

pDelegated Report

Date: 06th April 2023
Agenda item: N/A
Wards: Wimbledon Town & Dundonald / Hillside
Subject: Wimbledon Bridge – Proposed e-bike hire parking -Results of Statutory Consultation
Lead officer: Adrian Ash, Interim Director of Environment & Regeneration
Lead member: Councillor Stephen Alambritis, Cabinet Member for Transport
Forward Plan reference number: N/A
Contact Officer: Mitra Dubet mitra.dubet@merton.gov.uk

Recommendations:

That the Cabinet Member

- A) Considers representations received to the statutory consultation that was carried out between 2nd and 23 March 2023 to implement a 15m e bike hire parking bay on Wimbledon Bridge as shown on plan attached as appendix 1.
- B) Agrees to the making of the Traffic Management Order and implementation of the proposed e bike hire parking bay.
- C) 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 sets out the outcome of the statutory consultation that was carried out between 2nd and 23 March 2023 and seeks approval to proceed with making of the TMO and the implementation of the proposed e bike hire parking bay as set out on the plan attached as appendix 1.
- 1.2 The parking bay will allow the Council and the e bike provider (HumanForest) to manage the manner of parking ensuring that bikes are parked safely.

2. BACKGROUND

- 2.1 To further promote active travel and to enable residents and visitors reduce emissions, improve overall health and save money, in December 2022, Merton Council and HumanForest entered into a formal agreement to operate an e-bike hire scheme covering the whole of the borough.
- 2.2 **Formal Cycle Hire Parking Bays**
Cycle hire schemes are currently unregulated, so it is legal for schemes to operate in the borough without any agreement in place with the Council. Hire bikes from several schemes are being used in the borough and this has created some issues with bikes parked inconsiderately on the pavement, causing an obstruction to pedestrians.
- 2.3 To encourage considerate parking, all Operators have a system of rider education, fines and penalties in place. Operators also have teams of Wardens that will relocate and remove obstructively parked bikes. Please note that the Council can only take enforcement action to remove individual bikes that are parked hazardously. In the first instance, any issues with obstructively parked hire bikes would need to be reported directly to the relevant Operator.
- 2.4 To better manage the operation of cycle hire schemes in the borough, the Council is working constructively with HumanForest, including through formal agreements that set expectations in relation to parking and other service standards. The Council is in the process of providing dedicated parking spaces to better manage the parking of the cycle hire bikes. Parking bays can

be virtual (shown in-app) and/ or physically marked on the ground, either on the footway or on the carriageway. Cycle hire parking bays created on the carriageway would be subject to a statutory consultation.

2.5 It has been agreed that bikes for hire will initially be provided on a geo-fence basis to be followed with specific marked bays where appropriate. Where possible, parking bays will be on the footway which does not require consultation; however, there will be some that would need to be on the carriageway which would require a statutory consultation and a Traffic Management Order.

2.6 Wimbledon Bridge

One particular location is on Wimbledon Bridge where until recently it was prominently used by the moped delivery service. The area is currently subject to double yellow lines and loading restrictions. It is considered that this section of carriageway is an ideal location for an e bike hire parking space.

3.0 PROPOSAL

3.1 Due to the high level of activity and attraction in Wimbledon Town centre (shops, restaurants, library, public transport hub etc), it is considered that the best location for an e bike hire parking bay in the town centre would be on Wimbledon Bridge. Currently a 15m bay is being proposed and if it proves popular, consideration would be given to increasing the extent of the parking bay to accommodate any increase in the number of hire bikes.

3.2 To implement the proposed parking bay it was necessary to carry out a statutory consultation.

4. CONSULTATION

4.1 A statutory consultation to change the existing TMO and implement the 15m e bike parking bay was carried out between 2nd and 23 March 2023. The consultation included the erection of street Notices on lamp columns along the affected section of the road and the publication of the Council's intentions in Wimbledon and Wandsworth Times and the London Gazette. The information was also available at Merton Link; Wimbledon and Morden Libraries and on the Council's website <https://www.merton.gov.uk/streets-parking-transport/cycling/hired-parking>

Ward Councillors and Love Wimbledon were also informed of the proposed change.

4.2 The statutory consultation resulted in one objection and two supporting representations which are detailed in the table below :-

Alwyne Road, Wimbledon, SW19 7AE

I would like to object to the above introduction for the following reasons:

1. Despite restrictions, moped delivery drivers continue to park in this space as they are permitted to do so for 20mins. This means the area is already quite crowded. I believe the introduction of cycles is an unsustainable addition & will cause considerable confusion & (potentially) arguments. Particularly as this space seems poorly "policed" for the majority of the time.

2 With the restriction on moped delivery drivers (albeit to a relatively minimal degree) this space is now being used for quick drop-offs for the station. There was a taxi there yesterday morning doing this & later there was a private car (doing similarly) The space as it currently stands thus provides a valuable service which would no longer be available if cycle parking is introduced.

3 The pavement area here is quite crowded, not least because of the queue for Greggs. Encouraging even more people here (ie dismounting/mounting cyclists) in addition to the:

- moped delivery drivers chatting on the pavement whilst awaiting orders
 - alighting car/taxi passengers with suitcases
- etc, etc

will mean pedestrians have even more trouble navigating their way through this space. Particularly as it is the through path for: schoolchildren making their way from the Wimbledon Hill area > the bus stop outside Centre Court & passengers departing from the extremely busy transport hub of Wimbledon Station..(which services commuters from :the District Line; SWTrains; Trams & FCC.

I therefore feel that the Human Forest Cycle Parking Area would be best placed elsewhere eg Morrisons Car Park.

Officer's comment

The e bike hire parking bay can only be used by e bikes that are available for hire. No other vehicle would be permitted. This will allow the Council to fully manage and enforce this space.

Although it is appreciated that motorists would prefer a free drop off area as close as possible to the station, in reality, the space is being used for long term parking and often cause obstruction and at times double parking. Council's enforcement officers do undertake enforcement routinely but the loading and unloading facility that is essential for the local businesses makes enforcement extremely challenging.

There are many other locations that can be used for dropping off or picking up passengers.

Wimbledon Bridge is an excellent location for the e bikes as the facility will be visible and likely to encourage use and provides easy access to everything the town centre has to offer. In terms of visibility, the suggested car park is not considered to be a better option.

As part of the Borough's various programmes and policies, this allows the Council to promote active travel rather than promote the use of private motorised vehicles.

Tolverne Road SW20 8RA

This response is on behalf of Merton Active Travel, in relation to the consultation ES/EV/2023/WimbBridge.

We support the proposed cycle hire parking space:

- It is in a prime location
- It provides convenient cycle parking for Wimbledon town centre
- Its prominent location helps to advertise the availability of cycle hire schemes
- It will serve to deter illegal parking at this location.

We would additionally make the following comments:

- There is a risk that the cycle hire parking bay continues to be used illegally by other road users; the implementation should be accompanied by appropriate enforcement
- To fully support bike rental schemes, Merton needs to adopt a borough-wide approach and deploy similar parking locations in other locations in the borough, in particular in high demand locations such as town centres and local centres
- The presence of the cycle hire parking bay should not be used as justification to prevent cycle hire scheme users from parking (a) in Wimbledon station forecourt and (b) on 'peripheral' roads near Wimbledon town centre, such as Alexandra Road or Queens Road; this is to ensure that less confident users are not 'forced' to cycle on the one way system or Wimbledon Bridge

Merton Cycling campaign wish to register our support for the proposed hire cycle bay on Wimbledon Bridge.

Such bays are necessary to minimize problems that may arise from lack of formal parking arrangements. We trust the Council will monitor hire cycle usage and proactively institute further bays, keeping ahead of demand as use of the cycle hire scheme expands.

4.3 All statutory bodies were also consulted and no comments have been received.

5.0 RECOMMENDATION

- 5.1 It is recommended that the TMO is made and the proposed 15m parking bay for e bike hire is implemented.
- 5.2 If agreed, the existing TMO will be amended, and the signs and road markings will be changed to reflect the proposed parking bay restriction. To expedite implementation, it is proposed to make the necessary changes by using temporary road markings and undertake the necessary permanent civil works sometime during 2023 financial year.

6.0 ALTERNATIVE OPTIONS

- 6.1 Not to provide an allocated parking bay for e bike hire scheme. This, however, is likely to lead to inconsiderate and obstructive parking and would not enable the Council to manage and control the parking of the e bikes.

7.0 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 The cost of implementing this scheme is estimated to be £3k. This includes the statutory consultation, sign, amending the Traffic Management Order and the temporary road markings. The cost of this scheme will be funded from Capital budget identified for parking management within the Capital Programme 2023/24.

8.0 LEGAL AND STATUTORY IMPLICATIONS

- 8.1 The Traffic Management Orders would be made under Section 6 and Section 45 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 draft order.
- 8.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a traffic management order or to modify the published draft order. A public inquiry should be held where it would provide further information, which would assist the Council in reaching a decision.
- 8.3 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.

9. HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

- 9.1 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs.
- 9.2 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders.

10. CRIME AND DISORDER IMPLICATION

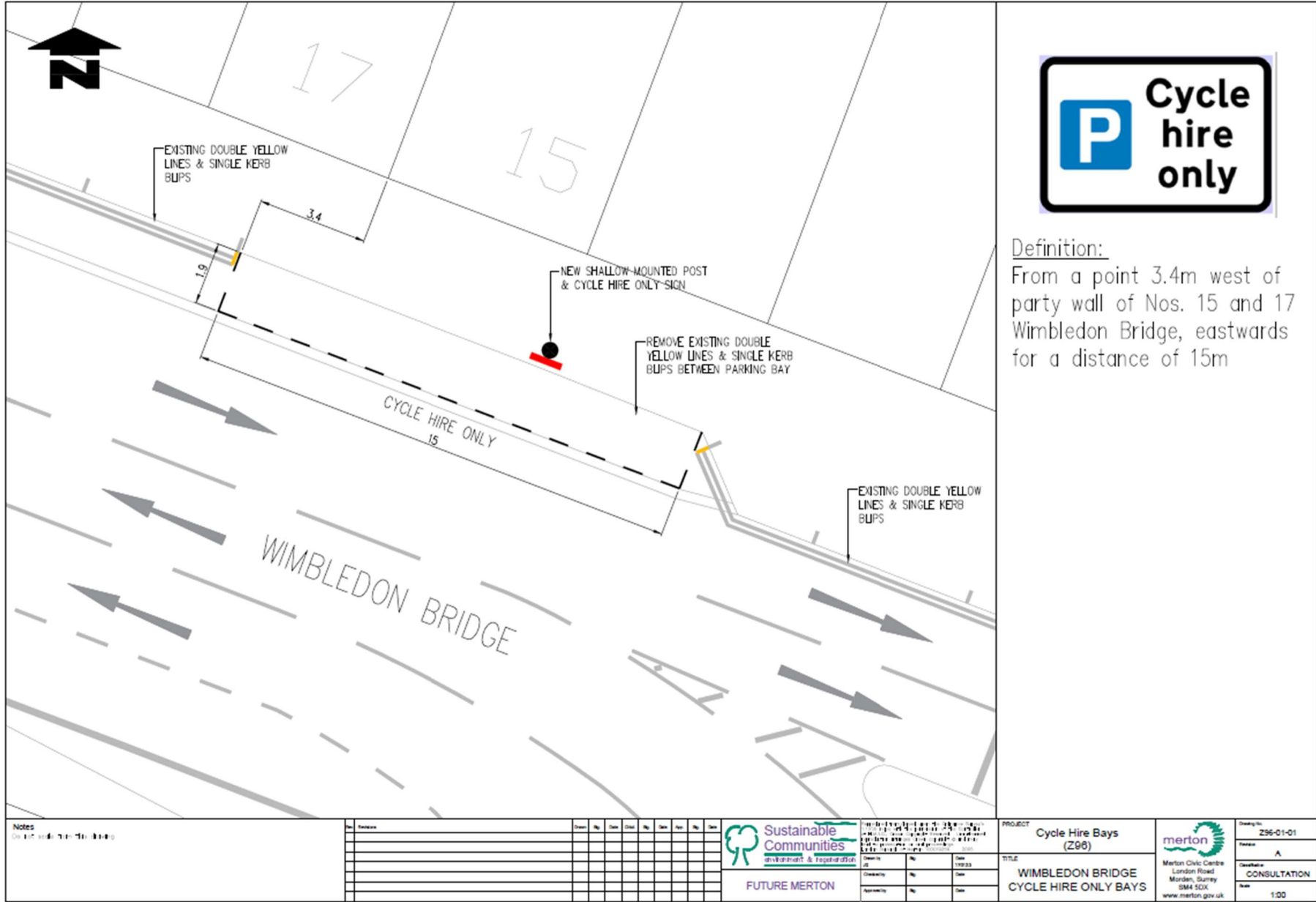
- 10.1 N/A

11. RISK IMPLICATIONS

- 11.1 The introduction of the marked bay for e bikes reduces the risk of inconsiderate and obstructive parking.

APPENDICES

Appendix 1 –Plan of the proposed restrictions



Definition:
 From a point 3.4m west of party wall of Nos. 15 and 17 Wimbledon Bridge, eastwards for a distance of 15m

Notes Do not scale from this drawing	<table border="1"> <thead> <tr> <th>No.</th> <th>Revisions</th> <th>Drawn</th> <th>By</th> <th>Check</th> <th>By</th> <th>Date</th> <th>Appr.</th> <th>By</th> <th>Date</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>										No.	Revisions	Drawn	By	Check	By	Date	Appr.	By	Date																																																													<p>FUTURE MERTON</p>	<p>PROJECT: Cycle Hire Bays (Z96)</p> <p>TITLE: WIMBLEDON BRIDGE CYCLE HIRE ONLY BAYS</p>	<p>Merton Civic Centre London Road Morden, Surrey SM4 5DX www.merton.gov.uk</p>	Drawing No: Z96-01-01 Revision: A Date: CONSULTATION Scale: 1:00
	No.	Revisions	Drawn	By	Check	By	Date	Appr.	By	Date																																																																										
<p>Drawn: [] Check: [] Appr: []</p>	<p>Date: 1/10/23</p>																																																																																			