

Report for: Record of Decision Taken Under Delegated Authority

Item number:

Title: Electric Vehicle Charging Points Installation at various locations in the borough managed by Source London Mobility Solutions Limited

Report authorised by: Head of Highways and Parking: Ann Cunningham



Lead Officer: Bethlehem Girma – Project Engineer Highways and Parking
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 September/October 2020 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 to support the borough in delivering its carbon reduction targets and air quality improvements, the council is considering all options available to expand the Electric Vehicle Charging Point (EVCP) network in the borough.

In a recently published study, commissioned by the Mayor's Electric Vehicle Infrastructure Taskforce, which investigated the future needs for public charging infrastructure in each London boroughs, also estimated that 962 standard and 61 rapid charging points will be needed in Haringey by 2030.

- 2.2 There are 81 EVCPs installed and in operation in Haringey. When these new proposed 25 EVCPs outlined in this report are implemented, it will increase the number of EVCPs to 106 in the borough.
- 2.3 The sites for these new proposed charging points were selected based on requests received from residents and further site assessments by the EVCPs Provider to determine the suitability of the locations. A list of the locations and plans, which shows the layout of proposals are contained in Appendix I of this report.
- 2.4 To minimise street clutter the new EV charging points will have two sockets on each side, that will have the ability to charge two vehicles at one time. Most of the proposed EV points will also be installed on traffic islands or buildouts to ensure that in areas where footways are narrow, pedestrian access is maintained.
- 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 Source London Mobility Solutions Limited. Source London has a 6 year plus a 2year possible extension contract with the council to install and manage EV charging points in the borough.
- 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 In order to introduce the Electric Vehicle Charging points and permit their use, the council, as the Highway Authority, is required to enter into a period of consultation known a statutory consultation. This is the legal part of the process required before introducing EVCPs on a public highway and off-street locations managed by the council.
- 3.2 Before making the relevant Traffic Management Orders and proceeding with the installation process the council must consider all representations submitted in response to the statutory consultation.
- 3.3 The Statutory Consultation for the proposals commenced on 30 September 2020, with a closing date for representation on 28 October 2020. A Notice of Intention was published in the London Gazette, local press and posted on site at the locations affected by the proposals on 30 September 2020. Information about the proposals was also posted on the council's website.
- 3.4 A Statutory consultation letter which outlines the proposals was delivered, by hand, to all frontages and businesses within close proximity to the 37 proposed EVCPs/bays.. In total 500 letters were posted. See Appendix II for the statutory consultation letter.
- 3.5 As part of the statutory process, the views of the following bodies are also sought: Transport for London, London Travel Watch, One Search Direct, Police (local), Fire Brigade, London Ambulance Service, Freight Transport Association, Road Haulage Association, Metropolitan Police (traffic), Haringey Cycling Campaign and Arriva Buses.

4.0 Statutory Consultation Feedback

4.1 A summary of representations received:

A total of 16 representations were received during the statutory consultation period with 11 in support and 5 providing comments on the proposals. None of the 5 objected to having an EV charging point, but rather made requests for the councils' consideration.

All representations/comments received are contained in Appendix III of this report. The summary of comments and the council's responses are outlined in section 4.2 to 4.4 below.

Comments and Council Response:

- 4.2 **Comments:** 2 respondents stated that they were in support of the proposed EV points, however the Source London pricing was high as they charged by the time spent to charge as opposed to the KWh delivered and suggested the council consider other EVCPs Providers to give options to residents.

Council's response: Source London are one of the biggest EV charging operator and have over a 1000 charging points in London. 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, green energy supplier, and cost etc. whilst ensuring reliability and ongoing maintenance. All the costs of installation and associated costs with these EV points are also covered by Source London without any cost to the council/tax payers. The usage charges for Source London is a bit higher than other providers', but it is still cheaper than petrol/diesel use.

The Council does not have an exclusivity contract with Source London and we also have other contracts with other Providers. The cost for these however are covered through OLEV funding with 25% funding contribution from the council. Through this funding, the council have installed 25 Lamp Column EV points managed by Char.gy Ltd and 12 Standard EV points managed by BP Chargemaster, all of which are in operation. These provide users with a choice of charging points, however, due the limited amount of funding available through this, we can only implement a limited amount of EV points under these contracts.

- 4.3 **Comment:** 1 respondent commented that the proposed EV charging points in Albert Road were very much welcomed but stated that the location for the charging points directly opposite to the junction of Clifton Road was not suitable. During peak times the volume of traffic using Clifton Road to enter Albert Road is significant and they believe that the proposed site for the bays is far too close to the junction and represents a significant hazard as vehicles attempt to join Albert Road from Clifton Road.

The respondent requested for the council to consider moving the bays just 20 yards North East along Albert Road to avoid this impact.

Council's response: Source London Engineers assessed the location and encountered power supply issues in moving the bays 20 yards from the position proposed. Having considered the concerns raised, officers recommend that this location not be progressed for a EV charge point and an alternative site in the area be investigated as part of the next phase of the EV installation programme.

- 4.4 **Comment:** 1 respondent requested information on the rationale for selecting Fairfax Road and Allison Road from the Haringay Ladder Roads over others.

Council's response: Our resources are limited and we can only be able to install certain amount of EVCPs in a year. These locations were selected based on available resources, demands from the area and site assessments which determined the suitability of the locations for installation of EVCPs.

- 4.5 **Comment:** 1 respondent requested information on the loss of parking bays for the proposed EV bay in Albany Road.

Council's response: there will be a loss of 4.5 residents parking places at the locations. The EVCPs proposed are based on demand and requests from the local area. The proposals will help serve residents in Albany Road and also other residents in the area and visitors.

Views from Statutory Bodies

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

5.0 Chief Finance Officer Comments

- 5.1 The costs for implementing the Electric Vehicle (EV) charging points and, associated Legal, street work permits, Licences and Traffic Management Order costs will be met by the Provider, Source London and there is no cost to the council for a 6 year contract with a possible extension of 2 years.
- 5.2 To create an EV charging bay may result in a loss of a shared (pay by phone & residents permit) parking bays, resulting in loss of income for the Council. 10 of the bays affected are residents permit holder at @£289 per bay pa, 7 are Pay by Phone bays and the remaining 8 bays are shared use (pay by phone & permit holders) bays.

5.3 The Council will receive £500 per bay pa from Source London Mobility Solutions Limited for each of the 25 bays that are being proposed in this report.

6.0 Regulatory Requirements and Responsibilities

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.

6.4 In accordance with the requirements of the London Local Authorities and Transport for London Act 2013 Section 17, the council also required to give a notice and carry out a consultation before providing Electric Vehicle Charging points.

7.0 Comments of the Assistant Director of Corporate Governance

7.1 The legal framework and statutory requirements for consultation are set out in Paragraph 6 of this report and it is the view of legal services that what is being proposed and recommended within this report is in accordance with the law, as set out in Paragraph 6.

7.2 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 under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act,
- Advance equality of opportunity between people who share the protected characteristics and people who do not,
- Foster good relations between people who share those characteristics and people who do not.

8.2 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.

8.3 The proposed decision is to proceed with the introduction of the Electric Vehicle Charging Points outlined in Appendix 1 and 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.

8.4 The overall objective of the EVCP installation programme is to reduce CO2 emissions and improve air quality. Achievement of these objectives will have positive impacts for young people, older people, and people with disabilities, who are disproportionately affected by air pollution. As such, the proposed decision represents a measure to address existing inequalities.

9.0 Recommendation

9.1 It is recommended that the Head of Highways and Parking in consultation with the Cabinet Member for Customer Service, Welfare and the Public Realm

- Note the feedback to the Statutory Consultation process and consider the representations submitted in response to the consultation,
- Agree to proceed to implementation Electric Vehicle Charging Points as proposed and outlined in Appendix I of this report, except the proposed EVCP points opposite Nos. 229 -233 Albert Road, N22.
- Approve that residents in the vicinity of the proposed EV locations be informed of this decision.
- Agree for the Traffic Management Order to be made for the approved EV charging bays, under section 6 and 124 of the Road Traffic Regulation Act 1984.

APPENDIX I

A list of locations and layout plans

Proposed Electric Vehicles Charging Points locations and details.

	Streets	Location detail	No. of charging points	No. of bays
1	Albany Road, N4	South west side - near the junction of Mount View Road, at the side of No. 54 Mount View Road	2	4
2	Albert Road, N22	North west side - opposite Nos. 227 - 233 Albert Road	2	4
3	Allison Road, N8	North side - near the Junction of Green Lanes opposite 136 - 140 Allison Road, at the side of Harringey United Church	2	4
4	Cholmeley Park, N6	North west side - near outside No. 50 Cholmeley Park, N6	2	4
5	Cunningham Road, N15	East side - near the junction of Broad Lane	1	2
6	Fairfax Road, N8	North west side - opposite Nos. 10 -14 Fairfax Road	2	4
7	Tottenham Lane, N8	North west side -near the junction of Ribblesdale Road	2	3
8	Upper Tollington Park, N4	South east side - opposite Nos. 81 - 87 Upper Tollington Park	2	4

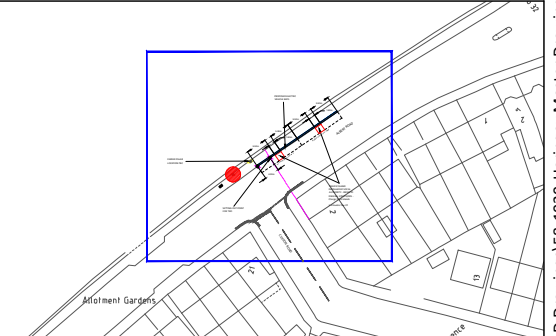


KEY / LEGEND

EXISTING - EV PARKING BAY	
OPT 1 - EV PROPOSED BAY	
NEW EV CHARGE POINT	
EV FEDDER PILLAR	
EXISTING SOURCE LONDON CP	
BT DUCTING	
ELEC DUCTING	
BT STATUTORY PLANT	
EXISTING LAMP COLUMN	
CP EXCLUSION ZONE (2m Radius)	
REMOVAL	
SETTING OUT POINT	
TRAFFIC SIGN-DIAGRAM 660.9	

EASTINGS	529372
NORTHINGS	190779
POSTCODE	N22 7XL

LOCATION PLAN



Rev.	Date	Comments	Des	Chk	App
A	20/04/20	Added Traffic Islands	BB	FF	MS
-		ORIGINAL ISSUE			



Title:
GENERAL LAYOUT
 Proposed EV Layouts
 Albert Road
 TMO Drawing

Drawing No. 58/1030/034/TMO	Sheet No. 1 OFF 1	Rev. A
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1:200 @ A3

FEEDER PILLAR LOCATION TBC

SETTING OUT POINT FOR TRO

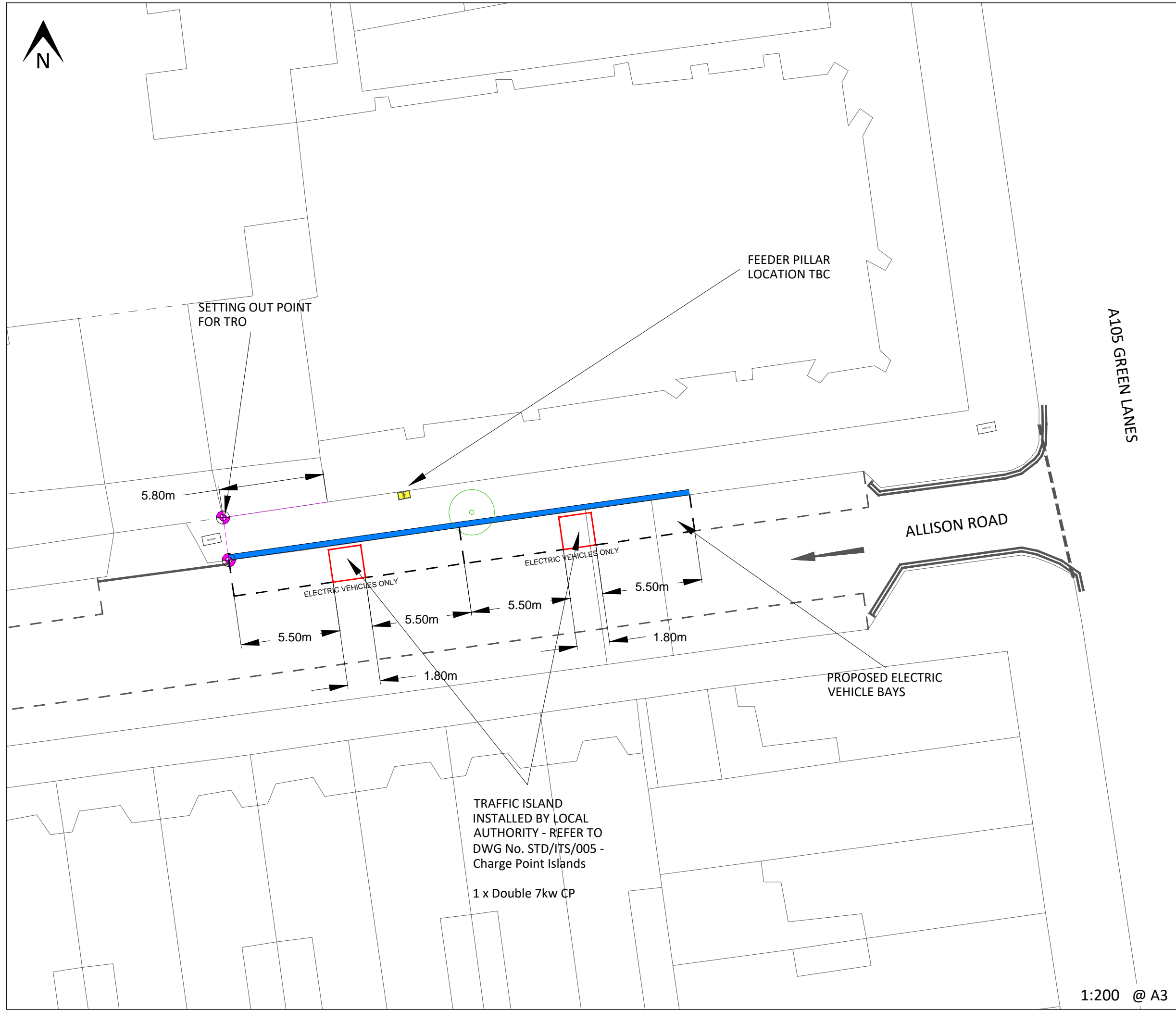
PROPOSED ELECTRIC VEHICLE BAYS

TRAFFIC ISLAND INSTALLED BY LOCAL AUTHORITY - REFER TO DWG No. STD/ITS/005 - Charge Point Islands

1 x Double 7kw CP

CLIFTON ROAD

ALBERT ROAD

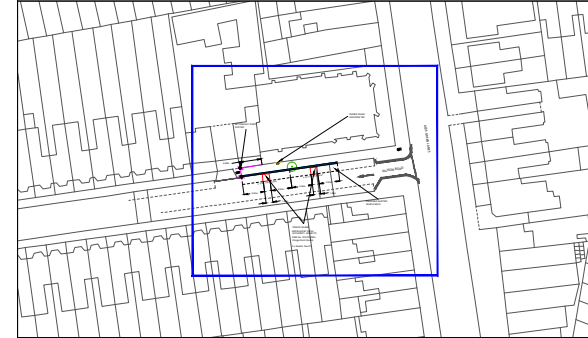


KEY / LEGEND

- EXISTING - EV PARKING BAY
- OPT 1 - EV PROPOSED BAY
- NEW EV CHARGE POINT
- EV FEDDER PILLAR
- EXISTING SOURCE LONDON CP
- BT DUCTING
- ELEC DUCTING
- BT STATUTORY PLANT
- EXISTING LAMP COLUMN
- CP EXCLUSION ZONE (2m Radius)
- REMOVAL
- SETTING OUT POINT
- TRAFFIC SIGN-DIAGRAM 660.9

EASTINGS	531697
NORTHINGS	188877
POSTCODE	N8 ORG

LOCATION PLAN



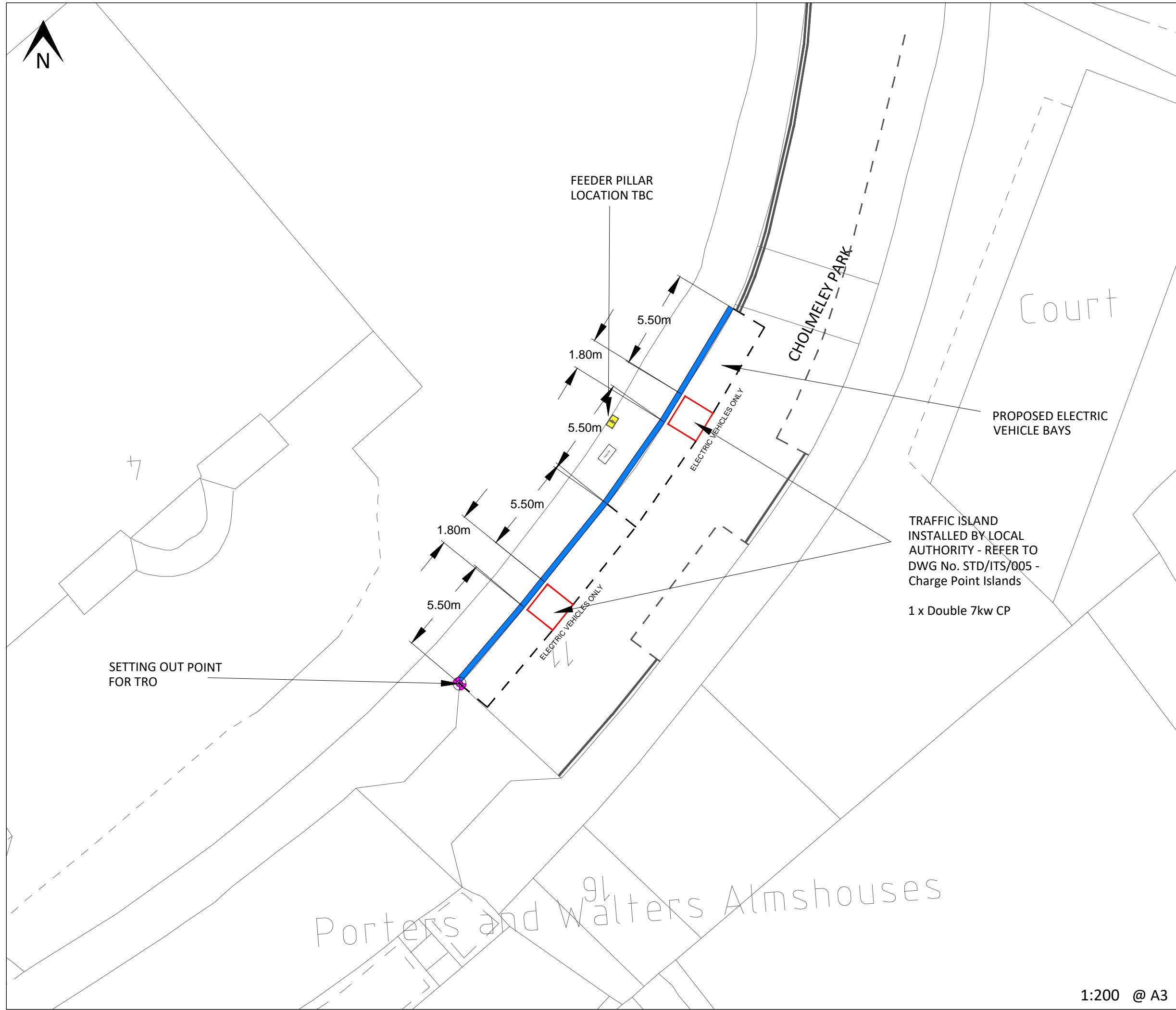
Rev.	Date	Comments	Des	Chk	App
A	20/04/20	Added Traffic Islands	BB	FF	MS
-		ORIGINAL ISSUE			



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GENERAL LAYOUT
 Proposed EV Layouts
 Allison Road
 TMO Drawing

Drawing No. 58/1030/035/TMO	Sheet No. 1 OFF 1	Rev. A
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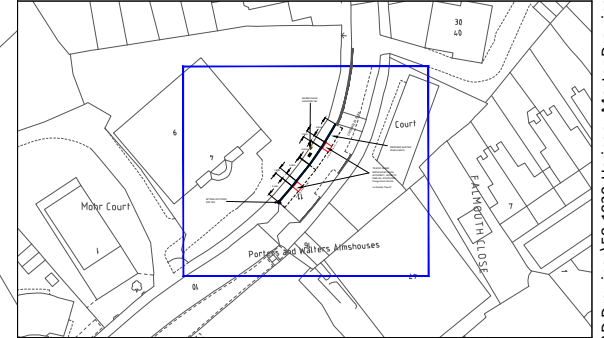


KEY / LEGEND

- EXISTING - EV PARKING BAY
- OPT 1 - EV PROPOSED BAY
- NEW EV CHARGE POINT
- EV FEDDER PILLAR
- EXISTING SOURCE LONDON CP
- BT DUCTING
- ELEC DUCTING
- BT STATUTORY PLANT
- EXISTING LAMP COLUMN
- CP EXCLUSION ZONE (2m Radius)
- REMOVAL
- SETTING OUT POINT
- TRAFFIC SIGN-DIAGRAM 660.9

EASTINGS	528784
NORTHINGS	187434
POSTCODE	N6 5EH

LOCATION PLAN



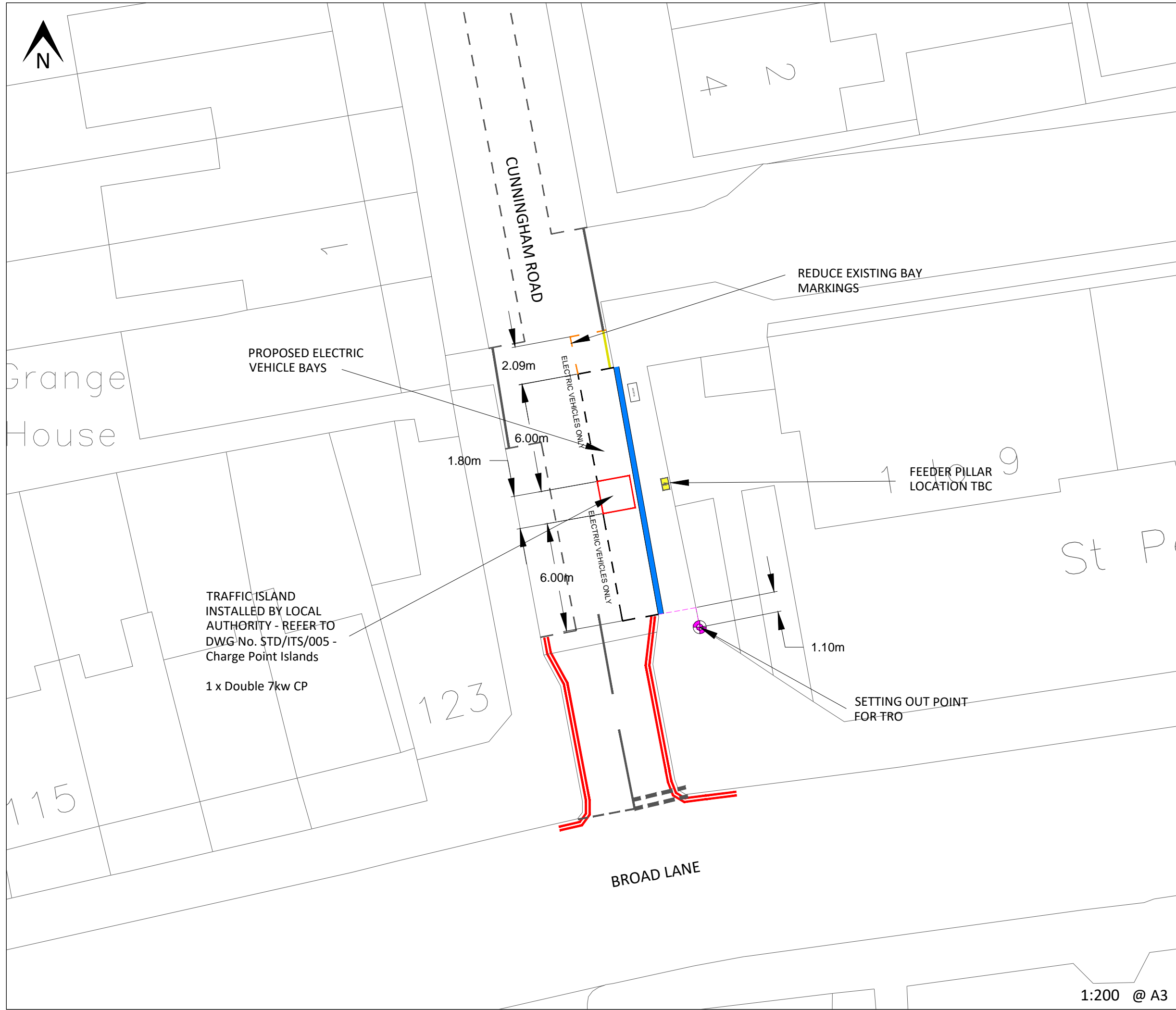
Rev.	Date	Comments	Des	Chk	App
B	20/04/20	Added Traffic Islands	BB	FF	MS
-		ORIGINAL ISSUE			



Title:
GENERAL LAYOUT
 Existing & Proposed EV Layouts
 Cholmeley Park
 TMO Drawing

Drawing No. 58/1030/036/TMO	Sheet No. 1 OFF 1	Rev. E
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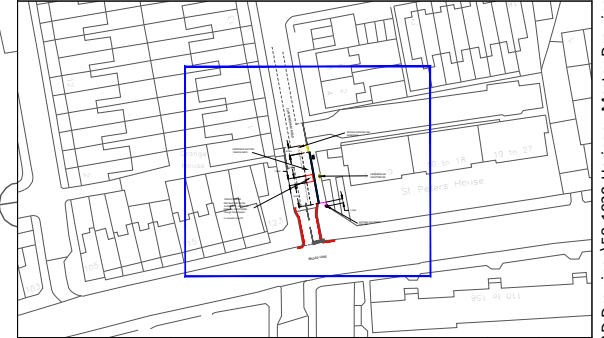


KEY / LEGEND

- EXISTING - EV PARKING BAY
- OPT 1 - EV PROPOSED BAY
- NEW EV CHARGE POINT
- EV FEDDER PILLAR
- EXISTING SOURCE LONDON CP
- BT DUCTING
- ELEC DUCTING
- BT STATUTORY PLANT
- EXISTING LAMP COLUMN
- CP EXCLUSION ZONE (2m Radius)
- REMOVAL
- SETTING OUT POINT
- TRAFFIC SIGN-DIAGRAM 660.9

EASTINGS	534096
NORTHINGS	189113
POSTCODE	N15 4DS

LOCATION PLAN



Rev.	Date	Comments	Des	Chk	App
A	20/04/20	Added Traffic Island	BB	FF	MS
-		ORIGINAL ISSUE			

Client :

Title:
GENERAL LAYOUT
 Proposed EV Layouts
 Cunningham Road
 TMO Drawing

Drawing No. 58/1030/037/TMO	Sheet No. 1 OFF 1	Rev. A
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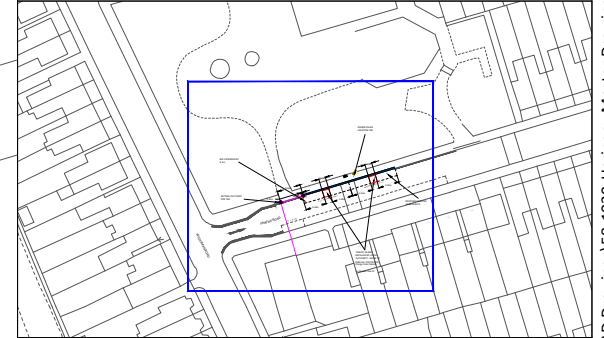


KEY / LEGEND

- EXISTING - EV PARKING BAY
- OPT 1 - EV PROPOSED BAY
- NEW EV CHARGE POINT
- EV FEDDER PILLAR
- EXISTING SOURCE LONDON CP
- BT DUCTING
- ELEC DUCTING
- BT STATUTORY PLANT
- EXISTING LAMP COLUMN
- CP EXCLUSION ZONE (2m Radius)
- REMOVAL
- SETTING OUT POINT
- TRAFFIC SIGN-DIAGRAM 660.9

EASTINGS	531277
NORTHINGS	189030
POSTCODE	N8 0NJ

LOCATION PLAN

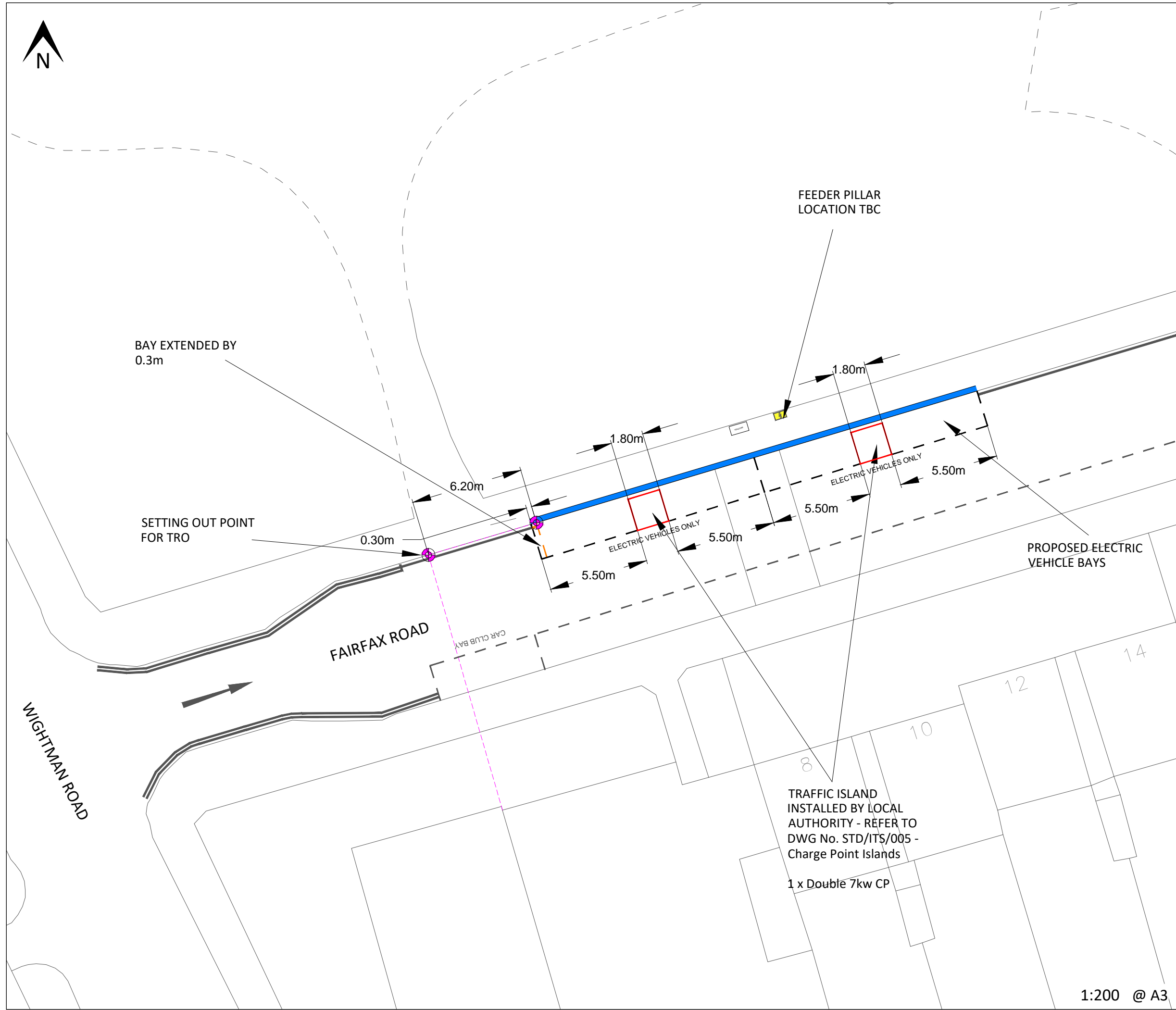


Rev.	Date	Comments	Des	Chk	App
A	20/04/20	Added Traffic Islands	BB	FF	MS
-		ORIGINAL ISSUE			

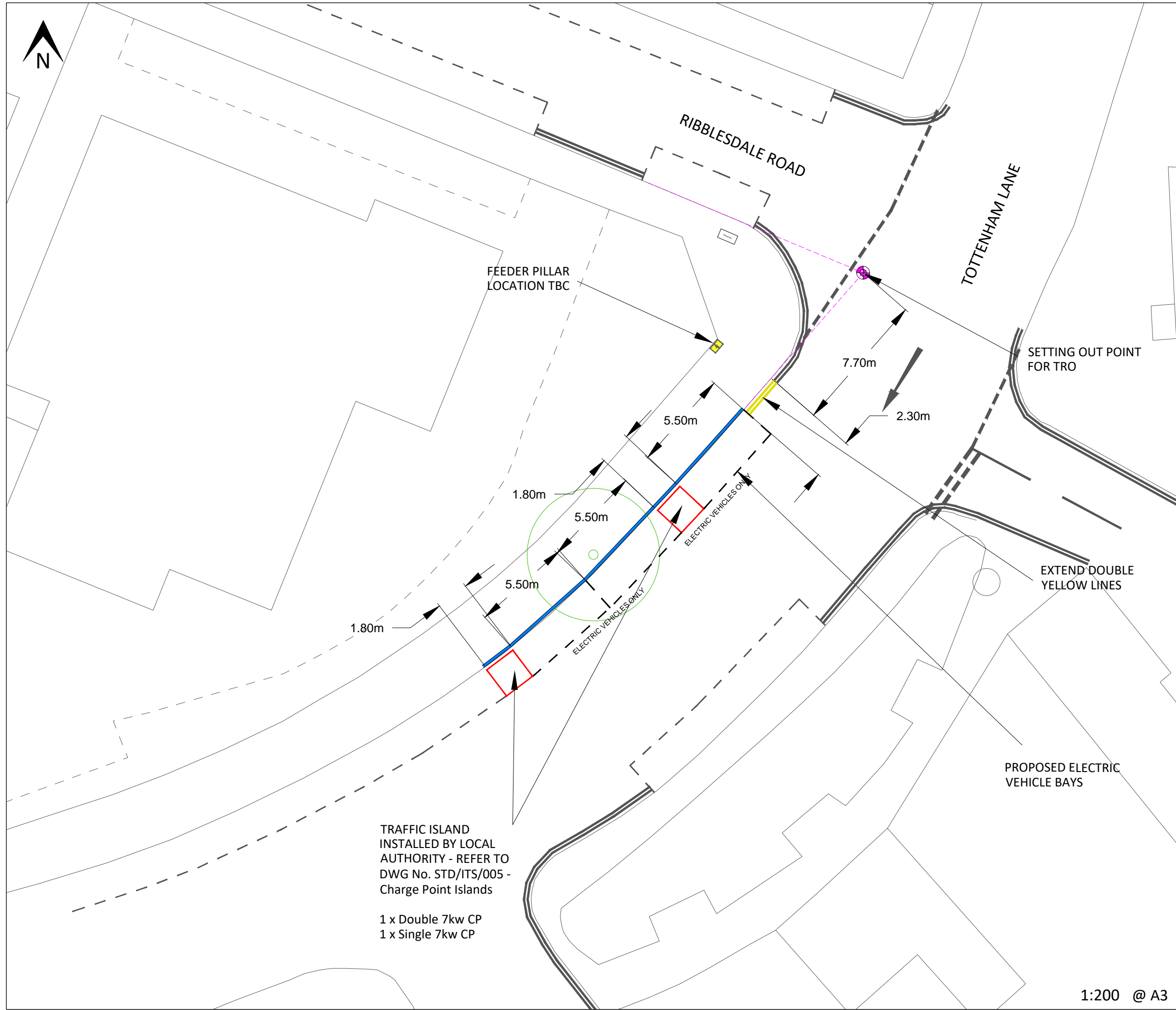
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Title:
GENERAL LAYOUT
 Proposed EV Layouts
 Fairfax Road
 TMO Drawing

Drawing No. 58/1030/038/TMO	Sheet No. 1 OFF 1	Rev. A
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TRAFFIC ISLAND
 INSTALLED BY LOCAL
 AUTHORITY - REFER TO
 DWG No. STD/ITS/005 -
 Charge Point Islands

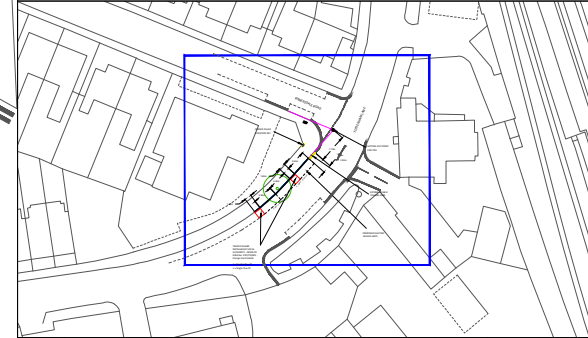
1 x Double 7kw CP
 1 x Single 7kw CP

KEY / LEGEND

- EXISTING - EV PARKING BAY
- OPT 1 - EV PROPOSED BAY
- NEW EV CHARGE POINT
- EV FEDDER PILLAR
- EXISTING SOURCE LONDON CP
- BT DUCTING
- ELEC DUCTING
- BT STATUTORY PLANT
- EXISTING LAMP COLUMN
- CP EXCLUSION ZONE (2m Radius)
- REMOVAL
- SETTING OUT POINT
- TRAFFIC SIGN-DIAGRAM 660.9

EASTINGS	530849
NORTHINGS	189120
POSTCODE	N8 9BD

LOCATION PLAN



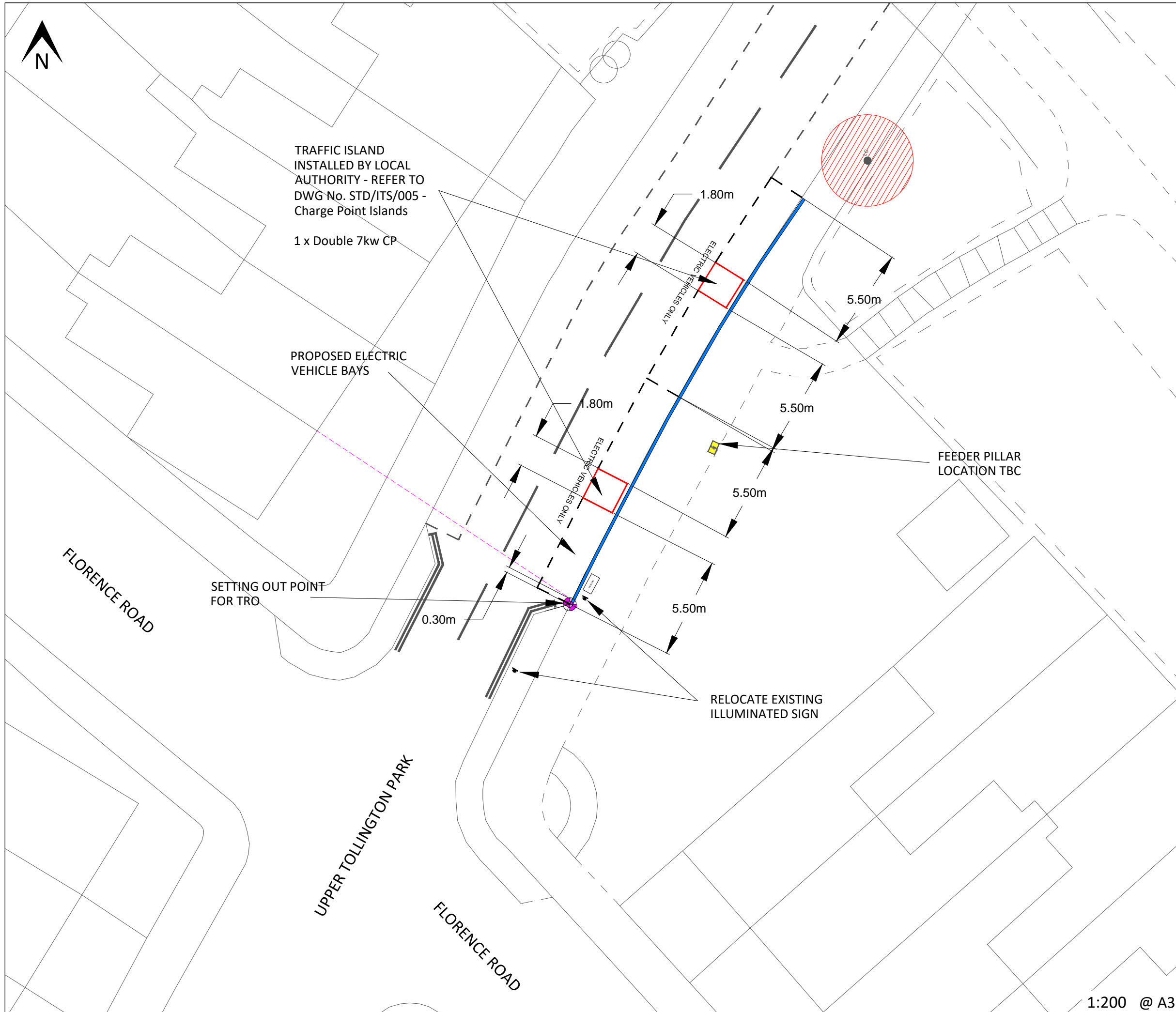
Rev.	Date	Comments	Des	Chk	App
B	27/08/20	Removed one ev bay	BB	FF	MS
A	30/04/20	Added Traffic Islands	BB	FF	MS
-		ORIGINAL ISSUE			

Client :

Title:
GENERAL LAYOUT
 Proposed EV Layouts
 Tottenham Lane
 TMO Drawing

Drawing No. 58/1030/042/TMO	Sheet No. 1 OFF 1	Rev. A
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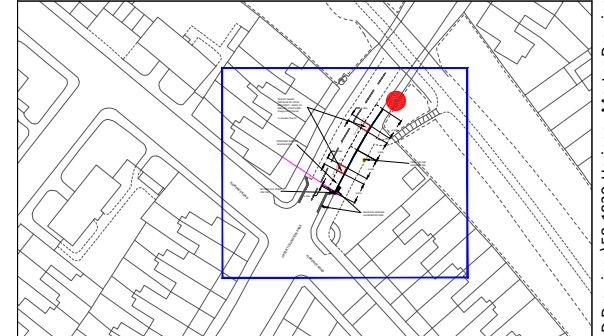


KEY / LEGEND

- EXISTING - EV PARKING BAY
- OPT 1 - EV PROPOSED BAY
- NEW EV CHARGE POINT
- EV FEDDER PILLAR
- EXISTING SOURCE LONDON CP
- BT DUCTING
- ELEC DUCTING
- BT STATUTORY PLANT
- EXISTING LAMP COLUMN
- CP EXCLUSION ZONE (2m Radius)
- REMOVAL
- SETTING OUT POINT
- TRAFFIC SIGN-DIAGRAM 660.9

EASTINGS	531227
NORTHINGS	187473
POSTCODE	N4 4LS

LOCATION PLAN



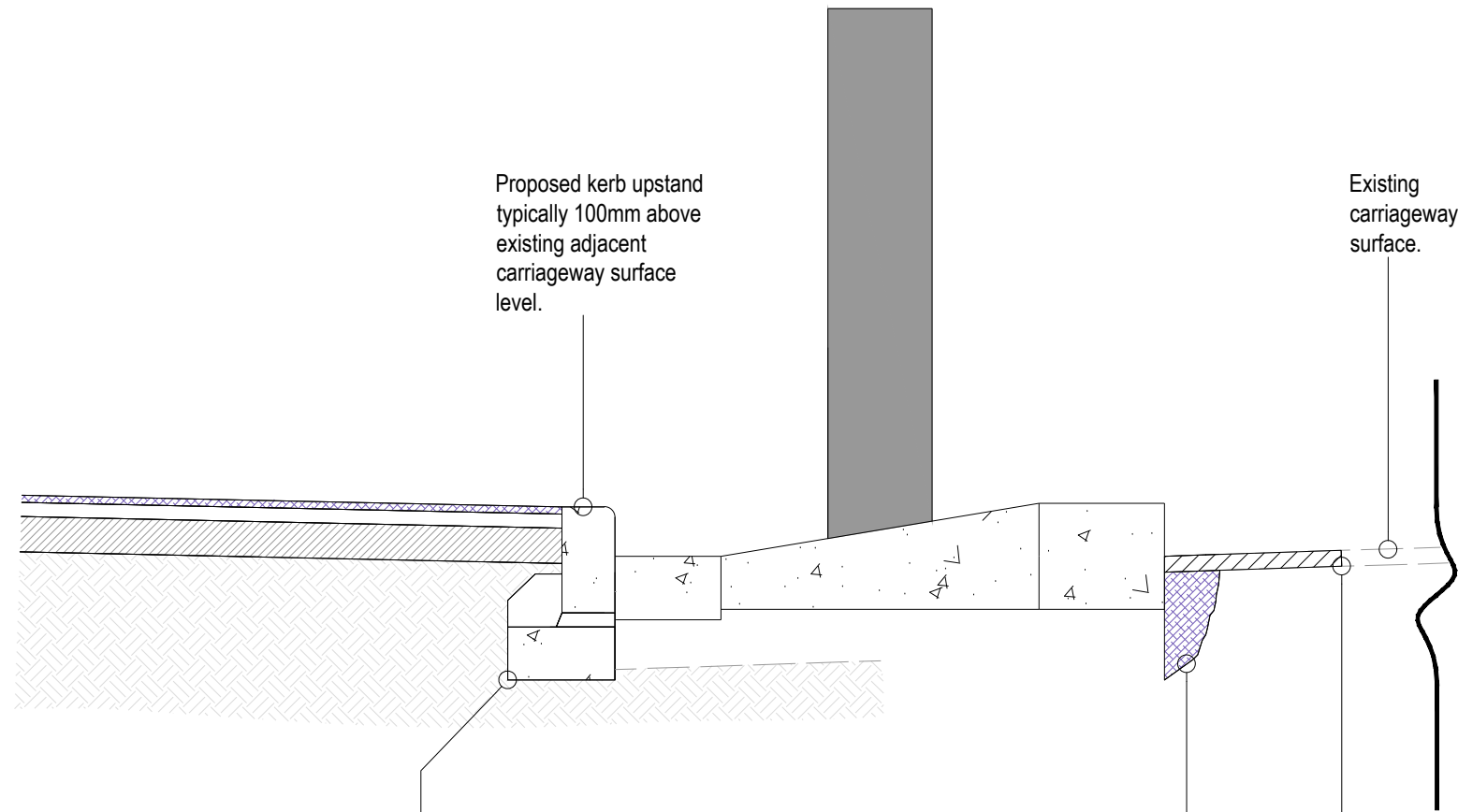
Rev.	Date	Comments	Des	Chk	App
A	20/04/20	Added Traffic Islands	BB	FF	MS
-		ORIGINAL ISSUE			

Client :

Title:
GENERAL LAYOUT
Proposed EV Layouts
Upper Tollington Park
TMO Drawing

Drawing No. 58/1030/043/TMO	Sheet No. 1 OFF 1	Rev. A
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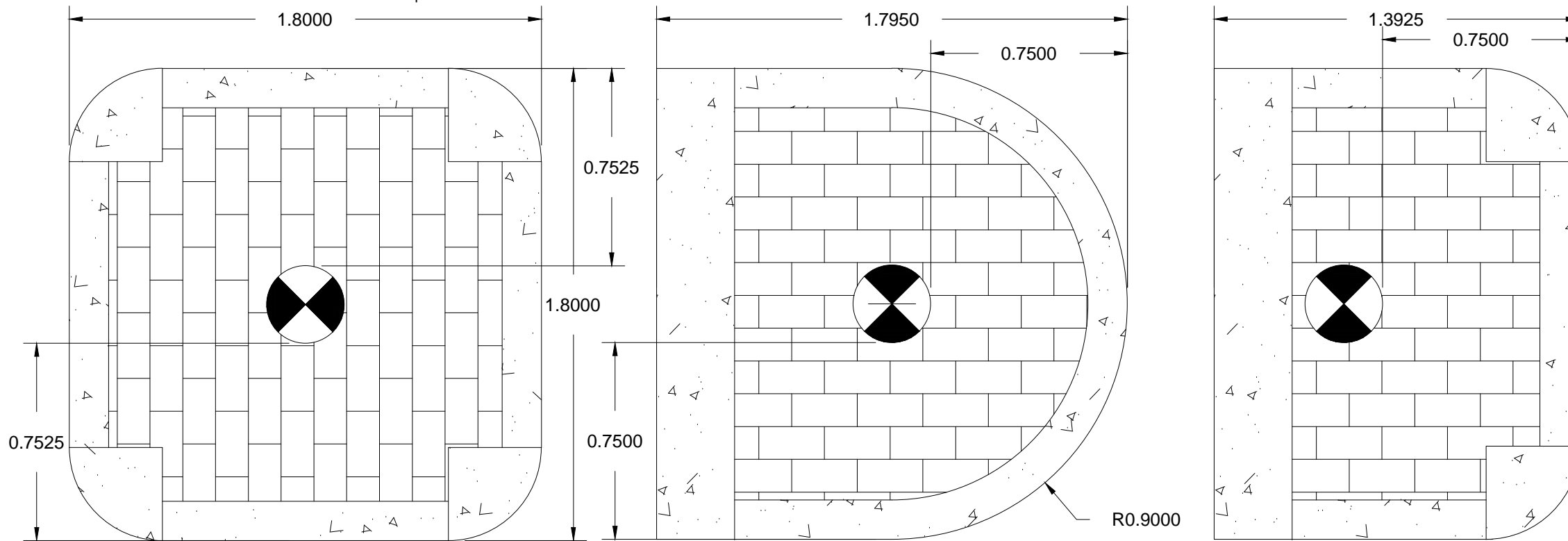
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Proposed concrete kerb base to be ST4 300x150mm. kerb to be set on 10-40mm mortar. kerb to be haunched to 150mm depth.

DBM reinstatement to max. width of 150mm.

Proposed carriageway reinstatement for 300mm outstep to saw-cut edge and then bitumen sealed.



TYPE 1
(300mm from kerb line)

TYPE 2
(built against kerbline as shown above)

TYPE 3
(built against kerbline as shown above)

1:20 @ A3

KEY / LEGEND

Rev.	Date	Comments	Des	Chk	App
-		ORIGINAL ISSUE			

Client :



Title:

GENERAL LAYOUT
Build Out Types

Drawing No.
58/1030/000

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APPENDIX II

Statutory Consultation Document

30 September 2020

STATUTORY CONSULTATION

Proposed Electric Vehicle Charging Points (EVCPs)

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 Vehicle Charging Points by installing up to **37** additional points at **11** locations across Haringey. These will be part of the Source London charging network and will be accessible to Source London members, and all other users on a 'pay as you go' basis.

We are writing to you because charging points are being proposed in, or near your road, and these will require designated parking bays for the specific use of electric vehicles only. The attached list outlines the proposed locations for the proposed EV charging bays across the borough. Detailed design drawings for each location is available on our website www.haringey.gov.uk > Parking Roads and Travel > Travel > Electric Vehicles > Electric Vehicle Charging Points > New EV charging point proposals.

In order to introduce the charging points and bays we are required to carry out statutory consultation so that we can legally enforce. 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 consultation will end on 28 October 2020 and provides a 28day period for interested parties to make representations or comments on the proposals. You can respond to the consultation by emailing us at frontline.consultation@haringey.gov.uk.

If you have any questions regarding the scheme please contact us: EV.Chargingpoints@haringey.gov.uk.

Comments must be received no later than 28 October 2020.

Thank you for your attention,

Yours faithfully,



Parking Schemes

Parking Schemes
Level 1, South
River Park House
225 High Road, Wood Green
London N22 8HQ

020 8489 1000

www.haringey.gov.uk

Electric Vehicle Charging Points proposed locations and details

	Streets	Location detail	No. of Charging units	No. of bays
1	Albany Road, N4	South west side - near the junction of Mount View Road, at the side of No. 54 Mount View Road	2	4
2	Albert Road, N22	North west side - opposite Nos. 227 - 233 Albert Road	2	4
3	Allison Road, N8	North side - near the Junction of Green Lanes opposite 136 - 140 Allison Road, at the side of Harringey United Church	2	4
4	Cholmeley Park, N6	North west side - near outside No. 50 Cholmeley Park, N6	2	4
5	Cunningham Road, N15	East side - near the junction of Broad Lane	1	2
6	Fairfax Road, N8	North west side - opposite Nos. 10 -14 Fairfax Road	2	4
7	Haringey Park, N8	North west side- near the junction with Hatherley Gardens, opposite Nos. 36 - 38 Haringey Park	1	2
8	The Avenue, N10	North east side - opposite Nos. 3- 5 The Avenue	1	2
9	Tottenham Lane, N8	North west side -near the junction of Ribblesdale Road	2	3
10	Upper Tollington Park, N4	South east side - opposite Nos. 81 - 87 Upper Tollington Park	2	4
11	Wellfield Avenue, N10	North east side -near the junction of Dukes Avenue at the side of No. 11 Dukes Avenue	2	4

APPENDIX III

Statutory Consultation Responses

EVCP Statutory Consultation Analysis

		Count	%
Support or Object	Support	11	69%
	Object	0	0%
	Other view	5	31%
	Total	16	100%

		Support or Object							
		Support		Object		Other view		Total	
		Count	Row %	Count	Row%	Count	Row%	Count	Row%
Proposed EVCP location	Albany Rd N4	2	67%	0	0%	1	33%	3	100%
	Albert Rd N22	2	100%	0	0%	0	0%	2	100%
	Cholmeley Park N6	5	100%	0	0%	0	0%	5	100%
	Cunningham Rd N1 5	1	100%	0	0%	0	0%	1	100%
	Fairfax & Allison roads	0	0%	0	0%	1	100%	1	100%
	Ribblesdale Rd	0	0%	0	0%	1	100%	1	100%
	UpperTollington Park	1	100%	0	0%	0	0%	1	100%
	Not identified	0	0%	0	0%	2	100%	2	100%

In this table, the percentages read across>

COMMENTS by Road

Email ID No	Proposed EVCP locn	Support or Object	Comments
14	Albany Rd N4	Other view	Hi there, Thanks for the letter today on this matter. Please may you indicate on a map exactly where the charging points will be and how many parking spaces they will remove please on Albany Road?
7	Albany Rd N4	Support	We live on Albany Road N4 and are very much in favour of the proposed charging points on our road. As time goes on, one expects that we shall need more.
15	Albany Rd N4	Support	I support more EVCPs, but please don't put them on the footway. Build the kerb outwards, and put them there. We need the width of the footway to safely get about. Don't impose motorists' costs on pedestrians yet again.
20	Albert Rd N22	Support	I'm wondering what the outcome of consultation on new EV charging points is? I am particularly interested in the proposed site on Albert Road N22. If approved, when will the points be installed?
13	Albert Rd N22	Support	<p>I would like to comment on the proposal for EV charging points that i believe is part of the third phase of Haringey's implementation programme.</p> <p>. I very much welcome the provision of charging points to drive up electric vehicle use, and believe far more need to be installed. I have a specific comment on the plans for charging points opposite 227 to 233 Albert Road which is nearly opposite the junction with Clifton Road:- - We have two schools in our area, just across the park from the proposed location. - There is a pelican crossing (with traffic lights) near the proposed site which is used by many families and school children - Next to that is a bus stop which serves three key bus routes including school services - The park is used extensively during weekends and evenings for organised sports activities - General traffic along this section of Albert Road is heavy during rush hours, including large vehicles/lorries who use this road to either avoid the North Circular or for local access. - During these times of peak use the volume of traffic using Clifton Road to enter Albert Road is significant. - I believe the proposed site for the bays is far too close to the junction and represents a significant hazard as vehicles attempt to join Albert Road from Clifton Road. This hazard is exacerbated by the proximity to the pelican crossing and bus stop. - Would you please consider moving the bays just 20 yards North East along Albert Road to avoid this impact. - During the past years I have witnessed many accidents around this junction, some involving school children and believe the current proposal will increase the accident rate. Happy to explain further if required.</p>

5	Cholmeley Park N6	Support	As a resident of Cholmeley Park I'm delighted there are plans for some charging points on the road. I've been hoping to buy an electric vehicle for a while and I'm sure there will be others who with this new infrastructure will feel able to embrace this fantastic technology.
6	Cholmeley Park N6	Support	We are delighted to hear that you are proposing to install charging points in Cholmeley Park and do hope that the scheme is approved. Yours sincerely, Paul and Annie Flower
8	Cholmeley Park N6	Support	This is just to register my approval for the proposed EV charging units outside 50 Cholmeley Park. I am a nearby resident. This will be very well received by a number of us in Cholmeley Lodge who want to purchase EVs but are unable to charge from our flats. Thanks Maggy Meade-King Chair, Cholmeley Lodge Residents Association
19	Cholmeley Park N6	Support	Regarding consultation on this I am pleased to see the proposed installation of 2 EV points in Cholmeley Park, N6 near No. 50. This location is perhaps, compared with spaces available on Highgate Hill, something of a backwater to find for those who come to take advantage of the shops and facilities of Highgate Village; but it is a useful development.
4	Cholmeley Park N6	Support	I live in Cholmeley Lodge, Highgate, and am writing in support of the proposed charging points.
9	Cunningham Rd N15	Support	I support the proposal to install a charge point on Cunningham Road N15. There is currently little supply of charge points and those available are in an unsafe place where there is repeated incidents of anti social behaviour.
1	Fairfax / Allison roads	Other view	I just wondered what the rationale behind installing charging points in two roads to the north of the Harringay Ladder - Fairfax and Allison - but nothing at all in the 9 lower 'rungs'? This seems neither logical, nor equitable.
2	Not identified	Other view	There are two proposals I would like to make: 1. Charging stations should be integrated into street lampposts to reduce the amount of street clutter 2. The charging stations should charge the user by the number of kWh delivered and not the time in minutes or seconds the car was plugged in.

16	Not identified	Other view	<p>As per your consultation letter: "These will be part of the Source London charging network and will be accessible to Source London members, and all other users on a 'pay as you go' basis" As an EV owner, I am strongly recommending you consider the Polar network instead of the Source London network. Or at least a mix of the 2. This will otherwise seriously limit the use of the charging stations. I am a member of both Polar and Source London and never use the latter in Haringey because of their fees. For a Haringey resident, Source London would 2 to 4 times more expensive to use than Polar to the EV owner. Inserting a detailed table below, illustrating the difference in tariff for a member of both schemes. Source London charge by the minute, rather than the kWh - the latter is the fairer choice every other public charging providers (including Polar) have made. While the Source London network tariff scheme can make sense in Central London (where parking your vehicle in their bays for a limited time is a viable alternative to high parking fees), this is in my view non-sensical in Haringey where there is ample parking space and time is not a restriction.</p>
3	Ribblesdale Rd	Other view	<p>As an EV owner and Haringey resident without access to a driveway or home charging point, I was initially pleased to see that a location near my home address on Ribblesdale Road was being considered for new public charging points. However, I am very disappointed to see that these will be with Source London, as in my experience, and apparently that of many others (see the reviews here: https://uk.trustpilot.com/review/sourcelondon.net) this company does not offer value for money with regards to EV charging. The company defends its high charging prices by saying they include parking fees, but for residents such as myself who have parking permits for the area, this is nonsensical. We should only be paying for the electricity consumed. This brings me to the second problem with Source London: they charge by the minute, rather than the kWh of electricity actually consumed, which can vary depending on the efficiency of the unit, the car battery system, temperature etc. etc. Other charging companies charge on the basis of the electricity actually consumed. I have had positive experiences with Polar, and also Ubitricity's lamppost charging points which favour residents as opposed to visitors as the parking conforms to the local CPZ restrictions. There are many of these in other London boroughs and I wonder why Haringey has not explored this further rather than committing even further to Source London. I would also appreciate it if you were able to give the locations (and company) of the lamppost chargers that are currently being installed.</p>

10	Upper Tollington Park	Support	<p>Just wanted to pass on my support and thanks in regards to the proposed installation of the eV charging points on upper Tollington Park Road. Really think this road needs infrastructure as a main route through the Borough to support the uptake of EV vehicles. Also would like to buy an electric vehicle but am concerned how to charge. My honest question is are 4 bays enough? Next to parkland walk there's space capacity if it can be managed correctly. Hopefully you will get income over time for this so it can become a source of revenue. Will be happy to see it started.</p>
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