

**Committee:** Cabinet Member Report

**Date:** 14 April 2023

**Agenda item:** N/A

**Wards:** Various

**Subject:** EV bays -Statutory consultation results – batch 1

**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 considers the issues detailed in this report and:

- A) Notes the outcome of the statutory consultation that was undertaken between 2<sup>nd</sup> and 23<sup>rd</sup> March 2023 to implement the following EV parking bays. All plans are attached in appendix 1.

**Table 1**

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| <ul style="list-style-type: none"><li>• Beeleigh Road, Morden, SM4 5JW (CPZ Zone M2)</li><li>• Central Road, SM4 5SD (CPZ zone M2)</li><li>• Huntley Way SW20 0AH</li><li>• Hillcross Avenue, SM4 4EU</li><li>• 306 Northborough Road, SW16 4TT</li><li>• 328 Northborough Road, SW16 4TT</li><li>• Lilian Road, SW16 5HN</li><li>• Lexden Road CR4 1NG</li><li>• Tamworth Park CR4 1HD</li><li>• Feltham Road, CR4 2JQ</li><li>• St Olave's Walk (at junction with Stanford Way) SW16 4HQ</li><li>• Estella Avenue (at junction with Douglas Avenue) KT3 6HX</li><li>• Castle Court, Pollard Road, SM4 6EJ</li></ul> |
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- B) To consider the one objection (in relation to Huntley Way) received 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 2<sup>nd</sup> and 23<sup>rd</sup> March 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 February 2023, a statutory consultation for the first batch of the EV bays (as set out in table 1) was programmed.

## **3. CONSULTATION**

- 3.1 The statutory consultation was carried out between 2<sup>nd</sup> and 23<sup>rd</sup> March 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 objection from a resident of Huntley Way.

I am writing regarding the proposed allocation of a nearby parking bay solely to the new EV charge point.

I have lived here since 2006 and there has always been a problem with parking in this short road. The properties are all marionettes and even if there is only one car per flat (two per building) there are just not enough spaces for everyone. Two cars per household or visitors cause even more difficulties. Perth close and Aboyne Drive nearby have similar parking issues.

If we were to loose one of these spaces to the exclusive use as a charging space, that will possibly be empty much of the time, or encourage people who do not actually live here to park seems extremely unfair to the residents. With heavy shopping it can be really difficult when parked a distance away. Please don't make it harder.

Beverly Way, just past the bus stop, which is maybe 100 metres away has endless parking, always empty, and is not outside any property entrances so no one would object. Why is the charging point with exclusive parking not situated there as it would never be a problem to anyone? Would that not be a fairer solution? I do of course encourage anything we can do to help with pollution but taking away a much needed parking space does not seem fair or necessary as there is a suitable alternative near by.

#### 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 objector's suggestion of installing an EV bay on Beverly Way, it should be noted that there are not any lamp columns adjacent to the kerb line and the road falls under TfL's jurisdiction. Also 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 2023/24.

## **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.
- 8.2 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

















