Proposed highway improvements in Colliers Wood

Response to consultation
January 2015
1 Background

Transport for London (TfL) is working with the London Borough of Merton, the Mayor of London and a developer on ‘Connecting Colliers Wood’ - a joint and collaborative initiative to redevelop Colliers Wood town centre. The proposals include changing the highway layout to provide better facilities for all road users, particularly pedestrians and cyclists as well as improving the urban realm and public spaces. The highway proposals complement the proposed redevelopment of the Brown & Root Tower, which includes plans for new housing and urban realm improvements at ground level. TfL is responsible for the highway element of the project along Colliers Wood High Street, Priory Road and Christchurch Road.

Consultation on the proposals was led by Merton, in partnership with TfL. TfL produced the consultation material for the highway proposals, and this report summarises only comments relating to those proposals and TfL’s response to that element of the consultation.

2 Introduction

2.1 Purpose of the scheme

The proposals were designed to improve facilities for all road users in the scheme area, with particular emphasis on pedestrians and cyclists.

2.2 Description of the proposals

The proposals centred around three parts of the town centre:
- A. A24 High Street Colliers Wood, Christchurch Road and South Gardens
- B. Christchurch Road
- C. Merton High Street / A24 Priory Road.

The proposals included:
- New cycle facilities such as 1.5 metre wide cycle lanes and a traffic signal bypass
- Wider, clearer footpaths
- Redesigned junctions, including shorter, simpler crossings
- A new 20mph speed limit along the northern section of Christchurch Road
- New sections of shared-use space for pedestrians and cyclists

The proposals are outlined on the map overleaf, and are described in more detail in the consultation leaflet in Appendix B

3
2.3 Map of proposals
3 The consultation

A six week consultation ran from 18 November - 20 December 2013.

The objectives of the consultation were:

- To give stakeholders and the public easily-understandable information about the proposals and allow them to respond
- To understand the level of support or opposition for the proposals
- To understand any issues that might affect the proposals of which we were not previously aware
- To understand concerns and objections
- To allow respondents to make suggestions

3.1 Who we consulted

TfL and Merton Council sent consultation material to local residents and to a range of stakeholders, including politicians and groups representing different road users and special interest groups.

3.2 Consultation methods

TfL worked together with Merton Council to produce a jointly-badged consultation leaflet. It was sent to all addresses in the electoral ward of Colliers Wood and was available in the Donald Hope Library on High Street Colliers Wood. This leaflet is shown as Appendix B.

There was also a consultation website hosted by the council, which allowed people to view proposals (including additional information on the highway proposals) and submit comments online. It was publicised in the consultation leaflet, stakeholder email and on the council website homepage.

TfL also sent an email to stakeholders outlining the highway proposals. A copy of this email and a list of the stakeholders we sent it to is shown in Appendices C and D respectively.

The council and TfL also held the following consultation events to allow people an opportunity to discuss the proposals in more detail:

- Sainsbury’s in Colliers Wood on 30 November 11am – 3pm
- Donald Hope Library on 5 December (coffee afternoon) 2pm – 3.30pm
- Donald Hope Library on 5 December 4pm – 7pm
- Coffee in the Wood (business drop in) on 5 December 6pm – 7pm.
There were a total 294 responses to the consultation. 289 of these were from members of the public and 5 were from stakeholders.

The majority of respondents indicated they support the highway proposal. 44% said they strongly agreed and 30% said they slightly agreed, meaning a total of 74% of the respondents expressed support for the proposals.

6% of respondents said they didn’t agree, with a further 9% saying they strongly disagreed.

Table 4.1: Answers received to Question 5 – Do you support the proposed highway improvements?

<table>
<thead>
<tr>
<th>Do you support the proposed highway improvements?</th>
<th>Number of responses</th>
<th>(%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strongly agree</td>
<td>128</td>
<td>44%</td>
</tr>
<tr>
<td>Slightly agree</td>
<td>86</td>
<td>30%</td>
</tr>
<tr>
<td>Don't know</td>
<td>26</td>
<td>9%</td>
</tr>
<tr>
<td>Don't agree</td>
<td>16</td>
<td>6%</td>
</tr>
<tr>
<td>Strongly disagree</td>
<td>26</td>
<td>9%</td>
</tr>
<tr>
<td>Did not answer</td>
<td>7</td>
<td>2%</td>
</tr>
</tbody>
</table>
5 Responses from members of the public

94 of the 289 respondents included comments about the highway proposals. Other comments relating to the park, tower and other aspects of the Connecting Colliers Wood project are outside the scope of TfL’s highway proposals and will be considered by Merton Council.

As well as considering responses to question 6 of the survey (comments about the highway proposals), TfL has also considered relevant responses to question 7 (comments about any of the sections in the leaflet). These comments are included in this analysis.

5.1. Common themes arising in responses from members of the public:

Common themes raised in comments about the highway proposals are summarised in the below table:

<table>
<thead>
<tr>
<th>Issues</th>
<th>Number of comments</th>
<th>(% of overall responses)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concerns about existing and potential traffic congestion</td>
<td>45</td>
<td>16%</td>
</tr>
<tr>
<td>Segregated cycle lanes needed</td>
<td>18</td>
<td>6%</td>
</tr>
<tr>
<td>General support for proposals</td>
<td>17</td>
<td>6%</td>
</tr>
<tr>
<td>Oppose shared space</td>
<td>9</td>
<td>3%</td>
</tr>
<tr>
<td>Stricter cycle enforcement required</td>
<td>7</td>
<td>2%</td>
</tr>
<tr>
<td>Extend Barclays Cycle Superhighway Route 7 further into Colliers Wood</td>
<td>6</td>
<td>2%</td>
</tr>
<tr>
<td>More parking needed</td>
<td>6</td>
<td>2%</td>
</tr>
</tbody>
</table>
Summary of common themes arising:

Traffic congestion: Around 16% of respondents felt that the proposed cycle lanes and junction changes would increase existing congestion. Others supported the proposed increase in provision for pedestrians and cyclists whilst commenting that congestion was a problem in the area.

General support for proposals: The highway proposals were well-supported overall, with 74% saying they fully agreed or partially agreed with the proposals. 6% of respondents included generally supportive remarks with their response.

Segregated cycle lanes: Around 6% of respondents requested more physical separation between cyclists and motorists. Some expressed support for the proposed traffic signal bypass but said that more was needed.

Shared space: Around 3% of respondents expressed concern about proposals for shared areas for pedestrians and cyclists, mainly due to concerns about the potential for conflict between the two modes. Another noted that it was essential that shared space is designed with visually impaired people in mind at all times. A small number of respondents requested more cycle facilities on the footway.

Cyclist behaviour: Around 2% of respondents expressed concern about cyclists flouting highway regulations, for example by riding on the footway or going through red lights.

Extension of CS7: Around 2% of respondents requested for Barclays Cycle Superhighway Route 7 to be extended south, for example to Morden, Mitcham, or just further into Colliers Wood.

Parking: Around 2% of respondents asked that the highway proposals include more parking provision. Others commented on parking issues relating to the Council's wider proposals for the area.

5.2 Issues raised at each location:

Location A - Proposed changes on A24 High Street Colliers Wood, Christchurch Road and South Gardens:

Comments relating to High Street Colliers Wood included:
- Support for proposed mandatory cycle lanes but requests for wider lanes and physical separation from motorists
- Concern that the road is not wide enough and that introducing cycle lanes would worsen the existing congestion
- Requests for proposals to include improvements to the northern section of High Street Colliers Wood
Comments relating to Christchurch Road included:

- Concern at the proposed relocation of the loading bay from Christchurch Road to South Gardens. Some were concerned at the safety implications of delivery vehicles manoeuvring into South Gardens, especially given the proximity of Singlegate School. Others noted that the facility should be as close as possible to the businesses on Christchurch Road.
- Mixed views on the proposed 20mph speed limit. Some expressed support or asked for it to be extended further. Others felt it unnecessary due to low existing speeds and traffic flows.
- Mixed views on the raised road surfaces. Some felt they would calm traffic and make the area more pedestrian-friendly. Some felt they were unnecessary or would make crossing the road more difficult for visually-impaired people.

Location B - Proposed redesigned junction at Merton High Street / A24 Priory Road:

Comments relating to the proposals at this junction included:

- Concern that the proposed redesigned junction would increase congestion due to the removal of a northbound right-turning flare.
- Mixed views on the proposed traffic signal bypass for cyclists. Some respondents were supportive of the proposed bypass, saying it was the sort of segregated cycle facility that was needed. However, others were concerned that the bypass would cause confusion and invite conflict between pedestrians and cyclists. Others felt that changing the junction layout to accommodate the bypass would increase congestion.
- Concern about the proposed central cycle lane, due to the potential for conflict between straight-ahead cyclists and motorists moving across the lane to reach the left turn lane.
- Concerns also raised about the proposed protective kerb on the central cycle lane, with one noting that it could be struck by cyclists and two others noting that it would make it harder for motorists to manoeuvre (e.g. to make way for emergency vehicles). However, a number of comments expressed general support for physically separated cycle lanes.

Location C - A24 Priory Road junction with Christchurch Road

Comments included:

- Concern that removing traffic signals would make it difficult for motorists and cyclists to turn right into Christchurch Road.
- Concern that moving the pedestrian crossing would make some existing pedestrian movements less convenient.
- Concern that widening the footway in place of one of the two existing westbound traffic lanes would increase congestion.
- Concern about shared space and the potential for conflict between cyclist and pedestrians. It was noted that any shared space should include dropped kerbs to allow easy cycle access to and from the carriageway.
- Requests for dedicated cycle lanes along Priory Road and on the southern stretch of Christchurch Road.
- Requests for footway widening on the southern stretch of Christchurch Road.
5.3. About the responses and respondents:

As Figure 5.2 indicates, 82% of respondent postcodes were from the Colliers Wood area. The remaining 18% were from outside the area.

Figure 5.2: Postcode analysis of responses

68% of the responses (196) were received by post. 32% (93) were completed on-line. Figure 5.3 below illustrates how responses were received:

Figure 5.3: How responses were received
6 Responses from stakeholders

Five stakeholders submitted responses relating to the highway proposals. A summary of their comments is below:

**Merton Cyclists, Merton Living Streets, Merton Senior’s Forum:**
An identical response was submitted on behalf of each group. Issues covered included:
- Request that through traffic should be discouraged (especially single-occupancy and unladen vehicles) and walking and cycling promoted
- Suggested extending 20mph limit to whole area
- Request cycle lanes at least 2 metres wide and segregated by ‘armadillos’ or kerbs
- Concern at proposed central cycle lane
- Support for proposed traffic signal bypass for cyclists but requesting for needs of vulnerable road users to be taken into account
- Request for traffic signals allocate equal green time to vulnerable road users and display remaining duration of red signals for all road users
- Concern at proposed shared use footway

**Sustrans:**
Broadly supportive. Pleased at inclusion of mandatory cycle lanes but suggest widening them to 2 metres. Also supportive of the 20mph limit along Christchurch Road, and of the raised junction at Colliers Wood Station, noting that they should slow traffic and help to make the area more pleasant for all users. Requested for cycle parking to be retained outside the station and for dropped kerbs onto the shared use areas from the carriageway on Priory Road and Christchurch Road.

**Motorcycle Action Group**
Expressed concern that the proposals reduce the amount of road space in which powered two-wheelers could manoeuvre, therefore reducing safety. Also concerned that this and other schemes would adversely impact traffic flow for users locally and decrease the overall efficiency of London’s road network.
7 Conclusion

74% of respondents to the highways element of the consultation fully or partly agreed with the proposed changes. We now intend to proceed with the proposals and plan to begin initial works towards the end of January, with the main construction starting in February 2015. Completion is planned for summer/autumn 2015.

We have made a number of changes to the scheme following consultation. These are as follows:

Changes to shared space outside Colliers Wood station:
Following concerns raised in consultation, we have reduced the area of footway which will be shared between pedestrians and cyclists. A 4 metre pedestrian footway will be retained directly outside the station and shop fronts, with the remaining space around the toucan crossing shared by pedestrians and cyclists. We are retaining some shared space here to allow cyclists to use the shared crossing and turn into Christchurch Road from High Street Colliers Wood.

Changes to traffic signal bypass for cyclists:
The design of the traffic signal bypass will be adapted slightly:
- The pedestrian crossing on the cycle track will be ‘staggered’, so that it is no longer directly in line with the main signalised crossing across the A24. This will reduce the chances of pedestrians seeing the green man and stepping into the cycle track without looking
- Although the crossing area will be raised, the remaining cycle track will be at carriageway level to clearly differentiate the cycle and pedestrian areas. The cycle track and footway areas will also use different surfacing to provide further contrast.

Removal of Advanced Stop Line from Priory Road into Merton High Street:
TfL has undertaken further traffic modelling analysis since public consultation in order to understand as much as possible about the potential traffic impact of the scheme. This analysis showed that a new left turn filter traffic light allowing traffic to turn left from Priory Road into Merton High Street would help mitigate the traffic impact of the proposed junction redesign. The filter would allow left-turning traffic to proceed whilst right-turning traffic is held at a red light. However, it would create a potential conflict between left-turning traffic and cyclists using the proposed Advanced Stop Line (ASL), as different traffic lanes would get green lights at different times.

We have therefore decided to remove the ASL in order to help the junction operate safely and more efficiently. We anticipate that the new 20mph speed limit and junction improvements will make Christchurch Road a more attractive route for cyclists continuing north from Christchurch Road.
Removal of Advanced Stop Line from High Street Colliers Wood into Priory Road:
Having reviewed the designs further, TfL has decided to remove the previously-proposed Advanced Stop Line (ASL) in order to reduce the potential for conflict between cyclists and left-turning motorists. We concluded that the ASL could have encouraged some left-turning cyclists to travel on the outside of left-turning vehicles, having used the central feeder lane intended for cyclists travelling straight ahead. If they then completed the left turn on the outside of motorists, they could risk being pinched against the pedestrian crossing island on the entry to Priory Road. Removing the ASL will encourage these cyclists to position themselves appropriately in the left turn traffic lane. The central cycle lane will also be marked with straight ahead arrows to further encourage left-turning cyclists to reposition themselves. Its stop line will be ahead of the general traffic stop line to provide additional separation between straight-ahead cyclists and motorists.

The improvements to Christchurch Road will provide a low-traffic and direct alternative for cyclists turning left from High Street Colliers Wood into Priory Road.

Loading bay on Christchurch Road:
Following concerns raised in consultation, we no longer intend to relocate this loading bay to South Gardens, and it will instead be retained in approximately the existing location. The loading bay will be at footway level and paved, meaning that the area can be used as footway space when not being used for loading.

Integration of TfL works with the Colliers Wood Tower development:
The redevelopment of the former Brown & Root Tower started in January 2015. Some of the measures designed along Christchurch Road and Colliers Wood High Street will be delivered once the development works are completed. This will ensure disruption is minimised for all users, including local residents, and make best use of public resources.

Please see Appendix A of this report for TfL’s response to issues commonly raised in the consultation.
Appendix A – TfL response to issues commonly raised in consultation

Traffic and Parking

Concerns about traffic congestion:
Since the consultation, TfL has continued to undertake traffic modelling analysis to understand as much as possible about the potential traffic impact of the proposals. Our latest analysis shows that the proposals would mean longer journeys of up to one minute for most motorists and bus, coach and taxi passengers through the scheme area at busy times (although journeys from Merton High Street to Christchurch Road could take up to two minutes longer in the evening rush hour). However, the analysis also shows that provision of a left-turn filter signal at the Priory Road / Merton High Street junction would mean quicker journeys at most times for traffic turning left from Priory Road to Merton High Street compared to the existing situation.

The proposals have been designed to improve conditions for pedestrians and cyclists, who are not well catered for by the current layout. We have therefore concluded that the impact on traffic is reasonable when balanced against the substantial improvements that the proposals would bring for these vulnerable road users. TfL will work to mitigate any traffic impact as much as possible, including continuing to invest in traffic signal technology.

Merton Council will be preparing a Development Brief, which will outline a vision for further regeneration of the Colliers Wood area. This will include looking at ideas to further improve the safety and efficiency of the road network.

Support for 20mph speed limit and requests for its wider application in Colliers Wood:
The planned 20mph speed limit on Christchurch Road, controlled by Merton Council, will help enhance its function as a community-focused street and provide a safer and more pleasant environment. The Mayor and TfL have long supported 20 mph zones in boroughs which choose to implement them through the Local Implementation Plan programme.

TfL is responsible for the Transport for London Road Network (TLRN) – 580km of major roads in the Capital, called Red Routes, which make up five per cent of London’s roads but carry more than 30 per cent of its traffic. This network includes the A24.

We are currently trialling 20mph speed limits on two north-south routes on the TLRN through the City of London (including Blackfriars Bridge and London Bridge). These trials will help identify other parts of our network where speed limits could be changed in the future as we continue to support the Mayor’s aim to grow cycling and reduce casualties while keeping London moving.
Concern at relocation of loading bay from Christchurch Road to South Gardens:
Following concerns raised in consultation, we no longer intend to relocate this loading bay to South Gardens. It will instead be retained in approximately the existing location.

Concern at removal of signals at Christchurch Road / Priory Road junction:
The number of vehicles turning between Christchurch Road and the A24 does not require a signalised junction. The new layout is designed to help traffic flow more efficiently and includes an extended right turn area to help motorists turning right into the northern part of Christchurch Road.

Requests for additional parking:
We are no longer proposing to replace some short-term parking on South Gardens with a loading bay. There are no plans to change the existing parking provision on the Transport for London Road Network as part of this scheme.

Pedestrians

Concerns about shared space:
The design includes shared space in two specific areas for the following reasons:

Outside Colliers Wood station: Allowing cyclists to use the widened crossing and adjacent footway would formalise what is already a common movement and make it easier for cyclists to turn left from High Street Colliers Wood into Christchurch Road. Extra space will be created by relocating the cycle racks away from the station entrance and removing unnecessary street furniture. Following concerns raised in consultation, we are retaining an area of pedestrian-only footway here.

Priory Road: This section of shared space has been planned to connect with the existing shared space on the southern section of Christchurch Road and provide an off-carriageway route for cyclists travelling between Merantum Way and Merton High Street. We anticipate that only a small number of cyclists will make this movement, with the majority using the northern section of Christchurch Road. The small section of shared space on the northern footway allows cyclists to use the new shared crossing.

The designs include dropped kerbs to allow cyclists to easily access shared areas.

Concern regarding the relocated pedestrian crossing on Christchurch Road / Priory Road:
Our data shows that most pedestrian movements at this junction are between the residential area and the retail park, which the new crossing location better facilitates. The
numbers making this movement are likely to increase with the proposed new housing developments.

We also expect that the changes to the northern part of Christchurch Road, coupled with the existing low traffic volumes, will assist informal crossing and make the area more hospitable for pedestrians. These changes include the new 20mph speed limit, wider footways and raised road surfaces.

**Request for crossing at the Christchurch Road / Colwood Gardens and concern at raised road surface:**
The extended footway and the raised road surface are intended to make crossing the road here more convenient. However, we acknowledge the concerns by visitors to the Merton Vision Centre. The Council will be organising a site visit with the centre to ensure the needs of visually impaired people have been properly considered.

**Cycling**

**Requests for wider cycle lanes and further segregation on the A24 High Street Colliers Wood:**
The proposed layout provides cycle lanes of at least 1.5 metres width, which is the maximum possible in this location. Widening the lanes further would mean we would have to narrow traffic lanes or footway beyond suitable widths. It would not be possible to remove one of the two northbound traffic lanes without having an unacceptable impact on journey times for other road users, including the large numbers of passengers using bus routes along the A24.

Providing segregation would reduce the amount of space available for the cycle lanes. This would also be true of ‘semi-segregation’ (e.g. using armadillos), as Department for Transport regulations require any such separation to sit either side of the mandatory cycle lane line marking.

**Requests for additional cycle lanes, including on Christchurch Road and extending Barclays Cycle Superhighway Route 7:**
The lack of available space for carriageway widening means that it would not be possible to extend the Cycle Superhighway to meet current standards. However, the planned cycle lanes will provide a dedicated space for cyclists and substantially improve upon the existing provision.

Merton Council will be preparing a Development Brief, which will outline a vision for further regeneration of the Colliers Wood area. This will include looking at ideas to further improve the safety and efficiency of the road network, including the southern part of Christchurch Road.
Concerns about cyclist behaviour:
We acknowledge that some people are concerned about antisocial cycling, although we also believe that most cyclists ride responsibly.

TfL promotes adherence to the Highway Code by all road users and encourages ‘responsible cycling’ and mutual respect between cyclists and other road users. This means working to eliminate offences such as jumping red lights, cycling on the pavement, and cycling at night without adequate lighting. We do this through marketing and engagement campaigns, and by working with the Police on education and enforcement activity.

TfL also funds the Police’s Cycle Task Force, which is committed to embedding responsible road user behaviour by both cyclists and motorists.

Concern at central cycle lane on A24 High Street Colliers Wood:
The central cycle lane has been designed to minimise the chances of conflict between left-turning motorists and straight-ahead cyclists. The design means motorists and cyclists move southbound in parallel for several hundred meters, helping them to be aware of each other and to safely negotiate the area. The proposed kerb is also designed to provide a safe refuge to the cyclists by physically preventing motorists from entering their space. We will assess the introduction of more cycle logos and coloured road markings to further heighten motorist awareness of cyclists as we finalise the design.

Issues outside the scope of this scheme:
Merton Council will be preparing a Development Brief, which will outline a vision for further regeneration of the Colliers Wood area. Issues raised as part of this consultation will be considered as part of this work.
Appendix B – Copy of the consultation leaflet

The Story so far...
Connecting Colliers Wood is a multi-million pound project and opportunity to create an attractive and functional town centre. Merton Council is developing this project in partnership with Transport for London and the Mayor of London.

Merton Council and Transport for London (TfL) would like to thank everyone who responded to the Connecting Colliers Wood public engagement exercise held earlier this year. We have now had the opportunity to analyse the responses and to develop proposals which we believe meet your aspirations and help Colliers Wood become a better, more attractive and successful place.

You agreed with us that Colliers Wood's strengths included a committed local community, a rich cultural history, the river Wandle, Wandle Park and good public transport links. That its weaknesses included the poor first impression of the area on arrival at Colliers Wood tube station, the busy A24 that bisects the main area, the poor quality and confusing pedestrian and cycle facilities and the lack of clear street frontage at retail parks. You also told us the library and the park are very important to you and that you look forward to the redevelopment of the Brown and Root tower, providing a much needed public space.

www.merton.gov.uk/connectingcollierswood

We are inviting comments on the concepts for the public realm and highway improvements. The consultation runs from 18 November to 20 December 2013 and you can respond by post (using the envelope enclosed), or online.

Information also available at: www.merton.gov.uk/connectingcollierswood
Urban street scape concepts

1. A high quality urban feel.
   - Redbrick and Delft:
     Leopard de Welde Square, Antwerp.
2. Taking inspiration from local history and local assets.
   - William Morris: Wandle Print.
3. Locally inspired materials.
   - Charred timber:
     Ravens Row, 8a Architectes.
4. Integrated beautifully crafted art/worn into the public realm.
   - Tiled bench: Seats on Trent, MUF.
5. Attractive paving patterns.
   - Public space outside Greek Orthodox Church in Istanbul.

Colliers Wood history

Colliers Wood’s importance as a public transport hub can be traced back to Roman times as Stone Street ran through Colliers Wood, with the first public railway stopping at Merton Abbey and the east tram running along the High Street. Colliers Wood’s underground station continues that role as key to the movement of people in and out of the area.

During the 18th, 19th and early 20th centuries Colliers Wood was active in both agricultural and industrial manufacturing, significantly the production of charcoal. Monuments reflecting that history could be considered around the Tower and Pellic Close.
Park boundary and gateway concepts

1. Using landscaping rather than fences. Traditional "ha ha" arrangement.
2. Sofen the urban edge to the park. Active park edge.
3. Introducing a performance structure into the park. Glen Scott reservoir roots, Walthamstow.

Colliers Wood history

During the same period Colliers Wood played host to significant players in the Arts and Crafts movement including William Morris, William de Morgan and Arthur Liberty. The patterns and themes, produced during this time are also a consideration in the way the streetscape could look.

Colliers Wood took its name from a wood that stood to the east of Colliers Wood High Street and from its links to the charcoal industry. This links to the project's desire to extend the park into the road and increase the number of trees in the public realm.
Proposed highway improvements

TfL is proposing substantial improvements for road users in Colliers Wood, including:

- New cycle facilities, such as 1.5m wide cycle lanes and a traffic signal bypass
- Wider, clearer footways and improved pedestrian crossings
- Redesigned junctions

TfL’s modelling shows that the junction proposals would mean similar or reduced journey times for most users at most times. However, there could be some increases during the busiest times. TfL will work to mitigate any impact on traffic.

Proposed changes on A24 High Street Colliers Wood, Christchurch Road and South Gardens:

- High Street Colliers Wood: Crossing and footway outside station widened and converted to shared use for pedestrians and cyclists.
- High Street Colliers Wood: 1.5m wide mandatory cycle lanes in both directions.
- Christchurch Road: New 20mph speed limit between High Street Colliers Wood and Priory Road to improve safety for all road users.
- Christchurch Road junctions with High Street and Colwood Gardens: Raised road surface to reduce traffic speeds and make it easier for pedestrians to cross the road.
- Christchurch Road and South Gardens: Relocate loading bay to enable widening of the pavement in front of the shops.
- Christchurch Road (both sides): Relocate cycle racks to improve station access (no reduction in number of racks).
- Christchurch Road (both sides): Extend existing bus stand to accommodate two buses, allowing buses which currently stand on the north side of Priory Road to stand here instead.

Proposed redesigned junction at Merton High Street / A24 Priory Road:

New northbound segregated cycle track and traffic signal bypass to provide a safer and continuous journey for cyclists by allowing them to bypass the traffic lights. Pedestrians would cross the cycle track before using the main signalised crossing as normal.

New 1.5m wide central mandatory cycle lane to help southbound cyclists safely position themselves to continue straight ahead onto Merton High Street.

Shorter, simpler crossings for pedestrians.

Proposed changes on A24 Priory Road junction with Christchurch Road

Removing traffic signals which currently control vehicle access between Priory Road and Christchurch Road. Traffic flows here do not require a signalised junction.

New signalised ‘straight across’ crossing for pedestrians and cyclists to replace the existing staggered pedestrian crossing. The crossing would move 23 metres to the west.

Extended right turn area for traffic turning into Christchurch Road.

 Widening pavements to provide more space for pedestrians.
1. New plaza
This is the area around the Brown and Roof tower including Christchurch Road. The developer of the tower is working with TFL to develop an attractive and functional public space linking with junction improvements. Locations a, b & c are detailed in the plan opposite as well as other improvements along High Street Colliers Wood.

2. Baltic Close
We propose to improve the connection to Wandle Park creating an impression of “bringing the park to the High Street” as well as making the most of the Charles Holden Pub as a community asset (see vision on front cover). We will also be considering the park boundary and gateway, possibly removing gates and fences and considering innovative ideas like a ha-ha ditch or planted zone (see illustration 1 on section 3).

3. Wandle Links
We propose to carry on the theme of bringing the Park to the High Street, improving the entrance to the Park where we are considering the removal of barriers and railings. We propose improved surface finishes and wet possible surface improvement to parking area adjacent to the ‘Istanbul restaurant’. There will be provision of places to dwell to encourage greater use of this area of the park.

Now and feature trees are shown at indicative locations.
Consultation events in your area

The following events will be held during the consultation period as follows:

Merton Vision
21 November
7.30pm – 9.00pm
A design workshop

Sainsbury’s
30 November
11.00am – 3.00pm
Drop in session

Donald Hope Library
6 December
2.00pm – 3.30pm
Thursday coffee afternoon

Donald Hope Library
6 December
4.00pm – 7.00pm
Drop in session

Coffee in the Wood (next to Donald Hope Library)
6 December
4.00pm – 7.00pm
Local business drop in session with Merton Chamber of Commerce

Information about help available for local shops and businesses in Colliers Wood can be found at the following link:

http://mertonmeansbusiness.co.uk

The partners for Connecting Colliers Wood are:

The Mayor of London
Transport for London
Merton

If you require large print, braille or audio tape or need this document explained to you in your language, email:
future.merton@merton.gov.uk
Now that you have read the Connecting Colliers Wood leaflet, please take the time to complete this survey and return it to us in the ‘reply paid’ envelope to reach us no later than Friday 20 December 2013. Please feel free to photocopy the survey if you live in a household with a number of people who wish to complete it. If you would prefer, you can also fill in the survey online at: www.merton.gov.uk/connectingcollierswood. Please tick one box only per question.

<table>
<thead>
<tr>
<th>Question</th>
<th>Agree Options</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. A theme for Colliers Wood. We have combined ideas from Colliers Wood’s cultural, industrial and agricultural history as a theme. Do you agree with this theme? (For more information on this please go to <a href="http://www.merton.gov.uk/connectingcollierswood">www.merton.gov.uk/connectingcollierswood</a> - refer to sections 2 and 3).</td>
<td>Strongly Agree, Slightly Agree, Don’t Agree, Strongly Disagree, Don’t know</td>
</tr>
<tr>
<td>2. Wandle Park changes to gateways and boundaries (Pages 3 &amp; 7)</td>
<td>Strongly Agree, Slightly Agree, Don’t Agree, Strongly Disagree, Don’t know</td>
</tr>
<tr>
<td>We are considering removing formal boundaries and gateways to the park to encourage a feeling of the park meeting the town. What is your view of this proposal? (refer to sections 2 and 5)</td>
<td></td>
</tr>
<tr>
<td>3. Wandle River outside Sainsbury’s (Pages 3 &amp; 7)</td>
<td>Strongly Agree, Slightly Agree, Don’t Agree, Strongly Disagree, Don’t know</td>
</tr>
<tr>
<td>We are considering changes to the layout of the Wandle path and landscaping in front of Sainsbury’s to provide a more attractive, accessible and maintainable area. What is your view of this proposal? (refer to section 5)</td>
<td></td>
</tr>
<tr>
<td>4. East Cline (Page 6)</td>
<td>Strongly Agree, Slightly Agree, Don’t Agree, Strongly Disagree, Don’t know</td>
</tr>
<tr>
<td>We propose to create a shared space with planting and street furniture to upgrade the area and improve accessibility to the park. What is your view of this proposal? (For more information on this please look at the information on the web page above.)</td>
<td></td>
</tr>
<tr>
<td>5. Proposed highway changes</td>
<td>Strongly Agree, Slightly Agree, Don’t Agree, Strongly Disagree, Don’t know</td>
</tr>
<tr>
<td>Do you support the proposed highway improvements described in section 4 of the leaflet? (a concept of how it could look is on the leaflet cover)</td>
<td></td>
</tr>
<tr>
<td>6. Please write here any other comments you may have about the highway proposals in section 4 of the leaflet.</td>
<td></td>
</tr>
<tr>
<td>Question</td>
<td>Options</td>
</tr>
<tr>
<td>----------</td>
<td>---------</td>
</tr>
<tr>
<td>7</td>
<td>Please write here comments you may have about any of the sections in the leaflet.</td>
</tr>
</tbody>
</table>
| 8 | Do you live in Colliers Wood?  
If YES please give road name and postcode |
| 9 | Which mode(s) of transport do you use when in this area?  
- Walk  
- Car  
- Motorbike  
- Van/lorry  
- Cycle  
- Bus/coach  
- Taxi  
- Other: [ ] |
| 10 | Why do you visit this area?  
- Resident  
- Work  
- Shop/leisure  
- Study  
- Other: [ ] |
| 11 | Are you – Male  
Female: [ ] |
| 12 | What is your age?  
- Under 16: [ ]  
- 16 to 24: [ ]  
- 25 to 44: [ ]  
- 45 to 64: [ ]  
- 65 and over: [ ] |
| 13 | How would you describe yourself?  
Please tick only one box  
White: [ ]  
- British: [ ]  
- Irish: [ ]  
- Gypsy or Irish Traveller: [ ]  
- Any other white background (please write below): [ ] |
|   | Mixed/Multi ethnic group: [ ]  
- White and Black Caribbean: [ ]  
- White and Black African: [ ]  
- White and Asian: [ ]  
- Any other mixed background (please write below): [ ] |
|   | Asian or Asian British: [ ]  
- Indian: [ ]  
- Pakistani: [ ]  
- Bangladeshi: [ ]  
- Any other Asian background (please write below): [ ] |
|   | Black or Black British: [ ]  
- Caribbean: [ ]  
- African: [ ]  
- Any other Black background (please write below): [ ] |
|   | Chinese or other ethnic group: [ ]  
- Chinese: [ ]  
- Any other background (please write below): [ ] |
Dear stakeholder

Transport for London (TfL) is working in partnership with the Mayor of London, London Borough of Merton and a developer on a joint and collaborative initiative to help transform Colliers Wood. As part of this, we are consulting on proposed highway changes in the area.

View the proposals and have your say
Details of the proposals and an opportunity to have your say can be found at www.merton.gov.uk/connectingcollierswood. The deadline for comments is Friday 20 December 2013.

About the proposals
The proposed changes have been designed to improve facilities for all road users, and particularly pedestrians and cyclists. They include:

- New cycle facilities such as 1.5m wide cycle lanes and a traffic signal bypass
- Wider, clearer footpaths
- Redesigned junctions, including shorter, simpler crossings
- A new 20mph speed limit along the northern section of Christchurch Road
- New sections of shared-use space for pedestrians and cyclists

The traffic signal bypass would mean the relatively low numbers of pedestrians using this crossing would first need to cross the northbound cycle track using an unsignalised crossing point. They would then access the main signalised crossing from a 2.5m wide pedestrian island.*

The website provides further details (including a map) and the opportunity for you to have your say.

Public Exhibitions
TfL and members of London Borough of Merton will be available to discuss these proposals at the following sessions:

- Saturday 30 November: 11:00 – 15:00, Sainsbury’s Merton (Drop-in session)
- Thursday 5 December: 14:00 – 15:30, Donald Hope Library (Coffee afternoon)
- Thursday 5 December: 16:00 – 19:00, Donald Hope Library (Drop-in session)

Yours sincerely

Carla Bamford, Consultation Team, Transport for London

* This paragraph included in email to stakeholder groups concerned with accessibility and disability issues
Appendix D – list of stakeholders contacted by TfL

Stakeholder groups:

<table>
<thead>
<tr>
<th>Action for Blind People</th>
<th>London TravelWatch</th>
</tr>
</thead>
<tbody>
<tr>
<td>Action on Hearing Loss (RNID)</td>
<td>London Visual Impairment Forum</td>
</tr>
<tr>
<td>Age UK</td>
<td>London Voluntary Service Council</td>
</tr>
<tr>
<td>Aspire</td>
<td>Making Colliers Wood Happy</td>
</tr>
<tr>
<td>Association of British Drivers</td>
<td>Mencap</td>
</tr>
<tr>
<td>Brewery Logistics Group</td>
<td>Merton Chamber of Commerce</td>
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<tr>
<td>British Cycling</td>
<td>Merton Seniors</td>
</tr>
<tr>
<td>British Motorcycle Federation</td>
<td>Motorcycle Action Group (MAG)</td>
</tr>
<tr>
<td>Business Disability Forum</td>
<td>Multiple Sclerosis Society</td>
</tr>
<tr>
<td>Campaign for Better Transport</td>
<td>Muscular Dystrophy Campaign</td>
</tr>
<tr>
<td>Christ Church</td>
<td>National Autistic Society</td>
</tr>
<tr>
<td>Colliers Wood Residents Association</td>
<td>National Motorcycle Council</td>
</tr>
<tr>
<td>Collywood (local newsletter)</td>
<td>NCVO</td>
</tr>
<tr>
<td>Community Transport Association</td>
<td>NHS London</td>
</tr>
<tr>
<td>Confederation of Passenger Transport UK</td>
<td>Passenger Focus</td>
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<tr>
<td>Contact a Family</td>
<td>RAC</td>
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<tr>
<td>Criterion Capital</td>
<td>RNIB</td>
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<tr>
<td>CTC</td>
<td>Road Haulage Association</td>
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<tr>
<td>DHL</td>
<td>Roadpeace</td>
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<tr>
<td>Disability Rights UK</td>
<td>Royal London Society for Blind People</td>
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<tr>
<td>Greater London Forum for Older People</td>
<td>Scope</td>
</tr>
<tr>
<td>Guide Dogs</td>
<td>Singlegate Primary School</td>
</tr>
<tr>
<td>Health Poverty Action</td>
<td>South London Business Forum</td>
</tr>
<tr>
<td>Inclusion London</td>
<td>Sustrans</td>
</tr>
<tr>
<td>Independent Disability Advisory Group</td>
<td>The AA</td>
</tr>
<tr>
<td>Institute of Advanced Motorists</td>
<td>The Association of Guide Dogs for the Blind</td>
</tr>
<tr>
<td>LCC</td>
<td>The Automobile Association</td>
</tr>
<tr>
<td>Leonard Cheshire Disability</td>
<td>The British Motorcyclists’ Federation</td>
</tr>
<tr>
<td>Licensed Private Hire Car Association</td>
<td>The Licensed Taxi Drivers’ Association</td>
</tr>
<tr>
<td>Living Streets - Merton</td>
<td>TNT</td>
</tr>
<tr>
<td>Living Streets London</td>
<td>Transport for All</td>
</tr>
<tr>
<td>Local Government Ombudsman</td>
<td>Transport for All</td>
</tr>
<tr>
<td>London Borough of Merton</td>
<td>Vision 2020 (UK)</td>
</tr>
<tr>
<td>London Strategic Health Authority</td>
<td>Visual Impairment Forum</td>
</tr>
<tr>
<td>London Transport Users’ Committee</td>
<td>Whizz Kidz</td>
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</tbody>
</table>

Elected members:

<table>
<thead>
<tr>
<th>Siobhan McDonagh MP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Richard Tracey AM</td>
</tr>
<tr>
<td>Darren Johnson AM</td>
</tr>
<tr>
<td>Caroline Pidgeon AM</td>
</tr>
<tr>
<td>Valerie Shawcross AM</td>
</tr>
</tbody>
</table>