

**Committee:** Cabinet Member Report  
**Date:** 8<sup>th</sup> December 2023  
**Agenda item:** N/A  
**Wards:** Various  
**Subject:** EV bays - Statutory consultation results – batch 10  
**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 16th November and 8<sup>th</sup> December 2023 to implement the following EV parking bays. All plans are attached in appendix 1.

**Table 1**

**No Zone (Cannon Hill Ward)**

169 Cannon Hill Lane, Raynes Park, SW20 9BZ\* (LC 32)

**Zone VOt (Hillside Ward)**

Berkeley Place, Wimbledon, SW19 4NN (LC1)

7 Hillside, Wimbledon, SW19 4NH (LC4)

71 Ridgway Place, Wimbledon, SW19 4SP (LC14)

St John's Road (opp St John's Church) Wimbledon, SW19 4PH (LC4)

24 Thornton Road, Wimbledon, SW19 4NG (LC 5)

**Zone RPS (Raynes Park Ward)**

2 Aston Road, Raynes Park, SW20 8BG (LC 1)

69 Aston Road, Raynes Park, SW20 8BG (LC7)

39 Dorien Road, Raynes Park, SW20 8EL (LC5)

12 - 14 Gore Road, Raynes Park, SW20 8JL (LC2)

Prince George's Avenue (near Kingston Road) Raynes Park, SW20 8BH (LC1)

- B) Considers the representation in support received in response to this statutory consultation from Aston Road which is set out in section 3.4 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 16th November and 8<sup>th</sup> December 2023 to implement the above EV parking bays adjacent to the

existing 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 tenth batch.
- 2.3 Following Cabinet Member approval in November 2023, a statutory consultation for the tenth batch of the EV bays (as set out in table 1) was undertaken between 16th November and 8<sup>th</sup> December 2023.

## **3. CONSULTATION**

- 3.1 The statutory consultation was carried out between 16th November and 8<sup>th</sup> December 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 with EV chargers. 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 following support from a resident in Aston Road.

We trust this message finds you well. We are writing to emphasise the critical importance of designating 69 Aston Road as an Electric Vehicle (EV) space during the ongoing statutory consultation, addressing not only current parking challenges but also the need for more efficient charging infrastructure as well as protection of our environment and discouragement of the combustion engine vehicles.

Firstly, we wish to bring to your attention the challenges faced by EV owners in the neighbourhood, particularly in securing a charging spot. The proposed conversion of the parking space at 69 Aston Road to an EV space is crucial in alleviating this issue. Despite having non-occupied alternative parking spaces on the street, the constant occupation of the designated bay with the EV charger poses a significant hindrance for EV users like ourselves. This challenge is exacerbated by the council's ban on running cables over

the pavement, making home charger installation unfeasible.

Secondly, we want to highlight the superior charging speed offered at 69 Aston Road compared to the infrastructure at 2 Aston Road. As the demand for faster charging options rises with the increasing prevalence of electric vehicles, designating 69 Aston Road as an EV space aligns with the community's growing need for efficient and high-capacity charging points.

Furthermore, situating the EV space at the end of the street encourages a smooth flow of traffic within the neighbourhood and avoids congestion. This strategic placement not only benefits current EV users but also promotes a harmonious coexistence with the broader community.

We appreciate your consideration of these critical aspects in the decision-making process. Designating 69 Aston Road as an EV space will not only address the current parking challenges but also contribute significantly to the efficiency and accessibility of charging infrastructure in our community.

#### **4. OFFICER'S RECOMMENDATION**

- 4.1 In the absence of any objections, and in line with Council's objectives, 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 EV bays; this however would prevent those with an electric vehicle to gain access to the lamp column to charge which would effectively 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; and the 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 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**

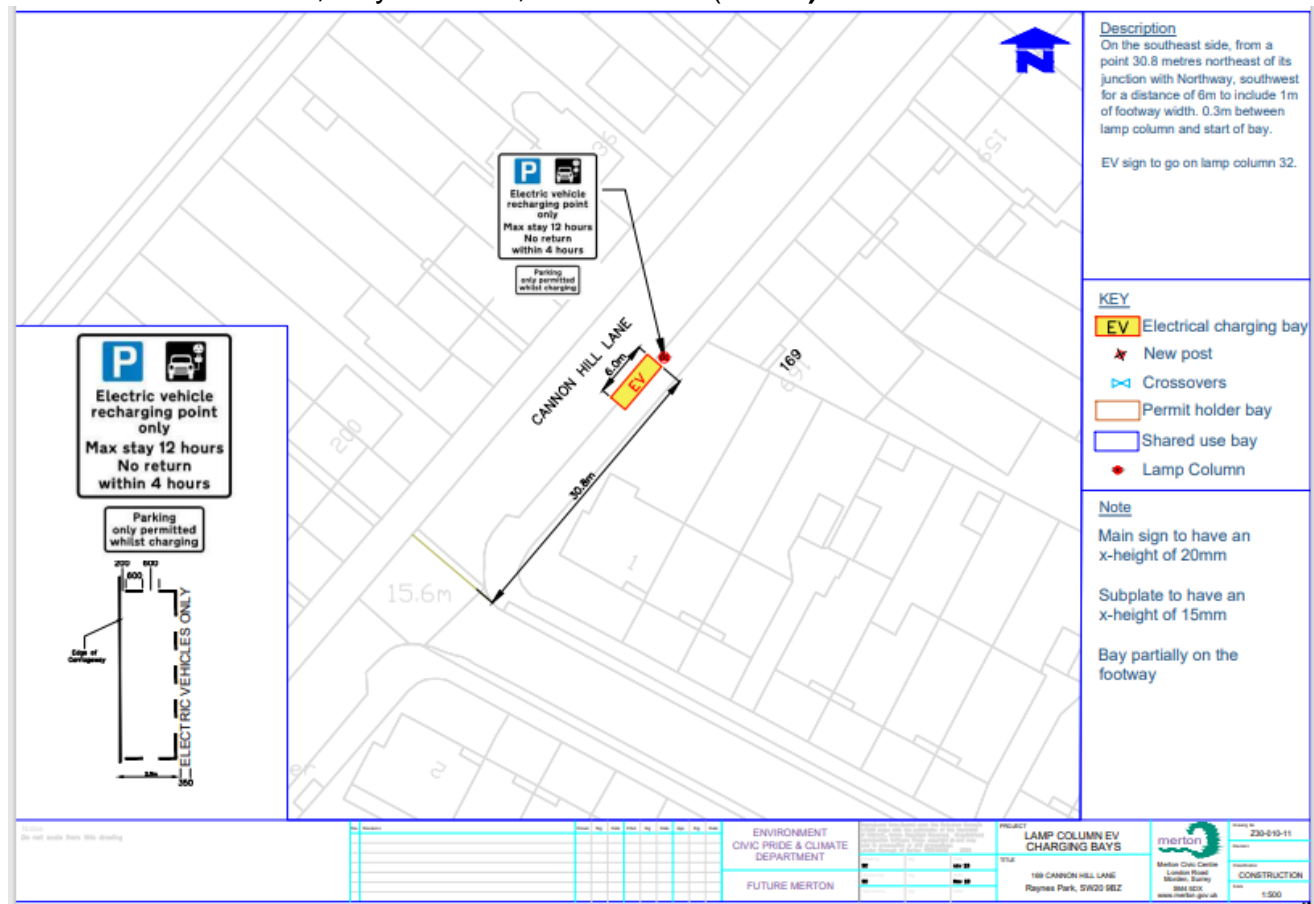
- 12.1 The Council's EV Programme aims to promote and facilitate the use of electric vehicles instead of fossil fueled vehicles; it is, therefore, necessary to provide the proposed infrastructure necessary to meet the charging needs of EVs.

## **13. APPENDICES**

- 13.1 Appendix 1 - Location plans

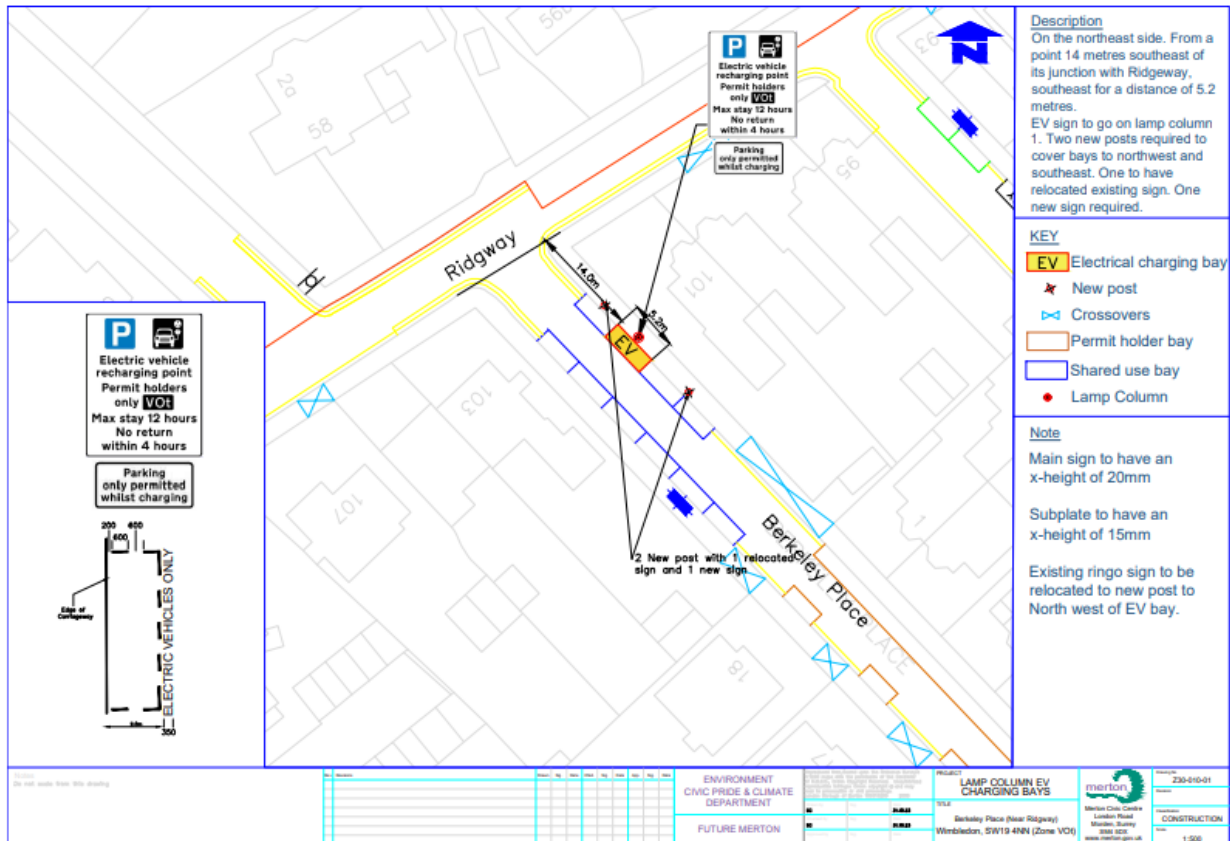
**Cannon Hill Ward** (no CPZ)

169 Cannon Hill Lane, Raynes Park, SW20 9BZ\* (LC 32)

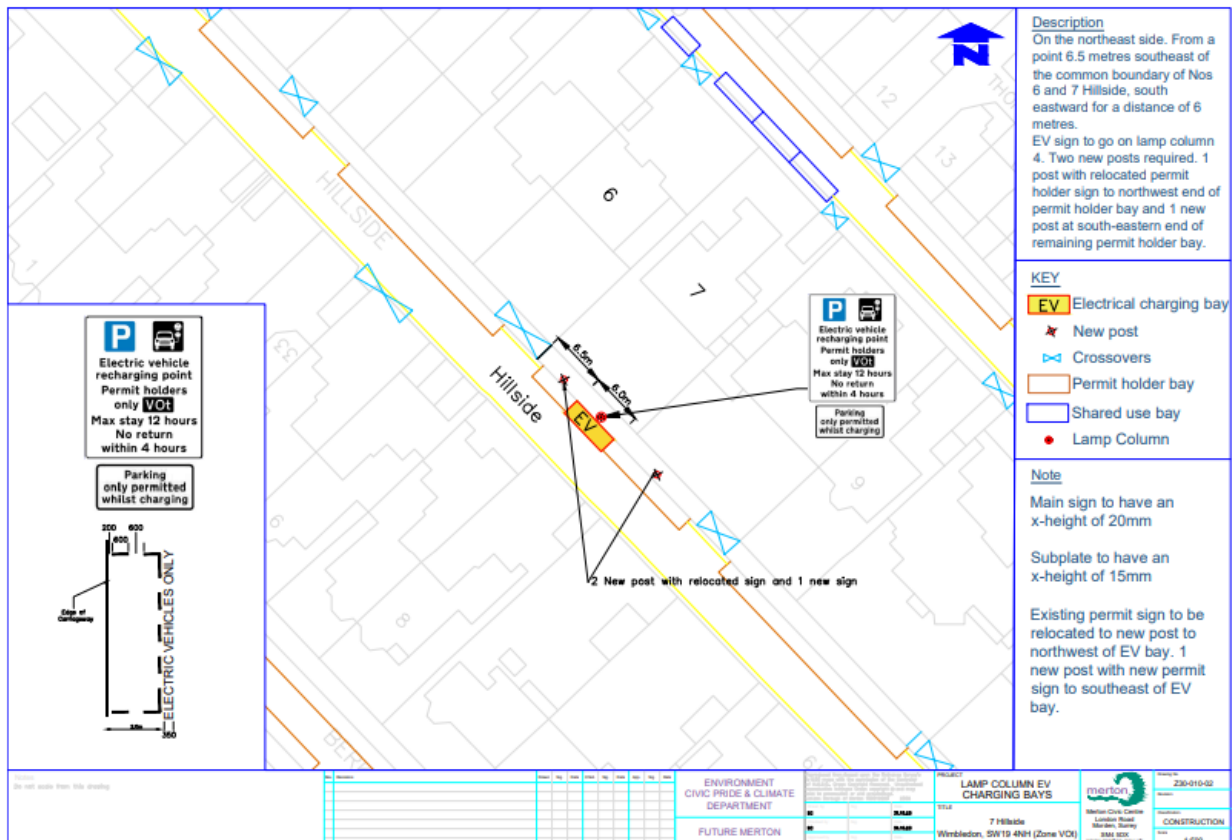


## Zone V0t (Hillside Ward)

Berkeley Place, Wimbledon, SW19 4NN (LC1)

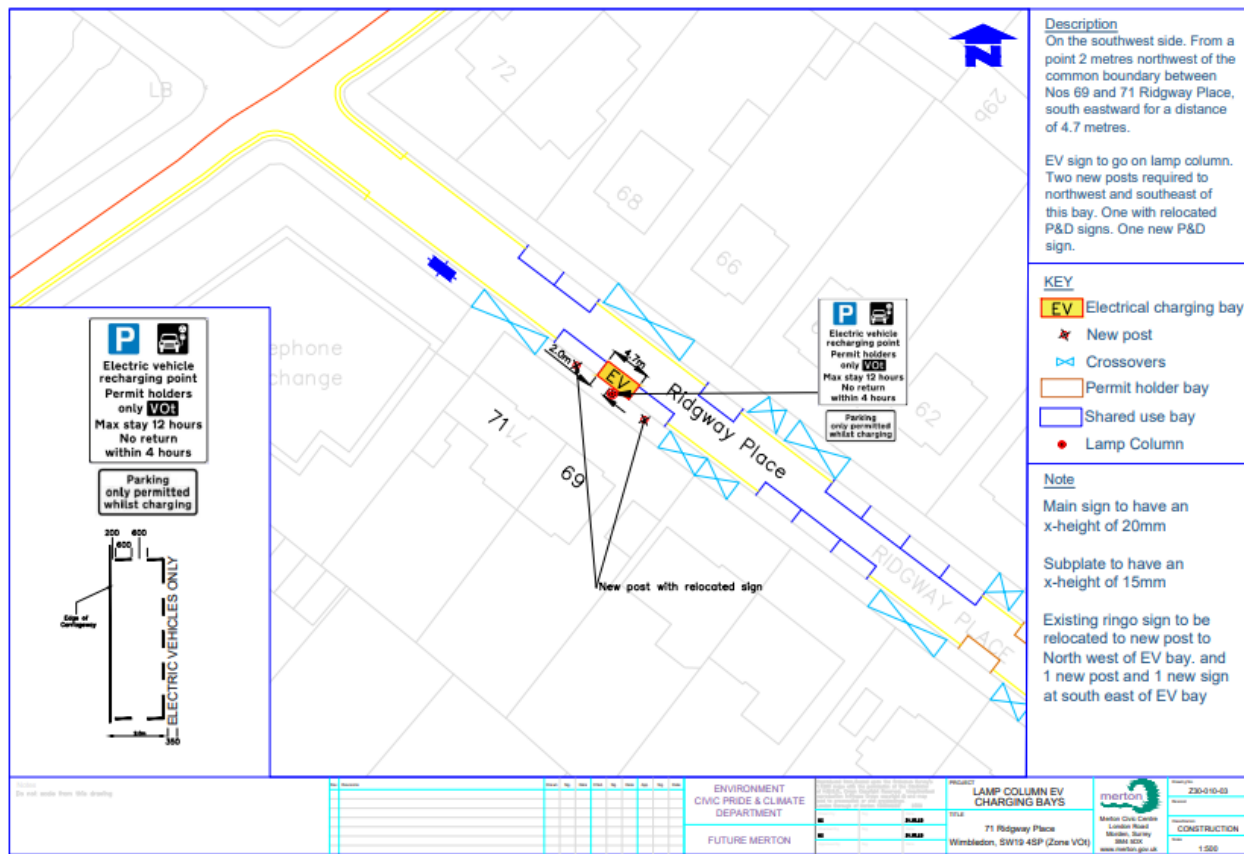


7 Hillside, Wimbledon, SW19 4NH (LC4)

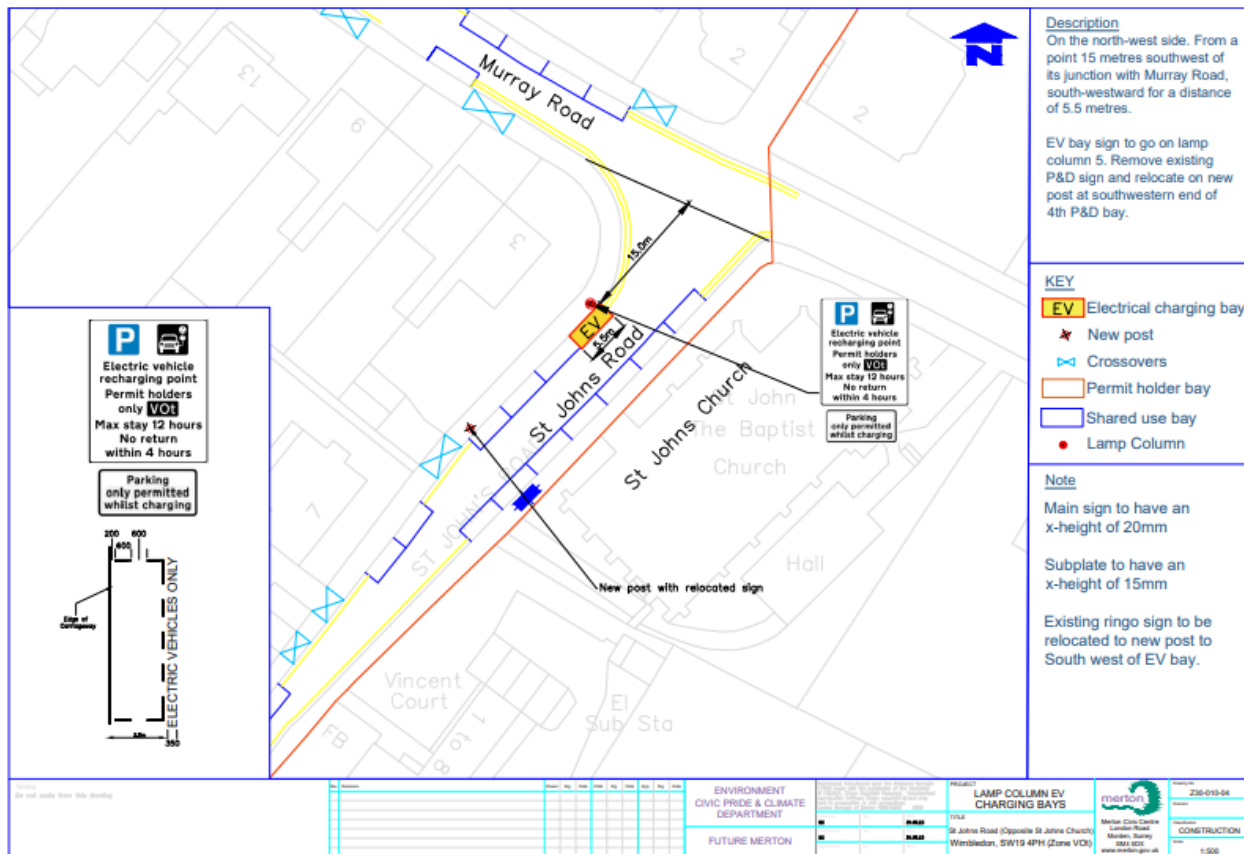




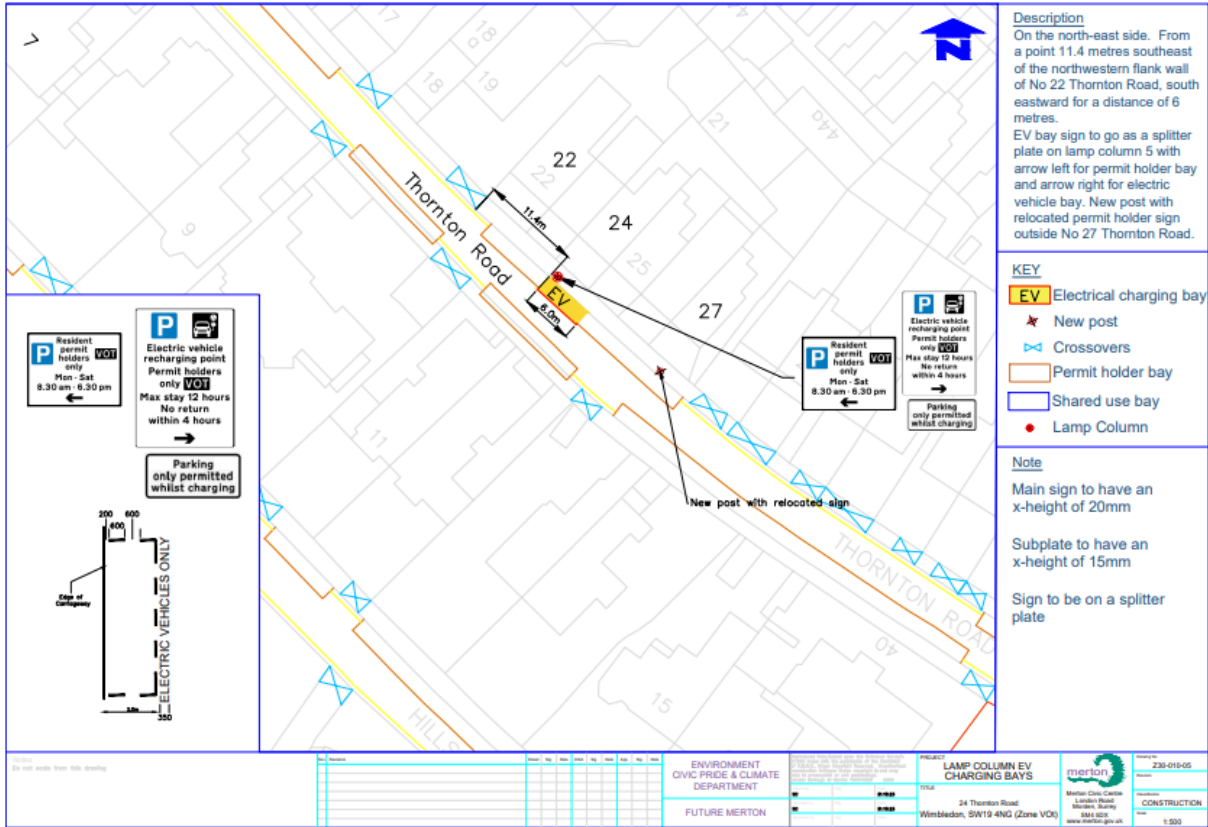
71 Ridgway Place, Wimbledon, SW19 4SP (LC14)



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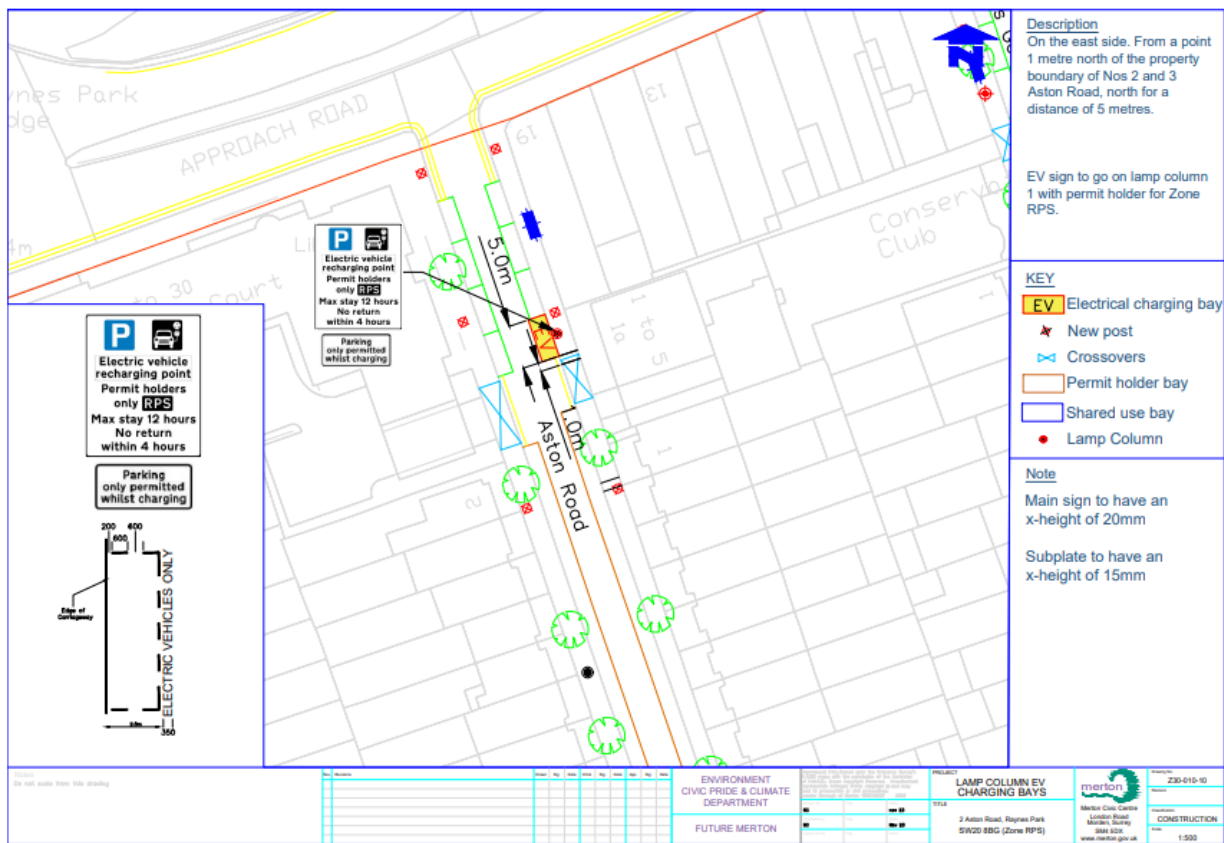
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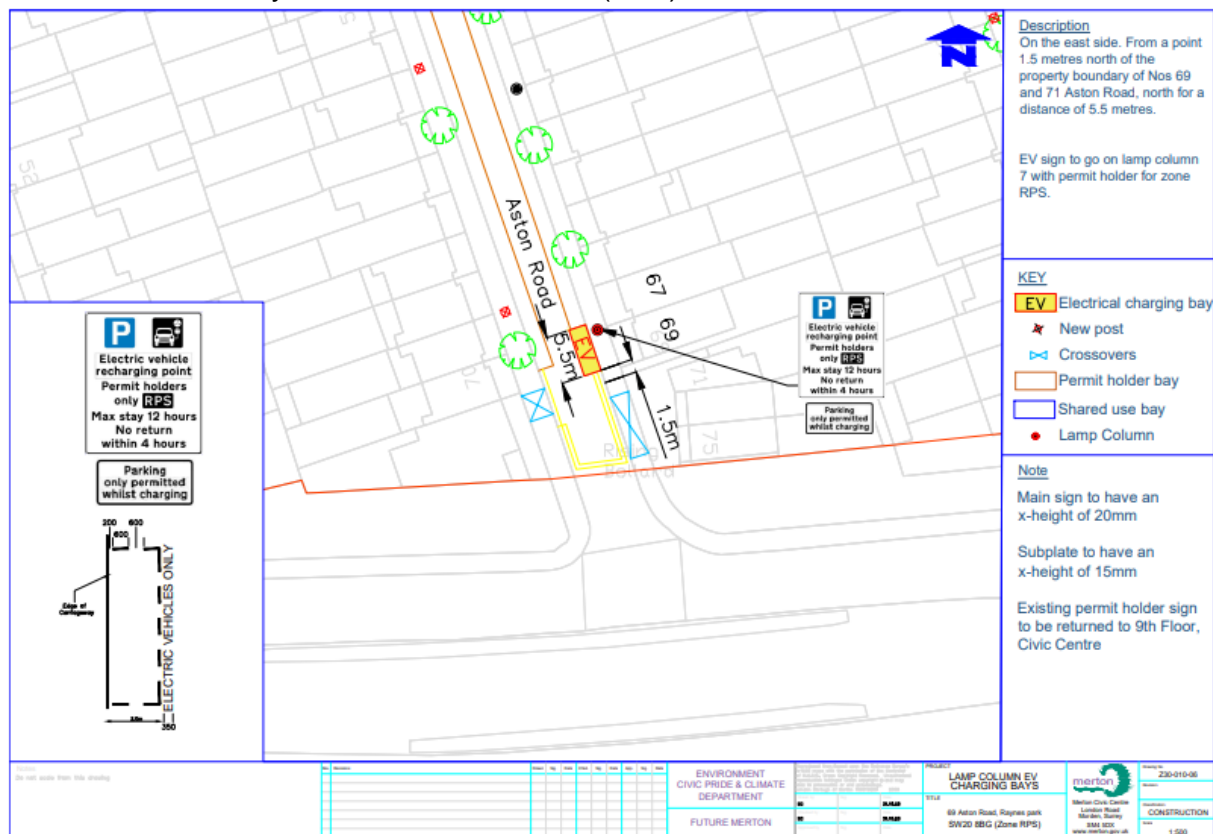


## Zone RPS (Raynes Park Ward)

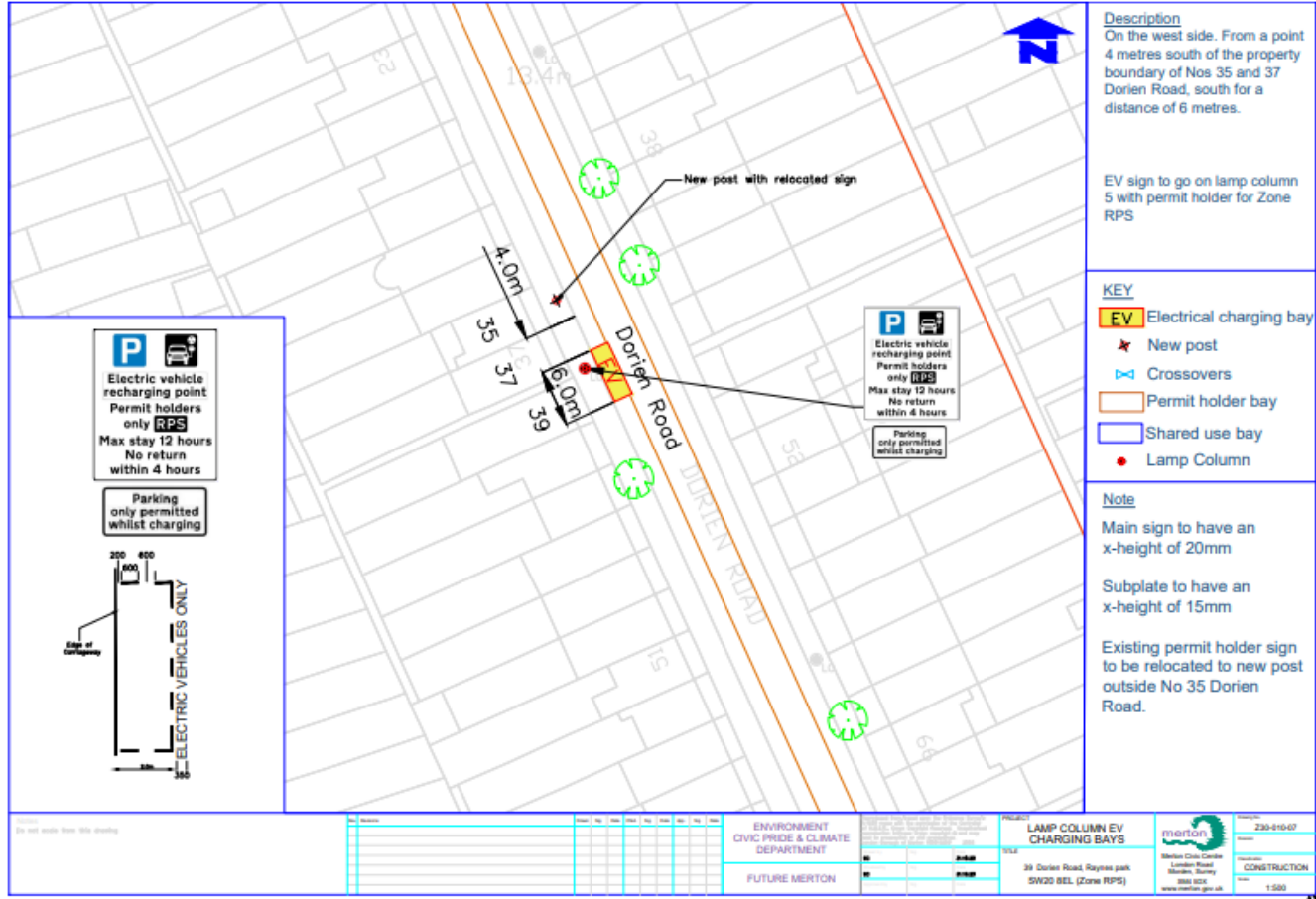
### 2 Aston Road, Raynes Park, SW20 8BG (LC 1)



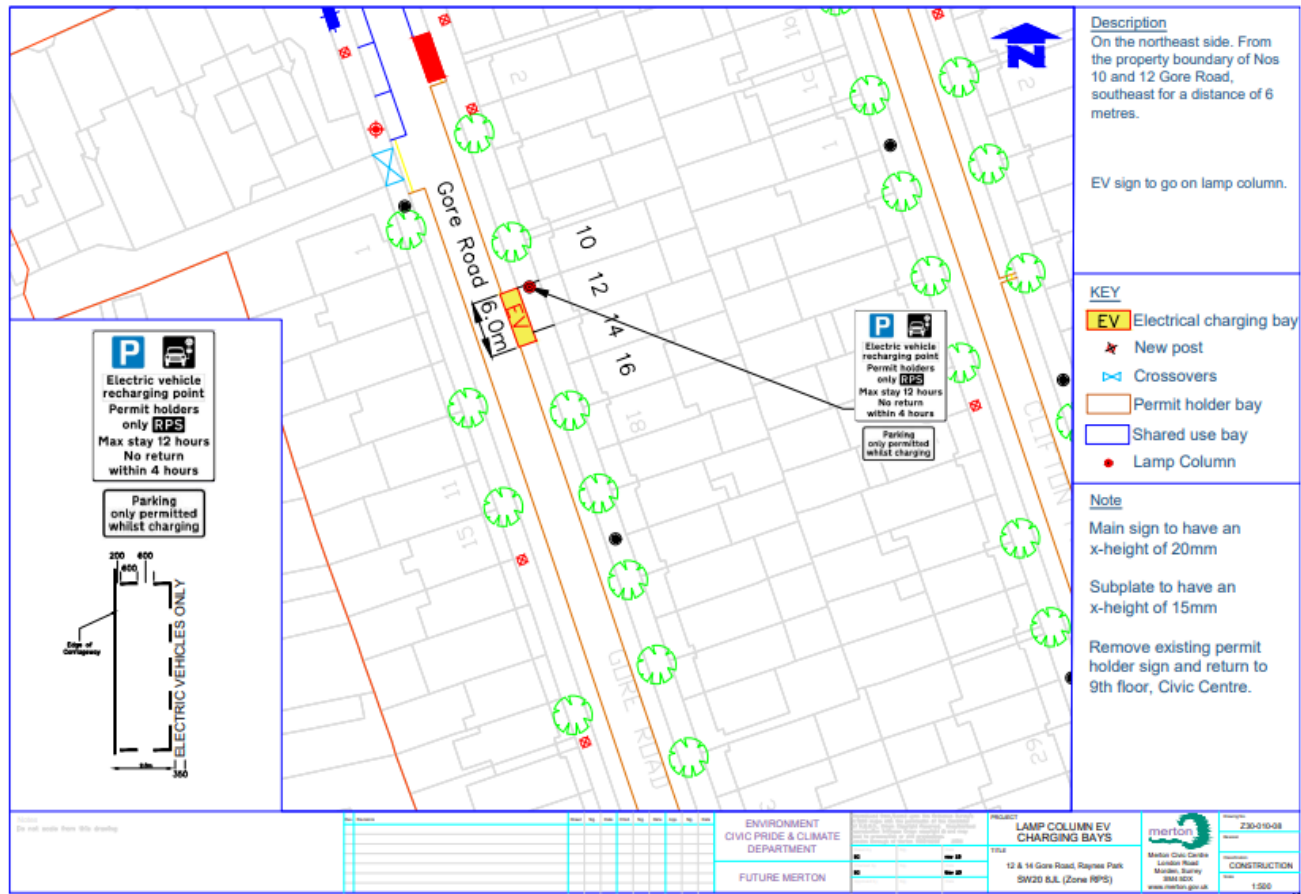
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