

CORPORATE SERVICES DEPARTMENT
Director – Caroline Holland



**Democracy Services
London Borough of Merton
Merton Civic Centre
London Road
Morden SM4 5DX**

**Direct Line: 0208 545 3357
Email: democratic.services@merton.gov.uk**

Date: 4 May 2018

Dear Councillor

**Notification of a Decision taken by the Cabinet Member for
Regeneration, Environment and Housing**

The attached non-key decision has been taken by the Cabinet Member for
Regeneration, Environment and Housing, with regards to:

- Proposed Electric Vehicle charge points Borough wide - statutory
consultation

and will be implemented at **noon on Thursday 10 May** unless a call-in
request is received.

The [call-in](#) form is attached for your use if needed and refers to the relevant
sections of the constitution.

Yours sincerely

**Amy Dumitrescu
Democracy Services**

NON-KEY DECISION TAKEN BY A CABINET MEMBER UNDER DELEGATED AUTHORITY

See over for instructions on how to use this form – all parts of this form must be completed. Type all information in the boxes. The boxes will expand to accommodate extra lines where needed.

1. Title of report and reason for exemption (if any)

Proposed Electric Vehicle Charging points – formal consultation

2. Decision maker

Councillor Martin Whelton, Cabinet Member for Regeneration, Environment and Housing

3. Date of Decision

4 May 2018

4. Date report made available to decision maker

27 April 2018

5. Date report made available to the Chairs of the Overview and Scrutiny Commission and of any relevant scrutiny panel

4 May 2018

6. Decision

- a) Notes the result of the statutory consultation carried out between 8th March and 6 April 2018 on the proposal to introduce Electric Vehicle (EV) charging points in various parts of the Borough which include Acacia Road, Ashbourne Road, Blenheim Road, Bond Road, Caesar's Walk, Castle Way, Elmwood Road, Gladstone Road, Grand Drive, Green Lane, Haslemere Avenue, Kingston Road, Melrose Avenue, Pepys Road, Rowan Crescent, Streatham Road and Woodside.
- b) Notes the objection received during the statutory consultation and officers comment as attached in Appendix 3.
- c) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of EV charging points in various part of the Borough which included Acacia Road, Ashbourne Road, Blenheim Road, Bond Road, Caesar's Walk, Castle Way, Elmwood Road, Gladstone Road, Grand Drive, Green Lane, Haslemere Avenue, Kingston Road, Melrose Avenue, Rowan Crescent, Streatham Road and Woodside.
- d) Agrees not to proceed with implementation of Electric Charging points outside property Nos 15 and 17 Pepys Road.
- e) Agrees to re-site the 2 proposed charging points in Castle Way subject to a further statutory consultation.

- f) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

7. Reason for decision

- 1) To promote more sustainable modes of transport and zero-emission vehicles by providing more electric vehicle charging bays in the borough
- 2) The commitment by the council to improve air quality and cut pollution by making it easier for residents to use electric vehicles as a mode of transport.

8. Alternative options considered and why rejected

Do nothing. This would be contrary to the Supreme Court ruling that the government must take immediate action to cut air pollution after the UK breached EU limits for nitrogen dioxide (NO₂) in the air. The Government is now legally bound to take urgent action.

There are several different approaches that the council could adopt to the provision of charging infrastructure including:-

- Purchase and maintain its own independent network of EVCP's
- Form a partnership with another EVCP provider.

The current partnership approach offers the council best value at a low financial risk in a rapidly changing and innovative market place. Previous ownership models across London also failed to deliver economically and in terms of reliability to customers with around 60% of charge points operational when Bluepoint took over source London. Most boroughs no longer have the resources nor technical expertise to operate independently.

9. Documents relied on in addition to officer report

None

10. Declarations of Interest

None

11. Publication of this decision and call in provision

Send this form and the officer report* to democratic.services@merton.gov.uk for publication. Publication will take place within two days. The call-in deadline will be at Noon on the third working day following publication.



Councillor Martin Whelton

Cabinet Member for Regeneration, Environment and Housing

4 May, 2018

Delegated Report

Date: 25th April 2018

Agenda item: N/A

Ward: Borough Wide

Subject: Proposed Electric Vehicle Charging points.

Lead officer: Chris Lee, Director of Environment & Regeneration

Lead member: Councillor Martin Whelton Cabinet Member for Regeneration, Environment and Housing.

Contact Officer: Paul Atie Email: paul.atie@merton.gov.uk

Key decision reference number: N/A

RECOMMENDATIONS

That the Cabinet Member notes and considers the content of this report and approves the following recommendations:

- a) Notes the result of the statutory consultation carried out between 8th March and 6 April 2018 on the proposal to introduce Electric Vehicle (EV) charging points in various parts of the Borough which include Acacia Road, Ashbourne Road, Blenheim Road, Bond Road, Caesar's Walk, Castle Way, Elmwood Road, Gladstone Road, Grand Drive, Green Lane, Haslemere Avenue, Kingston Road, Melrose Avenue, Pepys Road, Rowan Crescent, Streatham Road and Woodside.
- b) Notes the objection received during the statutory consultation and officers comment as attached in Appendix 3.
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- e) Agrees to re-site the 2 proposed charging points in Castle Way subject to a further statutory consultation.
- f) 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 undertaking of the statutory consultation and its outcome on the Councils' proposals to introduce EV charging points in Acacia Road, Ashbourne Road, Blenheim Road, Bond Road, Caesar's Walk, Castle Way, Elmwood Road, Gladstone Road, Grand Drive, Green Lane, Haslemere Avenue, Kingston Road, Melrose Avenue, Pepys Road, Rowan Crescent, Streatham Road and Woodside.

1.2 It seeks approval to implement the above c, d and e recommendations.

2. BACKGROUND

2.1 In recent years despite government grants, the uptake of electric or ultra-low emission vehicles (ULEV) has been slower than anticipated. This slow take up has in part been due to higher purchase costs, the variety of vehicles available and range anxiety (the concern that a vehicle might run out of power during a journey). However, vehicle manufacturers are now offering a much improved selection of electric/ULEV vehicles to customers.

2.2 The Society of Motor Manufactures and Traders data reveals that at the end of March 2018 there were 36,693 alternative fuel vehicles registered. This represents a year on year increase of 9.8% or 5.1% market share. This compares to 21,371 vehicles at the end of 2014 representing a rise of around 172%. Continued consumer uncertainty surrounding diesel vehicles is likely to reinforce this strong upward trend. This remarkable surge in demand means there are now more than 145,000 vehicles in the UK. This number is expected to rise to 200,000 in 2018.

2.3 The highest number of registrations of alternative fuelled vehicles is in London with over 9200 recorded in 2017 up 42% from the year before. In Merton the highest density of electric cars is in the Village area with around 500 vehicles and Wimbledon Park with 73 vehicles. This number is on target to reach TfL's projection that the number of ULEV in London will surpass 20,000 in 2020.

2.4 There is now a noticeable interest from Merton residents seeking on-street charge points. With continued government support and other planned interventions this demand is expected to increase.

2.5 Recently the Supreme Court ruled that the government must take immediate action to cut air pollution after the UK breached EU limits for nitrogen dioxide (NO₂) in the air. The Government is now legally bound to take urgent action.

2.6 Likely interventions include TfL's proposals for an ultra-low emission zone in central London, which will include a requirement that all taxis and new PHVs newly-licensed from January 2018 will be Zero Emission Capable (ZEC), with broader controls planned for 2020. There is also the possibility that the existing London wide Low Emissions Zone (LEZ) could be broadened to include greater range of vehicles. Both proposals are expected to increase demand for ULEV's. Improving air quality is a mayoral priority objective for TfL. The most recently launched Ultra Low Emission Vehicle Delivery Plan (July 2015) demonstrates this commitment.

2.7 A key objective of the Mayor's Transport Strategy is to facilitate the delivery of a network of Electrical Vehicle Recharging Points (EVRPs) across London. This is reinforced by documents such as the Electric Vehicle Delivery Plan and the Ultra-Low Emissions Vehicles Delivery plan for London.

2.8 It is anticipated that the numbers of electric and hybrid vehicles is set to rise in Merton and neighbouring boroughs over the next few years and requests for EVRPs is likely to increase, as manufacturers bring more electric vehicles to the market each year.

- 2.9 Merton Council is committed to improving air quality and promoting sustainable modes of transport. EV charging bays and associated EV charging points are amongst a number of measures the Council are introducing to encourage motorists to switch to low carbon vehicles (including electric vehicles).
- 2.10 Previously the backroom operations for Source London (pan London electric vehicle charging provider) were controlled by TfL and the charge infrastructure was owned independently by TfL, private partners and partner London boroughs. Since September 2014 this operation has been sold to Bluepoint London.
- 2.11 The legal process to transfer ownership, the “Deed of Novation” is now complete. Negotiations on the Deed of Variation (the main contractual document) was signed 10 February 2016 and Merton’s amendment letter concluded. This legal contract sets out the respective obligations of scheme partners (boroughs) and the scheme operator, technical details, maintenance and communication specifications. The revised contract includes some wide ranging and in instances innovative proposals e.g. profit sharing and the ability to book a charge point, which following lengthy negotiations supported by legal and property teams has resulted in significant changes to the original contract and is now considered acceptable to the Merton Council. Important items of the new contract include:-
- The installation, operation, electricity costs and maintenance of any “open” electric vehicle charging point would fall within the sole responsibility of Bluepoint. The Council is only responsible for progressing the necessary Traffic Management Orders and highway maintenance. Even then reasonable costs up to limit (£500) will be recoverable provided costs can be clearly demonstrated (internal processes will need to be established for this new area of work). Bluepoint’s investment costs would be recovered through fees and charges.
 - Bluepoint would work with the council to identify potential EVCP locations. These are likely to be provided in clusters (5 maximum) across the borough. This has already been taking place and those sites identified within this report are the first batch.
 - Bluepoint is committed to funding and expanding the number of EVCP’s across London from around 1300 to around 6000 by 2017 (including borough and private partners).
 - The Council is expected to use its best endeavours to ensure that all necessary consents, licences and permissions are obtained to install and operate the charging points.
 - To prevent Source London customers overstaying in EV dedicated bays, they have in place a charging regime for customers that will provide a financial disincentive for stays beyond 4 hours (except between 7pm to 7am).
- 2.12 In July 2017 representatives of Bluepoint and Council officers met to identify locations where the second batch of EVCP’s could be installed. The method used to identify the sites was through requests received from residents who own an electric vehicle or those who plan to own one in the immediate future. Thus so far the Council has introduced 21 charging points on 10 sites selected for the first batch of the charging points. Since that time the Council and Bluepoint continue to receive request/enquiry from members of the public for charging points. The Council and the operator currently have completed consultation on 31 charge points and continue to receive request which is being compiled for the third batch for investigation/consultation as soon as implementation of the batch 2 is complete.

3. CONSULTATION

- 3.1 The statutory consultation on the proposals to introduce a number of electric charging points in various parts of the Borough which include Acacia Road, Ashbourne Road, Blenheim Road, Bond Road, Caesar's Walk, Castle Way, Elmwood Road, Gladstone Road, Grand Drive, Green Lane, Haslemere Avenue, Kingston Road, Melrose Avenue, Pepys Road, Rowan Crescent, Streatham Road and Woodside was carried out between 8th March and 6 April 2018. The consultation included the erection of street Notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the Local Guardian and the London Gazette. Notices were distributed to property owners adjacent to the proposed charging points and larger plans were also made available at the Link, Merton Civic Centre, Wimbledon Library and on the Council's website.
- 3.2 The statutory consultation resulted in a total of 10 representations being received, 2 with comments and 6 objections including 2 against the proposal in Pepys Road; 1 against the proposal in Castle Way and 5 objections from Woodside. All representations are detailed in appendix 3.

Pepys Road SW20

Objections were received from owner of properties in Pepys Road where the charging points are proposed complaining that they will not be able to load and unload to their properties outside the peak period if the charging points are installed. An objection was also received from TfL stating that the bus lane is in use and regulated parking should not be allowed within the bus lane outside the peak period as this would delay buses. Given the negative impact on public transport service, it is recommended not to implement the proposed EV Charging points at this location for the time being and to look for an alternative location in the area.

Castle Way SW19

An objection was received from a property owner in Castle Way where the charging points are proposed. The resident is unhappy in that the proposed charging points are fully in front of her property which does not accommodate off-street parking to the front, and the proposed 2 charge points would reduce the existing parking spaces from 3 to 1. However, neighbouring property being a corner property with off street parking for 3 cars, the objector is suggesting that the charging points be moved to side of the corner property where impact to residents would be negligible. It is recommended that the EV charging points are relocated as suggested and a planning application is put in for the new location. In the absence of any objection, the charging points will be introduced following a further statutory consultation.

4. ALTERNATIVE OPTIONS

- 4.1 Do nothing. This would be contrary to the Supreme Court ruling that the government must take immediate action to cut air pollution after the UK breached EU limits for nitrogen dioxide (NO₂) in the air. The Government is now legally bound to take urgent action.
- 4.2 There are several different approaches that the council could adopt to the provision of charging infrastructure including:-
- Purchase and maintain its own independent network of EVCP's

- Form a partnership with another EVCP provider.

4.3 The current partnership approach offers the council best value at a low financial risk in a rapidly changing and innovative market place. Previous ownership models across London also failed to deliver economically and in terms of reliability to customers with around 60% of charge points operational when Bluepoint took over source London. Most boroughs no longer have the resources nor technical expertise to operate independently.

5. TIMETABLE

5.1 If a decision is made to proceed with implementation of the proposed EV charging points, TMOs could be made six weeks after the made decision. This will include the erection of the Notices on lamp columns in the area, the publication of the made Orders in the Local Guardian and the London Gazette. The documents will be made available at the Link, Civic Centre and on the Council's website. The measures will be introduced soon after.

6. FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

6.1 The installation, operation, electricity costs and maintenance of any "open" electric vehicle charging points would fall within the sole responsibility of Bluepoint. The council is only responsible for progressing the necessary Traffic Management Orders and highway maintenance. Even then reasonable costs up to £500 will be recoverable providing costs can be clearly demonstrated. Bluepoint's investment costs would be recovered through membership fees and charges.

6.2 The Council receives a fee per open charge point (based on London Travel Zones) for every open EVCP location installed via the contract. This equates to £300 for zone 4 and £200 for zones 5 and 6 (TfL Bus/Tube zone Map). Although costs of physical works are refundable, fees will initially need to be ring fenced to ensure that the whole process is sustainable in the future.

7. LEGAL AND STATUTORY IMPLICATIONS

7.1 The Traffic Management Orders would be made under Section 6 and Section 45 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 draft order.

7.2 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 or to modify the published draft order. A public inquiry should be held where it would provide further information, which would assist the Council in reaching a decision.

8. HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

8.1 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.

8.2 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders.

8.3 The implementation of the proposal aims to assist those with existing and future needs.

9. CRIME AND DISORDER IMPLICATIONS

N/A

10. RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

- 10.1 The road safety implications/risks during construction and maintenance will be fully considered at each stage of the detailed design process.
- 10.1 The risk of not implementing the proposals would be detrimental to Council's obligations in addressing pollution and would compromise the Council' contractual obligations with Bluepoint. It would also do nothing to meet the growing demand for the infrastructure

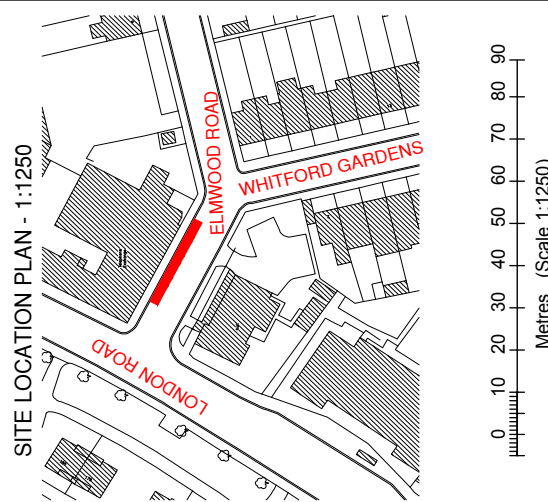
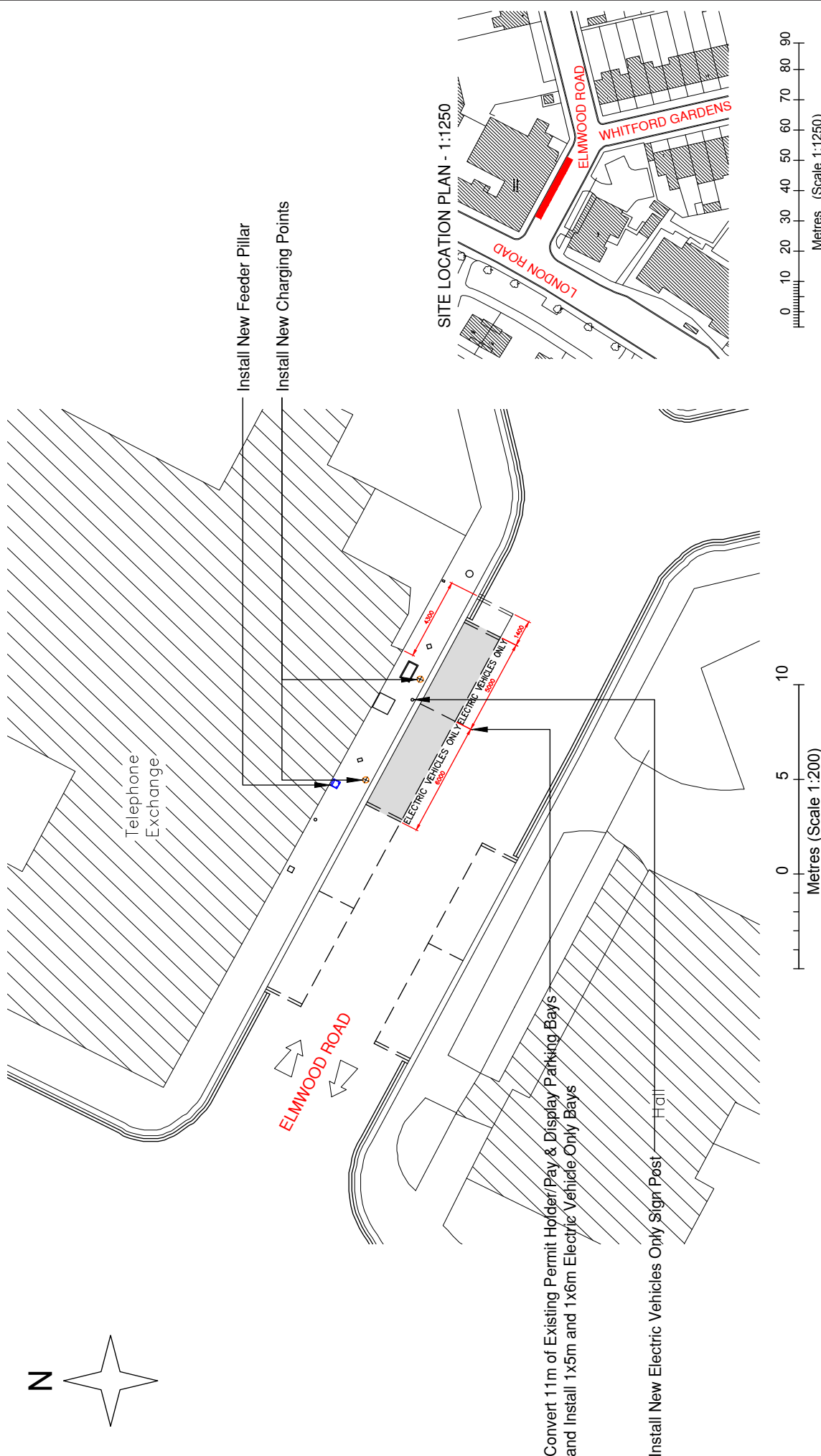
11. APPENDICES

Appendix 1 - Drawing ELECT 001- 010

Appendix 2 - Statutory consultation notice to home owners

Appendix 3 - Representations received

Appendix 4 – Site Notice.



Convert 11m of Existing Permit Holder/Pay & Display Parking Bays and Install 1x5m and 1x6m Electric Vehicle Only Bays

Install New Electric Vehicles Only Sign Post

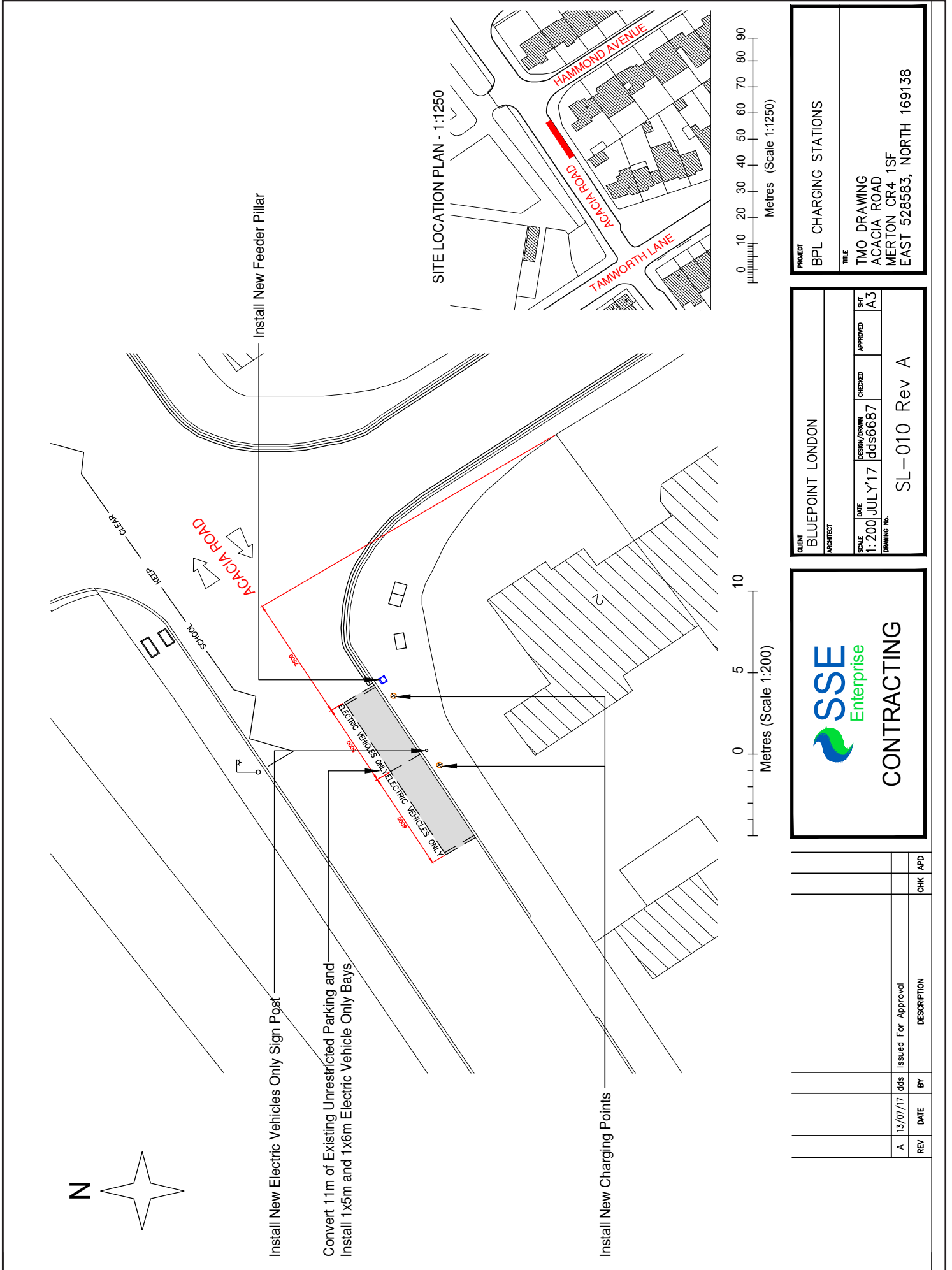
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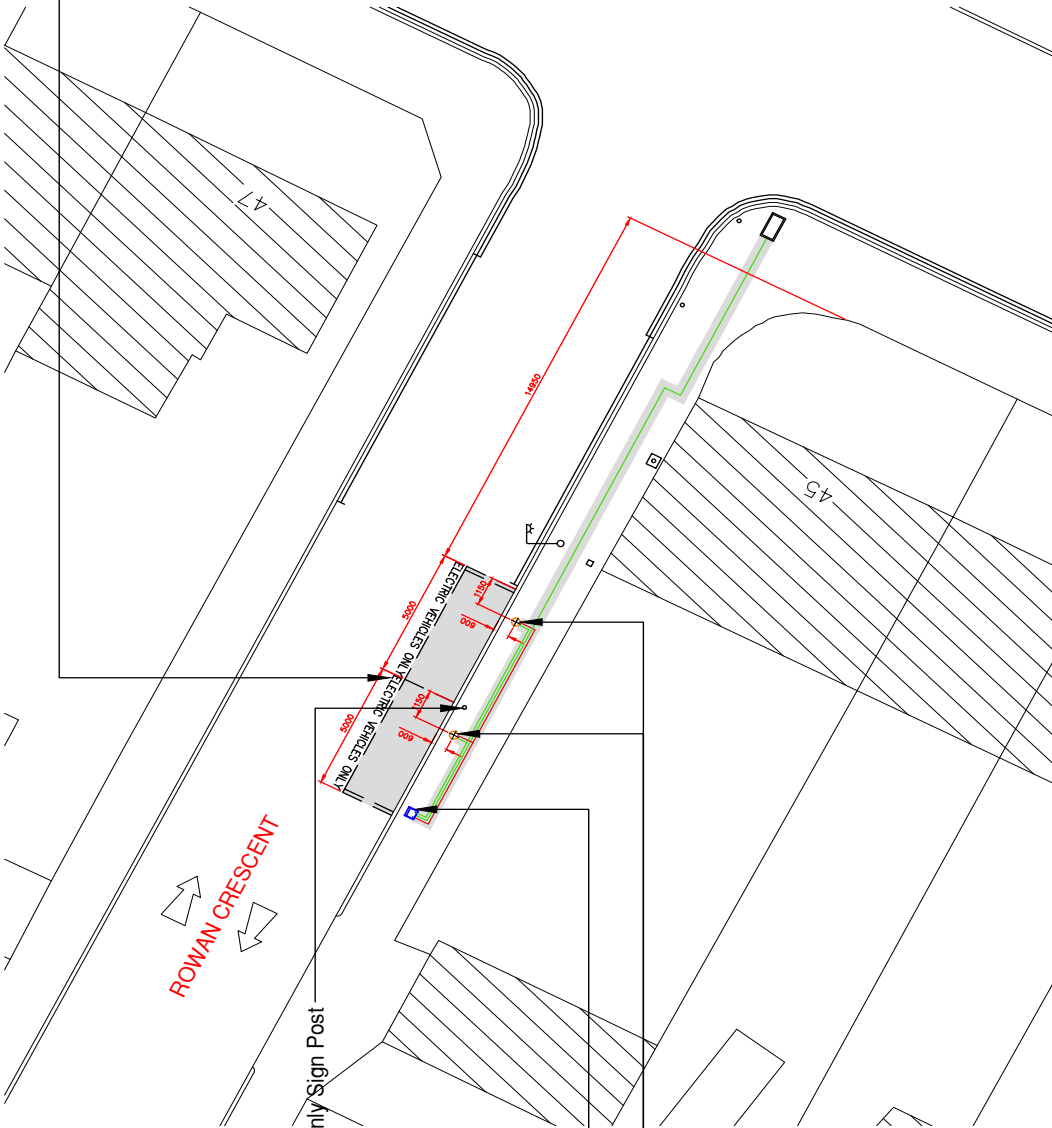
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SSE Enterprise CONTRACTING

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Convert 11m of Existing Unrestricted Parking and Install 1x5m and 1x6m Electric Vehicle Only Bays



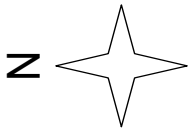
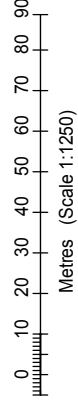
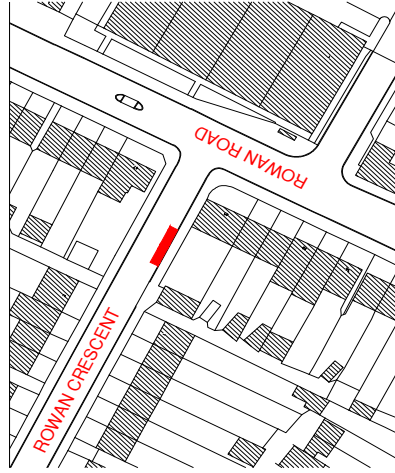
Install New Electric Vehicles Only Sign Post

Install New Feeder Pillar

Install New Charging Points

ROWAN CRESCENT

SITE LOCATION PLAN - 1:1250

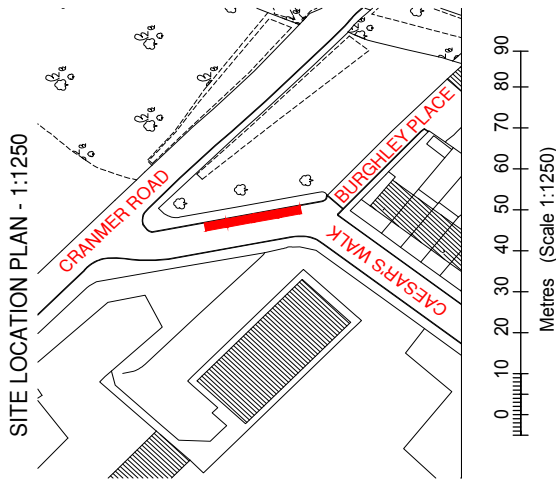
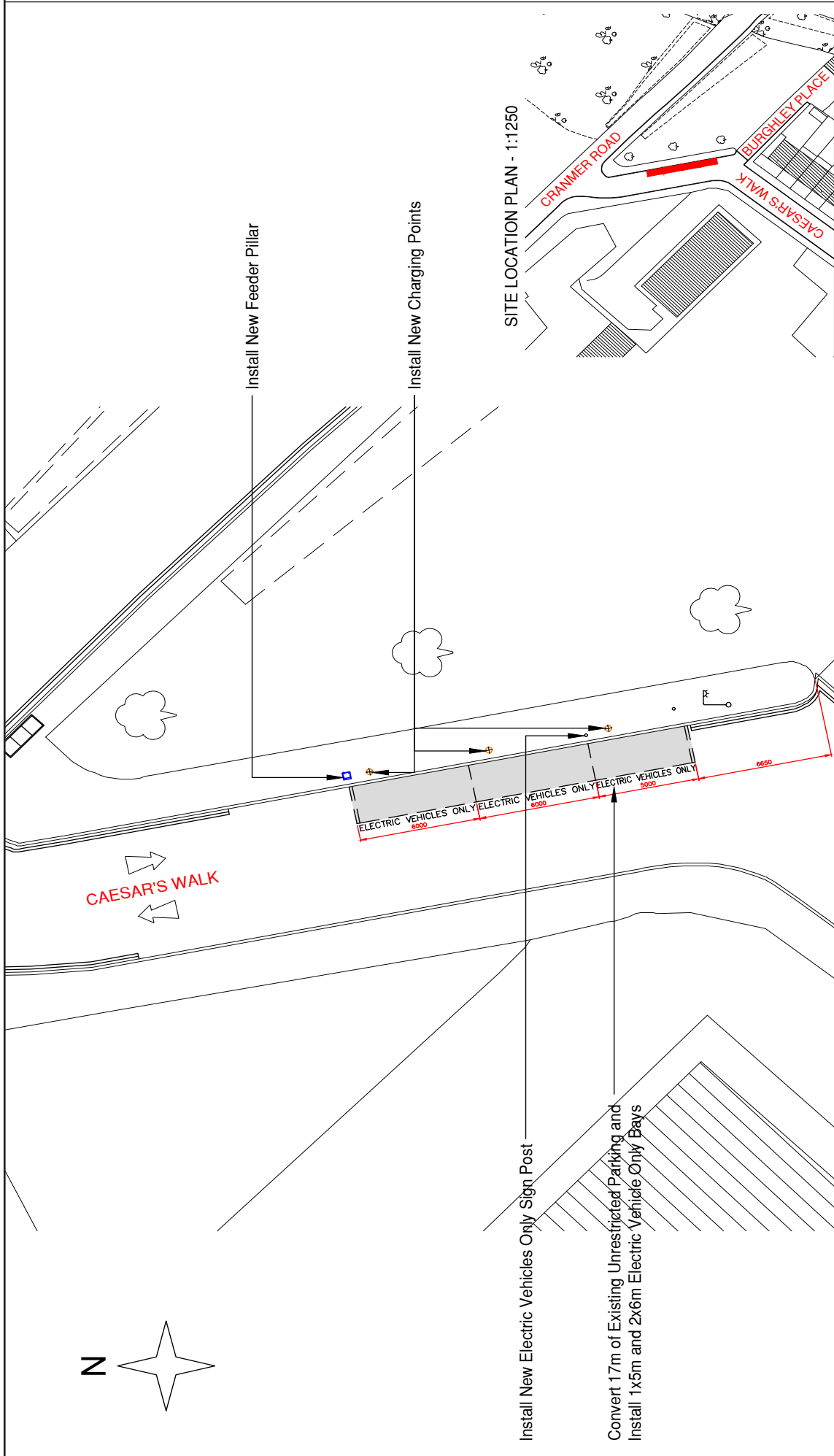


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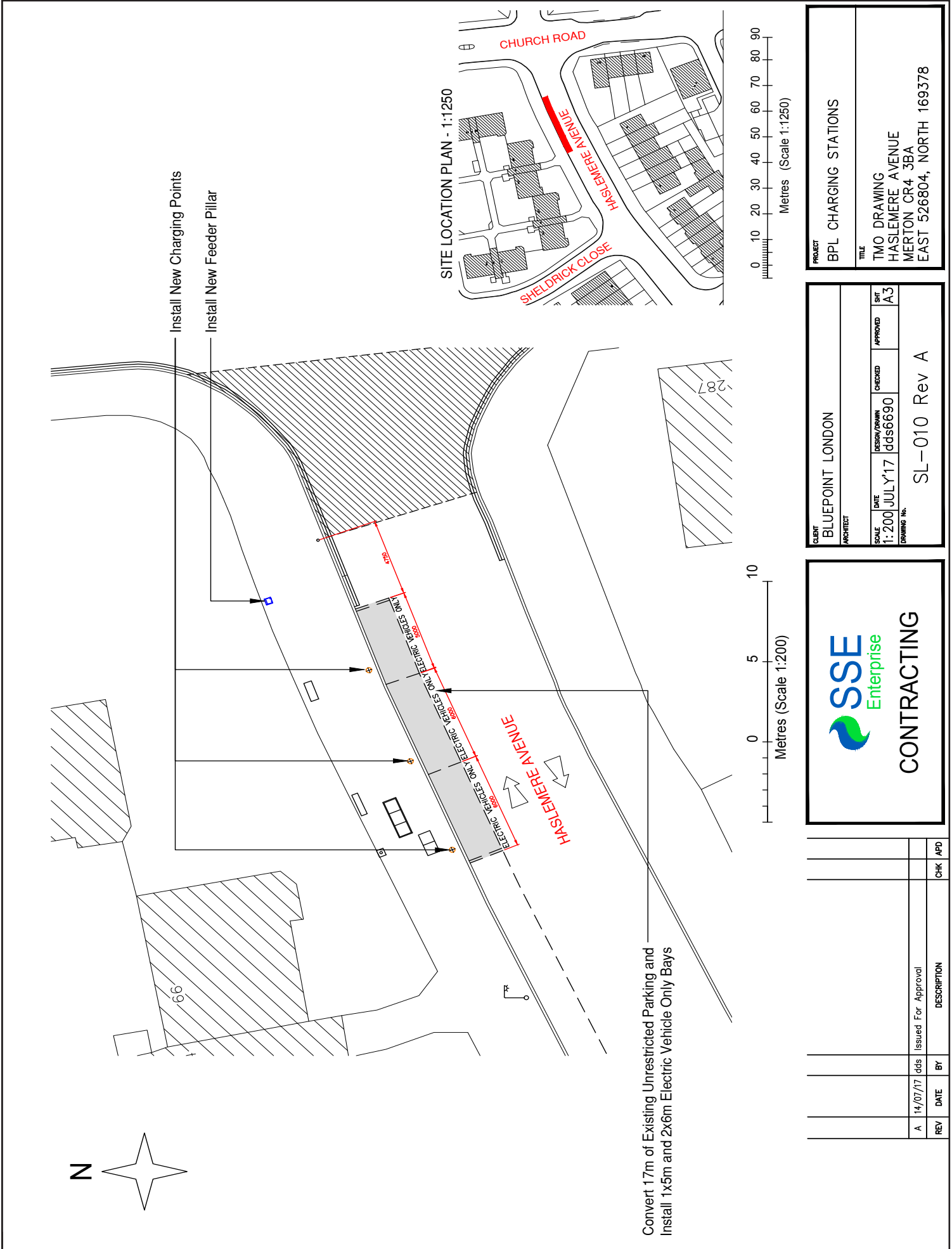
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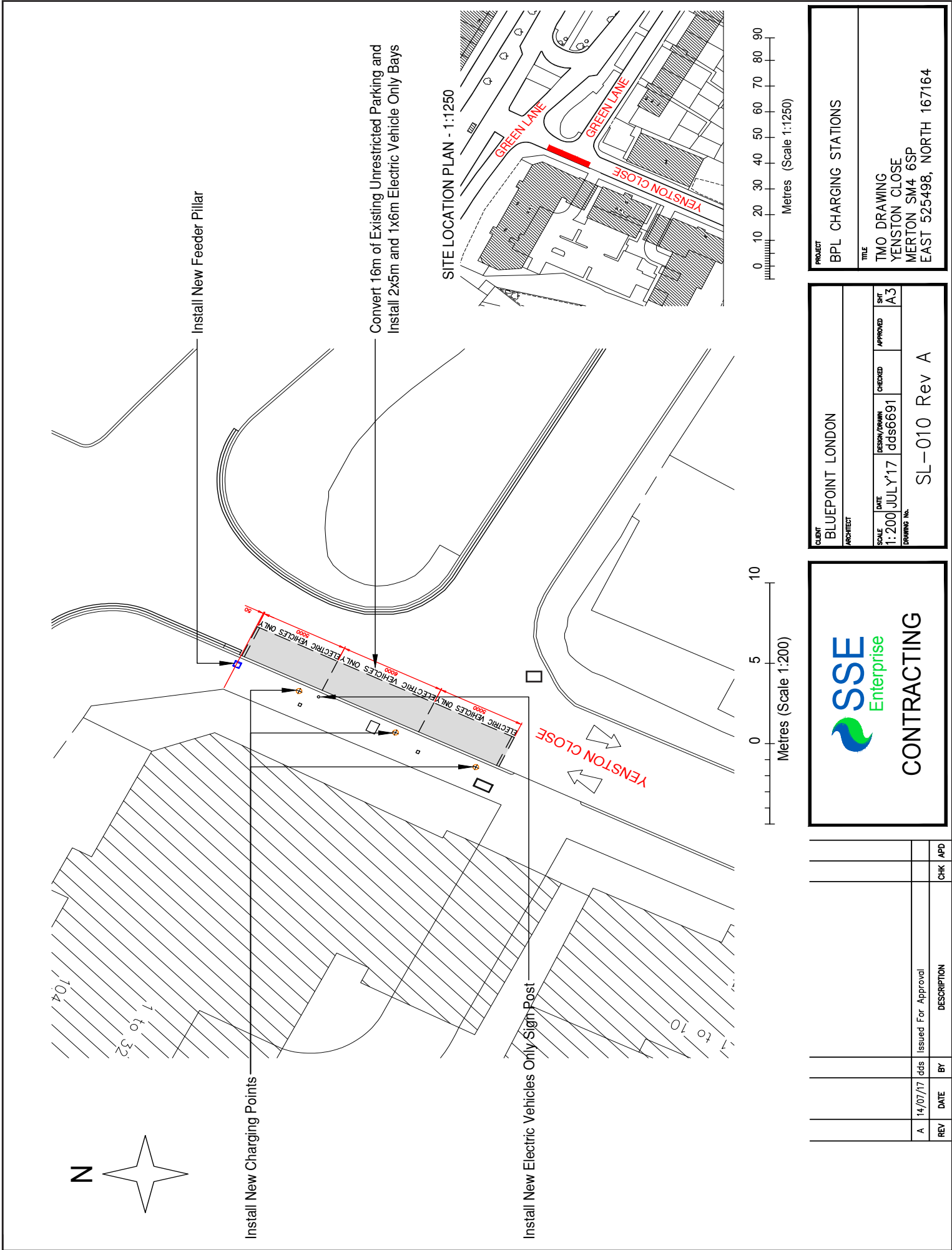


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Install New Feeder Pillar

Convert 16m of Existing Unrestricted Parking and Install 2x5m and 1x6m Electric Vehicle Only Bays

Install New Charging Points

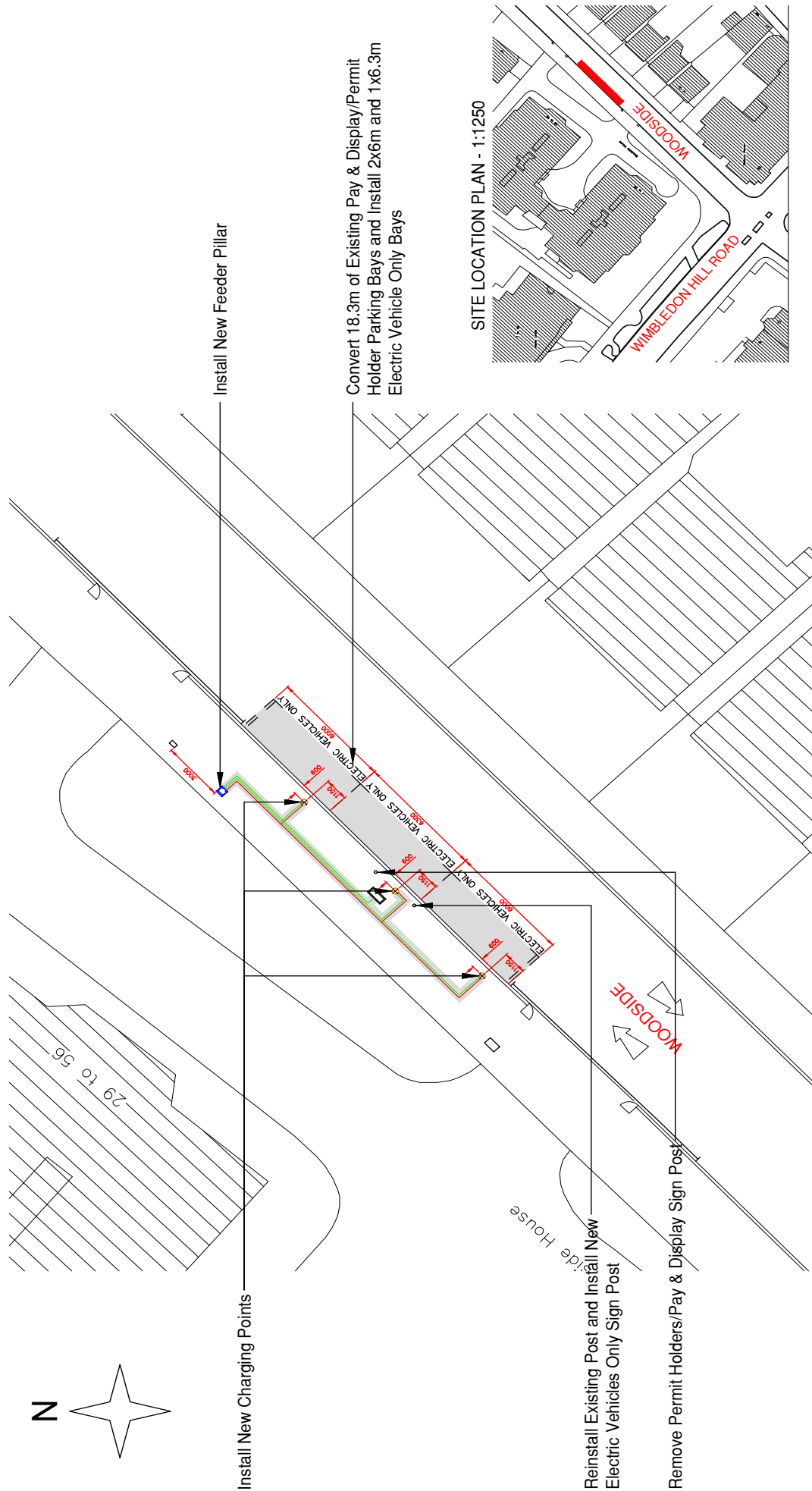
Install New Electric Vehicles Only Sign Post

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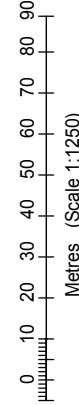
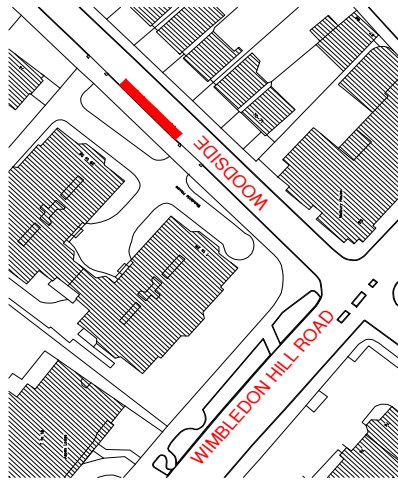
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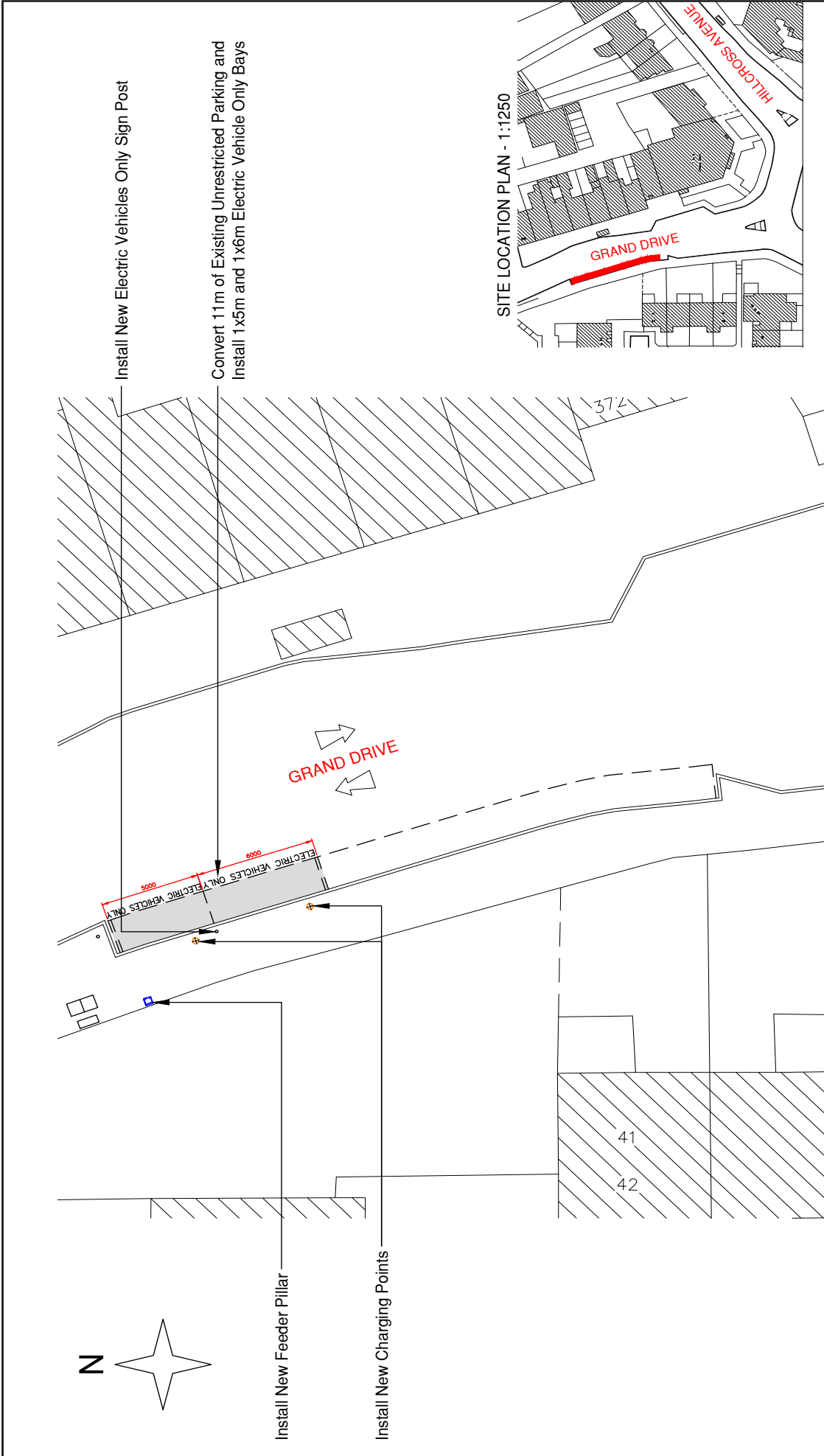
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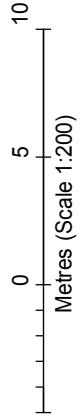
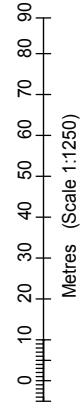
Install New Electric Vehicles Only Sign Post

Convert 11m of Existing Unrestricted Parking and Install 1x5m and 1x6m Electric Vehicle Only Bays

Install New Feeder Pillar

Install New Charging Points

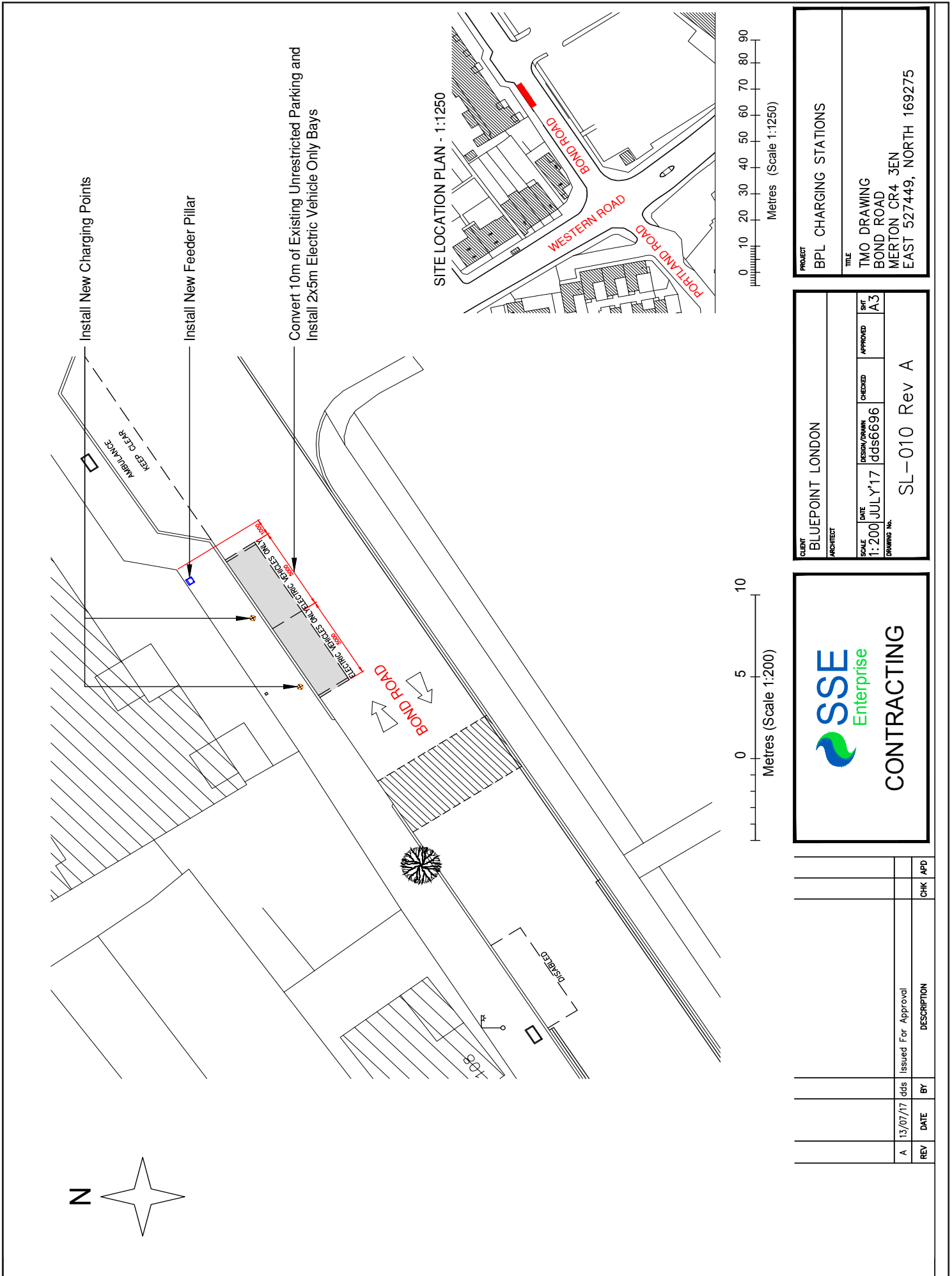
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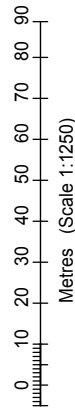
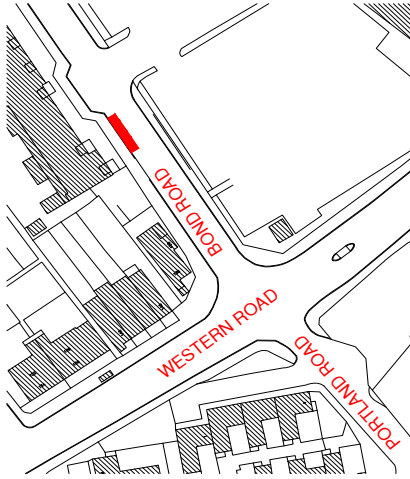
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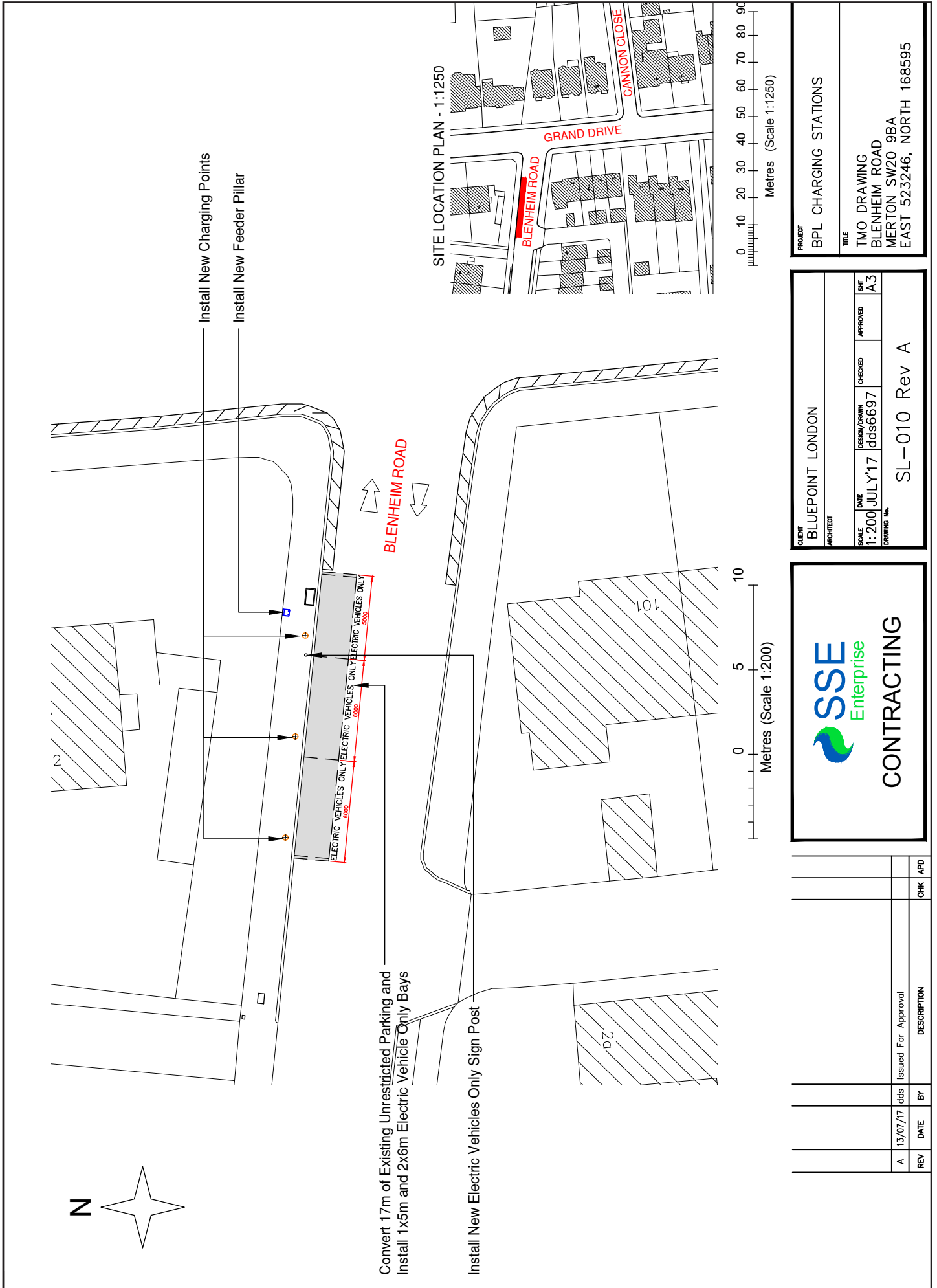


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Convert 17m of Existing Unrestricted Parking and Install 1x5m and 2x6m Electric Vehicle Only Bays

Install New Electric Vehicles Only Sign Post

Install New Charging Points

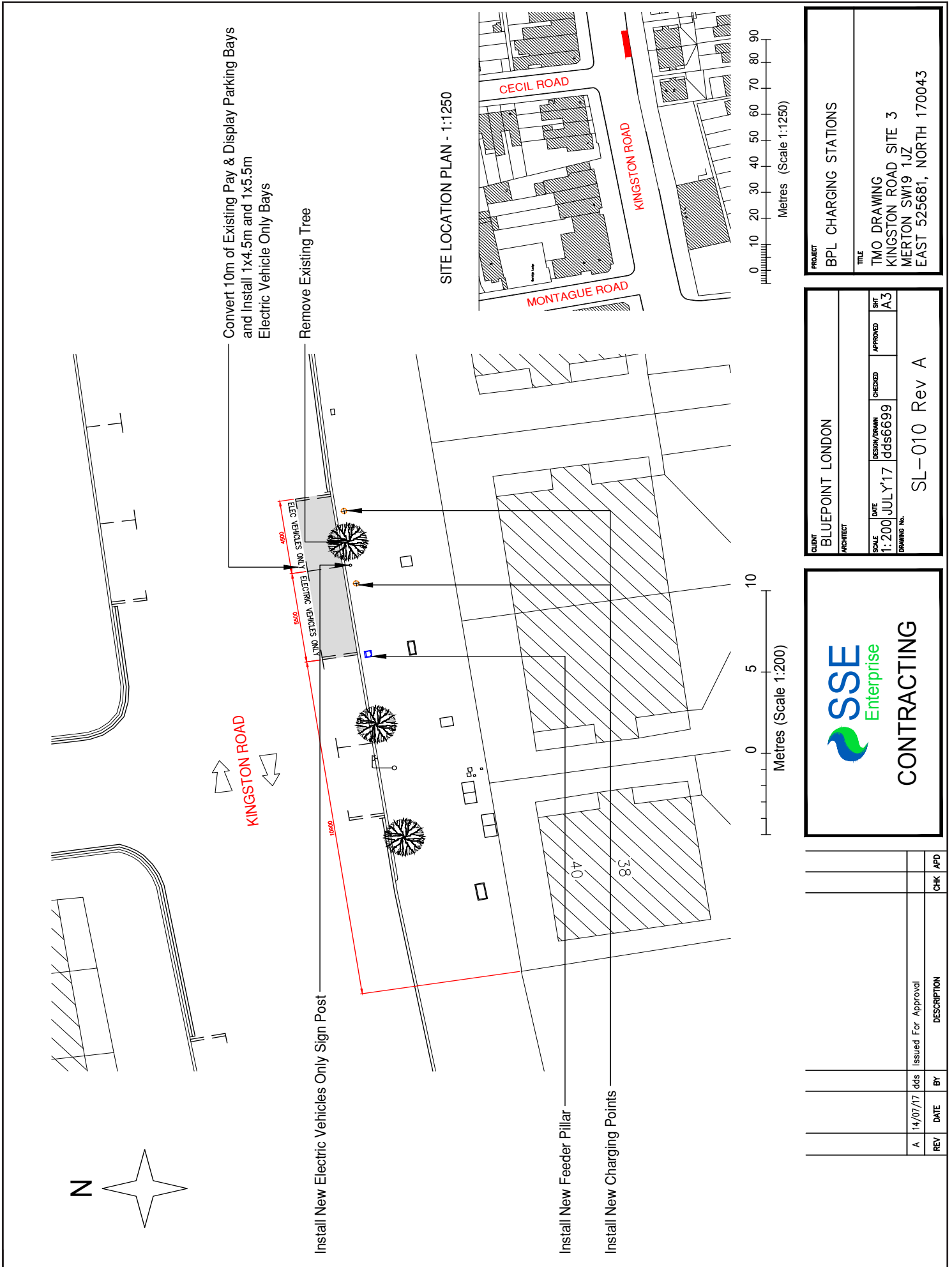
Install New Feeder Pillar

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SCALE 1:200	DATE JULY 17	DESIGN/DRAWN ids6697	CHECKED
			APPROVED
			SHEET A3
DRAWING No. SL-010 Rev A			

PROJECT BPL CHARGING STATIONS	
TITLE TMO DRAWING BLENHEIM ROAD MERTON SW20 9BA EAST 523246, NORTH 168595	



Convert 10m of Existing Pay & Display Parking Bays and Install 1x4.5m and 1x5.5m Electric Vehicle Only Bays

Remove Existing Tree

Install New Electric Vehicles Only Sign Post

Install New Feeder Pillar

Install New Charging Points

SITE LOCATION PLAN - 1:1250

Metres (Scale 1:200)

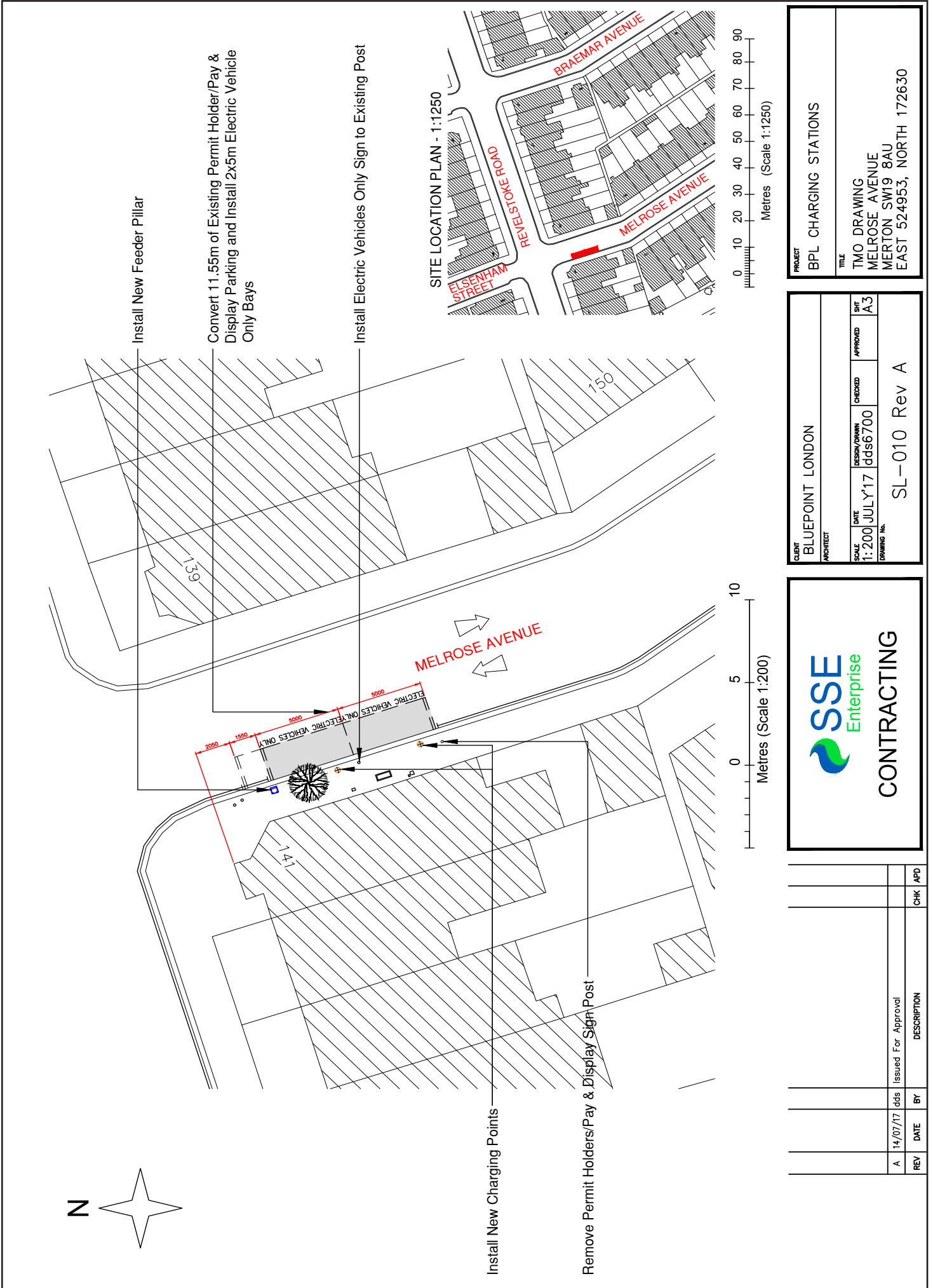
Metres (Scale 1:1250)

REV	DATE	BY	DESCRIPTION	CHK	APD
A	14/07/17	dds	Issued For Approval		

SSE Enterprise **CONTRACTING**

CLIENT BLUEPOINT LONDON		ARCHITECT	
SCALE 1:200	DATE JULY'17	DESIGN/DRAWN dds6699	CHECKED APPROVED
DRAWING NO. SL-010 Rev A		SHEET A3	

PROJECT BPL CHARGING STATIONS
TITLE TMO DRAWING KINGSTON ROAD SITE 3 MERTON SW19 1JZ EAST 525681, NORTH 170043

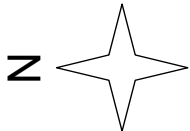
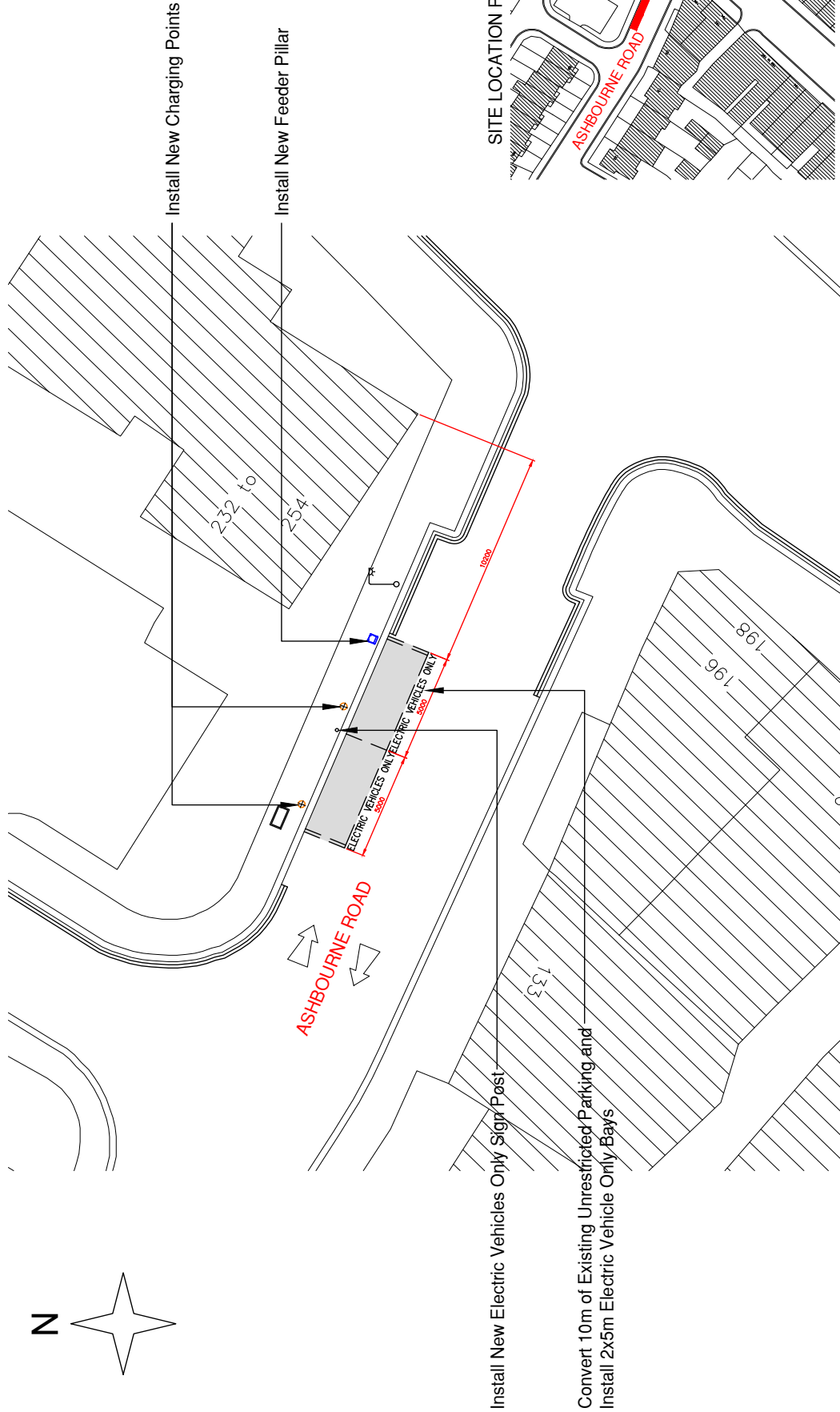


REV	DATE	BY	DESCRIPTION	CHK	APD
A	14/07/17	dds	Issued For Approval		

SSE Enterprise CONTRACTING

CLIENT BLUEPOINT LONDON		ARCHITECT	
SCALE 1:200	DATE JULY'17	DESIGN/DRAWN dds6700	CHECKED APPROVED
DRAWING NO. SL-010 Rev A		SHEET A/3	

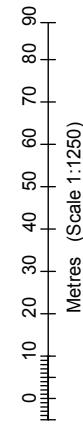
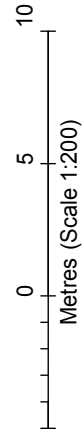
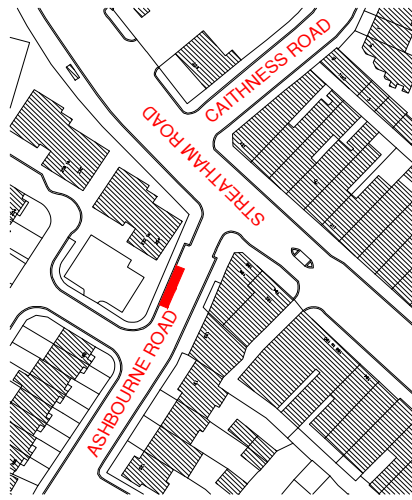
PROJECT BPL CHARGING STATIONS
TITLE TMO DRAWING MELROSE AVENUE MERTON SW19 8AU EAST 524953, NORTH 172630



Install New Electric Vehicles Only Sign Post

Convert 10m of Existing Unrestricted Parking and Install 2x5m Electric Vehicle Only Bays

SITE LOCATION PLAN - 1:1250



REV	DATE	BY	DESCRIPTION	CHK	APD
A	13/07/17	det	Issued For Approval		

SSE
Enterprise
CONTRACTING

CLIENT BLUEPOINT LONDON		ARCHITECT	
SCALE 1:200	DATE JULY'17	DESIGN/DRAWN gds6701	CHECKED APPROVED
PROJECT BPL CHARGING STATIONS		TITLE TMO DRAWING ASHBOURNE ROAD MERTON CR4 2DR EAST 528608, NORTH 170329	
DRAWING No.		SL-010 Rev A	



**LONDON BOROUGH OF MERTON
AND BLUEPOINTLONDON LIMITED**

LONDON LOCAL AUTHORITIES AND TRANSPORT FOR LONDON ACT 2013

CHARGING POINTS FOR ELECTRIC VEHICLES – VARIOUS ROADS

1. The Council of the London Borough of Merton and BluePointLondon Limited hereby give notice under section 17 of the London Local Authorities and Transport for London Act 2013 of the proposals for BluePointLondon Limited to provide and operate charging apparatus as part of the Source London Network for electric vehicles in the streets specified in paragraph 2 of this Notice.
2. It is proposed to install charging points for electric vehicles at the following locations:-
 - Acacia Road, CR4**, the south-east side, two charging points adjacent to No. 2 Hammond Avenue;
 - Ashbourne Road, CR4**, the north-east side, two charging points outside Nos. 232 to 254 Ashbourne Road;
 - Blenheim Road, SW20**, the north side, three charging points adjacent to Nos. 1 and 2 Raynesfield, Blenheim Road;
 - Bond Road, CR4**, the north-west side, two charging points south-west of the entrance to Hoo Hing supermarket;
 - Caesar's Walk, CR4**, the west side, between Cranmer Road and Burghley Place, three charging points adjacent to Caesar's Walk open space;
 - Castle Way, SW19**, two charging points outside No. 1 Castle Way;
 - Elmwood Road, CR4**, the north-east side, two charging points outside the Telephone Exchange;
 - Gladstone Road, SW19**, the north-east side, two charging points adjacent to No. 167 Kingston Road;
 - Grand Drive, SW20**, the south-west side, one charging point opposite No. 362 Grand Drive and one charging post opposite No. 364 Grand Drive;
 - Green Lane, SM4**, the north-west side, three charging points adjacent to the south-eastern flank wall of Elstead House, Green Lane,
 - Haslemere Avenue, CR4**, the north-west side, three charging points, situated respectively 20, 26 and 32 metres south-west of the south-western kerb-line of Church Road;
 - Kingston Road, SW19**, the south side, two charging points outside Nos. 30 and 32 Kingston Road;
 - Melrose Avenue, SW19**, the south-west side, two charging points adjacent to No. 141 Revelstoke Road;
 - Pepys Road, SW20**, the north-west side, one charging point outside No. 15 Pepys Road and one charging point outside No. 17 Pepys Road;
 - Rowan Crescent, SW16**, the south-west side, two charging points adjacent to No. 45 Rowan Road;
 - Streatham Road, CR4/SW16**, the north-west side, three charging points between Ridge Road and the railway bridge to the north-east;
 - Woodside, SW19**, the north-west side, three charging points outside Nos. 29 to 56 Woodside House, Woodside.
3. Any person desiring to comment on the proposals should send a statement in writing of their representation or objection and the grounds thereof, to the Environment and Regeneration Department at the Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX, or alternatively by email to trafficanhighways@merton.gov.uk quoting reference **ES/EVBATCH2**, no later than 6 April 2018.

Dated 8 March 2018.

Paul McGarry
Head of futureMerton
London Borough of Merton,
Merton Civic Centre,
London Road,
Morden, Surrey
SM4 5DX

Appendix 3 - Representations received

EV005 Woodside

These are among the heaviest used bays in the Controlled Parking Zone, and it is illogical to eliminate spaces and replace with lightly-used EV charging points, rendering some of the area's most convenient parking spaces 'out of bounds' for most of the population.

It will make it more difficult for Wimbledon Hill Rd Parade shoppers and diners to find a space to park. Certainly the Council should be protecting our independent shops and businesses, and encouraging footfall, via a decent parking provision.

When we agreed to the CPZ, we were promised it would 'make it easier for residents to park near their homes.' With even fewer bays, keeping that promise is more unlikely than ever. Local residents in W2 already have major problems with hundreds of vehicles that come to this busy 'crossroads', with schools, shops and Station. Our roads are being further congested by dozens of vehicles related to events in the Library's new Arts Space.

Further diminution of our parking amenity is unwelcome. The Council should either increase the total number of parking spaces, or lengthen the hours of operation, or both. If the Council needs 3 spaces, surely they should ADD 3 spaces further down the road where it is less congested, and put the charging points there? I very much hope that you will not proceed with this proposal

EV008 Woodside

I wish to make the following comment on your letter of August 24th. Whilst I appreciate that the Council has to provide space for electric cars to charge, the siting of the 3 spaces in Woodside seems to be ill thought out. Surely spaces should be provided where there is only street parking and no off street parking for cars, as in the Eastern end of Woodside where there is a lot of terraced houses. The 3 spaces you have selected are next to Woodside House where there is off street parking and on the other side of the road all the houses have off street parking. The parking spaces at the Wimbledon Hill end of Woodside are invaluable to commerce and visitors to restaurants in Wimbledon Hill Road and there is no requirement for residents to have the spaces for topping up facilities for electric cars. I look forward to hearing from you.

EV007 Woodside

We have been made aware that parking spaces outside Not 29 to 56 in Woodside (SW19) may be converted into charging points for electric vehicles. Our business relies on the parking spaces in Woodside a great deal, as we are a dedicated dance studio, catering to local people from 3 to 80 years of age, who come to us for their regular lessons in various forms of dance, from ballet to ballroom dancing.

Frequently, families come with siblings and parents would find it difficult to park to bring children of various ages. This also applies to our elder customers, who come for classes which are not available at traditional gym fitness establishments. We provide an important service to the community and would like this fact to be taken into consideration, particularly that the change would effect three bays. Thank you for your attention to this matter.

EV006 Woodside

I am writing with regards to the letter I received from you about charging points for electrical vehicles - various roads. I have the following questions:

1. How the proposed roads are being selected (the logic used behind selecting them), considering there is only one location in SM4 in the list.
2. If they have been chosen based on demand, how the council have been made aware of those demands?
3. What is the plan for future expansion of these points, if there is any and what is the time scale?
4. Will these points be using the existing parking bays or will there be new ones created?
5. Will these points be suitable for charging the mobility scooters too?
6. Why the lamppost charging system isn't being adopted?

And lastly, this is the latest updates we have received regarding this, on Nov 2017, can you please confirm how

valid it is now as the link isn't working:

Officers comment

A total of 21 charge points have been installed across the borough in nine locations with plans to expand the network further. 36 fast-chargers are currently progressing through the planning system for installation in 2018 and we intend to roll out a further 30 charging sites in 2019 in addition to 2-3 Rapid Charging stations (50Kw) to be installed by TfL. By the end of 2018/19 there will be over 100 on-street charging points, in addition to those already available in new housing developments, healthcare sites and retail parks. Keep updated with our Electric Vehicle Charging roll-out via the website. <https://www.merton.gov.uk/streets-parking-transport/electric-vehicle-charging-points>

EV002 Woodside

I suppose progress requires us to accept electric car charging points on our streets, so I don't see how we can be against this proposal. However, I believe that 2 to 3 new regular parking spaces should also be created – the ideal spot would be on the north side of Woodside, opposite numbers 60 to 62.

Officers comment

The Council will investigate the possibility of creating additional shared use bays at the above location.

EV003 Woodside

I understand that you are planning to remove 3 parking places from Woodside and replace them with charging points. I would be grateful if you could reconsider this decision:-

1. The parking spaces at the junction of Woodside and Wimbledon Hill Road are heavily used and much needed by people wanting to use and support the restaurants and businesses.

2. Electrical charging points are very under used (ie the ones in the village) and I wonder how many electric cars there are in Wimbledon?

3. The residents already compete for parking places with the night time economy. Removing 3 spaces would exacerbate the situation.

If it is vital that Merton has more charging points, surely bottom of Church road where there is currently no parking might be better.

EV008 Woodside

We have seen your notice proposing to remove three existing Residents' Bays and replace with three electric vehicle charging stations outside Woodside House SW19. There are a number of concerns about the proposal that we feel need to be addressed:

There are ten bays on this section of Woodside across from Wimbledon High, outside Woodside House and at a very busy and dangerous junction with Wimbledon Hill Road. There are several cars usually left on the road, all with Resident Parking Permits, as these residents do not appear to have off-street parking. So we are talking about six bays available for visitors to the school and this busy and dynamic shopping parade that is Wimbledon Hill Road. As our local council, you should do everything possible to support this prominent High Street Parade, by allowing the parking to remain as it stands, and NOT TO REMOVE 30% of the existing visitor parking bays. Merton Council shouts from the rooftops how you 'support local businesses' - so you must truly support them by your actions.

Secondly, it appears there is little strategy used in determining the location for these new electric car charging points. For example, in Wimbledon Village, where they have an acute problem with on-street parking for shoppers/visitors, you have naively installed two charging points in what can only be described as FIVE STAR premium pay & display parking spaces. Today there are two fewer spaces for visitors to stop and spend money in this important shopping area. Why were the spaces located in such a prime location? These chargers have lain VACANT for near 24 hours/day over the past six months, and in hindsight, it was a poor choice of location for this venture. You now have a chance to do better, when you choose a location here in the Woodside area.

Further, if you wish to install Charging Points, they should be IN ADDITION to existing pay and display parking spaces, not at the expense of them. There are many other choices in the immediate area, for example just further down Woodside, around number 60, or on lower St Mary's Road near a street lamp.

We suspect you have been given some central government funding, to promote driving electric cars, and that is why the haste. Do you realise just how expensive these cars are? It will be a very long time before the average Merton resident can afford - or would be willing/able to save up and invest in - an electric vehicle. The council may become better known as a curse to people wishing to park here in Wimbledon, as you will be blamed for the lack of adequate parking bays, when you should be listening to, and supporting your constituency.

You will know our Association has been campaigning to have CPZ W2 parking hours of operation extended to allow local residents to park within 100 m of our homes. The late night drunks in WTC come to W2 for 'free parking' instead of paying to use the Council's own parking garages. So you cause great problems for local residents, who can no longer park near our own homes, despite being promised this when we agreed to establish a

CPZ. You also promised our CPZ was "to make it easier for residents to park near their homes." With even fewer bays, you will make it even more difficult to park here. Is it your intention to anger your loyal rate payers?

It is disappointing that you show a lack of respect for due process, as it appears an engineer has painted the location where new charging stations will be installed on the narrow footpath outside Woodside House. Why bother with a consultation at all, if you have already made your decision, despite the consultation period being still underway?

Thank you for reconsidering your proposal, and for locating these three bays a few hundred metres away from the Wimbledon Hill Road Shopping Parade, in a section of the road network that does not currently have any parking bays at present. You have many choices, and it is a wrong choice, to cannibalise three of the precious few existing bays in W2.

Thank you for supporting our sensible requests.

Officers comment:

The locations chosen to date are generally based on resident requests, demand and registration data. The next phase of charge points will also start to look at the commercial and business market.

Merton has seen some of the highest growth in alternative fuelled vehicle registrations in London. Recent Society of Manufacturer and Motor Trader figures point to a year on year rise of 10% in new alternative vehicle registrations across the UK. In London, this increase is likely to be much higher. Therefore, in order to meet this rising demand the Council has a medium term ambition to facilitate a borough-wide network of 125 electric vehicle chargers by 2020/21, including fast, lamp column and rapid chargers. The next batch of 36 fast charge points is expected to be installed in May/June bring the total to around 60 charge points.

The council tries to utilise spare kerb space, such as single yellow lines where it is safe to do so, otherwise it converts existing parking bays.

Modern electric vehicles have sophisticated power management systems, which enables vehicles to be charged safely. Mobility scooters batteries would be unable to cope in the same way.

What is clear from recent research is that different charging solutions are required for different types of user. However, the council has secured limited funding to trial the use of lamp column charges via the Go Ultra Low City Scheme (Government Grant funded) managed by London Councils and TfL. As is usually the case with government funding initiatives the grant only cover 75% of the capital cost. The outstanding funding for on-going maintenance and backroom operations still has to be found by boroughs. Potential locations for the socket charges will be found once procurement contracts have been finalised and suppliers agreed. Subject to resources the council is hopeful that the first trial locations could be installed in early 2019.

The Wimbledon Village area has the highest density of Plug-in electric vehicles in the borough with nearly 500 vehicles registered up to June 2017 (the most recently available figure). Similarly the blue City electric vehicles parked at this location are also proving popular, despite their low number (5 total across the borough).

Given the continued rise in EV numbers the council will be exploring additional locations for charge points in the Borough. Also as demand increases it may be possible, subject to a contract variation to explore ways or increasing the turnover of the High Street Spaces e.g. by limiting the charge period or introducing incremental charges. The council typically receives quarterly updates on usage.

Merton has a legal obligation in improving air quality which can be achieved by supporting electric vehicles and the use of other modes of transport such as public transport, cycling and walking. The Council is also keen to improve congestion which would also lead to improved air quality and those visiting the town centre which has excellent public transport facilities, are encouraged to use alternative modes of transport.

EV004 Castle Way

I am the owner of Castle Way, SW19 5JN. I have just received a London Borough of Merton notice regarding the Charging points for electric vehicles in various local roads.

Whilst I fully understand the need for charging points for the electric vehicles I am extremely concerned about the positioning of the 2 points proposed for my road.

My road "Castle Way" is a short road with only 2 houses on the left hand side of the road where these points are proposed to be located, my house and my neighbour. My house fully fronts onto Castle way and has NO off street parking to the front, should the 2 points be installed where proposed at present it would reduce my parking spaces at the front from 3 to 1, whereas my Neighbour at No3's house is sideways onto Castle Way and Haven Close, and has off street parking for 3 cars by her front door, should the points be moved to the next 2 parking spaces in

the road from where proposed, they would only be alongside of her garden's fence at the bottom end of her garden, causing no hardship to anyone, and still leaving her with a further 2 or 3 parking spaces on the road immediately outside her house.

Your 2 charging points are proposed to be directly outside my house only, reducing the 3 parking spaces to 1, which is also the first space around the corner from Seymour Road in Castle Way, which in turn is quite narrow when vehicles are parked in the bays marked on the opposite side of the road. I also normally park back from the corner, as when the refuse collection is made very early on a Monday morning it can be very tricky for the lorry to get round the corner, and I don't want my car damaged. The same also applies to all and any delivery vehicles coming round this corner. Should this positioning go ahead as proposed at present, it will cause a serious and unnecessary problems for my family, and be a blight on my house, this would be easily solved by just re positioning them a few feet up the road as I have suggested.

I have purchased Parking Permits for both my families cars and also a visitors permit for guests as there is no pay and display available in my roads, but my present spaces would not be able to be used at any time day or night should these spaces disappear for charging points. I also notice on you circular about all your proposed charging points, that I am the only home where 2 points are put outside 1 property.

As soon as I realise the issue I contacted Mr. Paul Atie at Merton Council, (this was on 15th March) who said he was dealing with the proposed charging points. We discussed the problems that this positioning would cause me, and how this could be easily remedied with no adverse effect to any of my neighbours. He said he could see my problem and would see what he could do to change it, and he would bring it up at your meeting on the 27th March.

I am sure that now I have brought the problems of this to your attention it will reach a reasonable and fair solution for everybody, as I do really feel that at the moment I am being unfairly treated.

Officers Comment

It is proposed to relocate the proposed charging points as suggested by resident. The charging points will be implemented in due course following planning approval and a statutory consultation

EV001 Pepys

I received a letter yesterday (16th March), dated 8 March with reference to charging points for electric vehicles. This indicates that a charging point will be installed outside my property 15 Pepys Road. I use part of the front of my property as parking space and any charging point placed on the pavement will make using the whole space very difficult to access. I do however have a small garden on the right hand side of the property, where it would be better to locate a charging point. Also are you aware that there is a bus lane outside our property and also No 17 Pepys Road. Will this now be invalid?

Can you let me know when the charging points will be installed and also what the rules are regarding it's use?

I think you should have given more notice about this and also why does it take 8 days for the notification letter to arrive?

Officers Comment

The EV charging points will not be implemented at this location until further notice.

LONDON BOROUGH OF MERTON - PARKING PLACES FOR ELECTRIC VEHICLE CHARGING

THE MERTON (PARKING PLACES) (ELECTRIC VEHICLE CHARGING POINTS) (NO. *) ORDER 201*
VARIOUS PROPOSED MERTON PARKING PLACES AMENDMENT ORDERS

1. **NOTICE IS HEREBY GIVEN** that the Council of the London Borough of Merton propose to make the above-mentioned Orders under sections 6, 45, 46, 47 and 124 of and Part IV of Schedule 9 to of the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the 'Electric Vehicle Charging Point' Order would be to:-
 - (a) designate parking places for electric vehicle charging at the locations specified in the Schedule to this notice;
 - (b) specify that any parking place referred to above would be available for electric vehicles only "at any time", without charge, provided that any electric vehicle is connected to a charging post via a charging lead at all times while it is left in that parking place. Electric vehicles left at a parking place for electric vehicle charging would be able to return at any time; and
 - (c) revoke the Merton (Electric Vehicle Recharging Points) (Parking Places) Order 2017 and re-introduce its provisions.
3. The general effect of the 'Parking Places Amendment' Orders would be to remove or reduce in length certain parking places in the roads listed in the Schedule to this notice to accommodate the introduction of parking places designated for electric vehicle charging.
4. A copy of the proposed Orders and other documents giving more detailed particulars of the Order, including plans which indicate the lengths of road to which the Orders relate can be inspected Monday to Friday during normal office hours at Merton Link, Merton Civic Centre, London Road, Morden, Surrey.
5. Any person desiring to comment on the proposed Orders should send a statement in writing of their representations or objections and the grounds thereof, to the Environment and Regeneration Department at the Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX, or alternatively by email to trafficanhighways@merton.gov.uk quoting reference **ES/EVBATCH2**, no later than 6 April 2018.

Dated 8 March 2018.

Paul McGarry
Head of futureMerton
London Borough of Merton,
Merton Civic Centre,
London Road,
Morden Surrey, SM4 5DX

SCHEDULE

- ACACIA ROAD, CR4**, the south-east side, from a point 7.5 metres south-west of Hammond Road south-eastward for a distance of 11 metres.
- ASHBOURNE ROAD, CR4**, the north-east side, from a point 14.8 metres north-west of Streatham Road, north-westward for a distance of 10 metres.
- BLLENHEIM ROAD, SW20**, the north side, from a point 9.8 metres west of the western kerb-line of Grand Drive westward for a distance of 17 metres.
- BOND ROAD, CR4**, the north-west side, from a point 42 metres north-east of Western Road north-eastward for a distance of 10 metres.
- CAESER'S WALK, CR4**, the north-east side, from a point 6.65 metres north of Burghley Place northward for a distance of 17metres.
- CASTLE WAY, SW19**, the south-east side, from a point 18.4 metres south-east of Seymour Road, south-eastward for a distance of 18.4 metres.
- ELMWOOD ROAD, CR4**, the north-east side, from a point 20.8 metres south-east of London Road south-eastward for a distance of 11 metres.
- GLADSTONE ROAD, SW19**, the north-east side, from a point 11 metres north-west of Kingston Road, north-westward for a distance of 10.5 metres.
- GRAND DRIVE, SW20**, the west side, from a point 12 metres north of a point opposite the northern building wall of Nos. 41 and 42 Buttermere Close, northward for a distance of 11 metres.
- GREEN LANE, SM4**, the north-west side, adjacent to the south-eastern flank wall of Elstead House, Green Lane, from a point 6.60 metres north-east of the south-westernmost building wall of Elstead, Green Lane, north-eastward for a distance of 16 metres.
- HASLEMERE AVENUE, CR4**, the north-west side, from a point 16.6 metres south-west of Church Road south-westward for a distance of 17 metres.
- KINGSTON ROAD, SW19**, the south side, from a point 3 metres east of a point opposite the eastern kerb-line of Cecil Road eastward for a distance of 10 metres.
- MELROSE AVENUE, SW19**, the south-west side, from a point 9 metres south-east of Revelstoke Road south-eastward for a distance of 10 metres.
- PEPYS ROAD, SW20**, the north-west side, from a point 3.2 metres north-east of the common boundary of Nos. 15 and 17 Pepys Road south-westward for a distance of 10 metres.
- ROWAN CRESCENT, SW16**, the south-west side, from a point 15 metres north-west of a point in line with the south-eastern boundary of No. 45 Rowan Road, north-westward for a distance of 10 metres.
- STREATHAM ROAD**, the north-west side, from a point 74 metres south-west of the south-western kerb-line of Links Road south-westward for a distance of 15 metres.
- WOODSIDE, SW19**, the north-west side, from a point 4.2 metres south-west of a point opposite the common boundary of Nos. 68 and 69 Woodside, north-eastward for a distance of 18.3 metres.

Merton Council - call-in request form

1. Decision to be called in: (required)

--

2. Which of the principles of decision making in Article 13 of the constitution has not been applied? (required)

Required by part 4E Section 16(c)(a)(ii) of the constitution - tick all that apply:

(a) proportionality (i.e. the action must be proportionate to the desired outcome);	
(b) due consultation and the taking of professional advice from officers;	
(c) respect for human rights and equalities;	
(d) a presumption in favour of openness;	
(e) clarity of aims and desired outcomes;	
(f) consideration and evaluation of alternatives;	
(g) irrelevant matters must be ignored.	

3. Desired outcome

Part 4E Section 16(f) of the constitution- select one:

(a) The Panel/Commission to refer the decision back to the decision making person or body for reconsideration, setting out in writing the nature of its concerns.	
(b) To refer the matter to full Council where the Commission/Panel determines that the decision is contrary to the Policy and/or Budget Framework	
(c) The Panel/Commission to decide not to refer the matter back to the decision making person or body *	
* If you select (c) please explain the purpose of calling in the decision.	

4. Evidence which demonstrates the alleged breach(es) indicated in 2 above (required)

Required by part 4E Section 16(c)(a)(ii) of the constitution:

5. Documents requested

6. Witnesses requested

7. Signed (not required if sent by email):

8. Notes – see part 4E section 16 of the constitution

Call-ins must be supported by at least three members of the Council.

The call in form and supporting requests must be received by 12 Noon on the third working day following the publication of the decision.

The form and/or supporting requests must be sent:

- **EITHER** by email from a Councillor’s email account (no signature required) to democratic.services@merton.gov.uk
- **OR** as a signed paper copy to the Head of Democracy Services, 7th floor, Civic Centre, London Road, Morden SM4 5DX.

For further information or advice contact the Head of Democracy Services on

020 8545 3864