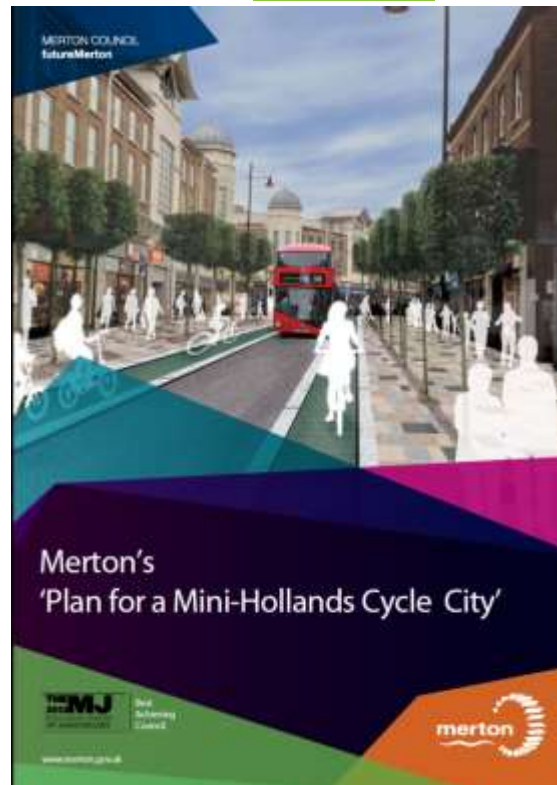


Merton's Cycling Implementation Plans



Merton is one of 33 London Boroughs who deliver the Mayor of London's vision for cycling



The Mayor's vision for cycling aims to achieve four key outcomes:

- **A Tube network for the bike.** London will have a network of direct, high capacity, joined-up cycle routes.
- **Safer streets for the bike.** London's streets and spaces will become places where cyclists feel they belong and are safe.
- **More people travelling by bike.** By 2020, cycling will double. We will normalise cycling, making it something anyone feels comfortable doing
- **Better places for everyone.** The new bike routes are a step towards the Mayor's vision of a 'village in the city', creating green corridors, with more tree-plantings, more space for pedestrians and less traffic to transform more of our city into a place dominated by people not cars.



CycleCities Influencing Merton's Cycle Plans



Merton like all the CycleCities Partners identified a series of obstructions to creating a cycle city.

- **Lack of Funding**
- **Erratic Political support**
- **Piecemeal delivery mechanisms**
- **Low quality design standards**
- **Car dominated design principles**



CycleCities Influencing Merton's Cycle Plans



CycleCities researched good practice and as each idea came to the project Merton looked to include it in their plan.

Some of the good practice came from Merton, London and the UK

An audit of all the borough roads to assess cyclability (to help plan and prioritise the cycle network.)

GOOD PRACTICE GUIDES ON CYCLE PLANNING AND PROMOTION

Land use planning
Urban mobility management strategies

Transport for London's Cycling Design Standards guidance and standards for people creating cycle routes and other transport systems which affect cyclists.

Citizens participation strategies
Architectural design of cycling infrastructure

Merton's Plan

Objectives

To increase our modal share of cycling by making Merton the best place to cycle in outer London"

Policy position

Merton believes that a cycling borough is a healthy sustainable borough.

Performance Target

- In line with most outer London boroughs Merton is currently showing a 2% cycle mode share
- The Mayor of London has set a mandatory target of 4% by 2026.
- Merton believe if they attract sufficient funding to deliver their Mini-Holland Plan an accelerated target of 8% is possible.

Key Drivers

- Population of 200,000, estimated growth 10% by 2026
- 18% of the borough is open space, compared to a 10% average across London.
- Good public transport connections into central London.

Method

- Merton developed a Mini-Holland plan throughout the **CycleCities** project.
- The plan includes a network of on and off road cycle routes including connectivity and improvements to the existing routes, bike sharing and smarter travel initiatives.
- Its primary purpose to attract the level of funding needed to create an improved cycling environment and identify the partners to work alongside in health, education, safety and regeneration to realize the vision and ensure a consistent and integrated approach"

