

Committee: Cabinet Member Report

Date: 03 May 2023

Agenda item: N/A

Wards: Village ward

Subject: Experimental Traffic Order on Camp Road, Wimbledon

Lead officer: Dan Jones, Executive Director - Environment, Civic Pride and Climate

Lead member: Paul McGarry

Forward Plan reference number: N/A

Contact Officer: Mark Warren Mark.Warren@merton.gov.uk

Recommendations:

That the Cabinet Member considers the issues detailed in this report and:

- A) Agrees to remove 2 CPZ parking bays on Camp Road outside of 'The Fox and Grapes' and install a parklet under an Experimental Traffic Management Order. Please see plan attached in appendix 1.
- B) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1. This report seeks approval to proceed with making an Experimental Traffic Management Order to temporarily remove parking bays on Camp Road, Wimbledon, to install a parklet. The Experimental Order will be in place for a maximum of 18 months.
- 1.2. The Fox and Grapes business owners have shown a keen interest in adopting a parklet for their business as they do not have any outdoor seating space and customers have shown support for such a facility.

2. DETAILS

- 2.1. Parklets are part of Merton's commitment in supporting economic recovery, and also contribute to improved air quality and biodiversity, vibrancy and sense of place as well as reducing vehicle dominance on the street.
- 2.2. Parklets are temporary structures and planters that typically occupy carriageway or footway space; they provide additional space for outside seating. To support the hospitality sector to recover from COVID-19 restrictions, Future Merton implemented eight parklets supported by Government grants; 5 of the parklets were directly associated with an existing local business with suitable sites that wished to extend seating areas onto the public highway. More information can be found on the webpage:
[Parklets \(temporary structures in parking bays\) | Merton Council](#)
- 2.3. Of the eight borough wide parklets that were introduced as part of the original programme, it was agreed to remove 2 of the parklets. To align with Circular Economy principles, Future Merton searched for new locations to implement the parklets so they can be re-used and extend their operational lifespan. A flyer was sent with the November 2022 business

newsletter asking interested businesses to get in touch. This was also shared with Merton Chamber of Commerce.

- 2.4. The Fox and Grapes in Camp Road approached the council in January 2023 expressing an interest in hosting a parklet. They appear to have informally engaged with customers and residents who in principle support the idea. Their interest is due to a lack of outdoor seating and believe that the parklet structures will benefit their business.
- 2.5. The parklet would involve the removal of two parking bays and Fox & Grapes have confirmed that the parklet will not impact their existing servicing arrangements. Below is a photo illustrating the proposed site for the relocation of 2 parklets.



- 2.6. The location of the Fox and Grapes is considered suitable for a parklet as it is not on a main road and there are a limited number of homes surrounding the pub. As this will be delivered using an Experimental Traffic Order, feedback during the first 6 months will be assessed and inform a final decision.

3. OFFICER RECOMMENDATION

- 3.1 It is recommended that two CPZ parking bays be removed to accommodate the installation of the two proposed parklet structures under an Experimental Order.
- 3.2 The consultation will include posting a newsletter to the frontages; the erection of street notices on lamp columns in the vicinity of the proposal; publication in the local papers and the London Gazette. The information will also be available on the Council's website.
- 3.3 An online survey will be open during the first 6 months of the Experimental Traffic Order for residents and other road users to provide feedback. All feedback received will be reported to the Cabinet Member within 18 months of the date of the Experimental Order for a final decision.

4. ALTERNATIVE OPTIONS

- 4.1. The alternative option would be not to proceed with the proposed parklet; this, however, would be contrary to the requests made by the Fox and Grapes and the business would not benefit from an outdoor seating.
- 4.2. The 2 parklets planned for removal from their current locations will either be scrapped, which does not align with the sustainability ambitions of the council or placed in storage which will have an ongoing additional cost, funding for which has not been identified.

- 4.3. Alternative locations may be found, however will cause further delay and would have financial implications for the Council.

5. TIMETABLE

- 5.1. The Experimental Order for Camp Road will be made soon after Cabinet Member decision is published.

6. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 6.1. The cost of relocated and implementing the required orders is estimated at £6k. The Fox and Grapes have agreed to pay £2,330 towards the relocation and the remainder will be funded by the UK Shared Prosperity Funds.

7. LEGAL AND STATUTORY IMPLICATIONS

- 7.1. The Experimental Traffic Management Orders would be made under Sections 9 and 10 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the experimental order.
- 7.2. The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.

8. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

- 8.1. The implementation of any scheme endeavors to meet the needs of all road users and in this case, it is believed that it will have a positive impact particularly on this local business and their patrons.

9. CRIME AND DISORDER IMPLICATIONS

- 9.1. Although such structures can be subject to vandalism, since their implementation elsewhere, there have been any reported incidences or complaints about their use. In this instant, Fox & Grape have taken an undertaking to steward the structure.

10. ENVIRONMENTAL IMPLICATIONS

- 10.1. Making use of the parklet structures through relocating them to another business aligns with circular economy principles. They have a positive impact on the roadside environment by providing additional planting and vibrancy.
- 10.2. The additional planting provided by the parklets improve levels of biodiversity and greening.

11. APPENDICES

- 11.1. The following documents are to be published with this report.

Appendix 1 – Plan

Proposed Plan

Appendix 1

