

Cohen. E

Pedestrians/Walking/Cycling

- * Shops and amenities must be local so that people can walk a few minutes to their nearest and not have to travel to a town centre.
- * Walking and cycling routes should be away from main roads (pollution, danger).
- * Separate walking & cycling routes so no clashes eg at pelican crossings, junctions etc - example on Merton High Street between Haydons Road & South Wimbledon junction.
- * Walking & cycling routes avoid micro climates eg wind effect of tall buildings like Britania Point/Brown & Root Tower.
- * Pelican crossings give priority to pedestrians, ie change immediately on pressing button (unless recently changed) rather than pedestrians having to wait lengthy time interval in pollution for pelican crossing lights to change. Examples: 3 pelican crossings on Merton High Street from Hamilton Road to Grove Road.
- * Zebra crossings are often a faster means of crossing a road than pelican crossings and often more respect is given by drivers.
- * Appalling, difficult to navigate junctions should be changed in favour of pedestrians eg Merantun Way/Christchurch Road (Tandem Centre) junction.
- * Make pavements easier to navigate – wheelie bins, recycle boxes, food caddies, advertising boards and electronic signage on pavements – the reduce visibility, narrow pavements, cause obstructions.
- * Improve/maintain pavements – eg Nelson Road has so many protruding tree roots that it is hazardous at night.
- * Street lighting at night – make sure street lighting is effective – location of lighting and trees – eg Nelson Road impossible to see pavement in the dark. Doesn't feel safe and is full of invisible trip hazards.
- * Do not terminate cycling routes suddenly at busy road locations eg Merton High Street South Wimbledon junction.
- * Do not have gaps in cycling routes eg Merantun Way in region of Sainsburys carpark.
- * Secure and covered cycle bays at shopping areas and work places.
- * Improve existing cycle paths – quality, width etc eg Wandle Trail is narrow, shared with pedestrians, has many raised roots etc.
- * Fix potholes in roads for cyclist safety.

Public Transport

- * Lifts/escalators in all stations and tram stops if needed.
- * Bus shelters should not hide the view of oncoming traffic/buses, nor the view of other road/pavement users especially for safety at night ie remove advertising blocking the view from the bus shelters to make them safer. This will also reduce the spillage onto the pavement of passengers waiting who have moved out of the shelter to see when their bus is approaching.

Vehicles/Parking

- * Parking permit charges must be on an emissions based policy not just targetting diesel vehicles. There should also be some sort of usage targetting. Some people

use their cars for every little journey. Others only use their cars infrequently for longer, difficult journeys or when needing to carry awkward/heavy items.

* The most polluted roads/areas must be targetted eg Mitcham is very polluted yet parking charges are proposed to increase far less than Wimbledon. This sends the wrong message to car owners in Mitcham.

* Concession should be made for those requiring a vehicle for work eg electricians/gasmen/builders/surveyors etc.