

Delegated Report

Date: 17th November 2022
Agenda item: N/A
Wards: Wimbledon Town & Dundonald / Hillside
Subject: Wimbledon Bridge – Proposed waiting & Loading restrictions -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 20th October and 11th November 2022 to remove the existing parking bays on Wimbledon Bridge and introduce 'At Any time' waiting restrictions and loading restrictions Mon-Sat 7-10am and 4-7pm as shown on plan attached as appendix 1.
- B) Agrees to the making of the Traffic Management Orders and implementation of the above proposed changes.
- 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 20th October and 11th November 2022 and seeks approval to proceed with making of the TMO and the implementation of the proposed restrictions as set out on the plan attached as appendix 1.
- 1.2 It is considered that this proposal will remove the current obstructive and, at times, nuisance parking and allow the space to be used for the Station's dropping off / picking up purposes as well as allowing loading and unloading for the local businesses.

2. BACKGROUND

- 2.1 During 2012, as part of the Wimbledon Town Centre regeneration project, the section of the road (as shown on the plan-area between the station forecourt and No 11 Wimbledon Bridge) was prepared as 4 parking bays to be used as drop off / pick up with 20 minutes free parking. However, given that these are the only free parking bays in the town centre, they were often subject to long term parking by cars / town centre visitors which did not allow for the bays to be used as originally intended. Sometime during mid-2019, due to an increase in food deliveries, the number of delivery service-related mopeds occupying these bays increased substantially.
- 2.2 The persistent and manner of parking by the number of mopeds along this stretch of the road has become an issue which has resulted in complaints and safety concerns.
- 2.3 The Council's enforcement team have attempted to address the issue by regularly patrolling and issuing PCNs when a vehicle is found to be in contravention; however, the current parking restrictions within the bays allow parking for 20 minutes with no return within 2 hours. This along with loading provisions makes parking enforcement difficult as the delivery drivers tend to move on when they see the CEOs approach and return when the CEOs leave, or in some cases they may be actively collecting goods and therefore permitted to load/unload.

- 2.4 This issue has been assessed by various teams including Safer Merton and the Police. A safety assessment carried out by TFL and the local police has concluded that the moped drivers are causing a road danger to other users.
- 2.5 During 2021, in partnership with Love Wimbledon, officers had discussions with Deliveroo, Just Eat and Uber Eats, informing them of the increasing problem and requested that they change their app algorithms to exclude Wimbledon Bridge as a pickup point.
- 2.6 It is recognised that this service is beneficial to the local economy in terms of the local business and employment and that it does serve the local residents; however, the obstructive parking and the various reported alleged antisocial behaviour needs to be addressed. To facilitate the needs of the moped service, the Council has offered allocated parking in Hartfield Road and St Georges car parks. However, they are not being used primarily due to the apps which are location based and the current location provides an easy and immediate access to pick up goods.

3.0 PROPOSAL

- 3.1 To address the current parking and associated problems, it is proposed to remove the existing free parking bays and introduce 'At Any time' waiting restrictions and Mon-Sat 7-10am and 4-7pm loading restrictions as shown on plan attached as appendix 1. This would be in line with the existing restrictions. This would allow drop off and pick up as well as loading / unloading for the local businesses.

4. CONSULTATION

- 4.1 A statutory consultation to change the existing TMO and implement the changes was carried out between 20th October and 11th November 2022. 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. There was a localised newsletter drops to those properties adjacent to the proposed restrictions. Ward Councillors and Love Wimbledon were also informed of the proposed restrictions.

- 4.2 The statutory consultation resulted in the following representations:-

I am writing on behalf of the Wimbledon East Hillside Residents Association (**WEHRA**), in response to the **ES/Wimbridge /22** Statutory Consultation.

WEHRA represents residents living in ten roads (c.800 households) located at northern part of Wimbledon Town Centre. The WEHRA area abuts the growing hospitality area at the lower end of Wimbledon Hill Road and is very close to the major transport links at Wimbledon Bridge and the Town Centre; therefore, this consultation is directly relevant to the WEHRA area.

WEHRA welcomes these proposals as the growing number of food delivery bikes waiting for orders on Wimbledon Bridge both block the drop off spaces for the station and increasingly cause obstructions on the adjoining pavement as the drivers stand around chatting whilst waiting for orders - this was a particular problem during lockdown restrictions as they presented an increased safety hazard.

Our one proviso is that the ever increasing number of drivers demonstrate that there is a growing demand for their services and therefore there needs to be an alternative and defined location for them to wait. The reasons for this are twofold, the first, for the bikers' own safety and secondly, to prevent them from gathering in the adjoining residential streets thus increasing both traffic and noise / disturbances particularly at night.

Thank you for giving us the opportunity to contribute to this consultation.

Alwyne Road, SW19 7AB

I am writing to oppose the proposed change of use of the parking spaces on Wimbledon Bridge.

I fully agree that the current arrangement is not optimal and that the number of mopeds there constitutes a nuisance. However, their presence is a direct response to the desire for Wimbledon residents to have cheap, quick takeaway food. I suspect many who complain go home and phone for their dinner without a second thought.

As such, these changes will not solve the problem, they will simply move it elsewhere. Already we are seeing mopeds parked on the road beside MacDonalds and outside Thunderbird Chicken. These would seem to constitute a much more dangerous problem as they block the road.

Given that people's desire for takeaway is unlikely to diminish, this parking trend would seem to suggest what will happen next if the current parking is taken away.

As a central Wimbledon resident I also worry that they will relocate to a residential road, perhaps ours, if given no alternative.

I believe that the council needs to work with the delivery riders to provide proper provision for parking otherwise closing these bays is likely to lead to a worse option.

Alwyne Road, SW19 7AE

I think the proposal to stop mopeds parking on Wimbledon Bridge is **an excellent one**. Last week there were 18 bikes packed tightly together, with their riders all standing chatting on the pavement area.

I usually shop @ Tesco Centre Court & now have to walk on the opposite side of the road to get there (I live off Wimbledon Hill Road). It's quite a narrow pavement space & the problem they create is compounded by the fact that the parking bay is alongside Greggs, where there is often a long queue (10 people queueing on the pavement area yesterday).

I'm relatively able bodied, but it must be well nigh impossible for parents with buggies to get through or mobility scooters or those with other disabilities eg visually impaired. And, of course, schoolchildren from nearby schools (of which there are many) migrate through there of an afternoon to congregate on the steps of Centre Court/catch buses.

Additionally, none of the riders wear masks, which is of real concern given the recent increases we have seen in Covid cases.

A neighbour of mine (with a young family) is concerned (though) that if change happens, the riders will simply relocate to nearby residential roads (of which ours is one) bringing with them noise & disruption (of an evening) + they will take up valuable/limited parking spaces. I'm not sure how viable this suggestion would be, but I wonder if a compromise (to avoid this happening) might be to stop them parking on W/Don Bridge Road from (say) 8.30am > 6.30pm. This would mean:

- * They don't restrict pavement flow during rush hour/key times

- * It frees up the space for when (I imagine) the majority of drop offs/deliveries occur

I have to believe their busiest times are post 6.30pm, which is why there are so many of them parked during the day ie as business is slow. So this may be a good compromise for all.

Alternatively, at one stage I believe they used to park at the far end of Morrisons car park. Perhaps the companies they work for could agree (with Morrisons) that a bespoke area be allocated to them. That way they will be close to local eateries, but not impact the general (walking) public

Cromwell Road SW19 8LZ

I wish to support the above Public Notice.

As vehicles can no longer enter the station forecourt, these parking bays should be available to drop off passengers in a safe place and to make deliveries to the adjacent shops only. At present these bays are almost exclusively occupied by motorcycle delivery drivers. As an elderly person, when congregated enmasse, I find them intimidating and avoid walking along that section of the pavement.

I therefore support the new proposals.

Cromwell Road

Dear Members of the Environment and Regeneration Department at Merton Civic Centre,
We wish to support the proposed Waiting and Loading Restrictions and Revocation of 20 Minute Stay Parking Bays on Wimbledon Bridge - REF : ES/WIMBRIDGE/22.

The reason we wish to support this Proposed change at Wimbledon Bridge, is we have found the Bikers that congregate in these bays for delivery companies on Wimbledon Bridge have been very rude, aggressive and abusive to us when we park there and have used threatening language and behaviour and have also taken over this area as if it belongs to them, and no Wimbledon Residents are able to park there even to drop off family.

The changes proposed by Merton Council would help make sure that Wimbledon is a safe and friendly place to live and work in, and hopefully will put an end to this type of anti-social behaviour towards residents who want to park on Wimbledon Bridge in the future.

I was delighted to see the commencement of your statutory consultation to replace the existing parking bays on Wimbledon Bridge and the proposed Waiting and Loading Restrictions and Revocation of 20 Minute Stay Parking Bays on Wimbledon Bridge - REF : ES/WIMBRIDGE/22.

I totally support this change on Wimbledon Bridge, as these Food Bikers that congregate in the bays for delivery companies, are very rude, loud, argumentative and very anti-social and make it very difficult for Wimbledon residents to drop off family and friends at the station.

We never had this type of problem before and it is only since the Pandemic, that these Bikers have come to the area.

It really changes the atmosphere of Wimbledon Broadway both near the train station and further down near Specsavers and many of my friends and colleagues living in Wimbledon, don't feel safe and feel intimidated by these bikers taking over the area, as at times there are about 25 of them all lined up outside the area near the station.

I greatly support the changes you have proposed on behalf of Merton Council and hopefully this consultation will be a success and will restore Wimbledon to what it formerly was.

Comments from Ward Councillors

Cllr Daniel Holden (Hillside):

I welcome the cabinet member's decision for Wimbledon Bridge, and that he agrees with my campaign to improve the situation on Wimbledon Bridge. For too long the number of waiting delivery moped drivers has grown too much, is constant all day, and blocked up all the bays. This has made it very difficult for my residents who have need to drop off people and luggage or pick up people arriving at the station. Disabled, elderly or those taking large luggage on train trips often require close access to the train station. Unfortunately, the moped drivers have prevented this. So, the cabinet member's decision will help make this situation fairer for our residents.

I do however share concerns with my residents who live closest to the station, in that moped drivers may simply displace to nearby adjoining residential roads.

As part of the decision implementation, I would encourage the council to ensure the moped drivers use correct designated bays, such as in St George's road carpark and Hartfield road carpark. "

Cllr Faiclough - Wimbledon Town and Dundonald

My concern is that additional action must be taken to enforce the double yellow lines within Wimbledon Town Centre. Delivery bikes stop outside McDonald's, Five Guys and KFC.

Whilst I support the action outlined as necessary to take enforcement at this location, you will make issues in other places worse if there continues to be a lack of enforcement in the rest of the town centre.

In addition, please could you outline for me what engagement there has been with the biggest delivery companies (Deliveroo, Just Eat, Uber Eats) to address any issues with eg the drivers' app, and what attempts there have been to understand why setting aside a place in the P3 car park has not worked.

- 4.3 All statutory bodies were also consulted. The following comment was received from one of the statutory bodies.

what exactly is antisocial about the delivery bikes parking there?

Looking at this image <https://www.google.com/maps/@51.4208529,-0.2066152,3a,75y,39.66h,76.89t/data=!3m6!1e1!3m4!1spaNf67X5ctUt4RCQqxqiiA!2e0!7i16384!8i8192>

which I am assuming is the correct location, they are in a parking area. If you remove their access to that space, I would hazard a guess that they will park on the pavement unless an alternative is provided.

Gig economy riders involved in this work usually get paid by the job, if they have to walk any distance to their bike that will reduce the number of deliveries they can do in any one day and thereby reduce their income. There is obviously a large demand for the food deliveries - hence the large number of bikes. If they are allowed to park there for loading/unloading in future - that 's exactly what they are already doing.

4.4 Officer's comments

- 1.4.1 It is recognised that the service that is being provided is of great economical benefit to the local business community whilst meeting the demand of the local community, and that this area is an ideal location for their service but with the service / demand increasing and the manner of parking and gathering whilst waiting on picking up goods for delivery has become obstructive and somewhat of a nuisance particularly at a location where footway is narrow and no other road user can gain access to the parking spaces. To address this issue and to facilitate the needs of the delivery service, the Council has had discussions with the delivery organisations and safe alternative spaces have been provided free of charge within Hartfield Road and St Georges' car parks. However, it is believed that there has been a reluctance in using these alternative spaces because the issue with the App has not been amended and the area currently occupied appears to be within easy reach of their pickup points and as long as it is available, it will continue to be used. Without access to this space, they will be encouraged if not compelled to use the alternative spaces that have been provided.
- 4.4.2 It should be noted that during the Wimbledon tennis championships all parking on the bridge is suspended for the Tennis Bus service and as far as the Council is aware, these temporary restrictions have not impacted the delivery service and with the alternative locations, there is no reason why this service cannot continue to adjust and grow.
- 4.4.3 Some of those who have made representations are concerned that mopeds may choose to park in residential roads. The Council will continue to work with the enforcement teams and the various delivery organisations, and with the 2 alternative locations provided, there should be no reason for mopeds to seek any other alternative spaces particularly in residential roads.

5.0 **Next Step**

- 5.1 If agreed, the TMO will be amended, and the signs and road markings will be changed to reflect the proposed changes in the restrictions. The existing road markings are not by means of thermoplastic paint but coloured blocks which would need to be changed. To expedite implementation, it is proposed to make the necessary changes by using temporary road markings and undertake the necessary permanent civil works early 2023.

6.0 **ALTERNATIVE OPTIONS**

- 6.1 Do nothing and retain the current free parking. This, however, will not address the issues and complaints that have been raised by members of public.

7.0 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 The cost of implementing this scheme is estimated to be £14,500. This includes the statutory consultation, signs, amending the Traffic Management Order, temporary road markings and the permanent civil works. The cost of this scheme will be funded from Capital budget identified for parking management within the Capital Programme 2022/23 and 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.
- 9.3 The valuable service provided by the delivery mopeds to the local community is recognised and alternative waiting spaces have been provided.

10. CRIME AND DISORDER IMPLICATION

- 10.1 N/A

11. RISK IMPLICATIONS

- 11.1 As long as loading is permitted, there is a risk that the problem will persist but only during the permitted loading periods. The only way to address this would be not to allow loading but this would have an adverse impact on the local businesses who rely on this area for their loading / unloading needs. It should be noted that enforcement of parking contraventions cannot be undertaken by using ANPR cameras or CCTV and although the Council's enforcement team will continue to monitor and enforce it will be resource intensive.

APPENDICES

Appendix 1 – Newsletter and plan of the proposed restrictions

Wimbledon Bridge

Changes in parking restrictions

Statutory consultation



The purpose of this newsletter is to inform you that in an attempt to address the antisocial parking of mopeds between Wimbledon Station forecourt and No 11 Wimbledon Bridge, the Council is proposing to remove the free parking bays and extend the existing waiting and loading restrictions. Please see plan.

With parking removed, the space will be available for loading and unloading as well as for dropping off / picking up.

To introduce the proposed restrictions, the Council will be undertaking a statutory consultation starting on 20th October which will conclude on 11th November 2022.

A Notice of the Council's intention to introduce the new restrictions will be published in a local newspaper (Wimbledon and Wandsworth Times) and the London Gazette. Notices will also be posted on lamp columns in the vicinity.

Representations against the proposals described in this Notice must be made no later than 11th November 2022. Please quote reference ES/Wimbridge/22. It is essential that your full name and postal address are provided within your representation.

Objections must relate only to the elements of the proposal that are subject to this statutory consultation and must be made by emailing trafficandhighways@merton.gov.uk or write to Environment & Regeneration Department, Future Merton, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX. Please quote reference **ES/Wimbridge/22**.

A response to any representation will **not** be made until a final decision is made by the Cabinet Member.

WARD COUNCILLORS (*contact details of Ward Councillors are provided for information purposes only*)

Hillside

Councillor Susie Hicks Susie.Hicks@merton.gov.uk
Councillor Daniel Holden Daniel.Holden@merton.gov.uk

Wimbledon Town and Dundonald

Councillor Anthony Fairclough Anthony.Fairclough@merton.gov.uk
Councillor Paul Kohler Paul.Kohler@merton.gov.uk
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Cllr Stephen Alambritis - Cabinet Member for Transport Stephen.Alambritis@merton.gov.uk



EXISTING PARKING BAYS TO BE REMOVED
EXTENSION OF EXISTING 'AT ANY TIME WAITING AND
LOADING RESTRICTIONS - MON - SAT 7-10AM AND 4-7PM

23.55M

WIMBLEDON BRIDGE

BUS STOP

KEY

PROPOSED DOUBLE YELLOW LINE

EXISTING ROAD MARKING

