Changes to High Street Colliers Wood junction

TfL have recently contacted MCC to outline plans to remove the traffic island on the left turn from Merton High St into Priory Rd before the end of November. TfL have been monitoring the way the new junction operates and have concerns that:

- The traffic turning right from Merton High Street into Priory Road is struggling to see when it is safe to turn. This results in near misses with cyclists and traffic travelling straight ahead on High Street Colliers Wood or turning left into Priory Road
- General traffic turning left from High Street Colliers Wood into Priory Road conflicting with cyclists travelling straight ahead on High Street Colliers Wood

To resolve this, TfL intend to remove the existing narrow traffic island and associated road markings on High Street Colliers Wood southbound approach to the junction and replace it with a wider 2m central cycle lane (currently 1.5m) and one consistent stop line for all traffic. The change is only on High Street Colliers Wood southbound and does not impact the northbound cycle by-pass.

MCC are concerned that the element of segregation afforded by the present arrangement will be lost to the junction and that a central segregated cycle lane would improve the junction. We will be meeting TfL on-site to discuss their proposals and the impact on cyclists.

TfL’s Cycle Stand Costcutter

TfL’s project Connecting Colliers Wood aims to support the regeneration and transformation of Colliers Wood but it has seen cycle parking diminish at this busy station. Cyclists often find the racks outside Costcutter full, and are forced to secure their bikes to other street furniture.

To address the shortage, Merton Council want to install gas powered two tier cycle racks beside Baltic Close. However TfL say they want to use that space to get revenue for car parking!!

So much for providing a ‘high quality landscaped gateway to Wandle Park and public realm improvements that the residents can enjoy’ which was the concluding objective of the public consultation on the changes.

MCC members have contacted our local MPs about this (Stephen Hammond for Wimbledon and Siohbin McDonagh for Mitcham and Morden) and both have agreed to take it up with TfL.

Merton Council want your suggestions for cycle parking!

Merton Council have asked MCC for suggestions of locations across the borough that would benefit from the installation of cycle parking. Email your suggestions to info@mertoncyclists.org.uk before 16 December and we’ll pass them on.
From Colliers Wood to Mitcham

The present regeneration of Mitcham Town Centre is enticingly called Discover Mitcham. The romantic idea of discovery is that you have an idea something's there but you have to go through an obstacle course to find it. Unfortunately on a bicycle this describes the journey from Colliers Wood to Mitcham. To discover Mitcham is a real challenge from all directions - the route along Western Road from Colliers Wood is narrow and experiences heavy traffic including lorries and buses. So on the 8th November an intrepid group of cycling explorers set off to take on the challenge from the Colliers Wood starting point of the local Cycle Super Highway.

The team were 7 Merton cyclists in all, 6 from the Merton Cycling Campaign plus, aptly named, Paul Miles, cycling officer for Merton Council. The team clocked up the mileage and uncovered three routes branching out southwards and eastwards. Along the way we identified obstacles to safe and easy cycling that Merton Council should alleviate, and opportunities for better sign-posting of the available routes.

Two routes terminated at the North and South corners of Figges Marsh the other came out at the Western Road connection to Mitcham's Centre by way of a simple cut through, guided by Harriet Bazeley, ending close to Liberty Middle School.

The three routes explored were:

- **Lavender Park ‘bypass’ to Western Road** This is a convenient (and somewhat green) bypass for the worst of Western Road. Turn into Tandem Way and left into Prince Georges Road, then follow paths to Oakmead Place and right on to Lavender Avenue, then turn left onto Western Road and continue to Mitcham town centre.

- **Lavender Park ‘bypass’ to Figges Marsh** As above but turn left into Lavender Avenue and continue to the junction with London Road at the Southern end of Figges Marsh.

- **Myrna Close to Figges Marsh** Take the path to the north of the Tandem Centre, coming out on Myrna Close, and follow the cycle network signs to London Road.

The route from Figge's Marsh to Mitcham along London Road still presents a number of dangerous obstacles for cyclists. However Paul Miles outlined the hope that a route from Mitcham to Tooting rail station could be developed that would include a segregated path alongside Figges Marsh.

Charles tracked our exploration on Strava, the mobile phone app that tracks your rides and lets you share them with others. You can view our route here: [http://bit.ly/2frpZwX](http://bit.ly/2frpZwX)

Crossrail 2 update

Crossrail 2 is a proposed new railway serving London and the wider South East. It would connect the National Rail networks in Surrey and Hertfordshire via new tunnels and stations between Wimbledon, Tottenham Hale and New Southgate, linking in with existing transport services. Along with a station at Wimbledon, there are proposals for a station at either Tooting Broadway or Balham, the construction of which would affect Merton cyclists into and out of the borough.

Following the most recent consultation in Autumn 2015, TfL had been expected to carry out further consultation this year. However they have recently announced that they will be preparing an updated business case and funding plan before proceeding with further formal public consultation.

MCC plans to take part in any future consultation on Crossrail 2 and ensure that the views of Merton’s cyclists are heard by TfL as they develop the scheme.

MCC Meetings are on the first Thursday of every month
8pm, All Saints Centre, All Saints Road, SW19 1BX

**Web:** mertoncyclists.org.uk
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MCC is the Merton branch of the London Cycling Campaign