


Name of decision-maker Stephen Alambritis Cabinet Member for Transport	DATE 3 rd Oct 2024
REPORT/DECISION TITLE Cycle hire parking bays – Edge Hill	WARD(S) Hillside, Village
CHIEF OFFICER Jefferson Nwokeoma Director of Public Realm <i>Jefferson Nwokeoma</i>  Signed..... Date: 30 September 2024	CABINET/LEAD MEMBER Stephen Alambritis Cabinet Member for Transport Signed: <i>Stephen Alambritis</i> Date: 3 rd Oct 2024
DECISION CLASSIFICATION <i>Non Key</i> Cabinet Member for Transport Decision	IS THE FINAL DECISION ON THE RECOMMENDATIONS IN THIS REPORT TO BE MADE AT THIS MEETING? Cabinet Member for Transport Decision No meeting involved

1 Recommendations:

That the Cabinet Member considers the issues details in this report and

- A. Notes the outcome of the statutory consultation that was undertaken between June 20th and July 12th 2024 to convert 2 share use bays on Edge Hill to cycle hire parking bays. plans are attached in appendix 1.

<p>Hillside Ward Zone W6</p> <ul style="list-style-type: none"> • Edge Hill, near Ridgway, Wimbledon, SW19 4NW <p>Village Ward Zone W6</p> <ul style="list-style-type: none"> • Edge Hill (opposite Sacred Heart Church) Wimbledon, SW19 4LW
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- B. Agrees to amend the existing TMO and proceed with the implementation of the proposed cycle hire parking bay as shown on plans attached in appendix 1.
- C. Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

2 Purpose of Report and Executive Summary

- 2.1 This report details the result of the statutory consultation that was undertaken between June 20th and July 12th 2024, to implement the above cycle hire parking bays. Plans are attached in appendix 1.
- 2.2 It seeks approval to proceed with the amending of the Traffic Management Order, and the implementation of the proposed cycle hire parking bays.

3 Links to the Merton Priorities (Borough of Sport/Civic Pride/Sustainable Futures)

- 3.1 This report relates to the Council's Strategic priorities as follows:

Building a Sustainable Future

This proposal supports the ambition for the council to be Net zero by 2030 - 89% of Merton residents in our latest residents' survey told us that it was important for the Council to act on climate change, and it remains a top concern for young people.

The Council recognises that e-cycle hire schemes can contribute towards the sustainable travel options available to Merton's residents and visitors. To facilitate responsible parking of e-bikes and reduce obstruction to pedestrians, the council will aim to provide dedicated parking bays.

Borough of Sport

The council has an ambition to be London's first Borough of Sport. Keeping Merton's residents engaged in active lifestyles and 'embracing their chosen way of moving more' is a core objective. Cycling as a form of active travel not only helps the planet by reducing CO2 emissions but is good for people's mental and physical health. Merton has a growing cohort of e-cycle users, and this scheme provides managed parking locations for pick up and drop off. These will also keep footways clear of obstructions and help prevent pedestrian trips.

4 Introduction and Background

- 4.1 E-bike hire schemes are currently unregulated, so they are able to operate without agreement from the Council. E-bike hire schemes are already operating in Merton using a free-floating parking model and utilisation rates are increasing with over 50,000 trips per month observed over recent months. Whilst this demonstrates that such schemes provide a valuable sustainable transport option to our residents and visitors, it can lead to some associated issues with obstructive parking, particularly on pavements which can cause inconvenience and potential hazard to pedestrians. The Council is seeking to work with operators to better manage parking and will

facilitate this through the introduction of dedicated “e-cycle hire” parking bays, particularly where existing issues with problematic parking have been reported.

- 4.2 The Council received complaints about an ongoing problem with obstructive parking by hire e-bikes on the footway. Upon site assessment, it was determined that Edge Hill is popular with those who use hire e-bikes but unfortunately upon reaching their destination, users are parking the bikes on the footways which are narrow and too close to pram ramps and crossovers. Two locations were identified. These are shown on the plans attached in appendix 1.
- 4.3 Edge Hill is within a CPZ and the majority of the properties have off-street parking. It is proposed to convert two of the shared use bays to cycle hire parking bays.
- 4.4 Following Cabinet member approval, a statutory consultation was undertaken between June 20th and July 12th 2024.

5 Available Options & Preferred Option

- 5.1 An Option would be not to implement the proposed bays. This would not address the continuing hazard posed by e-cycles left on the footway. Failure by the operator to remove the obstruction will place the burden on the Council which will put additional strain on the Council’s resource and funding. It will do nothing to address concerns and complaints that are being received and will adversely impact the Council’s reputation.

It will do nothing to address access issues and the risk to pedestrians particularly the elderly and those with a disability, and especially in this section of the road where footway is already narrow.

It would also leave streets looking untidy, to the consternation of local residents.

- 5.2 Another option would be to convert 2 shared use parking bays to cycle parking bays

Preferred Option:

- 5.3 In order to address the current obstructive parking and continue supporting green/active travel, the best course of action would be to proceed with the implementation of the proposed cycle parking bays.

6 Reasons for Recommendations

- 6.1 In the absence of cycle hire bays, users are unable to responsibly pick up and drop off the bike they are using. The proposed bays will address the obstructive parking of bikes that is currently taking place.
- 6.2 In the absence of any objections to the statutory consultation, and in line with the Council’s statutory duties and objectives, it is recommended that the Traffic Management Orders are made and the proposed cycle hire bays are implemented.

7 Consultation Results

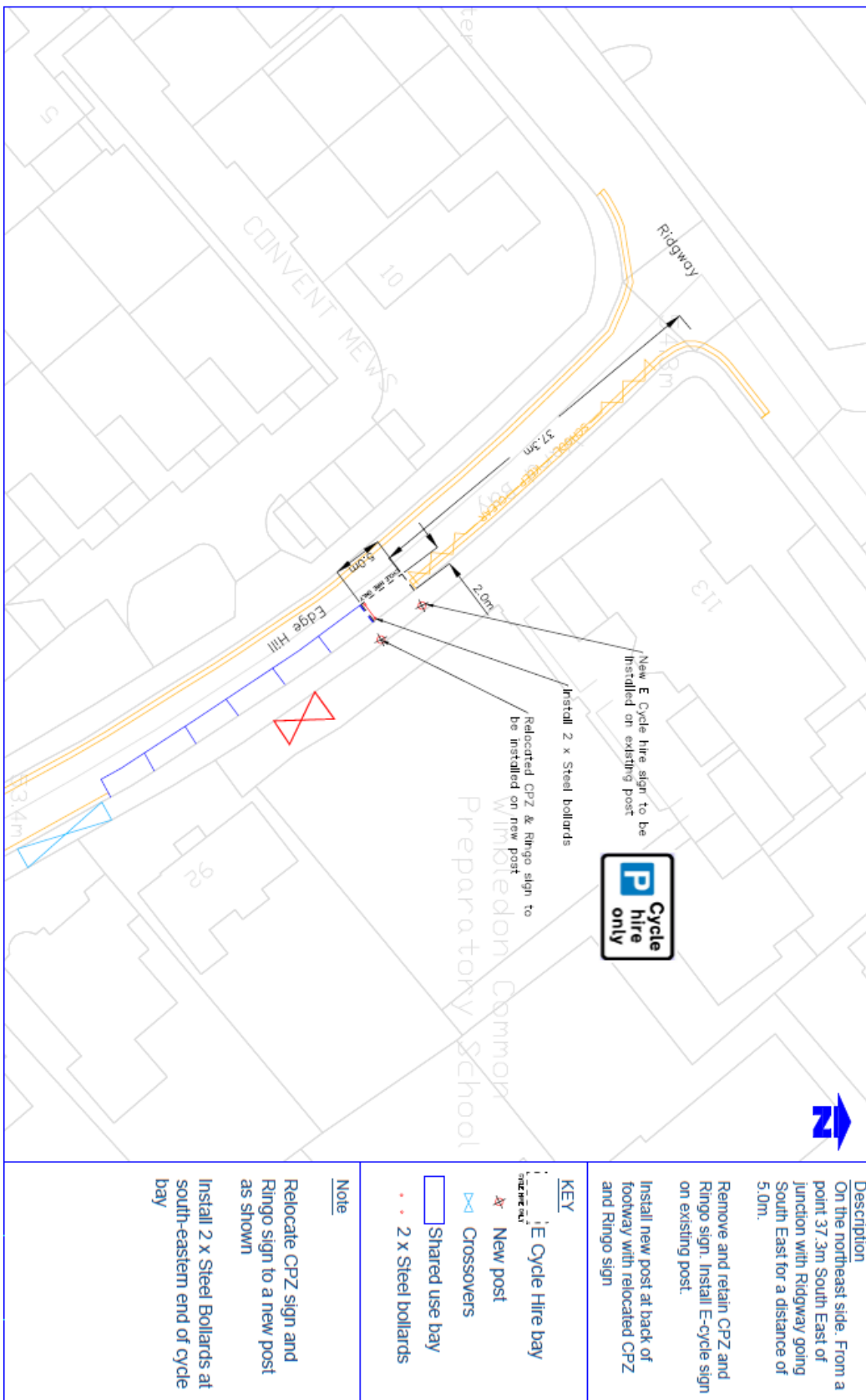
- 7.1 Following Cabinet Member approval in June 2024, a statutory consultation for 2 cycle hire parking bays (as set out in table 2) was undertaken between June 20th and July 12th 2024.
- 7.2 A Notice of the Council's intention to introduce the proposed measures was published in a local newspaper (Wimbledon and Wandsworth Times) and the London Gazette and posted on the nearest available posts to the locations. A copy of the proposed Traffic Management Orders (TMOs), a plan and the Council's Statement of Reasons were also made available at Merton Link.
- 7.3 All statutory bodies were informed of the statutory consultation.
- 7.4 No objection was received. Hillside Ward Cllrs and the Resident Association are supportive of the proposal. No comment was received from Village Ward Councillors.

8 Next Steps & Timetable: Communication and Implementation of the Decision

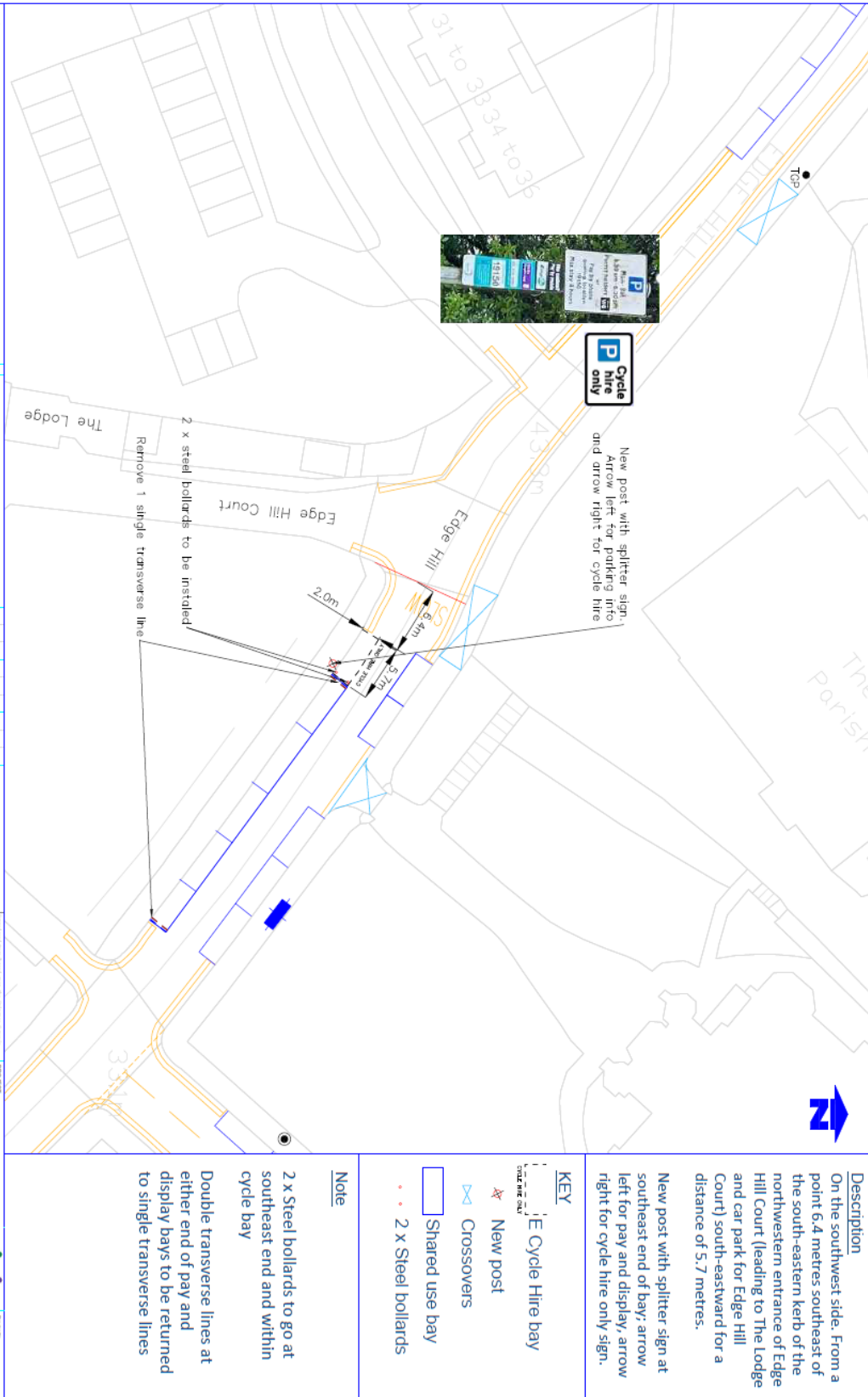
- 8.1 The Traffic Management Orders will be made as soon after the Cabinet Member decision has been made, published and has cleared Call-In. The bays will be implemented soon after.
- 8.2 Ward councillors will be informed of the decision.

9 Report Appendices

- 9.1 The following documents are to be published with and form part of the report:
 - *Appendix A:*
Edge Hill, near Ridgway, Wimbledon, SW19 4NW



Edge Hill (opposite Sacred Heart Church) Wimbledon, SW19 4LW



10 Background Papers


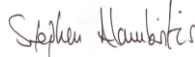
N/A

11 Cross-Cutting Issues and Implications and Sign-Off

Issue	Implications	Sign-off
<p>Legal including Human Rights Act</p>	<p>The Traffic Management Orders would be made under Section 6 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.</p> <p>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. A public inquiry should be held where it would provide further information, which would assist the Council in reaching a decision.</p> <p>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.</p> <p>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. The scheme includes special consideration for the needs of people with blue badges, local residents, and businesses without prejudice toward charitable and religious facilities.</p> <p>Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders published in the local paper and London Gazette.</p>	<p><i>George Chesman</i></p> <p>For SLLP</p> <p>1st October 2024</p>
<p>Finance and other resources</p>	<p>All associated costs are covered by the Parking Management / CPZ budget.</p> <p>The estimated cost is £2630 which includes consultation, staff costs and implementation (posts, signs and road markings)</p>	<p><i>Gina James</i> <i>Service Financial Adviser</i> <i>03.10.2024</i></p>

Issue	Implications	Sign-off
<p>Equalities</p>	<p>As part of its stated commitment to equality, Merton supports the delivery of its statutory duties under the Equality Act 2010. This includes the protection of people from discrimination on the basis of 8 'protected characteristics'. An Equality Assessment has been carried out on this proposed batch of cycle hire bays. The impacts on 2 protected characteristics is outlined below:</p> <p><u>Elderly</u> In the absence of an obstruction, Elderly pedestrians will be positively impacted by e-cycles moving from the footway where they are a trip hazard, into designated parking bays.</p> <p>The repurposing of a parking bay into a cycle hire bay may mean that an elderly person may be unable to park as close to their destination as previously, although in the absence of a disabled bay, the elderly or / and those with a disability do not have priority access to the parking space.</p> <p>With more cycle parking provision, road users are likely to be encouraged to cycle which could mean less motorised vehicle related congestion and less demand for vehicle parking. There is likely to be a reduction in risk and anxiety as currently experienced</p> <p><u>Disability</u> Those with mobility and/or sight issues will benefit from bikes not being left on the footway</p> <p>The repurposing of a parking bay into a cycle hire bay may mean that may mean that those with a disability may not be able to park as close to their destination, although in the absence of a disabled bay those with a disability do not have priority access to the parking space.</p> <p>Disabled bays will not be affected.</p> <p>With more cycle provisions, car congestion will be reduced which would lead to reduced risk and anxiety, and an improved environment.</p>	<p><i>Helena Little</i> <i>Commissioning Engineer</i></p> <p>27/09/24</p>

Issue	Implications	Sign-off
	<p>The more road users use e bikes, there is likely to be a reduction in demand for vehicular parking space.</p> <p>Gender reassignment – N/A Marriage or civil partnership – N/A Pregnancy and Maternity – N/A Race – N/A Religion or belief – N/A Sex – N/A Sexual orientation – N/A</p>	
Climate change	<p>The introduction of cycle parking bays across Merton (working towards being London's first Borough of Sport) directly supports the council's net zero commitments (Council 2030 target and Borough 2050 target). In terms of the council's sustainable transport outcomes, this proposal supports e-cycle hire use in Merton whilst reducing pavement obstructions to support pedestrian trips.</p> <p>With every new e-cycle hire bay, Merton's sustainable travel infrastructure is improved, residents benefit from more active travel, and the council is another step towards its climate goals.</p> <p>In relation to the implementation of the bays, our contractor FM Conway are committed to ensuring their work is as energy efficient as possible. In their Carbon Reduction Plan, they outline their short, medium and long-term net zero targets in relation to emissions. Their Net Zero Strategy states; 'Increasing the percentage of RAP within our asphalt specifications will be a critical factor to reduce the embodied carbon within our product range, whilst also protecting the natural environment through our Circular Economy approach.' RAP – Reclaimed Asphalt Pavement.</p>	<p><i>Helena Little</i> <i>Commissioning Engineer</i></p> <p>27/09/24</p>

Issue	Implications	Sign-off
	Whenever possible, site visits are made on foot or by public transport. In addition, all our plans include requests to reuse or recycle existing posts and street furniture. These measures minimise waste and help reduce costs and unnecessary energy consumption.	
Director of Public Realm	<i>Cleared</i>	Jefferson Nwokeoma  30 September 2024
Cabinet Member/s	<i>Cleared</i>	Cllr Stephen Alambritis  3 rd Oct 2024
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