

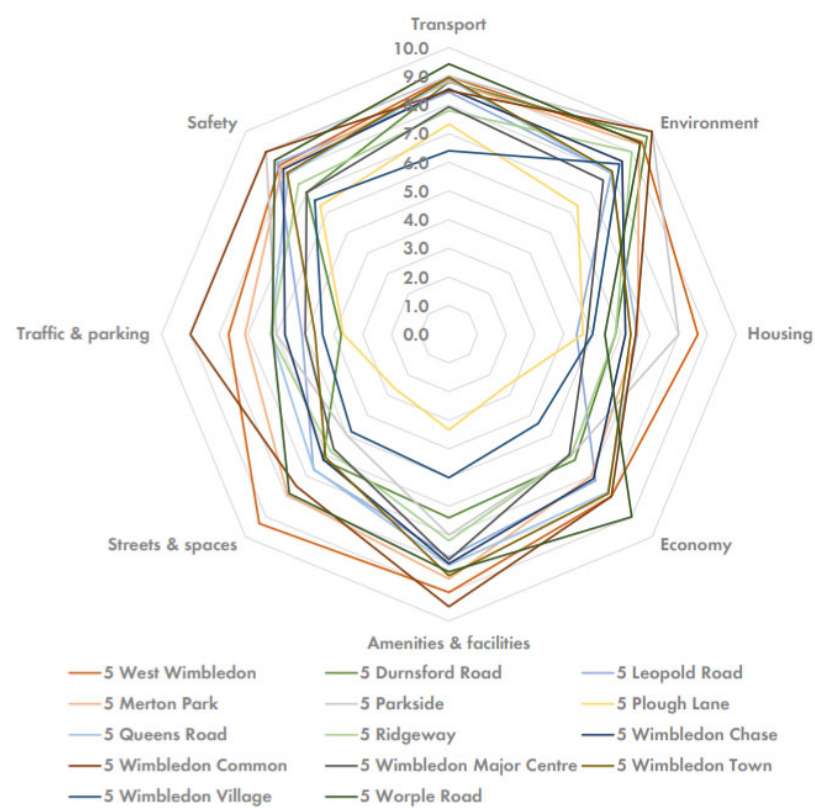
Thanks for the opportunity to feed back on the Merton Character study.

It is interesting that the draft groups Raynes Park in with Shannon Corner/ Motspur Park and Grand Drive where I would say my side of the line (West Wimbledon) speaks very little to those areas. Why is this? Of course the railway embankment which remains the main issue in the area both for drainage and for access.

Is it possible for the study to specify Raynes Park station step-free access as a priority for the area? It can be done in a way which unites the two sides of the tracks. Whilst 'potential future Crossrail link at Raynes Park' is referred to in the document, the plans have to highlight these improvements being necessary independent of Crossrail.

The reason Motspur Park is cut-off is because no-one can get up and over the old stairs. The document doesn't take into account the effect of closing the level crossings if Crossrail does indeed eventuate - this could affect the character of the area.

I would question why the document groups so many areas into 'Wimbledon'. The graphic on page 61 is busy and shows how different the character is in each area suggesting they should not be grouped.



Over 400 people responded to the survey for the Character Study. The graphic below illustrates the average of how satisfied residents were with the particular theme in their area.

A split somewhere would focus resources. Grouping Plough Lane and Durnsford with Wimbledon Park/Leopold Rd and gifting West Wimbledon to Raynes Park would be a start. I see these characterisations may have been the result of workshops which were poorly attended but it makes little sense to separate what is essentially Cottenham Park and West Wimbledon.

On Page 78, 'Opportunities to reduce the impact of vehicular traffic on the centre' opens up discussion of the RP one-way system in the future. I would focus on option 2 via PLACE provided by Raynes Park Association and wonder if this can be put forward in the document to create a Raynes Park town centre:



This enables a pedestrian plaza between Boots and the old Wetherspoon between the buildings and the embankment. It solves the outdoor seating issue for the popular idea of any new pub and makes the vacant shops more attractive for cafes with outdoor seating/a RP Christmas Tree. Importantly, drain works can be carried out when the road is replaced as this is the area most

prone to flooding.

**'Enhance the role of stations as connecting pieces: At both Motspur Park and Raynes Park an imbalance exists between the sides of stations. To address this opportunities to intensify those blocks closest to the station entrance on the "other side" should be explored, as well as enhancing the station entry points in general'** Could we look at over-railway developments that come with the guarantee from the builder that step-free access to the station below is provided?

The Raynes Park town centre is classed as *re-examine character* which is exactly right. The skew-arch area is rightly tagged 'enhance parade' which enables use of the dual carriageway on Kingston Rd and any development here could improve the streetscape by the old Railway Tavern.

Page 118 - Opportunities for pedestrian permeability provides a plan that could work in front of any new Raynes Park plaza.



Future plans could include scope for a walkway through the back of the old Edward Rayne to connect Tolverne Rd and Pepys Court with a new public square along the railway line.

Of course all this depends on ownership and future agreements but the document is ambitious and could suggest potential sites.

Kind Regards