

Wimbledon Community Forum Agenda

Date: Tuesday 22 September 2015

Time: 7.15 pm

Venue:

For further information please contact:

Email getinvolved@merton.gov.uk

Call: 020 8545 3896

Visit: www.merton.gov.uk/communityforums

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| 1 | Welcome and Introductions | 1 -
24 |
| 2 | Open Forum | |
| 3 | Date of next meeting | |

Future meetings: all 7.15pm in Wimbledon Arts Space

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Wimbledon Community Forum 10 June 2015 Chair's Report

The meeting was held in the Mansel Road Centre, and chaired by Councillor James Holmes. More than 20 residents attended, as well as eight other Merton Councillors, and officers from the council and its partners. The Chair welcomed everyone to the meeting.

Crossrail 2

Jennifer Bryden, Transport for London (TfL), and Stuart Bugg, Network Rail (NR), provided an update on the plans for Crossrail 2 and the impact it will have in Wimbledon. The presentation can be found at <http://www.merton.gov.uk/community-living/communityforums/wimbledoncommunityforum.htm>

Crossrail 2 will see 30 trains an hour travel from Wimbledon to London. A consultation in the autumn will ask for views on the proposed locations of stations, vents and worksites based on the regional route that was preferred in a previous consultation. There will drop-in sessions and an online survey for residents to get involved. There will be leafleting in the safeguarding and construction zones, advertising, and online promotion.

In response to questions Jennifer and Stuart said that proposals are not fixed and will take into account major developments like the one proposed at Plough Lane. More detailed designs, including station designs, will be subject to further consultation in 2016. Factsheets will be available in the consultation will address some of the concerns about noise but engineers will also be available to answer questions at the drop-in sessions. TfL/NR will not have any control over any intensification of housing not on their lands and it would be up to councils to exploit other development opportunities.

In response to question about Safeguarding land Jennifer and Stuart explained that the current arrangement allowed them to comment on any proposed development but powers to purchase land would need to be approved by Parliament. Land that is subject to compulsory purchase will not be the same as safeguarded land as more work is needed to understand land needs. TfL has a hierarchy of land usage and residential land is the lowest priority for them to use.

There will be no changes to Thameslink services over the next 3 years as the work at London Bridge continues. Trams will increase in frequency at Wimbledon once the current work at the station is completed.

Ask the Leader

The Leader of Merton Council, Councillor Stephen Alambritis explained that whilst it is a privilege to lead the council these are challenging times. The council is looking to work with like-minded neighbouring boroughs to share services and to seek greater powers from government. These powers are around skills, buses and business rates.

Whilst councillors take decisions they are reliant on staff, often working with volunteers and local communities to implement changes. For example the excellent volunteers in our libraries and those who have adopted the space around the war memorial.

Merton is keen to explore growth opportunities and is working with the Mayor of London's Crossrail 2 Growth Commission, chaired by Sir Merrick Cockel, to identify how we can make the most of this development. We are also working closely with the AELTC on developing new training facilities and a roof on Court 1 and we welcome the arrival of Close Brothers to Wimbledon.

In response to questions about congestion Councillor Alambritis said that TfL has responsibility for the sequencing of traffic lights and pelican crossings but we can apply pressure where there are problems. There is a significant problem with car use for school drop off. In response the Council has increased enforcement and is working with schools on their travel plans.

When asked about the AFC Wimbledon/Galliard Homes planning application Councillor Alambritis said that in current planning laws there is a presumption in favour of development and developers can put in an application at any point they wish. There has only been one application for the Plough Lane site which has to be considered by the Council's Planning Applications Committee in light of the sporting intensification designation made for that site. Developers also have a right of appeal and decisions by Merton can be overturned by the Planning Inspectorate in Bristol.

Councillor Alambritis said he would need to check on whether the details of licenses issued by Highways could be put online and how the impact of increased tram frequency on Kingston Road would be managed. Councillor Alambritis has met with TfL about the tramline extension to Sutton but there is no funding available at the moment.

Healthwatch Merton

Jade Fairfax from Healthwatch Merton provided an update on their work. Jade joined Healthwatch in the summer and replaced Adele who attended the forum in 2014. Healthwatch is an independent champion for consumers of health and social care services and aims to make sure providers and commissioners listen and understand the voice of users. Merton is part of a network of 152 local Healthwatch organisations that are linked to a national body, Healthwatch England.

Some of the current projects being supported by Healthwatch Merton include:

- GP access – spoke with residents across the borough and put recommendations to the Clinical Commissioning Group including training for frontline staff. The report is available on the Healthwatch Merton website
- Patient Participation Groups – every surgery should have one of these but quality varies hugely. Working with two surgeries (Morden Hall and James O'Riordan medical centres) to develop best practice that can be shared across the 24 practices in Merton
- High Street Health – spoke to 192 people in Mitcham about the town centre for Public Health. Identified public toilets as a key issue.
- Child and Adolescent Mental Health Service (CAMHS) – spoke to users and parents about the services to feed into a review.
- Outreach work – met with homeless drop-in group; Chinese Cultural Group; YMCA residents; and Celebrating Age Festival attendees.
- Enter and View – a programme of visits to residential homes will begin in November
- Urgent care – meeting on 30 September to look at services as part of a review

Motions to council

From the issues identified at the last meeting further information is available on two of them – energy efficiency for local businesses and cycling provision. Residents were asked to look at the information available and this would be discussed further at the next meeting. The briefings are available from <http://www.merton.gov.uk/community-living/communityforums/wimbledoncommunityforum.htm>

In addition Thames Water have agreed to attend the meeting in December to discuss smart metres.

Soap box

Cycling:

- No money has been made available to Merton from the mini-Hollands programme
- Cycle Maps are provided by TfL but their distribution needs to be checked
- Cycle training for both adults and children is available from Merton Council. Please see <http://www.merton.gov.uk/transport-streets/roads-highways-pavements/roadsafety.htm> for details

P4 site: no information on the sale of the site is currently available.

Lights on Wimbledon station forecourt not working, this will be taken up with NR.

Traffic lights:

- Why is there no noise for pedestrian crossing?
- Why are signals covered by blinds that restrict the view?

More litter/recycling bins are needed on Kingston Road/Haydons Road near the shops.

Dates of future meetings:

Wednesday 2 December 2015; at Wimbledon Methodist Church, Griffiths Road, Wimbledon, SW19 1SP

Monday 14 March 2016 at The Mansel Road Centre, Trinity United Reformed Church, Mansel Road, London SW19 4AA

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Crossrail 2 Wimbledon Community Forum

22 September 2015

MAYOR OF LONDON



TRANSPORT
FOR LONDON

Crossrail 2 – Background

New railway which will run on existing and widened railway lines outside of the central core and from a 37 km twin bore running tunnel

- Cost: around £27bn
- Provides additional rail capacity for 270,000 people to travel into central London, per 3 hour peak
- Up to 30 trains per hour in each direction
- Support economic growth and regeneration
- Unlock 130,000- 200,000 new homes
- Support up to 200,000 new jobs

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Timeline

Now – late 2015

Scheme design and appraisal

November 25 2015

Government Spending Review

Late 2015

Public consultation

May 2016

Mayoral Election

2016/17

Further scheme development work including additional rounds of consultation



Dec 2016

Autumn Statement

2017 - 20

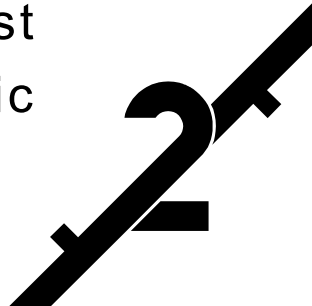
Submission for Powers

2020 - 29

Construct and test

2030

Open to the public



Previous consultations

May to Aug 2013 – Metro vs Regional Scheme

- Overall the Regional option is more popular than the Metro option with 84% of *respondents supporting or strongly supporting the scheme, compared to 73% for the Metro option

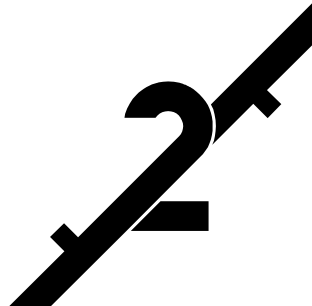
June to July 2014 – Additional Route options

- 83% of over 5,000 respondents ‘strongly support’ or ‘support’ the overall scheme

Dec 2014 to Jan 2015 – Safeguarding

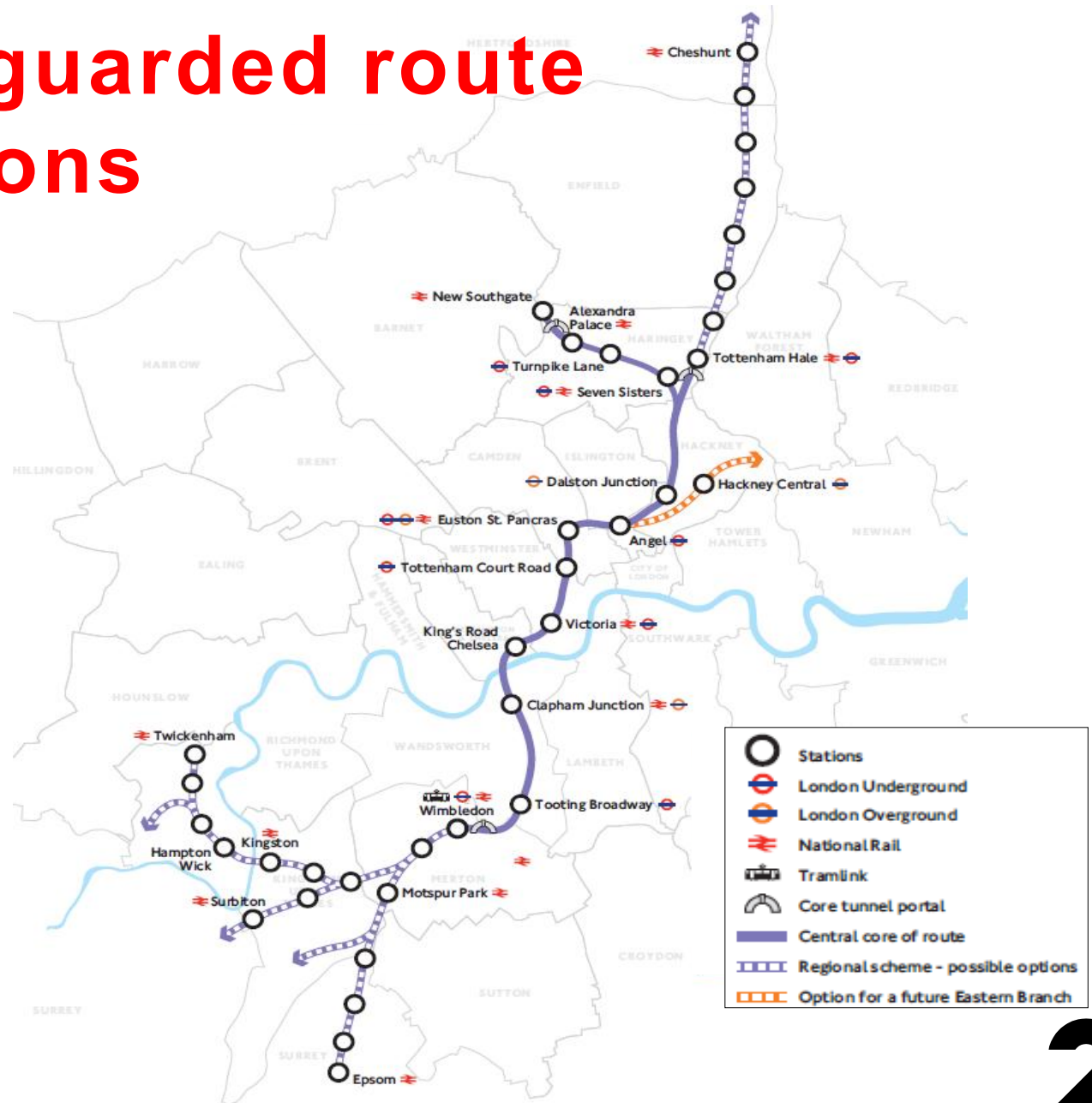
- Identified areas of subsurface interest – approx 100 metres wide corridor
- Identified areas of surface interest for station entrances, tunnel portals, workspaces, and vent shafts
- Updated safeguarding plans was approved by Secretary of State in March 2015

*Total of over 13,500 responses to the consultation

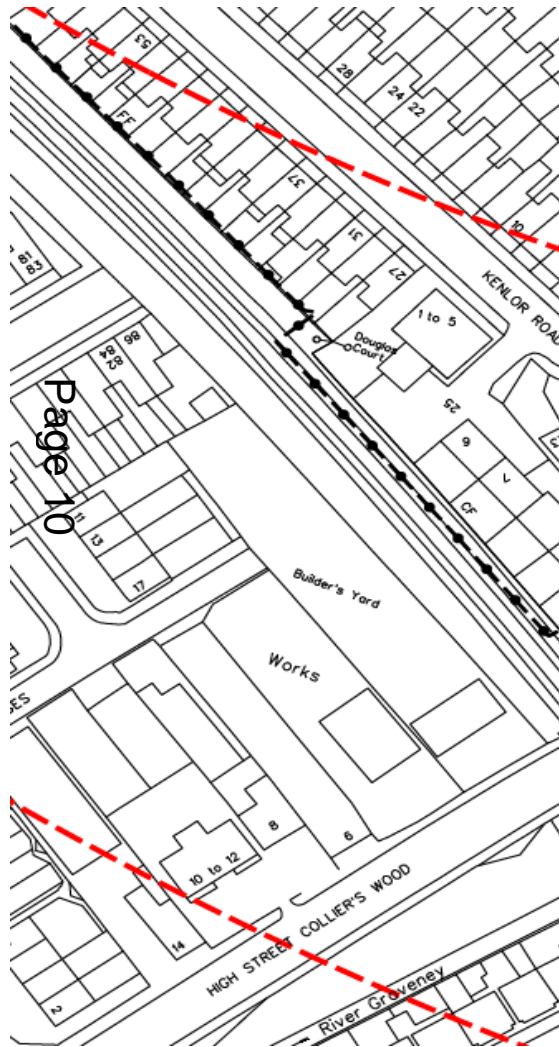


The safeguarded route and stations

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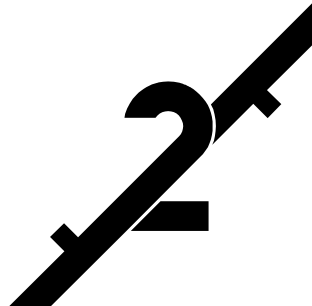
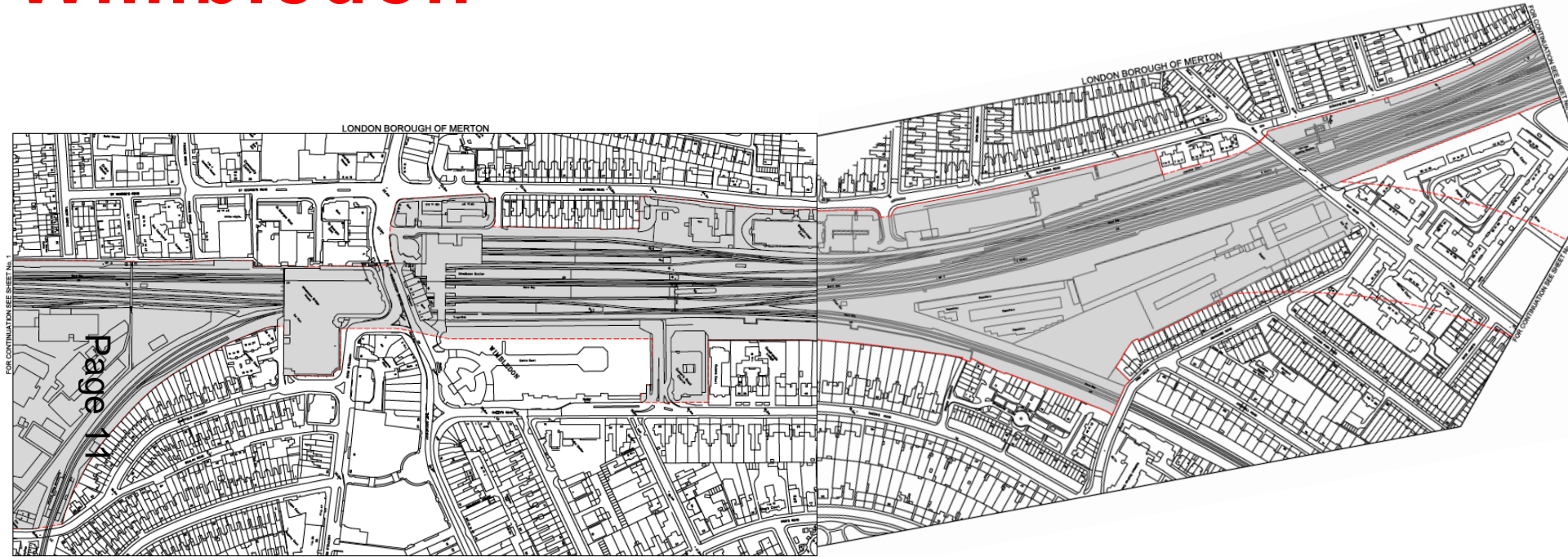
What does safeguarding mean?



- Planning authorities will need to consult TfL on applications within the limits identified- it does not prevent development taking place.
- We still cannot guarantee that a railway will be built
- The maximum boundaries of the land required will be decided when we are given powers to acquire property and construct the project.
- As the project develops, the land required may be different to the land we have safeguarded and will depend upon the final design of the project.



March 2015 safeguarding – Wimbledon

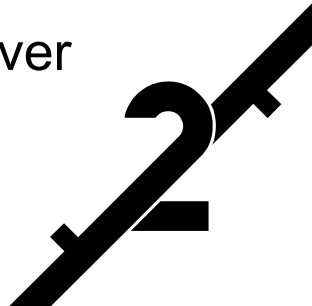


Benefits of CR2 in Wimbledon

Journey	Journey time today	*Journey time with Crossrail 2
Between Wimbledon and Alexandra Palace	50 - 55 minutes	35 minutes
Between Wimbledon and Stansted Airport	85 - 95 minutes	70 – 75 minutes
Between Wimbledon Tottenham Court Road	35 minutes	15 minutes
Between Wimbledon and Euston	30 - 35 minutes	20 minutes
Between Wimbledon and Seven Sisters	40 - 45 minutes	30 minutes

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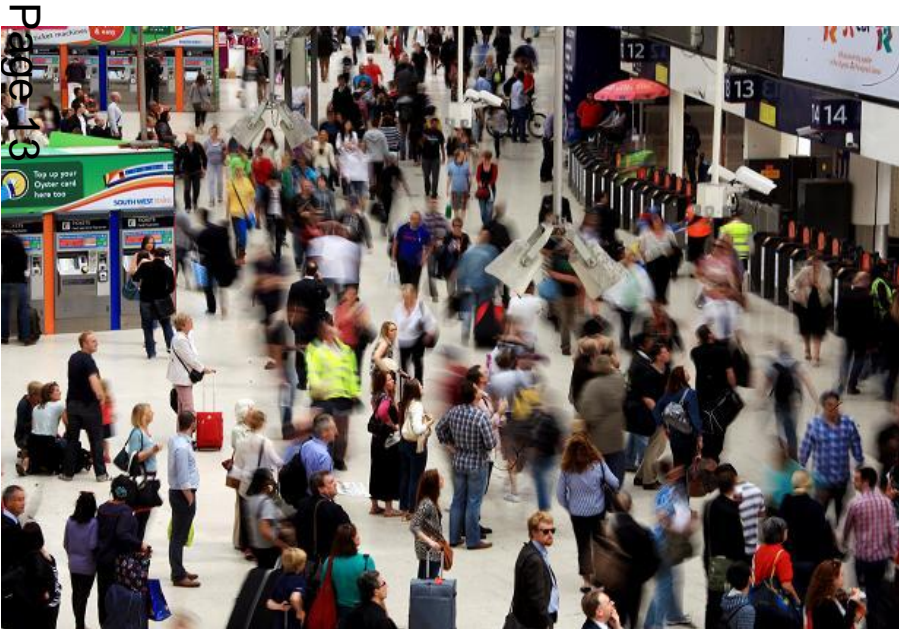
- Provide local people with access to nearly 590,000 more jobs within a 45 minute journey
- Support local businesses and economic growth by enabling over 360,000 more people to get to Wimbledon within a 45 minute journey



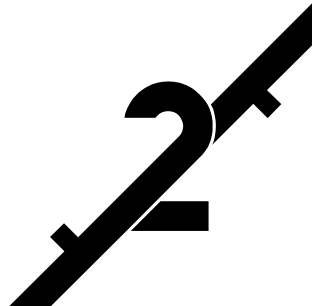
Benefits Continued...

Demand for National Rail services into Waterloo is forecast to increase by 40% between now and 2043.

Crowding on network is already severe. This forecast indicates that crowding will nearly double.

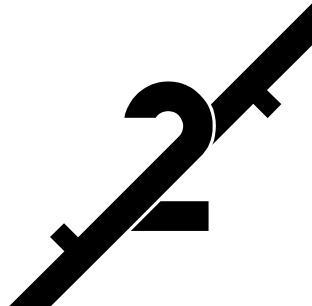


Crossrail 2 would provide new transport capacity into Central London and could enable more trains from across the Southeast to travel into Waterloo



Local engagement programme

- On-going discussions with Borough Council Officers to discuss local area plans and identify opportunities to work together
- **Community Engagement Panels along the route**
 - To provide a forum to discuss and understand local issues and concerns arising from the Crossrail 2 project
 - To help shape and inform the Crossrail 2 proposals in the local area as part of our on-going commitment to community engagement as the scheme develops.

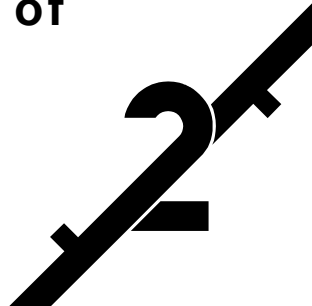


Next Public Consultation

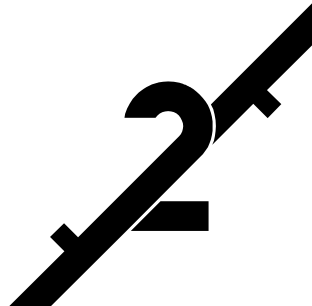
- **Provide the public more information about our preferred route along with high-level information about**
 - station locations
 - vent shaft locations
 - proposed worksites across the tunnelled sections

Page 15 • **Provide confirmation of the stations Crossrail 2 will serve and how that will improve connectivity and train services**

- **Illustrate the benefits a Crossrail 2 station would bring to the local area**
- **Will include drop in sessions in Merton at or near each of the proposed stations**

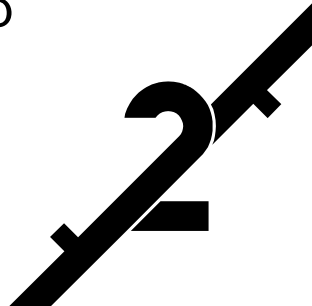


Questions?



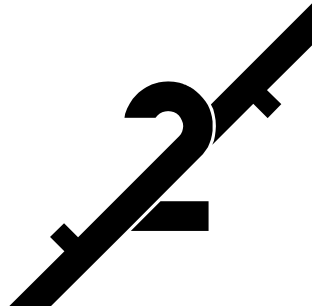
Crossrail 2 Stations at Raynes Park and Motspur Park

- Motspur park could benefit from at least 8 Crossrail 2 trains an hour, in each direction
- Raynes park will become a major interchange station with up to 20 Crossrail 2 trains per hour into, and across, central London.
- Both stations will benefit from increased frequency of trains into central London
- All stations on the route be fully accessible with step free access between street and platforms



What it means locally

- Construction of new tracks south west of Wimbledon to New Malden to increase capacity
- Remodelling of Raynes Park station to accommodate Crossrail 2 services, including:
 - Installing additional platforms
 - Lengthening existing platforms
 - Changes to signalling



Level Crossings

- Improved service frequency will increase Level Crossing barrier down time.
- Removing crossings would increase safety and improve local road connectivity.



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Alternatives being considered at:

- Motspur Park
- West Barnes Lane
- Network Rail will work closely with local authorities and the community to find an appropriate resolution for each crossing

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Merton Brighter Business

Merton Council's Brighter Business programme is offering local businesses in Merton the chance to access expert energy efficiency advice and support to help reduce their running costs and environmental impact.

The Brighter Business programme is supported by the Mayor of London.

What is available?

The Brighter Business programme is open to eligible businesses, charities and social enterprises in the borough and is offering:

- A fully funded energy efficiency survey
- Grant funding to help some businesses with the cost of installing improvement measures identified in the surveys (subject to availability)
 - Up to £2,500 of funding for premises up to 250 m² in size
 - Up to £5,000 of funding for business premises of more than 250m² in size
- Access to an installer appointed by us to install the improvement measures – or the option to use your own independent preferred installer.

Am I eligible?

To be eligible to participate in the scheme, you must:

- Be a business, charity or social enterprise based in Merton
- Employ fewer than 250 employees
- Have an annual turnover of less than £40 million
- Be owned by no more than 25% by a larger company

How do I apply?

To apply for the scheme, or for further information, please email: future.merton@merton.gov.uk or call 020 8274 4901 and refer to the Merton Brighter Business scheme.

Contact us

futureMerton
Merton Civic Centre
London Road
Morden SM4 5DX

Telephone: 020 8545 3837

Email: future.merton@merton.gov.uk

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Update on plans for improving cycling provision in Wimbledon

22 September 2015

Quietways

As part of the Mayor of London's vision for cycling Merton Council will be implementing a cycling Quietway's funded by Transport for London.

Cycle Quietways are a network of cycle routes throughout London which link key destinations. They follow direct back-street routes, through parks, waterways and tree lined streets. The routes overcome barriers to cycling targeting less confident cyclists who want to use low traffic routes, while also providing for existing cyclists who want to travel at a gentler pace.

The Quietways planned for the Wimbledon Area are:

Clapham Common- Wimbledon

It is anticipated to deliver this quietway in 2016. The Wandle Trail section is currently being reviewed after stakeholder feedback.

Wimbledon-Raynes Park

The route delivery plan has been finalised and will be submitted to TfL. However at this stage the design is in the feasibility stage so no detailed information is available.

Wimbledon Chase – Tooting Bec Common

Inception meetings will be held in autumn 2015.

Impact of Crossrail 2

There are currently no plans to improve the cycling infrastructure in Wimbledon Town centre as there is no funding available to change road layouts and junctions. However, it is anticipated that if Crossrail 2 is given the go ahead then preliminary designs will be considered to determine cycling infrastructure improvements.

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