



# Raynes Park urban realm

Page 1

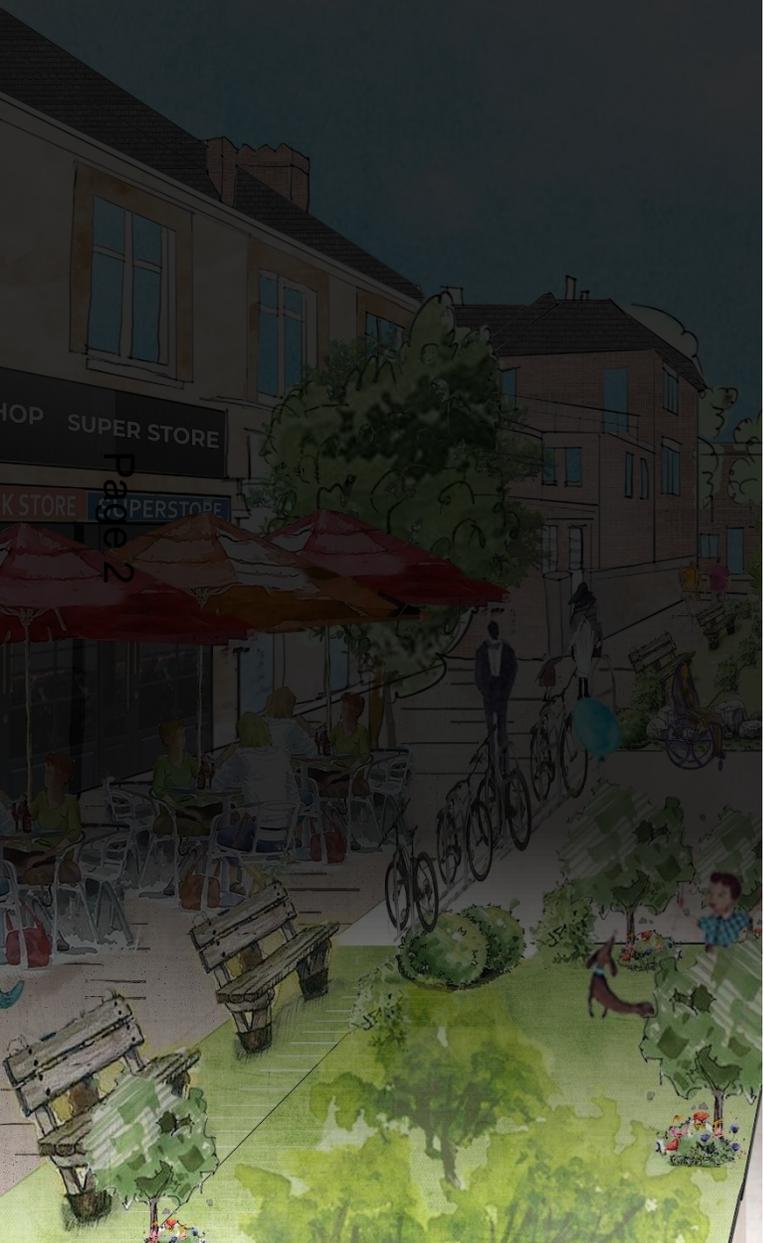


Raynes Park Community Forum

March 2024

Minute Item 5

# Context

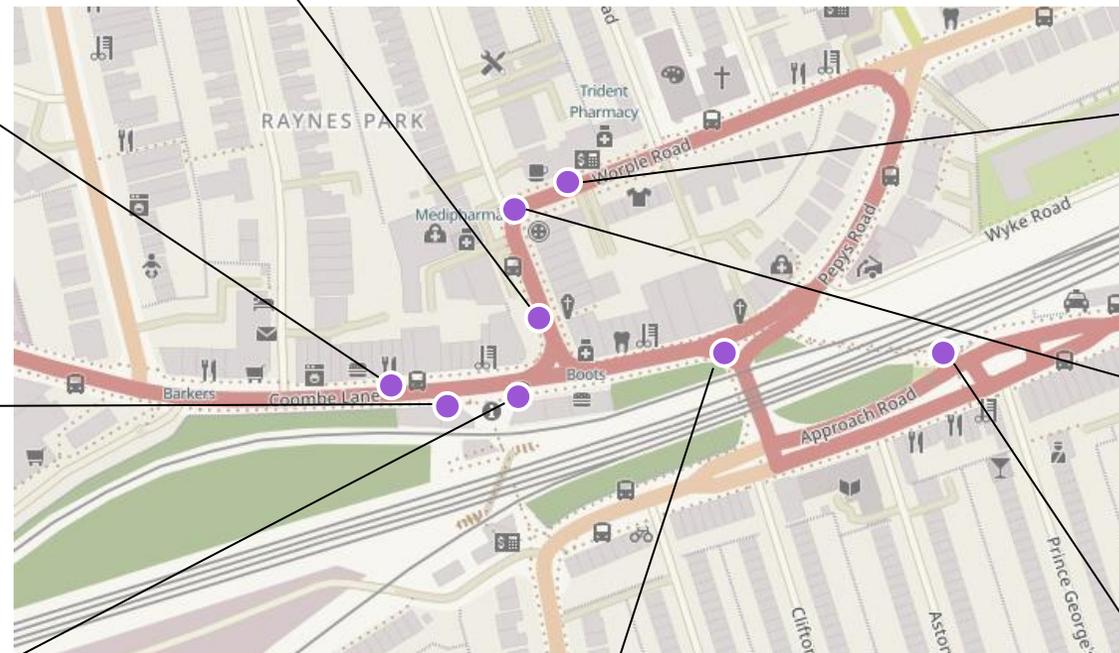


- **Notable progress has been made over recent years** to improve the urban realm in Raynes Park, including the former station forecourt, and areas by Skew Arch
- **There remains significant opportunity** to make further improvements and in doing so:
  - **Support local businesses** by making it a more pleasant place to shop, eat or drink
  - Help to **create a new focal point** for the town centre (e.g. marketplace)
  - **Improve the climate resiliency** of the town centre (e.g. through sustainable drainage)
  - **Reduce road danger**, in particular for more vulnerable people such as children
  - **Improve accessibility and connectedness** of walking and cycling
- **Potential flood alleviation works in the town centre may present a unique opportunity to deliver such improvements**
- **The Raynes Park Association and Merton Active Travel have worked together to develop a proposal** for the Raynes Park town centre
- **This is currently “community led” and not a Merton Council proposal** - any changes to the town centre require multi-party agreement across Merton Council, TfL, Network Rail, Environment Agency, and Thames Water

We would like your initial feedback and reactions to these early stage ideas

# 2021 “Your Merton” consultation received extensive feedback about Raynes Park town centre

“The centre of Raynes Park needs help. It's noisy, polluted and dirty. It's bad for pedestrians and cyclists and it has no "heart".”



“The atmosphere is unwelcoming, dirty narrow pavements and air pollution”

“More areas for outside cafes, markets etc would bring more shoppers into the area on foot and people would spend more time and money here rather than shooting through in their cars”

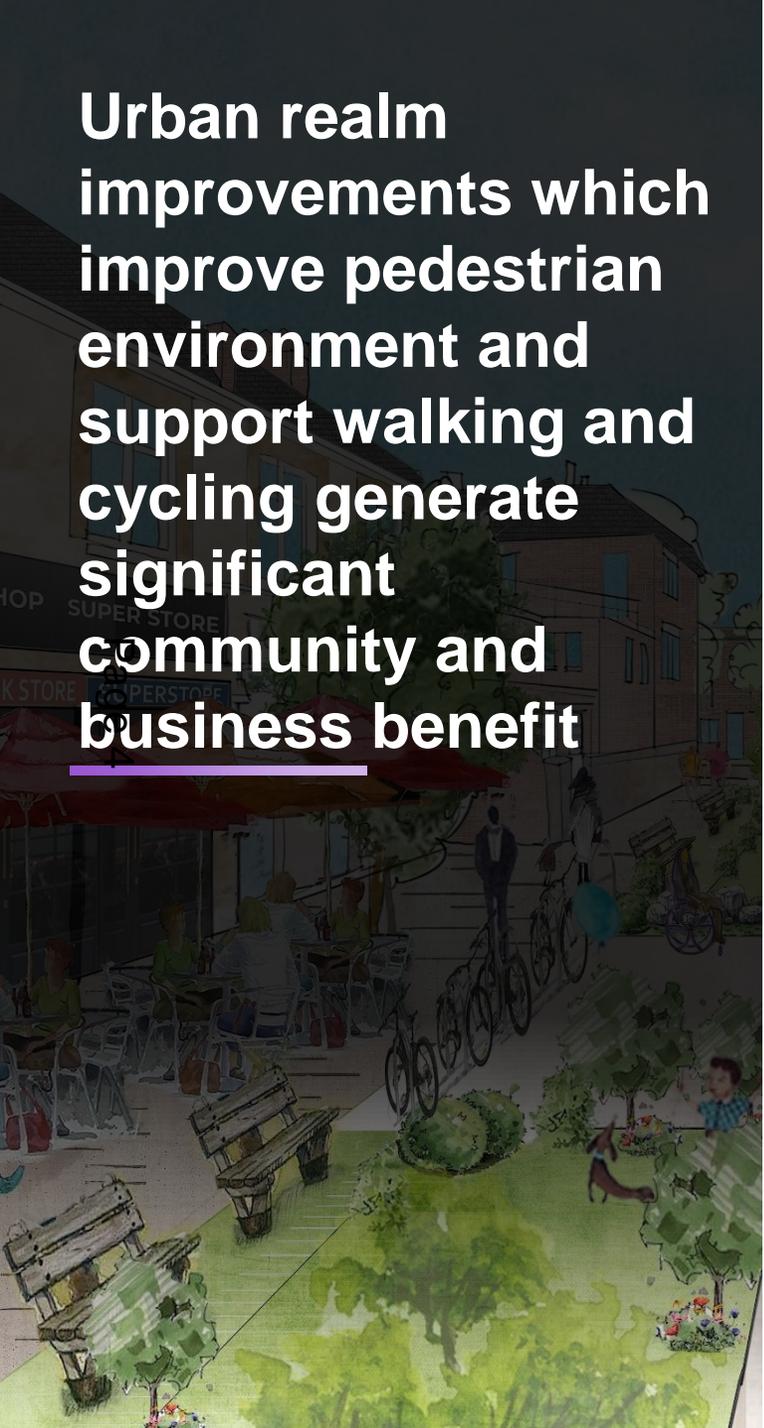
“The cycle lane through Raynes Park 'gives up' at the railway station and one way system”

“This section of the one way system is all about prioritising motor vehicles driving through local shops and amenities. It's horrendous for anyone to cross the road here.”

“Raynes Park is desperate for a town square, community space that doesn't have heavy traffic running through it.”

“It has been a sad, inhospitable place to travel through, and the lack of living plants became more noticeable”

“The unsignalled crossing has poor visibility and is extremely dangerous. The entire Raynes Park gyratory needs removing, but at the very least this crossing needs to be urgently made safer”



Urban realm improvements which improve pedestrian environment and support walking and cycling generate significant community and business benefit

**17%**

Decrease in retail vacancies

**7.5%**

Increase in rental values

Up to

**30%**

Increase in retail sales

**Double**

The number of visits to a high street each month for those who walk compared to those who drive

**216%**

Increase in people stopping, sitting and socialising

# 8 design goals considered as principles used to inform the design of potential improvements to the urban realm in Raynes Park



## Attractiveness

Improve attractiveness of Raynes Park as a shopping / dining destination through improvements to the urban realm

Page 5



## Identity

Create a renewed sense of identity for Raynes Park through the creation of a new focal point (e.g. rain gardens / market square)



## Locality

Create opportunities to support local independent businesses (e.g. market square)



## Safety

Reduce road danger faced by pedestrians and cyclists (in particular at crossings)



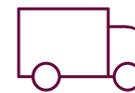
## Connectivity

Close the 'missing link' in Merton's cycle network, and make it easier and more attractive to visit Raynes Park shops as a pedestrian or cyclist (e.g. reduce barriers created by the one-way system to pedestrian journeys, improve cycle parking)



## Sustainability

Support climate resiliency (e.g. through improved tree cover and SuDS)



## Continuity

Ensure loading access and bus turnaround facilities are maintained

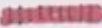


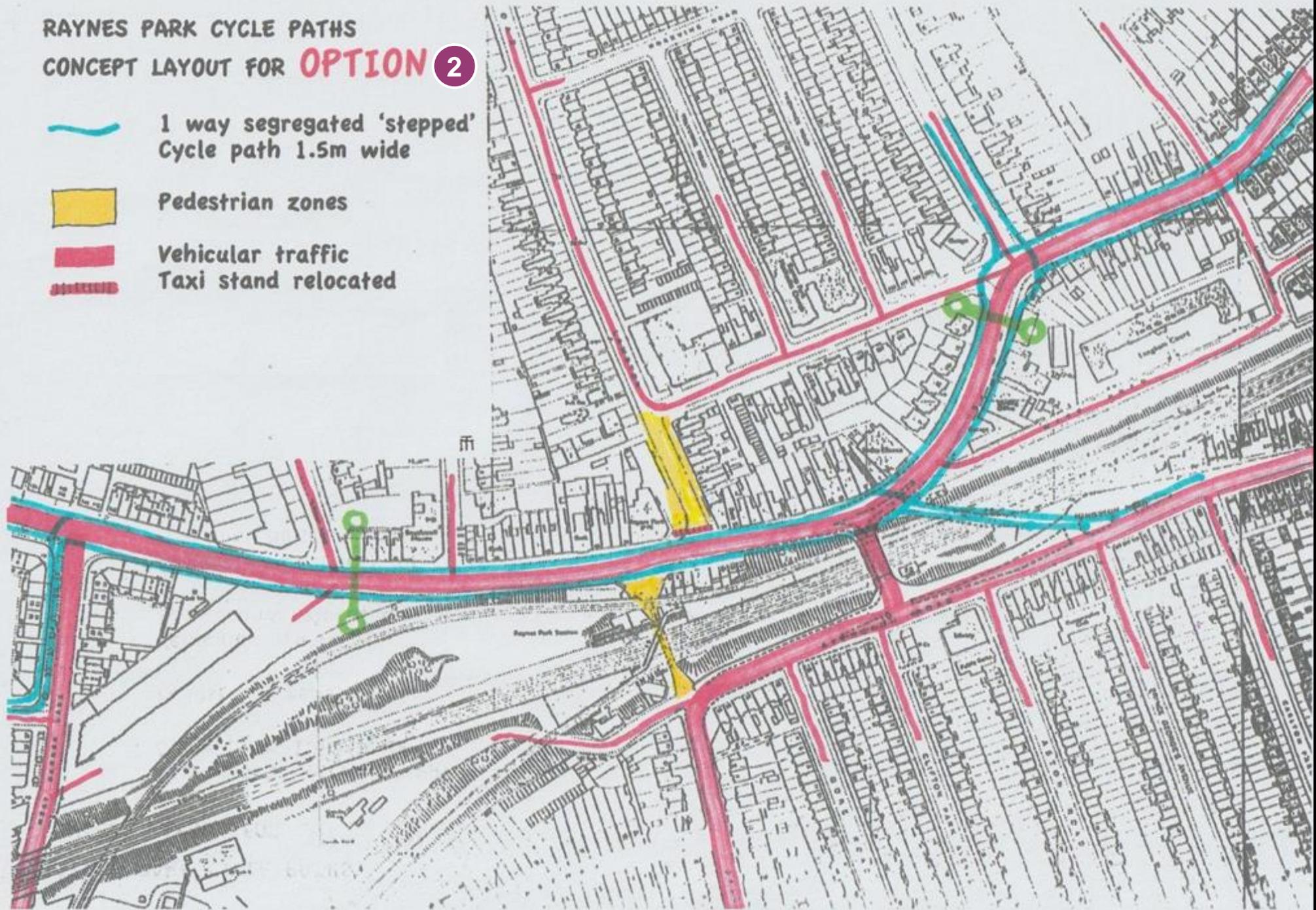
## Accessibility

Ensure those with disabilities or other mobility requirements are able to move around Raynes Park safely and easily

# RAYNES PARK CYCLE PATHS

## CONCEPT LAYOUT FOR **OPTION 2**

-  1 way segregated 'stepped' Cycle path 1.5m wide
-  Pedestrian zones
-  Vehicular traffic
-  Taxi stand relocated





Lambton Road *illustrative concept*

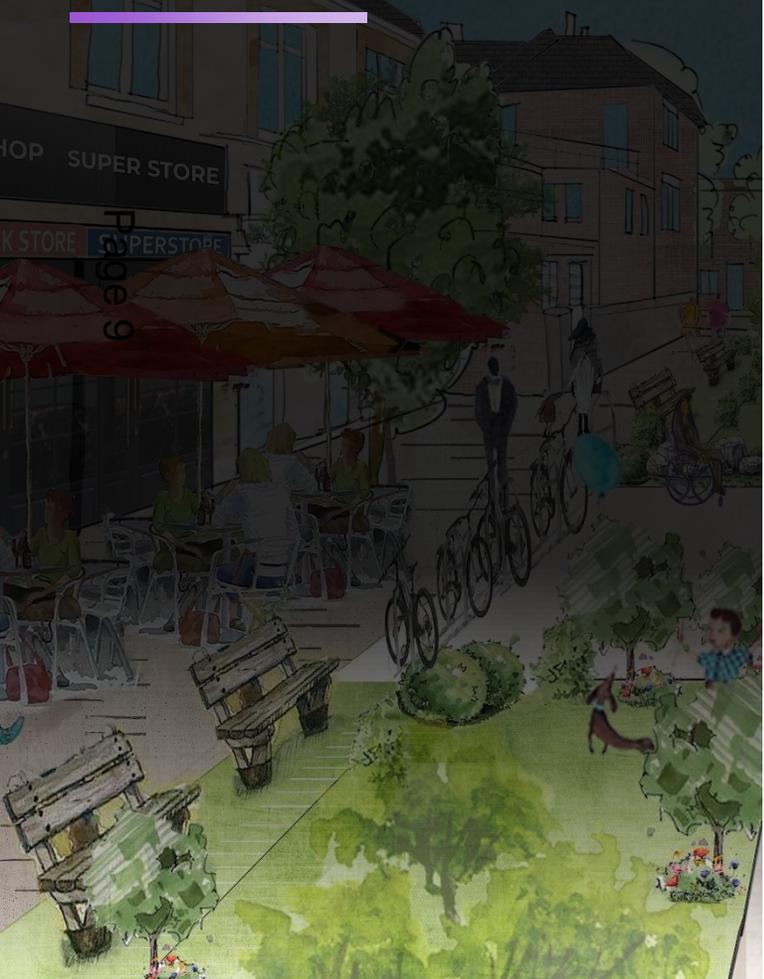
# Further options exist to transform area south of Skew Arch as part of any future scheme



Dual carriageway adjacent to Skew Arch could be converted to single carriageway, creating new public space with a range of potential uses

- 
-  Public square
  -  Marketplace
  -  Trees and planting
  -  Coffee kiosk
  -  Artwork

# Removal of the one way system creates a range of potential benefits for Raynes Park



## Improvements to town centre



More pleasant shopping environment



Improved outdoor trading and dining



Improved accessibility for those with disabilities or other mobility requirements



Improved safety for pedestrians and cyclists

## Potential new community amenities



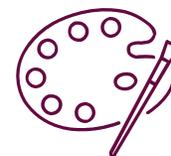
Marketplace



Trees and planting



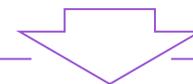
Rain gardens for flood alleviation



Sculpture or other focal point



Cycle parking spaces



Many options available to transform the town centre  
Option also exists to maintain loading access at specified off peak times

# These proposals are currently a 'community-led' proposal; significant effort remains for this to become a reality

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## Several open design questions remain that require professional input

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- ① Where will buses serving the 200 route terminate?
- ② Will phasing of traffic lights by Railway Bridge be able to accommodate all traffic without generating significant tailbacks?
- ③ Will level and gradient of road under Railway Bridge be able to accommodate turning HGVs?

## Council support needed to progress to detailed design and carry this scheme forward

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Professional planning, urban design and modelling of traffic impact



Broader community / stakeholder engagement



Multi-party design and funding discussions between Merton Council, TfL, Environment Agency Thames Water and Network Rail



Delivery

# Discussion



**What excites you about these proposals?**



**What benefits could you see for Raynes Park?**



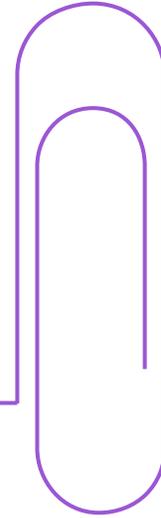
**Which elements give you cause for concern?**



# Appendix

## Supporting materials

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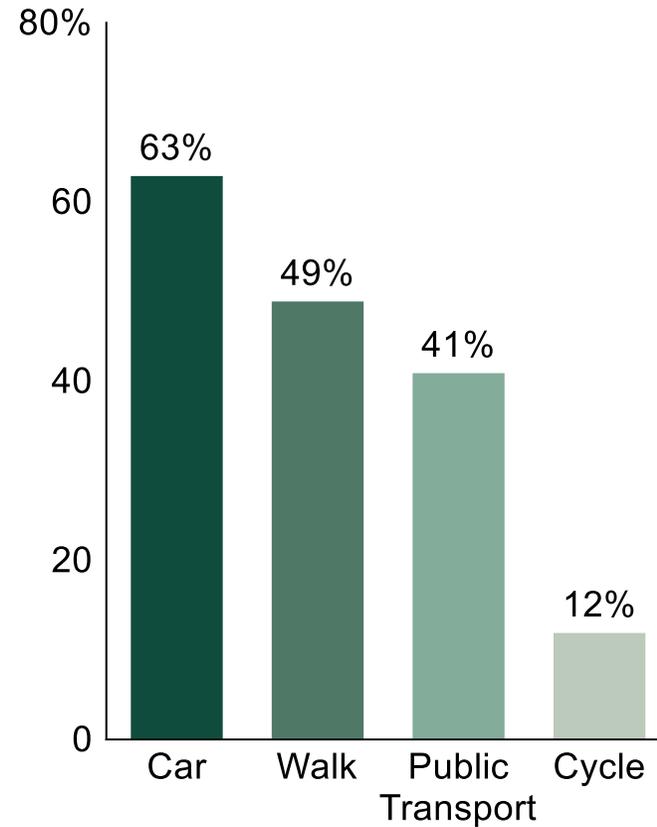
Proposed study area  
encompasses the  
town centre on both  
north and south  
sides of the railway



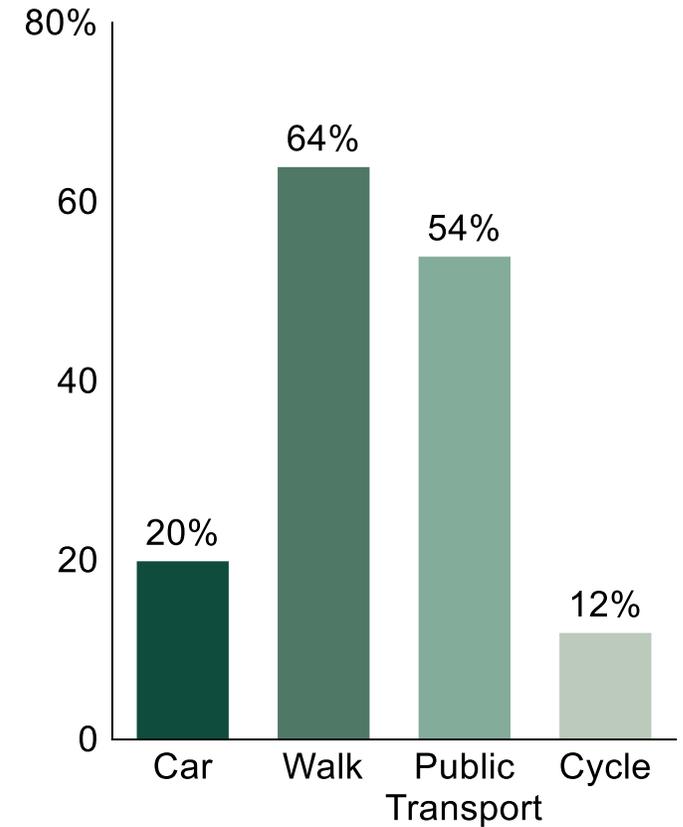
# Business owners may overestimate their customers' car use

## Example: Lea Bridge Road

How business owners think their customers travel to the area



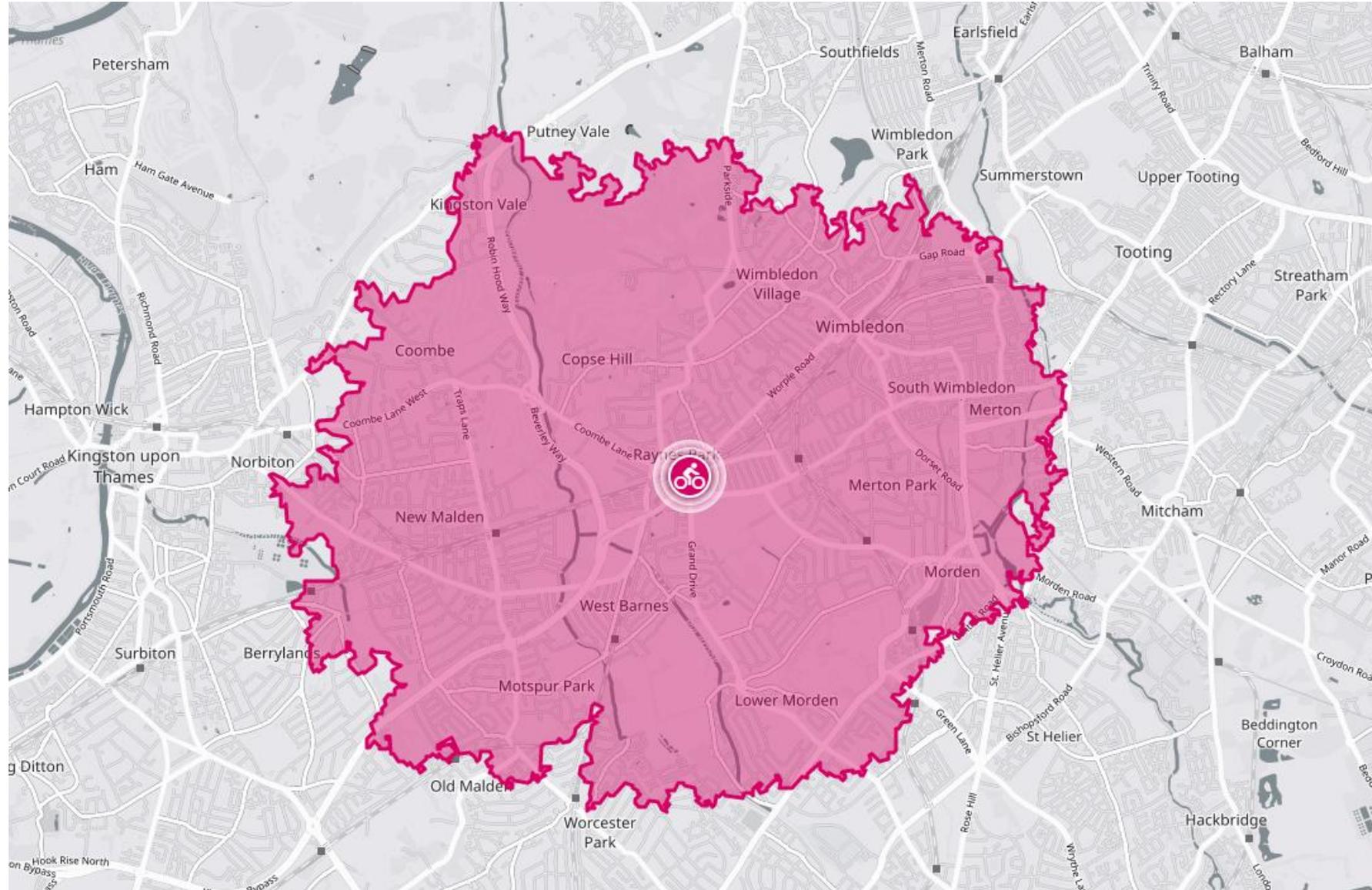
How shoppers say they travel to the area



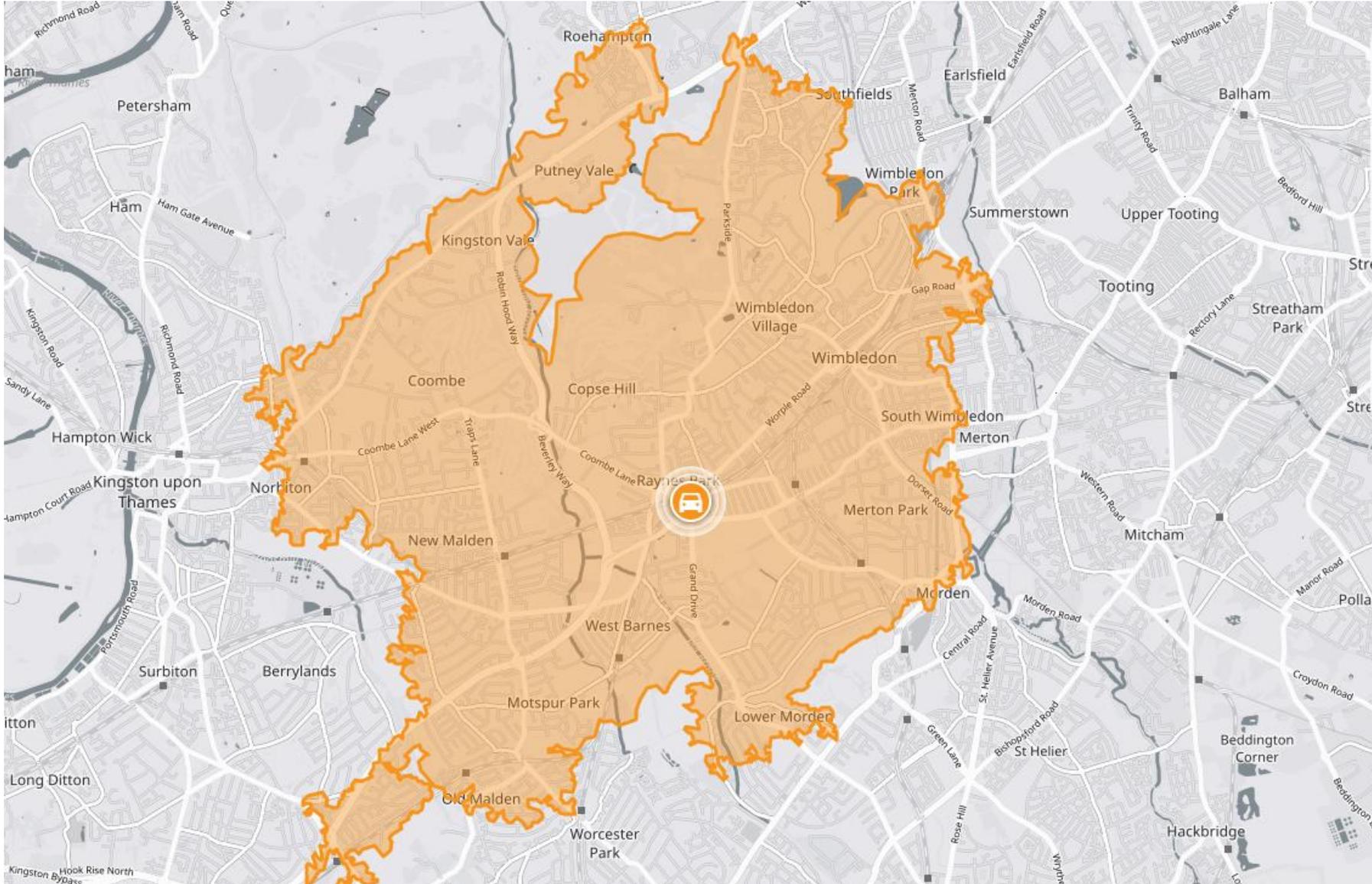
# Areas within a 15 minute walking distance of Raynes Park



# Areas within a 15 minute cycling distance of Raynes Park

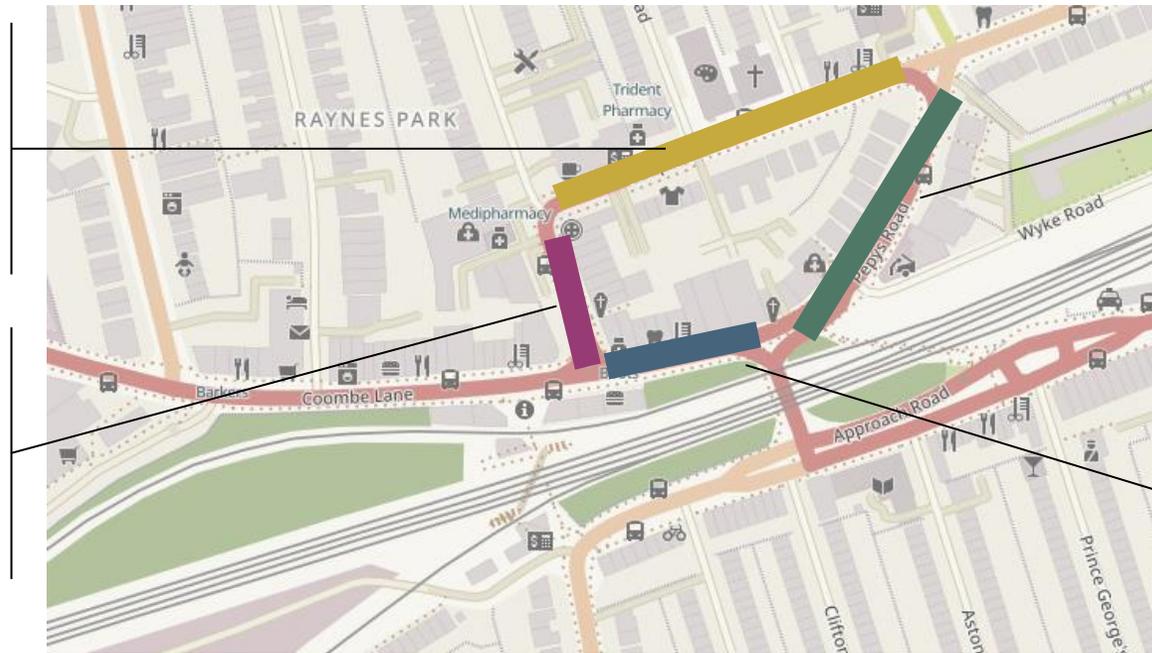


# Areas within a 15 minute driving distance of Raynes Park



# Four options considered for pedestrianisation of part of one-way system

- 1 Lambton Road Medical Centre to Shell garage
- 2 Lambton Road Medical Centre to Raynes Park Tavern



- 3 Shell garage to railway bridge
- 4 Railway Bridge to Raynes Park Tavern



# Four options considered for pedestrianisation of part of one-way system

	1	2	3	4
<b>Point of closure</b>	Lambton Road Medical Centre to Shell	Lambton Road Medical Centre to Raynes Park Tavern	Shell to Railway Bridge	Railway Bridge to Raynes Park Tavern
<b>Size of pedestrian area</b>				
<b>Proximity to shops</b>				
<b>Manageable road network impact</b>				
	High road network impact with two junctions in close proximity and access issues	<b>Option prioritised for further study</b>	No shops and limited ability to create active town centre	Small number of shops and complex routing for trips between Railway Bridge and Coombe Lane

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