Committee: Street Management Advisory Committee 
Date: 17 June 2008

Agenda item:  
Wards: Ravensbury
Subject: Bishopsford Road - Proposed cycle facilities.
Lead officer: Lyn Carpenter, Director of Environment & Regeneration
Lead member: Councillor William Brierly Cabinet Member for Planning & Traffic Management
Key decision reference number: N/A

Recommendations:

That the Street Management Advisory Committee considers the issues detailed in this report and recommends that the Cabinet Member:

1. Notes the results of the informal consultation carried out in April/May 2008 on the cycle proposals along Bishopsford Road from Seddon Road to the existing Bridge over the River Wandle as shown on Drawing No: LCN-MERT-0609.1/01A

2. Agrees to the implementation of the following proposed measures:
   • New cycle/pedestrian footbridge over the River Wandle.
   • The Junction entry treatments at the Junctions with Wandle Road, and Hillfield Avenue.
   • The conversion of the existing Pelican crossing to Toucan crossing outside No’s 96/98 Bishopsford Road.

3. Agrees and approves in principle the following proposed measures which will be deferred pending the approval of the Poulters Park Route: (see section 5.1 of this report)
   • The proposed shared facility on the southern side from Hillfield Parade shops to Poulters Park.
   • The conversion of the existing Pelican crossing to Toucan crossing outside No’s 40/42 Bishopsford Road.

1. EXECUTIVE SUMMARY AND PURPOSE OF REPORT

1.1 This report details the result of the informal consultation carried out during April and May 2008.

1.2 The purpose of this report is to seek approval to introduce cycle facilities from Ravensbury Park to the existing facilities adjacent to the borough boundary with Sutton as set out on Drg No: LCN-MERT-0702.2/10
2. DETAILS

2.1 Cycling is an economic, efficient, environmentally friendly and healthy mode of transport. Almost two thirds of all trips in London are less than 5 kilometres in length and many of these could reasonably be made by cycle if convenient and safe conditions were to be created. On Merton’s congested roads it is frequently quicker to cycle than to use a private car, consequently there is a significant potential to shift away from car to cycle use.

2.2 Cycling is also more dangerous than most other forms of transport in London, only powered two wheelers have a higher personal injury accident rate. Analysis by the London Research Centre has shown that cyclists are three times more likely to be killed or injured in road accidents than pedestrians, and fifteen times as likely to be killed or injured as those travelling by bus. Although cycling accounts for only just over 2% of travel, in recent years, in Merton, accidents involving cyclists represent 11% of all road accident casualties.

2.3 Bishopsford Road scheme was originally on the alignment of one of London’s strategic cycle routes (Link276 of the LCN+ Network). An initial network of 960km was identified, but was reduced to 900km with Link 276 being one of these. It was the intention that the sections taken off the network were to be funded via Transport for London’s Greenways budget. Funding is now available from this budget for the Bishopsford Road proposals.

2.4 London Cycle Network - London Wide Context

The introduction of a London Cycle Network (LCN) is now a common aim of all 33 London Authorities. Their commitment to introduce measures to provide a viable London wide network of cycle routes is fully supported and funded by the London Mayor and Transport for London. The aim of the LCN is to make travel by cycle easier, safe and comfortable by providing a conspicuous network of routes that link local centres and provide for longer distance as well as shorter journeys.

2.5 The Government maintains that having an environment conducive to cycling is a pre-condition to encouraging people to undertake more “active travel” – or modal shift. Local Implementation Plans will require local authorities to place greater emphasis on cycling and getting the infrastructure right for cycling is a major part of the equation.

2.6 The London Cycle Network currently comprises of a wide range of measures to assist cyclists including: cycle lanes on main roads; protected crossings; signed back streets; gaps in road closures; contra-flow cycle lanes and shared use paths in parks and open spaces. The network will help cyclists to circumvent busy main roads and provide extra protection where heavily trafficked streets and busy junctions are unavoidable. There are a number of barrier locations around London where TfL and most boroughs acknowledge that there will be demanding solutions required to facilitate cyclists and costs for developing these sections of the network could be high.

2.7 In partnership with Transport for London’s Centre Cycle of Excellence (CCE) the London Cycle Network+ (LCN+) project management team at LB Camden are managing the delivery of a 900km network of high quality cycle facilities across London. Schemes on the LCN+ are required to meet 5 principal criteria of being Coherent : Direct : Attractive : Safe : Comfortable.
2.8 Bishopsford Road forms part of two of London’s principle cycle routes, the London Cycle Network Link 151 and the National Cycle Network Route 23, The Wandle Trail. Transport for London has accepted that this section forms a key link for both routes and will provide users with continuous and usable facilities.

3. SCHEME HISTORY

3.1 Bishopsford Road currently has no off-carriageway cycle facilities and lacks a controlled crossing facility across the busy A217 Bishopsford Road. This has been highlighted as a significant barrier for potential and existing users of the LCN+ Link 151 and for users of the Wandle Trail, which as a leisure route attracts many younger users.

3.2 The link between these cycle facilities has never been satisfactory, which was highlighted when developing the Cycle Route Implementation and Stakeholder Plan (CRISP) for this section of the LCN network. The CRISP report recommended that the cycle route should continue along Bishopsford Road and highlights the requirement for a new Toucan Crossing facility across Bishopsford Road by Poulters Park, which would serve the proposed LCN on highway spur to London Borough of Sutton.

3.3 Bishopsford Road Cycle proposals have been developed by Borough Officers over the past 18 months. The scheme was originally on the alignment of one of London’s strategic cycle routes (Link276 of the LCN+ Network). An initial London wide network of 960km was identified by the Cycle Route Implementation and Stakeholder Plan (CRISP) but following a review by Transport for London it was decided that the network be reduced to 900km. Link 276 was removed from the LCN+ Network as the proposed link was located mainly on non-highway corridor (The Wandle Trail). However, TfL has agreed to fund the Bishopsford Road proposals via another TfL budget known as Greenways, which is aimed primarily as leisure, walking and cycling routes.

4. PROPOSALS

4.1 New Pedestrian Cycle Bridge Across the River Wandle (Refer to Appendix 4 - Drawing No: 26026/901A) - A new pedestrian and cycle bridge is proposed across the River Wandle within the open space next to Ravensbury Park. This new bridge, combined with a new access into Ravensbury Park from Bishopsford Road will form part of an attractive and convenient link from Ravensbury Park to Poulters Park and the remainder of the Wandle Trail and will avoid the existing road bridge with its narrow footways on Bishopsford Road.

4.1.1 The new bridge will run parallel to the existing road bridge over the River Wandle. It will be a free standing and 3m in width. The new bridge will link National Trust land with existing Housing Land. The use of the land has been agreed with both organisations by Borough Officers.

4.1.2 The Environment Agency were initially consulted with two options for the Bridge Design and have agreed the design of the single span structure (Shown as Option 1) with no bridge piers or supports located within the river channel.
4.2 Cycle Facilities along Bishopsford Road from Seddon Road to the Wandle Bridge (Refer to Appendix 5 - Drawing No: LCN-MERT-0702.2/10) – This involves the introduction of shared pedestrian and cycle use footways on both eastern and western sides of Bishopsford Road. These new facilities will be complemented by the conversion of the existing Pelican crossing to a Toucan crossing north of the junction with Seddon Road.

The proposals include the construction of junction entry treatments at Seddon Road, Pollard Road, Hillfield Avenue and Wandle Road (see Section 4.3 below).

4.2.1 A new central island is also proposed for Wandle Road junction with Bishopsford Road. The proposals are for a new enlarged central island and junction entry treatments. As part of these proposals it would be necessary to relocate the bus stop further back into Wandle Road; however as a result of the informal consultation a further option has been developed to address the concern raised by some residents regarding this measure, (see paragraphs 6.1 and 6.1.1 of this report).

4.2.2 The area of footway outside Hillfield Parade shops will be widened and the existing service road arrangement will be replaced with a new lay-by. This will provide sufficient width to create a safer and more environmentally friendly area for both pedestrians and cyclists to use in front of the shops. The new kerb alignment will mean the loss of one parking space outside Hillfield Parade shops.

4.2.3 Raised entry treatments are proposed for the service road either side of Hillfield Parade creating a consistent level for both cyclists and pedestrians to cross the carriageway and providing a ramped entrance to the service road for vehicles.

4.2.4 It is proposed that a consultation for a small tree-planting scheme to the back of the new widened footway area take place with the Hillfield Parade properties. The suitability of the planting proposal will be subject to the results of a trail hole survey that will need to be carried out upon confirmation of the schemes’ approval.

4.3 IMPLEMENTED PROPOSALS

4.3.1 The junction entry treatments at Seddon Road and Pollard Road form part of the scheme proposals and as there was existing funding in place from the 2007-08 programme. A decision was made to construct these measures in advance of the other proposals as it was likely that we would not receive stakeholder funding for the 2008-09 programme without the 2007-08 allocation being used. It was felt that these measures would have merit in their own right and help to reduce traffic speed in and around the junctions whilst improving facilities for pedestrians wishing to cross the carriageway at these points. Approval from Ward Members and Officers from the London Borough of Sutton was obtained prior to their construction and was supported by Transport for London.

4.4 TRAFFIC LIASON GROUP APPROVAL

4.4.1 The proposals for the scheme were presented to the emergency services and Bus operators in a Traffic Liaison Meeting on 7th April at the London Borough of Merton’s Civic Centre. The only comments that were made regarding the scheme proposals were concerns with the absence of cyclist give way markings in the proposed shared facility coupled with the existing downhill gradient on Bishopsford Road. Following the meeting the proposed markings were reviewed and it has been agreed that they will be marked in accordance with the current design standards.
5. **DEFERRED PROPOSALS**

5.1 The implementation of the new proposed Toucan crossing outside No’s 40/42 Bishopsford Road is not currently intended and will be deferred pending approval from Borough officers from Sutton to progress the Poulter Park Route.

6. **OTHER ISSUES**

6.1 **Objections - Alternative Option**

Following our informal consultation exercise there have been several objections and a petition received (See Appendix 8) regarding the proposal for the relocation of the Bus Stop in Wandle Road. Residents of Flats 1 to 10 “The Meads” have objected on the grounds that noise generated from the bus stop will now be directly outside their properties. They are concerned with users including school children congregating by the stop at various times. A couple of residents have informed us that their bedrooms are located at the front of the block and that this change in Bus Stop location would be disruptive for them.

6.1.1 In an attempt to address the concerns regarding the bus stop location, an alternative layout (option 2) is being proposed for Wandle Road. The revised layout would mean a smaller central island at the junction and the adjustment of the new bus stop location so that the bus could stop away from the flats. This option would still involve relocating the bus shelter. A plan showing option 2 can be seen in Appendix 6 (Drg No:MB-SK-01)

6.1.2 The preferred option (option 1) is the originally proposed relocation as shown in Appendix 5 (Drg No: LCN-MERT-0702.2/10). It is considered that this option would provide a greater improvement / benefits for both cyclists and pedestrians.

6.1.3 The proposed scheme is not being developed in conjunction with any particular known accident problem, although providing specific cycle facilities will improve safety of this mode by reducing conflict with fast moving motorised traffic.

7. **CONSULTATION**

7.1 The informal consultation commenced on 18th April 2008 and concluded on 16th May 2008. A public consultation document comprising a description of the proposed scheme, a plan and a ‘pre-paid’ reply card was sent to 157 properties as agreed with local Ward Councillors (See Appendix 1).

7.1.1 The Ward Councillors were informed of the proposals, and invited to comment and no objections or comments were received.

7.1.2 Officers from the London Borough of Sutton were consulted along with their Ward Councillors and no objections or comments were received.

7.1.3 The consultation resulted in a 21.7% response rate of which 41.2% showed support for the introduction of the cycle facilities with 50% against and 8.8% undecided. In comparison 61.8% indicated support for the introduction of the pedestrian and cycle bridge; 29.4% against and 8.8% undecided.

7.1.4 It should, however, be noted that the introduction of the bridge could not be supported in isolation from the other proposals which means that careful consideration must be given to the shared cycle facilities.
7.1.5 A summary of the responses received from the questionnaire are shown below:

<table>
<thead>
<tr>
<th>ROAD</th>
<th>NUMBER CONSULTED</th>
<th>NUMBER OF RETURNS</th>
<th>% OF RESPONSE</th>
<th>RESIDENT</th>
<th>BUSINESS</th>
<th>BOTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>BISHOPSFORD ROAD</td>
<td>86</td>
<td>16</td>
<td>18.6%</td>
<td>13</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>HILLFIELD AVENUE</td>
<td>51</td>
<td>10</td>
<td>19.6%</td>
<td>10</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>WANDLE ROAD</td>
<td>20</td>
<td>8</td>
<td>40.0%</td>
<td>8</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>TOTALS</td>
<td>157</td>
<td>34</td>
<td>21.7%</td>
<td>31</td>
<td>2</td>
<td>0</td>
</tr>
</tbody>
</table>

8. OFFICERS’ RECOMMENDATIONS

8.1 The proposals provide a key link from existing cycle links in the LB of Merton to existing links in the LB of Sutton who are both following through the implementation of the London wide Tfl funded London Cycle Network and Greenway schemes. This scheme will provide that link, and join the network between boroughs. The proposals will provide a safer and more usable environment for cyclists with continuity to other existing links.

8.2 Considering the benefits of the proposed measures, it is recommended that approval be given to proceed with the proposals as set out on Drawing No: LCN-MERT-0702.2/10. Within this approval consideration must be given to Option 2 detailed in paragraph’s 6.1 and 6.1.1 of this report in reference to the relocation of the Wandle Road bus stop. Officers’ preference is Option 1 as it is considered to improve safety for cyclists and pedestrians by allowing the bus stop to be further back from the crossing point in Wandle Road and it would allow for the wider central island being maintained, allowing easier flow of movement for more vulnerable users.

8.3 Whilst the proposed relocation of the bus stop would provide a better technical solution, the alternative option 2 is still acceptable and would considerably reduce the opposition to the proposal from the Wandle Road residents and switch the overall balance in favour of the cycle proposals.

<table>
<thead>
<tr>
<th>ROAD</th>
<th>ARE YOU IN FAVOUR OF THE CYCLE FACILITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>YES</td>
</tr>
<tr>
<td>BISHOPSFORD ROAD</td>
<td>6</td>
</tr>
<tr>
<td>HILLFIELD AVENUE</td>
<td>7</td>
</tr>
<tr>
<td>WANDLE ROAD</td>
<td>1</td>
</tr>
<tr>
<td>TOTALS</td>
<td>14</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ROAD</th>
<th>ARE YOU IN FAVOUR OF THE NEW PEDESTRIAN / CYCLE BRIDGE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>YES</td>
</tr>
<tr>
<td>BISHOPSFORD ROAD</td>
<td>11</td>
</tr>
<tr>
<td>HILLFIELD AVENUE</td>
<td>7</td>
</tr>
<tr>
<td>WANDLE ROAD</td>
<td>3</td>
</tr>
<tr>
<td>TOTALS</td>
<td>21</td>
</tr>
</tbody>
</table>
9. TIMETABLE

9.1 With committee approval, the construction of the Highways elements of the scheme could start on site in October 2008.

9.2 Due to the nature of the bridge works a longer lead in time would be required. It is likely that the construction would start on site at the end of this financial year. More details of the construction programme for this element would emerge as the scheme advances.

10. ALTERNATIVE OPTIONS

10.1 To do nothing. This would be contrary to the recommendations made in Transport for London’s CRISP report. Bishopsford Road forms part of two of London’s principle cycle routes, the London Cycle Network Link 151 and the National Cycle Network Route 23, The Wandle Trail. Transport for London has accepted that this section forms a key link for both routes and will provide users with continuous and usable facilities.

11. MANAGEMENT OF HEALTH AND SAFETY RISKS

<table>
<thead>
<tr>
<th>Risk</th>
<th>Measures to Reduce Risk</th>
<th>Information on Residual Risk Passed To</th>
</tr>
</thead>
<tbody>
<tr>
<td>Possible risk to cyclists and pedestrians when using the proposed</td>
<td>Provide shared route in accordance with current design standards</td>
<td>Highway Project Officer • Design team at Mayer Brown, the consultants engaged to design the proposal.</td>
</tr>
<tr>
<td>cycle route</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Possible risk to cyclists, pedestrians and road users during the</td>
<td>Implementation will need to be staged to ensure minimal impact and impedance to</td>
<td>Highways Project Officers undertaking detailed design • Planning Supervisor</td>
</tr>
<tr>
<td>construction and implementation stages.</td>
<td>pedestrians and other road users</td>
<td></td>
</tr>
</tbody>
</table>

12. FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

12.1 The scheme costs for the following elements would be:

£95,000 – Design and construction of highway measures

£95,000 – Design and construction of the new bridge.

Both costs would include all legal costs and staff overheads and will be funded from TfL’s 2008-09 allocation for Cycling on Greenways.
13. LEGAL AND STATUTORY IMPLICATIONS

13.1 A Local Authority has powers to construct a cycle track under Section 65(2) of the Highways Act 1980 (no further statutory process is required other than a formal Committee resolution) which the Cabinet Member could approve subject to the views of this Committee.

13.2 The proposed traffic signal arrangements do not require any statutory process from Merton as the highway and traffic management authority. However, under Section 23 of the Road Traffic and Regulation Act the existing Pelican Crossing will require the advertising of a statutory Notice to which responses can be considered.

14. HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

14.1 The Council has carried out an informal public consultation exercise in April 2008 and this has given the local community the opportunity to express their views and for the Council to receive, consider and act upon these views should it be considered appropriate.

14.2 The implementation of the proposals will affect all sections of the community and will improve safety for pedestrians and cyclists. As a result it would deliver the objectives set out in the Cycle Route Implementation and Stakeholder Plan by Transport for London.

15. RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

15.1 A Stage 1/2 Safety Audit was carried out for the scheme in November 2006 and several safety issues were raised. These concerns ranged from drainage provision, vehicle turning circles, skid resistance, tactile paving layouts, markings and signing issues.

15.2 All the comments raised by the Safety Audit were addressed and incorporated into the design as necessary.

15.3 The risk of not introducing these proposed measures would mean the loss of the cycle link across the busy Bishopsford Road. This would leave cyclists using existing National Cycle Network and London Cycle Network links without a suitable facility and continuity for the network. There would be an increased safety risk for these users without the proposals and could be deemed contrary to the support expressed through the consultation.

APPENDICES - the following documents are to be published and form part of the report.

Appendix 1 - Informal Consultation Leaflet document
Informal Consultation Leaflet plan

Appendix 2 - Consultation Questionnaire

Appendix 3 - Consultation Area Plan

Appendix 4 - New Cycle/Pedestrian Bridge Plan and Elevation – Drg No: 26026/901A
Appendix 5 - General Arrangement Drawing - Drg No: LCN-MERT-0702.2/10
Appendix 6 - Wandle Road Alternative Option - Drg No: MB-SK-01
Appendix 7 - Consultation Comments Table

Background Papers
b). Mayer Brown Stage 1/2 Road Safety Audit - November 2006

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email: press@merton.gov.uk
Tel: 020 8545 3181

London Borough of Merton:
Address: Civic Centre, London Road, Morden, SM4 5DX
Tel: 020 8274 4901

Useful links
Merton Council’s Web site: http://www.merton.gov.uk

Readers should note the terms of the legal information (disclaimer) regarding information on Merton Council’s and third party linked websites.

http://www.merton.gov.uk/legal.htm

This disclaimer also applies to any links provided here.

www.merton.gov.uk
What happens next?
The result of the consultation will be reported to the Council’s Street Management Advisory Committee along with the views and recommendations of Council officers and a final decision will be made by the Cabinet Member for Environment and Street Management. As soon as a decision has been made you will be informed accordingly via a newsletter.

You can view the plans in Wimbledon Library or Merton Link, Merton Civic Centre, Morden. Alternatively you can download files from the Merton website www.merton.gov.uk/lcnbishopsford

Dear Resident / Business

The purpose of this leaflet is to inform you that Merton Council is proposing to introduce cycle facilities in Bishopsford Road as part of the development of the London Cycle Network, funded by Transport for London.

This proposal is part of the proposed 900km of London wide cycle routes and is proposed to make it easier, safer and more convenient for cyclist to use Bishopsford Road which forms part of the London wide network. The development of the cycle network is intended to increase peoples’ choice of realistic and affordable forms of transport.

The scheme proposals fall into two key components:

- Cycle facilities along Bishopsford Road from Seddon Road to the Wandle Bridge

The introduction of shared use footways for pedestrian and cyclist is proposed on both sides of Bishopsford Road between Seddon Road down to the Poulter Park Entrance. The existing Pelican crossing outside Nos. 96/98 will be converted to a Toucan crossing (combined pedestrian and cycle crossing). A new Toucan crossing is proposed outside Nos. 40/42 and from this point down to the Wandle Bridge the shared use footway will continue on the west side only (same side as Wandle Road) although the element of this scheme will be deferred pending approval of the Poulter Park route.

The footway outside the Hillfield Parade shops will be widened and the service road will be replaced by a lay-by outside the shops. This will provide sufficient width to create an environmental improvement outside the shops and an attractive and safer environment for pedestrians and cyclists.

The junction raised entry treatments will help to reduce vehicle entry speeds and improve conditions for pedestrians crossing the side roads. These measures could be installed independently of the other measures. The entry treatments at Seddon Road and Pollard Road have already been introduced as part of a general street improvement.

- New Pedestrian / Cycle bridge across the River Wandle.

A new pedestrian and cycle bridge is proposed across the River Wandle within the open space next to Ravensbury Park. This new bridge will provide a quicker and attractive access to Ravensbury Park from Bishopsford Road for both cyclist and pedestrians by avoiding the existing narrow footway across the road bridge which will remain.

How to make your views count

Before proceeding further the Council would like your views on the proposals. Please refer to the plan overleaf for further details of proposals.

The decision to implement can be influenced by the responses received during this consultation. Please be sure to complete your enclosed prepaid reply card and return it together with any further comments and suggestions you may have by Friday 16 May 2008.

Please note: In view of the large number of responses received during public consultation exercises it will not be possible to reply individually to each respondent.

www.merton.gov.uk
Informal Consultation Leaflet Plan

Appendix 1 (continued)

1. New raised entry treatment, (recently constructed - see text)
2. Conversion of existing Pelican to Toucan crossing.
3. Revised parking layout to create wider shared use footway.

**KEY:**
- Extent of shared cycle and pedestrian use footway.

1. New bus stop location.
2. Existing bus stop to be relocated.
3. New raised entry treatment with planting.
4. Proposed new foot and cycle bridge across River Wandle with new access to open space leading to Ravensbury Park from Bishopsford Road.
Public Consultation
Proposed Cycle Facilities - Bishopsford Road
We would like to know your views on the proposals.
Please tick the appropriate boxes and return this card by Friday 16 May 2008

Please write in BLOCK capitals

Name: ................................................................. Signature: .............................................................
Road: ................................................................. Property No./Name: .............................................
Email: ................................................................. Post Code: ..........................................................

Please tick if you would like the above information to be confidential. ☐

1. Are you a resident or business? ☐ Resident ☐ Business ☐ Both

2. Are you in favour of the proposed cycle facilities? ☐ Yes ☐ No ☐ Undecided

3. Are you in favour of the new pedestrian/cycle bridge? ☐ Yes ☐ No ☐ Undecided

Do you have any additional comments regarding the proposals? (Please write in BLOCK capitals)
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Please Note: In view of the large number of responses received during a public consultation it will not be possible to reply individually to each respondent.

It will be appreciated if you would complete the monitoring information requested below.

Equal Opportunity Monitoring Information
This information is requested so as to enable the Council to develop its understanding of the response rate from the different sections of the community and hence to test whether or not the channels of communication which we are currently using are effective.

Gender ☐ Male ☐ Female ☐ Do you consider yourself to have a disability? ☐ Yes ☐ No

Age Group (please tick one box)
☐ 15 or under ☐ 20 - 24 ☐ 30 - 34 ☐ 40 - 44 ☐ 50 - 54 ☐ 60 - 64 ☐ 70 - 74
☐ 16 - 19 ☐ 25 - 29 ☐ 35 - 39 ☐ 45 - 49 ☐ 55 - 59 ☐ 65 - 69 ☐ 75 or over

Ethnic Origin (please tick one box)
White ☐ White - English ☐ White - Scottish ☐ White - Welsh ☐ White - Irish
☐ Gypsy / Roma / Traveller ☐ Other (please specify)

Mixed Ethnicity
☐ White & Black Caribbean ☐ White & Black African ☐ White & Asian
☐ Other (please specify)

Asian or Asian British
☐ Indian ☐ Pakistani ☐ Bangladeshi ☐ Tamil
☐ Other (please specify)

Black or Black British
☐ Caribbean ☐ African ☐ Other (please specify)

Chinese & Other Ethnic Groups
☐ Chinese ☐ Korean ☐ Other (please specify)
New Cycle/Pedestrian Bridge Plan and Elevation

Appendix 4
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Sign posts are indicative only, signs are to be located on existing columns where available.
Bishopsford Road – Consultation comments

Needs parking in front of shop for mobility reasons. Would support with disabled parking bay in front of shop.

Objects to the cycle lane as there is already one opposite thats hardly ever used. Wants to where the customers are supposed to park. Owns land outside shop.

Wants the cycle lane to be enforced.

The cycle facilities should be placed closer to the park. It could be dangerous coming out of the gate.

The cycle facilities could be hazardous for residents. It will be difficult for visitors to park. The pedestrian crossing would be better outside the park

Want speed cameras on cycle routes as cars speed

Doesn't like the idea of pedestrians and cyclists sharing the pavement. Agrees with the bridge but not shared use.

Wants the cycle path to be the whole length of Bishopsford Road
As long as its safe for all road & path users

Hillfield Avenue – Consultation comments

Wants speed cameras between Seddon Road & Wandle Road.

As a disabled person access must not compromise the wheelchair

Tooting & Mitcham FC should be made to clear the undergrowth which has narrowed the footpath. Wants LBS to relay Hillfield Avenue

A waste of money

The changes in the parking outside of Hillfield Parade will be hazardous when getting in and out of cars. Wants to know if a decision has already been made.

It is dangerous for cyclists and pedestrians to share the same part of the road.

Will Sutton continue the cycle track up to Rose Hill
Children are not considerate as to where they leave their bikes
### Wandle Road – Consultation comments

<table>
<thead>
<tr>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Would prefer it if the bus stop wasn't moved</td>
</tr>
<tr>
<td>Doesn't want the bus stop to be moved</td>
</tr>
<tr>
<td>There are more cars on the road than cycles. It's hard to drive with so many cycle and bus lanes on the road</td>
</tr>
<tr>
<td>Against the relocation of the bus stop.</td>
</tr>
<tr>
<td>Opposed to bus stop relocation</td>
</tr>
<tr>
<td>Objects to the moving of the bus stop</td>
</tr>
<tr>
<td>Concerned about the moving of the bus stop</td>
</tr>
<tr>
<td>Objects to the relocation of the bus stop. Where are people visiting supposed to park. The road is too narrow for 2 bus stops.</td>
</tr>
<tr>
<td>There is not sufficient room to move the bus stop to the new location and the bus will block the entrance to the car park. Moving the bus stop will mean that the school children will cause damage to the property.</td>
</tr>
</tbody>
</table>