

**Committee:** Cabinet Member Report

**Date:** 10/05/24

**Agenda item:** N/A

**Wards:** Various

**Subject:** EV bays - Statutory consultation results – **batch 13**

**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 28th March and 3<sup>rd</sup> May 2024 to implement the following EV parking bays. All plans are attached in appendix 1.

**Table 1**

<p><b>Graveney</b> <b>Zone GC</b></p> <ul style="list-style-type: none"><li>• Ascot Road (Junction Links Road) Tooting, SW17 9ED</li><li>• Eastbourne Road (near Links Road) Tooting, SW17 9EF</li><li>• Grenfell Road, leading to Sirdar Road, Mitcham, CR4 2BX</li><li>• Hailsham Road (near Links Road) Tooting, SW17 9EN</li><li>• 33 Links Road, Tooting, SW17 9EE</li><li>• 189 Links Road, Tooting, SW17 9EP</li></ul> <p><b>Village</b> <b>Zone RPC1</b></p> <ul style="list-style-type: none"><li>• 100 Cottenham Park Road, Wimbledon, SW20 0SZ</li><li>• Oakwood Road (near Cambridge Road), Wimbledon, SW20 0PN</li></ul> <p><b>Zone VSW</b></p> <ul style="list-style-type: none"><li>• 37/47 Sycamore Road, Wimbledon, SW19 4TR</li></ul> <p><b>Zone VSW2</b></p> <ul style="list-style-type: none"><li>• Thurstan Road, Wimbledon, SW20 0ED</li></ul>
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- B) Notes the outcome of the statutory consultation and representations received relating to a bay in Thurstan Road that has now been withdrawn (please see 3.4 and appendix 2).
- C) Considers officer's recommendations and agrees to proceed with making the Traffic Management Order and the implementation of the above proposed EV parking bays (except for Thurstan Road).
- D) 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 28th

March and 3rd May 2024 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 as set out in section 4.1.

## **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 thirteenth batch.
- 2.3 Following Cabinet Member approval in February 2024, a statutory consultation for the thirteenth batch of the EV bays (as set out in table 1) was undertaken between 28th March and 3rd May 2024.

## **3. CONSULTATION**

- 3.1 The statutory consultation was carried out between 28th March and 3rd May 2024. 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 representations against the proposed EV bay in Thurstan Road. These are detailed in appendix 2. Due to an error on the plan, this bay has been removed from this batch with the intention of repeating the statutory consultation at a later date.

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

- 4.1 Excluding Thurstan Road, in the absence of any objections against the other proposed EV bays that were included within the statutory consultation, and in line with Council's objectives, it is recommended that the Traffic Management Orders are made and the following proposed EV parking bays are implemented.

### **Graveney - Zone GC**

- Ascot Road (Junction Links Road) Tooting, SW17 9ED
- Eastbourne Road (near Links Road) Tooting, SW17 9EF

- Grenfell Road, leading to Sirdar Road, Mitcham, CR4 2BX
- Hailsham Road (near Links Road) Tooting, SW17 9EN
- 33 Links Road, Tooting, SW17 9EE
- 189 Links Road, Tooting, SW17 9EP

#### **Village**

##### **Zone RPC1**

- 100 Cottenham Park Road, Wimbledon, SW20 0SZ
- Oakwood Road (near Cambridge Road), Wimbledon, SW20 0PN

##### **Zone VSW**

- 37/47 Sycamore Road, Wimbledon, SW19 4TR

## **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**

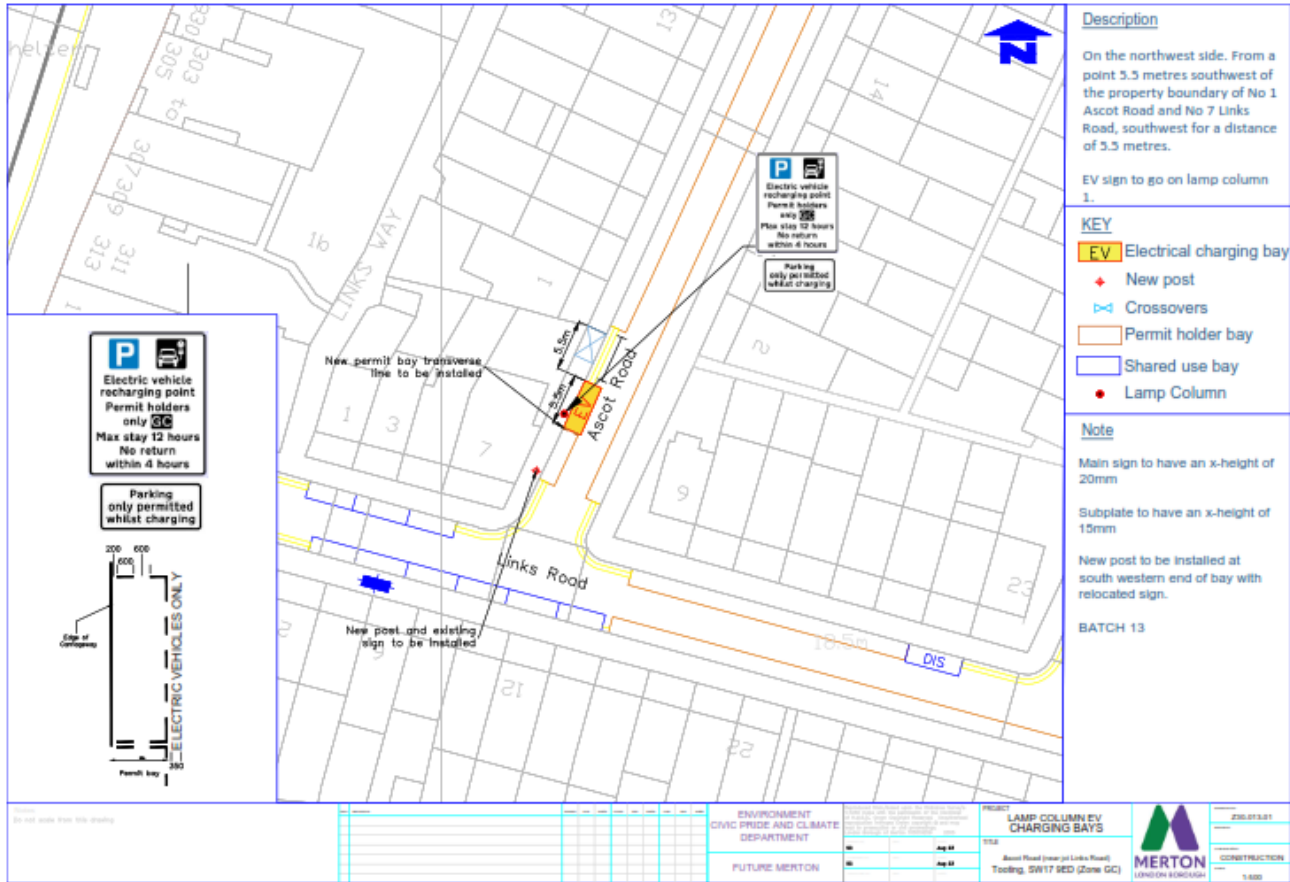
- 12.1 The Council's EV Programme aims to promote and facilitate the use of electric vehicles instead of fossil fueled vehicles; it is, therefore, necessary to provide the proposed infra structure necessary to meet the charging needs of EVs.

## **13. APPENDICES**

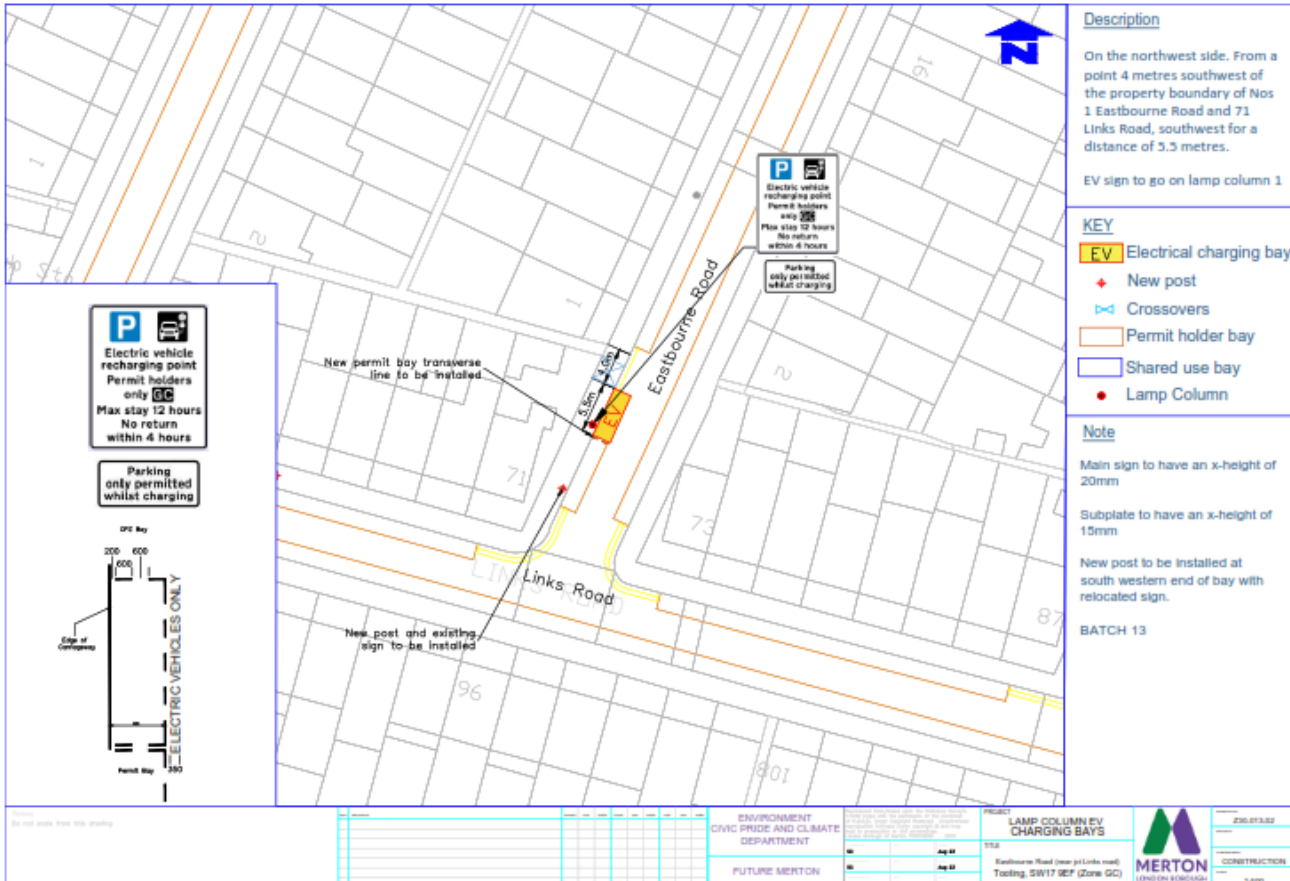
- 13.1 Appendix 1 - Location plans  
13.2 Appendix 2 – Thurston Road representations

**Graveney  
Zone GC**

**Ascot Road (Junction Links Road) Tooting, SW17 9ED**



**Eastbourne Road (near Links Road) Tooting, SW17 9EF**



# Hailsham Road (near Links Road) Tooting, SW17 9EN

**Description**  
On the northwest side. From a point 4.2 metres southwest of the northeast boundary wall of No 121 Links Road, southwest for a distance of 6 metres.

EV sign to go on lamp column 1.

**KEY**  
 EV Electrical charging bay  
 ♦ New post  
 ⇄ Crossovers  
 Permit holder bay  
 Shared use bay  
 Lamp Column

**Note**  
 Main sign to have an x-height of 20mm  
 Subplate to have an x-height of 15mm  
 Relocate existing permit holder sign for GC to new post southwest of EV bay

BATCH 13

ENVIRONMENT CIVIC PRIDE AND CLIMATE DEPARTMENT	PROJECT LAMP COLUMN EV CHARGING BAYS	MERTON LONDON BOROUGH
FUTURE MERTON	33 Links Road Tooting, SW17 9EE (Zone GC)	230.013.04
		CONSTRUCTION 1:500

# 33 Links Road, Tooting, SW17 9EE

**Description**  
On the northeast side. From a point 2 metres southeast of the property boundary of Nos 29 and 31 Links Road, southeast for a distance of 6 metres.

EV sign to go on lamp column 5.

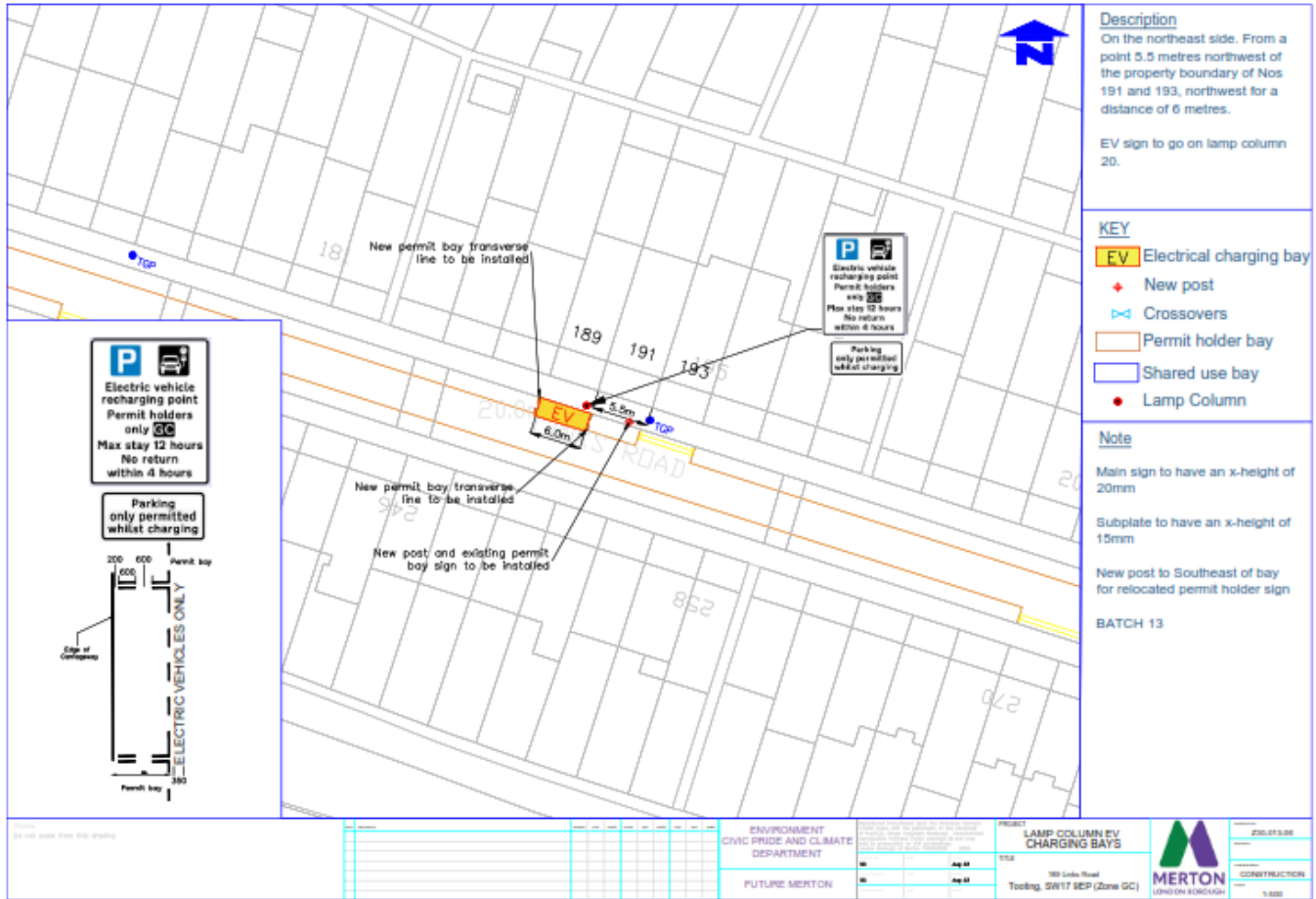
**KEY**  
 EV Electrical charging bay  
 ♦ New post  
 ⇄ Crossovers  
 Permit holder bay  
 Shared use bay  
 Lamp Column

**Note**  
 Main sign to have an x-height of 20mm  
 Subplate to have an x-height of 15mm  
 Return permit sign to Civic centre

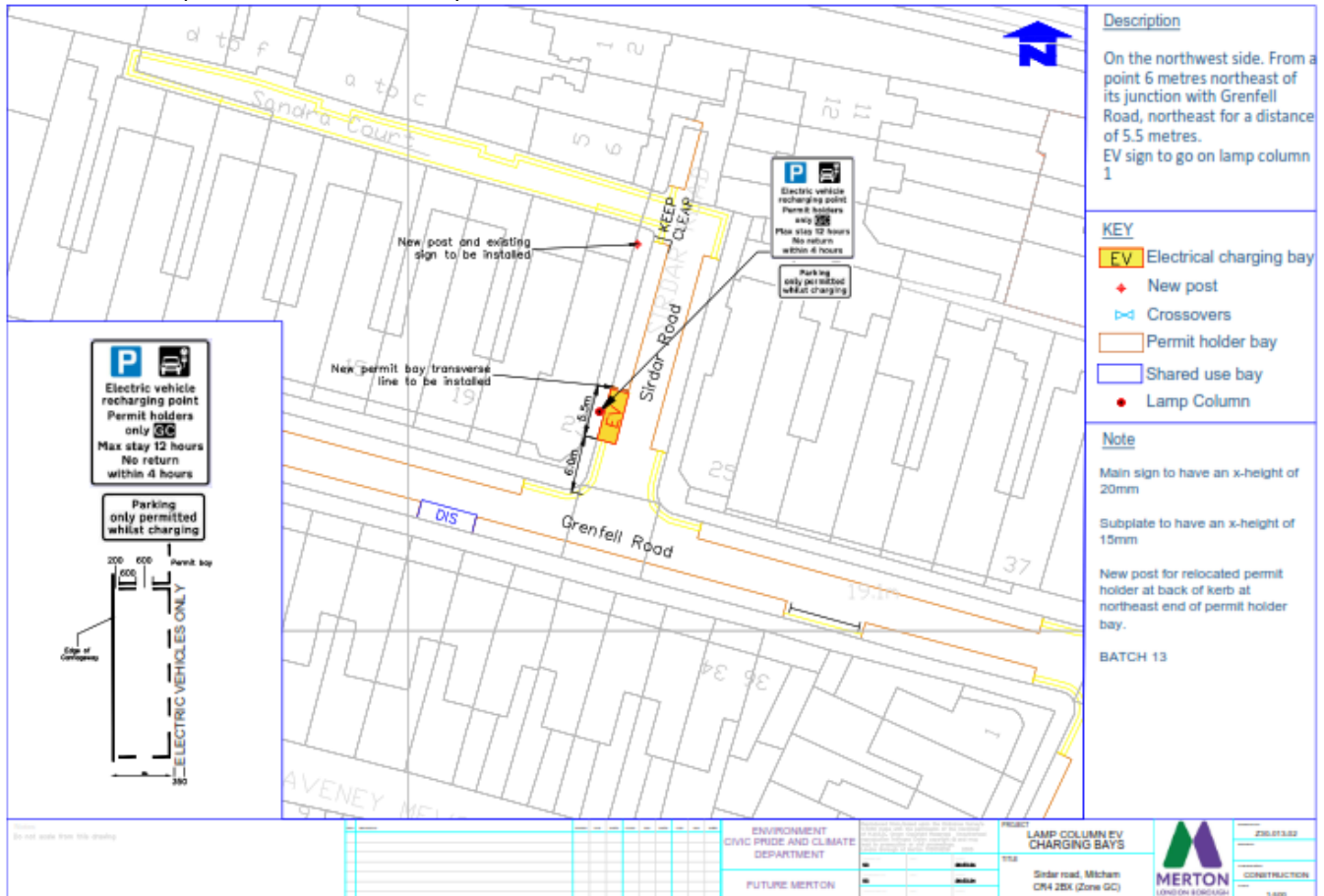
BATCH 13

ENVIRONMENT CIVIC PRIDE AND CLIMATE DEPARTMENT	PROJECT LAMP COLUMN EV CHARGING BAYS	MERTON LONDON BOROUGH
FUTURE MERTON	33 Links Road Tooting, SW17 9EE (Zone GC)	230.013.05
		CONSTRUCTION 1:500

189 Links Road, Tooting, SW17 9EP

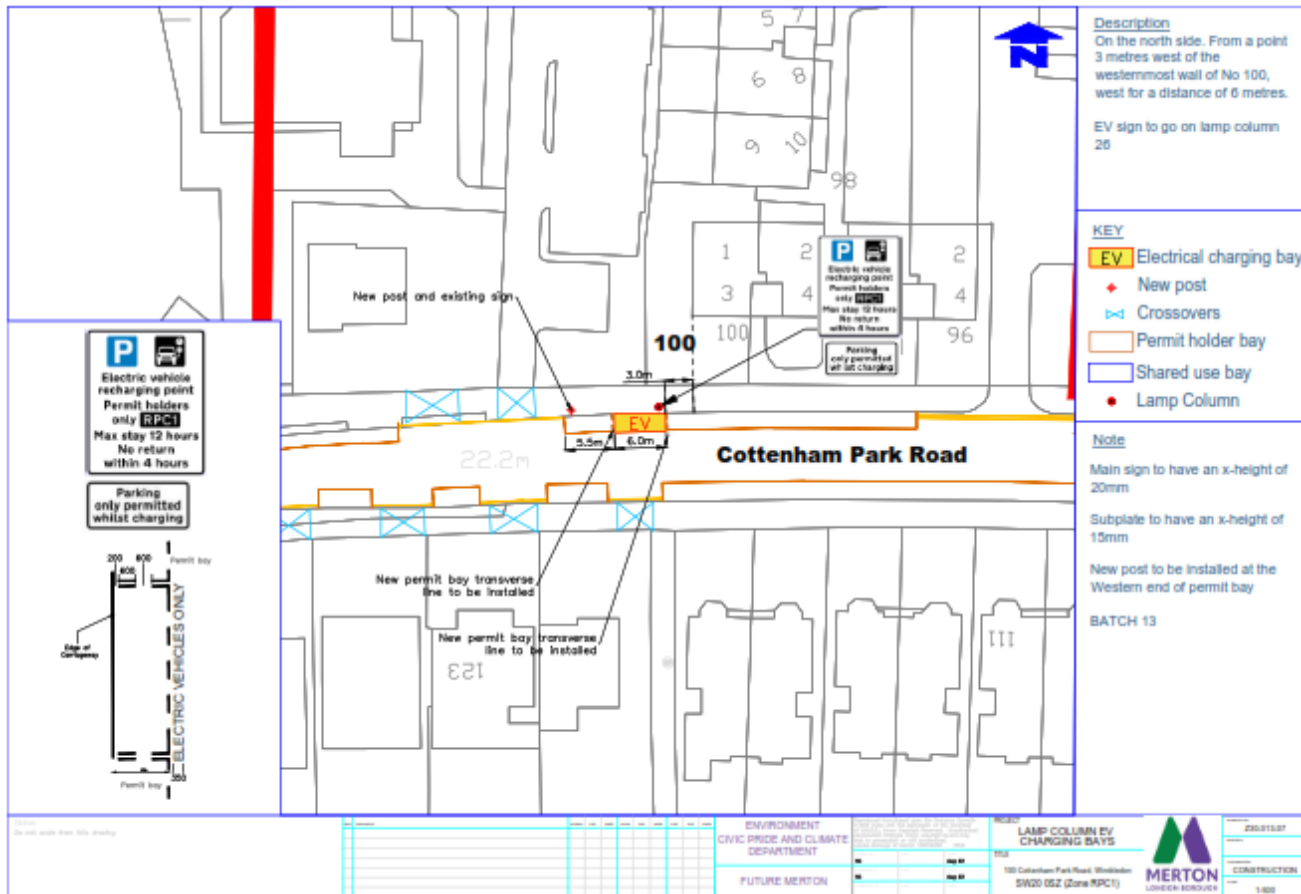


Sirdar Road (near Grenfell Road) Mitcham, CR4 2BX

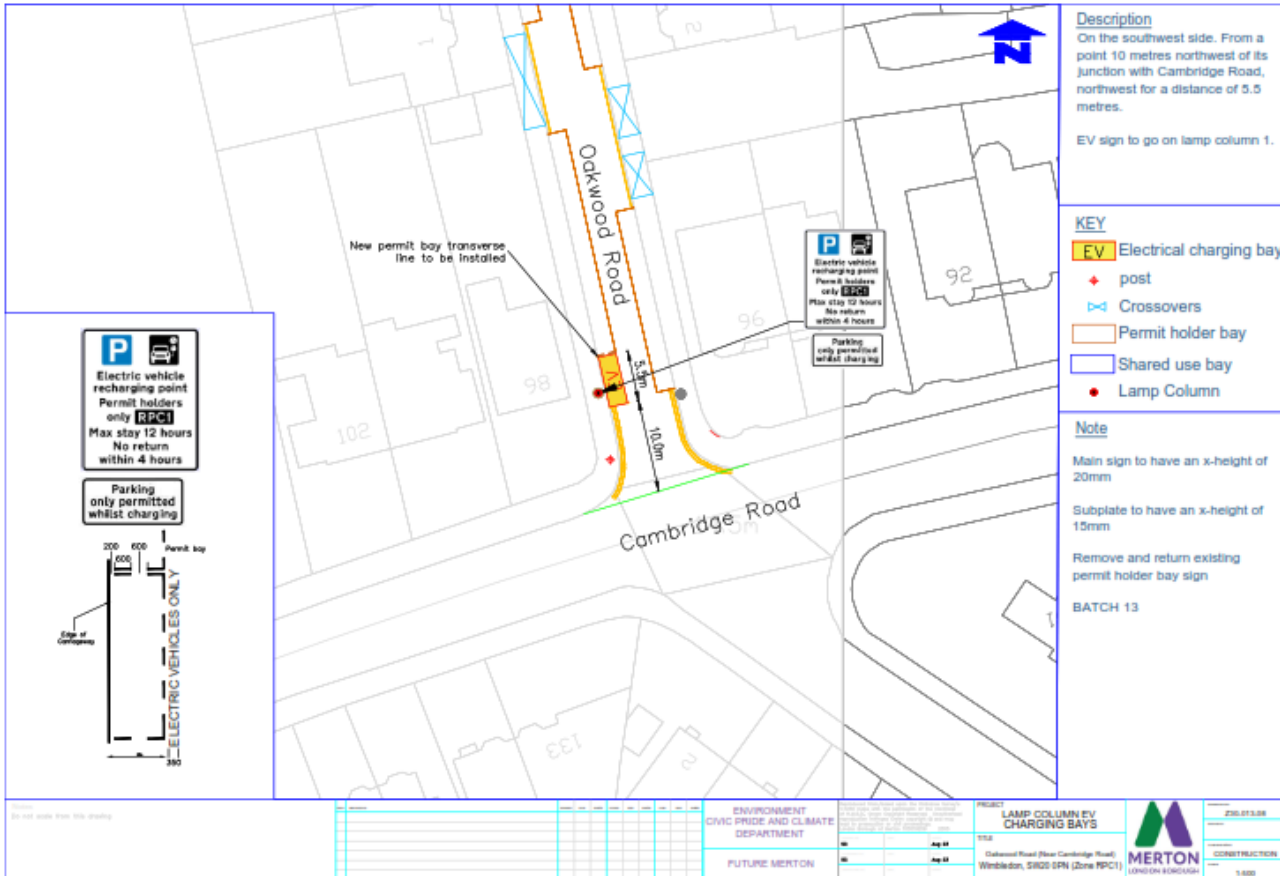


**Village  
Zone RPC1**

100 Cottenham Park Road, Wimbledon, SW20 0SZ



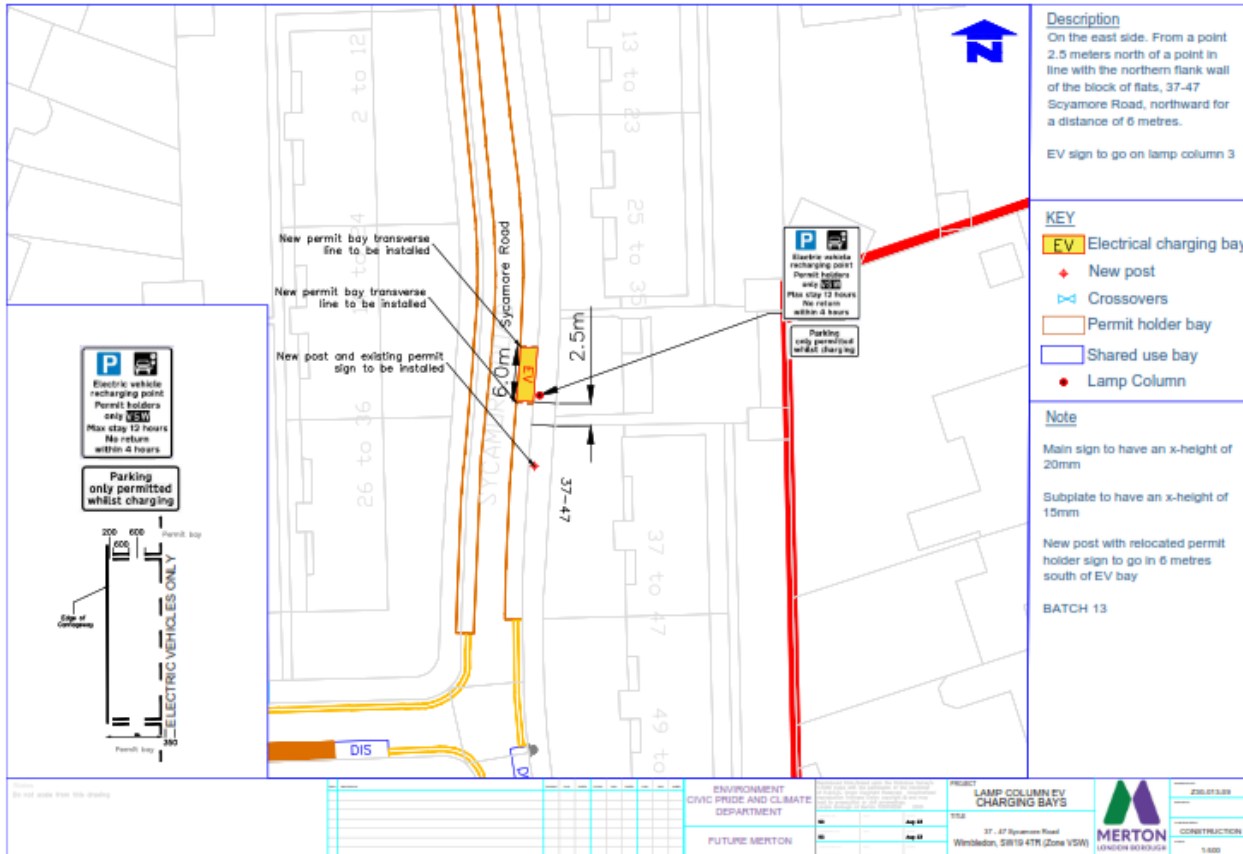
**Oakwood Road (near Cambridge Road), Wimbledon, SW20 0PN**





# Zone VSW

37/47 Sycamore Road, Wimbledon, SW19 4TR



We are residents of Thurstan Road, SW20 0EB, and are aware of your plan to create a charging bay for EV's in our road.

For the purposes of your official consultation under the above reference number, we wish to register our strong request that, if you go ahead with the proposed change, then parking in the relevant bay should continue to be available for all currently permitted vehicles, and not restricted to EV charging use only.

The grounds for our request are as follows:

1. Thurstan Road is a small cul-de-sac with very limited legal parking spaces. These were carefully calculated according to expectation at the time of application. However in reality they have proved insufficient for the parking needs not only of the road's actual residents, but also of those in adjoining Copse Hill which is included within the same designated zone.
2. If a new bay is created solely for the use of re-charging EV's, it will further limit parking availability by removing space for at least one vehicle. The current lamp post re-charging facility avoids such a disadvantage.
3. We question the need for an exclusive charging bay in Thurstan Road, having never witnessed any charging activity on the existing lamp post facility, and also given that there are already 6 charging bays within easy walking distance, ie 3 on each of neighbouring Copse Hill and Ernle Road.

We therefore urge you to allow parking for all types of vehicle in the bay if and when it is created, and not compromise the existing parking availability for which we already pay.

Please let us have a reply on this point and also let us know when a Council decision is to be taken. Finally, on a separate matter, we note that there is now a vacant space in Thurstan Road, formerly a side entrance to no 4 Catherine Villas, Copse Hill. This has been fenced over and cannot be used for its former purpose. Please would you arrange for an inspection with a view to including this redundant space into existing parking bays, thus reducing the current competition for legitimate resident parking in Thurstan Road itself.

Please please please do NOT make this bay into an electric car charge bay only. I have an electric car and still don't want it to happen.

It would be ideal for me, since I have a lot of trouble parking in my road as it is. But this is not the answer. To take away another valuable parking space in this road is absurd. There are not enough parking spaces here as it is and many a time I have to park elsewhere.

The new affordable housing across the road from us in the Altkinson Morley block does not help either. Many park their vans, lorries, trucks in Thurstan taking up our spaces, leaving us to park on Copse Hill or Ernle Road. Madness.

I pay to park on my road and many a time I cannot.

Please please please do not make that a electric car bay only.

PLEASE NOTE your map shows, Thurst o n , it is actually Thurst a n. Thank you .

Proposed EV charging only space: Thurstan Road: Ref ES/EV/2024/batch13

This is to strongly object to the proposal to take a much needed parking space in the very small VSW2 CPZ for an EV charging space.

Due to the type of housing, (narrow fronted Victorian cottages) in Thurstan Road and in front of Catherine and Marguerite Villas on Copse Hill, residents already have problems parking. This is exacerbated particularly at evenings and weekends when the residents of Wylie House park in Thurstan Road and in front of the Villas. As this area is rarely visited by traffic wardens, many Wylie House residents park with impunity during weekdays as well.

There are already 4 rarely used EV charging spaces in the VSW2 zone on Copse Hill, and there are rarely used charging spaces on Ernle Road (near the junction with Copse Hill). The one resident in who has an EV has already written to the Council to object to the plan.

I would ask the Council to drop this proposal for Thurstan Road.

I have noted the Council's proposal to allocate space for an EV-only charge-point which I wish to object to most vehemently. This is because there are already insufficient parking spaces for the residents - some of them having two cars - making it frequently very hard if impossible to find a free space, especially in evenings and at weekends when cars from elsewhere nearby park in our road. Additionally Grange Park Place at the end of Thurstan Road has no street parking of its own and their visitors often fill Thurstan Road residents' parking spaces, for which we have all paid.

There is already a lamppost charge-point installed in the proposed area.

Currently there is only one hybrid car owned in this road though this may change.

There are already several electric charge-points available very nearby on Copse Hill.

Installing a dedicated EV-only space would deprive the Thurstan Road residents of one to two much-needed spaces.

Please do not go ahead with the proposed installation.

Very difficult to find a parking space in Thurstan Road. Only one electric car lives in this road and the owner charges from home. Many charging bays in Copse Hill and Ernle Road available and often free. Would prefer to leave the status quo. I am disabled and finding a parking space not far from x Thurstan Road, Sw20 often very difficult.

Your consideration would be appreciated,

Regarding the above reference, I would like to object to this planned installation of an EV charging point with its associated, exclusive parking space in Thurstan Road.

This is not an objection to this installation of EV charging points in general where they are appropriate but I believe more consideration should be taken of the circumstances in the road. There is only one EV owner at present. All other residents use fossil fuel powered cars and often find it difficult to park in the road. The loss of a parking space would have a very severe impact on these residents.

The benefits to the many should always outweigh the benefits to the few (or one in this case), hence the reason for my objection.

Please may I request that the plan for this entirely unnecessary installation be dropped and an alternative location considered.