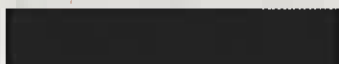


Report for: Record of Decision Taken Under Delegated Authority

Item number:


Title: Installation of Electric Vehicle Charging Points at Various locations in the borough

Report authorised by: Head of Operations: Ann Cunningham



Cabinet Lead Member for Environment: Cllr Peter Mitchell



Lead Officer: Bethlehem Girma, Level 1 (South), River Park House, 225 High Road, Wood Green, N22 8HQ
Bethlehem.Girma@haringey.gov.uk, 

Ward(s) affected: Borough wide

**Report for Key/
Non Key Decision:** Non key decision

1.1 To report the feedback from the statutory consultation carried out in February/March 2018 for the expansion of electric vehicle charging points in the borough. This report sets out officers' responses to the representations received during the statutory consultation.

1.2 To seek approval to proceed with the recommendations as set out in section 9.0 of this report.

2.0 Background

2.1 As part of the council's commitment to encourage use of electric vehicles and the Mayor's Electric Vehicle Delivery Plan, which highlighted the requirement for extensive charging infrastructure across London to facilitate the uptake and use of electric vehicles, the council is considering all options available to expand the Electric Vehicle Charging Point (EVCP) network for residential and commercial use.

2.2 To assist in establishing this, the council has recently signed an agreement with BluePoint London (BPL), the company which operates and manages the Source London network, to expand on-street charging facilities across the borough.

2.3 For Phase 1 of the expansion programme, council officers with (BPL) identified locations for installation of EV points, based on requests received from residents, businesses and further to site assessments.

2.4 Following the site assessments, the council has proposed the introduction of 75 new EVCPs at 23 locations. As part of this, it has also proposed for the existing nine faulty charging points to be replaced. A list of locations and plans, which indicates the locations are contained in Appendix I of this report.

2.5 Parking spaces will be designated for the sole purpose of charging electric vehicles only.

2.6 The charging points will be installed and managed by BluePoint London (BPL).

2.7 The charging points will be part of the Source London network and will be accessible to Source London members and all other users on a 'pay as you go' bases.

2.8 The recommendations set out in this report assist with the following LIP objectives:

- Reduce Haringey's CO2 emissions from transport through smarter travel measures to reduce car use and encourage the use of low carbon transport alternatives, to ensure the transport sector makes the necessary contribution to achieving a 40% carbon reduction by 2020 and a 60% reduction by 2025.
- Improve air quality within the borough through initiatives to reduce and mitigate the effects of pollutant emissions from road and diesel operated rail transport.

- Ensure that transport protects and enhances Haringey's natural environment including biodiversity, geodiversity, landscape, townscape, cultural heritage, water resources and land.
- Minimise the effects of unpredictable events arising from climate change on the transport network.

3.0 Statutory Consultation

- 3.1 The Statutory Consultation for the proposals commenced on the 23 February 2018, with a closing date for representation on 16 March 2018. A Notice of Intention was published in the London Gazette, local press and posted on site at the locations affected by the proposals on the 23 February 2018.
- 3.2 A Statutory consultation letter with the plans has been sent, via email, to all residents who contacted the council requesting EV charging points to be installed in their street/area. It has also been delivered, by hand, to all frontages and businesses within close proximity to the proposed bays. In total 560 letters were posted. See Appendix II for the statutory consultation letter. Information about the proposals was also posted on the council's website.
- 3.3 As part of the statutory process, the views of the following bodies were also sought: AA, London Transport, Police (local), Fire Brigade, London Ambulance Service, Freight Transport Association, Road Haulage Association, RAC, Metropolitan Police (traffic) and Haringey Cycling Campaign.

4.0 Statutory Consultation Feedback

4.1 A summary of representations received:

During the statutory consultation period a total of 55 responses were received and the majority who responded were in support of the proposals. Some commented that EVCPs proposed are insufficient and requested for more charging points to be installed and for their streets to be considered.

Out of those who responded five objected to the proposals on the grounds that:

- Not sufficient parking spaces at the locations selected and designating bays for EV charging will make the parking availability worse for other vehicles.
- Source London/BPL will be the scheme operator and their pricing model is higher than domestic power charging or from other operators and therefore this will discourage electric car use.

All representations/comments received are contained in Appendix III of this report. The summary of objections and the council's responses are outline in section 4.2 to 4.9 below.

Objections and Council Response:

- 4.2 **Objection:** to the location of the proposed EV bays in Crouch Hall Rd Car Park. 7 respondents objected to the proposals on the grounds that the car park is already heavily parked the majority of the time and to remove 3 parking bays for the use of EV charging points will only make the parking worse and suggested for the council to look into other locations in the area.

Council's response: the proposed EVCP locations are based on demand and requests from businesses and residents in the area. The proposed EVCP's will benefit residents as well as businesses and shoppers to the area, who can continue to park, as long as they are charging a vehicle. The demand for electric vehicles is growing and the introduction of EVCP's is simply keeping up with this demand. The installation of the charging points will also encourage the uptake of EVs. Ultimately the introduction of EVCP's is in line with the council's agreed Transport Strategy to encourage the uptake of electric vehicles and to contribute to our commitment to improving air quality.

- 4.3 **Objection:** to the location of the proposed EV bays in Hillfield Park and Summerland Gardens car park.

10 respondents object to the installation of electric car charging points in Hillfield Park and local Summerland Gardens car park if Source London are the scheme operator. Objectors stated that Source London pricing is high and will discourage electric car use and drivers may simply use other charging schemes thereby leaving these bays empty most of the time and wasting parking spaces.

Council's response: Source London have been through a procurement process run by Transport for London (TfL). Source London are the biggest EV charging operator and provider in London and have more than 850 charging points throughout the City. Source were chosen based on a range of issues such as experience, infrastructure reliability, response times to breakdowns, contract length, management of network, maintenance plans, booking system and green energy supply.

By using the Source London contract, the Council will be able to deliver the infrastructure that our residents and businesses have requested quickly and efficiently because Source London, will install, manage and operate the EVCP's at no cost to the council.

Source London have charging points in other boroughs operating successfully and there is no evidence that the EV bays lay empty due to the cost issue.

The EV points will be monitored on how well they operate and how well they are being used. Haringey Council does not have an exclusivity contract with Source London and can consider other operators if we wish. The user will have the option of using other recharging points or networks should they want to.

- 4.4 **Objection:** to the location of the proposed EV bays in Tintern Road, N22. 2 responses were received objecting to the proposal:

- One respondent objected on the grounds that the road is heavily congested with traffic by delivery vehicles to the shops in the area, by cars park to drop off and pick up children from School and by disabled badge

holders parking and the proposals will cause further congestion.

- The second respondent objected on the grounds that parking in the area is at a premium and that there not sufficient parking facilities for visitors/shoppers to the businesses in the area and taking the bays for EV charging points will reduce the availability even further.

Council's response: The EV charging points proposed are based on demand and requests from the local area and the installation of these charging points will not cause any additional traffic congestion.

The proposal will require the conversion of three shared-use parking spaces which will result in loss of parking spaces for other vehicles. However, the proposal will benefit residents who own EVs in the area and other EV owners visiting or shopping in the area.

The proposal will also encourage the uptake of EVs in the area and contribute to reducing harmful CO2 emissions, which intern have health benefits for all. Ultimately the introduction of EVCP's is in line with the councils agreed Transport Strategy to encourage the uptake of electric vehicles and to contribute to our commitment to improving air quality.

- 4.5 **Objection:** from Haringey Cycle Campaign to the location of the proposed EV bays in Buckingham Road. Object to the installation of electric car charging points in Buckingham Road on the grounds that:

- The location has an underused car parking spaces that can be converted to safe space for cycling, as an extension of the existing cycle lane, which need to be if the objectives in the Wood Green AAP for active travel are to be met and suggested the electric vehicle parking spaces be aligned with existing parking on the eastern side of the carriageway, so as not to potentially compromise space that could be reallocated for safer cycling.
- Additionally parking outside the Station has previously been suspended for major events (please see photograph attached) and we trust you would agree it would be better for EV spaces not to be affected in this way

Council's response: there are no proposals at present to extend the cycle lane, which affects the proposed EV bay location and any future proposals are subject to consultations and approval. We therefore cannot consider the objection based on assumptions that there might be a cycle lane in the future. There is a demand for EV charging points and these charging points will meet the demand of residents in area.

The car park mentioned is not council land and we therefore cannot install EVCP's in this location as suggested.

In regards to the parking suspensions, we cannot guarantee that EVCP bays will be available at all the times, as any parking bay on a public highway may be suspended at any given time for highway works, utility works, emergency works, etc.

- 4.6 **Objection:** To the location of the proposed EV bays in Southwood Lane. Object on the grounds that 6 bays at the location and establishment of 3no. Electric Vehicle Charging Points outside Southwood Mansions in Southwood Lane

would reduce parking by half and it is disproportionate.

Suggested for the bays to be located in Hillside Gardens.

Council's response: The EVCP's proposed are based on demand and requests from the local area.

The proposal will require the conversion of three shared use parking spaces which will result in loss of parking spaces for other vehicles. However, the proposal will benefit residents who live in Southwood Mansions as well as other residents who live in the area who own EVs.

The proposal will also encourage the uptake of EVs in the area and contribute to reducing harmful CO2 emissions, which intern have health benefits for all. Ultimately the introduction of EVCP's is in line with the councils agreed Transport Strategy to encourage the uptake of electric vehicles and to contribute to our commitment to improving air quality.

- 4.7 **Objection:** to the location of the proposed EV bays in Brownlow Road. Object on the grounds that the businesses fronting this location have stock deliveries on a regular bases and the EV points proposed will prevent this and suggested for the bays to be located in Maidstone Road.

Council's response: Officers have assessed the location and the issues raised. The EV points proposed need to be available for EV users at all times and therefore loading/unloading cannot be permitted in the bays. We will therefore investigate alternative locations for EVCP's and maintain the current parking arrangements in Brownlow Road.

- 4.8 **Objection:** to the location of the proposed EV bays in Stanhope Road. Object on the grounds that:

- No one at this address has electric car.
- Rely on W5 bus for shopping. Bus and other transport will not be able to stop at building if congested with vehicles charging.

Council's response: The charging points proposed are for use of all the residents who live in the area who owns EVs/would like to own and are not just for a specific address. There are already permit parking bays at the location and we simply converting these to EVs charging bays. The placing of the EV chagrining points will not cause any additional traffic congestion or obstruction.

The proposal will also encourage the uptake of EVs in the area and contribute to reducing harmful CO2 emissions, which intern have health benefits for all. Ultimately the introduction of EVCP's is in line with the councils agreed Transport Strategy to encourage the uptake of electric vehicles and to contribute to our commitment to improving air quality.

- 4.9 **Objection:** to the location of the proposed EV bays in Lansdowne Road. 2 responses were receive objecting to the proposal on the grounds that

- Not needed at this location. No electric vehicles whatsoever.
- There is already a shortage of parking spaces for residents and visitors alike at this location on Lansdowne Road.

- Suggested other locations in the immediate vicinity on side roads like in Rheola Close, Burlington Road, etc. to be considered instead.

Council's response: The EVCP's proposed are based on demand and requests from the local area. It is also to encourage the uptake of EVs in the area.

The proposal will require the conversion of three parking spaces which will result in loss of parking spaces for other vehicles. However, the proposal will benefit residents who own EVs in the area and other EV owners visiting or shopping in the area.

The proposal will also encourage the uptake of EVs in the area and contribute to reducing harmful CO2 emissions, which in turn have health benefits for all. Ultimately the introduction of EVCP's is in line with the council's agreed Transport Strategy to encourage the uptake of electric vehicles and to contribute to our commitment to improving air quality.

Views from Statutory Bodies

- 4.10 No representations were received from the statutory bodies during the statutory consultation period.

5.0 Chief Finance Officer Comments

- 5.1 This report is feedback from the Consultation undertaken in February and March. The cost of the consultation has been met within regarding resources.
- 5.2 Any changes as a result of the consultation in terms of identifying new charging points will met by Blue Point London
- 5.3 There are no other financial implication.

6.0 Environmental Implications

- 6.1 Before reaching a decision to make the necessary Traffic Management Order to implement or amend Electric Vehicle Charging parking bays, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act 1984 (as amended) ("RTRA") and the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996 (as amended) ("the Regulations"). All representations received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
- 6.2 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 paragraphs 1-22 the RTRA.
- 6.3 By virtue of section 122, the Council must exercise its powers under the RTRA so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters: -

- a) The desirability of securing and maintaining reasonable access to premises.
- b) The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
- c) The national air quality strategy.
- d) Facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
- e) Any other matters appearing to the Council to be relevant.

7.0 Comments of the Assistant Director of Corporate Governance

- 7.1 The legal position and statutory requirements for consultation are set out in Paragraph 6 of the report. Public consultation has been undertaken and due consideration given to representations by the public. As long as the statutory consultation is undertaken and due consideration similarly given to representations made, there is no reason why the Council should not be entitled to proceed with its proposals.

8.0 Equalities and Community Cohesion Comments

- 8.1 The Council has a public sector equality duty which will require that if agreed, the recommendations in the report are implemented in a way that will ensure that no group protected by section 4 of the Equality Act 2010 suffer adverse impact as a result.
- 8.2 A consultation letter were sent, via email, to all residents who contacted the council requesting EV charging points to be installed in their street/area. It has also been delivered, by hand, to all frontages and businesses within close proximity to the proposed bays.
- 8.3 Any interested party can submit a representation regardless of where they live or work during the statutory consultation period.

9.0 Recommendation

- 9.1 It is recommended that the Cabinet Member and Head of Operations:
- 9.2 Note the feedback of the Statutory Consultation process and consider the representations submitted in response to the consultation.
- 9.3 Agree to the introduction of the Electric Vehicle Charging Points as proposed and outlined in Appendix I of this report, except for the proposed EV charging point in Brownlow Road, where an alternative location will be investigated.
- 9.4 Agree for the Traffic Management Order to be made for these EV charging bays, under section 6 and 124 of the Road Traffic Regulation Act 1984 for the proposals shown on the attached drawings, and outlined in Appendix I of this report.

APPENDIX I

A list of locations and plans

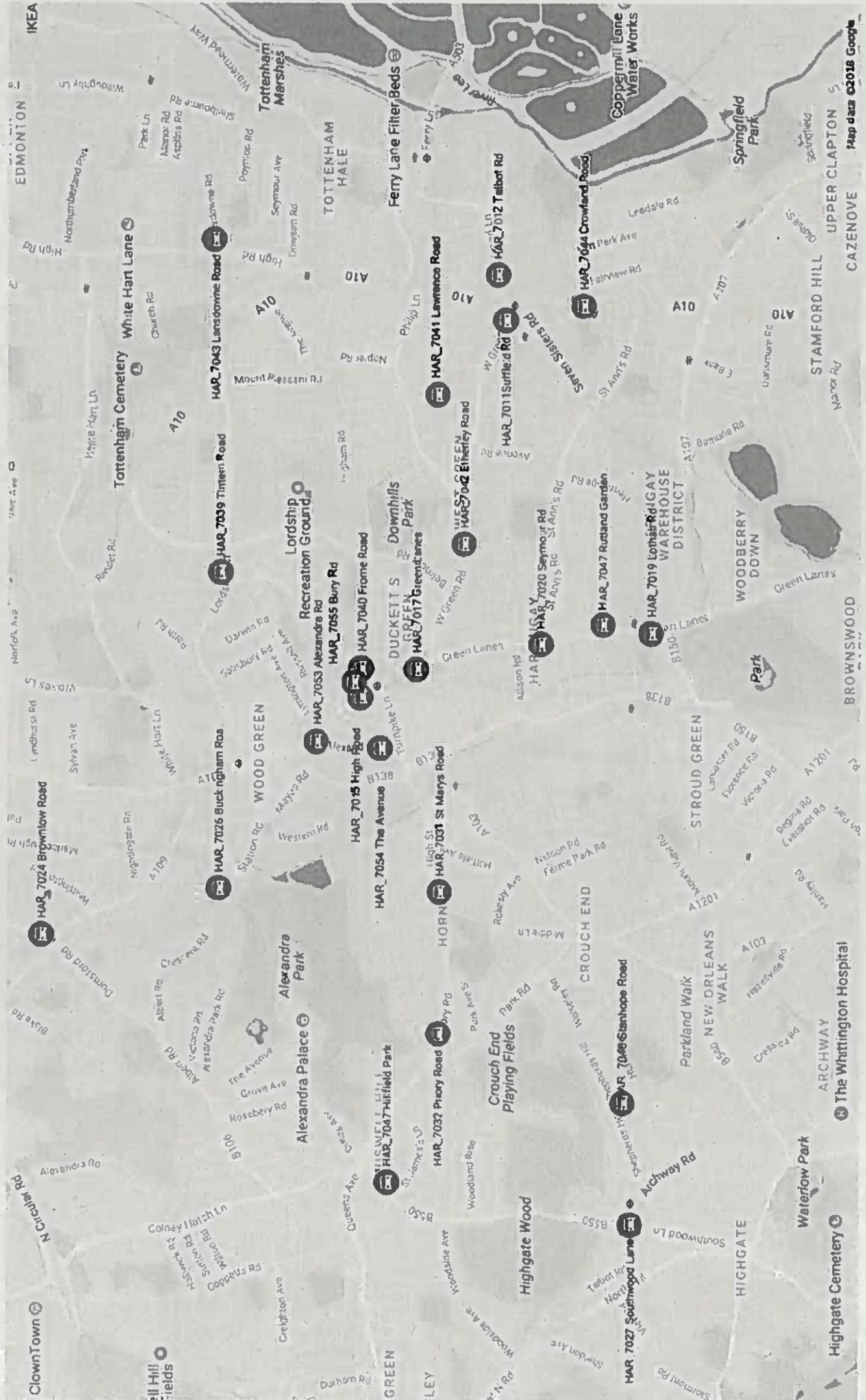
Electric Vehicles Charging Points proposed locations List and details

	Road Name	Existing, or new site	Notes	Locations	Proposed charging points and bays
1	Crouch Hall Road Car Park, N8	Existing	1 x existing EV charging point to be replaced & additional new 2 x EV points to be installed	Car Park	3
2	Princes Avenue, N10	Existing	2x Existing bays and EV unit to be removed and 3 new EV charging bays to be installed in the opposite side, outside John Baird	On street south side, outside John Baird	3
3	Stoneleigh Road Car park, N17	Existing	2 x existing EV charging points to be removed & 4 x EV points to be installed at new locations	Car Park	5
4	Summerland Gardens Car Park, N10	Existing	2 x existing EV charging points to be removed and 3 x EV points to be installed at new locations	Car Park	3
5	Waldeck Road, N15	Existing	2 existing bays to be removed and 4 x new bays/ charging points to be installed on the opposite side	East side, at the side of No. 133 Langham Rd	4
6	Alexandra Road, N8	New	3 x Existing Shared use bays to be changed to EV charging bays	West side, near the junction with High Road	3
7	Brownlow Road, N11	New	Existing single yellow line to be changed to 3 x EV charging bays	Outside Nos. 1 to 7	3
8	Buckingham Road, N22	New	3 x Existing Shared use bays to be changed to EV charging points	Opposite Nos. 3 & 4	3
9	Bury Road, N22	New	3 x Existing Shared use bays to be changed to EV charging bays	West side, near the junction with Whymark Avenue	3
10	Crowland Road, N15	New		North side, Outside Nos. 1&3	3

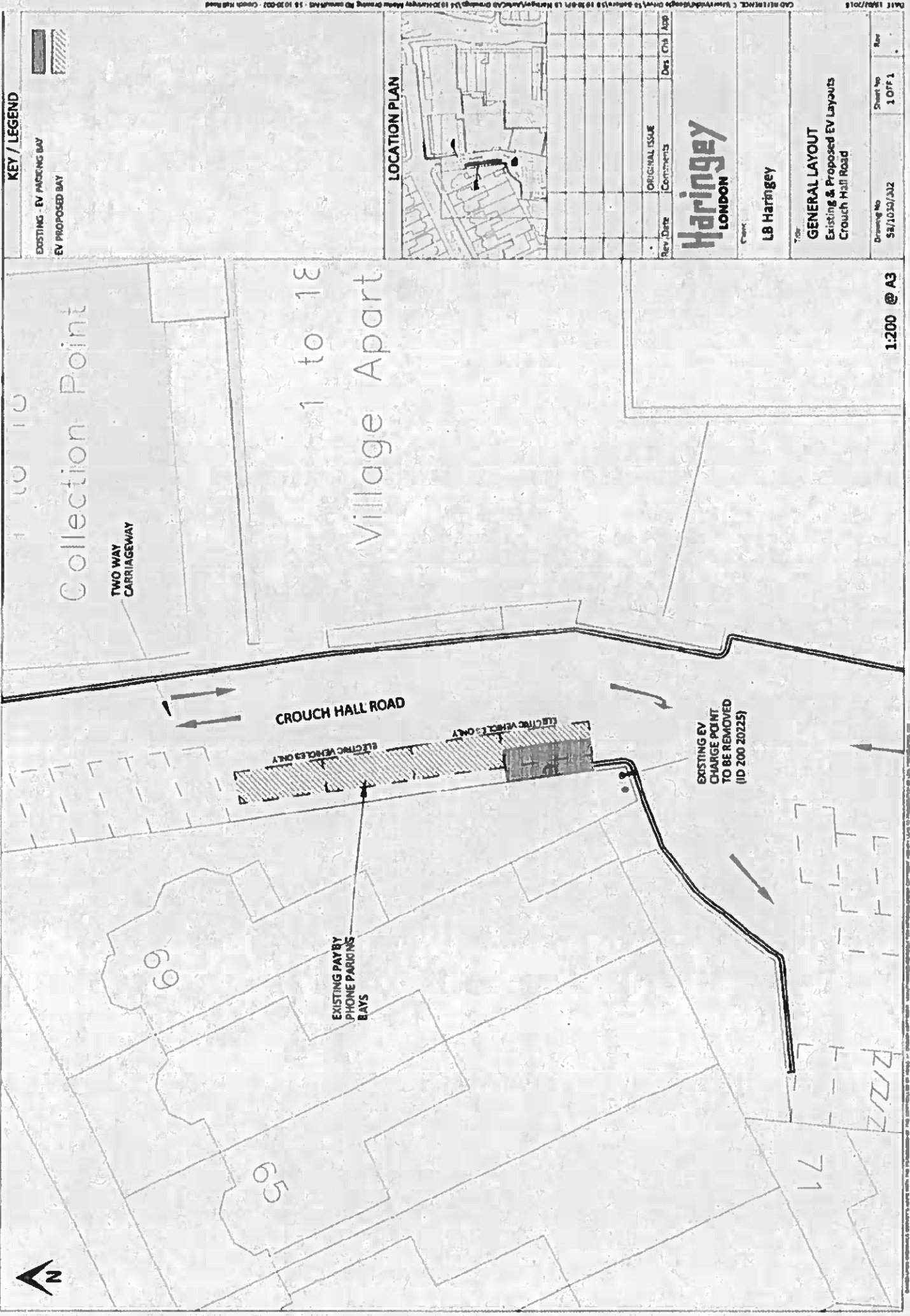
	Road Name	Existing, or new site	Notes	Locations	No. of charging points and bays
11	Etherley Road, N15	New	3 x Existing Shared use bays to be changed to EV charging bays	East side, at the side of No. 327 West Green Rd	3
12	Frome Road, N22	New	3 x Existing Shared use bays to be changed to EV charging points	Opposite Nos. 1 & 2	3
13	High Road, N22 (A105)	New	2 x Existing loading bays to be changed to EV charging bays	Outside Nos. 16 to 20	2
14	Hillfield Park, N10	New		South side, at the side of No. 80 Muswell Hill Broadway	3
15	Lansdowne Road, N17	New	3 x Residents bays to be changed to EV charging bays	Outside BronHill Terrace	3
16	Lawrence Road, N15	New	3 x Existing residents bays to be changed to EV charging bays	West side, Opposite studio 28	3
17	Lothair Road, N4	New	Existing single yellow line to be changed to 2 x EV charging bays	Southside, near the junction with Green Lanes	3
18	Priority Road, N8	New	3 x Existing footway parking to be changed to EV charging bays	North side, Opposite Nos. 151 & 153	3
19	Rutland Gardens, N4	New	2 x Existing pay by phone bays to be changed to EV charging bays	South side, Outside No.2	2
20	Seymour Road, N4	New	3 x Existing pay by phone bays to be changed to EV charging bays	South side, at the side of No. 527C Green Lanes	3
21	Southwood Lane, N6	New	3 x Existing Shared use bays to be changed to EV charging bays	Outside Southwood Mansions	3
22	St. Mary's Road, N8	New	3 x Existing residents bays to be changed to EV charging bays	East side, at the side of No. 28 High Street	3

Road Name	Existing or new site	Initiates	Locations	No. of charging points and bays
23 Stanhope Road, N6	New	3 x Existing residents bays to be changed to EV charging bays	Outside No.23	3
24 Suffield Road, N15	New	2 x Existing pay by phone bays to be changed to EV charging bays	Westside, at the side of No.13 West Green Rd	2
25 Talbot Road, N15	New	Existing single yellow line to be changed to 3 x EV charging bays	East side, at the side of No. 37 Broad Lane	3
26 The Avenue, N8	New	3 x Existing residents bays to be changed to EV charging bays	Southside, near the junction with Alexandra Road	3
27 Tintern Road, N22	New	3 x Existing Shared use bays to be changed to EV charging bays	East side, near the junction with Lordship Lane	3
28 West Green Road, N15	New	3 x Existing Shared use bays to be changed to EV charging bays	Opposite No. 1-20 Barker House	3

Indicative Map - Proposed EV charging points locations



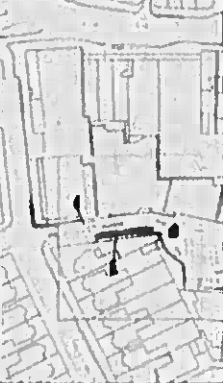
Map data ©2018 Google



KEY / LEGEND

- EXISTING - EV PARKING BAY
- EV PROPOSED BAY

LOCATION PLAN



Haringley
LONDON

Rev.	Date	Comments	Des	Chk	App

Client
LB Haringley

Title
**GENERAL LAYOUT
Existing & Proposed EV Layouts
Crouch Hall Road**

Drawing No
58/1030/312

Sheet No
1 OFF 1

Scale

1:200 @ A3

KEY / LEGEND

- EXISTING - EV PARKING BAY
- EV PROPOSED BAY

LOCATION PLAN



Rev.	Date	Comments	Des.	Chk.	App.

Haringey
LONDON

LB Haringey

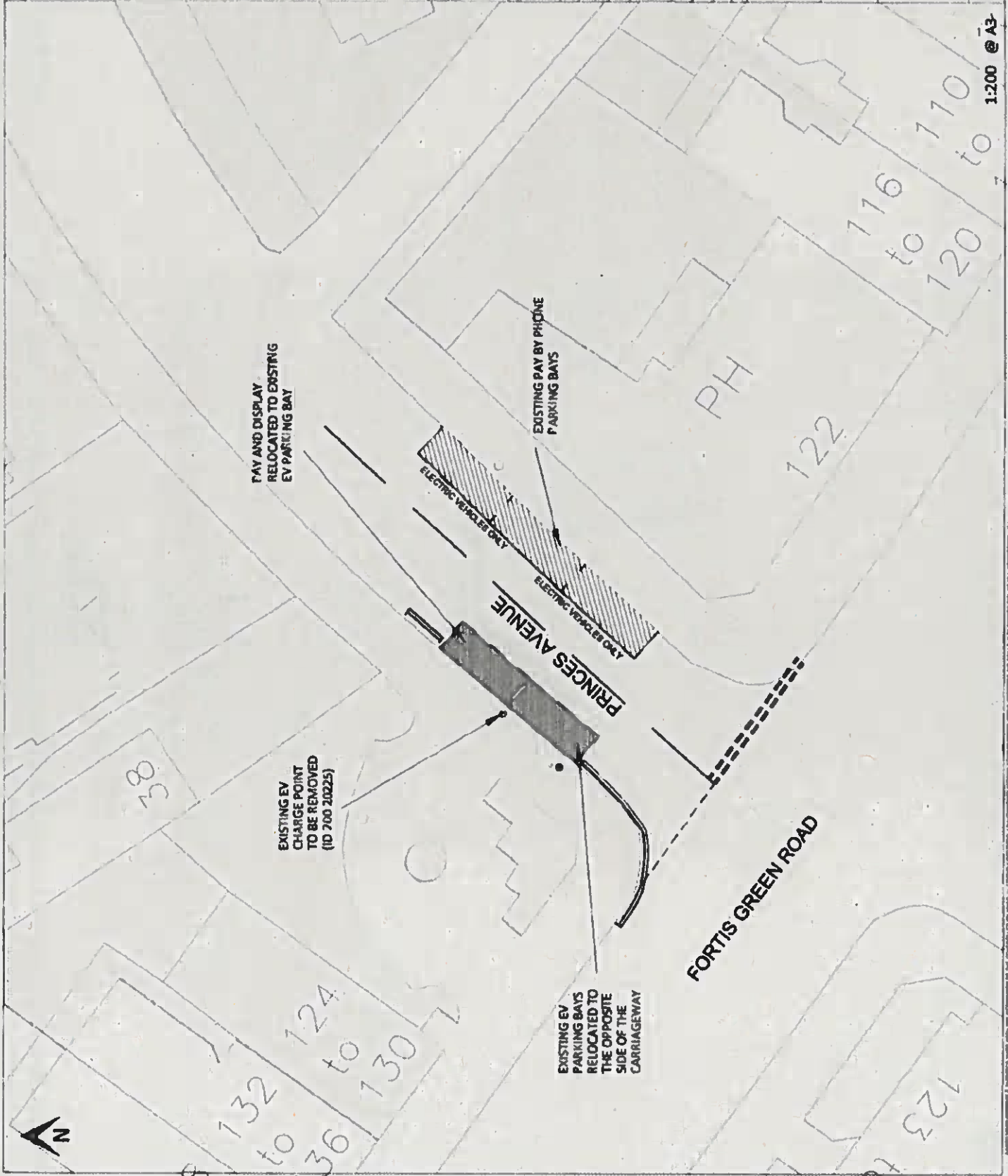
GENERAL LAYOUT

Existing & Proposed EV Layouts
PRINCES AVENUE

Drawing No
55/2/030/002

Sheet No
1 OF 1

Rev



PAY AND DISPLAY
RELOCATED TO EXISTING
EV PARKING BAY

EXISTING PAY BY PHONE
PARKING BAYS

ELECTRIC VEHICLES ONLY

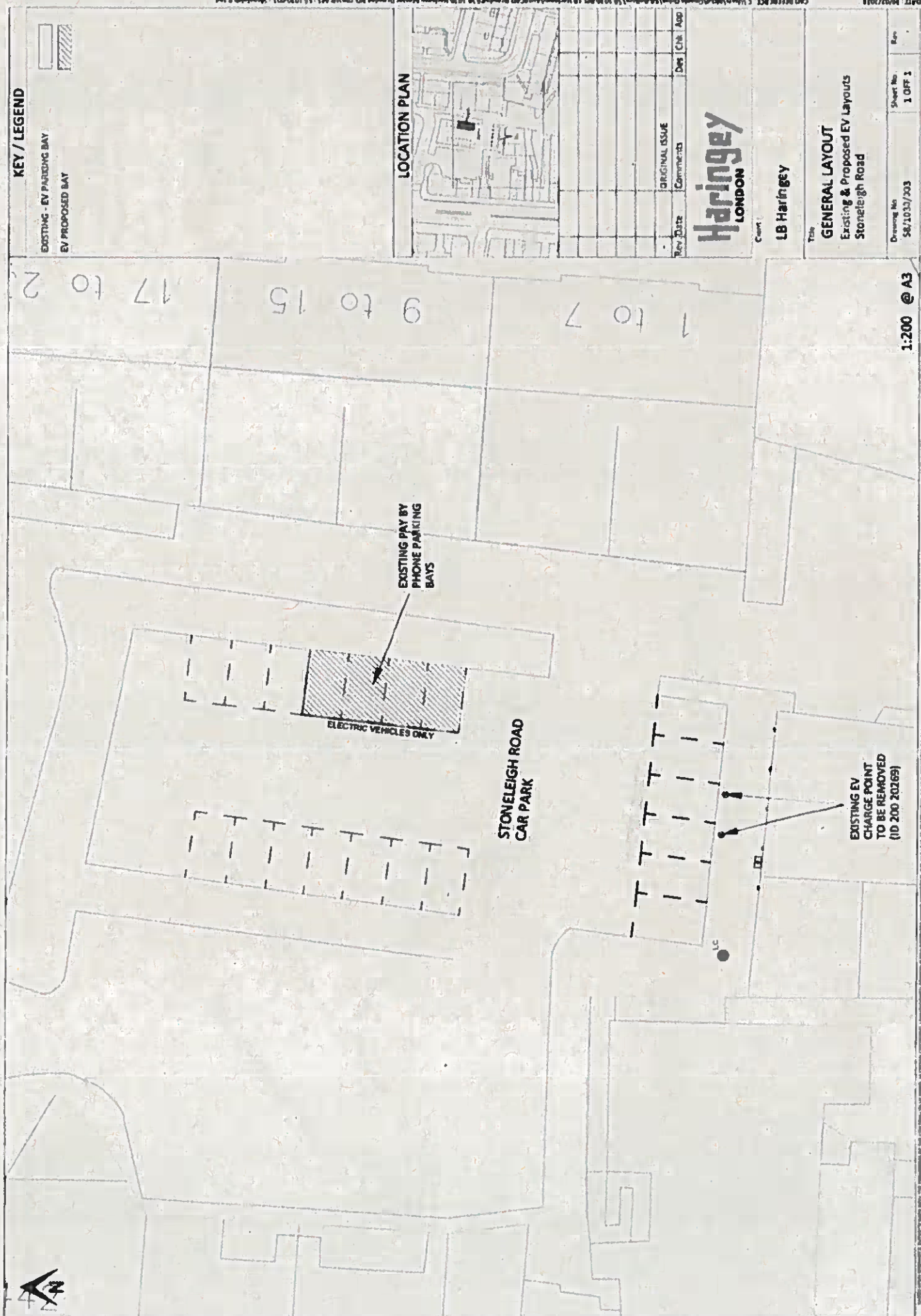
ELECTRIC VEHICLES ONLY

PRINCES AVENUE

EXISTING EV
CHARGE POINT
TO BE REMOVED
(ID 200 20225)

EXISTING EV
PARKING BAYS
RELOCATED TO
THE OPPOSITE
SIDE OF THE
CARRIAGEWAY

1:200 @ A3-



KEY / LEGEND

EXISTING - EV PARKING BAY

EV PROPOSED BAY



Rev	Date	Comments	Des	CHK	App
1		ORIGINAL ISSUE			

Haringey
LONDON

Client
LB Haringey

GENERAL LAYOUT
Existing & Proposed EV Layouts
Stoneleigh Road

Drawing No.
58/103/203

Sheet No.
1 OF 3

Date
16/03/2018

17 to 20

9 to 15

1 to 7

EXISTING PAY BY PHONE PARKING BAYS

ELECTRIC VEHICLES ONLY

STONELEIGH ROAD CAR PARK

EXISTING EV CHARGE POINT TO BE REMOVED (ID 200 20369)

1:200 @ A3



KEY / LEGEND

- EXISTING - EV PARKING BAY
- EV PROPOSED BAY

LOCATION PLAN



Rev	Date	Comments	Des	Chk	App
1		ORIGINAL ISSUE			

Haringey
LONDON

Client:
LB Haringey

Title:
GENERAL LAYOUT
Existing & Proposed EV Layouts
Summerlands Gardens

Drawing No.	Sheet No.	Rev
58/1032/005	1 OFF 1	

DATE 19/07/18

CAD REFERENCE: C:\Users\haringey\Documents\Projects\581032\005\581032_005\581032_005.dwg

SUMMERLANDS GARDENS

TOILET BLOCK

EXISTING PAY-BY
PHONE PARKING
BAYS

ELECTRIC VEHICLES ONLY

EXISTING EV
CHARGE POINT
TO BE REMOVED
(ID 200 20261)

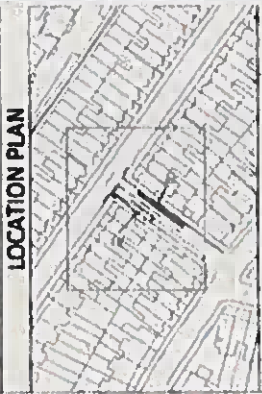
1:200 @ A3



KEY / LEGEND

EXISTING - EV PARKING BAY

EV PROPOSED BAY



Rev/Date	Comments	Des/Chk/ App
	ORIGINAL ISSUE	



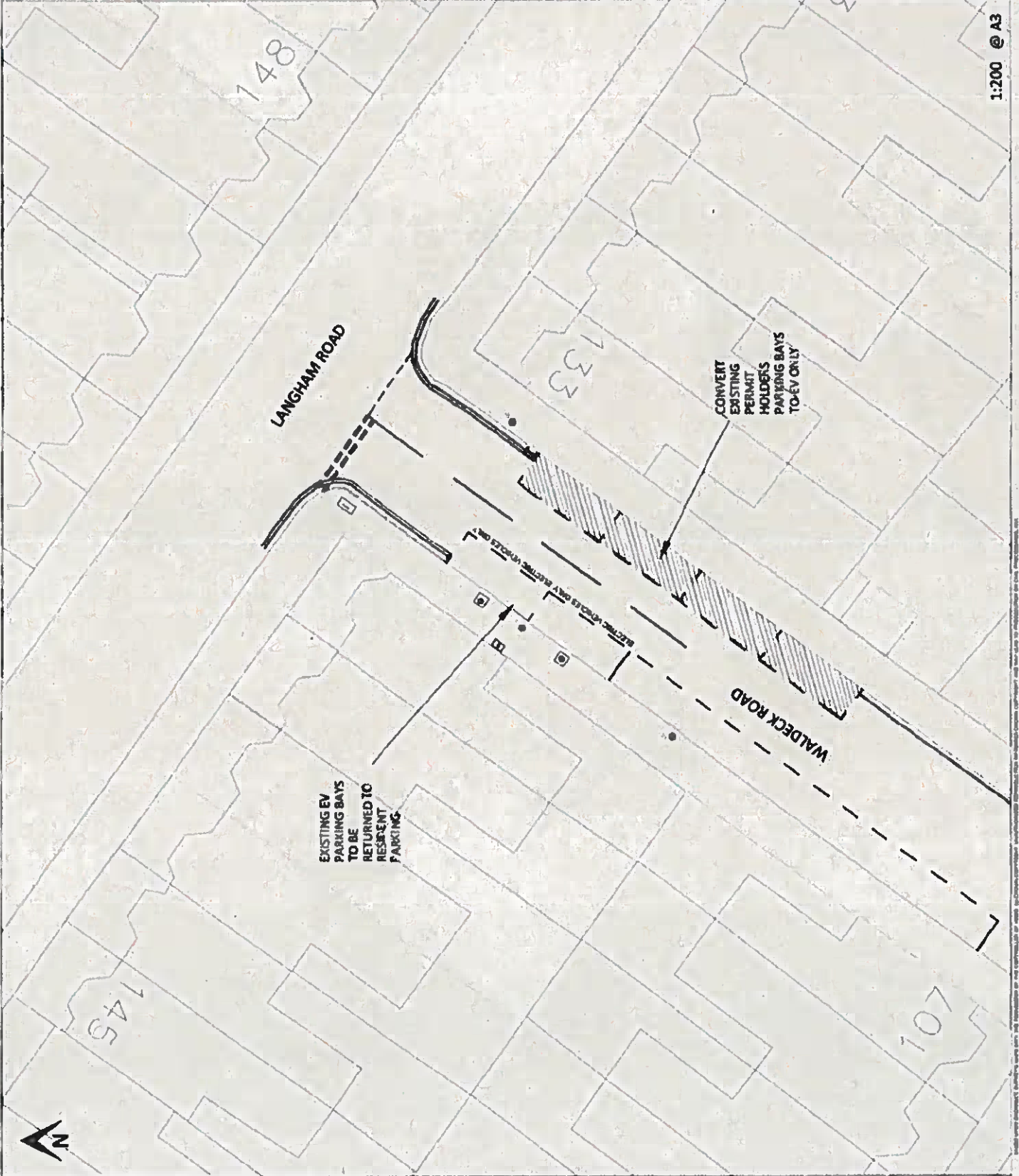
Client: **LB Haringey**

Title: **GENERAL LAYOUT
Existing & Proposed EV Layouts
Waldeck Road**

Drawing No: **58/1033/2007**

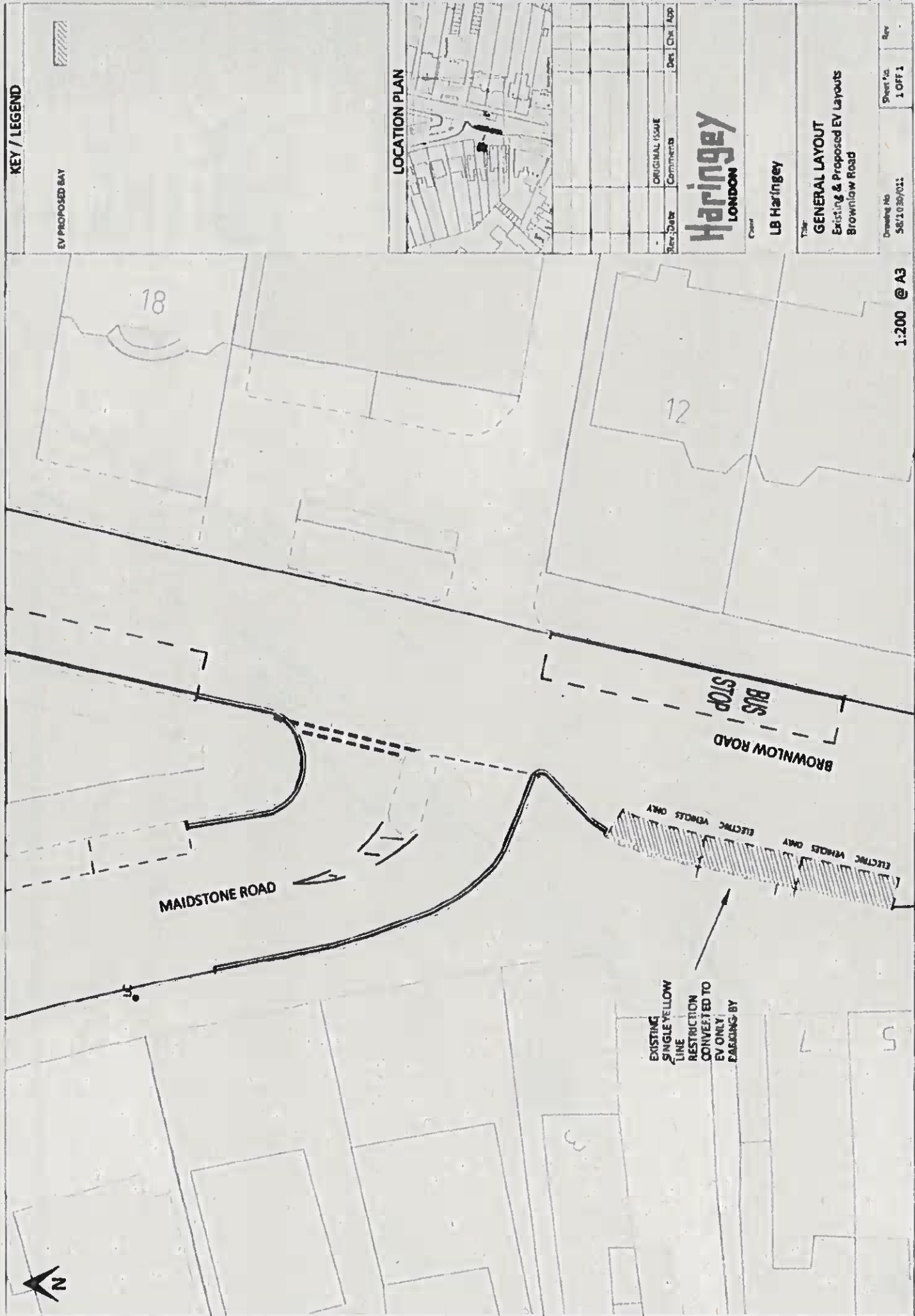
Sheet No: **1 OF 1**

Date: **10/10/2007**



1:200 @ A3





KEY / LEGEND

EV PROPOSED BAY



LOCATION PLAN



Haringey
LONDON

Rev	Date	Comments	Des	Chk	App

Client
LB Haringey

GENERAL LAYOUT
Existing & Proposed EV Layouts
Brownlow Road

Drawing No
S&L030/031

Sheet No
1 OFF 1

Rev

1:200 @ A3

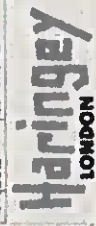
KEY / LEGEND
EV PROPOSED BAY



LOCATION PLAN



Rev	Date	Comments	Drawn By	Check By	App'd



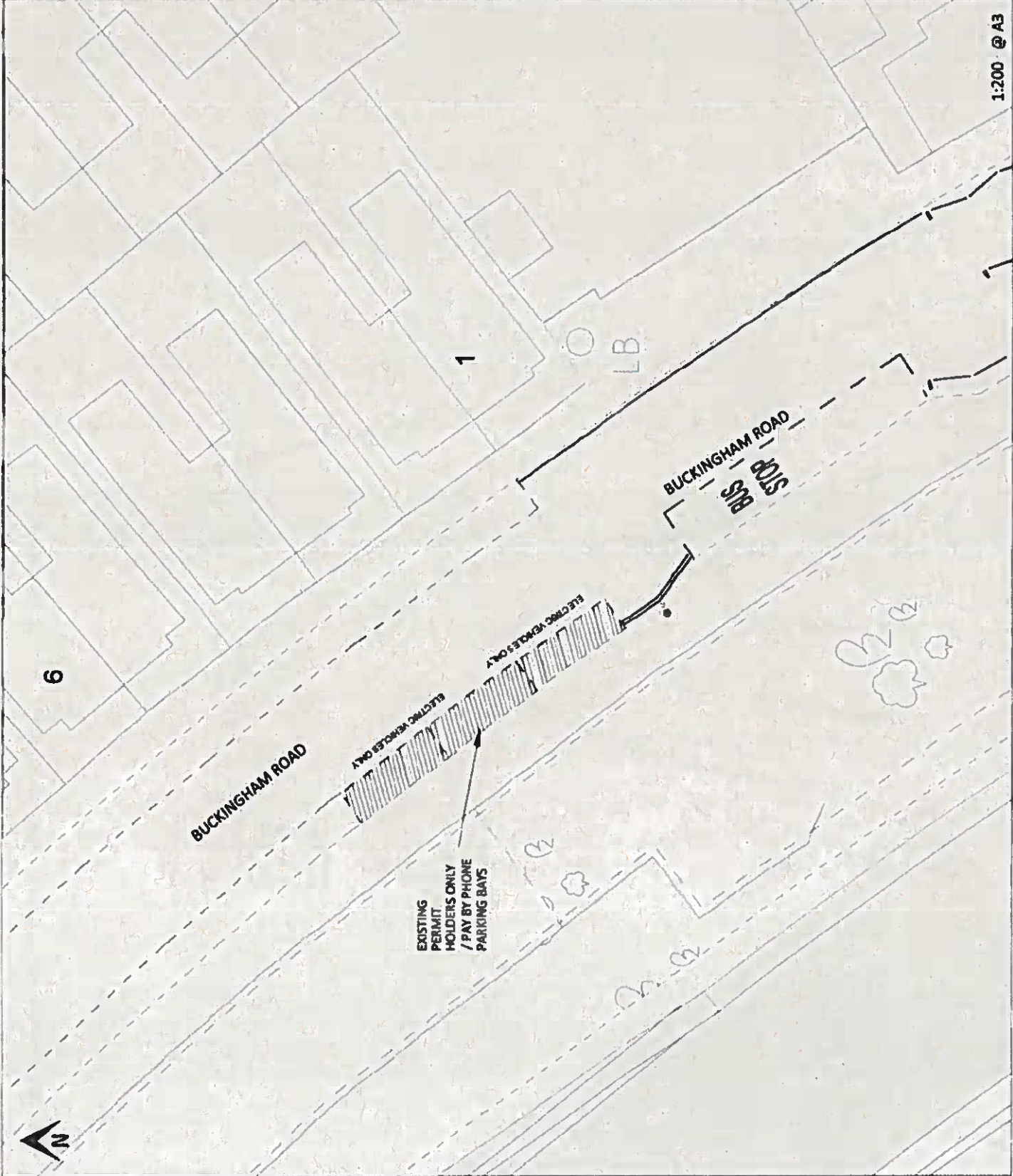
Client
LB Haringey

Project
**GENERAL LAYOUT
Existing & Proposed EV Layouts
Buckingham Road**

Drawing No
581032/012

Sheet No
1 OF 1

Scale
1:200 @ A3



KEY / LEGEND

EV PROPOSED BAY



LOCATION PLAN



Rev.	Date	Comments	Drawn	Checked	App.

Haringey
LONDON

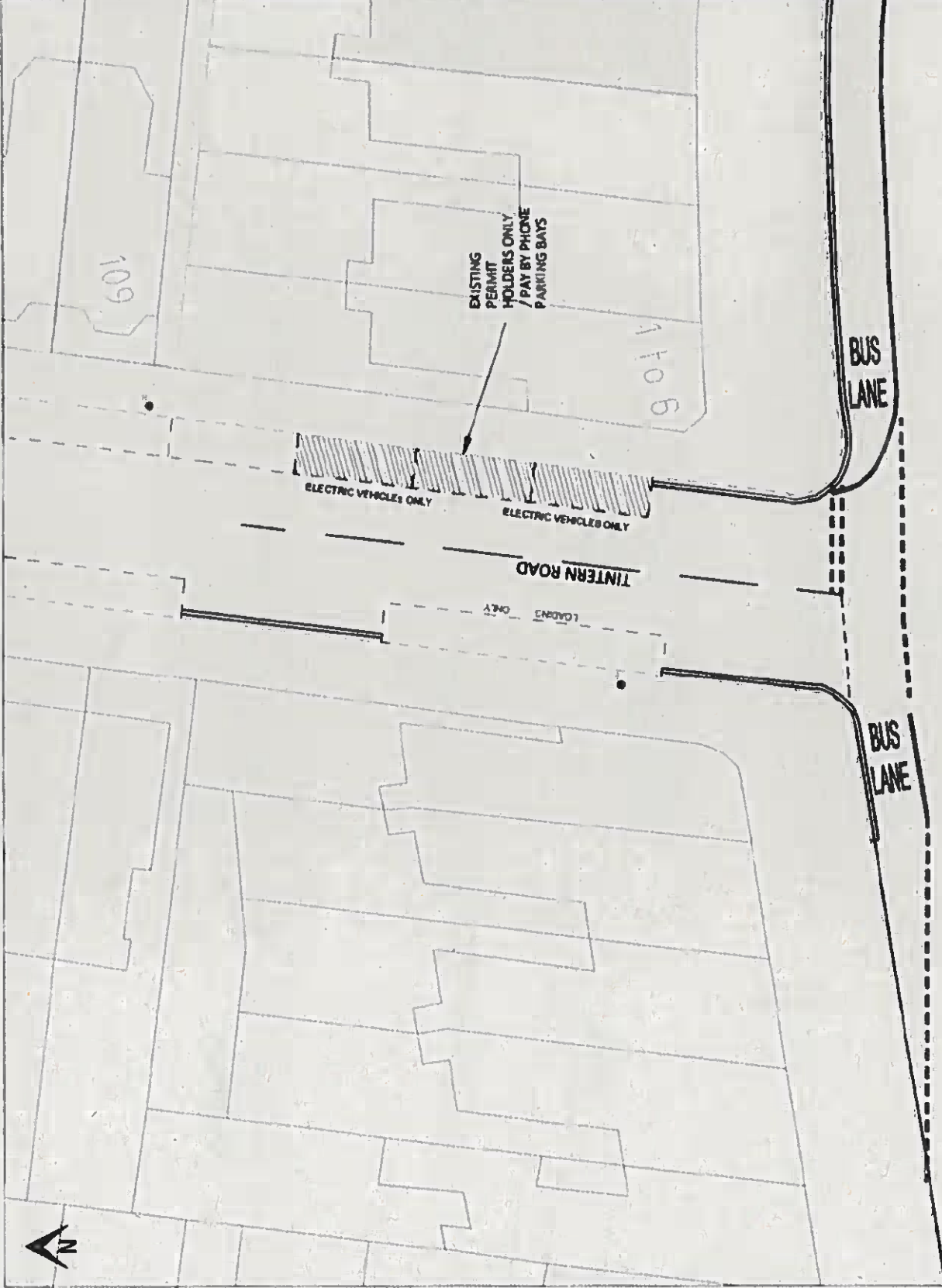
Client:
LB Haringey

Title:
GENERAL LAYOUT
Existing & Proposed EV Layouts
Tintern Road

Drawing No:
5512/03/013

Sheet No:
1 OFF 1

Rev:



1:200 @ A3

KEY / LEGEND

EV PROPOSED BAY



LOCATION PLAN



Rev Date Comment Des C/A App

Haringey
LONDON

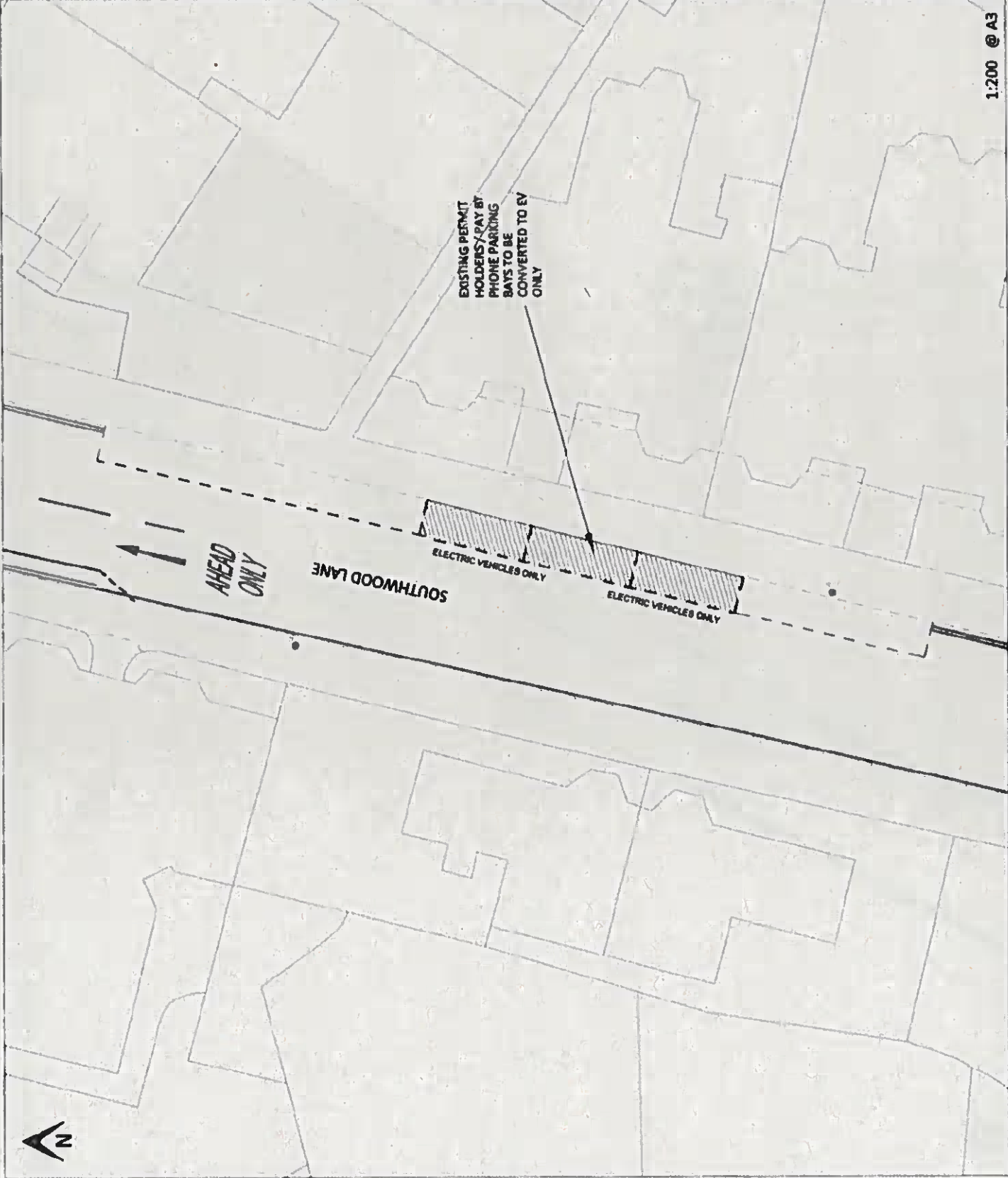
Client:
LB Haringey

Title:
**GENERAL LAYOUT
Existing & Proposed EV Layouts
Southwood Lane**

Drawing No:
58/1030/015

Sheet No:
1 OF 1

Rev:



1:200 @ A3





KEY / LEGEND

EV PROPOSED BAY



LOCATION PLAN



52-53

RUTLAND GARDENS

EV PROPOSED BAY

EXISTING PAY BY PHONE BAY TO BE CONVERTED TO EV ONLY

GREEN LANES

12

8

4

ORIGINAL ISSUE

Comments

Rev. Date

Des. Chk. App

Haringey LONDON

Client

LB Haringey

Title

GENERAL LAYOUT
Existing & Proposed EV Layouts
Rutland Gardens

Drawing No.

58/1638/017

Sheet No.

1 OFF 1

Rev.

1:200 @ A3

KEY / LEGEND	EV PROPOSED BAY	
	LOCATION PLAN	
Rev. Date	Original Issue	Des. / Ck. / App.
	Comments	
Client: LB Haringey		
Title: GENERAL LAYOUT Existing & Proposed EV Layouts Seymour Road		

Drawing No. 58/2/030/018

Sheet No. 1 CTF 1

Rev.

1:200 @ A3





KEY / LEGEND

EV PROPOSED BAY



WEST GREEN ROAD

317319321

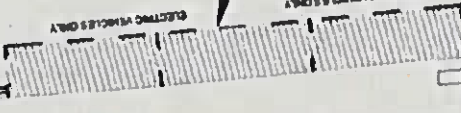
325

327

ETHERLEY ROAD

EXISTING SHARED
USE BAYS TO BE
CONVERTED TO EV
ONLY BAYS

ELECTRIC VEHICLES ONLY



LOCATION PLAN



Rev	Date	Comments	Del	Ch	App

Haringey
LONDON

Client
LB Haringey

Title
**GENERAL LAYOUT
Existing & Proposed EV Layouts
Etherley Road**

Drawing No.
58/1032/119

Sheet No.
1 JIF 1

Rev

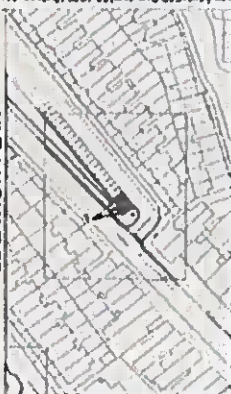
1:200 @ A3

KEY / LEGEND

EV PROPOSED BAY



LOCATION PLAN



Rev	Date	Comments	Des	Chg	App

Haringey
LONDON

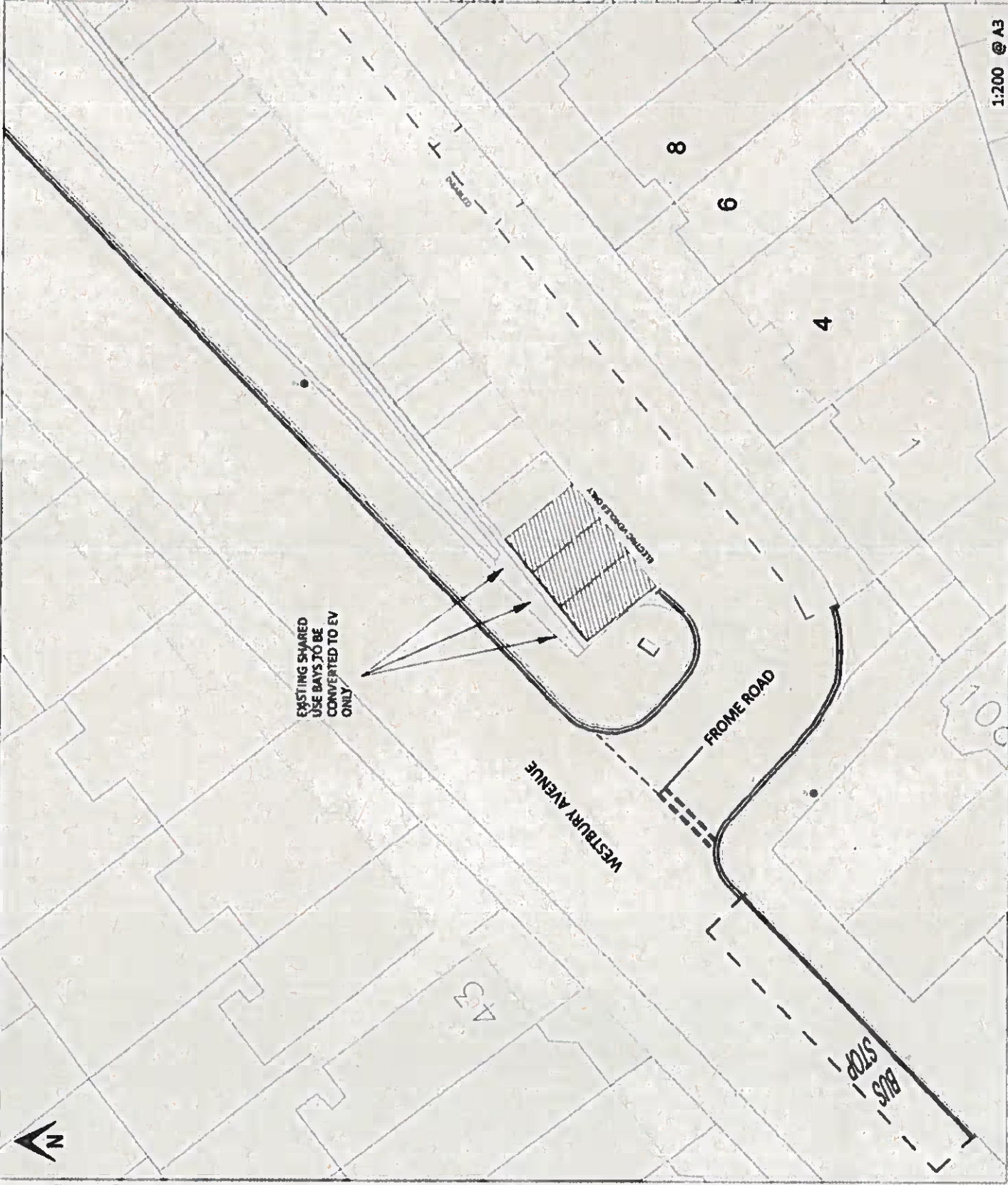
Client:
LB Haringey

Title:
**GENERAL LAYOUT
Existing & Proposed EV Layouts
Frome Road**

Drawing No:
58/20/31/023

Sheet No:
1 OF 3

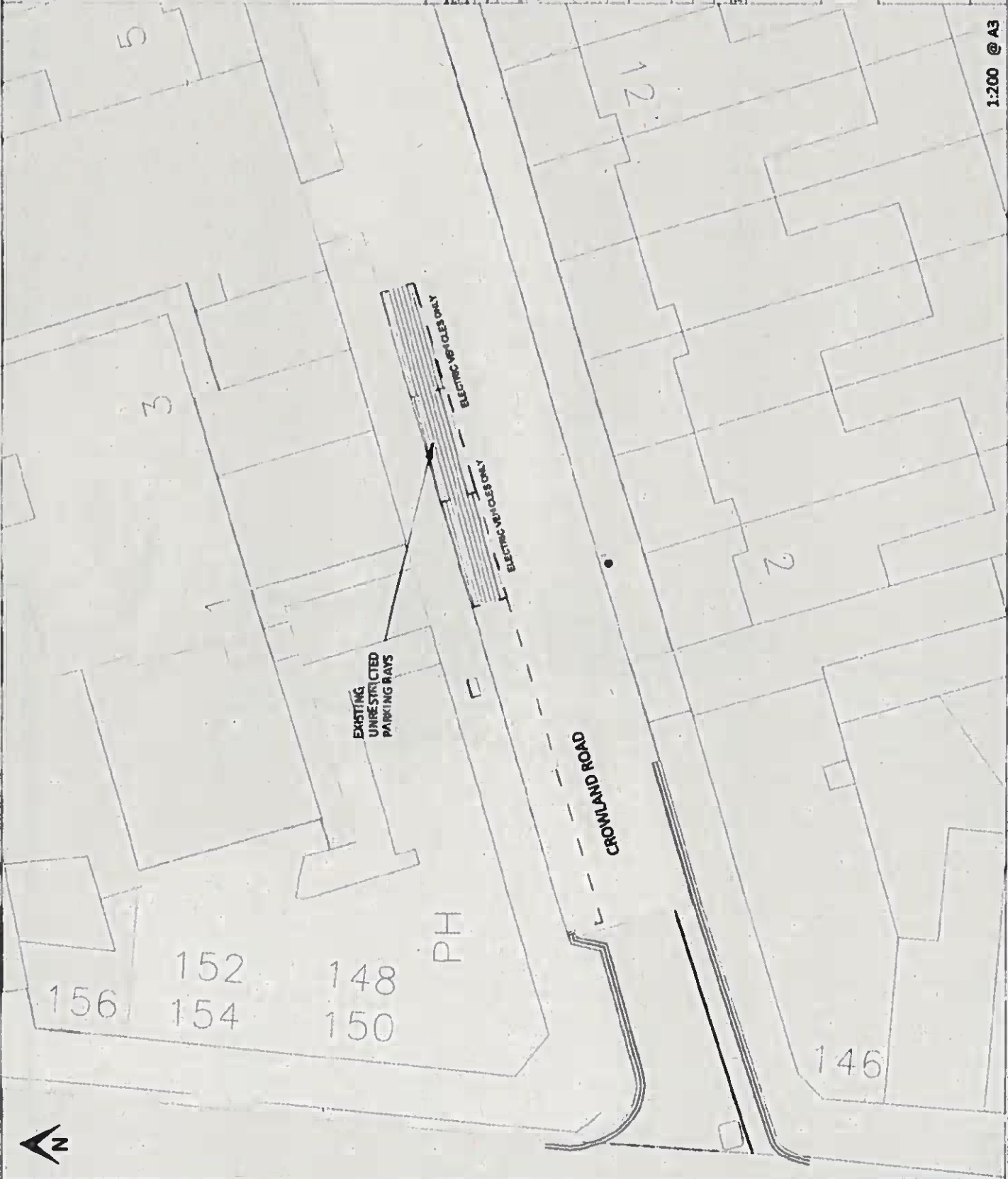
Rev



1:200 @ A3

KEY / LEGEND

EV PROPOSED BAY

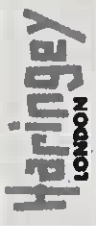


LOCATION PLAN



ORIGINAL ISSUE
Rev. Date : Comments

Des. Chk. App.



LB Haringey

GENERAL LAYOUT
Existing & Proposed EV Layouts
Crowland Road

Drawing No. 58/235/221

Sheet No. 1 OF 1

Rev.

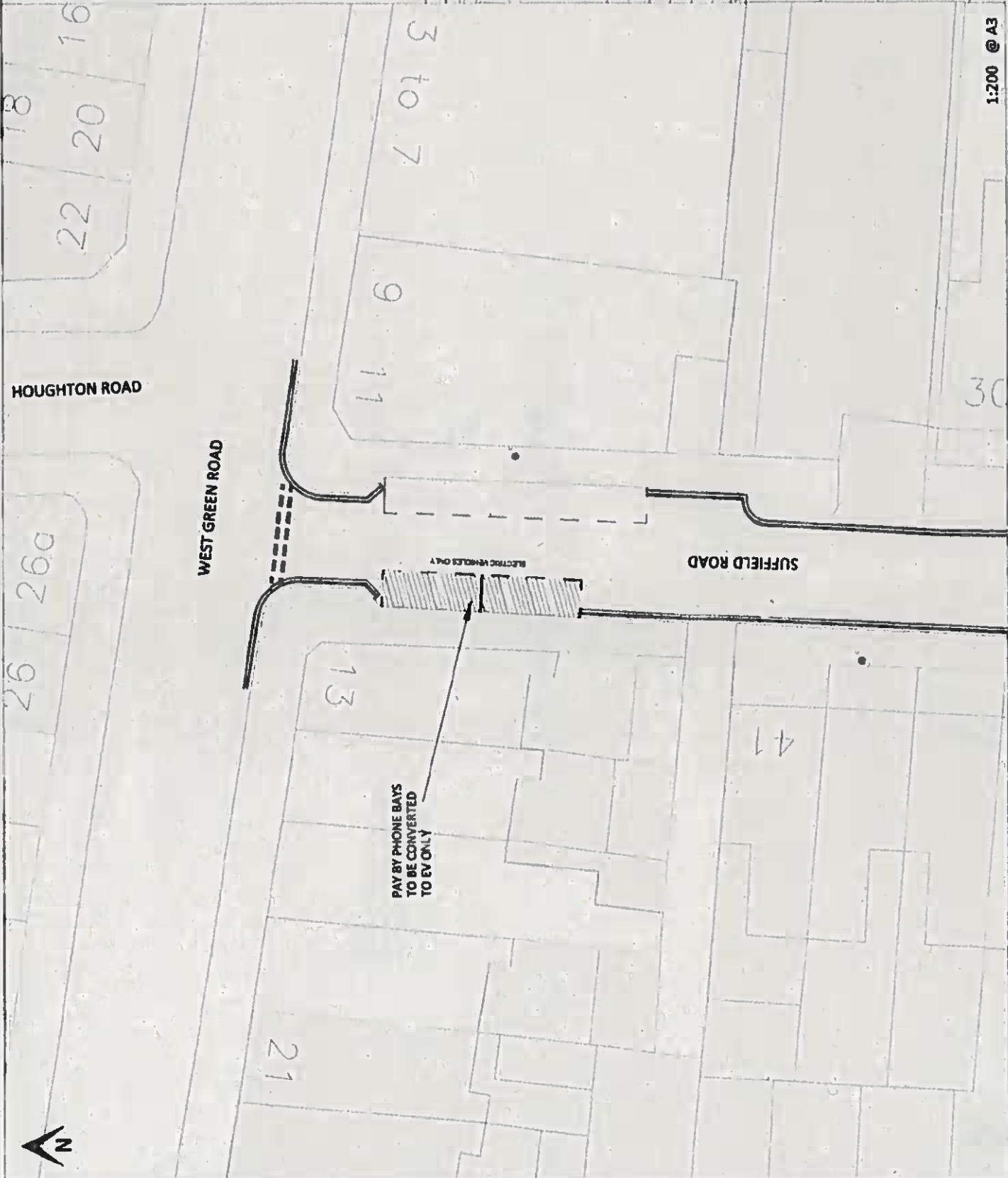
1:200 @ A3



CAD FILE: C:\Users\j\Documents\Projects\58-235-221\58-235-221.dwg
DATE: 18/10/2011
DRAWN BY: J. SMITH
CHECKED BY: J. SMITH
DATE: 18/10/2011
SCALE: 1:200 @ A3

KEY / LEGEND

OPT1 - EV PROPOSED BAY



LOCATION PLAN



Rev	Date	Comments	Des	Clk	App


Haringey
LONDON

Client	LB Haringey
Title	GENERAL LAYOUT Existing & Proposed EV Layouts Suffield Road
Drawing No.	58/A032/223
Sheet No.	1 OF 1
Rev.	

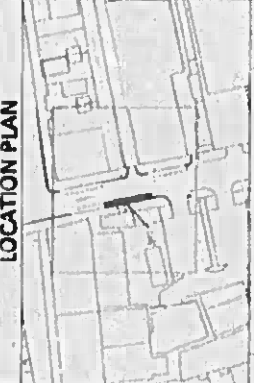
1:200 @ A3

KEY / LEGEND

OPT 1 - EV/LOADED BAY



LOCATION PLAN



Rev	Date	Comments	Des	CRN	App
-		ORIGINAL ISSUE			

Haringey
LONDON

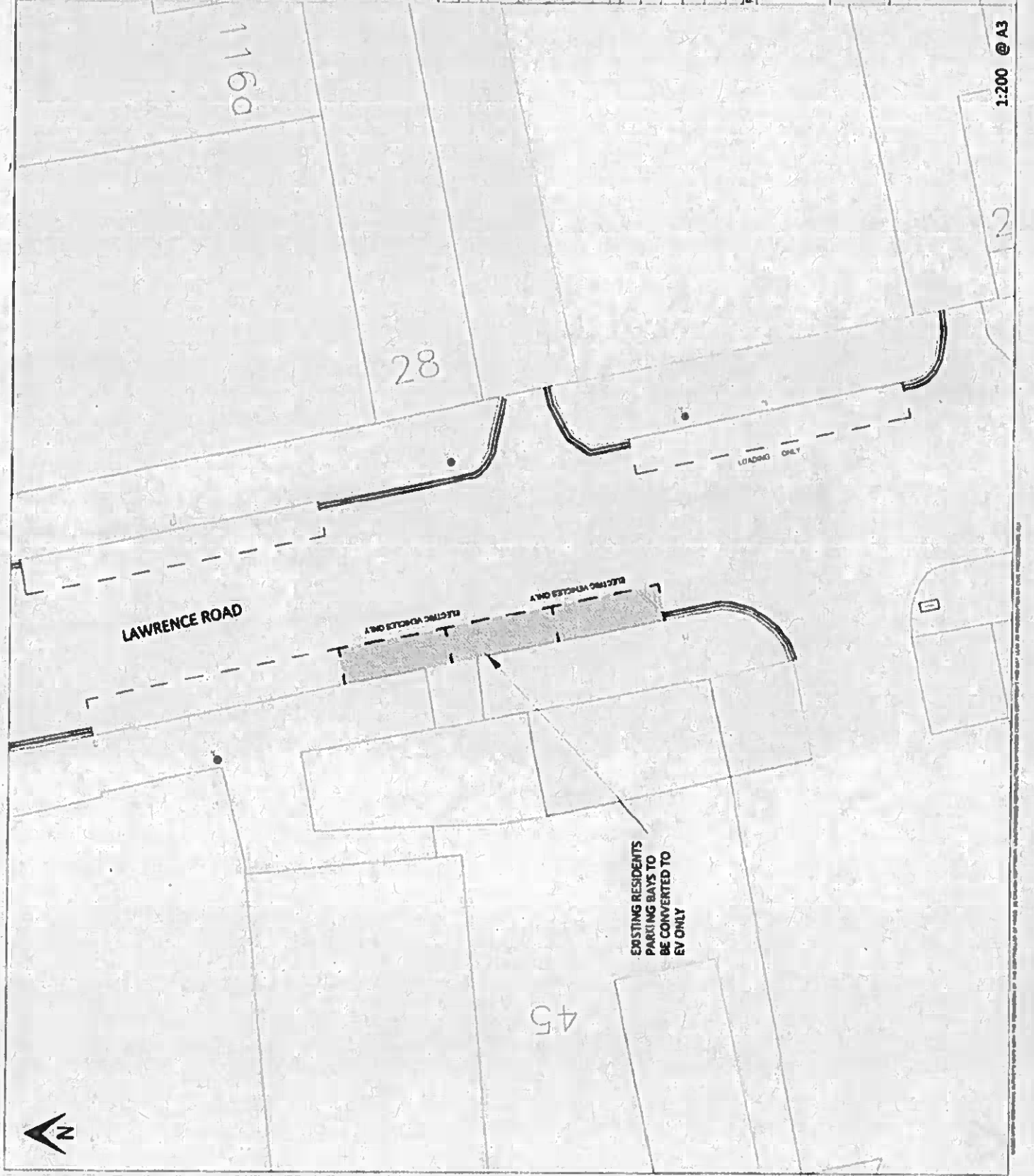
Client:
LB Haringey

The
GENERAL LAYOUT
Existing & Proposed EV Layouts
Laurence Road

Drawing No:
58/10/25/024

Sheet No:
1 OFF 1

Rev:



KEY / LEGEND

DTT 1 - EV PROPOSED BAY



LOCATION PLAN

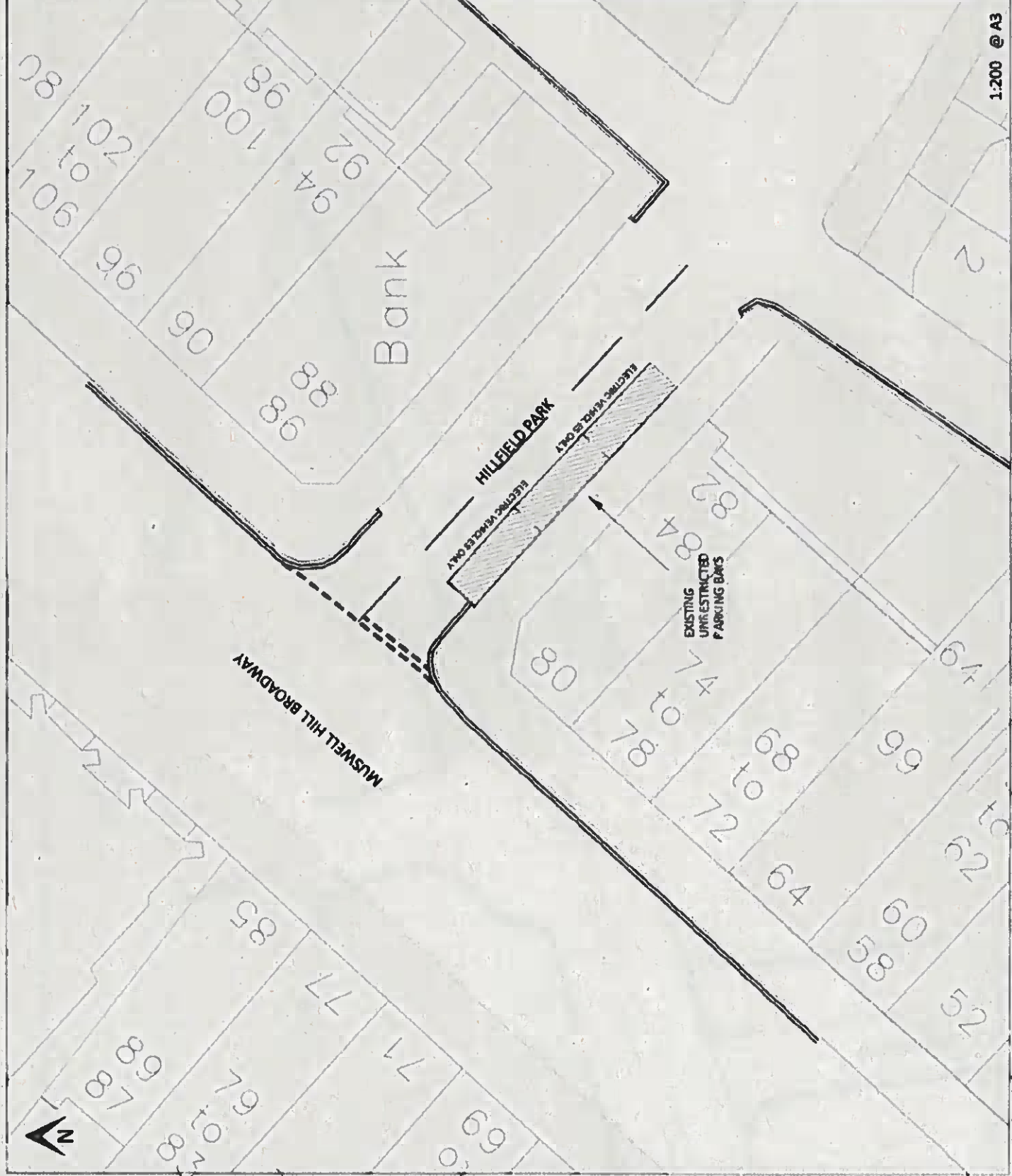


Rev	Date	Comments	By	CHK	APP

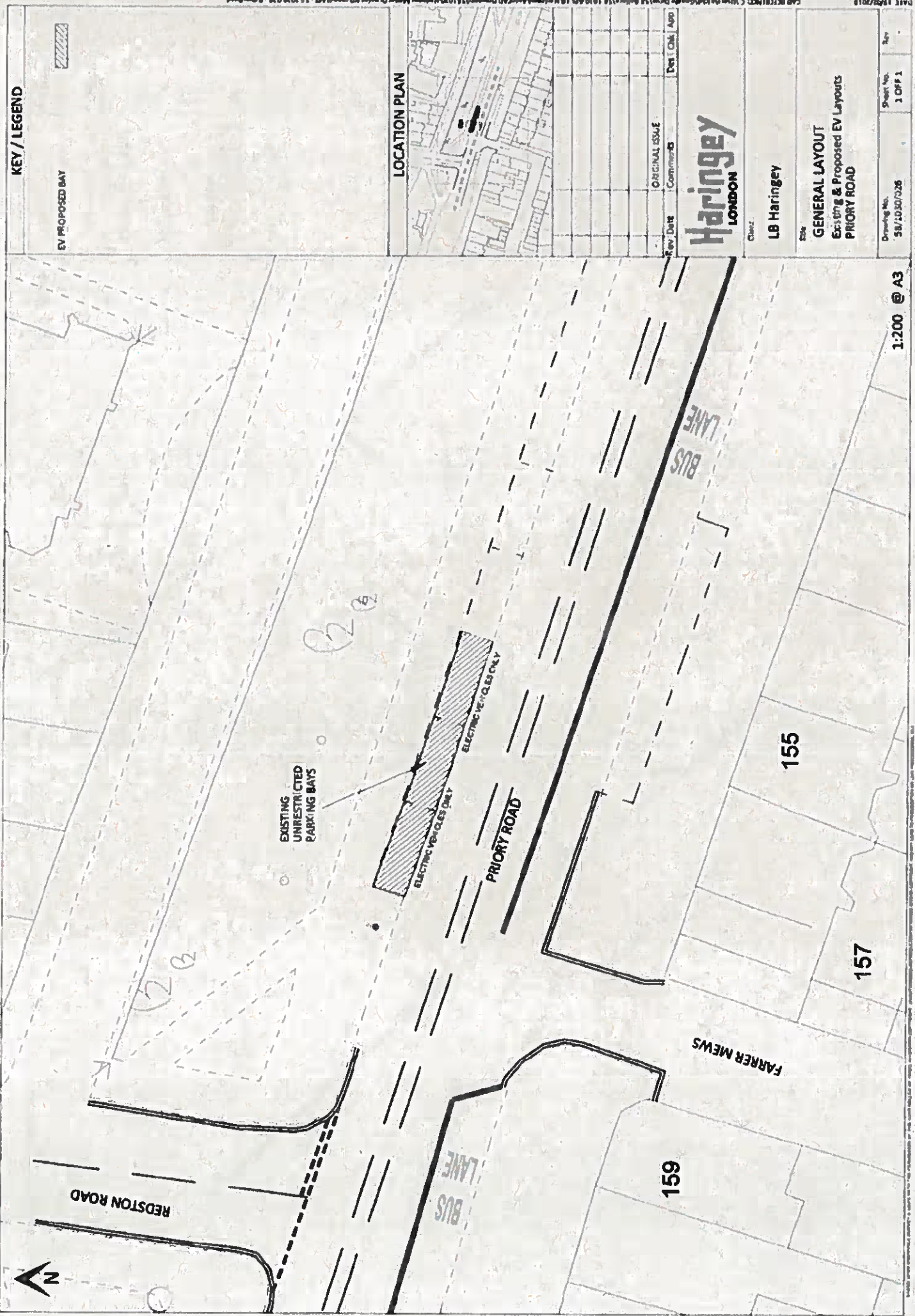
Harringey
LONDON

Client
LB Harringey

Title
GENERAL LAYOUT
Existing & Proposed EV Layouts
Hillfield Park



1:200 @ A3



KEY / LEGEND

EV PROPOSED BAY



LOCATION PLAN



Rev	Date	Comments	Des	Chk	App

Haringey
LONDON

Client:
LB Haringey

Site:
**GENERAL LAYOUT
Existing & Proposed EV Layouts
PRIORITY ROAD**

Drawing No:
58/1030/026

Sheet No:
1 OFF 1

Rev

1:200 @ A3

KEY / LEGEND

EV PROPOSED BAY



LOCATION PLAN



Rev. Date Comments Des. / Cmt. App

Haringey
LONDON

Client
LB Haringey

Title
GENERAL LAYOUT
Existing & Proposed EV Layouts
St Marys Rd

Drawing No.
58/10/30/027

Sheet No.
1 JIF 2

Rev.

EXISTING PERMIT
HOLDERS ONLY
PARKING BAYS TO
CONVERT TO EV
ONLY BAYS

30

ELECTRIC VEHICLES ONLY

ST MARYS ROAD

ELECTRIC VEHICLES ONLY

ST MARYS ROAD

HIGH STREET

26



1:200 @ A3

KEY / LEGEND

OPT 1 - EV PROPOSED BAY



LOCATION PLAN



Rev.	Date	Comments	Des	CHK	App



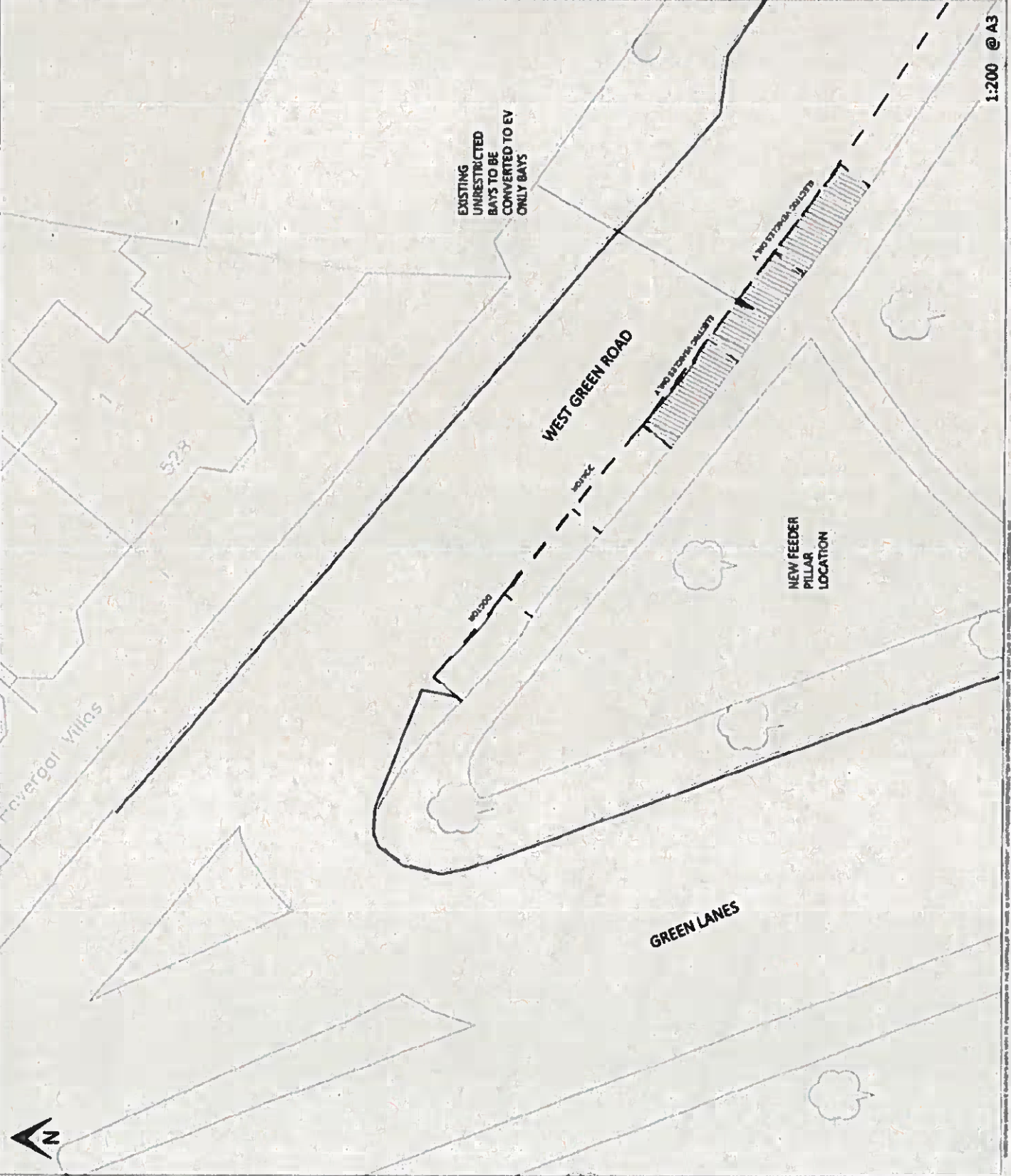
Client:
LB Haringey

Title:
GENERAL LAYOUT
Existing & Proposed EV Layouts
Green Lanes / West Green Road

Drawing No:
S8/1030/028

Sheet No:
1 OF 2

Rev:
1



KEY / LEGEND

OPT 1 - EV CHARGING BAY



LOCATION PLAN



Rev. Date: ORIGINAL ISSUE
Comments:

Des. (Cdn / App):

Haringey
LONDON

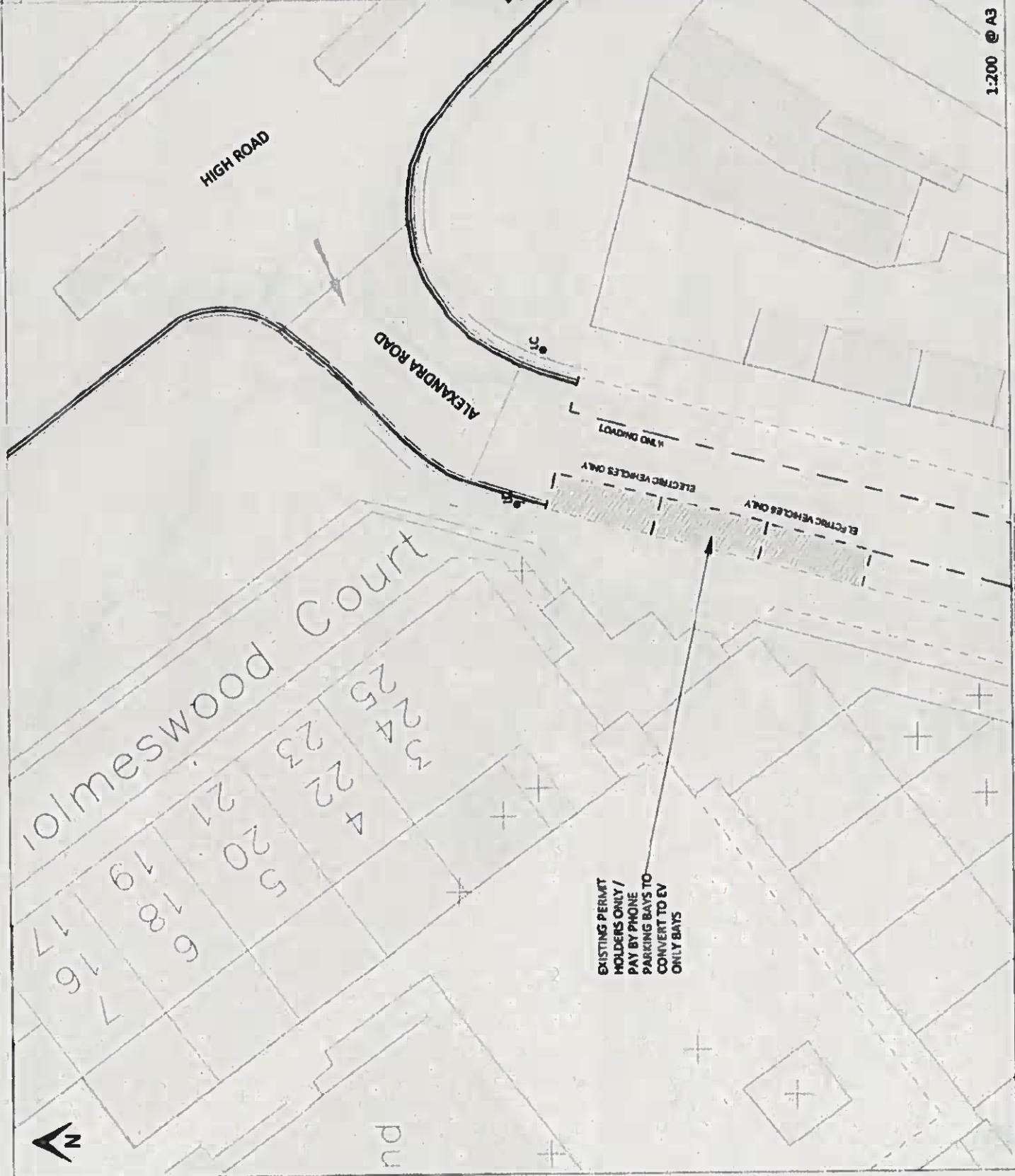
Client: LB Haringey

Title: **GENERAL LAYOUT**
Existing & Proposed EV Layouts
Alexandra Road

Drawing No: 58/13/01/030

Sheet No: 1 OFF 1

Rev:



KEY / LEGEND

OPT1 - EV TPOPOSED BAY



LOCATION PLAN



Haringey
LONDON

Client:

LB Haringey

Title:

GENERAL LAYOUT
Existing & Proposed EV Layouts
Bury Road

Drawing No:
58/1030/033

Sheet No:
1 OF 1

Scale:
1:200 @ A3



BURY ROAD

ELECTRIC VEHICLE ONLY

ELECTRIC VEHICLE ONLY

EXISTING PAY BY
PHONE PARKING
BAYS TO CONVERT
TO EV ONLY BAYS

WHYMARK AVENUE

42



19

15

26

25

ALEXANDRA ROAD

THE AVENUE

EXISTING PERMIT
HOLDERS ONLY
PARKING BAYS TO
CONVERT TO EV
ONLY BAYS

EV PROPOSED BAY



LOCATION PLAN



Rev	Date	Comments	Des	Drawn

Haringey
LONDON

Client
LB Haringey

Title
GENERAL LAYOUT
Existing & Proposed EV Layouts
The Avenue

Drawing No
58/103/032

Sheet No
1 OF 1

Rev

APPENDIX II

Statutory Consultation Document

23 February 2018

STATUTORY CONSULTATION

Proposed Electric Vehicle Charging Points (EVCP's)

Dear Resident or Business,

As part of the council's policy to promote and encourage the uptake of Electric Vehicles, we are proposing to increase the number of Electric Vehicles Charging Points (EVCP's)/bays in the borough with the introduction of an additional 75 charging points at 23 locations across Haringey. These charging points will be part of the Source London network and will be accessible to Source London members and all other users on a 'pay as you go' bases.

We are also pleased to advise that as part of this proposal, existing faulty charging points will be replaced with new charging units.

We are writing to you because EVGP(s) are proposed in or near your road. This will require the installation of designated parking bay(s) for the specific use of charging Electric Vehicles only. The attached indicative plan shows the proposed locations of the EV charging bays across the borough and the detailed location of each bay is given on the back of this letter. It should be noted that the locations proposed are in response to specific requests from local residents and further to site investigations.

In order to introduce the EV bays and legally enforce their use, we are required to enter into a period of consultation known as Statutory Consultation. This is the legal part of the process and takes the form of a public notice advertised in the local press, London Gazette and displayed in visible locations on street, to inform of the Council's intentions.

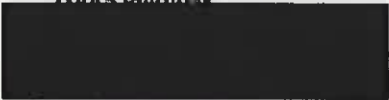
The legal notice sets out the Council's intention and will be advertised on 23 February 2018 and provides a 21day consultation period for interested parties to make representation regarding the proposals. The closing date for comments is 16 March 2018.

If you would like to make comments/ representation to the proposals, please make them in writing to: frontline.consultation@haringey.gov.uk. If you have any questions regarding the scheme please contact the Project Engineer Beth Girma on 020 8489 1763.

Comments must be received no later than 16 March 2018.

Thank you for your interest.

Yours faithfully


Ann Cunningham
Head of Operations

Traffic Management
Level 1, South
Forest Park House
225 High Road, Wood Green
LONDON N22 8HQ
020 8489 1000

www.haringey.gov.uk

Electric Vehicles Charging Points proposed locations and details

	Road Name	Existing/ New	Notes	Locations	No. of charging points and bays
1	Crouch Hill Road Car Park, N8	Existing	1 x existing EV charging point to be replaced & additional new 2 x EV points to be installed	Car Park	3
2	Princes Avenue, N10	Existing	2x Existing bays and EV unit to be removed and 3 new EV charging bays to be installed in the opposite side, outside John Baird	On street south side, outside John Baird	3
3	Stoneleigh Road Car park, N17	Existing	2 x existing EV charging points to be removed & 4 x EV points to be installed at new locations	Car Park	3
4	Summerland Gardens Car Park, N10	Existing	2 x existing EV charging points to be removed and 3 x EV points to be installed at new locations	Car Park	3
5	Waldeck Road, N15	Existing	2 existing bays to be removed and 4 x new bays/ charging points to be installed on the opposite side	East side, at the side of No. 133 Langham Rd	4
6	Alexandra Road, N8	New	3 x Existing Shared use bays to be changed to EV charging bays	West side, near the junction with High Road	3
7	Brownlow Road, N11	New	Existing single yellow line to be changed to 3 x EV charging bays	Outside Nos. 1 to 7	3
8	Buckingham Road, N22	New	3 x Existing Shared use bays to be changed to EV charging points	Opposite Nos. 3 & 4	3
9	Bury Road, N22	New	3 x Existing Shared use bays to be changed to EV charging bays	West side, near the junction with Whymark Avenue	3
10	Crowland Road, N15	New		North side, Outside Nos. 1&3	3
11	Etherley Road, N15	New	3 x Existing Shared use bays to be changed to EV charging bays	East side, at the side of No. 327 West Green Rd	3
12	Frome Road, N22	New	3 x Existing Shared use bays to be changed to EV charging points	Opposite Nos. 1 & 2	3
13	High Road, N22 (A105)	New	2 x Existing loading bays to be changed to EV charging bays	Outside Nos. 16 to 20	2
14	Hillfield Park, N10	New		South side, at the side of No. 80 Muswell Hill Broadway	3
15	Lansdowne Road, N17	New	3 x Residents bays to be changed to EV charging bays	Outside BronHill Terrace	3

	Road Name	Existing, or new site	Notes	Locations	No. of charging points and bays
16	Lawrence Road, N15	New	3 x Existing residents bays to be changed to EV charging bays	West side, Opposite studio 2B	3
17	Lothair Road, N4	New	Existing single yellow line to be changed to 2 x EV charging bays	Southside, near the junction with Green Lanes	3
18	Priory Road, N8	New	3 x Existing footway parking to be changed to EV charging bays	North side, Opposite Nos. 151 & 153	3
19	Rutland Gardens, N4	New	2 x Existing pay by phone bays to be changed to EV charging bays	South side, Outside No.2	2
20	Seymour Road, N4	New	3 x Existing pay by phone bays to be changed to EV charging bays	South side, at the side of No. 527C Green Lanes	3
21	Southwood Lane, N6	New	3 x Existing Shared use bays to be changed to EV charging bays	Outside Southwood Mansions	3
22	St. Mary's Road, N8	New	3 x Existing residents bays to be changed to EV charging bays	East side, at the side of No. 28 High Street	3
23	Stanhope Road, N6	New	3 x Existing residents bays to be changed to EV charging bays	Outside No.23	3
24	Suffield Road, N15	New	2 x Existing pay by phone bays to be changed to EV charging bays	Westside, at the side of No.13 West Green Rd	2
25	Talbot Road, N15	New	Existing single yellow line to be changed to 3 x EV charging bays	East side, at the side of No. 37 Broad Lane	3
26	The Avenue, N8	New	3 x Existing residents bays to be changed to EV charging bays	Southside, near the junction with Alexandra Road	3
27	Tintern Road, N22	New	3 x Existing Shared use bays to be changed to EV charging bays	East side, near the junction with Lordship Lane	3
28	West Green Road, N15	New	3 x Existing Shared use bays to be changed to EV charging bays	Opposite No. 1-20 Barker House	3

APPENDIX III

Statutory Consultation responses received

Proposed Electric Vehicle Charging Point Statutory Consultation responses

Name	Email Address	Comments/Objections	Location	Summary of Comments
1		Comments		In response to the proposals it is a great pity that there is no planned facility for road based charging points in the "Milton Park" (M6) area given the large number of 2 and 3 storey terrace houses, many of which are flats and cannot accommodate personal charging points. Given the proposed locations this effectively rules out any possibility of charging from petrol vehicles to electric ones.
2		Comments	Crouch Hill Road Car Park, N8	I use this car park regularly although most of the time it is full and therefore not possible to actually get a parking space. I have noticed that the EVCP in the car park is out of order and I fully support the reinstatement of this but I would like to point out that in the past when it was working, I only ever saw a few cars use it and the majority of the time it was empty. On that basis I really don't feel another two charging points are required in this car park. It is the only public car park in an area with CPZs on most roads so I see that losing additional parking spaces would be bad for local businesses, both in relation to food shopping (Waitrose, Coop, Tesco) and also for people visiting the area for other general shopping and who are visiting restaurants.
3		Comments/queries	Starhope Road N6	Thank you for this. I note that my closest will be on Stanhope Road which is approximately 0.3 miles away. Would you consider one on either Claremont Road or Stanhope Gardens?
4		Comments		1. Please introduce a charging point on Stanby Road, [redacted] 2. Please educate the parking attendants, they are not familiar with EVs and PHEVs (Plug in Hybrid Electric Vehicles). I am battling two tickets at the moment. All EV and PHEV vehicles enjoy a parking relaxation as it is the case in Westminster. 3. Introduce a cheaper charging method, possible from lamp posts - some Scandinavian countries allow charging from the lamp posts.
5		Comments		Please consider installing an electric charging point outside no. [redacted] North Hill, London
6		Comments		Could you explain why NIS has 7 sites and N17 only has 2 when N17 is about twice the size of NIS please?
7		Comments		I am writing to you as a resident of Hornsey Lane Gardens. According to the Government website around a third of homes in the UK do not have off street parking. My home is one of these. I am very keen to move to an all-electric car but looking at your new plans the nearest charging point to me is in Stanhope Road around 0.6 miles from my house. The reality is, if that is the nearest charging point to me then I will not convert to an electric car. For the avoidance of doubt, the decision made by the London Borough of Haringey will have a direct effect on the number of people who convert to electric and consequently on pollution in the borough. I have the following specific comments: 1. Why are the council considering putting multiple EVCP's in one place instead of putting individual EVCP's or more locations. As an example you are proposing to put 3 charging points in a number of locations but, instead you could put charging points in 3 times as many locations. 2. I suspect the answer to the above is financial. However, if the Council really wants to reduce pollution then this needs to be reconsidered. 3. What options are there for people like me who do not live near a charging point? I am willing to contribute towards a charging point to be installed near my home but this does not seem to be an option. 4. There seems to be an absolute focus on Wood Green and residents who live in Crouch End/Highbett are not served well.
8		Comments/queries		I am writing to say that I am disappointed to see that there are no proposed parking places near enough to my house to make an electric vehicle a possibility. I live at [redacted] and there are not some on Querrimore Road near the train station or some in the corner on the other side of the train tracks from Green Lanes?
9		Comments		I wish to make a representation re the above consultation. [redacted] We have an electric car and I am aware that 3 other households on the street also have them. We charge our car in our driveway but we would like to have a charging point available on the street as our outdoor charging point is unreliable. Given that there are 4 households on the streets, I believe that the charging point would be well used.
10		Comments		Can you please explain why there are no charge points in the Stroud Green area? Or perhaps I should ask what the criteria is for sites. Are we considered too residential? I would like to promote EV in residential areas, but the sites appear incredibly biased to one area and specifically to busier roads? Was that on purpose?

Name	Email Address	Comments/Objection	Location	Summary of Comments
11		Comments		<p>Any additional points are welcomed.</p> <p>It seems that there is a concentration on providing additional charging points in or near commercial areas. This works fine for those who can charge while they shop - but there seems little provision in areas not previously served.</p> <p>If you look at the map provided - there is a cruciform concentration of charging points but to the north east, north west, south west and south east corners of the map have nothing. No charging points on and parking areas near parks in particular. Take your elderly parents out - walk your dog but don't charge your car whilst using the recreation facilities.</p> <p>Does this not appear a little unbalanced to you?</p> <p>Spread it around. Unless residents have off street parking there is not facility to go electric - your proposal encourages existing users to go out and become No charging point proposed for Woodstock Road!</p>
12		Comments		<p>How come there are none in Stroud Green? We are at 6 Albany Road N4. I really want an electric car but all the charge points are far away.</p>
13		Comments/queries		<p>What power (KW) are the intended charging points for Etherley Road - 22KW or 7.4KW? This will make a large difference to the amount of time they will be occupied per charge and therefore the likely level of demand/supply - 22KW points allow vehicles to charge significantly faster.</p>
14		Comments		<p>I am very disappointed that my application of last year has not resulted in the proposal to include an installation in my street in Highgate Avenue N6. The density of the proposed installations seems disproportionately to the east side of Haringey. My desire due to the lack of off street parking for on street charging is of course common to many residential areas of the borough. I am equally disappointed that more experimentation is not being made of converting street lamps to charging points as in other areas. Surely, Haringey could make more aggressive plans than 75 charging points? I for one would be willing to contribute financially to shared facilities in my road. In the meantime, I will shelve my plans for an electric vehicle purchase to replace my petrol car yet again.</p>
15		Comments		<p>In addition to the current proposed charging points, I feel there should be charging point (s) close to the playing fields of Downhills Park, which are used by many local and guest teams for leisure purposes, often travelling by vehicle in a group, and typically parking close by. This would enable those teams to consider electric vehicle (s) for transport of the teams to matches.</p>
16		Comments		<p>I saw a Haringey Notice at the Princes Avenue double PodPoint charge point about new charge points in N10 and N6.</p>
17		Comments/queries		<p>I would like to make some comments / observations :</p> <p>Will the new points be Source London or PodPoint or?</p> <p>Summerland Gardens car park should have at least 4 points. Why only 3? This seems inadequate judging by the number of EVs in Muswell Hill these days.</p> <p>3 Outside 23 Stanhope Road N6 : why on this busy and dangerous and hilly main road and bus route? Why not just around the corner on quiet Hurst Gardens where most of the resident bays are never used as there are only residences on one side of this exceptionally wide Street ?</p> <p>Once again I feel there is no attempt to consult with ev users and residents of these areas.</p> <p>What about the car park behind Waitrose in Crouch End? The one ev point there was removed some time ago.</p>
18		Objection	Lansdowne Road, N17	<p>(EVC) in Lansdowne Road, N17.</p> <p>I am opposing this proposal on the following grounds:</p> <p>Not needed at this location. No electric vehicles whatsoever.</p> <p>There is already a shortage of parking spaces for residents and visitors alike at this location on Lansdowne Road.</p> <p>There are more suitable locations in the immediate vicinity on side roads like in Rheola Close , Burfington Road, Baronet Road, Spencer Road, roads that are underutilised for parking.</p> <p>Lansdowne Road is extremely congested in terms of parking already, even without taking more spaces away for EVCPs that would remain empty most of the time.</p>

Name	Email Address	Comments/ Objection	Location	Summary of Comments
19		Objection	Lansdowne Road, N17	<p>As a resident, I am totally opposed to the proposed location due to several reasons which make it unsuitable.</p> <ol style="list-style-type: none"> 3 bays for Electric Vehicles would take much needed space out of the residents parking bay. As planned, these 3 bays would take 3-4 bays of present parking. Presently, the residents parking bay is undivided. At present, most of the residents' cars are small (short) cars. Residents with privately owned cars are also more proficient at parallel parking, which means that the total parking space on both sides of the road, even though small compared to the actual needs, is already fully utilised by residents' cars at present. When introducing EVCP, the bays are bigger as they need to accommodate any size car, as long as it is electrical. This is definitely not the location to reduce the number of ordinary parking space for residents. There is no need for EVCPs at this location, as absolutely nobody on both sides of the road could afford to buy an electric vehicle. The vast majority of the residents can only afford second hand cars 10-20 years old. This location is in the TED CPZ, which means residents from neighbouring CPZ zones have the right to park in this zone unrestricted, as long as it is not on a Match Day, but residents in the TED CPZ cannot park in the neighbouring CPZ zones as those zones are for residents parking only every day. I would suggest the very closest location suitable for installing such charging points would be just round the corner, on Burlington Road N17, in front and opposite 43-45 Burlington Road, where the parking bays are permanently empty. There would be there spaces for at least 3 EVCP on each side of the road. At the location in Lansdowne Road, the proposed EVCP bays would also take much necessary space which is needed for parking by worshippers that come to the services at S. Mary's Church. This is a congregation of over 400 people that come from all over the parish and some from beyond. At the moment the parishioners make do with parking streets away. Apart from the daily masses & other services, S. Mary's church also has other events that visitors attend, like funerals, weddings, baptisms, etc. Parking is already massively affected by being streets away from the nearest street in the same CPZ, so people already have to park streets away. This problem would only be exacerbated by the reduction in ordinary parking spaces. At the same location in Lansdowne Road, there is a Children's Centre and round the corner in Hartington Park, there is Pembury House nursery. Parents of the children at both locations routinely drive to bring and take their children to and from these 2 facilities and park in Lansdowne Road already. As a resident myself I already often come back home to find no available parking space and I have to park streets away in my own CPZ, but I cannot park in the CPZ just round the corner in Burlington Road. Can you please let me know how many requests for installing EVCPs at this particular location have you had from local residents living at an address at this location? (Between 2-24 Lansdowne Road or Bronhill Terrace).
20		Objection	Tintern Road, N22	<p>This small road, of less than 30 houses, can sustain no more activity. It is already heavily overburdened with traffic. Lorries and vans park in Tintern Rd to deliver to Sirwan Deliveries N22 and Chicken Express. If not daily then, on a regular basis. Cars park to drop off and pick up their children to Lordship Lane Nursery and Primary School, morning, noon, and 3.30pm. We pay for a parking permit, but still we find difficulty parking as all other vehicles seem to have disability permits. How can this be? To try to turn into Tintern Rd, from Lordship Lane, is often impossible, as cars are doubled parked on both sides of the road, presumably to buy fast food from the corner.</p> <p>There are also those who need to park so that they can go to Metro Pets. Litter, lots of it, is dropped daily, along the whole road, as people buy from the fast food shops, eat and discard their rubbish on the road. Every week, a huge amount of rubbish is dumped in Tintern Rd, by the side of Chicken Express.</p> <p>This has become a dumping ground which looks and is atrocious, sometimes you cannot walk on the pavement.</p> <p>No action has ever been taken by Harringey Council, yet this has been going on for years.</p> <p>Why is it, when there are many other far quieter streets, in the vicinity, that Tintern Rd is being targeted for yet more traffic and congestion?</p> <p>THIS ROAD IS BEYOND BREAKING POINT.</p>

Name	Email Address	Comments/ Objection	Location	Summary of Comments
21		Objection	Tintern Road, NZ2	<p>Over the years your policy on parking has made it more and more difficult for both regular patients and visitors to attend our Eyecare practice. Being one of the few independent practices that gives excellent eyecare nearly 65 years, we have had patients writing to us to say that due to the disabolical restrictions in parking they are no longer able to attend. They have found it a lottery in actually being able to park in the few shared bays still available even if they are willing to pay the high charges.</p> <p>These bays need to stay available for parking of all vehicles that wish to visit the local shops and not be turned into electric car charging points. Further, the lack of business bays and shared bays has also made it impossible for me, the business owner and optometrist to park near the practice. I have been in the heart of this area for nearly 25 years myself and seen first hand the damage to local community and shops the past accumulative changes have made.</p> <p>You will understand that any further costs in parking or distance from available parking will deter visitors from attending the shops in this part of Lordship Lane, many of which had already suffered from lower takings due to your policies or even closure. The public in the whole are also unhappy with the changes proposed from what I gather in my discussions with my patients.</p> <p>I propose the following:</p> <ol style="list-style-type: none"> 1. More of the bays are turned into shared use 2. There is half an hour of free parking in these bays for visitors displaying a valid ticket 3. More business bays are introduced 4. TWO free permanent Visitor badges are given to each commercial local business owner, whereby they can hand a visitor a badge to park for free while attending the local business which can be reused by subsequent visitors when handed back to the business-this is firmly to supporting local business 5. Place electric car charging points at petrol stations, large supermarkets entrance /exit zones
22		Objection	Brownlow Road, M1	<p>We have received the proposals for these new evcps and would like to object to them being placed outside our businesses:</p> <ol style="list-style-type: none"> 5. brownlow road/7 brownlow road one being a newsagents and mine a hair salon, we have on a regular basis stock deliveries and we both also go to wholesalers and then need to deliver to our shops, it is already difficult for parking around here as business owners, placing these points here will make it impossible. <p>We also both have a number of disabled clients and this will make it impossible for them to use our businesses.</p> <p>Would it not be possible to put these where the pay and display is on Maidstone road as this is not affecting anyone's businesses and will still allow for our deliveries.</p> <p>I understand this is just a consultation process and I hope you consider our objections also the coffee shop 1. maidstone road is objecting to this too.</p>
23		Objection	Crouch Hall Road Car Park, N8	<p>I have read the proposal to increase the numbers of electric charging points across Haringey.</p> <p>Although I completely understand the benefits to the environment of electric cars and the need to provide for them in the future, I would like to express my objection to the plan to install 3 new electric charging parking bays in the Crouch Hall Road Car Park. I already find it extremely difficult to park near my place of work as the car park is always full and this is going to make it even more impossible.</p> <p>I have parking permit for Crouch Hall Car Park and sometimes is difficult to get a parking space as there are already limited number of parking spaces. I do not know many people yet with electric cars but when more people do have them I think this could be reconsidered, but definitely not now.</p>
24		Objection	Crouch Hall Road Car Park, N8	<p>I have read your proposal to increase the numbers of electric charging points across Haringey.</p> <p>Although I understand the benefits to the environment of electric cars and the need to provide for them in the future, I would like to express my objection to the plan to install 3 new electric charging parking bays in the Crouch Hall Road Car Park. I already find it extremely difficult to park near my work as the car park is always full and this is going to make it impossible.</p> <p>I do not know many people yet with electric cars but when more people do have them I think this could be reconsidered, but definitely not now.</p>

Name	Email Address	Comments/ Objection	Location	Summary of Comments
25		Objection	Crouch Hill Road Car Park, NS	<p>I am a local business owner operating from Crouch Hill Road Car Park, NS in which there is an existing EV charging point. From your letter, I can see that there are plans to replace this port and install 2 additional EV points.</p> <p>I would like to formally object to the proposal of the new EV charging ports. Your letter indicates that additional EVCP's will "require the installation of designated parking bay(s) for the specific use of charging EV's only". I would question where these bays are going to be. There are currently insufficient parking spaces available for the number of cars and demand for parking in the area. The introduction of EV bays and the removal of existing bays would have a detrimental impact on the local parking conditions and I would suggest Haringey carry out a Transport Statement (TS) which would consider the transportation effects associated with doing the same. This Statement should include a parking survey which should be undertaken by an independent traffic survey company to assess the existing local parking supply and demand. The survey should accord with the Lambeth Methodology (an industry standard methodology for parking beat surveys which is used across numerous London Boroughs), this will no doubt show that removing parking bays will have a detrimental impact.</p> <p>If new bays are going to be created for this specific purpose, I would then question where in the car park this can happen. There are numerous other businesses operating and requiring the use of this car park along with deliveries to numbers of supermarkets. It would be dangerous to further increase the traffic flow of this car park.</p> <p>A number of my colleagues and employees have parking permits for Crouch Hill Car Park, issued by Haringey Council, as we have a business requirement for people to have access to their vehicles for the operation of the company therefore the introduction of these points and the strong demand for the limited number of parking spaces is going to make it near impossible for the utilisation of these parking permits which, I can only presume, will have an impact on the income and profits of Haringey Council as permits will be redundant.</p> <p>Whilst I appreciate the evolving requirement for such EV charging ports, I have also noticed that the current charging port is more likely to be occupied by a non-electric vehicle than an electric vehicle. I would seriously question the need for additional EV charging ports in and around this area.</p>
26		Objection	Crouch Hill Road Car Park, NS	<p>Thank you for the notice that there will be two electric bays added to the carpark and the repair of the existing one that has been broken and unusable for over 12 months.</p> <p>We at Acorn strongly object to these bays being added to what is already a jam-packed carpark used by us and many other local businesses. It is important to mention that when there was an electric bay in use we never actually saw it being used so we can't understand why there would need to be 2 further spaces added.</p> <p>We appeal for you to strongly consider not proceeding with the addition of these bays and thank you in advance for listening to people who use the carpark on a daily basis.</p>
27		Objection	Crouch Hill Road Car Park, NS	<p>Although I completely understand the benefits to the environment of electric cars and the need to provide for them in the future, I would like to express my objection to the plan to install 3 new electric charging parking bays in the Crouch Hill Road Car Park. I already find it extremely difficult to park near my place of work as the car park is always full and this is going to make it even more impossible.</p> <p>I do not know many people yet with electric cars but when more people do have them I think this could be reconsidered, but definitely not now.</p>
28		Objection	Crouch Hill Road Car Park, NS	<p>I have just been made aware of your plans to install 3 EVCP bays in the Crouch Hill Car Park and cannot believe you are even considering.</p> <p>Parking in Crouch End for shopping and eating out is a nightmare already and this car park already has little space no matter what time of day you visit so removing three normal bays would be disastrous to say the least!</p> <p>There are many CP2 within the area which can easily accommodate these bays however the car park is DEFINITELY not that should be considered.</p> <p>I strongly object as local businesses and offices cannot operate with the lack of parking as it stands.</p> <p>I strongly recommend you reconsider including Crouch Hill Car Park in your proposal.</p>

Name	Email Address	Comments/ Objection	Location	Summary of Comments
29		Objection	Crouch Hill Road Car Park, N8	<p>I would like to express my objection to the 3 proposed electric bays in the Crouch Hill Road car park, N8. The car park is already full a majority of the time and to remove 3 parking bays for the use of the general public, and for the use of only the very privileged, is wrong. Parking is already bad enough in Crouch End and this will only make the parking worse.</p> <p>I would suggest you carry out a traffic survey to establish the need for parking spaces.</p> <p>Also why not have 3 Electric Parking points on the street, this would make more sense and not remove parking from the general public, since there is already CPZ on the street.</p>
30		Objection	Hillfield Park and Summerland Gardens Car Park, N10	<p>As residents of Hillfield Park, we reject the installation of electric car charging points in Hillfield Park and our local Summerland Gardens car park if Source London will be the scheme operator, as their high pricing will discourage electric car use. Further, drivers may simply use other charging schemes thereby leaving these bays empty most of the time, a waste of parking space.</p> <p>We recommend that the Polar scheme operated by ChargeMaster should be considered, offering electricity that is cheaper than the normal domestic rate. If a suitably priced operator is chosen, only then would this installation be acceptable.</p>
31		Objection	Hillfield Park and Summerland Gardens car Park, N10	<p>As residents of Hillfield Park, we reject the installation of electric car charging points in Hillfield Park and our local Summerland Gardens car park if Source London will be the scheme operator, as their high pricing will discourage electric car use. Further, drivers may simply use other charging schemes thereby leaving these bays empty most of the time, a waste of parking space.</p> <p>We recommend that the Polar scheme operated by ChargeMaster should be considered, offering electricity that is cheaper than the normal domestic rate. If a suitably priced operator is chosen, only then would this installation be acceptable.</p>
32		Objection	Hillfield Park, N10	<p>As residents of Hillfield Park, we reject the installation of electric car charging points in Hillfield Park and our local Summerland Gardens car park if Source London will be the scheme operator, as their high pricing will discourage electric car use. Further, drivers may simply use other charging schemes thereby leaving these bays empty most of the time, a waste of parking space.</p> <p>We recommend that the Polar scheme operated by ChargeMaster should be considered, offering electricity that is cheaper than the normal domestic rate. If a suitably priced operator is chosen, only then would this installation be acceptable.</p>
33		Objection	Hillfield Park, N10	<p>As residents of Hillfield Park, we reject the installation of electric car charging points in Hillfield Park. The electric charging points are short term parking and the proposal would take away 4 long stay residential spaces which are crucial, especially given the council has been approving significant new developments around the area and is attempting to roll out CPZ in other parts of Muswell Hill. Removing resident parking for short term parking must not happen in whatever form is proposed.</p> <p>The proposal should be adjusted to move the three electric points into the high street to use some of the current short term spaces.</p> <p>I also understand that there is a preference to use a high cost provider of the electric charging points. These should be put out to open tender to provide the lowest cost of ownership for the electric car users and not just used to add funds to the council coffers. It is important to encourage electric car usage, not penalise users.</p>
34		Objection	Hillfield Park, N10	<p>As residents of Hillfield Park, we reject the installation of electric car charging points in Hillfield Park and our local Summerland Gardens car park if Source London will be the scheme operator, as their high pricing will discourage electric car use. Further, drivers may simply use other charging schemes thereby leaving these bays empty most of the time, a waste of parking space.</p> <p>We recommend that the Polar scheme operated by ChargeMaster should be considered, offering electricity that is cheaper than the normal domestic rate. If a suitably priced operator is chosen, only then would this installation be acceptable.</p>

Name	Email Address	Comments/ Objection	Location	Summary of Comments
35		Objection	Hillfield Park, N10	<p>As residents of Hillfield Park, we reject the installation of electric car charging points in Hillfield Park and our local Summerland Gardens car park if Source London will be the scheme operator, as their high pricing will discourage electric car use. Further, drivers may simply use other charging schemes thereby leaving these bays empty most of the time, a waste of parking space.</p> <p>We recommend that the Polar scheme operated by Chargemaster should be considered, offering electricity that is cheaper than the normal domestic rate. If a suitably priced operator is chosen, only then would this installation be acceptable.</p>
36		Objection	Hillfield Park, N10	<p>As residents of Hillfield Park, we reject the installation of electric car charging points in Hillfield Park and our local Summerland Gardens car park if Source London will be the scheme operator, as their high pricing will discourage electric car use. Further, drivers may simply use other charging schemes thereby leaving these bays empty most of the time, a waste of parking space.</p> <p>Parking is under severe stress on Hillfield Park already and dedicated electric bays that sit empty all day will only make the parking situation even worse.</p> <p>On this basis I object to the installation of these bays on Hillfield Park.</p>
37		Objection	Hillfield Park, N10	<p>As an electric car driving resident of Hillfield Park, I reject the installation of electric car charging points in Hillfield Park and our local Summerland Gardens car park if Source London will be the scheme operator, as their high pricing will discourage electric car use. Further, drivers may simply use other charging schemes thereby leaving these bays empty most of the time, a waste of parking space.</p> <p>I will personally avoid these charging points wherever possible, if Source London is the operator.</p> <p>I recommend that the Polar scheme operated by Chargemaster should be considered, offering electricity that is cheaper than the normal domestic rate. If a suitably priced operator is chosen, only then would this installation be acceptable.</p>
38		Objection	Southwood Lane, N6	<p>I would like to record our objection to the establishment of 3no. Electric Vehicle Charging Points outside Southwood Mansions in Southwood Lane. There are 6no. parking spaces outside Southwood Mansions and reducing those by half seems to us disproportionate. We would instead suggest that using the first three bays on the Left Hand Side of Hillside Gardens would be more reasonable.</p>
39		Objection		<p>I have unfortunately found out that the borough is considering giving the contract for all the new EV charge points to Source London.</p> <p>Although the council should be commended in trying to improve access to EV charge points in the borough, giving the contract to Source London I believe is disastrous.</p> <p>When I was considering buying an EV a couple of years ago I actually approached the council for advice about facilities available for charging as many residents do not have off street access. I was advised by Haringey that Source London Charge-points were easily accessible locally and advised indeed that there were two points only moments from my front door, being located in Summerland Gardens Carpark.</p> <p>Unfortunately this turned out to be terrible advice as although these charge points exist, Source London have not helped at all and not have the council in allowing residents to use these charge points despite registering with Source. Only the lucky few registered prior to 2015 have access as although the points work, Source are unwilling to maintain them and update their registry.</p> <p>Source London's commitment it would seem to be not to provide service or indeed provide renewable energy at a reasonable cost as they are by far the most expensive way of charging cars and provide the worst service and value for customers. Many of the borough's residents do not have off street parking and therefore rely on these street charging points and have little alternative which makes owning an electric vehicle unattractive even to an existing user.</p> <p>Although I 100% support the provision of more EV chargepoints in the borough, I absolutely cannot support the contract going to Source London. The charge points should ideally be provided by more than one company to maintain choice to the consumer and maintain competition which will maintain competition and value.</p> <p>As an EV user in the borough (and one that indeed originally received poor advice from the borough) the Source Points should be placed outside Muswell Hill I plead that you do not make yet another mistake by awarding the contract to the worst company for the end user and your council residents.</p>

Name	Email Address	Comments/ Objection/Comments	Location	Summary of Comments
40		Objection/Comments	Burlingham Road, NZ2	<p>Harvey Cycling Campaign our objections and comments in relation to the proposed in two locations as below:-</p> <p>1) Burlingham Road (outside Alexandra Palace Station)</p> <p>The western side of the carriageway currently has underused car parking spaces that can be converted to safe space for cycling, as an extension of the existing cycle lane, which need to be if the objectives in the Wood Green AAP for active travel are to be met. We suggest the electric vehicle parking spaces be aligned with existing parking on the eastern side of the carriageway, so as not to potentially compromise space that could be reallocated for safer cycling.</p> <p>Additionally parking outside the Station has previously been suspended for major events (please see photograph attached) and we trust you would agree it it would be better for EV spaces not to be affected in this way.</p> <p>2) Wood Green High Road (p24 in the consultation pdf)</p> <p>We suggest the spaces proposed for pavement parking on Wood Green High Road (p24 in the consultation pdf), be moved to Whymark Avenue so as not to compromise the safety of people walking on the High Road.</p>
41		Objection	Princes Avenue, Hillfield Park and Summerland Gardens car park	<p>As an electric car driving resident of Muswell Hill, I reject the installation of electric car charging points in Princes Avenue, Hillfield Park and Summerland Gardens car park if Source London will be the scheme operator, as their high pricing (typically 2x to 3x domestic electricity rates and 2x near east competitor) will discourage electric car use. Further, drivers may simply use other charging schemes thereby leaving these bays empty most of the time, a waste of parking space.</p> <p>I recommend that at least one site should be awarded to a competitor eg the Polar scheme operated by ChargeMaster should be considered, offering electricity that is cheaper than the normal domestic rate.</p> <p>If a suitably priced operator is chosen, only then would this installation be acceptable – the whole purpose of these charging points should not be a cash cow for corporations but to increase the accessibility and usability of electric vehicles. This scheme is most important for the people for whom off-street parking/charging is not an option, therefore you're only pushing the burden onto the people least equipped to deal with it.</p>
42		Objection	Stanhope Road, N6	<p>As a resident and pensioner at this address, I'd like to object to the proposal to install EVCPs HERE.</p> <ol style="list-style-type: none"> 1. NO ONE AT THIS ADDRESS HAS AN ELECTRIC CAR. 2. as a pensioner, rely on WS bus for shopping. Bus and other transport will not be able to stop at building if congested with vehicles charging. 3. Would propose parking on the Archway direction section at the upper end of Stanhope Road facing Alford house be removed to make it easier for buses to stop to help pensioners with heavy shopping and buggies to alight. Presently buses will only stop at Shepards Hill junction with Stanhope Road as reluctant to drop us off or pick up because of parked vehicle despite being Hail and Ride.
43		Support		<p>I approve.</p>
44		Support & Comments	Crouch Hall Road Car Park, N6	<p>I've owned an electric vehicle for almost two years now. For much of this time I've been in communication with the council regarding charging points and the others entail me taking a bus to get to them.</p> <p>These new points, while a great idea, will still be no use to me as they are too far away. The point in Crouch Hall Road has been inactive for almost two years.</p> <p>Please consider putting working points in central Crouch End and also one or more of the roads to the south ie outside the library or Ella Road alongside the Parkland Walk.</p>

Name	Email Address	Comments/ Objection Support & Comments	Location	Summary of Comments
45			Hillfield Park N10	<p>It is fantastic that the borough is planning on providing more EV charging points within the borough as there are only a couple that are actually accessible to our rent users.</p> <p>Kustin's point regarding the cost to the end user is extremely pertinent. As [redacted] has pointed out the fee structure for ChargeMaster/ Polar and also Pod Point is very reasonable. The charge structure that BluePoint/ Bollere who have bought Source London is extremely expensive. This fee structure would deter many individuals from considering becoming EV owners which is actually the whole point of this project. It would be absolutely disastrous to give the whole contract to BluePoint/Bollere (Source London), and would make more sense to have at least a couple of providers in each area to maintain competition and continue to keep costs competitive.</p> <p>A DC 50 KW rapid charger would be essential at each location to make this project more future-proof and will attract customers to local businesses. The obvious choice for location would be Summerland Garden Carpark N10 as an absolute bare minimum.</p> <p>As previously discussed with the borough, we would be delighted to be a trial site for lamppost charging points in Hillfield Park N10.</p> <p>Here in Summerland Gardens a rapid charger would be welcome, but not from an expensive provider</p> <p>I'm delighted to see charge points on Hillfield Park. We already have two EV drivers.</p> <p>1. Support I'm very pleased to see the proposed 75 charging points across the Borough</p> <p>2. Not enough charging points in destination shopping areas. I would like to see more charging points at so called destination shopping areas i.e. only 2 in Rutland Gardens & 3 in Seymour Road. Five in total in Harringay Green Lanes shopping area is not enough. Please can you reconsider more locations in the Harringay Green Lanes area i.e. 2-3 locations in the Gardens and 2-3 Locations on the Leinster. There are no proposals on Harringay Green Lanes. At least 2-4 charging points north bound side only (due to bus lane) should be considered to give more options for the area and the shopping area.</p> <p>3. Residents and businesses parking with no driveways It appears that there is no proposal for long term parking and charging of EV's within this consultation. Residents and businesses need to be able start to charge near to where they live and work and park long term and charge their EV's. This will give confidence to the emerging EV market and will encourage more residents and businesses to invest and move to EV's more quickly.</p> <p>I would encourage Harringay Council to investigate the conversation of street lamp columns into charging points as other Boroughs in London have done and have started to roll out. The introduction of lamp column charging points is a much cheaper way of introducing electrical charging points on residential streets than creating traditional electrical charging bay points as proposed in this consultation.</p> <p>It would also like to encourage Harringay Council to seriously consider creating a Licence for EV's so residents and businesses can install cables across the public highway safely in cable protecting trays as other Boroughs have started to do like the London Borough Southwark Council at a cost of £22 per year for a licence.</p> <p>A Introduction of an 'EV Charging Equipment Licence Scheme' would not cost the council any money as the licence would be run at cost or potentially generate a small income to the council, giving all residents in the Borough who do not have driveways, the opportunity to join the EV revolution. The licence could also be tied into the CPZ scheme.</p> <p>Harringay Council could be spearheading such initiatives and give the opportunity for residents to have the confidence to give up their fossil fuel vehicles and switch to EV's. Without producing items 2 and 3 quickly in Harringay there will be no incentive for residents and businesses to switch to EV's for residents without driveways</p>
46		Support & Comments		

Name	Email Address	Comments/Objection/Support & Comments	Location	Summary of Comments
47		Support & Comments		<p>1. Support - I'm very pleased to see the proposed 75 charging points across the Borough</p> <p>2. Not enough charging points in destination shopping areas. I would like to see more charging points at so called destination shopping areas i.e. only 2 in Rutland Gardens & 3 in Seymour Road. Five in total in Harringay Green Lanes shopping area is not enough. Please can you reconsider more locations in the Harringay Green Lanes area i.e. 2-3 locations in the Gardens and 2-3 locations on the Ladder. There are no proposals on Harringay Green Lanes. At least 2-4 charging points north bound side only (due to bus lane) should be considered to give more options for the area and the shopping area.</p> <p>3. Residents and businesses parking with no driveways it appears that there is no proposal for long term parking and charging of EV's with in this consultation. Residents and businesses need to be able start to charge near to where they live and work and park long term and charge their EV's. This will give confidence to the emerging EV market and will encourage more residents and businesses to invest and move to EV's more quickly.</p> <p>I would encourage Harringay Council to investigate the conversation of street lamp columns into charging points as other Boroughs in London have done and have started to roll out. The introduction of lamp column charging points is a much cheaper way of introducing electrical charging points on residential streets than creating traditional electrical charging bay points as proposed in this consultation.</p> <p>I would also like to encourage Harringay Council to seriously consider creating a licence for EV's so residents and businesses can install cables across the public highway safely in cable protecting trays as other Boroughs have started to do like the London Borough Southwark Council at a cost of £22 per year for a licence.</p> <p>A introduction of an 'EV Charging Equipment Licence Scheme' would not cost the council any money as the licence would be run at cost or potentially generate a small income to the council, giving all residents in the Borough who do not have driveways, the opportunity to join the EV revolution. The licence could also be tied into the CPZ scheme.</p> <p>Haringey Council could be spearheading such initiatives and give the opportunity for residents to have the confidence to give up their fossil fuel vehicles and switch to EV's. Without introducing items 2 and 3 quickly in Harringay there will be no incentive for residents and businesses to switch to EV's for residents without driveways unless the infrastructure, facilities and garages are in place. I write to support the proposed EVCP's across the Borough in principle.</p>
48		Support & Comments		<p>1. Support I'm very pleased to see the proposed 75 charging points across the Borough.</p> <p>2. Not enough charging points in destination shopping areas. I would like to see more at so called destination shopping areas i.e. only 2 in Rutland Gardens & 3 in Seymour Road(S) in Harringay Green Lanes shopping area is not enough. Please can you reconsider more locations in the Harringay Green Lanes area i.e. 2-3 locations in the Gardens and 2-3 locations on the Ladder. There are no proposals on Harringay Green Lanes. At least 2-4 charging points north bound side only (due to bus lane) should be considered to give more options for the area and the shopping area.</p> <p>3. Nothing for Business or Residents with no driveways It appears that there is still no progress for long term parking of EV's. Bays need to be allocated in resident parking bays and business bays so that residents can start to charge near where they live and work and park long term. i.e. I don't have a drive, I park in a CPZ outside my house? There is no incentive for me to buy an electric vehicle until EV parking charge points are allocated to residential areas. i.e. conversion of all lamp columns to charging points.</p> <p>The 75 charging points, proposal will only cater for people with off street parking who can charge their EV, on this basis this means the proposal only caters for the richer areas with off street parking</p> <p>Haringey Council & the GLA need to start thinking and acting on ways of introducing mass electrical charging points in residential streets across London who don't have driveways. Only then people will be able to start to consider switching to EV's.</p>

Name	Email Address	Comments/ Objection Support & Comments	Location	Summary of Comments
49				<p>I am very much in favour of an increase of electric charging points in the borough and welcome plans for an additional 75 locations. I do have a number of points to add.</p> <ol style="list-style-type: none"> 1. Please could you seriously reconsider using Source London as your provider. I have had my electric car for nearly 2 years now and I have subscription cards for source London, Polar and charge master charging points. I have NEVER been able to use a source London point in all this time as they are always out of service or have not been updated by Haringey to accept my account. I regularly use my polar card at the Fire station on Priory Road and at other Polar points in London and outside London. The Polar customer service is excellent and will link me remotely if the app is not working. Why use Source London when they are not able to maintain their charging points. It's like visiting a Shell garage to find they never have petrol and then Haringey awarding Shell the contract to build all the new garages in the borough. 2. Please also confirm the pricing charges in Haringey for electric vehicles. This information is not readily available and I am constantly checking with warden's as there is different information. As far as I can tell I have to pay for parking in a Haringey car park but not on the street, and I am still not sure if I have to pay in a car park if I am also charging my vehicle. But I do have to pay for on street parking if it is also a residents area, please confirm. 3. Can you confirm what type of charging points these will be. As you know there are 4 different categories of charge (3 Pin, 16, 32 and rapid charge) The rapid charge is by far the preferred option as it will move vehicles through. The slower charge points encourage cars to park overnight which will make it impossible for large numbers of vehicles to use the charging points.
50		Support & Comments		<p>As a hybrid car user I am supportive of initiatives that encourage adoption of electric vehicles, make it more mainstream and allow for easy charging without off street parking.</p> <p>The proposed locations are probably too far from my house (Mount View Road, Crouch Hill end) and not in locations where I would naturally leave the car for extended periods, so will probably not impact my 'charging behaviour'.</p> <p>I would be interested to know the criteria (and priority order) used for location choice.</p> <p>I write to support the proposed EVCP's across the Borough in principle.</p>
51		Support & Comments		<p>1. Support I'm very pleased to see the proposed 75 charging points across the Borough.</p> <p>2. Not enough charging points in destination shopping areas. I would like to see more at so called destination shopping areas i.e. only 2 in Round Gardens & 3 in Seymour Road(S) in Haringey Green Lanes shopping area is not enough. Please can you reconsider more locations in the Haringey Green Lanes area i.e. 2-3 locations in the Gardens and 2-3 Locations on the Ladder There are no proposals on Haringey Green Lanes. At least 2-4 charging points north bound side only (due to bus lane) should be considered to give more options for the area and the shopping area.</p> <p>3. Nothing for Business or Residents with no driveways It appears that there is still no progress for long term parking of EV's. Bays need to be allocated in resident parking bays and business bays so that residents can start to charge near where they live and work and park long term. i.e. I don't have a drive, I park in a CPZ outside my house? There is no incentive for me to buy an electric vehicle until EV parking charge points are allocated to residential areas. i.e. conversion of all lamp columns to charging points.</p> <p>The 75 charging points, proposal will only cater for people with off street parking who can charge their EV, on this basis this means the ripsew only caters for the richer areas with off street parking</p> <p>Haringey Council & the GLA need to start thinking and acting on ways of introducing mass electrical charging points in residential streets across London who don't have driveways, only then people will start to consider switching to EV's.</p>

Name	Email Address	Comments/ Objection Support & Comments	Location	Summary of Comments
52	[REDACTED]	[REDACTED]	[REDACTED]	<p>I note with interest that you are intending to increase a rd upgrade Haringey's electric vehicle charging point network. I am highly supportive of this. However, it is extremely evident from the list of locations, and more so from the map that Stroud Green is a complete desert for such charging points. This makes it completely impractical for a large section of the borough's residents to switch to electric vehicles. It's completely impractical for Stroud Green residents to have to travel to the Ladler to charge and would simply add to an already congested Endymion Road and Wightman Road if they were to do so.</p> <p>As a Stroud Green resident, I had asked for consideration for charging points to be installed in my local area (my postcode is N4 3EL).</p> <p>I would urge the council to consider steps that currently have no provision and where residents are highly unlikely to have a drive (Stroud Green is clearly one of those areas) for new points to be installed.</p>
53	[REDACTED]	[REDACTED]	[REDACTED]	<p>Whilst I applaud this step forward I cannot help but comment on the clustering of such locations.</p> <p>I live in Crouch End (N8 8RQ) and recently wrote to the council's saying that the lack of electric bays was what stopped me from buying an electric vehicle.</p> <p>One look at the map shows that Crouch End is still going to be very poorly serviced.</p> <p>The map shows clusters of bays - especially around Wood Green Station (6 Bays!) - in some locations with large areas - Crouch End, Stroud Green, Tottenham, almost totally neglected.</p> <p>Why is this? It's not like people don't live in these areas. Surely residential areas need the bays the most.</p> <p>Please let this be good news for the whole borough.</p> <p>Is it just because your offices are in Wood Green? That surely must be a coincidence!</p>
54	[REDACTED]	[REDACTED]	[REDACTED]	<p>Many thanks for this. I think that it is great news that there will be more charging points in Haringey.</p> <p>However as a user of the Charging points I can attest to the fact that it is very difficult to get access to a charging point at the moment. There simply aren't enough points around the borough especially when you take into account the fact that the points are frequently not working/requiring repair/maintenance.</p> <p>If you can't charge your electric car then you cannot drive it. In these circumstances I would commend this initiative to increase the number of charging points but I think that we need more charging points in more places than this initiative provides for. For example there will still be no charging points south of the Princes Avenue point. The charging points need to be more spread out in the borough. If you need to drive far to access a point then this can be a big problem. More points nearer peoples homes not just off high streets.</p> <p>Thanks again for all your help and for the initiative. As noted above, I think that it can be improved upon in order to deal with big current needs and to plan for the future.</p>

Name	Email Address	Comments/ Objection Support & Comments	Location	Summary of Comments
55	[REDACTED]			<p>This is a very welcome development and I look forward to this enhanced infrastructure immensely. However I have some concerns which I have tried to summarise below.</p> <p>In total there are three areas of concern regarding the proposed location of the charging locations.</p> <p>1) Inclusion of charging points for leisure centres and parking lots of public parts, and possibly shopping centres. One of the most critical questions that is curiously often overlooked, is an analysis of the situations. As an Electric Vehicle Owner, what are the main situations where and when I am going to charge my car?</p> <p>I can only offer this insight from my own behaviour but when talking to other Electric Vehicle owners these situations are, in the order of priority / convenience:</p> <p>1) At or near my home or work (maximum of 5 min walk) or at park & ride points</p> <p>2) When the vehicle is parked for 1h or more while running errands, typically in situations that involve children.</p> <p>(To Note: why errands that involve children? Because there's always lots of "Stuff" that one needs to bring for the kids mandating a car journey. If one is running these errands solo, it may be faster / easier to use a bike / walk)</p> <p>2) Consider existing charging infrastructure and overlap with non-Source offering</p> <p>If like many other electric car owners am a member of Source London as well as other large networks, specifically Chargemaster/Polar network. One of the charging points is very close to the proposed locations.</p> <p>Specifically near Priory Road Fire station is an existing location.</p> <p>3) Lack of charging infrastructure in some areas of Haringey</p> <p>Apart from the framework outlined above, I was a bit distraught to find out that there's no provision for a charging point in the Crouch End area circled. This continues to be a blank spot in the map.</p> <p>Thank you very much for considering this feedback. I feel very passionately about trying to help and this Charge infrastructure upgrade the biggest possible</p>

