The design and layout of street furniture should take into account the needs of people with disabilities, including adequate provision of seats. Access to buildings will also be considered carefully and internal spaces within buildings requires consideration to ensure that access for all is provided. The Supplementary Planning Guidance Note for People with Disabilities provides more detailed advice.

WALKING AND CYCLING

POLICY WC.1: INCREASING WALKING

PEDESTRIAN PRIORITY AREAS, PEDESTRIAN DEMONSTRATION PROJECTS, FOOTWAY WIDENING AND SAFER ROUTES TO SCHOOL PROPOSED IN SCHEDULE 1 (29T-32T) AND SHOWN ON THE PROPOSALS MAP ARE TO BE UNDERTAKEN AS PART OF THE COUNCIL'S SET OF MEASURES TO INCREASE WALKING IN THE BOROUGH. DEVELOPMENT PROPOSALS WILL BE EXPECTED TO RESPECT, AND WHERE NECESSARY TO CONTRIBUTE TO, THE LISTED PROPOSALS.

DESIGN OF NEW DEVELOPMENT PROPOSALS WILL BE EXPECTED TO SUPPORT THE OBJECTIVE OF INCREASED WALKING ACROSS THE BOROUGH IN ONE OR MORE OF THE FOLLOWING WAYS:

(i) IMPROVEMENT OF PEDESTRIAN ACCESS THROUGH THE CREATION OF NEW OR MORE DIRECT FOOTPATH LINKS.

(ii) SAFEGUARDING, WIDENING OR IMPROVEMENTS TO EXISTING FOOTPATHS, ACCESS ROUTES OR PUBLIC RIGHTS OF WAY WITH ACCESSIBLE ROUTES FOR ALL, WHEREVER POSSIBLE.

(iii) EMPLOYING MEASURES THAT PROVIDE NATURAL SURVEILLANCE, SECURITY, SIGNAGE AND LIGHTING OF FOOTPATHS.

Justification

6.64 Walking is very important for local journeys to work, shop and leisure activities, and virtually all trips by car or public transport involve a walk of some distance at least at one end. About 48% of all shopping trips made by Merton residents are made on foot and in Mitcham it is around 57%.

6.65 Promoting walking can confer significant benefits in environmental, social, health and economic terms. Walking has historically been undervalued and overlooked as a means of travel, despite its importance and the advantages it can confer.

6.66 Consultation on issues for the Review of the UDP in 1998 revealed that 67% of Merton residents agreed that roadspace be reallocated to pedestrians, cyclists and public transport. Earlier surveys found that walking was often preferred to using the bus because of its reliability for journeys of up to 20 minutes and that safety, maintenance and fouling by dogs were all issues that made walking unpleasant.

6.67 Travel surveys have, in the past, under-recorded walking because of the way the data was collected, but there is evidence that walking is very important and that there is
scope for increasing its use significantly. About 50% of car trips are 3 kilometres or less and almost 20% are shorter than half a kilometre.

6.68 The Walking Strategy agreed by the former LPAC suggests that the review of the role of walking be carried out using a “walking inventory”. This examines the extent of walking as a main mode, as a feeder mode, for circulating around shopping centres and other interchange/exchange areas and for leisure/recreation. The review would consider accidents and road danger, opportunities for walking and the quality of the walking environment.

6.69 The former LPAC Strategy sought to increase walking’s share of all journeys in London by five percentage points from 34% to 39% over the next ten years. Further work is required to identify accurately the level of walking in Merton, using the London Area Transportation Survey of 2001 which should be specified to identify walking trips more accurately than previous surveys.

6.70 The Section of this Chapter dealing with Land Use and Transport Integration sets out how new developments will be assessed in terms of their contribution to sustainable transport and promoting walking.

6.71 Improving the walking environment will involve setting standards for design and quality audits applied to all streets. Different standards will be applied for different areas depending on the intensity of pedestrian activity, identifying key walking routes between places and longer distance recreational routes and introducing measures to ensure continuity along these routes, identifying key destinations and auditing the quality of access by foot to these destinations from the adjoining area, identifying local areas where pedestrians should be given high priority, ensuring that enforcement effort on the highway addresses the needs of pedestrians, and selecting and developing pedestrian demonstration projects. Chapter 4 sets out how good urban design will be used to improve conditions for pedestrians.

6.72 Improving the pedestrian environment will involve some or all of the following:

(i) promoting and providing high quality road crossing facilities;
(ii) providing protection for pedestrians at signal-controlled junctions, including introducing pedestrian phases and improving existing installations;
(iii) ensuring that crossing facilities take account of the needs of elderly people and people with disabilities;
(iv) providing dropped kerbs where appropriate;
(v) reducing carriageway widths and selectively widening footways where appropriate;
(vi) locating street furniture safely and to preserve a minimum unobstructed footway width;
(vii) requiring minimum footway widths that allow wheelchairs to pass wherever possible;
(viii) ensuring that in new development and traffic schemes adequate pedestrian facilities are provided and/or improved where necessary;
(ix) taking into account the needs of partially sighted people in the design of pedestrian facilities;

(x) ensuring ease of access for people with wheelchairs, prams, pushchairs and shopping trolleys in all schemes affecting pedestrian circulation;

(xi) introducing traffic calming measures where appropriate;

(xii) reviewing the possibilities for pedestrianising streets in town centres;

(xiii) making improved provision for pedestrian security;

(xiv) improving existing footpaths by widening, eliminating sharp corners where possible, improving lighting levels and seeking to replace any steps with ramps to improve access for those with disabilities;

(xv) requiring new developments, where appropriate, to provide weather protection along busy frontages for pedestrians.

6.73 Changing public attitudes and perceptions of walking will be the subject of joint work with a range of organisations. These will include the Government Office for London, Greater London Authority, London Pride/London First, Transport 2000, the London Walking Forum, Sustrans, Living Streets, the Pedestrian Policy Group, as well as the other London Boroughs and local authority organisations.

POLICY WC.2: SAFER ROUTES TO SCHOOLS

The Council will implement a programme of safer routes to schools to reduce car journeys to schools, to reduce accidents to pedestrians and to encourage walking. Where appropriate routes will also incorporate improvements for cyclists.

Justification

6.74 The school run by car is a rapidly growing element of urban travel and this mainly involves short trips to local schools that could be substituted by walking or cycling. These journeys worsen congestion and air quality around schools, start off poor transport habits and inhibit the physical and mental development of children.

POLICY WC.3: CYCLE FACILITIES

New developments, such as rail stations, shopping centres, work places and schools, and those involving new dwellings or flat conversions will be expected to provide secure cycle parking facilities in accordance with the cycle parking standards in Schedule 6.

Justification

6.75 Cycling is economical and efficient, environmentally friendly and healthy. 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 safer conditions were to be created. There is therefore a significant potential for modal shift away from car use to cycle use.
Cycling is also more dangerous than any other form of transport in London other than powered two-wheelers. Analysis by the London Research Centre has shown that cyclists are about three times as likely to be killed or injured in road accidents as pedestrians and fifteen times more likely as those travelling by bus. In Merton in 2002 cyclists represented 8% of all casualties from road accidents.

In 1996 the Strategic Guidance for London Planning Authorities called upon the Boroughs to support cycling and recommended the implementation of the London Cycle Network. Later in 1996 the Government issued a National Cycling Strategy. LCN+ targets are to increase cycling by 100-300% from 2003 to 2009. TfL’s targets are to increase cycling by 80% by 2010 from the 2000 base as specified in the Draft Cycling Action Plan. The Government in its White Paper “A New Deal for Transport: Better for Everyone” endorsed a quadrupling of cycling by 2012 superceded by a trebling of cycling by 2010. This paper calls for the local authorities to:

- establish a local strategy for cycling as part of their Local Transport Plan;
- institute “cycle reviews” of the road system and “cycle audits” of proposed traffic schemes;
- adapt existing road space to provide more cycle facilities;
- make changes to traffic signalled junctions and roundabouts in favour of cyclists, giving them priority where this supports cycling;
- apply speed restraint more widely to support their cycling strategies and provide for cyclists when applying speed restraint measures;
- increase provision of secure parking for cycles;
- maintain cycle lanes adequately to avoid hazards to cyclists;
- use their planning powers to promote cycling through influencing the land use mix, layout and design of development and through the provision of cycle facilities.

The National Cycling Strategy recommended that Cycle Reviews - reviews of existing infrastructure - should be undertaken, in order to produce Local Cycling Strategies. These should involve an objective assessment of local problems, consistent with the overall transport strategy for the area. A Cycle Review is a systematic process, applied to existing transport networks, which is designed to identify their positive and negative attributes for cycling and to assess ways in which those networks could be changed in order to encourage cycling.

The National Cycling Strategy also recommended that all highway authorities should adopt cycle audit procedures. A Cycle Audit is a systematic process, applied to planned changes to the transport network, which is designed to ensure that opportunities to encourage cyclists are considered comprehensively and that cycling conditions are not inadvertently made worse.

Existing cycle parking provision is not always convenient or of sufficient quantity. Therefore, extensive use is made of street furniture for securing cycles, which often leads to obstruction and hazards for pedestrians. The Council considers that the requirement of developers to provide cycle parking for new developments and at buildings converted to flats would encourage greater use of cycles for work, shopping...
and other purposes and would reduce the incidence of street furniture being used for securing cycles. The Council will press for such parking facilities to be secure and covered where possible. The Council will make provision at its own premises, such as libraries, schools and offices. The Council's Supplementary Planning Guidance Note on Transport Planning provides advice on cycle parking requirements.

6.81 Road and cycle route maintenance is an important element in making cycling safe and attractive and the Council will ensure that the needs of cyclists are given a high priority in the assessment of the needs for maintenance. It is also essential that cyclists are well trained and the Council will continue to provide Cycle Training to all children. The Council will also provide training for adult groups based on the Cycle Training for children. Cycle safety initiatives are included in the list of traffic management measures Boroughs are recommended to take by Strategic Planning Guidance.

POLICY WC.4: CYCLE ROUTES

THE BOROUGH CYCLE NETWORK SHOWN ON THE PROPOSALS MAP AND FIGURE 6.4 WILL BE UNDERTAKEN AS PART OF THE COUNCIL’S SET OF MEASURES TO INCREASE CYCLING IN THE BOROUGH.

DEVELOPMENT PROPOSALS WILL BE EXPECTED TO RESPECT AND WHERE NECESSARY CONTRIBUTE TO THE PROVISION OF PROPOSED CYCLEWAYS AND TO THE PROMOTION OF CYCLING BY INCORPORATING CYCLEWAYS WITHIN DEVELOPMENTS INCLUDING LINKS WITH THE BOROUGH NETWORK.

Justification

6.82 Existing cycle movements and demand were surveyed and a network of cycle routes was developed to cater for this demand. A local Priority Cycle Route Network was identified by the Council as a long-term programme. This formed the basis for Merton’s section of the London Cycling Network (LCN) which was adopted by the Boroughs and the Government agencies for London in 1996. This has been superseded by LCN+ which was developed by TfL. This network is based on priority strategic route desire line corridors. The LCN+ is a network that offers safe, convenient and conspicuous routes for cyclists linking residential areas with all major centres of employment, retailing, leisure and transport across the capital. The cycle routes will be implemented according to the Design Manual for the LCN produced by the Royal Borough of Kingston upon Thames and endorsed by the Association of London Government which is currently being updated by TfL.

6.83 In addition to the LCN further routes will be required for shorter journeys and for linking residential areas and the LCN with local centres. The Council will carry out investigations and implement further cycle routes as appropriate to meet existing and potential demand.

6.84 The effectiveness of cycle routes and lanes can be significantly affected by illegal parking. Parking enforcement on all roads apart from Red Routes is now the responsibility of the Council. The enforcement effort will be used to reduce illegal parking that disadvantages cycling.
FIGURE 6.4
BOROUGH CYCLE NETWORK
- **EXISTING CYCLE ROUTES**
- **PROPOSED CYCLE ROUTES**
- **CYCLE ROUTES TO BE COMPLETED BY MARCH 2005**
- **PROPOSED BOROUGH CYCLE ROUTES**

The London Borough of Merton - Unitary Development Plan