

For: Nick Draper (Cabinet member for Community and Culture), Martin Whelton (Cabinet Member for Regeneration, Environment and Housing) Abigail Jones, Andrew Judge, Katy Neep (Abbey Ward), Edward Foley, John Sargeant, Peter Southgate (Merton Park Ward), Jerome Neil, Dennis Pearce, Imran Uddin (St Helier Ward), Stephen Alambritis, Philip Jones and Peter McCabe (Ravensbury Ward)

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Briefing note: Quietway route Colliers Wood to Sutton via Morden

The Colliers Wood to Sutton via Morden Quietway is a 6.7km route (see attached document for overview map). The route aligns in the London Borough of Merton and the London Borough of Sutton and also crosses Morden Hall Park and an adjacent piece of land belonging to the National Trust. £1.6 million in total has been allocated by Transport for London to both boroughs for improvements across this route.



The proposed interventions address existing conditions including surfacing, traffic speeds, road layout and junctions at various points along the route to bring the route to Quietway standard. This will make the route suitable for less confident cyclists to use, and will provide a range of benefits to pedestrians, wheelchair and mobility aid users.

The area between Morden Hall Park and Abbotsbury Road is not being redesigned as part of the Quietway, as it will form part of design proposals for Future Merton which are being developed in parallel to this.

Sustrans has programmed to complete initial design work for the route in 2017, with the subsequent consultation on relevant schemes being carried out through London Borough of Merton's normal processes.

Construction for the route, following consultation and detailed design is scheduled for completion in 2019.

Sustrans experience has shown that the delivery of a successful scheme is facilitated by advocates within the community, and we hope that you will support LB Merton and Sustrans in promoting the benefits that the Quietway brings to the area. By removing barriers to walking and cycling in the area the Quietway will make the area safer and more pleasant for everyone, by reducing the speed and dominance of motor traffic, improving local air quality and investing in a better, more accessible, urban realm

Quietways

Quietways are a way of providing safe and direct cycling infrastructure as part of the Mayor of London's Vision for Cycling. Alongside 'Mini-Holland' boroughs in Outer London, Cycle Superhighways linking the suburbs to the centre, and a grid of routes in central London, Quietways are part of making London an easier, better place to travel around and a more pleasant place to live and work.

Well sign-posted quiet routes on back streets, through parks and along waterways across inner and outer London.

They'll connect with other cycling infrastructure in the capital, expanding the reach of cycling investment – linking residential areas to local services such as schools, town centres and green spaces. They overcome barriers to cycling by providing an alternative to riding on busy roads. Where they have to cross or use busy roads for short sections, they will be segregated from motor traffic.

More than just cycle routes

They also provide the opportunity to make streets and neighbourhoods safer and more pleasant for everyone, by reducing the speed and dominance of motor traffic, improving local air quality and investing in a better, more accessible, urban realm in line with TfL's Healthy Streets indicators (see Fig. 1)

Overseen by the Mayor's Walking and Cycling Commissioner, they depend on close partnership-working between London's 33 borough councils, Transport for London (TfL) and other stakeholders. The first Quietway opened in 2016.

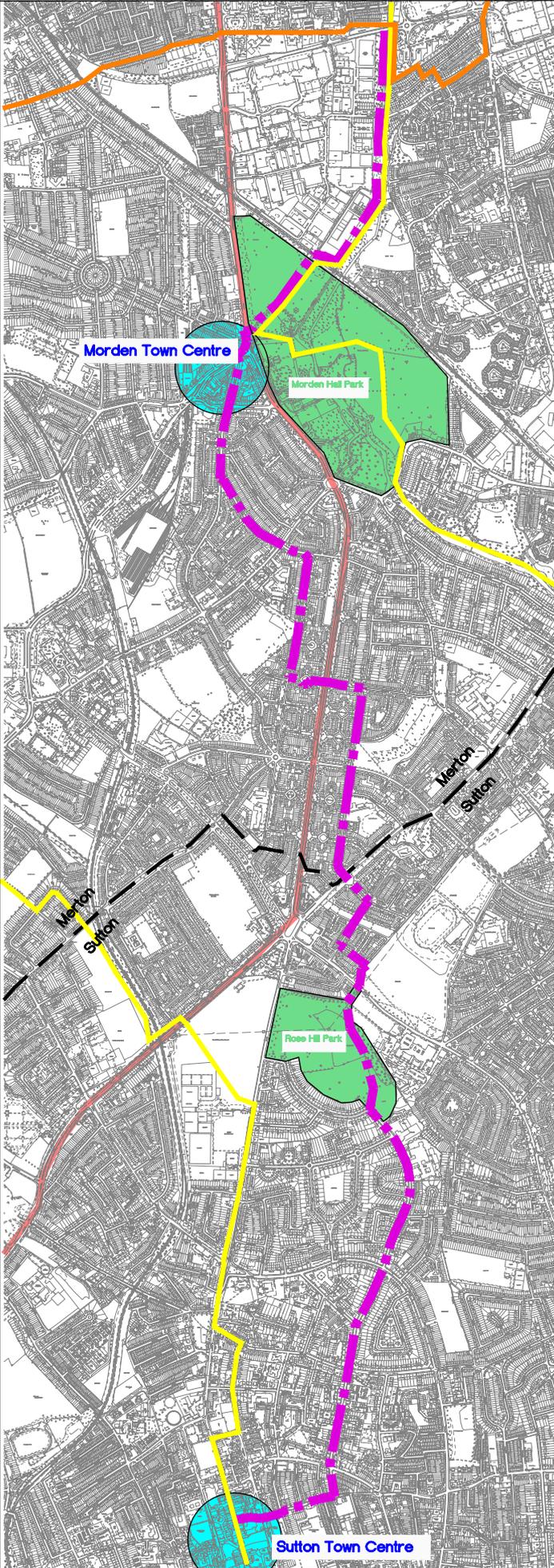


Figure 1 TfL's Healthy Streets indicator, source Lucy Saunders

What is Sustrans' role?

Sustrans has over thirty years' experience in delivering sustainable transport solutions and we are experts in community engagement. Based on this and through the tender process, Sustrans was selected by TfL as their delivery partner for the Quietways programme in December 2014.

Sustrans provides support and capacity to TfL and the London boroughs by providing the project management role on every Quietway route. Boroughs are also able to commission Sustrans to provide community engagement and technical support on Quietways, if needed.



Key:	
	Quietway Morden to Sutton Route Alignment
	National Cycle Network
	London Borough Boundary
	TfL Route Network
	Quietway Peckham to Wimbledon Route Alignment



01 Wandle Trail (Merantun Way to Phipps Bridge Road)

Current
A traffic-free path unsurfaced between Merantun Way and Windsor Avenue then tarmaced from Windsor Avenue to Phipps Bridge Road. The route is unlit from Merantun Way to Phipps Bridge Rd.

Proposed change
Surface whole path and install lighting.



03 Wandle Trail, approach to the Tramlink Crossing

Current
A narrow bridge over the stream is in poor condition. The path that approaches the bridge is unsurfaced and eroded.

Proposed change
Rebuild eroded bank and widen the existing bridge. Provide railing/siding to the bridge to ensure it's accessible to all users.



02 Wandle Trail (Phipps Bridge Road to Morden Hall park exit on A24)

Current
Traffic-free unlit and unsurfaced path with potholes. Path doesn't follow people's desired route and so an informal path has been created next

Proposed change
Resurface path and install lighting along the desired route.



04 Tramlink crossing

Current
Guard rails on each side of track to slow cyclists. This means the crossing may not be accessible to adapted disability bikes.

Proposed change
Increase width between the barriers to allow easier access to mobility aids and bikes of bikes while continuing to slow cyclists on approach to crossing.



05 Morden Hall Rd (A297) / Morden Road (A24) / London Road

Current
Major TfL junction. Two stage walking and cycling crossings with narrow islands for waiting. Narrow pavements with bus stop on each side.

Proposed change
The junction will be redesigned separately to this scheme as part of the Future Merton scheme, with preliminary designs expected in mid 2017.



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	TfL Route Network
	Quietway Peckham to Wimbledon Route Alignment

06 Abbotsbury Road (northern section)

Current

One way street allowing traffic travelling northbound only. Parking on both sides of road. Wide pavements with several businesses.

Proposed change

Allow two-way cycling, with prominent marking and signing to indicate this along the road.



07 Aberconway Road

Current

Busy road with an existing zebra crossing to the west of the junction and a step-free informal crossing with a central island to the east.

Proposed change

Narrow the junction. Provide a two stage uncontrolled crossing and road markings for cyclists. Use planters/ greenery at the eastern side of the Abbotsbury Rd one way entry to prevent vehicles turning into the end of the contraflow cycle lane.



08 Abbotsbury Road (southern section)

Current

Residential road that is used as a cut through. Daily average vehicle volumes exceed 4000.

Proposed change

Minimal changes to create a visual narrowing of road involving the removal of the road's centre line, marked advisory cycle lanes and bike images on the road.

09 Central Road/Buckfast Road

Current

Central Road has the priority. There is a crossing with traffic lights to the west of the junction.

Proposed change

Narrow and raise the junction. An informal crossing (no traffic lights) with road markings will be provided.



10 Bristol Road/Canterbury Road

Current

Bristol Road has the priority. Quiet residential street with parking on one side.

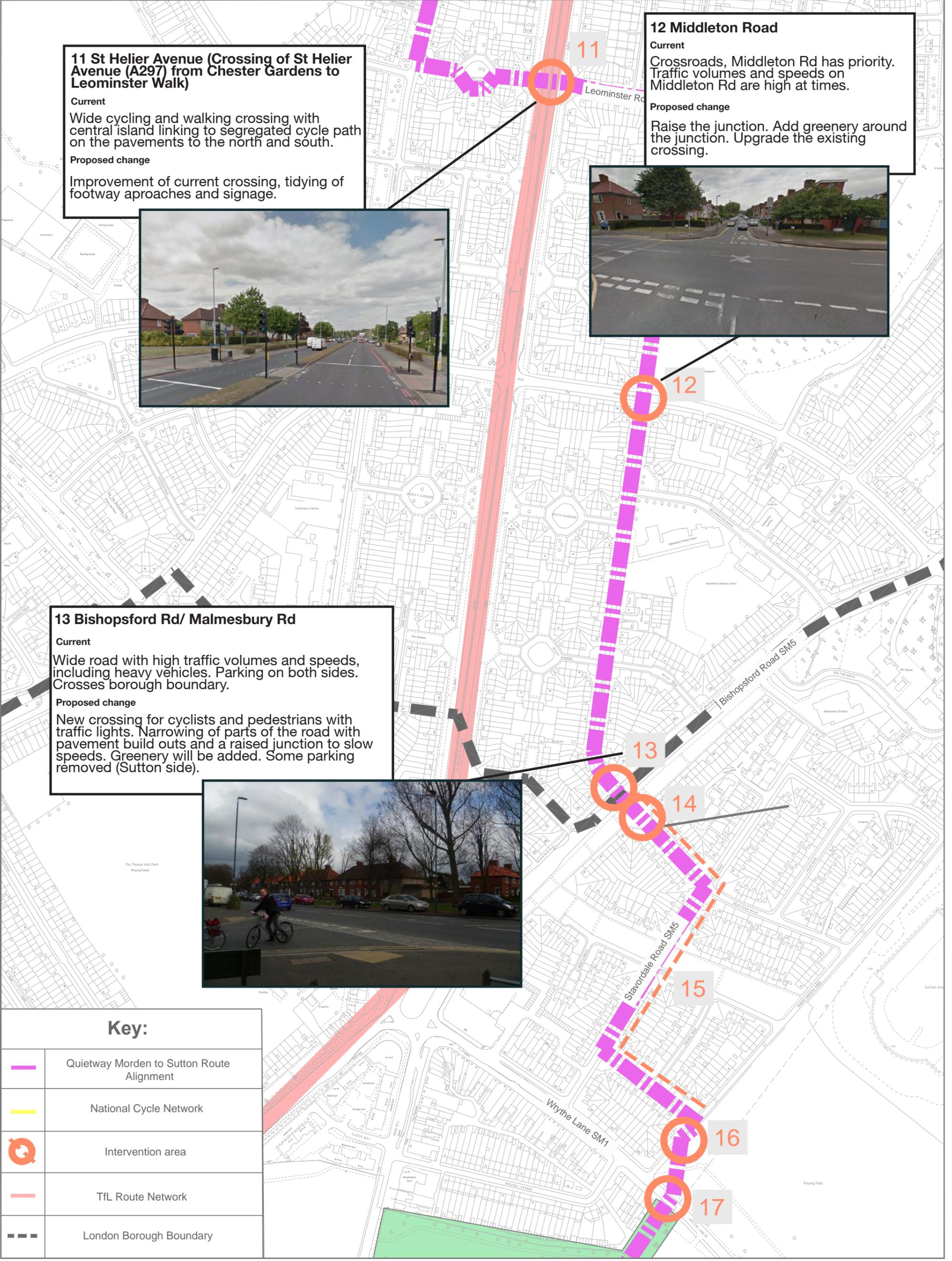
Proposed change

Line marking to change the priority in favour of the new Quietway.



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11 St Helier Avenue (Crossing of St Helier Avenue (A297) from Chester Gardens to Leominster Walk)

Current
Wide cycling and walking crossing with central island linking to segregated cycle path on the pavements to the north and south.

Proposed change
Improvement of current crossing, tidying of footway approaches and signage.



12 Middleton Road

Current
Crossroads, Middleton Rd has priority. Traffic volumes and speeds on Middleton Rd are high at times.

Proposed change
Raise the junction. Add greenery around the junction. Upgrade the existing crossing.



13 Bishopsford Rd/ Malmesbury Rd

Current
Wide road with high traffic volumes and speeds, including heavy vehicles. Parking on both sides. Crosses borough boundary.

Proposed change
New crossing for cyclists and pedestrians with traffic lights. Narrowing of parts of the road with pavement build outs and a raised junction to slow speeds. Greenery will be added. Some parking removed (Sutton side).



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