

## A - 5. Wandle Valley Regional Park (WVRP) Boundary

In 2008 the cross-borough officers steering group for the WVRP agreed on the following definition/criteria for land to be included in the park: *“Open space visually and/or physically linked to the current and historical route of the river Wandle”*

The boundary for the WVRP was approved by its Board in October 2011 but this map, which shows the whole park stretching across 4 boroughs, was drawn to a relatively large scale.

Officers have scrutinised the approved WVRP boundary within Merton and have found 42 sites that they intend to recommend to the Board for consideration for inclusion or exclusion.

It is worthwhile to note the following paragraphs in Merton’s adopted Core Strategy (July 2011):

15.7 The London Plan sets out to create a new Regional Park that integrates with the regeneration of the Wandle Valley Corridor as one of the strategic priorities for South West London. Rather than a single area of open land, the park will be made up of a green grid of connected space with visual or physical links to the current or historic route of the river Wandle. Investment in the public realm can improve connections between outlying green spaces (such as Figges Marsh and Wimbledon Park) and the river Wandle.

15.8 The Regional Park has the potential to improve access to a linked network of open space, including parkland, wildlife areas, riverside walks and facilities for children and young people. This will increase the quality of the environment and contribute to the identity of the valley as a place to live, work and visit.

15.9 The map below proposes indicative boundaries for the park. The final boundary will be set following recommendations of the Wandle Valley Regional Park Development Board comprising the local authorities along the Wandle. Once agreed, it will be integrated into the next revision of Merton's Proposals Map.

The Area Strategy - Objectives in the Wandle Valley Area Framework (WVAF) are also relevant to the boundary considerations:

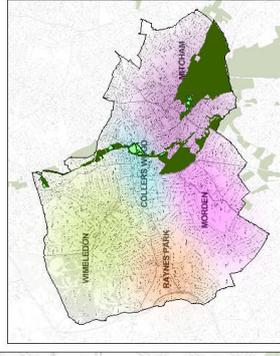
- Access to Open Space
- Access to Nature
- Managing Flood Risk and Urban Heat Island
- Making Connections
- Enhanced Visitor Offer and Local Distinctiveness
- Healthy Communities
- Productive Landscapes
- Regional Park

Officers’ comments on the identified portions of land and maps showing the subject portions can be found in maps for each of the following areas: Wimbledon, Colliers Wood, Morden and Mitcham



January 2013

# Policies Map Wandle Valley Regional Park

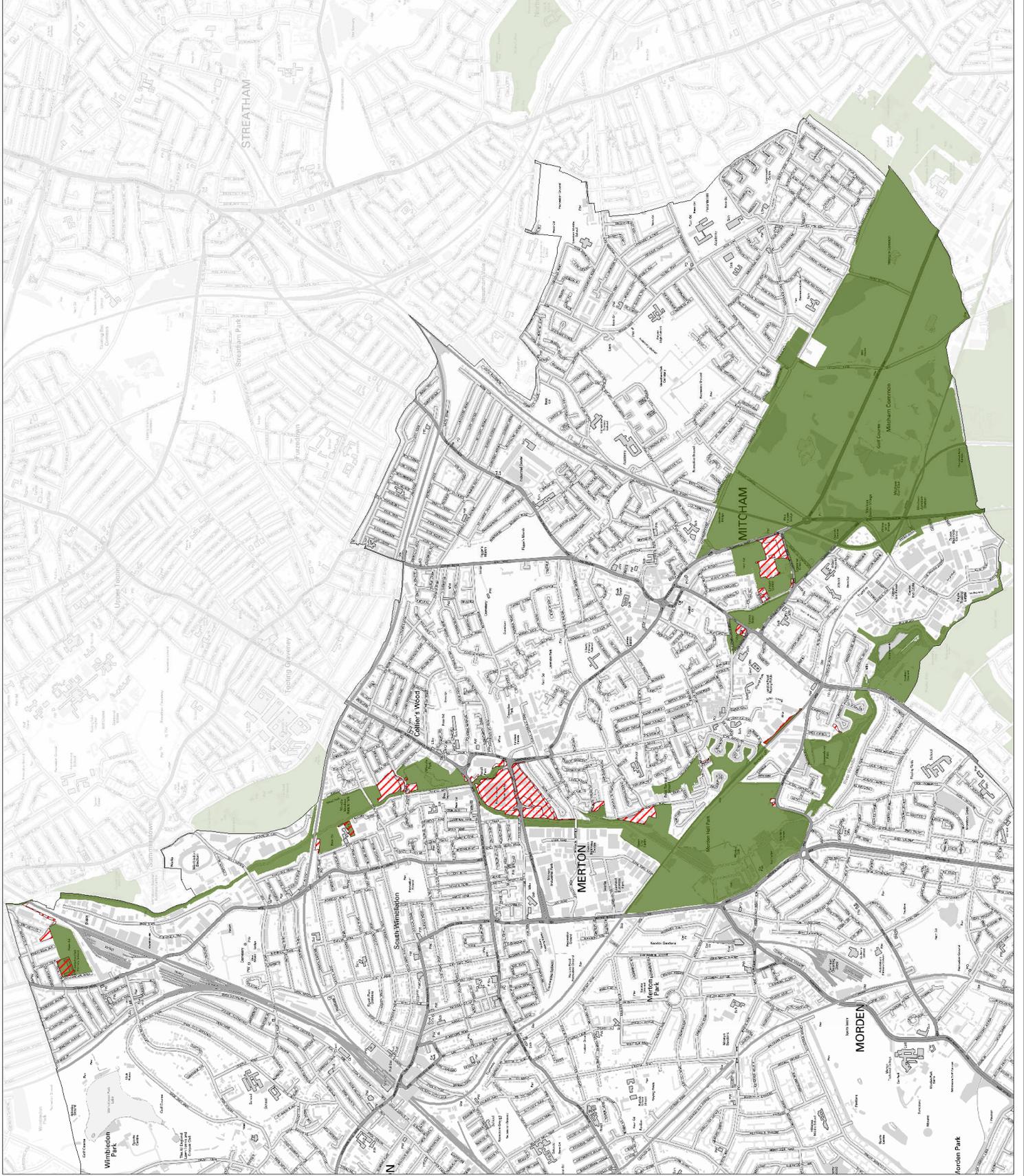


## Key

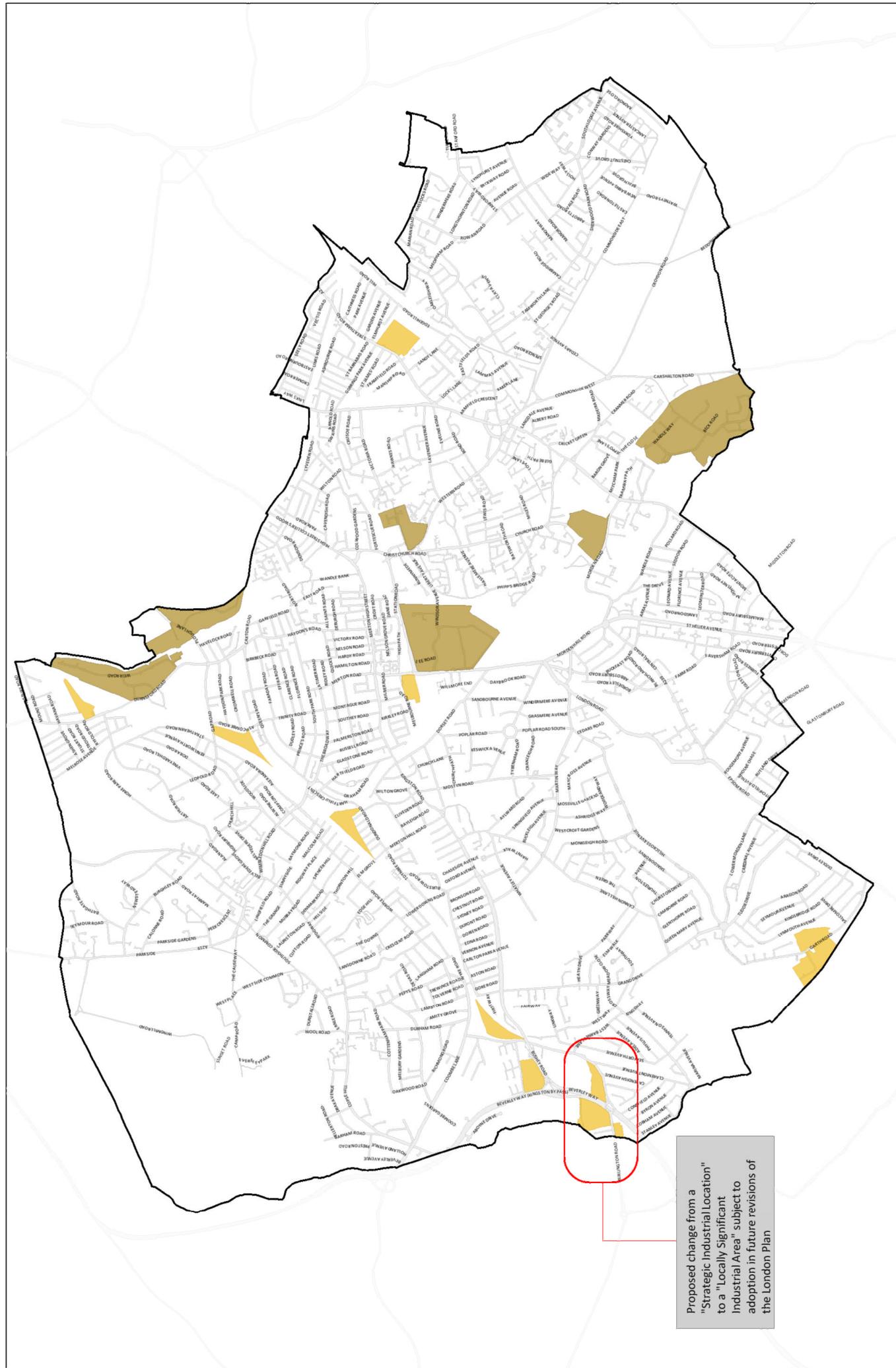
Wandle Valley  
Regional Park



Portions for Consideration



**London Borough of Merton**  
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Proposed change from a "Strategic Industrial Location" to a "Locally Significant Industrial Area" subject to adoption in future revisions of the London Plan

**Key**

- Strategic Industrial Location
- Locally Significant Industrial Area

January 2013  
**Policies Map**  
**Proposed Designated Industrial Areas**



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## A - 7. Transport Proposals

This section as well as the transport sections of each main area that follow provide the proposed transport projects, and replace those listed within the existing T1 through T38 listed within schedule 1 of the 2003 UDP and as illustrated on the 2003 UDP proposal map.

If you would like to comment on any of the proposed changes please refer to the both the site name, designation (i.e. Transport Proposals) and ID where relevant.

Designation	Number	Location
<b>Rail/ Tube Improvements</b>	<b>02TN</b>	<b>Thameslink Streatham/Wimbledon/Sutton Line</b> Ongoing rail investment to enhance frequency of trains and number of destinations
<b>Rail/ Tube Improvements</b>	<b>03TN</b>	<b>Northern Line Underground</b> Modernise Northern Line to improve capacity, improve stations including improved access for people with disabilities
<b>Rail/ Tube Improvements</b>	<b>04TN</b>	<b>Chelsea Hackney Line (Crossrail2)</b> New Crossrail 2 line proposed from south west to north east London to increase transport capacity
<b>Tram Line Network</b>	<b>06TN</b>	<b>Wimbledon to Morden to Sutton Light Rail service (Tram)</b> Provision of new tram service via Morden town centre, St Helier Hospital and Sutton town centre
<b>Tram Line Network</b>	<b>07TN</b>	<b>Willow Lane and Wandle Way tram stops on existing Wimbledon Tram Service</b> New tram stops at Wandle Way and/or Willow Lane to improve public transport access to Willow Lane industrial estate
<b>Tram Line Network</b>	<b>08TN</b>	<b>Existing Wimbledon to Croydon Tram Line</b> Station and service enhancements to reduce tram congestion: includes dualling the single tram track and providing additional stopping facilities at Wimbledon station
<b>Tram Line Network</b>	<b>10TN</b>	<b>Crystal Palace to Wimbledon Tram Line</b> Service enhancements including increasing the frequency of trams and a greater number of destinations
<b>Road Network Improvements</b>	<b>11TN</b>	<b>Mitcham Town Centre</b> Junction, public realm, walking and cycling improvements and removal of one-way system
<b>Road Network Improvements</b>	<b>12TN</b>	<b>Wimbledon Town Centre Public Realm Improvements</b> Measures to improve accessibility, public realm, cycle facilities and pedestrian environment. Removal of one-way system
<b>Road Network Improvements</b>	<b>13TN</b>	<b>Morden Town Centre London Road</b> Improve environment and public realm for pedestrians, cyclists and public transport. Removal of one-way road system
<b>Road Network Improvements</b>	<b>14TN</b>	<b>Durnsford Road between Arthur Road and Plough Lane</b> Local footway widening to benefit pedestrians and cyclists
<b>Road Network Improvements</b>	<b>15TN</b>	<b>Carshalton Road to Willow Lane Industrial Estate</b> New access road to serve the Willow Lane industrial area, which will be accessible by HGVs
<b>Road Junction Improvements</b>	<b>16TN</b>	<b>Miles Road Improvement</b> To improve access to businesses and homes and to improve facilities for pedestrians and cyclists
<b>Road Junction Improvements</b>	<b>18TN</b>	<b>Merton Road/Merton high street (south Wimbledon Tube)</b> Improve junction to reduce collisions, reduce congestion and improve facilities for pedestrians and cyclists
<b>Road Junction Improvements</b>	<b>19TN</b>	<b>London Road/Cricket Green</b>

## Policies Maps | Maps of the whole Borough

		Improve junction to reduce collisions, reduce congestion and improve facilities for pedestrians and cyclists
<b>Road Junction Improvements</b>	<b>20TN</b>	<b>Locks Lane/London Road/Streatham Road</b>
		Improve junction to reduce collisions, reduce congestion and improve facilities for pedestrians and cyclists
<b>Road Junction Improvements</b>	<b>21TN</b>	<b>Western Road/Church Road</b>
		Improve junction to reduce collisions, reduce congestion and improve facilities for pedestrians and cyclists



## Key

	Tram Station
	Proposed Tram Station
	Existing Line
	Proposed Line
	Proposed Dual Truck Line
	Railway Network

## Scale

1:30,000



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# Policies Map Road Network Improvements

## Key



Proposed Mitcham Town Centre  
Road Network Improvements



Proposed Road Network Improvements



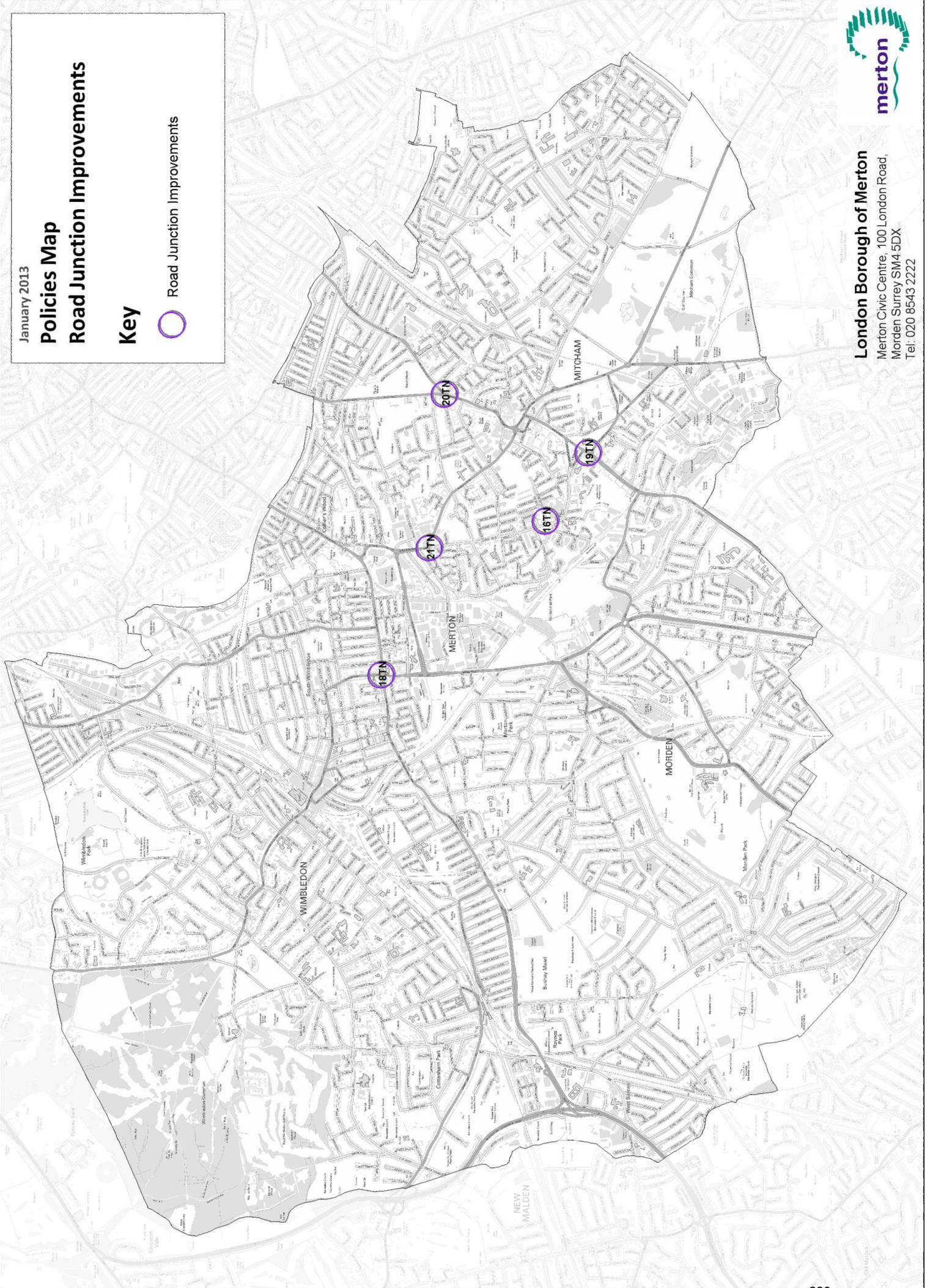
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# Policies Map Road Junction Improvements

**Key**

 Road Junction Improvements



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