



Wimbledon Station Newsletter

March 2011

What is the purpose of the newsletter?

This newsletter informs businesses in and around Wimbledon Station, their suppliers and their servicing contractors about the future public realm changes, the loading restrictions and the location of loading bays at Wimbledon Station.

Car parked on the Station forecourt



Why are the changes required?

Wimbledon is one of the locations for the Olympic Games, for eight days from 29 July to 5 August 2012. Prior to this, the London Borough of Merton will implement a public realm improvement project, costed at over £2m, to improve the main entrance to Wimbledon station and the surrounding area. The area has had long standing issues with pedestrian accessibility and poor quality environment

In preparation for the Olympic Games, **Transport and Travel Research (TTR)** was commissioned in August 2009 by the London Borough of Merton through the **South London Freight Partnership (SLFQP)** to conduct an on site delivery/collection and business surveys to measure the scale of the delivery and servicing activity taking. The results of this work have been reported to the **London Borough of Merton** and informed the design of improvements in the public realm at Wimbledon Station and the surrounding area.

What areas will be affected?

- The station forecourt
- North side of Wimbledon Bridge
- The Service Road by the station
- Hartfield Road eastbound
- Hartfield Road westbound

Location of the loading bay on Hartfield Road westbound



Location of the loading bay on Hartfield Road eastbound



Contact details for further information:

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What will be changed?

1. **No-Entry *into* the station service road** from Wimbledon Bridge.
2. **Dedicated lay-by for deliveries** outside the station on the north side of Wimbledon Bridge controlled by double yellow lines.
3. The introduction of four, free regulated parking bays within the lay-by on the north side of Wimbledon Bridge, to be operational at all times with a maximum stay of 20 minutes with no return within one hour.
4. On the north side of Wimbledon Bridge, outside the station, peak time loading restrictions from Monday to Saturday inclusive between 7am and 10am and between 4pm and 7pm, will be introduced.
5. The introduction of two Taxi bays in Alexandra Road outside Barclays Bank to be operational at all times.
6. The introduction of loading restrictions from Monday to Saturday, between 7am to 7pm on Queens Road, by the side entrance of the Centre Court shopping centre.

Disabled bays on the station forecourt



7. Removal of the current disabled bays in the station forecourt – these will be moved to the top of the station service road outside of Foneshop.

Where deliveries will take place?

- Loading will be permitted on the existing double yellow lines for a maximum of 20 minutes outside of restricted times.
- On the lay-by on the north side of Wimbledon Bridge Monday to Saturday between 10am and 4pm.
- On the loading bay on the westbound of Hartfield Road from Monday to Saturday inclusive between 10am to 4pm.
- On the loading bay located on the eastbound side of the Hartfield Road, from Monday to Saturday between 10am to 4pm.

Solutions on How Delivery Drivers Can Avoid Getting Fined

Shop owners/delivery drivers could avoid getting fined for un/loading at Wimbledon Station by doing the following:

1. Inform their supply chain, transport managers and suppliers who deliver directly to the shops about the new **loading restrictions**
2. Inform their suppliers and courier companies about **the locations of the loading bays** and the legal delivery times.
3. Discuss with their suppliers and internal transport managers about implementing **out of hour deliveries** and re-scheduling their deliveries and collections outside the commuter peak time of 7 to 10 am and 4 to 7pm.
4. **Consider consolidating** their deliveries and collections e.g. from one delivery every week to one every fortnight by avoiding delivery charges by placing larger orders in terms of volume, or other costs related to invoicing.