

**Committee:** Cabinet Member Report

**Date:** 05 October 2023

**Agenda item:** N/A

**Wards:** Various

**Subject:** EV bays - Statutory consultation results – batch 7

**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 7<sup>th</sup> September and 29<sup>th</sup> September 2023 to implement the following EV parking bays. All plans are attached in appendix 1.

**Table 1**

**Wimbledon Park Ward (Zone P2 and P2s)**

Stuart Road (near Melrose Avenue) SW19 8BX

38-40 Stuart Road, Wimbledon Park, SW19 8DH

Wolesley Ave (side 79 Ashen Grove) Wimbledon Park SW19 8BL

Wolesley Ave (near Revelstoke Road) Wimbledon Park, SW18 8NJ

156 Dora Road, Wimbledon Park, SW19 7HJ

10 Dora Road, Wimbledon Park, SW19 7EZ

**Hillside Ward (Zones P2s and 2F)**

Ricards Road (near Lake Road) Wimbledon Park, SW19 7ES

21 Glendale Drive, Wimbledon, SW19 7BG

Parkwood Road (near Woodside) SW19 7AQ

Rostrevor Road (near Woodside) SW19 7AP

Springfield Road (near Woodside) SW19 7AN

- B) Considers the comments received in response to this statutory consultation which are 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 7<sup>th</sup> September and 29<sup>th</sup> September 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 seventh batch.
- 2.3 Following Cabinet Member approval in August 2023, a statutory consultation for the seventh batch of the EV bays (as set out in table 1) was undertaken between 7<sup>th</sup> September and 29<sup>th</sup> September 2023.

## **3. CONSULTATION**

- 3.1 The statutory consultation was carried out between 7<sup>th</sup> September and 29<sup>th</sup> September 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 3 comments from residents of Rostrevor Road and 2 comments from residents of Dora Road.

### **Rostrevor Road**

First representation

I am writing to object to the proposal to restrict the use of the parking area alongside the new electric charging point in Rostrevor Road, Wimbledon. Rostrevor Road is a short road with only 14 houses, but it already has three other electric charging bays which cannot be used by residents for parking. It also has four bays which can only be used for short term RingGo parking, and these spaces are not available for residents to park in. The addition of a further non-residents' parking space would bring the total in this small street to eight, which would be grossly disproportionate. Furthermore, there is not sufficient residents' parking in the neighbouring roads of Alexandra Road and Woodside, so many of the residents of these roads end up parking in Rostrevor Road. Even if the space is used by residents' electric vehicles, these vehicles will not be able to leave the car in the space for more than 12 hours, and so it is likely that the space will be unused for most of the time. This would be very unfortunate given the already intolerable pressure on parking in the immediate area.

Although I support the introduction of charging points for electric vehicles, this additional restriction on parking will mean that other vehicles will have to drive around the area looking for a parking space. Alternatively, these vehicles will have to park in other restricted spaces and move their cars before the start of the time when the parking restrictions apply. I believe the Council recently justified increasing parking charges to dissuade vehicles from 'cruising around looking for parking'.

I ask that the Council reconsider this proposal and only re-introduce it if the demand for the charging point means that the restriction is absolutely necessary - alternatively could the space be a non-exclusive charging bay, in which residents could freely park if it's not being used for charging?

#### Second representation

I object the plan as above.

The parking space for the resident in this road is not enough most of the time I have to park my car in another road There are three pay and display spaces and three electric charging points which is most of the time is empty. I cannot unload my shopping on my return because there are no spaces available.

There are limited spaces for the residents

#### Third representation

We understand the Council is considering reserving another parking space in Rostrevor Road for electrical charging. As you may know, Rostrevor Road has 14 houses and the current number of available parking spaces is already inadequate. There are already 3 bays reserved for charging - and therefore not available even when not being used for charging (as is usually the case!) - and in addition a further 2 bays are metered spaces.

We pay a lot of money for our resident permit, and frequently it is not possible to park in our road. Please do not worsen the situation with a fourth charging bay.

#### **Dora Road SW19 7HJ**

##### First representation

I am writing to object to your plan to designate bays adjacent to converted lampposts for the sole use of EVs. Parking is already under significant pressure in Dora Road with many houses having multiple Resident's Permits, sometimes as many as four (we have only one). Taking bays out of general use is going to increase the problem for all residents, even for BEV owners who will find displaced non-BEVs parked outside or near to their own homes.

Significant dedicated infrastructure has already been provided to BEV owners in the vicinity at the expense of general on-street parking, and many garages now provide fast-charge facilities alongside petrol and diesel. On that basis, BEVs are now better provided for than combustion-powered vehicles; I certainly don't expect to find a petrol pump in my street or just around the corner.

By all means convert more lampposts so they can be used for charging. On that basis there's a higher chance of availability for BEV use, but do not restrict the adjacent bays to BEVs alone. Also bear in mind that BEV owners currently pay only £20 a year for their Resident's Permit vs up to and in some cases significantly more than 10 times that amount for non-BEVs.

The stock response to this type of objection may be "buy an EV", but at current prices this frankly echoes Marie Antoinette's "Let them eat cake"!

##### Second representation

I would like to object to the placing of an EV charger outside our house. The reason for objection is that there is already not enough parking on Dora Road and the surrounding roads and taking out more spaces for charging just makes this worse. This area is an area where many families live and removing more spaces is going to make it even harder to park near your own house and risk children's lives as parents are forced to park further away from their homes.

Given there are so many chargers at supermarkets, retail parks, car parks & garages in the local areas as well as the Tesla supercharger opening in Wimbledon later this year, blocking more spaces from such congested streets cannot be the right answer.

### 3.5 Officer's comments

- The EV programme has been developed to provide a solid infrastructure across the borough to support growing EV ownership within the local community. The lamp column charging points in residential roads have been introduced to meet the needs of those residents with an electric vehicle.
- 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 been installed at these locations.
- EV bays serve residents in the area who are already parking locally. Therefore, there is no change in overall parking capacity; the dedicated bay simply ensures that an electric vehicle can access the charging point at any time and allows it sufficient time to charge. In CPZs, only permit holders are permitted to use the bay during the CPZ operational periods and therefore it will be used by the permit holder resident who is already parking in the road / zone.

#### 3.5.1 Rostrevor Road

- Rostrevor Road is within a CPZ with the concept that permit holders can park within the zone and not necessarily in one specific road.
- Permit holder residents are able to utilise the shared use bays in the road.
- The Source London chargers in Rostrevor Road provide a faster charging option at a more expensive rate. The lamp column charge point that has already been installed provides a cheaper rate and the proposed EV bay will ensure access to the charge point. During the CPZ operational periods, only permit holders can use the bay i.e. by the same resident who is already parking in the road and / or within the zone.
- Rostrevor Road is within a CPZ and it is public highway. The CPZ prioritises the needs of the residents within the zone and due to limited suitability of lamp columns for a charge point in the area, currently it is not possible to install such an infrastructure in every road for which one has been requested. Where possible EV charge equipment is installed on viable lamp columns, which are limited in number. The EV bay in Rostrevor Road will serve the local residents.

#### 3.5.2 Dora Road

- The council has received requests from Wimbledon Park residents expressing frustration at the lack of access to charge points in Dora Road and Kenilworth Road.
- Not being able to park outside one's home is not considered a hazard to families with children. Parking outside a specific property or within any given road is not guaranteed.
- The bay will be used by a permit holder resident (during the CPZ operational periods) i.e. the same resident who is already parking in this road or at least within this CPZ.
- As long as a resident meets the qualifying criteria, the Council cannot limit the number of permits that a resident can purchase
- Rapid chargers that are available on the public highway, in supermarkets and car parks etc offer EV charging at a higher rate than a standard lamp post charge point. Given that it takes some time to charge the vehicle, a resident should not be expected to wait by their vehicle several hours to charge the vehicle. The proposed EV bays will provide safe access to a charge point that is already in place and will be used by those residents who do not have off-street parking and wish to charge their car at the most reasonable rate without having to stand by their vehicle.

#### **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 some residents, and for some residents it may be seen as a loss of parking space, it is important to note that the lamp columns currently provide 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 proposed EV parking bays.

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

- 5.1 Not to implement the bays in Dora Road and Rostrevor Road; 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.
- 8.2 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

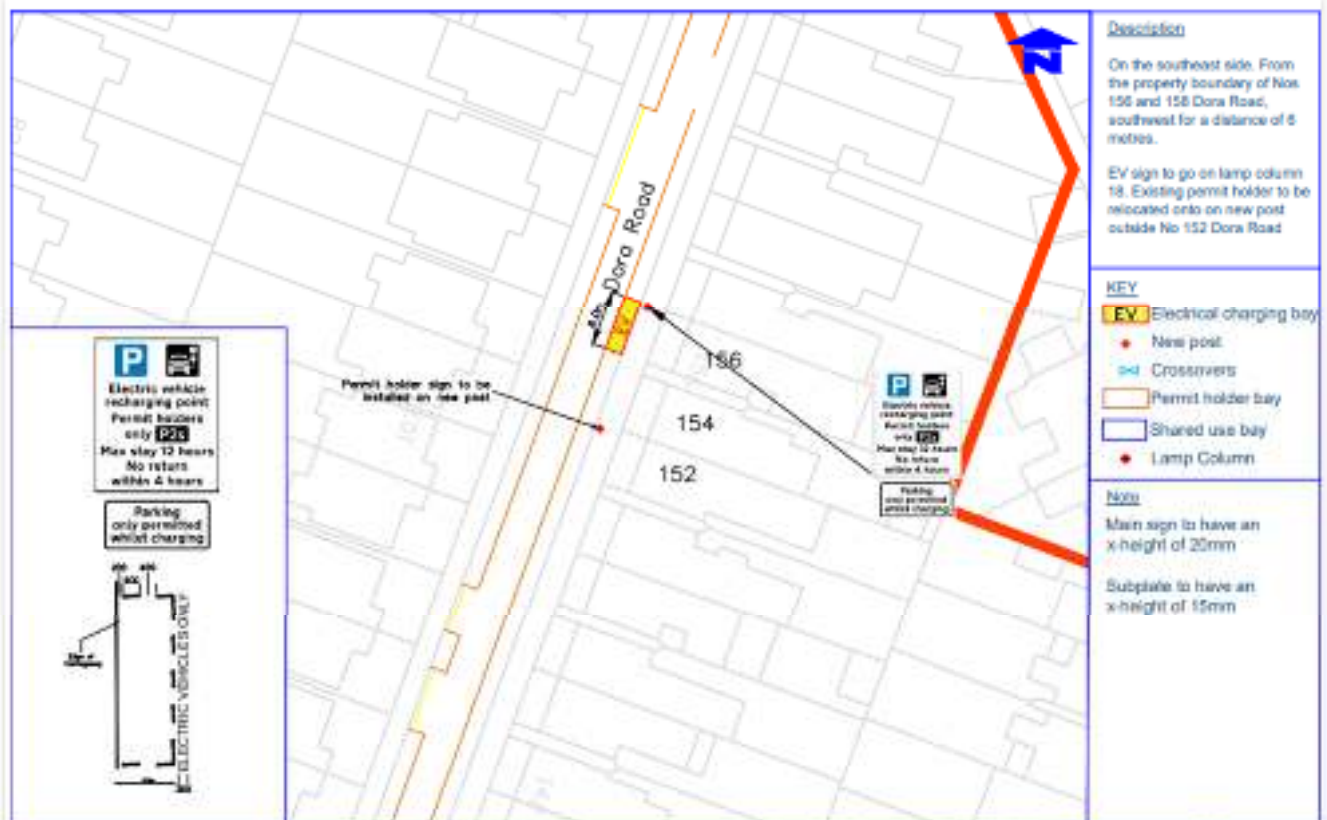
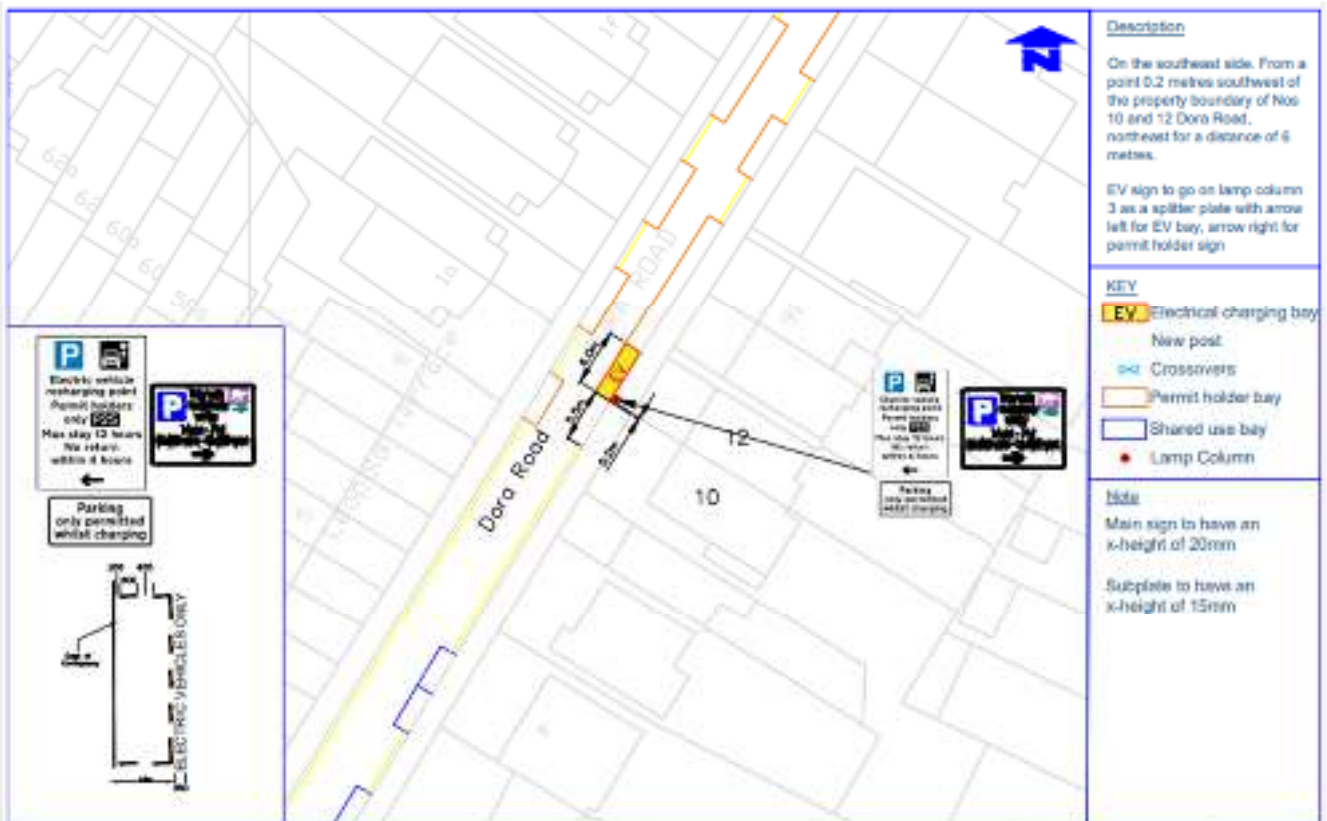
## **12. ENVIRONMENTAL IMPLICATIONS**

- 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 infrastructure necessary to meet the charging needs of EVs.

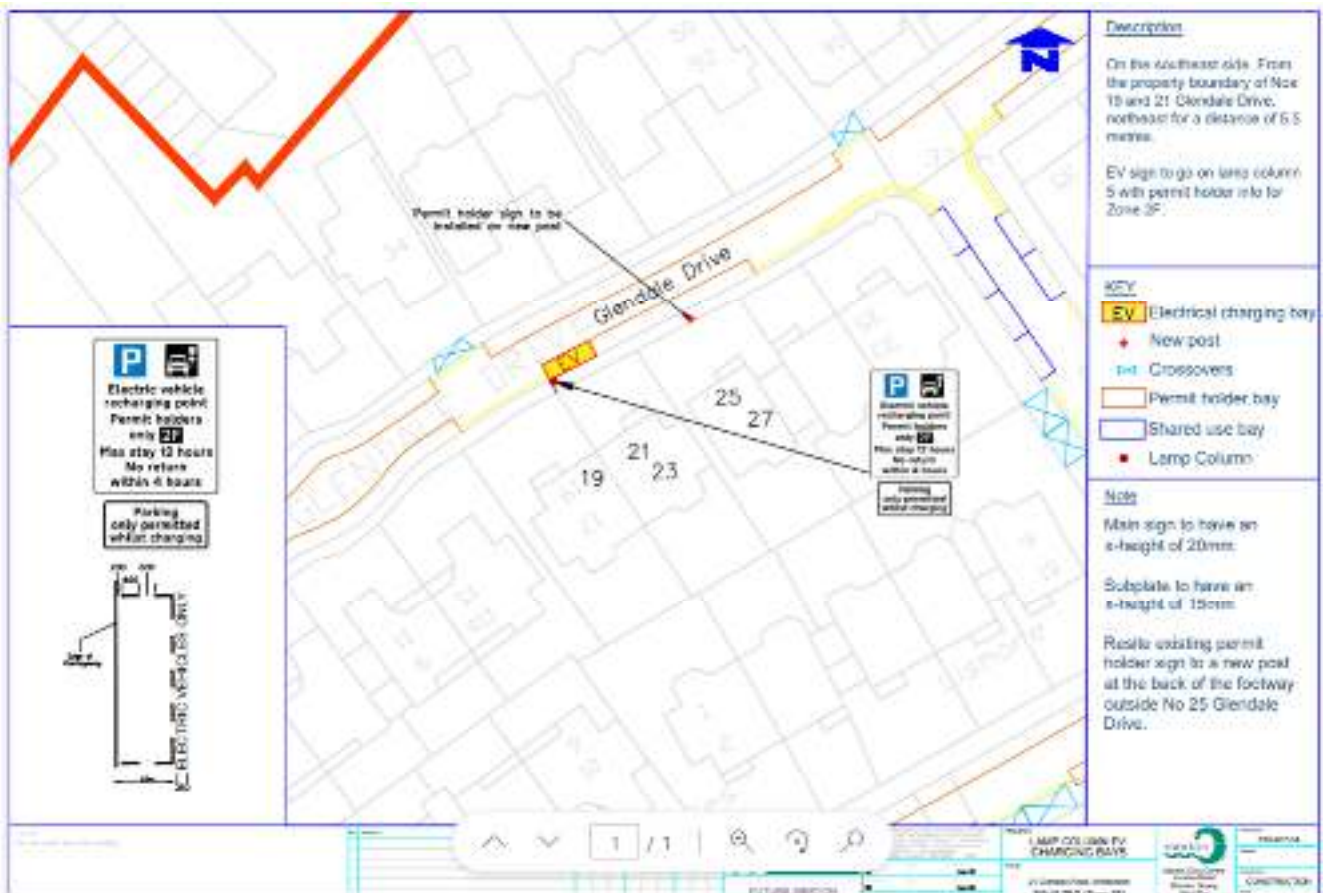
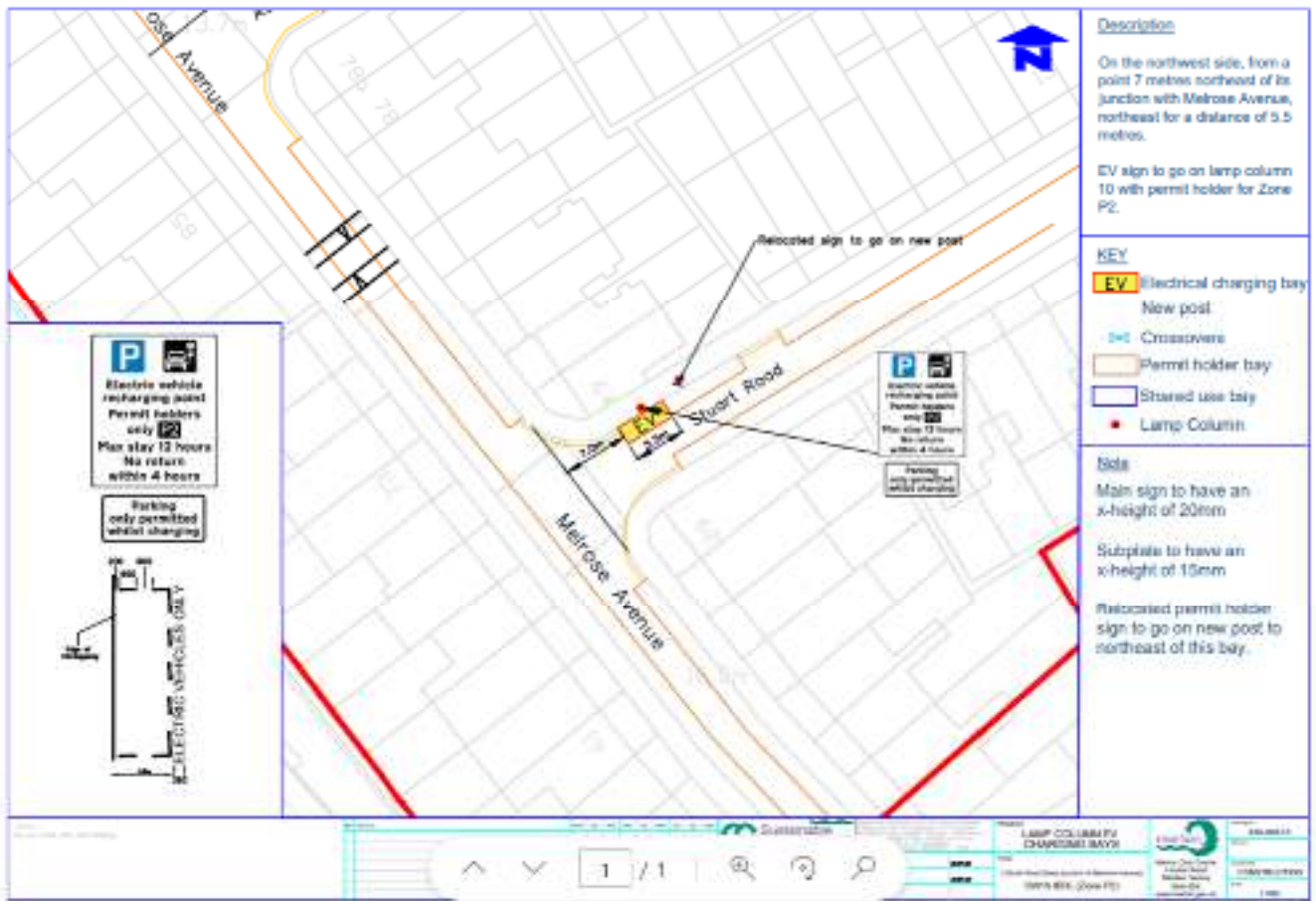
## **13. APPENDICES**

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

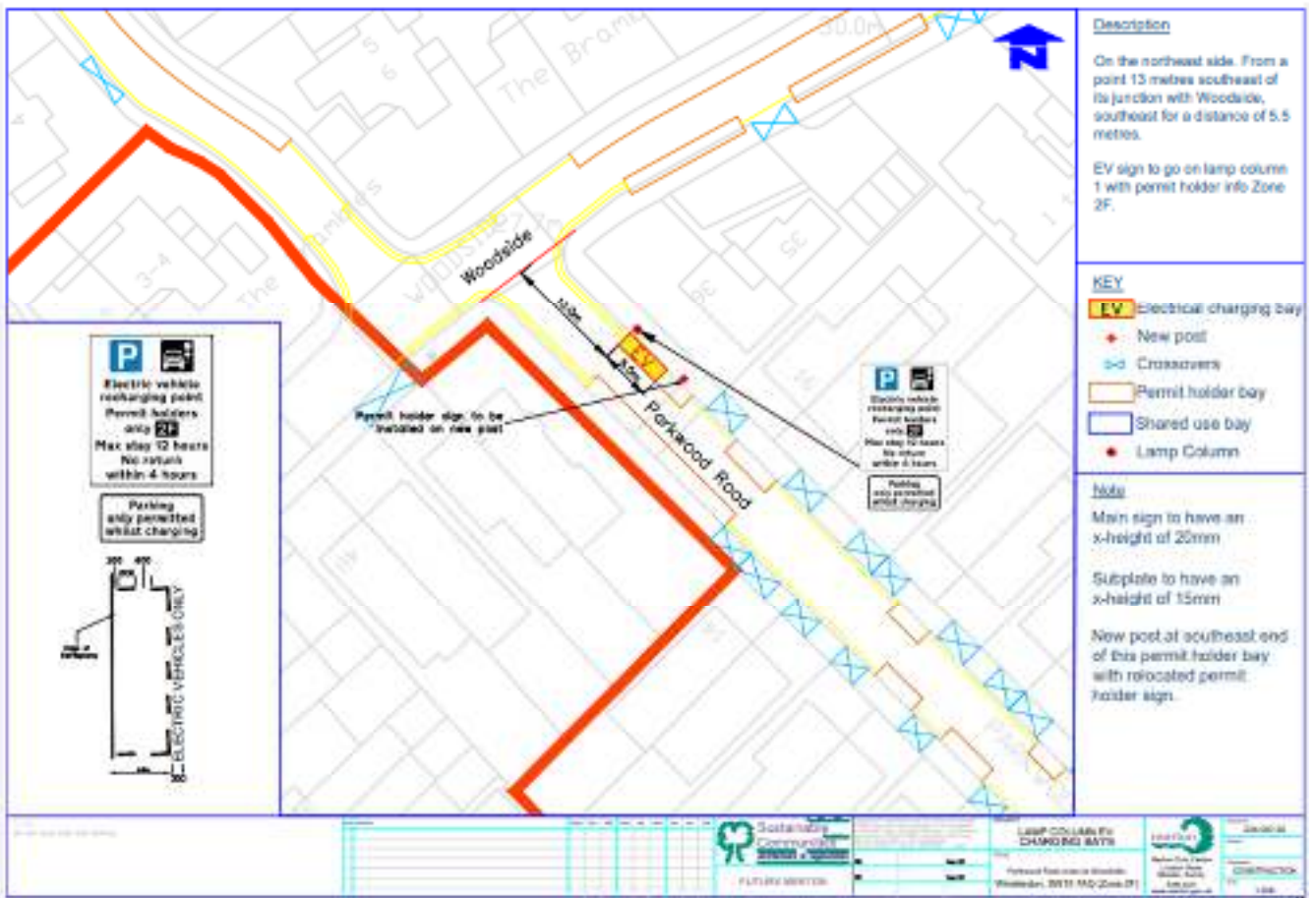
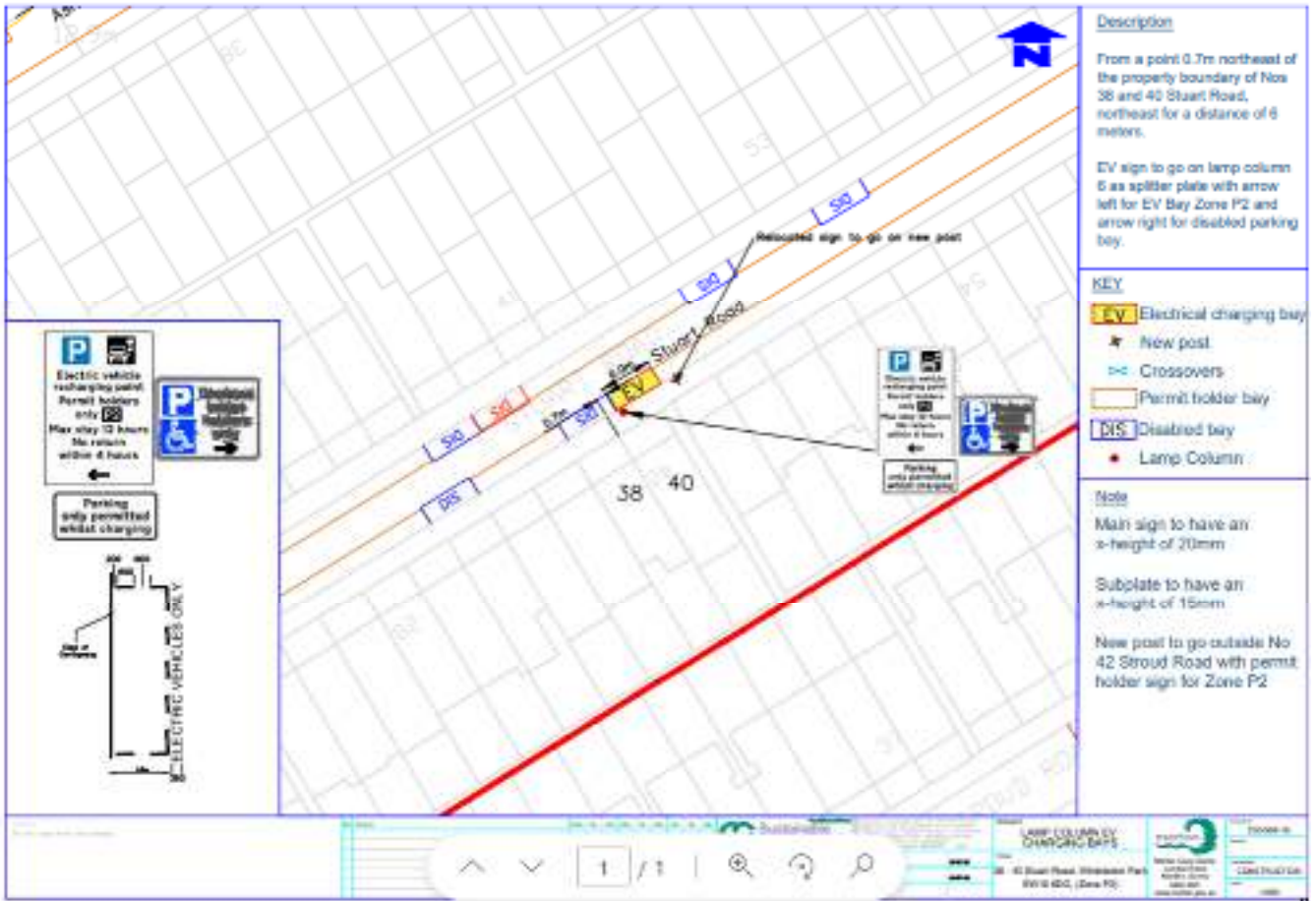
# Appendix 1

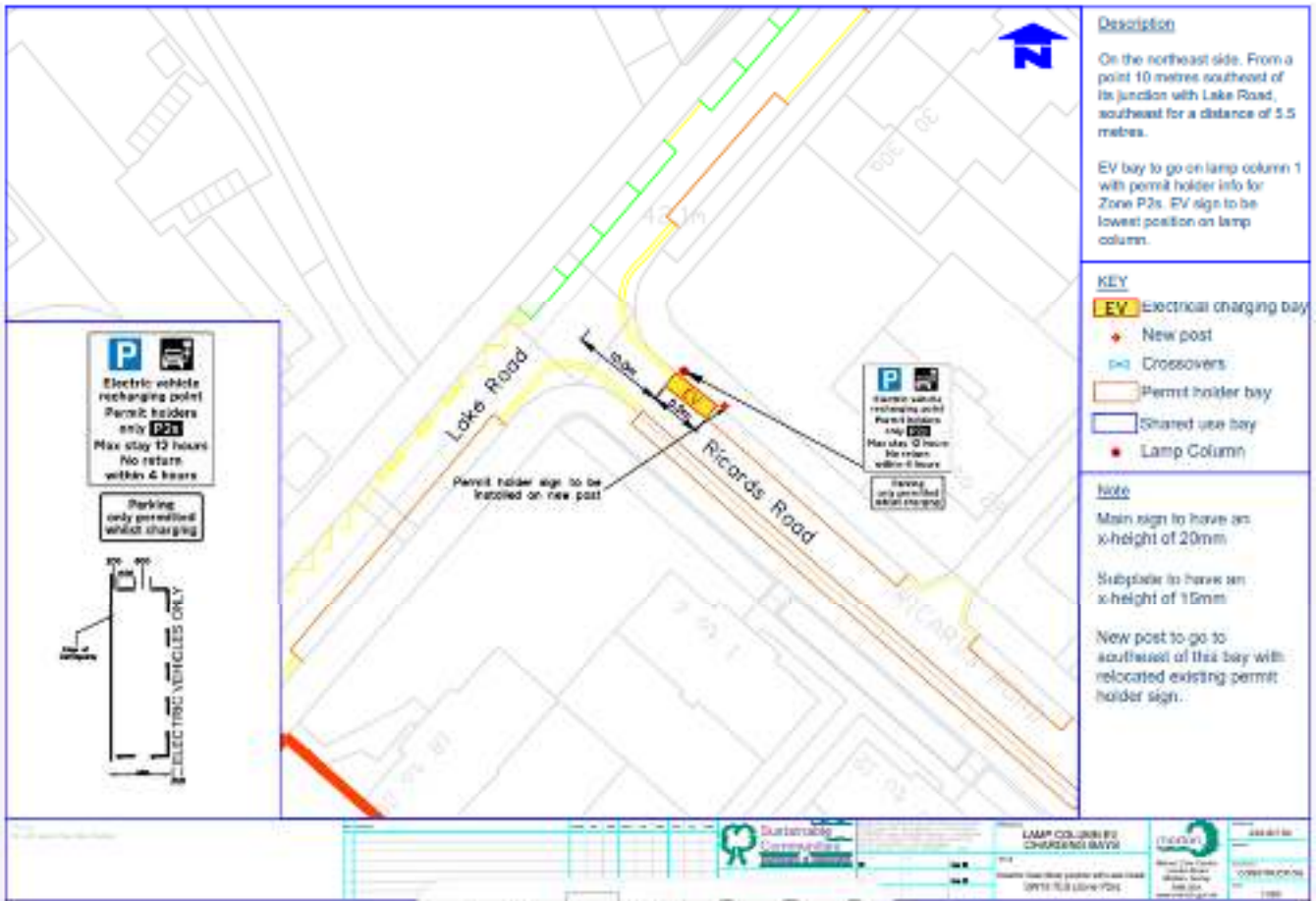












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