

Committee: Cabinet Member Report
Date: 21st July 2023
Agenda item: N/A
Wards: Various
Subject: EV bays - Statutory consultation results – batch 4
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 25th May and 16th June 2023 to implement the following EV parking bays. All plans are attached in appendix 1.

Table 1

<p>FIGGES MARSH WARD</p> <ul style="list-style-type: none">• Opposite No 9 Acacia Road, CR4 1SF• Armfield Crescent, CR4 2JW (o/s Mainwaring Court)• Baker Lane, CR4 2LG (side of 42 St Mark’s Rd)• Cedars Avenue, CR4 1GA (opp St George’s Rd)• Elmfield Avenue, CR4 2HL (side No 19 Graham Ave)• Elmwood Road, CR4 4AD (opp junction Albert Rd)• 18 Feltham Road, CR4 2JQ• Opposite 16 Sunshine Way, CR4 3HJ <p>LONGTHORNTON WARD</p> <ul style="list-style-type: none">• 6 Longthornton Road, SW16 5QD• Longthornton Road, SW16 5QF (side of 65 Stanford Way)• Middle Road, SW16 4HW (side of 45 Stanford Way)• Stockport Road, SW16 5SU (near junction Hassocks Rd)• 233 Tamworth Lane, CR4 1DH <p>LONGTHORNTON WARD</p> <ul style="list-style-type: none">• Holly Way, CR4 1PD (near junction Greenwood Rd)• Robinhood Lane, CR4 1JL (near junction Abbots Rd)• Wide Way, CR4 1BQ (o/s Baptist Church) <p>WANDLE WARD</p> <ul style="list-style-type: none">• Grove Road, SW19 9BE (near Merton High St)

- B) Considers the comments received in response to this statutory consultation from Grove Road and Elmfield Avenue 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 25th May and 16th June 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.
- 2.3 Following Cabinet Member approval in May 2023, a statutory consultation for the fourth batch of the EV bays (as set out in table 1) was undertaken between 25th May and 16th June 2023.

3. CONSULTATION

- 3.1 The statutory consultation was carried out between 25th May and 16th June 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 comments from residents of Grove Road and Elmfield Avenue.

Grove Rd resident

In reference to the proposed EV only parking bay at Grove Road I would like to make the following comments:

- This will be beneficial to all EV owners residents in the area
- The environmental impact is positive
- Currently without this parking bay it is difficult to access the charger by the lamppost
- There is a single resident that may oppose this proposal, his reasoning being that he has always parked there.
- This resident by consistently parking in the same space has made it near impossible for residents to access the lamppost charger.
- The notice was visible as you can see from the attached photograph but it appears that a neighbour unhappy about the proposal has ripped the notice off.

Please replace the notice at the earliest opportunity.

I hope that when assessing the merit of any negative representation the general interest is safeguarded above individual request.

Full address not provided (Grove Rd tenant)

I'm writing to advise that there are not many electric cars on this road only 2 max and usually they have enough room to charge if the Grove road is full with non-electric parked cars.

It's a bit unfair that non electric cars who are paying Merton for parking is restricted to such a small number.

If anything an electric charging display should be issued so that it will be known that they are temporarily charging if using the charge outside the bay. Alternatively installation of another electric point near grove road should be the way forward so that there is not a rift in the neighbourhood for parking spaces.

Parking on grove road is usually first come first serve and if the parking is all taken and the 4 bay gap has space I'm not keen on feeling restricted by an electric bay. Hence why I'm writing in to appeal against this implementation.

Elmfield Road resident

I would like to OBJECT to the proposed dedicated EV only parking bay in Elmfield Avenue, Mitcham.

There are a number of reasons for this objection. Firstly, our street is a cul de sac and has limited space for resident's parking. Having a dedicated parking EV parking bay would reduce this capacity which is discriminatory towards the Elmfield Avenue residents, and in particular as this is a cul de sac, there is already limited parking space available for its own residents.

Secondly, the other neighbouring streets would have greater capacity to have EV charging points, yet do not have so, and this would seem to provide an unfair burden on us as residents to have to accommodate charging facilities for other, larger, streets, who may have vehicles that require EV charge points. Rather than having money and effort spent in providing for signage and marking off of a bay, the focus instead should be to provide EV charging points on those streets first, rather than having to designate areas.

Thirdly the length of the bay and the duration of access means that it will seriously impact on the ability of Elmfield Avenue residents to have easy access to parking near to their own property. The length of the bay exceeds the size of an average car and will reduce parking capacity; additionally, the duration of access - 12 hours - is likely to generate anti social behaviour of those wishing to use the EV points against the local residents who are trying to park near to their property.

Fourthly, the signage and marking of the bays will be at odds with the character of Elmfield Avenue, which has traditional stone setts and minimal signage and will jar with the aesthetics of the streetscene.

I would be grateful if you acknowledge receipt of this objection and keep me informed of progress.

3.4.1 The following representations were received from Elmfield Ave outside the consultation period.
The representations appear to be a coordinated objection.

I apologise for my late e mail but I have been away. I noticed today that the sign on the EV point has changed. Now apparently you are making it a dedicated charge bay. This is insane.

This is a small cul de sac with two disabled bays already. This new bay will create a parking issue where there currently isn't one. Nobody in the road has an EV. The bay hasn't yet been used to my knowledge. The original notice said it would only be a dedicated bay if issues arose. Now you've moved the goal posts. I can't help noticing that no points or bays are in the far larger Fernlea road. Perhaps you didn't want to upset the neighbours of the councillor.

Please register my objections to the dedicated bay which would be better sited alongside Figgs Marsh or in a bigger road.

I would like to object to the idea of marking a EV parking space on Elmfield Avenue (CR42HL). I do not oppose there being a charge point as understand this is the future however I am writing to argue against a dedicated parking space.

Firstly no one living on our road has an EV.

Secondly we already struggle with parking on the road so reducing this further will just cause more issues. We already have 2 disabled bays so space is limited. Having two young children and having to park on a neighbouring road is not easy. Losing another space will just make this more frequent.

Thirdly, there are more suitable places like on Streatham road by Figges marsh where you could have EV dedicated charging and spaces without disrupting resistance parking.

I don't understand why you have only installed one charging point in the whole area on the smallest and busiest road for parking. There was obviously no research taken before deciding this.

I hope you make the right decision to keep the parking available.

I would like to object to the idea of marking a EV parking space on Elmfield Avenue. Having the charger there is great but not dedicated parking space.

Firstly no one living on our road has an EV.

Secondly we already struggle with parking on the road so reducing this further will just cause more issues. We already have 2 disabled bays so pace is already limited. Having two young children and having to park on a neighbouring road is not easy. Loosing another space will just make this more frequent.

Thirdly there are more suitable places like on Streatham road by Figges marsh where you could have EV dedicated charging and spaces without disrupting resistance parking.

I don't understand why you have only installed one charging point in the whole area on the smallest and busiest road for parking. There was obviously no research taken before deciding this.

I hope you make the right decision to keep the parking available.

I want to complain about the fact that an Electric charging point has been put on our Street without consultation taking a parking space on Elmfield Avenue Mitcham Surrey it is already hard to find parking and now it will be harder.

You needed to consult with the residents of this street when you did this.

We would like this to be deinstalled

None of us have Electric cars

I am very unhappy
I share my neighbours' concerns that the above dedicated EV parking bay would further restrict the (already limited) availability of parking spaces on the road. Kindly note accordingly.
<p>I am writing in response to the signage put up at the end of Elmfield Avenue CR4 of a proposed plan to fit a designated EV charging space.</p> <p>Unfortunately I am in disagreement to this due to the lack of parking spaces we already have, to allow us to park our vehicles near our home. We are a cul-du-sac of 22 households, each owning a vehicle and it is already difficult to obtain spaces to park near our home. We have had issues of hit and run instances to my car due to having to park on unsafe roads, due to the limit of spaces already. I am a mum of two who frequently needs to use the car for school run and activities and losing another parking space will not only inconvenience on me, but for my children.</p> <p>With an added EV designation space, it will just cause more difficulty to me in obtaining appropriate safe parking space.</p> <p>If you wish to discuss this with me further, please do not hesitate to contact me.</p>
<p>My name is x and I wish to contest the new EV parking space at the top of Elmfield Avenue, Mitcham CR4. (close to No.1)</p> <p>The reason behind contesting the EV charge point is our road is already very difficult to park on mornings, evenings and weekends, with current residents of the street.</p> <p>In my household we own 1 vehicle (Hybrid self-charge vehicle).</p> <p>We have a very small closed street with vey many cars, we all get along very well and currently no one on the street has a electric vehicle that requires a charging point.</p> <p>I believe most houses own at least one vehicle.</p> <p>There are 22 homes on the road and at peak times in the evening everyone already finds it difficult to park, at times the closed off end having cars double parked overnight.</p> <p>Please do reconsider the fitting of this new electrical point for vehicles as this is redundant for our small street and would mean even more trouble with parking further away from our own homes.</p> <p>I would be happy for a follow-up to this email.</p>

3.4.1 Officer's comments

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

- The intention is to provide as much EV infrastructure as possible throughout the borough. However not all lamp columns are suitable and an EV bay can and will be used by any resident who has an electric vehicle. Although currently there may not be a demand from a specific road, there is demand from other neighbouring residents and with an increase in electric vehicles, demand is on the increase.
- With regards to Elmfield Avenue, all the columns in this area were tested and the one in Elmfield Avenue is the only one that is suitable. Density / availability of charge points is very low in this area. The parking issues show that it will be hard for EV owners to access the charge point. In the absence of any parking controls and high demand for parking, further justifies the need for an allocated bay. Although it is appreciated that it can be deemed as unfair on other

residents living in the road, this is considered to be one of the more strategically important ones to support EV users in the area.

- The charger infrastructure is already in place and the consultation is for the parking bay that will ensure safe access for those residents who need to charge their electric vehicles.
- Grove Rd is within a CPZ which means that permit holders can park anywhere within the CPZ and not necessarily outside any specific property or on a specific road.
- During the CPZ periods of operation, the EV bay will be used by a permit holder resident who is already parking in the road. Therefore, it cannot be considered that there will be a loss of space, it is simply repurposing the kerb side space.
- The proposed bay in Elmfield Avenue will be marked as 5.5m. Parking bays are often marked between 5.5 and 6.0m and therefore it is not considered that the length of the bay is excessive.
- The bay can only be used by an electric vehicle whilst charging and the max stay is 12 hours to ensure the bay is not monopolised. Non-electric vehicles are not permitted to park within the bay.
- The signs and road markings are legally required and can be used in conservation areas.

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.
- 8.2 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 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

Appendix 1















