

**Committee:** Cabinet Member Report

**Date:** 30th October 2023

**Agenda item:** N/A

**Wards:** Various

**Subject:** EV bays - Statutory consultation results – batch 8

**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](mailto:helena.m.little@merton.gov.uk)

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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 5<sup>th</sup> October and 27<sup>th</sup> October 2023 to implement the following EV parking bays. All plans are attached in appendix 1.

**Table 1**

**No CPZ (Raynes Park Ward)**

33 Aboyne Drive, Raynes Park, SW20 0AN

**Zone P2s (Wimbledon Park Ward)**

1 Kenilworth Avenue, Wimbledon, SW19 7LN

Landgrove Road (near Kenilworth Ave) Wimbledon Park, SW19 7LL

Strathearn Road (opp Kenilworth Ave), Wimbledon Park, SW19 7LH

Waldemar Road (near Kenilworth Ave) Wimbledon Park, SW19 7LN

**Zone P3 (Wimbledon Park Ward)**

Brooklands Avenue (near Mount Road) Wimbledon Park, SW19 8ER

1A Gordondale Road, Wimbledon Park, SW19 8EN

Haslemere Avenue (near Acuba Road) Wimbledon Park, SW18 4RR

Opposite 41 Havana Road, Wimbledon Park, SW19 8EJ

- B) Considers the one representation received in response to this statutory consultation from one resident in Haslemere Avenue 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 5<sup>th</sup> and 27<sup>th</sup> October 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 columns 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 8<sup>th</sup> batch.
- 2.3 Following Cabinet Member approval in October 2023, a statutory consultation for the 8<sup>th</sup> batch of the EV bays (as set out in table 1) was undertaken between 5<sup>th</sup> October and 27<sup>th</sup> October 2023.

## 3. CONSULTATION

- 3.1 The statutory consultation was carried out between 5<sup>th</sup> October and 27<sup>th</sup> October 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 Councillors were informed of the statutory consultation.
- 3.4 The statutory consultation resulted in the below comment from a resident in Haslemere Avenue.

### Haslemere Avenue

I am writing to support the principle of having dedicated parking spots for EV charging lamp posts, but I have a number of reservations about the details. I have a specific suggestion on the time limits for the bays.

**In principle, I support having dedicated spaces** because it means a charging point is less likely to be blocked by a fossil fuel vehicle, which means that fewer charging points need to be provided. This is a more efficient use of council resources, whilst also of course being beneficial to EV owners. I declare an interest, in that I have EV, I have no driveway, and I live in SW18 4RN.

However my concerns are as follows.

Having a **maximum stay of 12 hours is too short**. I understand why this is helpful, in that it ensures that EV don't hog the charging point when they don't need it. But it is **inconvenient for EV owners**. It means that someone arriving home from work at 6pm and plugging in would have to remove the car at 6am the following morning, which is extremely early. It means that someone plugging in at 10am in the morning would need to remember to move their car that evening, rather than the following morning.

12 hours is also **too short to charge many cars**. My car has a battery of 64kwh, and I estimate it takes more than 16 hours to fully charge at a lamp post. There are some cars with bigger batteries.

Guidance from the Energy Saving Trust says (emphasis added): "Residential areas without off-street parking may need longer limits to allow full recharging during the day, and then **unrestricted overnight**." The same guidance, though, says that typical charge times are 4-8 hours, which is simply incorrect for a chargepoint that is mounted on a lamp post, which will usually be used for an overnight charge. [Local Authority Guidance - Positioning chargepoints.pdf \(energysavingtrust.org.uk\)](#)

A **better option** seems to be that used by Westminster and Hammersmith and Fulham, where there is a maximum stay of four hours during the day, but no restrictions over night. [Electric vehicles | Westminster City Council](#) [Electric vehicle charging bays and parking charges | LBHF](#) This still isn't perfect, as it would pose a problem for someone plugging in say five hours before the overnight period started, I nonetheless think it would be a better solution.

I am also **concerned about the wording of the sign** "Parking only permitted whilst charging". I understand the reason for this. However it isn't clear. An EV stops charging once the battery is full. It implies that the EV needs to be moved immediately when this happens. That could well be in the middle of the night. It is important that signs are clear.

Lastly, I ask **why only these particular lamp posts**? There is one coming still, I hope, at 44 Haslemere Avenue, and there are two existing ones in Dawlish Avenue. I know some places are busier than others, but the number of EVs is only increasing, and there will be a particular boost in the coming months with the government's ZEV mandate meaning a significant increase in sales starting in January. I also should mention a **small error in your notice** on the lamp post, although I don't think it is material to the consultation. In the schedule at the bottom it refers to "Haslemere Road, SW19". This should be "Haslemere **Avenue**, SW18".

### 3.4.1 Officer's comments

In response to the above representation

- The EV programme has been developed to provide a solid infrastructure across the borough to support growing EV ownership within the local community.
- As part of the programme, all lamp posts in Merton have been tested for their suitability. Thus far only 20% have met the criteria which is why charge points have thus far been installed at these locations.
- In order to ensure a bay is not subject to abuse and allows access to other EVs, there needs to be a max stay. It has been agreed with Parking Services who are responsible for enforcement that bays will not be enforced before 8am.
- At this stage, the council considers 12 hours to be a sufficient charging period and Merton intends to operate the EV bays as proposed. As technology and needs change, consideration will be given to fine tune and make any changes in due course and if necessary.
- With regards to the signage, the council is using the legally required sign which adheres to DFT regulations and allows enforcement. To stop abuse and maximise use, it is necessary to only allow an EV to park whilst charging. There is an expectation that the EV owner will remove their vehicle after 12 hours and/or after fully charged.
- The implementation of more EV chargers across Merton will be considered over the coming months.
- With regards to the error in the Notice for Haslemere Avenue, it has been decided to re-do the statutory consultation.

#### **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. It is considered essential that the bay is implemented to ensure access to the EV charge point. It is, therefore, recommended that the Traffic Management Order is made which will allow the implementation of the proposed EV parking bays.

#### **5. ALTERNATIVE OPTIONS**

- 5.1 Not to implement the proposed bays; 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.
- 5.2 To increase the maximum stay; this, however, could lead to misuse of the bay by an EV owner monopolizing the bay as an allocated parking space and will reduce access opportunities to other EV owners and reasonable turn over.

#### **6. TIMETABLE**

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

#### **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

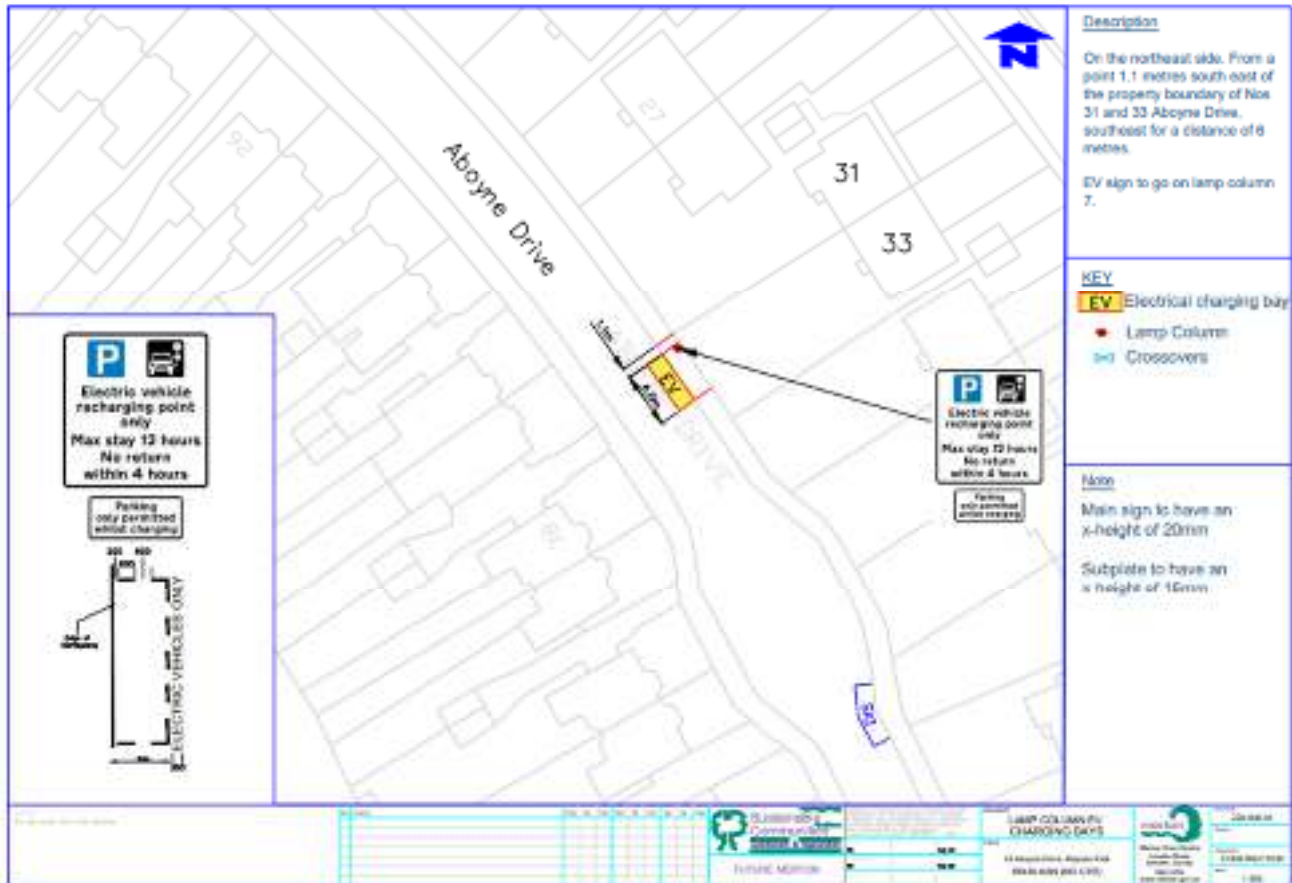
## **12. ENVIRONMENTAL IMPLICATIONS**

- 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 and associated parking bay necessary to meet the charging needs of EVs.

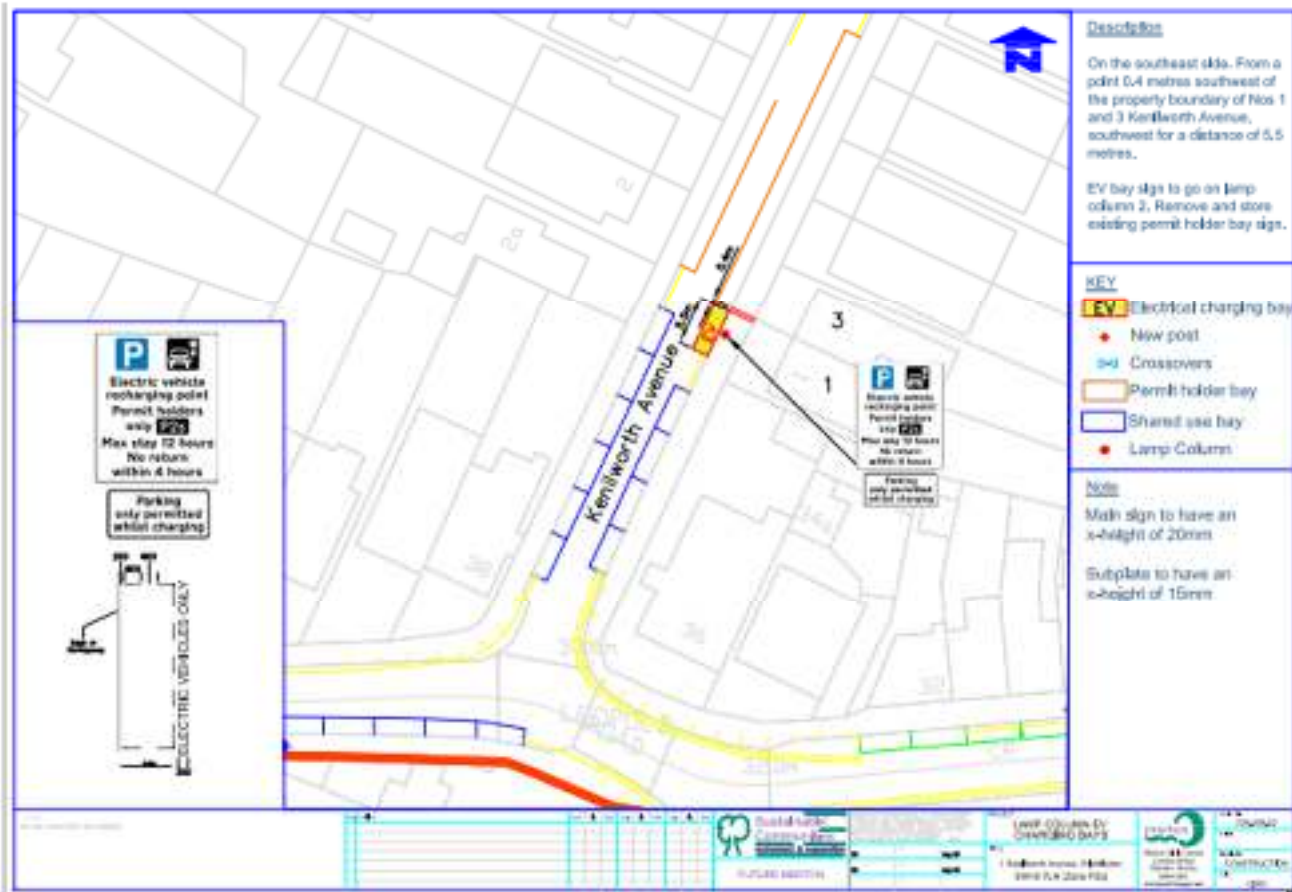
## **13. APPENDICES**

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

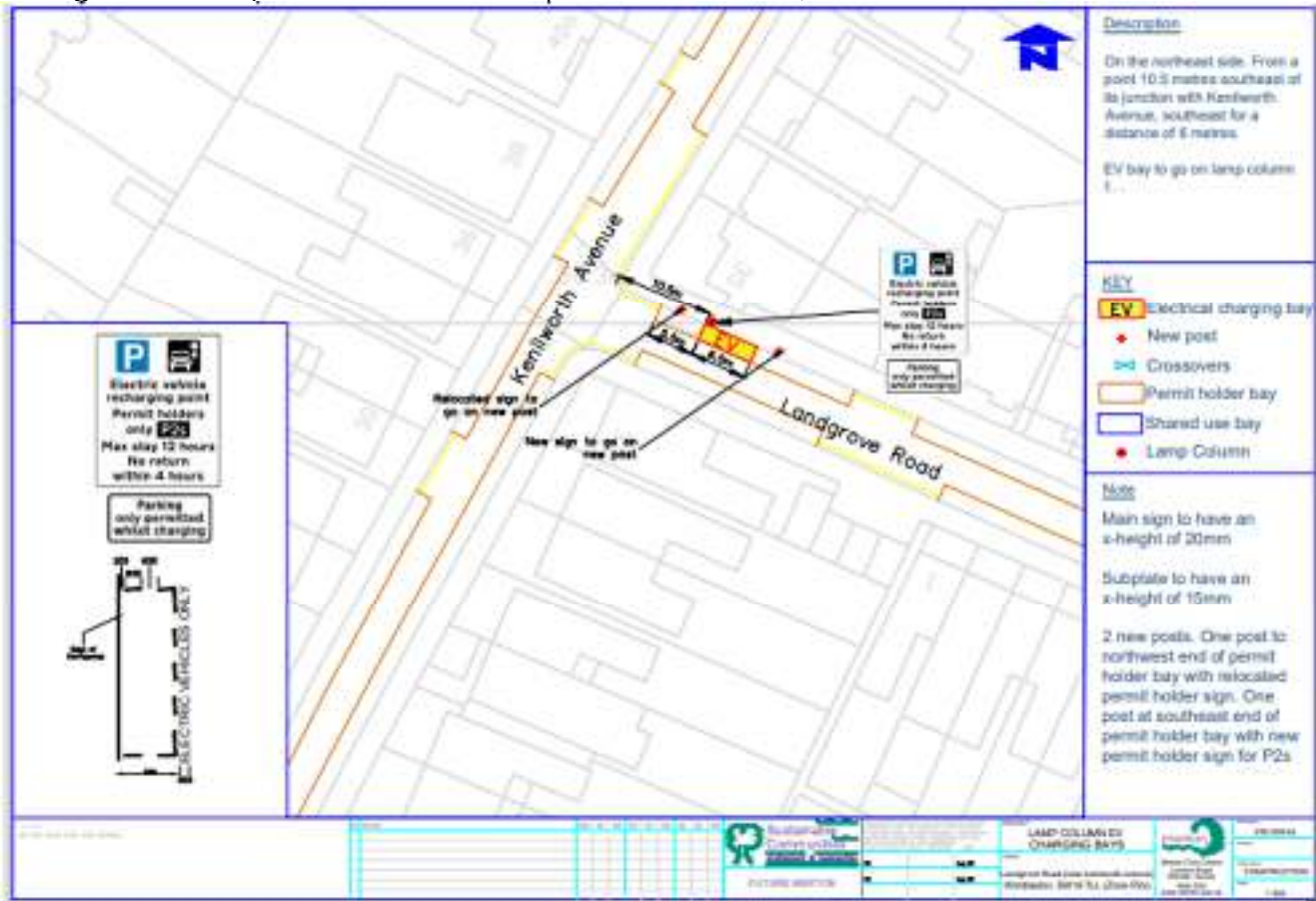
33 Aboyne Drive, Raynes Park, SW20 0AN



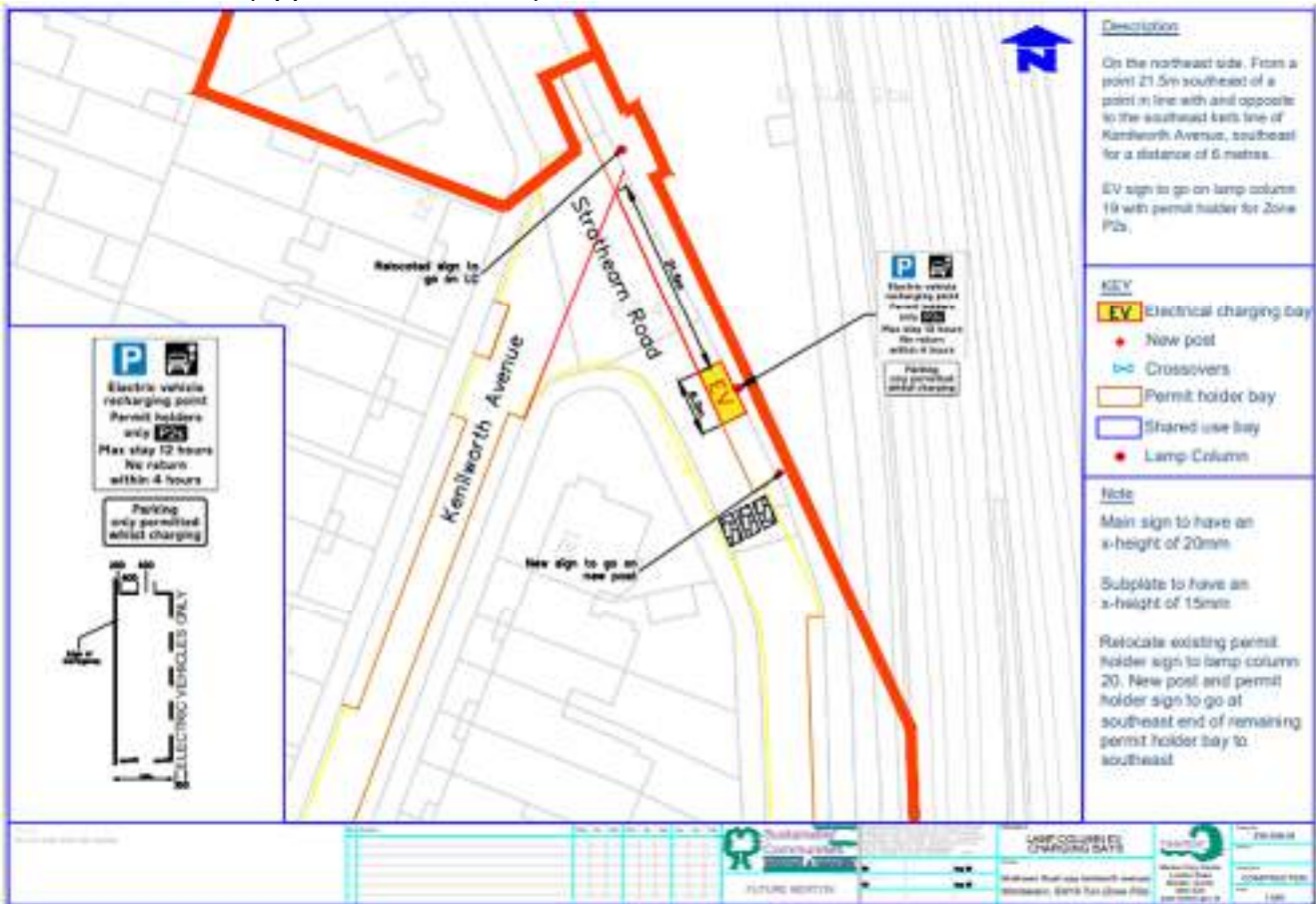
1 Kenilworth Avenue, Wimbledon, SW19 7LN



## Landgrove Road (near Kenilworth Ave) Wimbledon Park, SW19 7LL



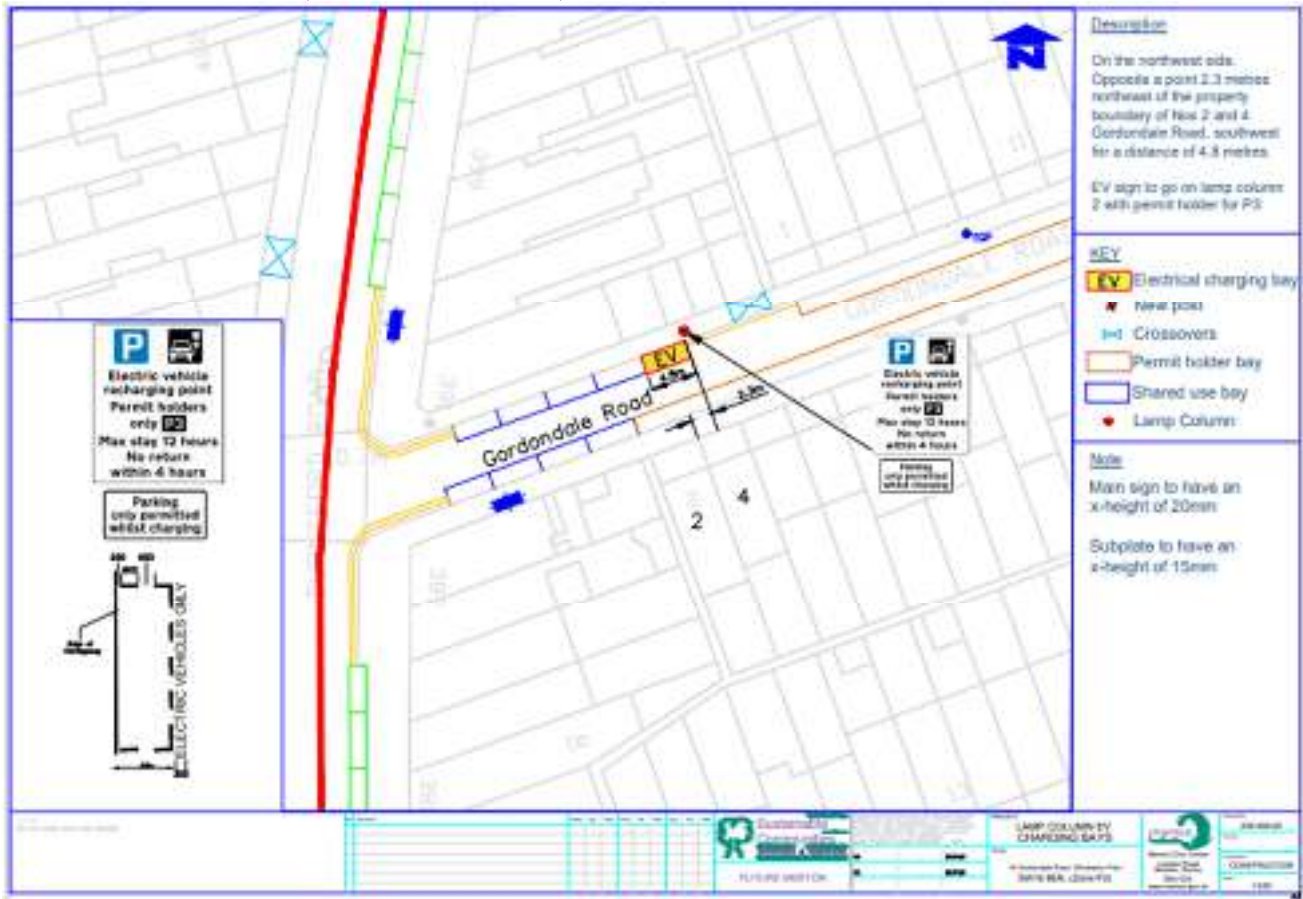
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