

**Committee:** Cabinet Member Report

**Date:** 14<sup>th</sup> August 2023

**Agenda item:** N/A

**Wards:** Various

**Subject:** EV bays - Statutory consultation results – batch 5

**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)

---

## 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 6<sup>th</sup> July and 28<sup>th</sup> July 2023 to implement the following EV parking bays. All plans are attached in appendix 1.

**Table 1**

**COLLIERS WOOD WARD - Zones CW, CW2 and CW3**

- 23 Byegrove Road, SW19 2AY (Zone CW)
- 75 Byegrove Road (opp Kendall Court) SW19 2BJ (Zone CW2)
- Cavendish Road (o/s 1a Park Road) SW19 2HS (Zone CW)
- College Road, (near junction Denison Road) SW19 2BS (Zone CW)
- Denison Road (side of 1A Miller Road) SW19 2DJ (Zone CW)
- 72 Devonshire Road, SW19 2EQ (Zone CW)
- 7 Myrna Close, SW19 2HL (Zone CW3)
- 2b Norfolk Road, SW19 2HE (Zone CW)
- 112 Robinson Road, Tooting, SW17 9DR (Zone CW)
- Singleton Close, Tooting, SW17 9JZ (Zone CW)
- 24 Valley Gardens, SW19 2NS (Zone CW2)

**WIMBLEDON TOWN & DUNDONALD WARD - ZONE 3E**

- Ashley Road, side 89 Florence Road, SW19 8T H (Zone 3E)
- 81 Clarence Road, SW19 8QF (Zone 3E)
- 2 Craven Gardens, SW19 8LU (Zone 3E)
- 90 Craven Gardens, SW19 8LU (Zone 3E)
- 85 Faraday Road, SW19 8PE (Zone 3E)

- B) Considers the comments received in response to this statutory consultation from Faraday Road 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 6<sup>th</sup> July and 28<sup>th</sup> July 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 fifth batch.
- 2.3 Following Cabinet Member approval in July 2023, a statutory consultation for the fifth batch of the EV bays (as set out in table 1) was undertaken between 6<sup>th</sup> July and 28<sup>th</sup> July 2023.

## **3. CONSULTATION**

- 3.1 The statutory consultation was carried out between 6<sup>th</sup> July and 28<sup>th</sup> July 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 comment from a resident of Faraday Road.

Faraday Road resident

I strongly object to the expansion of lamp post charging points in Faraday Road, SW19 8PD.

There is already a lamp post charging post opposite my property which is used by owners of electric vehicles all hours of the day and night just a few meters from my daughter's bedroom window. Owners banging doors usually of large SUV's talking loudly and hooking up to the lamp post or collecting vehicles in the early hours of the morning. Furthermore, I pay £120 a year for a residents parking permit and often struggle to find a space, and your proposal removes an additional spaces adding pressure on parking for residents while non-residents charge their cars.

Why do we need more of these charging points? there are three dedicated electric charging points in Ashley Road less than a 100 metres from Faraday Road and I don't think I have ever seen them used. I took the photo attached this evening. How can it be acceptable to promote this arrangement in a residential street close to two primary schools where the houses and bedrooms are so close to the road? There are plenty of other places they could be installed that are far less intrusive.

I have lived in my current property in Faraday Road for 29 years and feel completely ignored by Merton Council. Why don't you plant some more trees instead of creating unnecessary noise pollution and depriving residents of the opportunity to sleep or be able to park their cars close to their homes.

I am extremely unhappy about your proposal.

Regards  
XX Faraday Road  
London, SW19

#### 3.4.1 Officer's comments

The following officer's comments are in response to the representation:

- The concept of the EV programme is to provide and maximise the required EV infrastructure across the borough which will support the growing EV ownership for the local community.
- As part of the EV programme, the Council has tested all the lamp posts in Merton for their suitability. Thus far only 20% have met the criteria which is why charge points have been installed at these locations.
- As well as the Rapid Charge points in Ashley Road, this batch also provides EV bays adjacent to lamp posts in Ashley Road, Clarence Road and Craven Gardens. This will help reduce the pressure on individual charge points in the area.
- EV bays serve residents in the area who are already parking locally. Therefore, there is no change in parking capacity overall; the dedicated bay simply ensures that an electric vehicle can access the charging point at any time and allows it sufficient time to charge.
- EV chargers and bays are not considered a hazard and can therefore be placed close to schools and residential properties.
- In terms of noise associated with car doors opening and closing, there is no difference in noise when an EV parks within the bay instead of a fossil fuel vehicle; in fact, due to lack of exhaust fumes, and with an EV being silent in both starting and running, it is considered that an EV is far less intrusive. The Council is not introducing a new parking bay, there is already parking taking place and during the CPZ operational periods, only a permit holder can use the bay. Outside the CPZ periods, it is extremely unlikely that it would be used by a commuter.

#### **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 for some residents it may be seen as 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 proposed EV parking bays.

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

- 5.1 Not to implement the bay in Faraday Rd; 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





















