

Committee: Cabinet Member Report

Date: 6th July 2023

Agenda item: N/A

Wards: Various

Subject: EV bays -Statutory consultation results – batch 3

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

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 4th May and 26th May 2023 to implement the following EV parking bays. All plans are attached in appendix 1.

Table 1

<p>LONGTHORNTON WARD</p> <ul style="list-style-type: none">• Cambridge Road CR4 4DW (side of 301 Tamworth Lane) <p>POLLARDS HILL WARD</p> <ul style="list-style-type: none">• Abbots Road, CR4 1HF (junction with Commonsides East)• 17 Abbots Road, CR4 1JS• Chestnut Grove, CR4 1RA• Conway Gardens, CR4 1QE• Sherwood Park Road, CR4 1NE• Westmorland Way, CR4 1QN

- B) To consider the two comments received from Abbots Road in response to this statutory consultation 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 4th May and 26th May 2023 to implement the above EV parking bays. 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 contacted 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.
- 2.3 Following Cabinet Member approval in April 2023, a statutory consultation for the third batch of the EV bays (as set out in table 1) was undertaken.

3. CONSULTATION

- 3.1 The statutory consultation was carried out between 4th May and 26th May 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 two comments from residents of Abbotts Road.

The road has very limited off street parking currently, which has worsened over the last three years with an increase in the installation of dropped curbs and the opening of the Sherwood Park Hall behind the properties as this has increased significantly traffic in the road. This has further been compounded by the implementation of the School Safety Zone, whilst I can understand the reasoning of this given the location of the Sherwood School, this has placed further restrictions on this very small road.

I fail to understand why this small road has been chosen for such an installation, as there is more appropriate and accessible locations if there is a requirement to provide electric charging.

I therefore wish to register my objection.

I am just about to exchange on the purchase of xx Abbotts Road. I am happy to send evidence of this, for example the Sale of Memorandum or a solicitor letter.

I would like to object to the placement of this charging point on three grounds.

The first:

I would like to make a car port with my own charging point on my property so that I am able to charge an electric car with my own supply for as long as I wished. A public point here will prevent me from doing that.

I am also concerned about my own security as I live alone, and would have a constant turn-over of cars parking directly in front of my house.

The second:

This section of Abbotts Road has a number of spots further down the road, near the bollards or on the other side of the bollards, where a charging point can easily be erected that would not affect any residents directly at all. As it is a public point/bay, it would also be more easily spotted further down the road (other side of the bollards) and give easier access for all those that wanted to use it. It would be possible to erect more than one bay there too. No-one accesses this road other than the residents. If it is a resident that has requested this, then please may I also politely request that it is placed outside their home or in a location that does not affect mine.

The third:

This street has restricted access due to the close proximity of Sherwood School. This proposal will only encourage more cars to use this short section of the road, which I assume is contrary to the point of this restricted access.

I bought this house in good faith when this proposal was not advertised in the street and very much hope Merton will consider an alternative method of serving the community without disadvantaging me and my options.

3.4.1 Officer's comments

- to the first representation:

The intension is to provide as much EV infrastructure as possible throughout the borough and not all lamp columns are suitable.

The charger infrastructure is already in place and the consultation is for the parking bay that will ensure access for those residents who need to charge their vehicles.

Parking in this road is unrestricted and utilised by residents as will the EV infrastructure and bay.

- to the second representation

Construction of footway crossovers is subject to meeting a number of criteria. In this case, there is a mature tree and a lamp column outside the property. The tree will not be removed and some may find the relocation of the lamp column plus the cost of the actual crossover excessive.

The charger infrastructure is already in place and the consultation is for the parking bay which will ensure access for those residents who may need to charge their vehicles.

Should the resident still wish to have a crossover, the EV infrastructure which is attached to the lamp column will be resited along with the lamp column and the parking bay.

Concerns regarding security is unclear as parking outside the property is public and not an extension of the property and parking outside of any given property by the property owner is not guaranteed. Parking in this road is unrestricted and utilised by residents as will the EV infrastructure and bay.

Not all lamp columns are suitable and an EV bay can be and will be used by any resident who has an electric vehicle.

Parking and traffic restrictions can change at any time and are only published when the scheme has been finalised in preparation of a statutory consultation.

- 3.4.2 The concept of the programme is to accommodate the requests of the residents for EV charge points and to ensure local residents have access to an EV charge point close to their property.

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 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 EV parking bays.

5. ALTERNATIVE OPTIONS

- 5.1 Not to implement the bay; 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.

- 8.1.1 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.
- 8.2 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.
- 8.3 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

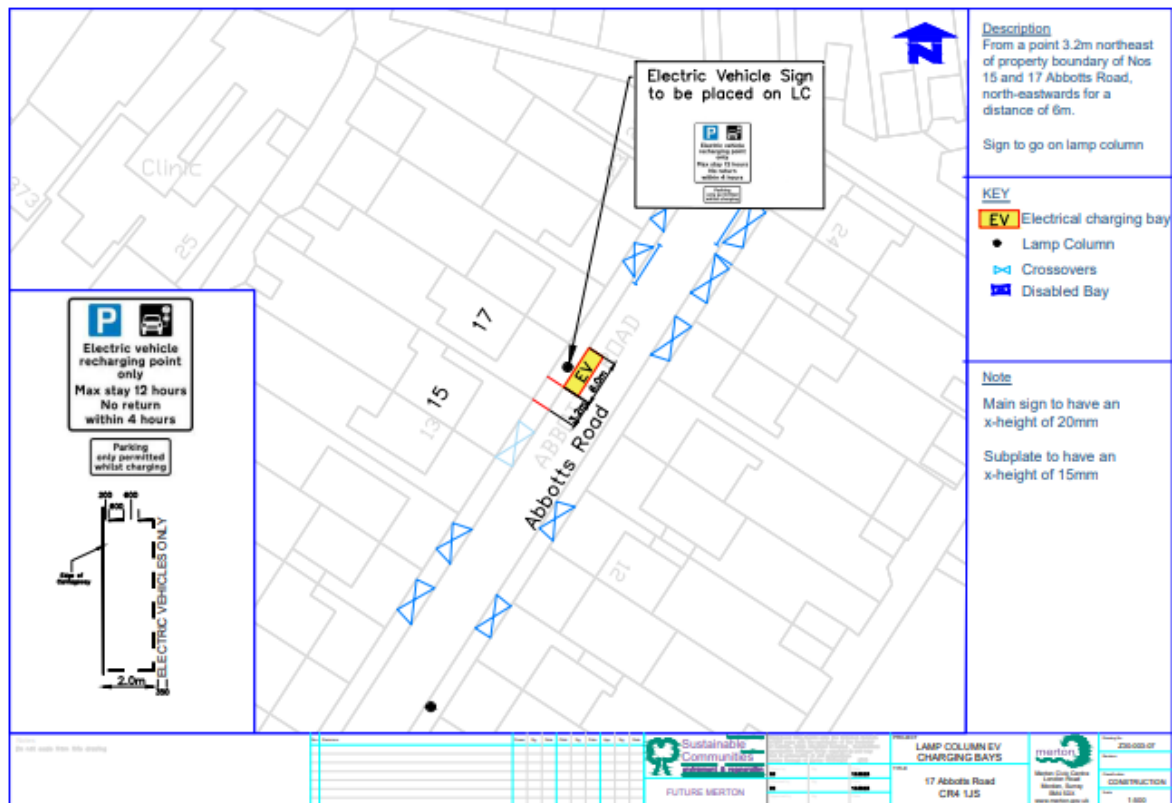
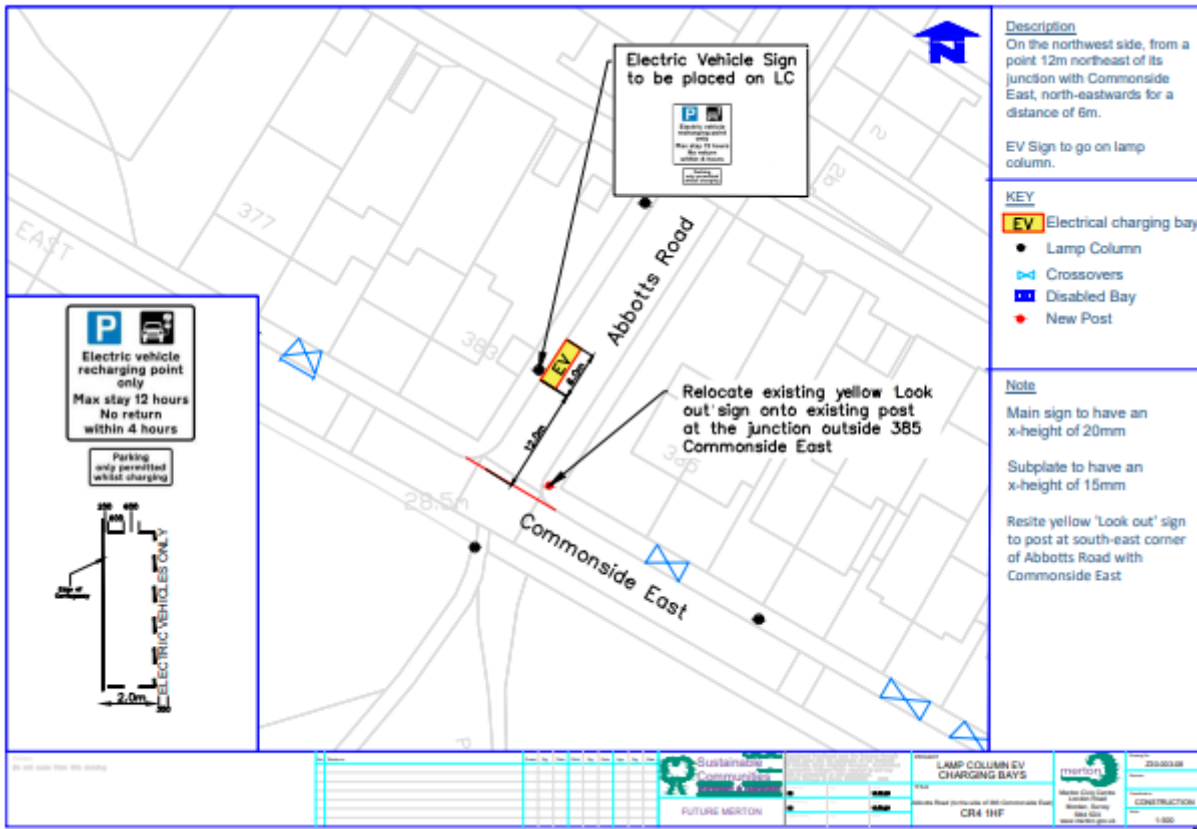
- 11.1 N/A

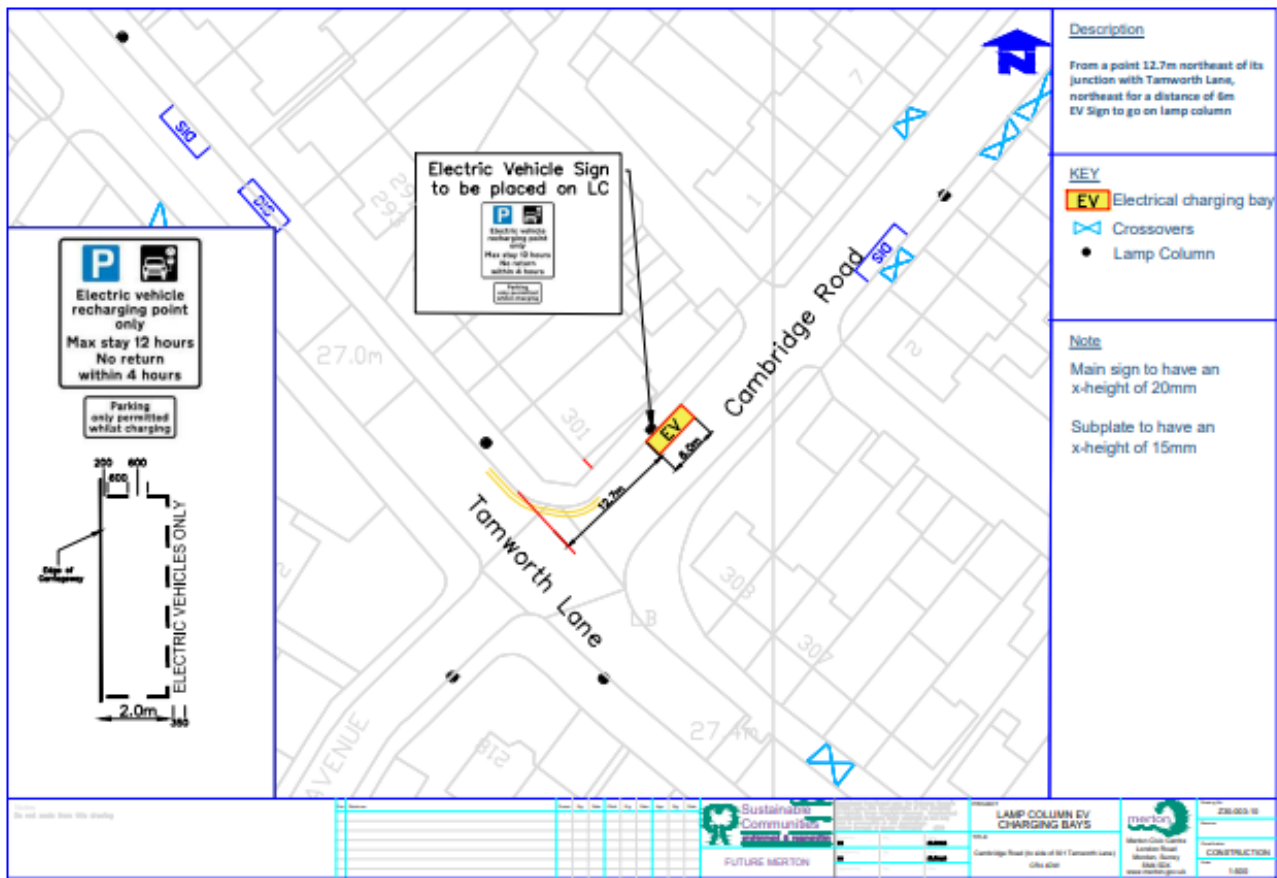
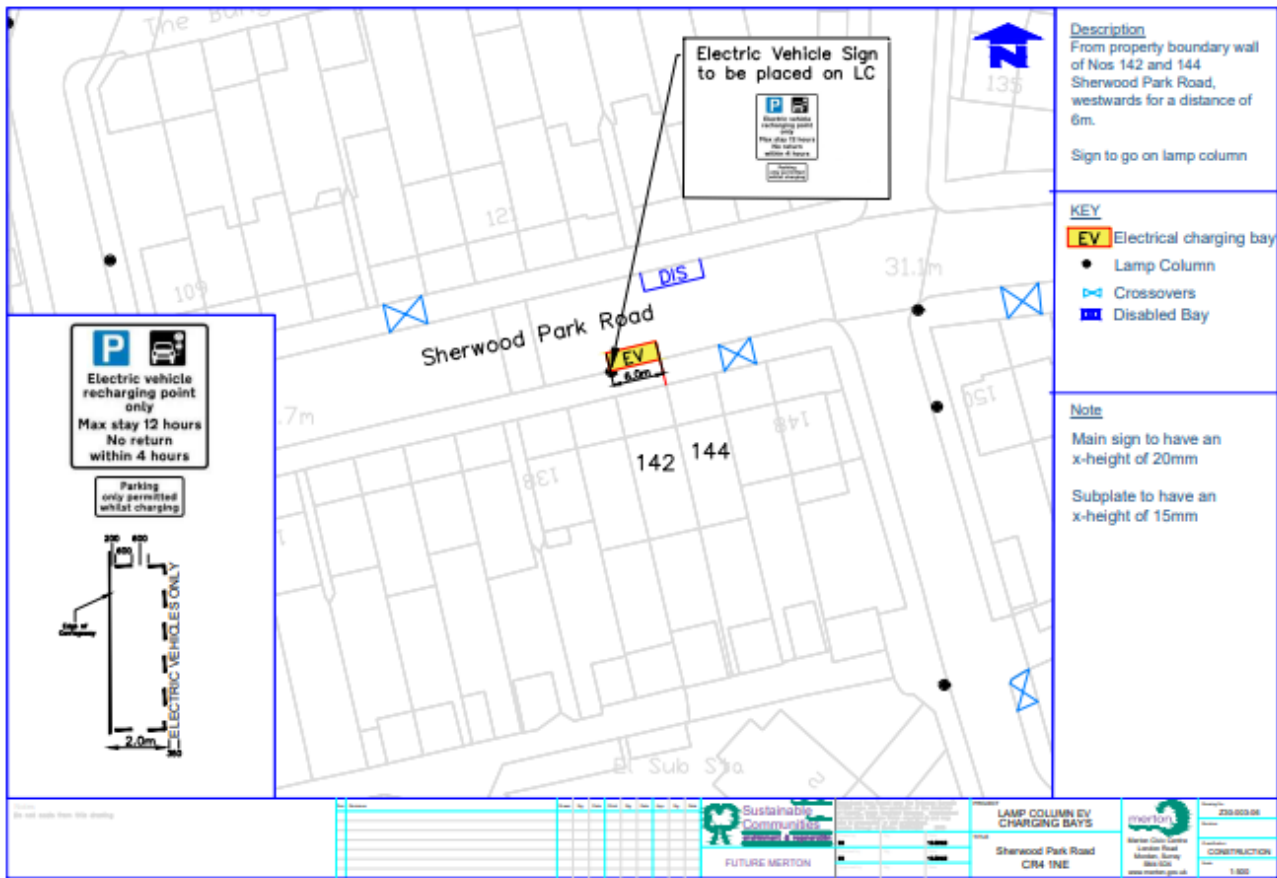
12. ENVIRONMENTAL IMPLICATIONS

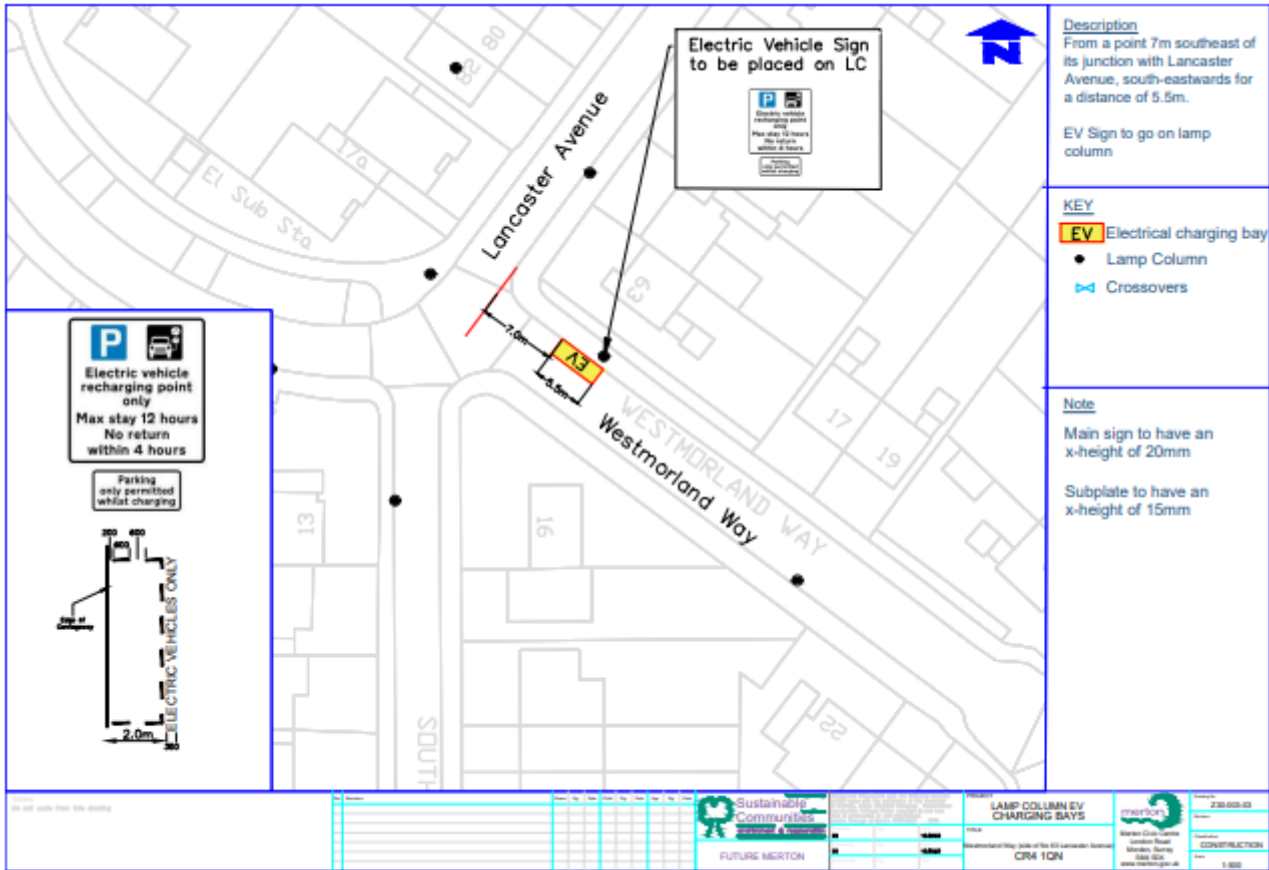
- 12.1 the Council's EV Programme aims to promote and facilitate the use of electric vehicles instead of fossil fueled vehicles; it is, therefore, necessary to provide the infra structure necessary to meet the charging needs of EVs.

13. APPENDICES

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







Description
 From a point 7m southeast of its junction with Lancaster Avenue, south-eastwards for a distance of 5.5m.

EV Sign to go on lamp column

KEY

- EV Electrical charging bay
- Lamp Column
- ↔ Crossovers

Note

Main sign to have an x-height of 20mm

Subplate to have an x-height of 15mm

20 400 600 200 400 2.0m ELECTRIC VEHICLES ONLY	<p>Sustainable Communities</p> <p>FUTURE MERTON</p>	<p>LAMP COLUMN EV CHARGING BAYS</p> <p>CR4 1QN</p>	<p>230 000 00</p> <p>CONSTRUCTION</p> <p>1 800</p>
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