

[REDACTED]

From: [REDACTED] Pountain [REDACTED]
Sent: 08 January 2019 15:23
To: Future Merton
Subject: Future Wimbledon masterplan - submission
Attachments: response to Future Wimbledon masterplan.docx

Hello

Here is my submission to Future Wimbledon Masterplan consultation.

I understand that you are still accepting submissions. I'd be grateful if you would acknowledge receipt of this.

Many thanks

[REDACTED]

Comments on Future Wimbledon Masterplan

from J [REDACTED] Pountain, resident 8th Jan 2019

Firstly, I would like to give my wholehearted support to the Wimbledon Society's Vision 2040. It builds on many of the excellent concepts within the Future Wimbledon Masterplan and provides a staged, workable plan to deliver a better Wimbledon town centre that can meet current and future challenges.

Here are my further comments on the Future Wimbledon Masterplan

1. **Be more ambitious on sustainability.**

Rather than just complying with regulations, new buildings and retrofits should achieve the highest standards of sustainability including:

- a. Zero carbon buildings
- b. Maximum generation, storage and sale of renewable energy
- c. Recycling of grey water & diverting roof run-off to water street trees and vegetation
- d. Make the town centre an Air Quality Focus Area or mini-ULEZ

2. **A high standard inside of buildings**

Require new and retro-fitted buildings to get WELL Building certification (includes standards on indoor air quality, nourishment, light, comfort etc.). Ensuring employees are working in a healthy environment makes organisations more successful. A WELL standard for Wimbledon town centre would be forward looking and a unique selling point, attracting businesses to locate there and commanding higher rents. See <https://www.wellcertified.com/en/>

3. **Go for full pedestrianisation**

The statements "Full pedestrianisation of the town centre may not be possible or desirable" and "full pedestrianisation ... can also take the life out of a town centre" seem extraordinary, unevidenced and counter to current thinking.

- a. TfL's new data hub provides a mass of information on the benefits to high streets from pedestrianisation and other public space improvements. This includes how people walking, cycling and taking advantage of the public transport systems spend 40% more each month than car drivers. These benefits would not be achieved if buses continue to run down The Broadway from Wimbledon Bridge. See <http://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- b. A recent NICE report says that when roads are upgraded, they should prioritise pedestrians, cyclists and public transport over cars. NICE is the government's health watchdog and is looking to increase active transport to reduce obesity and improve health. See <https://www.nice.org.uk/guidance/indevelopment/gid-qs10073/consultation/html-content-2>

- c. Given the report from the Cabinet meeting 10.12.18 that:

“In Merton, levels of physical activity has dropped by two percentage points in two years”

we should be looking for ways to increase opportunities for walking and cycling. We should be reshaping Wimbledon town centre to improve walking and cycling, not just saying it is too difficult.

- d. There are also clear benefits to the enjoyment of public space from full pedestrianisation. Continued traffic on The Broadway limits the development of café culture.
- e. There is no analysis of what type of traffic is on The Broadway. Much of it appears to be through traffic, which should perhaps be using the A3 rather than a local road through Wimbledon town centre. TfL aims to discourage people from using their cars unless absolutely necessary, which presumably will reduce future traffic.

4. Plan for a future that is different from the past.

- a. The modes of transport will change.
 - i. Self-drive vehicles will mean that, if people have to use a car, there will be no need to park in the town centre. These vehicles could be summoned to a pick-up point to collect people and goods.
 - ii. Sharing economy bikes and electric scooters. Walking areas have to be wide enough that these can be used and parked without causing a nuisance
- b. The model of large delivery trucks parking outside retail outlets should be re-thought.
 - i. Appropriate-sized delivery vehicles should be used.
 - ii. New means to ferry goods from trucks to shops – large hand or electric trolleys.
 - iii. Delivery hubs in each centre to reduce the number of delivery vehicles.

Buildings and outside space should be designed to accommodate these new delivery modes.

- c. The decline of large high street retailers and changing working practices means that the role of town centres is changing. Instead of extrapolating from the past, we should be creating a vision for a town centre that will meet the challenges of the future. As outlined in The Great British High Street report, we need:

“a re-think of the strategic positioning of town centres to reclaim them to their rightful position and role as places that serve their communities, visitors, businesses and key stakeholders, with a quality of experience that encourages them to keep coming back, and staying longer.”

There are recent examples of towns buying town centre land so that they can take control of development and if necessary we should consider doing this e.g. Doncaster buying two car parks, which will continue to provide an income; Canterbury buying a major shopping centre; Stockton buying town centre land; and more

<https://thegreatbritishhighstreet.co.uk/pdf/Successful-Town-Centres.pdf?2>

<https://www.doncasterfreepress.co.uk/news/business/doncaster-council-to-buy-up-two-car-parks-to-help-regeneration-plans-1-8693291>

<http://www.shopping-centre.co.uk/canterbury-council-buys-whitefriars/>

<https://www.gazettelive.co.uk/news/teesside-news/proposals-significant-land-deal-could-15532381>

5. **Provide a proper town square**

An enlarged Wimbledon town centre needs a proper town square at its centre. The proposals for creating “a new public space” opposite the station is vague and needs to be expanded on to give some idea of what size and quality of space is proposed.

Any public space should be truly public. Existing public spaces e.g. The Piazza and outside of Centre Court, are owned and managed by private groups. This means that arbitrary decisions are sometimes taken about who can use this ‘public space’ and for what purpose. This is unacceptable.

6. **Landmark trees**

Outside spaces should include a few landmark trees which people can enjoy looking at, sitting under for shade and providing an ecosystem where birds and insects can thrive. These landmark trees should be allowed to grow to their full size, provided with adequate root space and looked after, with inbuilt watering systems to capture rain from hard surfaces, store it and deliver it to the tree roots.

7. **Traffic Interventions**

- a. An immediate improvement would be to instal wheel gutters up the steps of foot bridges, to help people with push chairs, wheeled shopping bags and cycles to use these bridges.
- b. There should be a commitment to link up Wimbledon town centre with cycle routes. This could include the following:
 - i. a new cycle route along the rail embankment from Wimbledon town centre to the Wandle Path and Wimbledon Park.
 - ii. new cycle routes over the railway line.
 - iii. An improved cycle link between Wimbledon town centre and Wimbledon Common