

## Delegated Report

Date: 27<sup>th</sup> September 2022  
Agenda item: N/A  
Wards: Wimbledon Town & Dundonald / Hillside  
Subject: Wimbledon Bridge – Proposed waiting & Loading restrictions  
Lead officer: Adrian Ash, Interim Director of Environment & Regeneration  
Lead member: Councillor Stephen Alambritis, Cabinet Member for Transport  
Forward Plan reference number: N/A  
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### Recommendations:

That the Cabinet Member

A) Agrees to the undertaking of a statutory consultation to replace the existing parking bays on Wimbledon Bridge with 'At Any time' waiting restrictions and Mon-Sat 7-10am and 4-7pm loading restrictions as shown on plan attached as 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 the undertaking of a statutory consultation to replace existing parking bays with 'At Any time' waiting restrictions and Mon-Sat 7-10am and 4-7pm loading restrictions as shown on plan attached as appendix 1.
- 1.2 It is considered that this proposal will remove the current obstructive 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 areas 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 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 overwhelming number of mopeds along this stretch of the road has become an issue which has resulted in complaints.
- 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 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 and the moped drivers are causing a road danger to other users.

- 2.5 in 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 east and immediate access to pick up of 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.
- 3.2 Implementation would be subject to a statutory consultation and if progressed, the existing TMO will be amended and the signs and road markings would be changed to reflect the change. The road markings are not by means of thermoplastic paint but coloured blocks which would need to be changed.

### **4. CONSULTATION**

- 4.1 To progress this proposal, the Council would need to undertake a statutory consultation. The consultation will include 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 will also be available at Merton Link; Wimbledon and Morden Libraries; the information will also be on the Council's website. There will be localised newsletter drops to those properties adjacent to the proposed restrictions. Love Wimbledon will be provided with the information which they can share with their members. Ward Councillors will also be informed.
- 4.2. All statutory bodies will be consulted.

### **5.0 Next Step**

- 5.1 The statutory consultation will be carried out once Cabinet Member approval is given and subject to call-In period after the publication of the Cabinet Member decision. The duration of the statutory consultation is 28 days. In the absence of any objections, subject to a further Cabinet Member approval, the existing Traffic Management Order will be amended and all the appropriate works will be carried out no earlier than 6 weeks after the TMO is made. In the event of any objections, all representations will be reported to the Cabinet Member for consideration and a final decision.

### **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 dependent on 2 options.

- Option 1 - to remove the existing blocks and make the necessary modifications using setts to match existing materials and pattern used. This is likely to cost between £8k and £10k and would take approximately one week to complete. Since the materials are not stock items, starting the works is likely to take a minimum of three months.
- Option 2 – this would involve blackening out the relevant coloured blocks with thermoplastic paint and to lay the yellow lines in thermoplastic paint. This can be carried out relatively quickly at an estimated cost of £1500. This, however, would require regular maintenance.

The cost of the statutory consultation, signs and amending the Traffic Management Order would be approximately £3k. The cost of this scheme will be funded from Merton Capital 2022/23.

## **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 As long 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 permit loading but this would have an adverse impact on the local businesses who rely on this area for their loading / unloading needs.

## **APPENDICES**

Appendix 1 – plan of the proposed restrictions

Appendix 1

