

Committee: Cabinet Member Report

Date: 1st September 2023

Agenda item: N/A

Wards: Various

Subject: EV bays - Statutory consultation results – batch 6

Lead officer: Dan Jones, Environment, Civic Pride & Climate Development

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 3rd August and 25th August 2023 to implement the following EV parking bays. All plans are attached in appendix 1.

Table 1

WIMBLEDON PARK WARD

- Farquhar Road (outside St Lukes Church) Wimbledon Park, SW19 8DA (P1)
- 3 Home Park Road, Wimbledon Park, SW19 7HL (P1)
- Opposite 44 Home Park Road, Wimbledon Park, SW19 7HR (P1)
- 38 Melrose Road, Wimbledon Park, SW19 8BY (P1)
- Strathmore Road (near junction with Ryfold Road) Wimbledon Park, SW19 8DB (P1)
- Stroud Road (near junction with Melrose Avenue) Wimbledon Park, SW19 8BX (P1)
- 69/71 Stroud Road, Wimbledon Park, SW19 8DQ (P1).
- The Crescent (side of 33 Crescent Gardens) Wimbledon Park, SW19 8AJ (Zone P1)
- 66 The Crescent, Wimbledon Park, SW19 8AN (P1)
- Alverstone Avenue (near junction with Ashen Grove) Wimbledon Park, SW19 8BL (P2)
- Durnsford Avenue (near junction with Ashen Grove) Wimbledon Park, SW19 8BH (P2)
- Melrose Avenue (near junction with Ashen Grove) Wimbledon Park, SW19 8BW (P2)
- Normanton Avenue (near junction with Ashen Grove) Wimbledon Park, SW19 8BW (P2)
- 117 Revelstoke Road, Wimbledon Park, SW18 5NN (P2 and S3)

- B) Considers the comments received in response to this statutory consultation from Haslemere Avenue and Stroud Road which are set out in section 3.4 of this report and agrees to proceed with making of 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 3rd August and 25th August 2023 to implement the above EV parking bays adjacent to the lamp column EV charging infrastructure. 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 column chargers to ensure that access can be maintained. As envisaged, those with electric vehicles continue to contact 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. Given the number of locations, it has been necessary to progress this aspect of the project in batches and this is the sixth batch.
- 2.3 Following Cabinet Member approval in August 2023, a statutory consultation for the sixth batch of the EV bays (as set out in table 1) was undertaken between 3rd August and 25th August.

3. CONSULTATION

- 3.1 The statutory consultation was carried out between 3rd August and 25th August. 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 a comment from a resident of Haslemere Avenue. Another comment was received after the end of the consultation period from a resident in Stroud Road which is also included below.

Haslemere Avenue resident

I am writing to strongly support the proposals for dedicated spaces for charging EVs next to lamp column chargers.

I live in SW18 and have owned an EV for more than two years. Despite the increased provision in lamp column chargers in that time, it can still be a challenge to find one that is available. I do not have a drive so cannot have my own domestic charge point.

The existing lamp column chargers are being under-utilised. More often than not they are blocked by parked ICE vehicles. This means that, for a given number of EVs needing charging, the council needs to install a greater number of chargepoints, which is wasteful. It would be far more sensible to have dedicated spaces for charging EVs.

I note the consultation does not relate to all - or indeed many - of the existing lamp column chargers. I assume the plan is to see how these batches go before thinking what to do next.

I would point out, however, that in all the six batches there is only one charger that is in my top level postcode (SW18). This feels unfair.

Some people will argue that having dedicated spaces reduces overall parking space. But this isn't the case - every car has to be somewhere. An EV parked in a dedicated space would be parked elsewhere if it wasn't there. Some may argue that particular locations are inconvenient for them. But this argument is invalid for two reasons. Firstly, the greater inconvenience is faced by the owner of the EV, who has to park and charge it away from their home. Secondly, the urgent nature of the climate emergency means we need to make the transition to EV ownership as easy as possible, which is of greater weight than owners of ICE vehicles facing a small inconvenience.

Note that I only discovered this consultation by accident, when I went on the Merton website to do something else.

Stroud Road resident

I just saw a notice regarding making the electric charging point outside 69 Stroud Road permanent bay for electrical charging. We live at 67 Stroud Road and highly object to this as my husband is on oxygen and people are regularly parking in the bay to charge their cars and we are unable to get our wheelchair out of boot as there is a disabled bay at front of our house. We often get transport from hospital and they are unable to park properly.

You did not care to write to the local neighbours about this before going ahead and just saw the sign yesterday and I will log a complaint with Stephen Hammond our MP and if it goes ahead permanently. Why is the electrical point not put at end of the road or further down the road so a disabled person is not inconvenienced. People park too close to our disabled bay and have difficulty getting wheelchair out and also 4 wheeler roller skater. We know the local neighbours and call them to move car, however, we will be inconvenienced more if people charge their vehicles regularly. The electrical point can easily be moved further down to the top of Stroud Road. My husband has severe COPD and on oxygen concentrator and please try and understand the severity as we were thing of getting drop down ramp on car. But how will we get wheelchair out with others charging their cars and parking too close to disabled bay.

I look forward to urgent response on this.

3.4.1 Officer's comments

3.4.2 In response to Haslemere Avenue representation:

- The council notes the resident's support for the introduction of dedicated EV bays which will alleviate the difficulties faced by EV owners in accessing available chargers.
- More EV bays will be progressed within the coming months including a bay in Haslemere Avenue. The council's objective is to continue to provide EV infrastructure throughout the borough which will support the needs of the growing number of EV owners.

3.4.3 In response to Stroud Road representation:

- As part of the EV programme, the Council has tested all the lamp columns in the borough for their suitability. Thus far only 20% have met the criteria which is why it is important to maximise the utilisation of suitable lamp columns charge points.
- With regards to the introduction of this bay, a Notice was attached to the lamp column on Friday 4th August 2023 advising local residents about the proposal and giving details of the statutory consultation. In line with legal procedure the bay was also publicised in local

newspapers. The Council is not obliged to do a newsletter drop to inform residents.

- The lamp column charge point has been in place for some time, but EV owners are unable to gain access. The Council is not introducing a new parking space or extending an existing parking space that would affect the disabled bay. That is to say that the current parking layout is not being changed, the existing shared use bay is simply being repurposed.
- This bay is in a CPZ which means that it is most likely to be used by local residents with an electric vehicle who are already parking in this road. The EV bay can only be used by permit holders during the CPZ hours and although non-permit holders would also be able to use it outside the CPZ hours, it would be extremely likely to be a resident.
- Accessible EV bays in the area will greatly help those EV owners who do not have off street parking and need to charge their vehicles in addition to relieving the pressure on individual charge points.
- The existing parking bay that is being converted is 6m in length. This is adequate for vehicles to park without overhanging the markings for the disabled parking bay. Parking in a bay where either end of the vehicle overhangs the bay markings is not permitted and could result in a PCN being issued. It should also be noted that the Council is not aware of any of these issues being raised previously and the bay to be converted has been fully utilised since 2000. It is not considered that the proposed EV bay would have an adverse impact on the use of the disabled parking bay. Notwithstanding, the blue badge holder will be contacted to determine what assistance can be provided.

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 the one objection against the EV bay in Stroud Road is noted, as set out in section 3.4.3 the EV infrastructure has been in place for a while and there is an existing bay that is being converted into an EV bay. The impact of the conversion on the disabled parking bay, therefore, should be none.
- 4.4.1 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 Orders are made and the proposed EV parking bays are implemented.

5. ALTERNATIVE OPTIONS

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

6. TIMETABLE

- 6.1 The permanent Traffic Management Orders 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.

- 8.2 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.
- 8.3 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.
- 8.4 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 proposed 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











