

MERTON PARK WARD RESIDENTS' ASSOCIATION – COMMENTS ON LIP3

MPWRA has 450 household members and sponsors our three Independent ward councillors. For our members securing level access from Dorset Road to Morden Road tram stop is the top priority in LIP 3.

5.17 Morden Road Southern Access – MPWRA has long been calling for the opening of level access from Dorset Road to Morden Road tram stop. This would bring significant benefits to the many residents who live in Dorset Road, Morden Road, Daybrook Road and beyond. At present they face a long detour from Dorset Road around Park Community School and over the Morden Road bridge to descend a steep flight of steps to the east bound platform. Wheel chair users face a further 400m detour to secure access via the slope down from Parkleigh Road. With most of the route from Dorset Road already safeguarded, the distance remaining to the westbound platform is no more than 10m, and the cost of completing it is minor (£20,000).

Completion of the link would bring immediate benefits and should **not** be predicated upon the Sutton Link, which is currently unfunded and not scheduled to go ahead before 2022 at the earliest.

MPWRA is broadly supportive of the objectives set out in LIP 3, and offers the following comments on specific policies:

LO 11-12 Walking is accessible for everyone, whereas cycling can pose challenges, especially for the elderly. MPWRA supports efforts to improve the legibility of the Public Rights of Way (PRoW) network, and to promote safe routes away from busy roads for children to walk to school, and shoppers to reach local centres.

LO 14-15 MPWRA supports the growth of car clubs, which have yet to achieve the level of visibility needed to give residents the confidence a car will always be available when they need it.

As the largest employer in the borough, Merton council has a responsibility to explore car clubs as an alternative to staff using their own vehicles. Consolidation of staff from outlying offices into the Civic Centre is putting pressure on parking provision around Morden town centre that must be addressed in the refresh of the staff travel plan.

LO 19-21 As with car clubs, so with charging points for electric cars – visibility is key to persuading car owners to switch from fossil fuels to electric power.

Existing powers to curb engine idling should be used far more readily than they are at present – enforcement alongside driver education.

LO 40 MPWRA supports measures to improve frequency and reliability of services on the Wimbledon Loop, which affects our residents using Wimbledon Chase and South Merton stations. TfL taking control of outer London rail franchises would help to facilitate this.

LO 46 Air pollution and noise nuisance from demolition works and vehicles delivering materials to construction sites contribute significantly to air toxicity and harm the street scene in parts of Merton Park Ward, so MPWRA supports use of the planning system to mitigate these impacts during construction – coupled with effective enforcement.

LO 48 The regeneration of Morden town centre presents a once only opportunity to reduce the dominance of through traffic and improve air quality by creating a public realm more oriented to the needs of pedestrians and cyclists. The Sutton extension and better access to Morden Road (nearest tram stop to the town centre) are key transport improvements that will help to achieve this.