
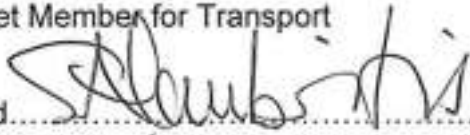


<b>Name of decision-maker</b> Cllr Stephen Alambritis Cabinet Member for Transport	<b>DATE</b> 05/08/24
<b>REPORT/DECISION TITLE</b> Electric Vehicle bays Batch 14	<b>WARD(S)</b> Cricket Green, Lavender Fields
<b>CHIEF OFFICER</b> Dan Jones   Signed..... ..... Date: 07/08/24  <i>[Print name and position if the decision is being taken by an individual]</i>	<b>CABINET/LEAD MEMBER</b> Stephen Alambritis Cabinet Member for Transport  Signed..... Date:  <i>[Print name and position if the decision is being taken by an individual]</i> Cabinet Member for Transport  Signed..... Date: 13/8/24  <i>[Print name and position if the decision is being taken by an individual]</i>
<b>DECISION CLASSIFICATION</b> Non Key Cabinet Member for Transport Decision	<b>IS THE FINAL DECISION ON THE RECOMMENDATIONS IN THIS REPORT TO BE MADE AT THIS MEETING?</b>  Cabinet Member for Transport Decision No meeting involved

**1 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 27<sup>th</sup> June and 19<sup>th</sup> July 2024 to implement the following EV parking bays and one cycle hire bay. All plans are attached in appendix 1.

Table 1

#### Cricket Green

##### No Zone

- Belgrave Road (near Phipps Bridge Road) Mitcham, CR4 3HZ
- Belgrave Walk (opposite 44) Mitcham, CR4 3QQ
- Cricket Green (near Brook House) Mitcham, CR4 4LB
- **Glebe Avenue, Mitcham, CR4 3DZ**
- Miles Road (o/s Generator Business Centre) Mitcham, CR4 3DA

##### Zone MT - EV bay and also a cycle hire bay

- 30 Baron Grove, Mitcham, CR4 4EH

#### Lavender Fields

##### No Zone

- Opp 25 Brangwyn Crescent, Colliers Wood, SW19 2UB
- Brangwyn Crescent, (rear Landseer Close) Colliers Wood, SW19 2TA
- Oakwood Avenue (near Hawthorne Ave) Mitcham, CR4 3DQ
- 9 Steers Mead, Mitcham, CR4 3JX
- Yarborough Road (near Liberty Avenue) Colliers Wood, SW19 2RH

- B) Considers the representation received in relation to the proposed bay in Glebe Avenue as set out in section 3.4 and agrees to proceed with making the Traffic Management Order and the implementation of the above proposed EV parking bays and one cycle hire bay.
- C) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

## **2 Purpose of Report and Executive Summary**

- 2.1 This report details the result of the statutory consultation that was undertaken between 27<sup>th</sup> June and 19<sup>th</sup> July 2024 to implement the above EV parking bays adjacent to the existing lamp column EV charging infrastructure and one cycle hire parking bay. All plans are attached in appendix 1.
- 2.2 It seeks approval to proceed with the making of the Traffic Management Order and the implementation of the proposed EV bays and the Cycle hire parking bay.

## **3 Links to the Merton Priorities (Borough of Sport/Civic Pride/Sustainable Futures)**

- 3.1 This report relates to the Council's Strategic priorities as follows:

## **Building a Sustainable Future**

- This proposal forms part of the ambition for the council to be Net zero by 2030 - 89% of Merton residents in our latest residents' survey told us that it was important for the Council to act on climate change, and it remains a top concern for young people.
- EV bays form a major part of the Electric Vehicle infrastructure strategy and delivery across Merton. The council utilises grant funding to develop the electric vehicle infrastructure within the borough.

4 The introduction of EV bays contributes directly to the improvement of air quality in the borough by encouraging the use and ownership of electric vehicles.

## **5 Introduction and Background**

5.1 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.

5.2 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 fourteenth batch.

5.3 Following Cabinet Member approval in June 2024, a statutory consultation for the fourteenth batch of the EV bays (as set out in table 1) was undertaken between 27th June and 19th July 2024. The consultation also included a proposed cycle hire parking bay in Baron Grove, Mitcham.

## **6 Available Options & Preferred Option**

6.1 An option would be not to implement the proposed bays; this however would prevent those with an electric vehicle from gaining access to the lamp column to charge, which would effectively make the EV lamp column charger redundant. It would also do nothing to encourage the use of the borough's cycle hire provisions.

6.2 To proceed with the implementation of the proposed parking bays

### **Preferred Option**

6.3 To proceed with the implementation of the proposed parking bays.

6.4 In the absence of any objections to this statutory consultation, and in line with Council's objectives, it is recommended that the Traffic Management Orders are made and the proposed parking bays are implemented.

## 7 Reasons for Recommendations

- 7.1 In the absence of bays, EV owners are unable to gain access to the charge point and unable to charge their vehicles

## 8 Consultation Results

- 8.1 Following Cabinet Member approval in June 2024, a statutory consultation for the fourteenth batch of the EV bays (as set out in table 1) was undertaken between 27<sup>th</sup> June and 19th July 2024. The consultation also included a proposed cycle hire parking bay in Baron Grove, Mitcham.
- 8.2 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.
- 8.3 All statutory bodies were informed of the statutory consultation.
- 8.4 All Ward Councillors were informed of the statutory consultation.
- 8.5 The statutory consultation resulted in the following comment from a respondent who provided a business address outside of the borough, but who refers to the location in Glebe Avenue

I am writing to express my disagreement with the proposed Merton Council consultation, specifically regarding point 2 (a, b, c, c) of the Electric Vehicle Charging Points Order.

My primary concern is with the Glebe Avenue charging point, which is the only one in the area with a 5KW charging speed. The other charging points have lower speeds, making the proposed 12-hour limit insufficient to fully charge even the smallest EV batteries of 55KW. Therefore, I strongly believe that the limit should be extended to 24 hours, with a return allowed within 2 hours.

Additionally, these charging points are the closest to home for many residents in this residential area. Restricting the charging time to 12 hours will prevent residents from fully charging their EVs, leading to frustration and inconvenience.

I urge the council to reconsider the proposed limits to better accommodate the needs of the community and support the transition to electric vehicles.

- 8.6 The officer's comments below are in response to the above representation:
- The Council welcomes the support of EV provision across the borough. The concept of the programme is to accommodate the requests of residents for EV charge points and to ensure local residents have access to an EV charge point close to their property.
  - As identified by the responder, this location currently has the fastest charge point in the area and the proposed bay will ensure easy access. We have also received requests from residents in the immediate area for better access to charge points.

- A max stay of 12 hours ensures that the bay is not monopolized which would be the case if it was increased to 24 hours. 12 hours is considered sufficient time to recharge a standard EV. Residents who charge their cars overnight will be able to leave them in the bay until 8:30am the following day which extends the time available.
- Likewise, a 'no return within 2 hours' is also considered reasonable and will allow other users to access the charge point.

## 9 Next Steps & Timetable: Communication and Implementation of the Decision

9.1 The Traffic Management Orders will be made as soon after Cabinet Member decision is published and clear Call-In; and the bays will be implemented within 7 weeks of the Notice is made.

9.2 The response to the representation will be made after the Cabinet Member decision is published and has cleared Call-In.

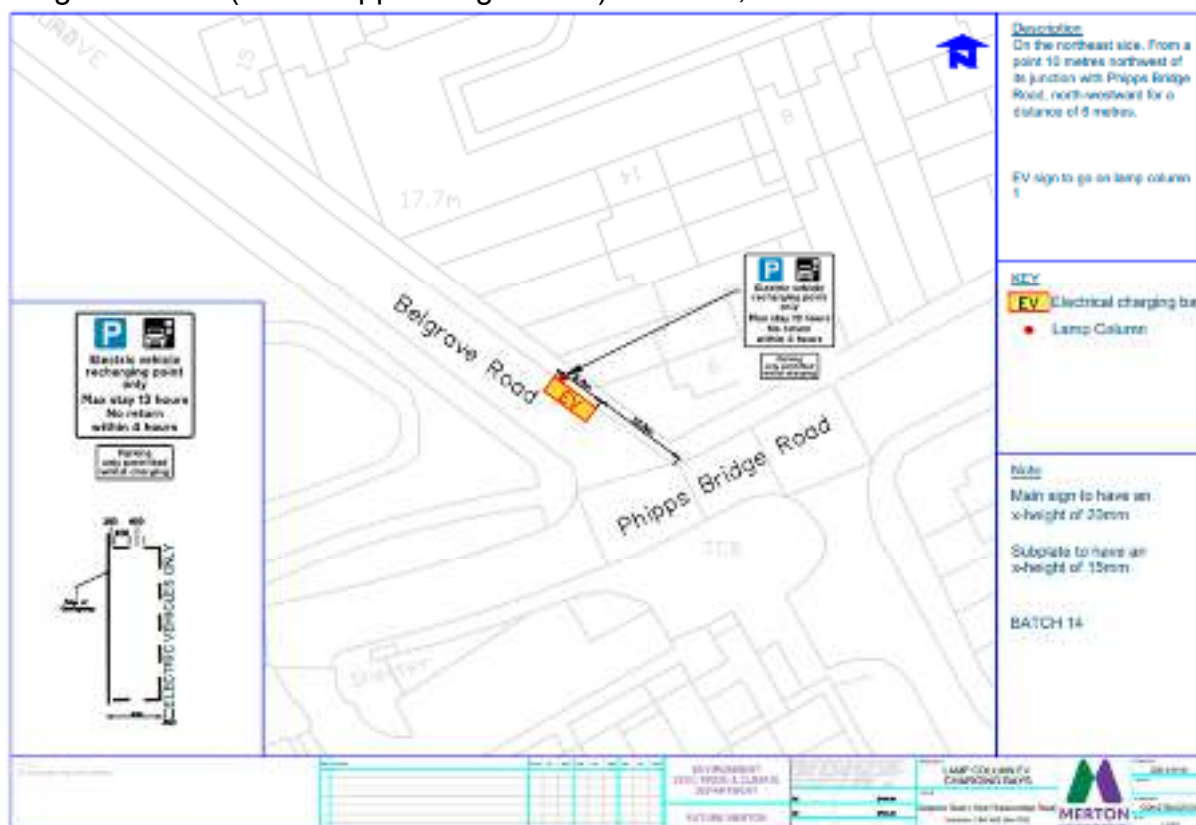
9.3 Ward Councillors will be informed of the decision.

## 10 Report Appendices

10.1 The following documents are to be published with and form part of the report:

- Appendix A: Location plans

Belgrave Road (near Phipps Bridge Road) Mitcham, CR4 3HZ



Belgrave Walk (opposite 44) Mitcham, CR4 3QQ

**Description**  
On the northeast side. From a point opposite 1 metre southeast of the property boundary of Nos 42 and 44 Belgrave Walk, south-eastward for a distance of 6 metres.

EV sign on lamp column 6

**KEY**  
EV Electrical charging bay  
● Lamp Column

**Note**  
Main sign to have an x-height of 20mm  
Subplate to have an x-height of 15mm

BATCH 14

**Electric vehicle recharging point only**  
 Max stay 12 hours  
 No return within 4 hours  
 Parking only permitted whilst charging  
 ELECTRIC VEHICLES ONLY

**PROPOSAL FOR ONE (1) EV CHARGING POINT**  
 FUTURE LAMP POST

**LAMP COLUMN BY CHARGING BAYS**  
 MERTON  
 CONSULTATION

Cricket Green (near Brook House) Mitcham, CR4 4LB

**Description**  
On the east side. From a point 6.7 metres south of the southern end of the slip road that leads towards Brook House, southward for a distance of 6 metres.

EV sign on lamp column 2

**KEY**  
EV Electrical charging bay  
● Lamp Column

**Note**  
Main sign to have an x-height of 20mm  
Subplate to have an x-height of 15mm

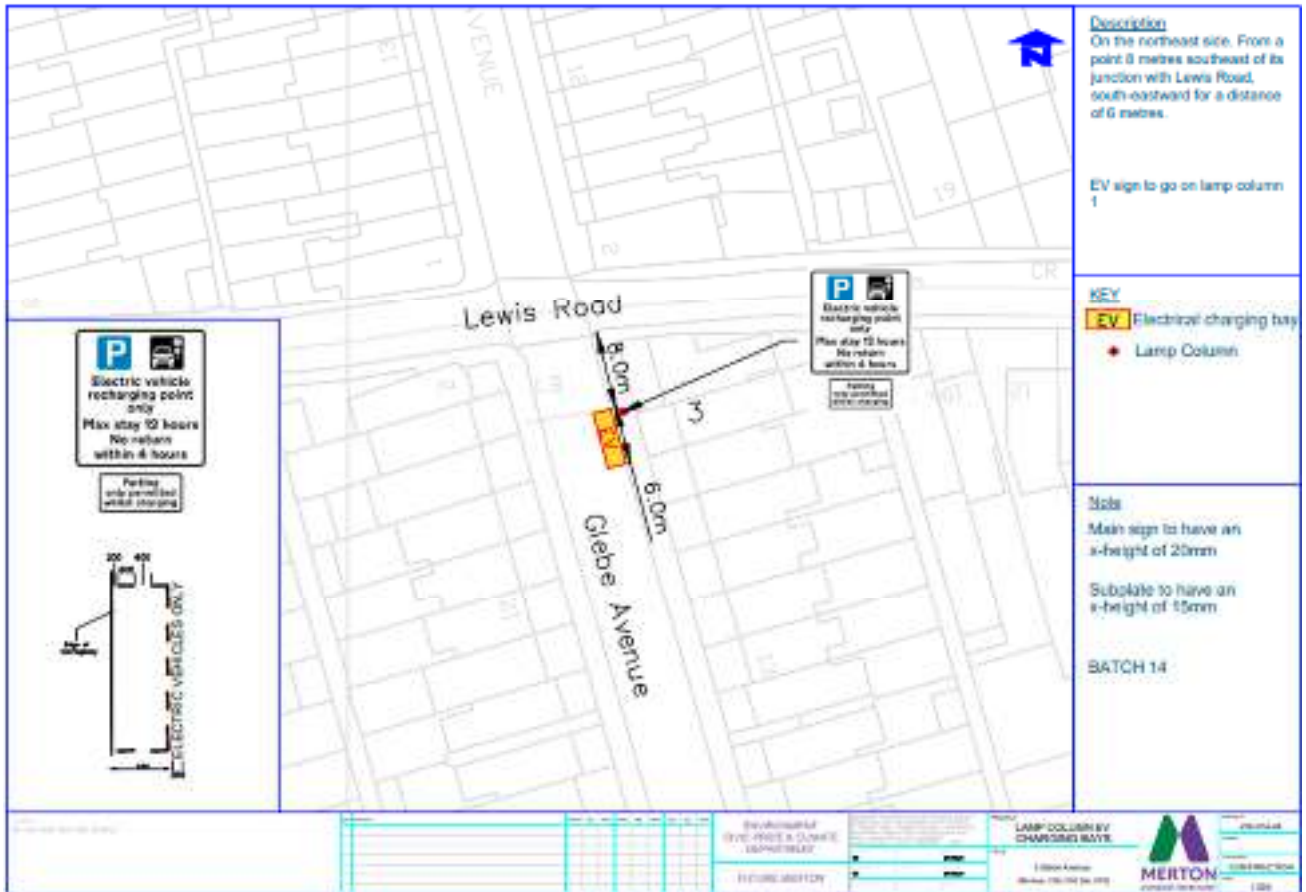
BATCH 14

**Electric vehicle recharging point only**  
 Max stay 12 hours  
 No return within 4 hours  
 Parking only permitted whilst charging  
 ELECTRIC VEHICLES ONLY

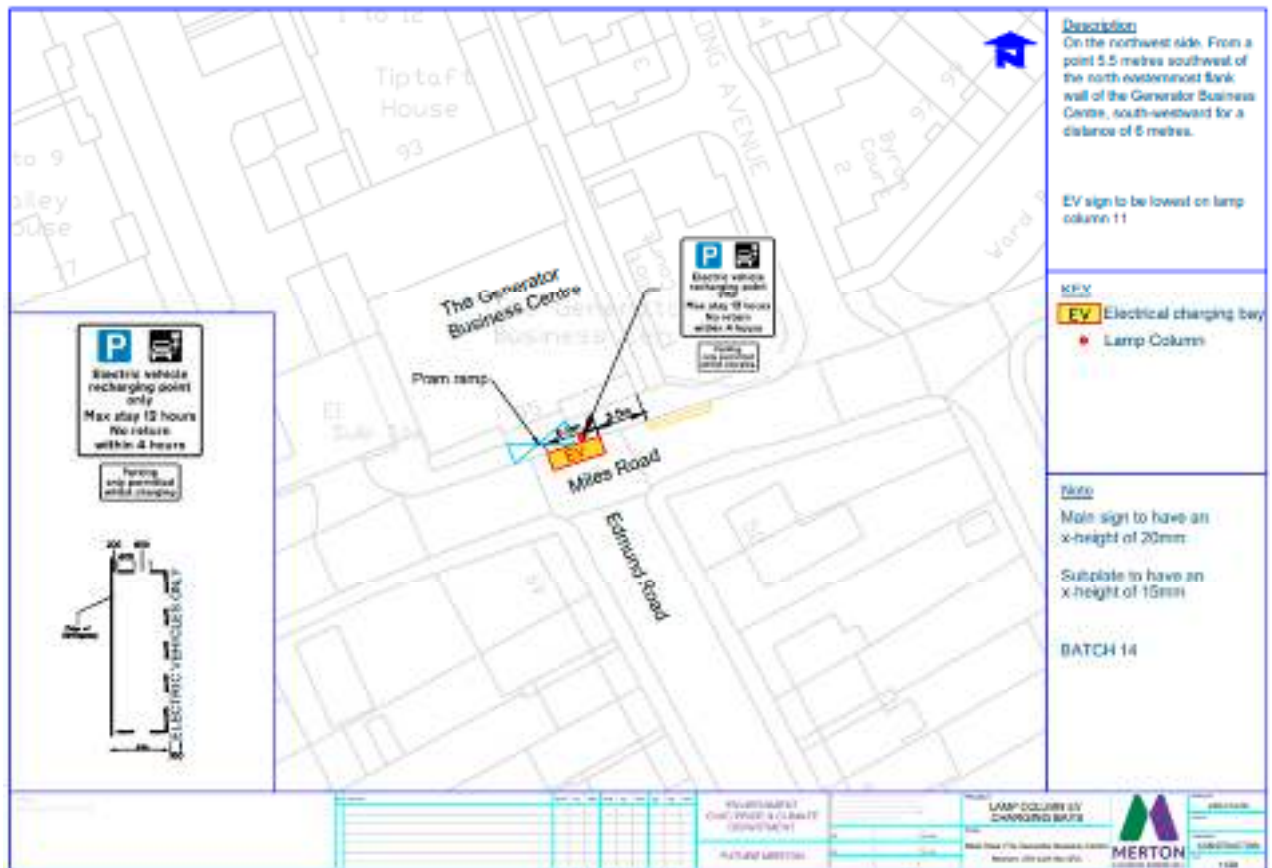
**PROPOSAL FOR ONE (1) EV CHARGING POINT**  
 FUTURE LAMP POST

**LAMP COLUMN BY CHARGING BAYS**  
 MERTON  
 CONSULTATION

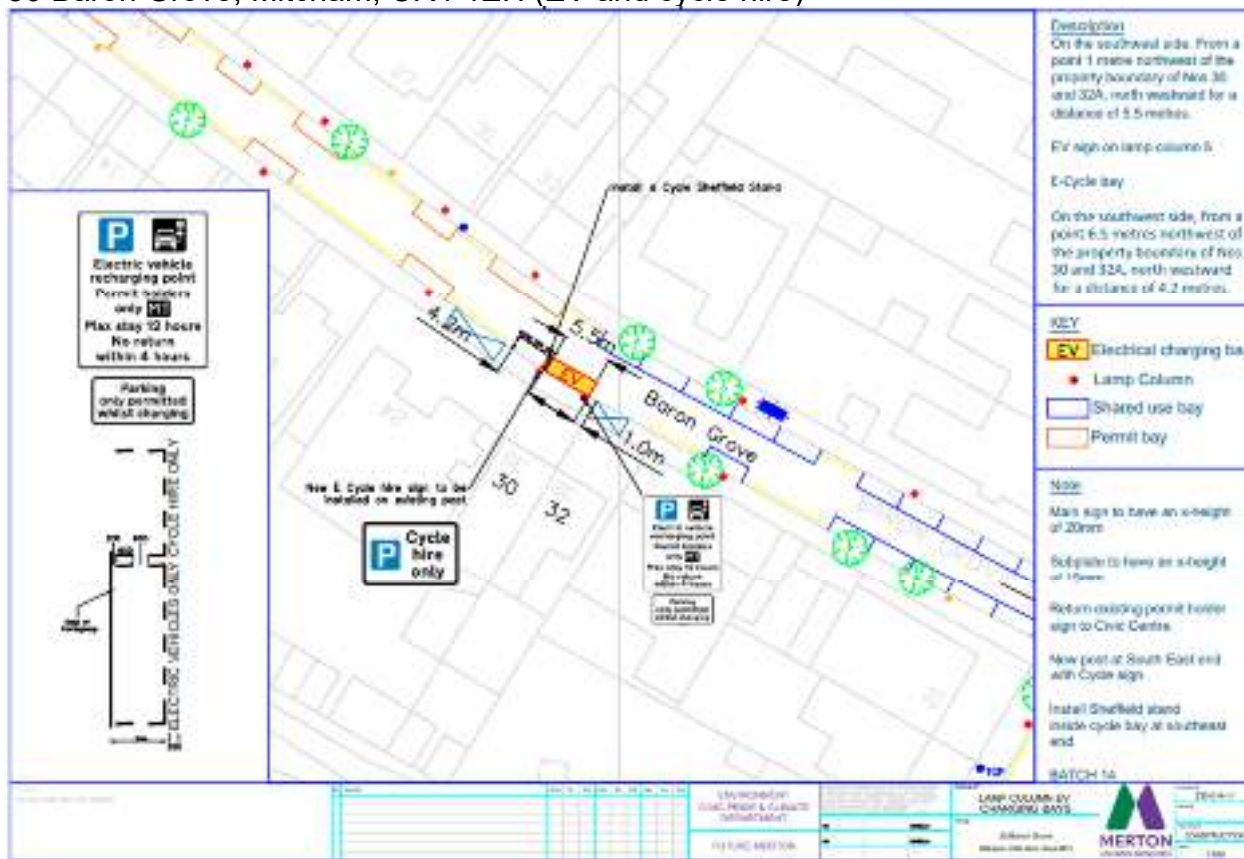
### 3 Glebe Avenue, Mitcham, CR4 3DZ



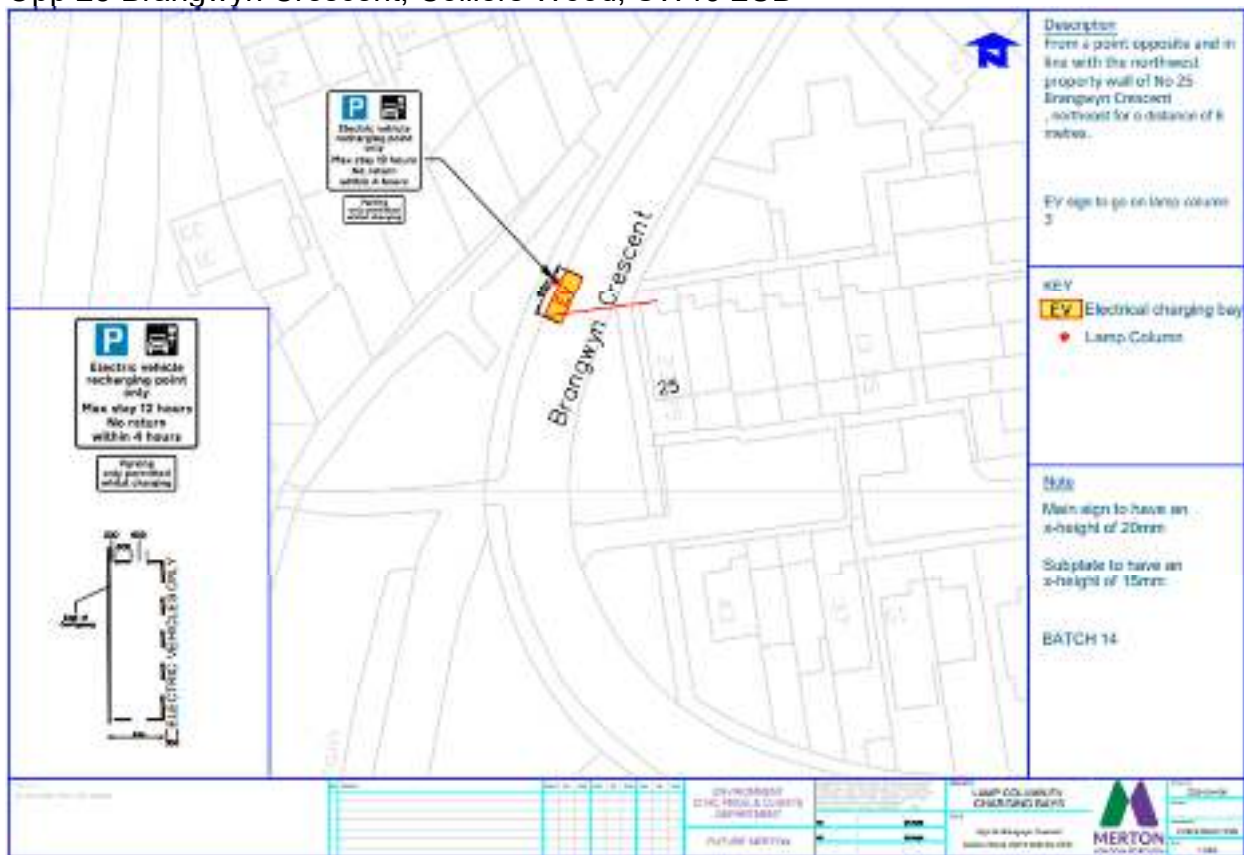
### Miles Road (o/s Generator Business Centre) Mitcham, CR4 3DA



30 Baron Grove, Mitcham, CR4 4EH (EV and cycle hire)

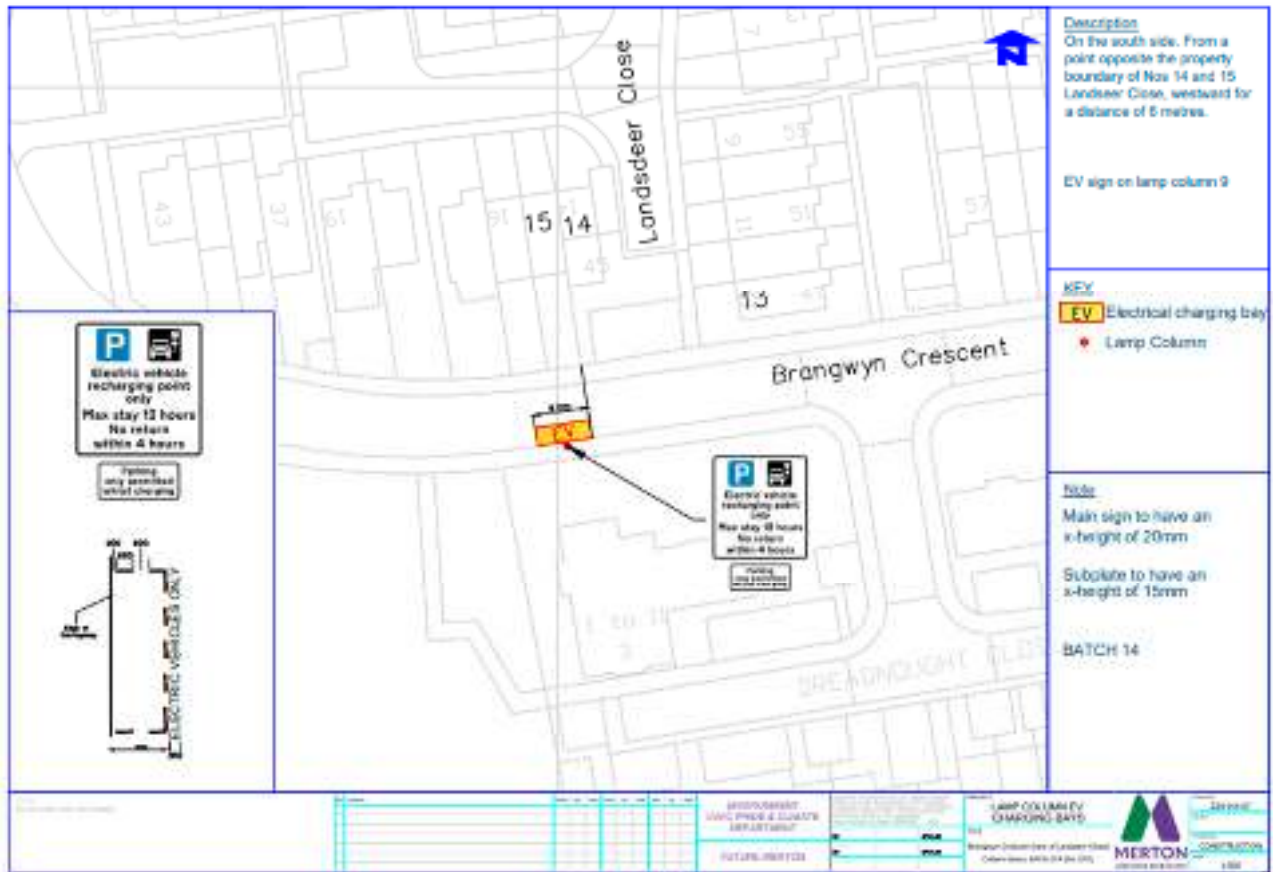


Opp 25 Brangwyn Crescent, Colliers Wood, SW19 2UB





Brangwyn Crescent, (rear Landseer Close) Colliers Wood, SW19 2TA



Oakwood Avenue (near Hawthorne Ave) Mitcham, CR4 3DQ





**11 Background Papers**


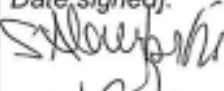
N/A

**12 Cross-Cutting Issues and Implications and Sign-Off**

Issue	Implications	Sign-off
<p><b>Legal</b> including Human Rights Act</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic</p>	<p><i>George Chesman</i> solicitor for South London Legal Partnership 06.08.21</p>

Issue	Implications	Sign-off
	management and similar orders published in the local paper and London Gazette.	
<b>Finance</b> and other resources	All associated costs are covered by the CPZ Implementation & Consultation budget on cost centre 400021. The estimated cost is £6,516 which includes consultation, staff costs and implementation (excludes Baxter increase of 22.7%) Any potential additional charges on completion will be contained within this budget.	<p><i>Gina James</i></p> <p><i>Service Financial Adviser</i></p> <p>08.08.2024</p>
<b>Equalities</b>	<p>As part of its stated commitment to equality, Merton supports the delivery of its statutory duties under the Equality Act 2010. This includes the protection of people from discrimination on the basis of 8 'protected characteristics'. An Equality Assessment has been carried out on this proposed batch of EV bays. The impacts on 2 protected characteristics is outlined below:</p> <p>Age – By ensuring there are more EV bays across the borough, it removes the need for the illegal use of cables stretched across pavements. This is considered a trip hazard which is especially significant for elderly people with mobility and sight issues.</p> <p>Disability – As stated above, the illegal use of cables stretched across pavements, presents a trip hazard for those with a disability that affects their mobility or sight, or those using a wheelchair or mobility scooter. The introduction of EV bays reduces this hazard.</p> <p>Gender reassignment – N/A</p> <p>Marriage or civil partnership – N/A</p> <p>Pregnancy and maternity – N/A</p> <p>Race – N/A</p>	<p>Helena Little</p> <p>Commissioning Engineer</p> <p>01/08/2024</p>

Issue	Implications	Sign-off
	<p>Religion or belief – N/A</p> <p>Sex – N/A</p> <p>Sexual orientation – N/A</p>	
<p><b>Climate change</b></p>	<p>This proposal for the fourteenth batch of Electric Vehicle bays is a direct measure of support towards the council's net zero commitments (Council 2030 target and Borough 2050 target).</p> <p>Whilst the end product will be energy saving, the process of implementation by our contractor FM Conway will involve the consumption of energy. FM Conway recognise the importance of ensuring their work is as energy efficient as possible. In their Carbon Reduction Plan, they outline their short, medium and long-term net zero targets in relation to emissions. Their Net Zero Strategy addresses the issue of embodied carbon; 'Increasing the percentage of RAP within our asphalt specifications will be a critical factor to reduce the embodied carbon within our product range, whilst also protecting the natural environment through our Circular Economy approach.' RAP – Reclaimed Asphalt Pavement.</p> <p>In terms of the council's transport outcomes, the proposal supports and encourages the growing EV ownership in Merton. The cycle bay supports active travel. With a wider network of easily accessed EV charge points, unnecessary travel will be minimised.</p> <p>All our plans include requests to reuse or recycle the existing post and signs. Wherever possible, existing posts and street furniture are used. Both these measures minimise waste and help reduce costs and unnecessary energy consumption.</p> <p>With each batch of bays, Merton's EV infrastructure is improved and the council is a step further towards reaching its climate</p>	<p>Helena Little</p> <p>Commissioning Engineer</p> <p>01/08/2024</p>

Issue	Implications	Sign-off
	related goals.	
<b>Executive Director</b>	<i>Clearance/Approval of Report</i>	 07/08/2024
<b>Cabinet Member/s</b>	<i>Clearance/Approval of Report</i>	<i>[Cabinet Member Date signed]</i> <div style="border: 1px solid black; padding: 5px; width: fit-content;"> <i>[Cabinet Member Date signed].</i>    13/8/24 </div>
<b>REPORT AUTHOR:</b> Helena Little – Commissioning Engineer Tel no. 020 8545 3202 helena.m.little@merton.gov.uk		