HEALTHY & ACTIVE TRAVEL

COVID-19 TRANSPORT PLAN JUNE 2020

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Merton's Active & Healthy Travel Response to Covid-19

Introduction

Merton Council has a prepared an emergency transport response to the Coronavirus pandemic and to aid social distancing in the borough. The plan is focused on making changes to roads and pavements in the borough to improve road safety, support social distancing and provide more space for walking and cycling.

Pavements will be extended into the road at some of the busiest parts of the borough such as town centres and local shopping parades to support the local economy and aid social distancing.

The emergency changes will be followed by longer term work to improve walking and cycling routes throughout the borough. The plans will also look to keep Merton moving safely as travel patterns change and restrictions ease through the introduction of low traffic neighbourhoods and school streets.

Context

Major events shape our society and the way we experience everyday life in the urban environment.

London's 'great stink' in 1858 caused by sewage in the River Thames caused outbreaks of cholera and was a public health emergency. The response to this crisis was the creation of the Victorian sewer network and the Thames embankments which still serve London to this day as both critical infrastructure and part of London's public realm.

The events of September 11th 2001 changed how we travel through airports. More recent attacks in major cities around the world continue to shape how we travel, how we use public space and how authorities design in security and safety measures in our public realm.

For better or worse, design decisions made in response to major events can impact our daily lives for decades after. Coronavirus is one of the greatest global crises for a generation and social distancing will re-shape how people travel, meet and use our streets and public spaces.

The natural desire in many policy areas may be to seek a return to the status-quo pre-Covid-19. Whilst this may be true for health, education and the economy this is not necessarily the case for environment and transport objectives.

Pre-covid, our borough, and London as a whole, was suffering from poor air quality and traffic congestion. There are ambitious but challenging objectives across a number of Council strategies aimed at reducing emissions and promoting active travel;

- Merton's Air Quality Action Plan
- Merton's Public Health and Wellbeing Strategy
- Merton's Climate Emergency Action Plan
- Merton's Transport Strategy

Transport for London have launched the Streetspace for London plan to radically overhaul London's streets to accommodate a possible ten-fold increase in cycling and five-fold increase in walking when lockdown restrictions are eased.

Merton is fortunate to have good public transport accessibility; but with London's public transport capacity potentially running at a fifth of pre-covid-19 levels, thousands of journeys a day will need to be made by other means. If Merton's residents switch only a fraction of these journeys to cars, our borough risks grinding to a halt, air quality will worsen, and road danger will increase. Without improvements to infrastructure, our residents will be less confident to switch to sustainable travel modes, such as cycling and walking.

To respond to this situation, Merton Council will repurpose some of our borough's streets and key locations to serve this unprecedented demand for walking and cycling in a major strategic shift to meet our long terms sustainability and active travel goals.

Active Travel in Merton

Merton's Transport Strategy (Local Implementation Plan 3) is the council's main transport strategy and sits alongside the council's Local Plan and other future strategies to support sustainable and active travel choices.

The LIP3 contains an overview of the challenges and opportunities in delivering the Mayors' Transport Strategy locally in Merton; a set of borough transport objectives; a short and longer term delivery plan and a series of targets set by Transport for London that we are working towards achieving.

The Coronavirus pandemic is a public health emergency and it has transformed the context within which Merton's transport strategy now sits.
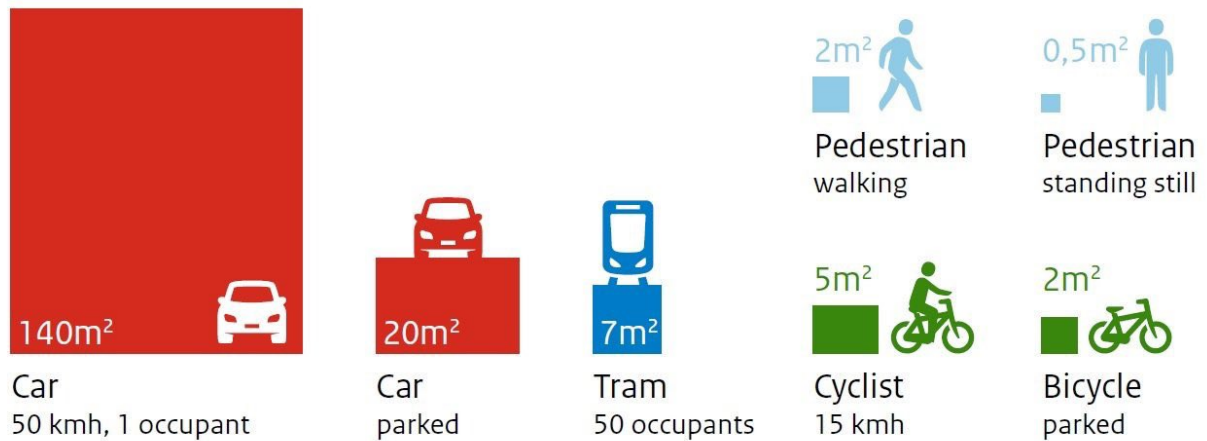
- The need to impose physical social distancing measures in order to reduce virus transmission has introduced new demands on how road space is allocated to pedestrians and cyclists.
- Significantly reduced levels of motor traffic has encouraged many people to turn to walking and cycling, but issues remain with road danger as the police have recorded an increase in speeding. There is increased demand for low traffic neighbourhoods.
- Local businesses are struggling to survive and will need to find new ways to reach their customers online, via increased home delivery or accommodate queuing outside premises.
- Vulnerable people are shielding at home and many are now relying on the council and voluntary sector partners to provide them with essential supplies.
- The need for key workers to access workplaces safely when public transport services are significantly reduced, has highlighted the currently lack of high quality routes for cycling.

The need to support social distancing measures in order to reduce virus transmission has brought into sharp focus some of the inadequacies in how space is allocated on the public highway; both Merton Council's streets and TFL's strategic road network.

We must use our road space more efficiently. Creating more space for walking and cycling is the optimum way of moving people safely with social distancing.

2

As we prepare to ease lock-down, we need to avoid public transport being overloaded and actively seek to avoid a return to pre-covid road congestion levels by creating more space for pedestrians and cyclists.

When street space is at a premium and with the need to support social distancing, it's worth noting which travel modes are the most space efficient.

140m²	20m²	7m²	2m² 0,5m²	5m² 2m²
Car	Car	Tram	Pedestrian / Pedestrian	Cyclist / Bicycle
50 kmh, 1 occupant	parked	50 occupants	walking / standing still	15 kmh / parked

Measures suitable to address many of issues above are identified in Merton's LIP3, but now the need to act quickly and at scale has become more pressing – with immediate action required in some cases and consideration of further measures in the medium term.

Merton's Transport Strategy seeks to radically change the status quo and promotes modal shift (away from motorised vehicles) and is a key element of the Council's climate change response and our air quality action plan. Transport emissions account for almost a quarter of Merton's carbon emissions. Therefore, when planning our response to the current situation a key consideration should be avoiding a return to pre-existing motor traffic levels. This move will require traffic restraint, together with measures to further promote and enable sustainable forms of travel.

Public Realm Observations

1	There has been a significant drop in town centre and high street activities
2	The public realm is being used more for recreation, play and exercise
3	Commuting and mobility have decreased significantly
4	Local places that offer activity, such as parks and playgrounds are more popular than before
5	Some places are too popular where social distancing rules are difficult to follow
6	The need for outdoor exercise and access to nature is now more valuable
7	More families and children are using our streets for play and cycling than before
8	Overall mobility has decreased, but pedestrian movement is increasing at the neighbourhood scale

The recent changes in how people use our streets and spaces presents an opportunity to redefine our streets for the long term; meeting the objectives of Merton's Health & Wellbeing, Air Quality, Climate Change and Transport Strategies.

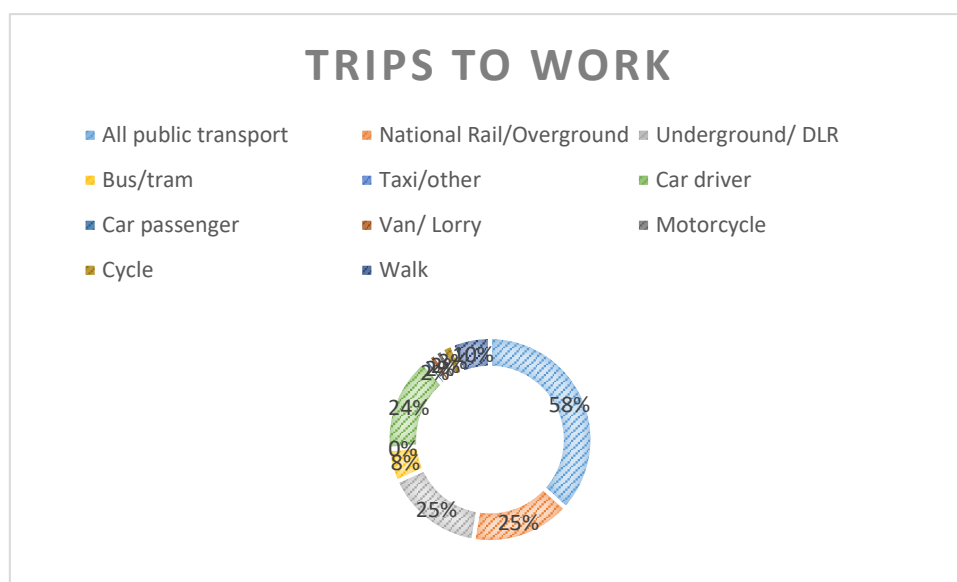| Sector	CO2 Emissions (kT)	% of Merton's CO2 emissions
Industrial/ commercial gas and electricity	184	30%
Domestic gas and electricity	284	47%
Transport *(of which over 99% is road transport)*	**137**	**23%**

Changing the transport mix - Challenges and opportunities

Like many outer London boroughs, the private car retains a central role in meeting travel demand with around 43% of daily trips by car. Many of these are short trips that could be replaced by walking and cycling.

There are 78,497 cars in Merton or roughly one car per household. The highest car ownership is in Village Ward (1.4 cars per household) dropping to 0.7 car per household in the centre of the borough.
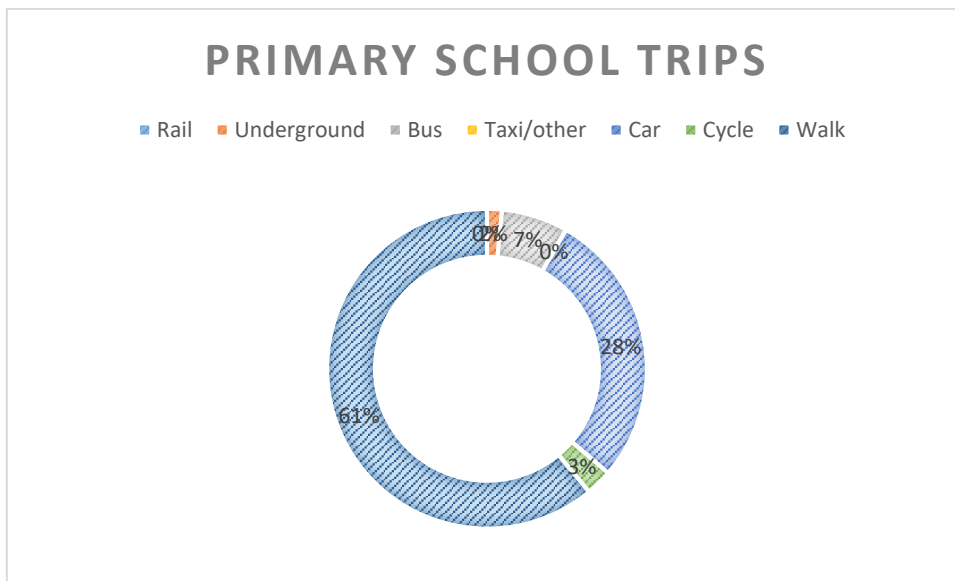
The areas with the highest car ownership generally coincide with areas of poor public transport connectivity. An average of 31.4% of households have no car.

Trips to work

	All public transport	Rail	Tube DLR	Bus/ tram	Taxi/	Car driver	Car passenger	Van/ Lorry	Motorcycle	Cycle	Walk
Merton	58%	25%	25%	8%	0%	24%	2%	2%	2%	3%	10%

Trips to/from usual workplace, by mode and borough of residence, LTDS (weekdays only) 3 year average 2016/17-2018/19

Trips to Primary Schools

PRIMARY SCHOOL TRIPS

■ Rail ■ Underground ■ Bus ■ Taxi/other ■ Car ■ Cycle ■ Walk

0% 2% 7%
0%

28%

61%

3%

Mode share of education trips by destination borough, ages 5 to 10							
	Rail	Underground	Bus	Taxi/other	Car	Cycle	Walk
Merton	0%	2%	7%	0%	28%	3%	61%

Trips to High Schools

HIGH SCHOOL TRIPS

■ Rail ■ Underground ■ Bus ■ Taxi/other ■ Car ■ Cycle ■ Walk

4%
13%

35%

0%
4%
0%

44%
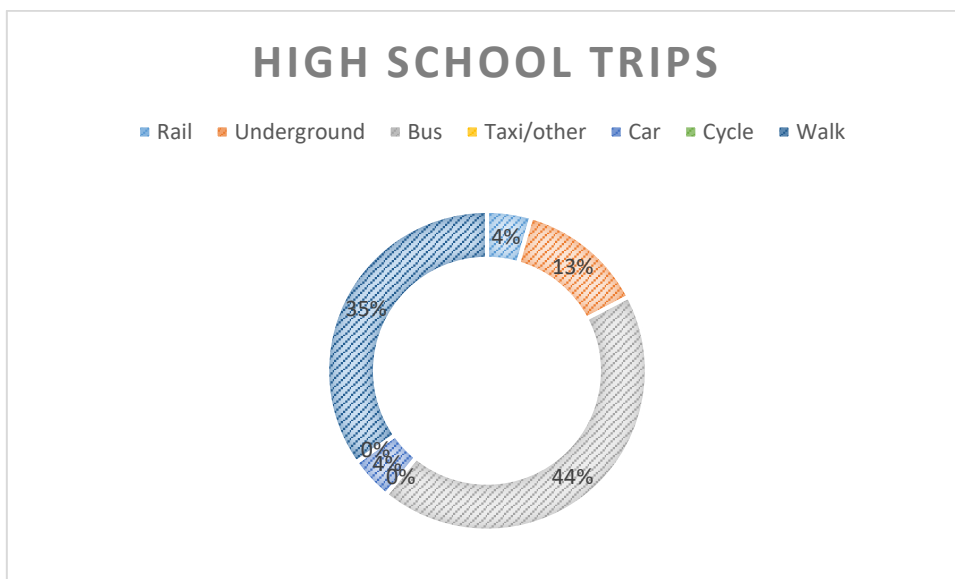
Mode share of education trips by destination borough, ages 11 to 17							
	Rail	Underground	Bus	Taxi/other	Car	Cycle	Walk
Merton	4%	13%	44%	0%	4%	0%	35%

Working Principles

In context of Covid-19, key principles for our transport strategy response are:

1. Support vulnerable people

Large numbers of people identified as particularly vulnerable to Covid-19 require support. This is already happening as part of Project Shield, with deliveries of essential supplies being co-ordinated across the borough. The requirement for this is likely to continue for some time. Any changes to the kerbside or parking suspensions will need to consider the need for vehicle access for vulnerable households.

2. Support compliance with government guidance

'Lockdown' and social / physical distancing are the main tools currently available to reduce virus transmission. The need for social distancing is likely continue well into the recovery period or until such time as other tools become available such as vaccines.

3. Enable essential journeys to be made safely

Key workers still need to travel during the lockdown period. As restrictions ease, other groups are likely to travel for work and trip making will increase. Journeys both on public transport and by road need to be managed to ensure safety and to maintain low levels of private motor vehicle traffic.

4. Support the local economy

As restrictions ease and businesses re-open those that rely on footfall and face to face customer contact – markets for example – may find conditions particularly difficult. New options linking businesses and their customers may be required and bike based local delivery services may have a role to play.

5. Respond for now and plan for the medium and longer term

There are urgent actions that need to be taken, principally to support vulnerable people and protect public health by enabling social distancing and reducing road danger. Beyond this we need to consider how to manage the transport network as restrictions are eased and eventually lifted and then through the recovery period. We therefore need a phased approach to our highway response.

Phased Approach

A number of response phases are identified and considered appropriate in the context of Merton's transport strategy and covid-19.

	SHORT TERM *Emergency*	MEDIUM TERM *Recovery*	LONG TERM *Transformation*
High Streets and social distancing	Widen pavements in high footfall locations to support businesses reopening. This will involve reallocation of on-street parking bays.		
Commuting / Cycling	Create space for cyclists along key routes in the borough.	Plan with public transport providers, space to queue at rail and underground stations to support social distancing. Identify and fill gaps in Merton's cycle network and install temporary cycle priority schemes.	In supporting the modal shift to walking and cycling, seek to make permanent, wider footways and cycle lanes to achieve the objectives of the transport strategy
Low traffic neighbourhoods and School Streets	Support Schools with on-site social distancing measures.	Plan for pupils returning to school, promote measures for greater walking and cycling routes to schools.	Supporting modal shift and improving road safety through low traffic neighbourhoods

Priorities for funding concentrate on three key areas:

- Quickly building a strategic cycling network, using temporary materials and including new routes, to help reduce crowding on the Tube and trains and on busy bus routes

- Changing town centres so local journeys can be safely walked and cycled where possible, for example with wider pavements on high streets to give space for queues outside shops as people safely walk past while socially distancing

- Reducing traffic on residential streets, creating low-traffic corridors right across London so more people can walk and cycle as part of their daily routine

Some of the temporary changes we're making could become permanent in the longer term subject to funding.

Key interventions

Example measures include;

Reallocating road-space to widen footways

Temporary Cycle lanes

Modal Filters to reduce speeding and support low traffic neighbourhoods

The majority of Londoners support moves by local councils to give more space to pedestrians and cyclists, a poll was commissioned by Centre for London to explore Londoners' changing attitudes to travel during the crisis, and the potential impacts on the city's transport network once lockdown is over.

The survey found that:

Most London adults support new transport policies, including measures to support social distancing:

- 69 per cent of Londoners support the temporary widening of pavements to aid social distancing.

- 64 per cent of Londoners support the temporary provision of new cycle lanes, or wider existing cycle lanes, to aid social distancing.

- 59 per cent of Londoners support the temporary closure of roads and parking to accommodate walking, cycling and space for queues.

The majority also support permanent pavement widening, and the provision of new cycle lanes or wider cycle lanes, although support is lower than for temporary measures.

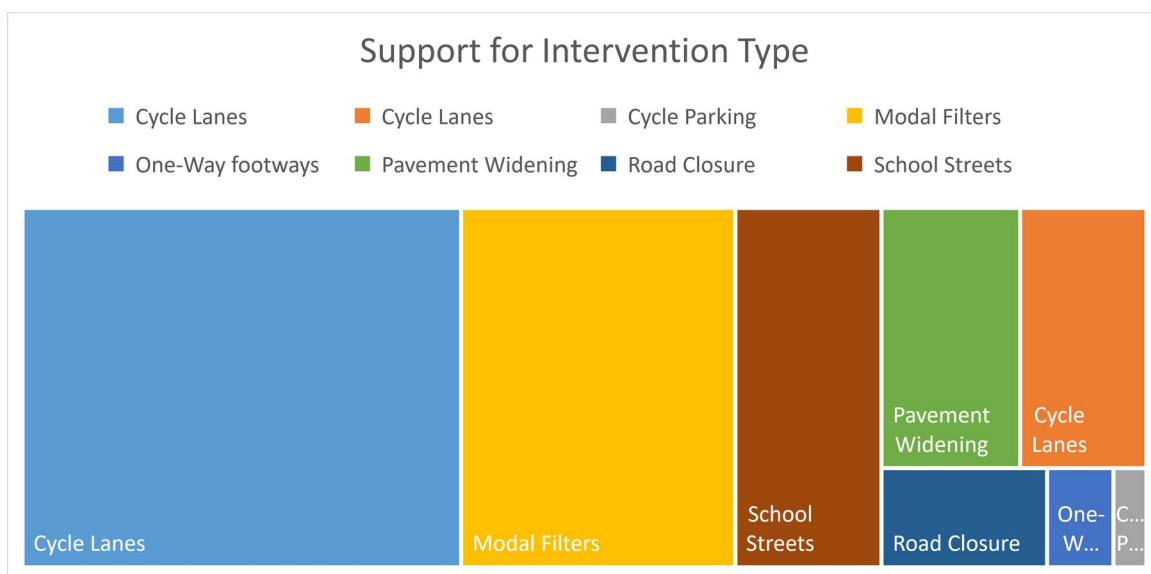|	Support for…	
	Doing this temporarily to aid social distancing	**Doing this permanently**
Widening of pavements	69 per cent	56 per cent
Provision of new cycle lanes, or wider existing cycle lanes	64 per cent	57 per cent

Community Participation and Engagement

A draft of this plan was published online on 7th May 2020 and promoted via the Council's social media channels where the council invited comments and suggestions for locations where we could deliver changes to our streets.

Officers and councillors have held regular online with the Merton Residents Transport Group (newly formed to input to this issue) as well as key stakeholders such as Merton Cycling Campaign, local business groups, schools and the Sustainable Communities Transport Partnership.

Since the draft was first published, the council received over **100 representations** containing over **350 projects** and actions.

The greatest demand is for cycle lanes and low traffic neighbourhoods (modal filters) followed by school streets.

Officers have compiled the responses into a long-list of potential schemes (removing duplicates where the same idea was suggested multiple times). The long list is an Appendix of this report.

Support for Intervention Type

■ Cycle Lanes   ■ Cycle Lanes   ■ Cycle Parking   ■ Modal Filters
■ One-Way footways   ■ Pavement Widening   ■ Road Closure   ■ School Streets

Going forward, the Council will use Commonplace, an online mapping and communication resource to map all the covid-19 related transport projects, engage with residents and offer updates on projects as they are delivered. This will be live by the end of June.

350 project suggestions in demonstrate the considerable appetite for change towards active travel; a lot of what has come forward dovetails with the borough's adopted transport strategy (LIP3).

The covid-19 transport plan is an emergency response. The community input received so far will help shape the funding bids that the Council is now preparing to both the Department for Transport and Transport for London. The Council cannot deliver everything, but will prioritise and deliver based on what funding is available.

To ensure the success of funding bids, the long-list of suggestions we have received will be prioritised in line with DFT and TFL funding guidance as well as data from TFL and Merton's LIP to prioritise projects with the greatest chance of attracting funding, and being successful in supporting a modal shift away from the car.

Data Driven Prioritisation

To fit with funding criteria, schemes need to be prioritised around developing:

- Temporary cycle networks on strategic routes
- Social distancing at interchanges, stations and town centres
- Low Traffic Neighbourhoods and school streets

The maps and data below, from TFL and Merton's LIP highlight areas of Merton where strategic routes have already been identified and where there is greater propensity for people to cycle and support modal shift.
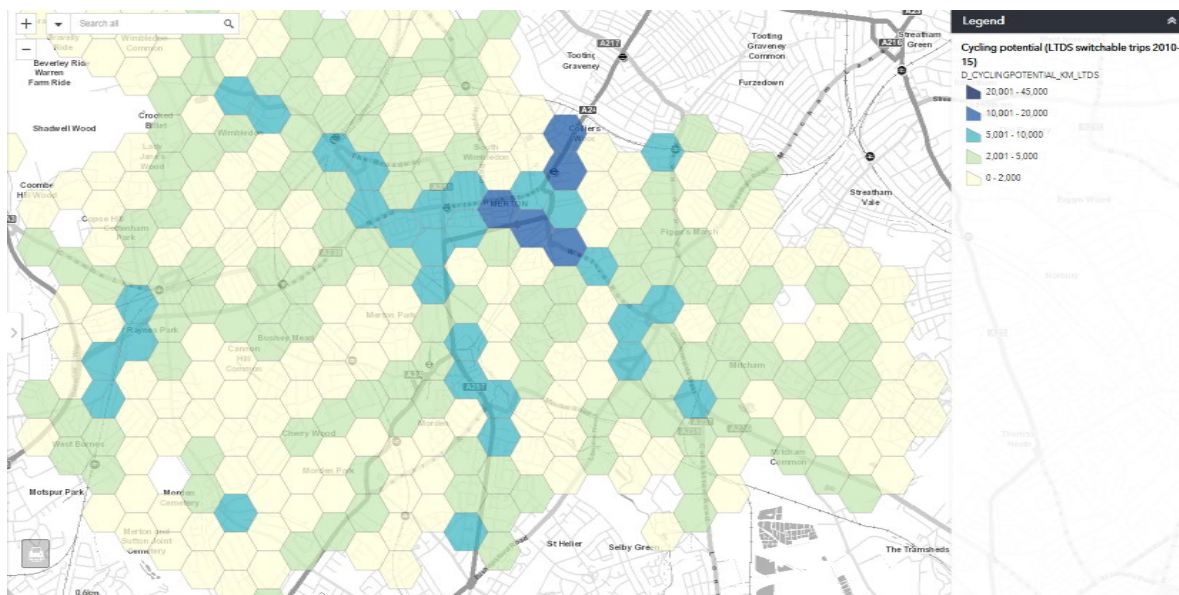
Cycling

At the moment approximately 20% of Merton residents live within 400m of the strategic cycle network. To meet the council's LIP target this would need to rise to 29% in 2021 and 50% by 4041. There are several TfL routes (cycleways) being delivered by Merton in collaboration with other boroughs:-

- Cycleway from Clapham Common to Wimbledon
- Cycleway from Colliers Wood to Sutton
- Cycleway from New Malden to Raynes Park
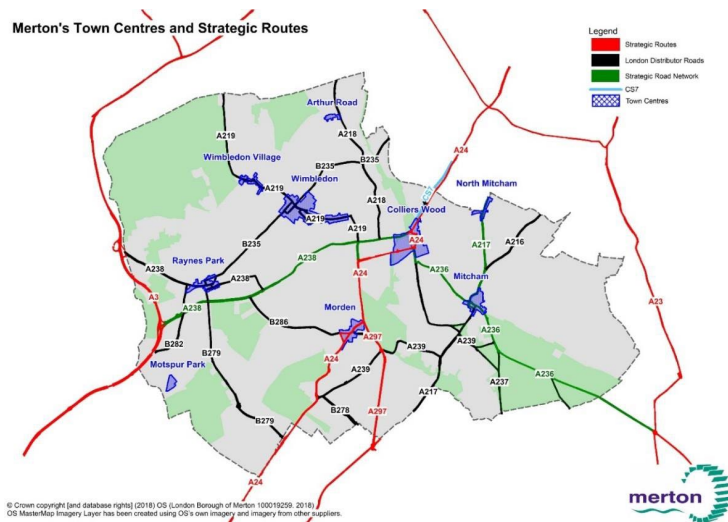
The areas of Merton with the greatest cycling potential are focussed on the main town centres and the corridors lining them, specifically Wimbledon, South Wimbledon, Colliers Wood, Mitcham and Morden.


The areas marked in blue show the greatest potential for cycling, but also correlates with road accident data and where road users feel most vulnerable suggesting that these corridors are the priority areas for rethinking the highway layout to promote active travel.

To access as much funding as possible for the borough, our cycle bids will prioritise;

- Mitcham (London Road corridor, Tooting to Bishopsford Br)
- Mitcham (Western Road or Church Road to Colliers Wood)
- Colliers Wood (CS7 to Merantun Way and Morden)
- Morden (town centre to South Wimbledon)
- Merton High Street (and Kingston Road to Colliers Wood)
- Wimbledon town centre
- West Barnes to Raynes Park

The priorities listed above reflect a range of suggestions made by the community and build on the proposed cycle network within Merton's LIP Transport Strategy. These routes also correspond with TFL priorities set out in the Streetspace London guidance.
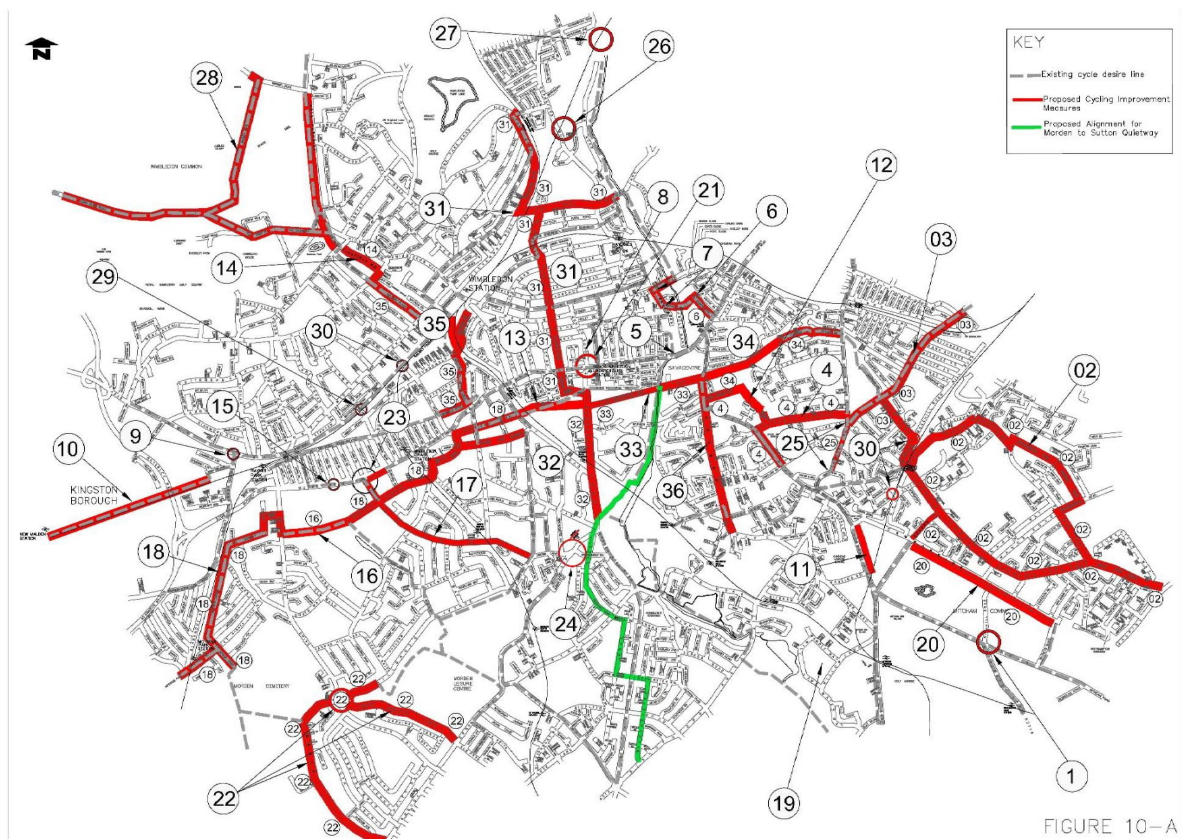
LIP: proposed cycle network for Merton

High Streets & Town Centres

The type of intervention required will be driven by the space available at the town centre or high street and expected demand for it as lockdown eases The Council has identified the key priority to be in high footfall centres with a concentration of premises in high demand where queuing is likely to occur, principally outside food stores.

Wimbledon:
Wimbledon Broadway and Worple road are high priority areas for pavement widening as Wimbledon is the borough's major town centre with the highest footfall and most stores facing the street (Sainsbury's, Tesco Metro, M&S, Morrison's, Sainsbury's Local, Little Waitrose)

Pavement widening will be implemented where possible. Queens Road has space to accommodate queuing for Centre Court Shopping Centre; reducing crowding at the Broadway bus-stops.

Raynes Park:
Raynes Park hosts a local shopping offer with smaller stores and modest footfall. Each of these stores (Co-Op, Sainsbury's Local, Waitrose) have adequate space outside to manage queuing.

Mitcham:
Most of Mitcham's supermarkets have car parks that can accommodate queuing on-site (Asda, Lidl [x3], Iceland) Morrison's is located on a pedestrian and cycle street with no need to alter the footways. Parking bay suspensions will be applied to Fair Green East and West to reduce traffic and create more space for walking.

Morden:
Morden town centre has relatively wide pavements for Sainsbury's to manage queues and Lidl has a car park. Transport for London own and manage London Road. The Council is seeking clarity from TFL regarding the Underground / Bus Station interchange and need for pavement widening in this location.

Colliers Wood:
Colliers Wood's main shopping facilities are located in retail parks and stand-alone stores who can manage queues on-site (Aldi, M&S, Sainsbury's) Co-Op is located on the station plaza with room to social distance.

The council will consider small scale changes in local parades and local centres if the demand arises.

Low traffic neighbourhoods (LTNs) and school streets

During the lockdown period residents have been able to enjoy the benefits of lower traffic volumes on residential streets, using them for daily exercise by active travel means. Safe outdoor space to effectively socially distance will be essential to support health and wellbeing of people going forward. Low Traffic Neighbourhoods in the TFL Streetspace plan form a key part of this.

Low traffic neighbourhoods opens up the possibility of developing a local showcase to demonstrate to residents how on an everyday level the look and feel of their streets could be made over to provide a better and safer environment by applying the healthy streets principles. Measures to reduce through-traffic and speeding can be implemented through selective road closures and modal filters.

Temporary / experimental LTNs must offer safe, attractive environments for walking and cycling. At the very least this means 20mph speed limits and low traffic volumes for local access only. Merton is now a 20mph borough.

Key principles behind the location of temporary LTNs are to:

- Offer outdoor space that can be used more easily in locations of limited public and private green space
- Include school streets or zones of school streets, picking up on concerns about social distancing outside and routes to schools
- Focus on health and inequality outcomes
- Spaces and designs that reduce crime and anti-social behaviour
- Reduce road danger and prevent rat-running
- Link to the temporary and permanent cycle networks
- Be attractive and safe for everyone to use, including new and less confident cyclists and people using non-standard cycles, and encourage socially distanced walking
- Support the long-term delivery of the Mayor's Transport Strategy and Merton LIP3
- Include severance reduction measures on streets surrounding the LTN neighbourhood cell
- Consider accurate wayfinding around the LTN and to local destinations
- Provide temporary cycle parking to allow and consider schemes to improve access to cycles

Bus routes have a key function in enabling local access so must be protected as part of temporary LTN proposals, with a general presumption to bus routes and stop locations remaining as they are. Consideration may be given to bus gates to protect bus networks whilst removing general traffic.

There is a high demand across the west and south of the borough for Low Traffic Neighbourhoods. Some neighbourhoods in Mitcham, Colliers Wood and South Wimbledon already benefit from these measures.

Success of Low traffic neighbourhoods relied heavily on grassroots support at the local level, and an understanding of the benefits and impact on the remaining distributor road network. Merton Council supports the creation of low traffic neighbourhoods.

The roll-out will be dependent on the level of funding and focussed resident engagement over the medium-long term. Projects will require a neighbourhood level traffic assessment to determine suitability, though some measures are relatively simple to deliver on the ground.

We have outlined where we would like to see Low Traffic Neighbourhoods introduced and these will be further defined through consultation and by the level of funding granted by TFL.

At this stage, our funding bids for Low Traffic Neighbourhoods won't single-out specific streets or interventions until the assessments and designs have been concluded. We are aiming to submit bids for 10 Low Traffic Neighbourhoods across the borough. Based on resident feedback, the following areas will be considered:

- South Wimbledon
- Dundonald
- Haydon's Road
- West Barnes
- Cottenham Park
- Cannon Hill
- Lower Morden
- Pollards Hill
- Mitcham
- Merton Park

School Streets

Part of achieving Low Traffic Neighbourhoods is reducing the number of local journeys made by car. School trips are a large generator of this traffic which can easily switch to walking and cycling. The Council is supporting this through School Streets with part time road closures to discourage driving to schools.

As lockdown is eased, social distancing will remain, so we urgently need to prevent crowding outside school gates. It is likely that when schools reopen, start/finish times will be staggered and/or year groups will return incrementally. This will reduce the volume of students and parents outside the school gates at any one time. However, even with these strategies additional space will be needed to facilitate social distancing and to prevent the need for vulnerable road users being forced onto the carriageway with traffic.

School Streets create a safer and healthier environment by temporarily closing roads to traffic outside schools during drop-off and pick-up times. This enables more children to walk, cycle or scoot to school, with less air pollution, road danger and congestion.

As we emerge from lockdown, more children walking and cycling to school will help:

- maintain improved air quality
- protect the mental and physical health of children by enabling physical activity through travel (whilst other options for physical activity are limited)
- ease pressure on the public transport network, especially local bus routes – a key aim of the Mayor's Streetspace programme.

School Streets generally restrict traffic directly outside the school for 30-90 minutes at either end of the school day. Signs, barriers and/or cameras stop non-residents driving through the School Street. Residents and blue badge holders have access. Where needed, temporary barriers or bollards are placed on the street and raised/dropped by the school.

Without bollards, Automatic Number Plate Recognition (ANPR) or police support is used to enforce School Streets.

Key principles for School Streets

- School Streets should be considered outside of all primary schools. Where schools are located on main roads or public transport corridors, and it is not possible for School Streets measures to be introduced then alternative pavement widening may be required.
- Effective enforcement is necessary if School Streets are to have the desired impacts on traffic reduction and the creation of safe space for social distancing.
- Access should be maintained for residents living within the zone as well as blue badge holders.
- School Streets schemes are considered part of proposals for Low Traffic Neighbourhoods.

Assessment and delivery will have to be considered in tranches due to constrained resources.

Criteria for prioritisation includes:

- Where there are two or more schools in close proximity to one another. • Schools with narrow footways.
- Schools with large intake/multi form entry, so that even with staggered start/finish times crowding outside is still likely.
- Where there was a recognised and significant problem with crowding outside school prior to the COVID-19 outbreak.
- Road danger was a recognised and significant issue prior to the COVID-19 outbreak.
- Plans are already progressing to deliver a School Street, and can be fast tracked

Merton is implementing a number of School Streets where specific issues have been identified involving either air quality, congestion or danger reduction During September 2019, the Council introduced restricted access to support the following schools.

- Harris Primary Academy, Ivy Gardens, Mitcham
- St Thomas of Canterbury, Morden
- Links Primary School, Mitcham
- The Council has also been liaising with TfL to introduce restricted access to support Singlegate Primary School in South Gardens

We are engaging with schools to develop a programme of over 20 School Streets across the borough as the Council recognise this as a key priority cutting across many strategies. Implementation will be dependent on the level of funding received.

Analysis is already underway for the rapid roll out of School Streets at:

- Hillcross (Monkleigh Rd and Ashridge Way),
- Aragon(from Kingsbridge Rd to Aragon Place),
- Malmesbury (Newminster Rd and Malmesbury Road)
- Haselmere Primary (Haselmere Avenue by Brooklands Court)
- Merton Park (Church Lane).

Sites suggested through community engagement are:

- Russell Road
- Southey Road
- Wimbledon Park Primary
- All Saints Primary
- Bishop Gilpin
- Ricards Lodge
- St Matthews
- Gorringe Park Primary
- Poplar Primary
- Sherwood Park
- Beecholme
- Garfield Primary
- Date Valley Cricket Green
- Dundonald Primary
- Edge Hill

It is imperative that schools are consulted and decision making also the cabinet member for Children, Schools and Families.

Delivery

We are developing a programme of bids to submit to DFT and TFL to achieve the objectives set out in this plan. The number of projects delivered will be dependent on funding being available. At present, due to the financial position at TFL borough's no longer have TFL LIP resources that were available to deliver the Mayor's Transport Strategy.

Merton Council will fund and implement the first phase of priorities using exiting Highways budgets and we will be bidding for TFL for resources to deliver more significant high impact projects as part of the Mayor's Streetspace for London.

The level of funding from TFL will determine how many additional transport interventions we can deliver. We will also consider the use of Merton's Community Infrastructure Levy to respond quickly to the need to implement these schemes or enhance the benefits of externally funded projects. Further ideas and refinement of schemes will come forward from local residents and community groups, which we welcome and will consider as the interventions are rolled out.

Appendix A: Short Term schemes in delivery by Merton Council

Location	Measures	Implementation date
Ashcombe Rd bridge	One way for pedestrians Signs and road markings	4 June 2020
Wimbledon Bridge	Footway widening	5 June 2020
Haydons Rd bridge	Segregated cycle lane on both sides	8th June 2020
Worple Rd o/s Elys Sainsburys	Footway widening	15 June 2020
Merton High street	Footway widening between properties 214 & 220	15 June 2020
Mitcham Fair Green	Footway Widening Parking suspensions	15 June 2020
Wimbledon Village	Queuing management / footway widening	26 June 2020
Arthur Rd o/s Co-Op	Queuing management & possible footway widening	6 July 2020
London Road, Mitcham	Better cycle lane / access provisions	July 2020
Merton High street between Haydons Rd and Colliers Wood CS7	Segregated Cycle lane	July 2020
Bushey Rd	Segregated Cycle lane	July 2020
Plough Lane	Segregated cycle lane Mandatory cycle lane	July 2020
Cycle parking	Secured and standard cycle parking throughout the borough as demand rises	July/August

Appendix B: Schemes prioritised for external funding bids

Cycling:

To access as much funding as possible for the borough, our cycle bids will prioritise;

- Mitcham (London Road corridor, Tooting to Bishopsford Br)
- Mitcham (Western Road or Church Road to Colliers Wood)
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Low Traffic Neighbourhoods

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- St Matthews
- Gorringe Park Primary
- Poplar Primary
- Sherwood Park
- Beecholme
- Garfield Primary
- Date Valley Cricket Green
- Dundonald Primary
- Edge Hill

Appendix C: Extensive list of suggestions received through community engagement.
Due to readability, the spreadsheet data will be available to download from the website.

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