



PAPER NO. **26-32**

WANDSWORTH BOROUGH COUNCIL

TRANSPORT OVERVIEW AND SCRUTINY COMMITTEE – 11TH FEBRUARY 2026

Report by the Executive Director of Growth and Place on the
Wandsworth Walking and Cycling Strategy

SUMMARY

The Wandsworth Walking and Cycling Strategy was approved in November 2022 and covers the years 2022-2030. This paper sets out progress since the strategy was approved, with a particular focus on the last year. It also sets out the main areas of work expected in the next twelve months. The paper also includes an update on the Putney junction scheme, as this was implemented to improve the junction for walking and cycling, and an update on progress in improving the performance of the junction was requested at the Transport Committee on 11 November 2025.

The strategy focuses on identifying processes, projects and programmes that will help make walking and cycling in Wandsworth safer and more convenient for residents of all ages. The aim of the strategy is to increase walking and cycling levels, increasing sustainable travel and supporting sustainable growth and wider corporate environmental and health policies.

Major progress has been achieved in the third year of the strategy, ranging from delivery on major capital schemes supporting walking and cycling, including Queenstown Road and Old York Road, to new pedestrian crossings, School Streets and cycle parking. More milestones are expected to be met in coming months, as more projects are expected to move from planning to construction and continued progress is expected to be made on key programmes.

Over the six financial years covered by the Strategy, 23/24-28/29, the Council has committed in excess of £40m of its own capital resources that specifically helps to implement the Walking and Cycling Strategy, and further capital allocations are still to be made for this period and up to the end of the Strategy period of 2030. These sums exclude core highway maintenance, including the multi-million pound commitment to improve roads and pavements, street signing and lighting, which will be particularly beneficial for walking and cycling.

For 2025/26, the Council has committed £15.5m of its own resources in that specifically helps to implement the walking and cycling strategy, excluding pavement and road resurfacing.

GLOSSARY

TfL – Transport for London

LIP – Local Implementation Plan

RECOMMENDATIONS

1. This report is submitted to the Transport Overview and Scrutiny Committee for information. No decisions are required on it by the Council, the Cabinet or regulatory or other committees. If the Transport Overview and Scrutiny Committee approve any views, comments, or recommendations on the report, these will be submitted to the Cabinet and/or the appropriate regulatory and other committees for their consideration.

INTRODUCTION

2. The Wandsworth Walking and Cycling Strategy was approved in November 2022. The strategy details a series of actions and targets the council will lead on to reach the broader sustainability targets committed to in the borough's Local Implementation Plan (LIP), Wandsworth Environment and Sustainability Strategy (WESS) and Air Quality Action Plan. The strategy further connects to objectives within the Local Plan and aligns with public health, economic development and children's services priorities.
3. The strategy is divided into 16 action areas that encompass a broad range of activity which will encourage and enable more walking and cycling in the borough. This activity includes projects that are both large scale and small scale, and projects that can be delivered in both the short-term and longer term. Walking and cycling is both supported by capital improvement in the transport system and revenue funded programmes promoting behavioural change in the way we travel. The 16 action areas are:
 1. Community engagement
 2. School Streets and safe routes to school
 3. Improving accessibility
 4. Improving pavements
 5. Making it easier to cross heavily-trafficked roads
 6. Improving crossing of side roads
 7. Improving the public realm
 8. Providing a top-quality cycle network
 9. Providing a quiet network for walking and cycling
 10. Improving off-road walking and cycling
 11. Promoting access to cycling
 12. Providing cycle parking
 13. Enabling contraflow cycling
 14. Improving links to public transport
 15. Collecting and publishing data on walking and cycling
 16. Promoting access to car clubs

4. The action areas set out in paragraph 3 are not mutually exclusive: schemes focused on improving the cycle network will also often include new crossings, improvements to bus stops and wider public realm improvements.
5. An update on the first year of the strategy was presented to the Transport Committee in November 2023, and an update on the second year was presented in February 2025. This paper provides an update on progress since the strategy was approved with a focus on progress since the last update in February 2025.

DELIVERY OF THE WALKING AND CYCLING STRATEGY IN 2025

6. It was noted in the 2024 review that several programmes were progressing well, including the delivery of School Streets and cycle parking. It was also noted that individual major capital schemes typically take several years to develop and several capital schemes were designed but pending delivery. It is pleasing to report that significant progress was made on these major capital schemes in 2025 with several being constructed on the ground.
7. In 2024, two more new school streets were introduced, bringing the total to 13 since the Walking and Cycling Strategy was adopted in 2022. 32 schools now benefit from school streets, maintaining the Council target of 50% of primary schools operating school streets. Additionally, new gateway treatments are being rolled out at existing school streets, consisting of enhanced signage and coloured road markings to increase conspicuity. In 2025, ANPR camera enforcement was added at three existing school streets, bringing the total number of school streets enforced by ANPR to 14.
8. At the time of the adoption of the Walking and Cycling Strategy in 2022, there were 65 bikehangars on Wandsworth's streets. This number is now 346, following the installation of a further 115 hangars in 2025, equating to a total of 2,076 secure cycle parking spaces for residents. A further 112 locations have been approved for implementation following consultation in 2025 with installations expected to start in spring 2026. When completed, the Council will have installed more hangars in the last three years than any local authority area.
9. To support hire e-bike services, which now serve over eight million journeys per year in Wandsworth (seven million more than were reported last year), 65 new e-bike parking bays were installed in 2025 bringing the total to 170. A further phase in excess of 100 bays is planned from early 2026 which, when added to bays proposed by TfL for red routes, would bring the total number of e-bike bays to over 300.
10. The upkeep and maintenance of the borough's roads and pavements saw major investment, increasing to £10.25m in 25/26, the biggest annual budget ever, with a forward commitment to invest £100m over the 10 years from 2024/25 in renewing our pavements and roads, with a particular focus on improving the pavements.
11. A total 27 new zebra crossings have been delivered since the Strategy was adopted in 2022, 9 of which were delivered in the last year, including at Princes Way, Augustus Road, Beechcroft Road and Blackshaw Road. New and improved

crossings are also being delivered as part of major schemes, as discussed in the paragraphs below.

12. Since April 2022, 4,111 children and adults have received cycle training, including 957 between April and December 2025.
13. Complex safety/cycle schemes are currently being delivered in Queenstown Road, Old York Road, Burntwood Lane and Putney High Street – please see further information below. Designs have been approved to extend the Queenstown Road scheme to include its southern section.
14. As reported last year, consultation was carried out in summer 2024 on the potential development of a series of cycle routes along quieter roads, focusing on establishing easy to follow routes away from main roads. Progress is reported within this paper with construction expected on routes serving the Northcote and Earlsfield areas in spring 2006.
15. The closure of 6 streets occurred for clean air day in June 2025 and 16 roads were closed for car-free day in September 2025, enabling neighbours to come together and utilise the street for leisure and play.
16. The Falcon Bridge underpass underwent a transformation which has massively helped to support walking and cycling through it. Other bridges and tunnels are planned for improvement in 2026, including at East Putney Station.

Queenstown Road walking and cycling improvements

17. Queenstown Road is amongst the Borough's busiest commuter cycle routes and a key bus route, with a relatively poor collision record. Public consultation was carried out in 2021 on proposals to provide a protected stepped cycle track on both sides of Queenstown Road, regrade and resurface footways, provide improved crossing points at side roads, introduce new traffic signals and pedestrian crossings and carriageway resurfacing. The Transport Committee in February 2024 supported proceeding with detailed design and implementation of the scheme.
18. Works to implement the proposals began in March 2025 and have been progressing well. The western side (northbound) is now substantially complete, and the cycle track was resurfaced in December 2025. The footways on the western side have been regraded and resurfaced, and an improved signalised pedestrian crossing has been installed across Queenstown Road south of Sopwith Way. Excluding two signalised junctions outside Battersea Park and the Pestana Chelsea Hotel, which are included as part of the works for the eastern side, remaining works on the western side include integrating the stepped track with the segregated cycle facility at Queen's Circus, which will be carried out when the adjacent pedestrian crossing is upgraded by TfL, installation of a new bus shelter and laying the cycle lane markings.
19. On the eastern side (southbound), works for a new signalised junction at Carriage Drive North are substantially complete and TfL are planning to install the new signals in January 2026. The signalised junction will make it safer and easier for cyclists to turn into and out of Battersea Park. The contractor will be working on the

hotel junction from the middle of January 2026 for approximately 8 weeks to then allow TfL to install the new signals thereafter. Once completed, the remaining kerbs on the eastern side will be laid to facilitate carriageway resurfacing from the middle of March 2026 with footway works being carried out concurrently with an aim to have all works along the corridor substantially completed in late April 2026.

20. The Queenstown Road project represents a flagship scheme for improving the safety of the borough's strategic cycle network and is expected to lead to higher levels of walking and cycling along the corridor as well as a reduction in collisions, a majority of which involve pedestrians and cyclists. Queenstown Road is an exemplar scheme meeting best practice standards in cycling provision. It is also noted that the works were planned in considerable detail with TfL and have occurred with little reported impact on general traffic flow or buses.

Burntwood Lane walking and cycling improvements

21. Burntwood Lane walking and cycling corridor improvements were supported at the Transport Committee in November 2023 after public consultation. Burntwood Lane is a busy local road with a relatively poor collision record and had a series of chicanes to slow motor traffic installed many years ago that were no longer considered the most appropriate means of reducing casualties and supporting walking and cycling. The scheme includes cycle lanes on both sides of the road from Aboyne Road to Sandgate Lane, segregated in large sections on the southern side and mandatory on the north side, footway buildouts and resurfacing, continuous crossings at all the side road junctions, four new zebra crossings and one new toucan crossing to link the Common to the southern side at Sandgate Lane.
22. Works to implement the scheme began in March 2025 and have been progressing well. The Toucan crossing has been installed, as has one zebra crossing on Beechcroft Road, one by Ellerton Road on Burntwood Lane and a parallel crossing at the Openview junction is awaiting delivery.
23. In addition to a zebra crossing yet to be installed in Burntwood Lane between Aboyne Road and Bridgeford Road, the Council will be consulting on two additional crossings in Burntwood lane in January 2026, one at the Tilehurst junction and one at the junction of Lyminge Gardens.
24. Footway resurfacing works are complete from Sandgate to the Openview junction. Works were paused prior to Christmas 2025 whilst National Grid reviewed the scheme and proximity to their cables. Works are due to recommence in January 2026 and be complete by March 2026. Once these works are completed, the road will be resurfaced from Aboyne Road to Sandgate and fresh line markings added.

Old York Road

25. Old York Road is a thriving street with a unique character and many people's first impression of Wandsworth when arriving by train. However, the road and pavements were becoming worn and uneven and the streetscene was looking tired. The Council is implementing a major improvement project, including outdoor seating, planting and sustainable drainage. The scheme is an exemplar in terms of

supporting sustainable travel and placemaking and will make a key contribution to wider efforts to improve the experience of living in, visiting and moving around Wandsworth town centre. The central section of the road has been completed, and the northern and southern ends are due to be carried out after Network Rail's completion of step-free access and a new entrance at the station being constructed with financial support from the council in 2026 and 2027.

Totterdown Street pedestrian scheme

26. After a successful weekend closure in 2022 as part of the Tooting Lights up Roots and Culture, the Council gathered residents feedback on the idea of trialling the removal of traffic on the northern section of Totterdown Street, which was supported. The trial closure was introduced in 2024 and there was subsequent strong support to make this trial permanent with a more permanent design.
27. A pedestrianised area is being created outside Tooting Market, including new paving, cycle parking and seating, whilst also creating trading opportunities on the public highway.
28. The works have been split into two phases to minimise disruption to traders. Phase 1 is the creation of a pedestrianised area outside Tooting market entrance between Blakenham Road and St Cyprian Road including a cycle lane to link the A24 to through routes in the South. With high grade materials such as York Stone, the area will be made into an attractive public realm space with electric feeder pillars for events and trading.
29. Associated footway replacement is being delivered in 2 phases, with an end date around the end of March 2026.

Quiet Cycle Routes

30. A series of thirteen cycle routes along quieter roads and through parks were developed and presented to the Transport Committee in February 2024 with a public consultation following in the summer of 2024 and results presented to the Transport Committee in November 2024. The overall aim of the quiet cycle route programme is to develop a network of routes in line with the TfL Cycleway guidance away from main roads, where cyclists mix with cars on low-traffic, low-speed roads.
31. Of the original thirteen routes, it was agreed that seven would proceed to design as part of the first phase, five routes would have their alignments reviewed as part of the consultation feedback with an aim to proceed as part of a second phase of installations, and one route would be paused indefinitely due to lack of support. It was also agreed that additional routes should be developed to fill in gaps within the wider network, focusing on the south and northeast of the borough. The status of the original thirteen routes and four additional routes identified for assessment are detailed in the table below, with the first two routes expected to be completed in coming months.

Route	Status
1: Tooting Common to Wandsworth Common	Alignment being reassessed based on consultation feedback
2: Wandsworth Common to King George's Park	On hold pending Route 6
3: King George's Park to Wimbledon Common	Alignment being reassessed based on consultation feedback
4: Barnes Common to Wandsworth Town	Design stage, TfL Cycle Network Development funded, longest/ most complex route
5: Sternhold Avenue to Drewsted Road (Tooting Common)	Design completed, repaving works in January 2026, statutory consultation later in 2026
6: Bellevue Road to join Archer Way (Wandsworth Common)	Route details being re-evaluated based on consultation feedback
7: Clapham Common to Wandsworth Common	Design completed, TfL Cycle Network Development funded, planned for completion in spring 2026
8: Putney Heath to Wimbledon Park	Design stage, expected delivery in 2026/27
9: Putney Heath to Putney Embankment	On hold
10: Earlsfield Station to Burntwood Lane	Design completed, s106 funding for full route, expected completion in spring 2026
11: Clarence Lane to Putney stations (Roehampton northern route)	Design stage, TfL Cycle Network Development funded
12: Danebury Avenue to Putney stations (Roehampton central route)	Design stage, TfL Cycle Network Development funded
13: Bessborough Road to Putney stations (Roehampton southern route)	To follow routes 11 and 12
14: Springfield Park to Tooting Common	Route currently being assessed
15: Tooting High Street to Tooting Railway Station	Route currently being assessed
16: Heathwall Path	Route currently being assessed. Route proposed by Battersea Society as part of consultation feedback
17: Clapham Common to Battersea Park/ CS8	Route currently being assessed

32. The programme is aimed at increasing the mode share for cycling and will also increase the percentage of the population within 400m of the strategic cycle network.

Wandsworth Bridge

33. A northbound bus lane and 2m wide protected cycle lane on Wandsworth Bridge was introduced under a temporary traffic order in 2021 to support walking and cycling following the bridge refurbishment works. Monitoring and a detailed review with TfL and the London Borough of Hammersmith & Fulham showed that cycling levels have increased by over 25 per cent, while both bus and road network performance have remained stable. The changes and associated traffic order have been made permanent. Since then, detailed designs have been produced to implement a cycle track on both sides of Wandsworth Bridge to improve the sub-standard facility on the southbound side of the bridge and to better separate cyclists from pedestrians and general traffic.
34. In addition, the footways are proposed to be regraded and resurfaced, and the bus stop areas on Bridgend Road improved. Works to implement the changes are due to commence mid-May 2026 and complete in the autumn. This project should contribute further to increasing the walking and cycling mode share.

Putney Bridge junction walking and cycling safety improvements

35. The Transport Overview and Scrutiny Committee considered paper 25-398 in November 2025 reviewing changes to Putney Bridge junction to improve it for pedestrians and cyclists that were implemented in late 2024. These changes resulted in unexpected congestion, particularly on Putney Bridge Road and Lower Richmond Road. Paper 25-398 set out changes made to improve the operation of the junction and to reduce congestion, and forthcoming changes to be made by the council with TfL. An update on these is provided here, as requested by the Committee in November 2025. As part of our efforts to better communicate with residents, the Council has introduced a dedicated webpage to share the latest updates:
<https://www.wandsworth.gov.uk/business-and-licensing/towncentres/putney/putney-bridge-junction-changes-improvement-works/> Another update letter was also sent out to all residents and businesses on and around the Putney High Street in January.
36. Since the changes to traffic light timings at Lower Richmond Road and Putney Bridge Road in October 2025, and the further changes to the lights at Putney Bridge Road in early January, there is clear evidence that traffic queue lengths on both Lower Richmond Road and Putney Bridge Road have improved. Appendix 2 shows the results of the ANPR surveys conducted in late November 2025, and general traffic journey time in both the morning peak and afternoon peak has improved following the October 2025 changes when compared with the ANPR surveys from June 2025. The improved journey times identified in Appendix 2 are consistent with TfL's adjusted timings and iBus data as shown in Appendix 3, demonstrating increase vehicular green time on Lower Richmond Road and Putney Bridge Road, and reduced bus journey time since September 2025. However, we continue to work on further improvements to improve traffic flows. The Council will also conduct

further monitoring to capture the impact of the improvement works delivered in January 2026 and planned in coming months.

37. Changes made since publication of paper 25-398 are as follows:

- A trial suspension of the southbound bus lane on Putney High Street outside the Odeon Cinema to improve southbound flow and exit onto Putney Bridge Road was completed ahead of schedule in November 2025 and is performing well, particularly during the afternoon peak period;
- The installation of double yellow lines on Putney High Street, Lower Richmond Road near Putney Embankment and Putney Bridge Road near Brewhouse Lane were completed on time in November 2025;
- The suspension of the permitted cyclists left turn at the lights from Putney Bridge Road onto Putney High Street was brought forward to early January 2026 with optimisation expected to be completed by the end of January. This change provides additional green time for Putney Bridge Road traffic joining Putney High Street to reduce congestion.

38. Further upcoming works planned or in development are as follows:

- Reassignment of lanes on Putney High Street (outside Putney Station) to reduce delays caused by stationary buses is now due to complete in February 2026 (previously expected in December 2025). Ongoing engagement with TfL has created a change to the design to maximise road space further.
- Work to improve traffic flow on Putney High Street just north of Putney Exchange, which is a key pinch point on the High Street. To do this, we are realigning the kerb **opposite** TK Maxx to enable larger vehicles to pass stationary buses. This work is now due to commence on 26 January 2026. We are also working on creating a bus pull-in bay **outside** TK Maxx. However, the involvement of utility companies and the need to remove phone boxes and move signal equipment means a longer lead time is required for these works.
- Removal of the small traffic island on Putney High Street immediately north of Putney Bridge Road to aid traffic flow. This has been improved in principle but is still subject to modelling outcome and approval by TfL as the detailed design progresses.
- Work is ongoing with TfL to review bus stop locations and driver changeovers in the area, with some changes due to take place at the TK Maxx bus stop in March.
- We continue to explore further options, covering a range of wider layout changes, to improve traffic flow and efficiency.
- We continue to monitor traffic levels and congestion on side roads, and to assess possible interventions to address this.

Tooting Town Centre

39. The Council has approved a budget of £3.5m to help support the vibrancy of Tooting Town Centre and specifically to improve Mitcham Road, which has very high pedestrian footfall, especially around Tooting Broadway station. Mitcham Road is managed by the council, although we are working with TfL to seek associated improvements to those things under their control, including traffic signals, the red routes and bus arrangements. So far, a package of quick wins has already been delivered or are underway, namely pavement and drainage repairs, jet washing of pavements, increase greening through the use of planter troughs on guardrails, planters and plantlocks (bike planters), shop front improvements at Sherry's Menswear, Setto Bello and the Post Office, new double unit bins, renewal of streetlights, and several phone boxes are earmarked for removal. The Council is also due to launch a consultation on public realm improvements at Church Corner and Bickersteth Road in February 2026.

TARGETS

40. The Walking and Cycling Strategy includes 11 targets, with the table below detailing each target and latest data.

Measurement	Baseline	Target by 2030	Current value
Number of bikehangar spaces	390	1390	2076 (Jan 2026)
Number of Primary Schools operating school streets	20	31	31 (at 32 schools) (Jan 2026)
Percentage of trips undertaken by borough residents by walking, cycling and public transport	74%	78%	77% (2022/23 to 2024/25) 68% Londonwide
Percentage of Wandsworth residents doing at least 20 minutes of active travel per day	44%	58%	51% (2022/23 to 2024/25)
Percentage of the population within 400m of the strategic cycle network	30%	60%	31% (2025 data) 29% Londonwide
Number of Healthy Streets infrastructure projects completed since the Strategy's adoption	0	n/a	45 (Jan 2026)
Number of people killed or seriously injured on the roads*	168 in 2019	Zero by 2041	161 in 2024
Amount of funding allocated to active travel schemes	-	-	£15.5m in 2025/26
Completed schemes are assessed in terms of their outcomes on mode share and representative opinion polling	-	-	Action for 2026: surveys expected for Queenstown Road and Old York Road

Perception of surveys of how safe people feel when travelling in the borough by walking and cycling	-	-	Action for 2026 as part of project monitoring
Progress of actions stated in this strategy			see Appendix 1

*includes casualties on the Transport for London Road Network

COMMENTS OF THE EXECUTIVE DIRECTOR OF FINANCE

41. The Walking and Cycling Strategy was approved in Paper No. 22-326 and covers the period 2022 to 2030. The implementation of the strategy is funded primarily through the Council's approved capital programme financed from the Council's reserves and developer contributions and annual Local Implementation Plan allocations from TfL. There are no direct financial implications arising from this report.

CONCLUSION

42. The delivery of the Walking and Cycling Strategy is an important objective of the Council. It helps to deliver a more equitable, healthy and sustainable society, supporting wider corporate policies and links closely with WESS and the Air Quality Action Plan. In 2025 significant progress has been made on several major schemes that have been in development for several years, with more schemes to be delivered in future years.

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3rd February 2026

Background papers

None.

Appendix 1 - summary of progress against actions in the Walking and Cycling Strategy

Action	Year 3 update	The next 12 months
Community engagement: To seek to embed effective collaboration, communication and engagement in the delivery of the strategy	The Healthy Streets Forum met in February and September 2025. The Healthy Streets Forum includes community stakeholder groups representing the interests of walking and cycling, including people with disabilities.	Continued meetings of the Healthy Streets Forum and use of Commonplace on further consultations
School Streets and safe routes to schools: To create an environment where school children and parents are able to (and find it an attractive choice) to either walk (including where using a wheelchair or buggy) or cycle to school	There are 31 active school streets serving 32 schools in Wandsworth. Improvements continue to be made at existing school streets to standardise their appearance and encourage recognition and compliance.	Requests for more school streets are being sought. Additionally, schools not suitable for a school street are being investigated for other safety measures (such as new crossings).
Improving accessibility: To improve access for all including those with disabilities and/ or limited mobility and those with prams	Major increase in investment in our pavements to make them safer for pedestrians, which will help in particular those with limited mobility and those with buggies. Introduction of additional dockless e-bike and e-scooter bays and impounding scheme for badly parked bikes to keep pavements free of clutter.	Further hire e-bike parking bays will be introduced in 2026. Network Rail are expected to start works on step-free access and a new entrance at Wandsworth Town Station, supported by Council funding.
Pavements: To strive to have the best quality pavements in London	The budget for the 2025/26 Highway Maintenance Programme was increased to £10.25m from £8m in 2024/25, including widescale improvements to pavements as well as roads	Improvement programme to continue at pace to achieve £100m in total investment over the 10 years from 24/25.
Crossing heavily trafficked roads: To make it easier for people walking and cycling to cross heavily traffic streets	Nine new pedestrian crossings have been constructed in the past 12 months, including	12 additional crossings are planned for implementation in the coming year.

	Princes Way, Augustus Road, Beechcroft Road, Burntwood Lane and Blackshaw Road.	Crossing improvements are also included within the quiet cycle route programme
Crossing side roads: To make it safer and easier to cross side roads	Raised tables at side roads have been incorporated into corridor schemes, including Old York Road and Burntwood Lane	Raised tables at side road crossings are planned at St James Drive, Balham Park Road and Nottingham Road, and within current major schemes.
Improving the public realm: To transform the look and feel of our high streets	The first phase at Old York Road has been completed, between Morie Street and Ferrier Street, transforming the streetscape. The Falcon Road underpass has been completed, and works are underway on Totterdown Street by Tooting Market	Completion of Totterdown Street scheme, further development of scheme to improve Queenstown Road south of Battersea Park Road
A top-quality cycle network: To support the creation of a top quality core cycle network	Improvements to Queenstown Road cycle lanes (northbound), plus Burntwood Lane and significant development on the quiet cycle route programme	Queenstown Road works will be completed, with consultation on the next phase of works south of Battersea Park Road to take place in 2026.
A quiet network for cycling and walking: To provide and improve quiet routes for walking and cycling	Progress on the quiet cycle network has been detailed in the main report, with routes 5, 7 and 10 being in final design stages with construction imminent	Delivery of Route 7 and Route 10 are expected in early 2026, with Route 8 expected later in 2026/27. Further development of Phase 1 and Phase 2 routes, Phase 3 routes to be identified
Off-road walking and cycling: To look after the borough's public rights of way, including alleys and paths through parks and along the riverwalks	Route 5 of quiet cycle network within Tooting Common repaved in January 2026, with overall route in final design stages	Further assessment of possible routes.
Access to cycling: To enable more people to try cycling	Continued delivery of cycle training programme (957 children trained between April and December 2025 plus 595 adults) and Peddle My Wheels programme and continued introduction of dockless e-bike bays	Continuation of existing programmes

Cycle parking: To provide more high-quality cycle parking throughout the borough	115 bikehangars delivered in 2025 and consultation completed for next phase, audit of on-street cycle parking completed with 50 cycle stands on order for delivery, 65 e-bike bays installed as part of phase 2	Installation of 112 on-street bikehangars expected in spring 2026 and consultation to follow for phase 6. Delivery of 50 on-street cycle stands in identified locations in early 2026, second phase of on-street stands expected in late 2026. 105 new e-bike bays in early 2026, with phase 4 to follow
Links to public transport: To support walking and cycling to stations and bus stops	Improvements to bus stops on Queenstown Road, expected to be completed in early 2026	Completion of Queenstown Road, work to introduce new bus stops at west end of Old York Road
Contraflow cycling	In 2025, 2 two-way cycling on one-way roads have been commissioned and are awaiting construction	To continue to identify opportunities to introduce two-way cycling on one-way roads
Data gathering: To improve the data used to inform our work programmes	Traffic and other surveys have been undertaken as necessary to support schemes. Commonplace has added additional data to the evidence base used to support schemes.	Continuation of standard data gathering on a project by project basis
Car clubs: To support the availability of car clubs	The offer of car club membership for new residents is now routinely required with planning permissions (e.g. Springfield) in order to minimise private car ownership. The withdrawal of ZipCar is expected to impact on the overall number of car clubs within the borough. The Council has agreed to waive car club permit fees for a year to encourage car clubs.	Focus on reallocating ZipCar bays to alternative providers