

Committee: Cabinet Member Report
Date: 19th May 2023
Agenda item: N/A
Wards: Various
Subject: EV bays -Statutory consultation results – batch 2
Lead officer: Dan Jones, Environment, Civic Pride & Climate Development
Lead member: Councillor Stephen Alambritis, Cabinet Member for Transport
Forward Plan reference number: N/A
Contact Officer: Helena Little helena.m.little@merton.gov.uk

Recommendations:

That the Cabinet Member considers the issues detailed in this report and:

- A) Notes the outcome of the statutory consultation that was undertaken between 20th April and 12th May 2023 to implement the following EV parking bays. All plans are attached in appendix 1.

Table 1

<div><div>Figges Marsh Ward</div><div><ul style="list-style-type: none">Barnard Road, Mitcham, CR4 2LB</div></div> <div><div>Pollards Hill Ward</div><div><ul style="list-style-type: none">Commonside East, Mitcham, CR4 1HF</div></div> <div><div>Abbey Ward</div><div><ul style="list-style-type: none">Branksome Road, SW19 3AW (CPZ S1)Boscombe Road, SW19 3AX (CPZ S1)Cecil Road, SW19 1JP (CPZ S1)Winifred Road, SW19 3AS (CPZ S1)15 Hamilton Road, SW19 1JD (CPZ S2)24 Hamilton Road, SW19 1JD (CPZ S2)Hardy Road, SW19 1JA (CPZ S2)Quicks Road, SW19 1EX (CPZ S2)Parkleigh Road, SW19 3BU (CPZ MP3)</div></div>
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- B) To consider the one comment received from Hardy Road in response to this statutory consultation which is set out in section 3.4 of this report and agrees to proceed with making the Traffic Management Order and the implementation of the above proposed EV parking bays.
- 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 details the result of the statutory consultation that was undertaken between 20th April and 12th May 2023 to implement the above EV parking bays. All plans are attached in appendix 1.

- 1.2 It seeks approval to proceed with the making of the Traffic Management Order and the implementation of the proposed EV bays.

2.0 DETAILS

- 2.1 Following the allocation of funding from the Office for Zero Emissions Vehicles (OZEV) for On Street Residential Charge Point scheme, the Council started to roll out its EV lamp column charging programme during 2021. The first phase of the programme was to install the required equipment that allows a lamp column to be used to charge an electric vehicle. At the start of the programme it was recognised that there would come a time where parking bays would need to be allocated to the lamp columns to ensure that access can be maintained. As envisaged, those with electric vehicles contacted the Council regarding lack of access to these charge points.
- 2.2 To progress phase 2 of the programme (the installation of the parking bays) the Council secured an additional resource to assess each site and prepare the necessary plans for the purpose of the statutory consultation.
- 2.3 Following Cabinet Member approval in April 2023, a statutory consultation for the second batch of the EV bays (as set out in table 1) was undertaken.

3. CONSULTATION

- 3.1 The statutory consultation was carried out between 20th April and 12th May 2023. A Notice of the Council's intention to introduce the proposed measures were published in a local newspaper (Wimbledon and Wandsworth Times) and the London Gazette and posted on lamp columns affected. 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.
- 3.2 All statutory bodies were informed of the statutory consultation.
- 3.3 All Ward Councilors were informed of the statutory consultation.
- 3.4 The statutory consultation resulted in the following comment from a resident of Hardy Road.

1. The chargers should be available for use both pure EVs and plug-in hybrid vehicles
2. The limit to use by permit holders only should only apply in the same hours which apply for that CPZ.
3. Based on the charging times for new EVs on the chargers currently installed on Quicks, Hardy and Hamilton roads, the 12 hour maximum stay will not be sufficient to fully charge an EV. This should be increased to avoid multiple trips to the charge point being required..
4. Parking spaces are already highly utilised in and around Hardy road, so allocating these spaces as charge points only will add to the current congestion we currently experience and lead to people having to park further and further from their homes as EVs become more widely adopted and demand for and number of charge points increases. Has any consideration been given to alternative options such as allocating EV charge points in areas where parking spaces are less in demand, eg. along Quicks road adjacent to Haydens Road Rec. Ground, or other charging options like channels in the pavements <https://green-mole.co.uk/ev-charging-for-terraced-households/>

3.4.1 Officer's comments

The lamp column charger was installed in 2021 as part of the borough wide EV charge Programme and it was also requested by some of the residents.

In response to the comments please note the following:

- The bays will be available to EV and hybrids but as long as the vehicle is being charged.
- Those bays within a CPZ can only be used by permit holders within that specific CPZ during the operational periods of the CPZ. After the CPZ operational periods, non-permit holders can use the bay to charge an electric vehicle.
- Based on average charge rates and battery capacity, it is considered that 12 hours is sufficient; any longer would mean that other EV vehicles may not be able to gain access.
- The current programme is developed to provide the necessary infrastructure to EV owners. In most cases it will be used by residents and although a bay may be repurposed, in general there will not be a reduction of parking space. The EV owner is already parking in the road. Other charging options like channels in the pavements (but not as per the example given) have safety and legal implications and may be considered in due course. However, this would not address the level of parking. In densely populated roads residents are frequently unable to park outside their properties. This could mean running cables from properties onto the public highway which is impractical.

3.4.2 The concept of the programme is to accommodate the requests of the residents for EV charge points and to ensure local residents have access to an EV charge point close to their property.

4. OFFICER'S RECOMMENDATION

- 4.1 When considering the outcome of the statutory consultation, consideration must be given to the nature and validity of the comments / representations and the Council's objectives. Whilst it is recognised that there may be some inconvenience to residents, and a loss of parking space to some residents in general, it is important to note that the lamp column currently provides a much-needed facility for those local residents with an electric vehicle who currently cannot gain access. It is likely that the bay will be used by those residents who have an electric vehicle and therefore in reality, there is no loss of parking space but simply a repurposed parking space.
- 4.2 It is recommended that the Traffic Management Order is made which will allow the implementation of the EV parking bays.

5. ALTERNATIVE OPTIONS

- 5.1 Not to implement the bay; this, however, would not allow those with an electric vehicle to gain access to the lamp column to charge which would indirectly make the EV lamp column redundant.

6. TIMETABLE

- 6.1 The permanent Traffic Management Order will be made as soon after Cabinet Member decision is published and cleared Call-In.

7. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 All associated costs are covered by Capital budget allocated to Parking Management 2024/25.

8. LEGAL AND STATUTORY IMPLICATIONS

- 8.1 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.
- 8.1.1 In cases where footway parking or partial footway parking is considered necessary and feasible, there is a requirement for footway exemption. The Council has can authorise parking on the footway under s.15 of the Greater London Council (General Powers) Act 1974.
- 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. 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 COHENSION 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. The scheme includes special consideration for the needs of people with blue badges, local residents, and businesses without prejudice toward charitable and religious facilities.
- 9.2 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.

10. CRIME AND DISORDER IMPLICATIONS

- 10.1 N/A

11. RISK MANAGEMENT IMPLICATIONS

- 11.1 N/A

12. ENVIRONMENTAL IMPLICATIONS

- 12.1 the Council's EV Programme aims to promote and facilitate the use of electric vehicles instead of fossil fueled vehicles; it is, therefore, necessary to provide the infra structure necessary to meet the charging needs of EVs.

13. APPENDICES

- 13.1 The following documents are to be published with this report and form part of the report.
Appendix 1 - Plans

Appendix 1









