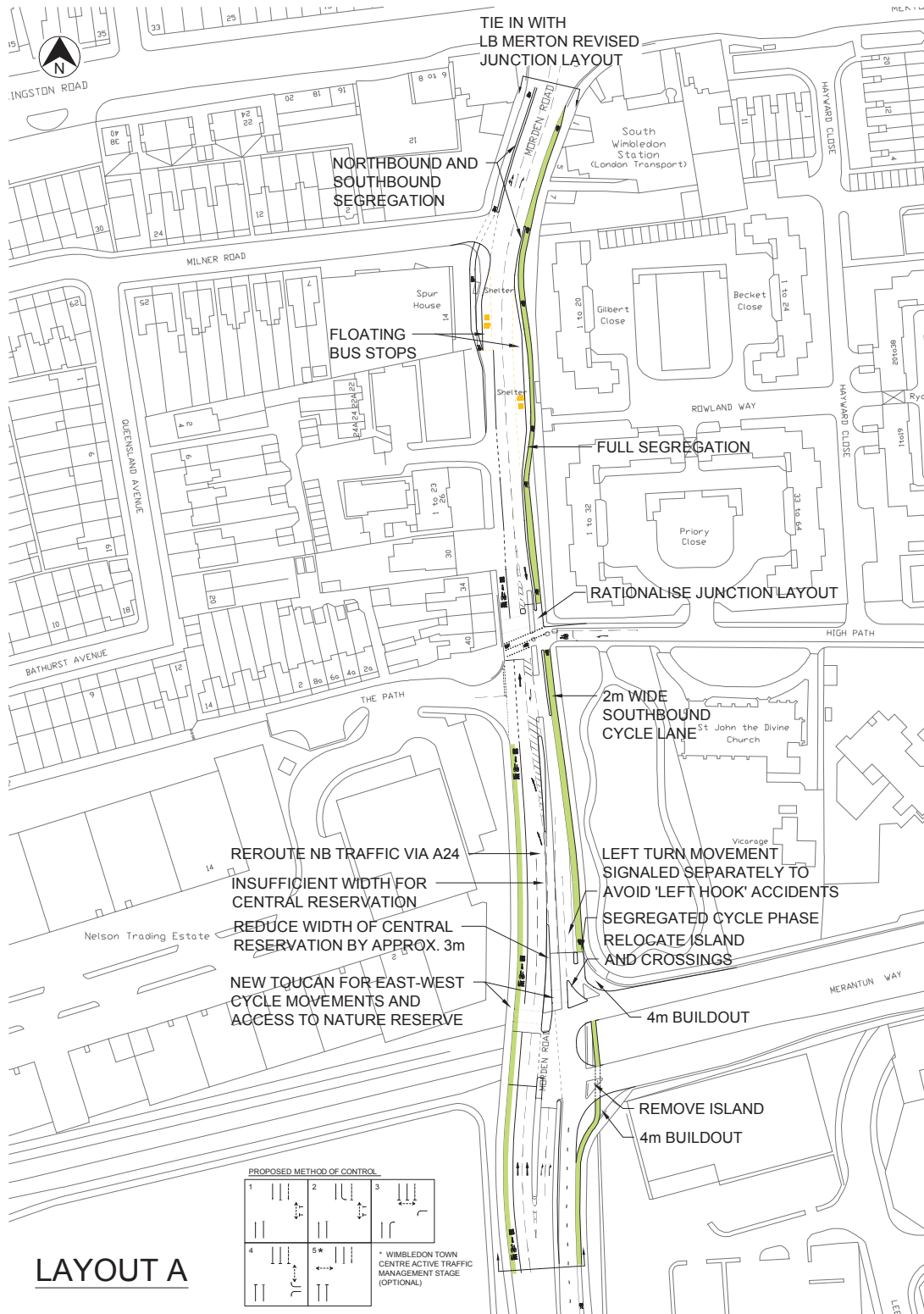


# Raynes Park: Bushey Road to Kingston

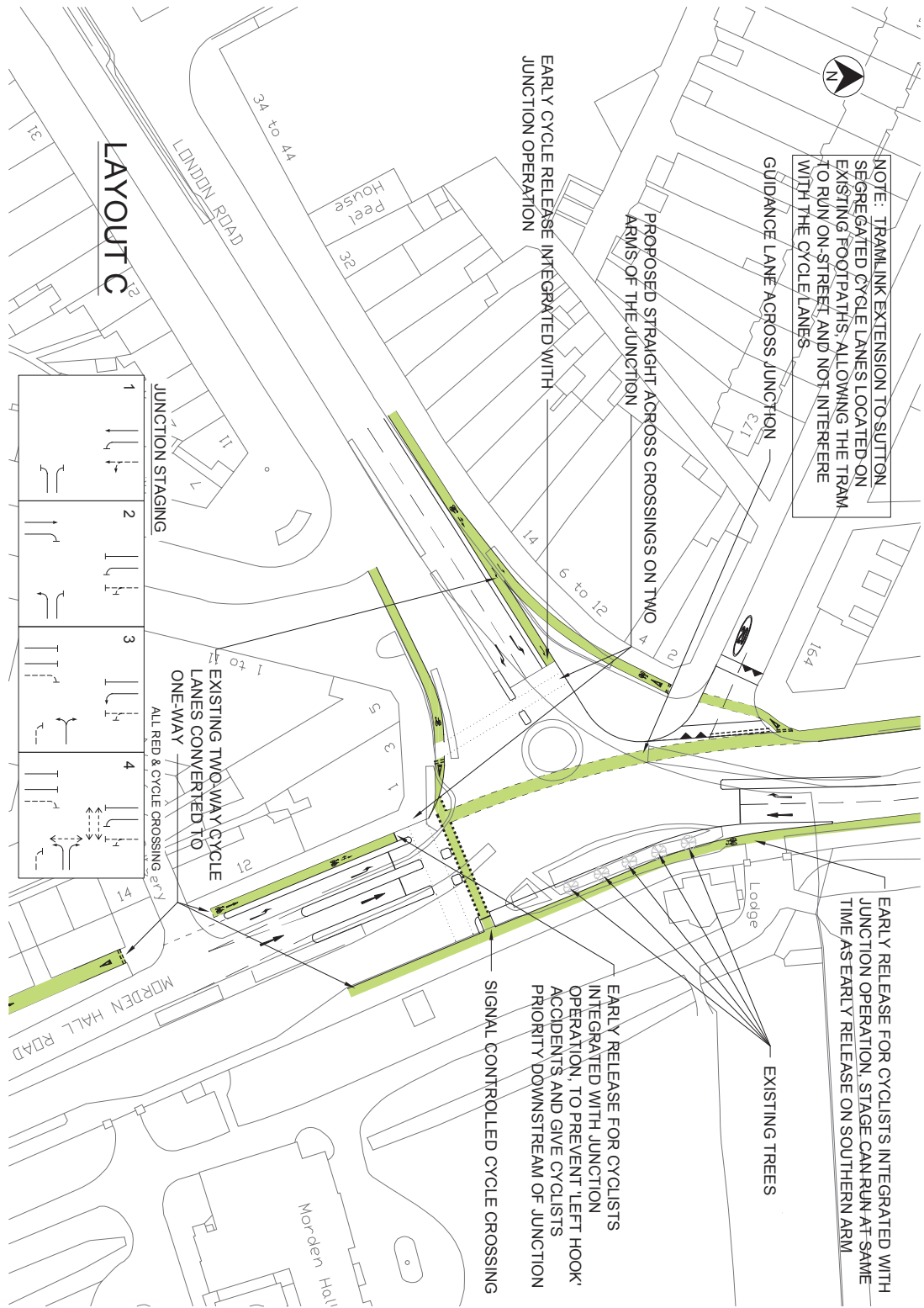


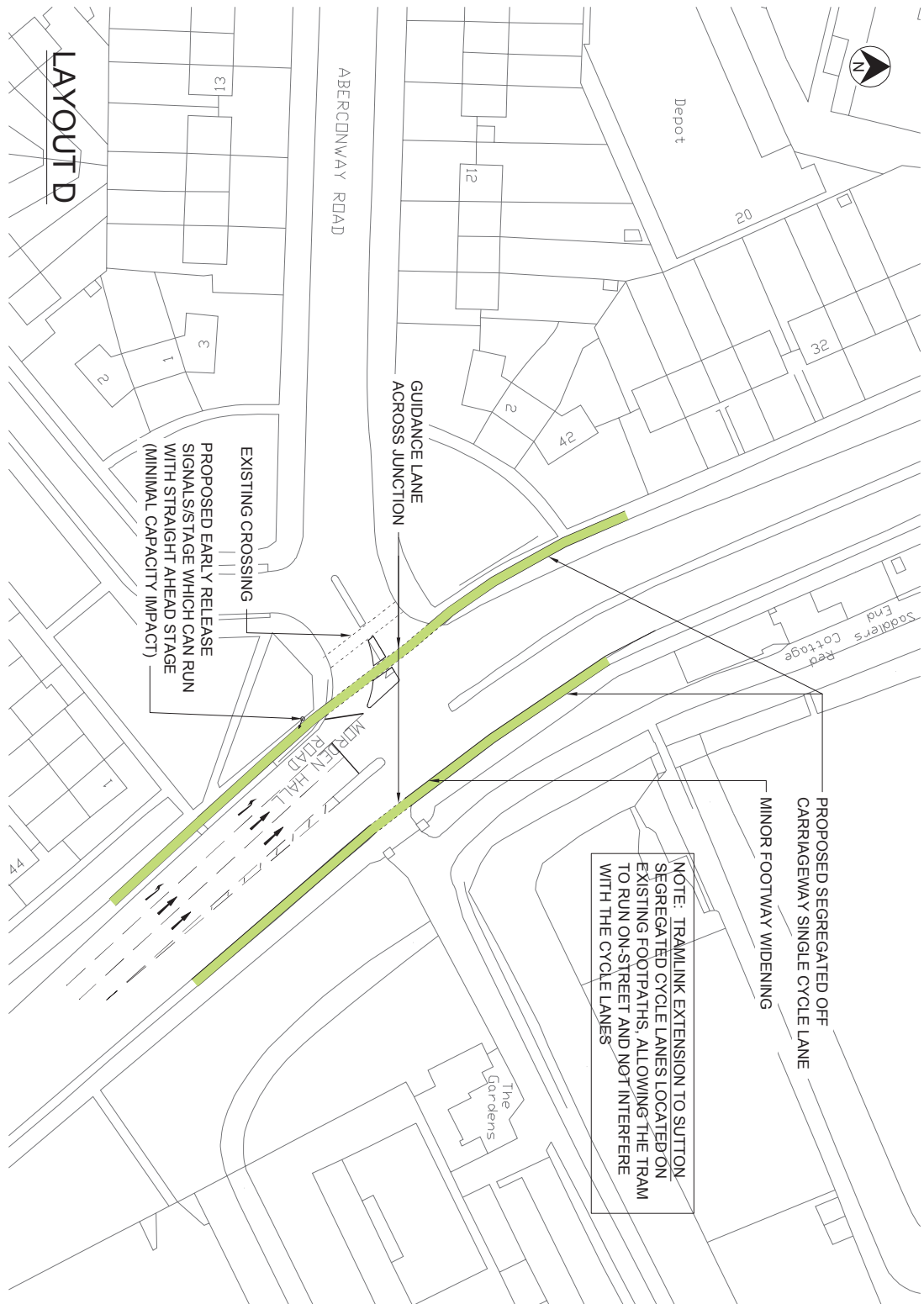
# Morden: South Wimbledon to St Helier Av

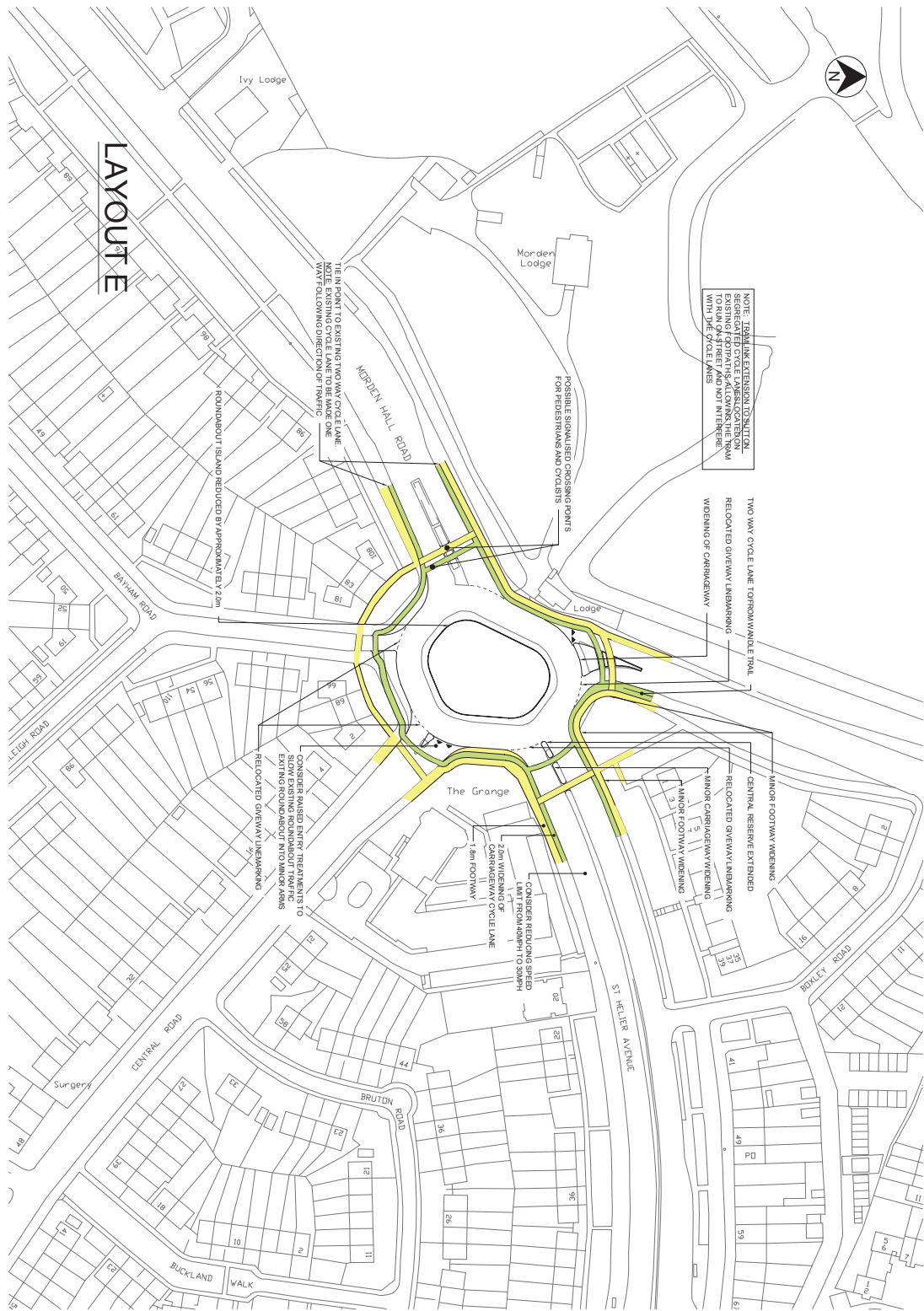




**LAYOUT A**







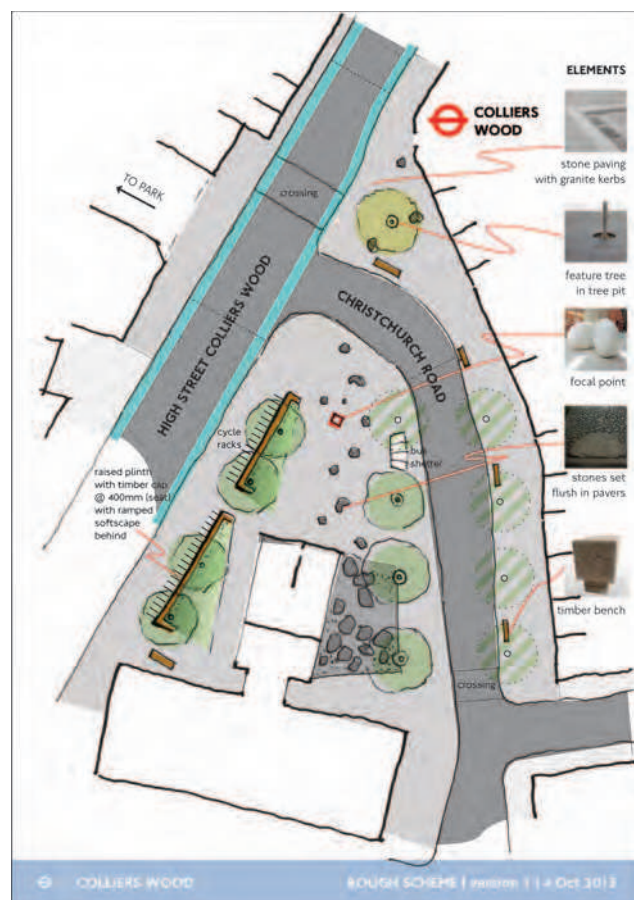
# Colliers Wood: Public Realm

Connecting Colliers Wood is a public realm project being delivered in partnership between the Mayor's Regeneration Fund, TfL's Better Junctions Programme and futureMerton.

Although this is not part of Mini-Hollands, the Mayor's Design Advisory Group sought clarification of how CS7 and local cycling routes would be integrated in Colliers Wood.

The project provides:

- A cycle by-pass at the junction of Priory Road and Colliers Wood High Street feeding into CS7.
- Segregated cycle facilities on Christchurch Road with cycle crossing to the 'tower island' site.
- Christchurch Road at Colliers Wood Underground Station is bus and cycle-only, providing connections to Wandle Park and CS7.
- A raised table at the Underground Station gives cyclists priority and a semi-shared space.
- Parking provision will be increased, but dispersed around the new public square, with options for cycle-hubs emerging on TfL land in Baltic Close and in the Tower phase2, which is at pre-app stage.



# Colliers Wood: TfL better junctions





# Wimbledon Town Centre Servicing

The Mayor's Design Advisory Group sought clarification on Merton's approach to store deliveries and servicing in the central section of Wimbledon Broadway.



The proposed segregated cycle lanes have the potential to create conflict with deliveries to businesses on the Broadway's central section, however we believe this is manageable and propose the following approach;

The westbound cycle route, on the south-side of the Broadway will be separated from traffic by a wide-channel kerb with horizontal segregation of 50mm up-stand, between the bus lane and footway levels. Shops on the south-side (Morrison's/UniQlo/Blacks) have basement servicing accessed from Hartfield Road which will remain unchanged, however a new loading bay is provided for access to the smaller units on the south-side (TKMaxx-RobertDyas). The loading bay is bypassed by the cycle lane and forms part of the footway outside allocated loading periods.

The eastbound cycle route, on the north-side of the Broadway will be segregated by an intermittent resin or stone kerb \* with an up-stand of a maximum of 50mm in height with reflective markings. This will allow service vehicles close access to shop frontages during permitted loading periods.

*\*Armadillos will be considered subject to detailed design and compatibility with other street-scene items within the conservation area.*

Shops on the north side are generally smaller independent businesses and restaurants and have rear access via Broadway Court, though it not always possible with larger vehicles, it is used for cars and small vans.

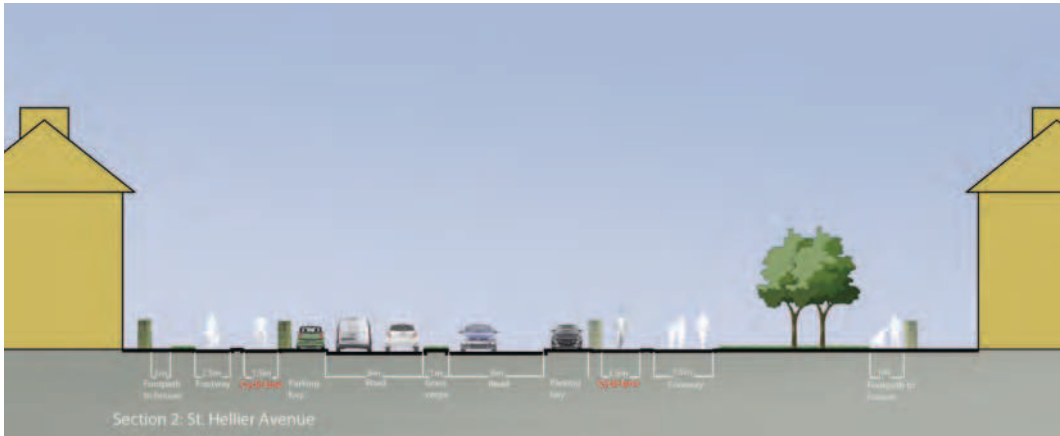
We recognise the need to retain servicing provision and will propose a time-banded delivery scheme. Merton's commercial waste collection already successfully operates on this basis with the support of the businesses. We aim to build on this momentum and use our existing good working relationship with businesses to extend time banding to also include servicing arrangements.

We'd propose that deliveries are completed by 7am, freeing up the cycle-lanes for the morning rush hour where we expect the greatest amount of cycle trips generated by Wimbledon Station. Our process will be to amend existing waiting and loading restrictions as part of the MiniHolland project. We will work closely with the LoveWimbledon BID and the Merton Chamber of Commerce to promote the benefit of our proposals to businesses.

# Street Sections

Street sections to demonstrate the width of cycle facilities on Wimbledon Broadway and St Helier Avenue





## Mitcham: Filtered Permeability

The Mayor's Design Advisory Panel sought more detail on how the concept of filtered cycling permeability will apply in Mitcham and how potential conflict between cyclists and pedestrians may be resolved.

Cycling provision within in Mitcham town centre will be greatly enhanced by the Rediscover Mitcham regeneration project. At the heart of the town centre, new cycle lanes will be provided around Fair Green and shared with the new London Road Bus-only street. Majestic Way precinct will become more of a laneway street typology with dedicated cycle segregation towards St Marks Road. These works do not form part of our Mini-Holland bid.

However, our focus on a loose network of permeable routes in Mitcham are designed to plug-into the town centre scheme, like spokes to a hub, enabling greater cycling choice for local trips.



Proposed cycle segregation at Figges Marsh, North Mitcham.

It is very important that the Merton mini-Holland bid also enhances cycling permeability as a way of linking Mitcham's residential neighbourhoods to the town centre and key routes proposed for Figges Marsh and Croydon Road. Merton already uses these techniques to enhance cycling permeability to create new links/short-cuts for cyclists by a variety of measures, including:

- exemptions for appropriate traffic regulation orders (such as one-way streets)
- cycle provision through road closures
- new links across parks, rivers and railways to create direct and easy cycle routes using exemptions for road closures and traffic regulation orders or new links across barriers such as rivers, railways and parks.

Our bid contains some detailed proposals for addressing this important cycling need, such as the new bridge over the River Wandle and the Lower Downs Road tunnel, and the work streams around town centres and routes will also enhance this, investigating ways of developing better permeability in the connecting routes

Filtered Permeability (page 39 of our bid) highlights the mixed-bag of small scale interventions needed in the wider Mitcham area to make cycling more convenient and attractive. Examples include;



#### Love Lane:

Dropped kerbs, signage and defined (advisory) cycle route is needed.



#### St Marks Rd / Lammas Ave:

potential cycle-pedestrian conflict to be resolved by rationalising clutter, with cycle speed hump and small cycle give-way signage. A cycle crossing with either dropped kerb or realigned table would benefit this key route to the town centre.



#### Juniper Gardens:

No clear cycle priority, but space to do-so, with dropped kerbs and clear signage/markings.

## Cycle/Pedestrian conflict potential at laneways:

We will use a variety of techniques to address this issue. Firstly, our scheme design will focus on those routes which are best able to accommodate such conflicts while maintaining easy and direct cycle access – these include those with adequate width and better junction visibility.

Secondly, the design itself will seek to ensure clear indications to both cyclists and pedestrians of each other's presence and where the priority (if any) lies, and we will use 'place-making' techniques to create an atmosphere for suitable behaviour. Signing, information and particular designation such as 'shared use' are used where relevant



Finally, where absolutely necessary, speed-reducing measures such as horizontal or vertical deflection will also be used. In our local experience, these issues are typically relatively minor, and through careful design can encourage cyclists and pedestrians to respect each other's right to passage on these routes.

## Design Quality

The Mayor's Design Advisory Group sought clarification of Merton Council's design capacity and our commitment to commission specialist urban realm design input for Wimbledon and Morden town centres.



The mini Holland concept designs and CGI illustrations put forward in our bid have been prepared jointly between futureMerton Urban Design and the Council's Highways teams, supplemented by more technical input and traffic modeling by SKM Colin Buchanan.

The project is led by a multi-disciplinary team at Merton with an award winning track record; but we do recognise that mini Hollands is a step-change and that capacity will need to increase, with the addition of a dedicated cycle team and specialist input for the higher profile town centre schemes. We believe mini Hollands is as much about holistic place-making and quality urban realm, as it is about cycling infrastructure. Like the Netherlands, if the place feels right, cycling becomes more intuitive and adopted by the community.

Designs, at key milestones, from Stage B-E (TfL Gateways 1-4) will be reviewed by Merton's independent Design Review Panel and at appropriate review panels via Urban Design London / TfL and the Mayor's Design Advisory Group.

Learning from our current Mayor's Regeneration Fund project in Colliers Wood, there has been incredible value in working in partnership between the borough, TfL and the GLA place-making delivery partners. We would emulate this model for Wimbledon and Morden Town centres and commission urban realm design expertise to lift the quality of design in our town centres. We will work closely with TfL and the Streetscape Guidance for London to promote consistency of approach and excellence in design and workmanship as we deliver on a key component of the Mayor's Cycling Vision.

We understand that the Mayor's investment in the public realm and regeneration are part of a design process that is essential to ensuring the quality and long-term relevance of project for the greater good of London as a world class city. We would seek to secure input either by tender or using suitable GLA/TfL Frameworks for procurement.