

Report for: Head of Highways and Parking in consultation with the Cabinet Member for Customer Service, Welfare and the Public Realm

Title: Electric Vehicle Charging Points (EVCPs) - Statutory Consultation

Report authorised by: Simi Shah, Group Engineer Traffic and Parking
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Ward(s) affected: Alexandra, Crouch End, Muswell Hill, Highgate, Fortis Green and Hornsey

Report for Key/Non-Key Decision: Non-Key decision

1 Describe the issue under consideration

- 1.1 To report on the feedback of statutory consultation carried out from 3 November to 1 December 2021, on the proposal to introduce 38 EV charging bays at various locations in the borough.
- 1.2 To request approval to proceed to implementation, having taken objections into consideration.

2 Cabinet Member Introduction

- 2.1 N/A

3 Recommendations

- 3.1 It is recommended that the Cabinet Member for Customer Service, Welfare and the Public Realm.
- 3.2 Notes approval granted by Cabinet in March 2021 to the Parking Investment which included:
- 3.3 Agreement to introduce electric vehicle charging places (EVCP) upon request in accordance and compliance with the Traffic Signs Regulations and General Directions 2016; and
 - i) Giving delegated approval to the Head of Highways and Parking:
 - To make decisions relating to scheme design and implementation.
 - To carry out consultation; to consider representations received in response to consultation and to report significant or substantial concerns back to the relevant Cabinet Member; and
 - To make traffic management orders, where there are no valid objections.

- 3.4 Having considered the proposals, the responses to the consultation and officer comments, and having due regard to the needs set out in Section 149 of the Equality Act 2010, approve.
- 3.5 Approves the introduction of 34 Electric Vehicle charging bays at 13 locations as proposed and detailed in **Appendix 1**.
- 3.6 Agree not to proceed with the installation of proposed charging points in Crouch Hall Road, N8.

4 Reasons for decisions

- 4.1 To improve access to EVCPs across the borough for residents, businesses and visitors to the borough and is in line with objectives set out in Cabinet approved Parking Investment Program for 2021.
- 4.2 A total of 61 submissions were received to the statutory consultation: 27 objections and 34 in favour.

Of the objections received, the main theme for all objections was the impact of access to resident parking. Most objectors were concerned about the proposed measures would have a negative impact on their access to park directly outside their homes. These objections were not upheld as the Council as the highway authority has a duty of care to manage the network ensuring access to electric charging points for those with electric vehicles which contribute to 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.

Objections received to proposed EV charging points in Crouch Hall Road has been upheld and officers agreed not to proceed due to the location issue.

A summary of objections received, and Officer recommendations are detailed in the Table 2, section 6 of this report.

- 4.3 No objections were received to the proposed remaining EVCP bays detailed in Table 1 in section 6
- 4.4 The proposals contained within Table 1 section 6 impact 2 or more wards, however in assessing the proposals officers conclude that the proposed changes are not likely to be significant in terms of its effects on communities living or working in the area. Therefore, approval can be sought through Delegated Authority in consultation with the Cabinet Member for Customer Service, Welfare and the Public Realm to make the relevant traffic management orders and implement the recommendations.

5 Alternative options considered

- 5.1 **An alternative considered was to 'not' undertake the requested introduction of new, EVCPs.** However, this is not recommended as it would be against the Council's cabinet approved parking implementation plan for 2021 and in neglect of its responsibilities to manage parking and parking demands as the highway authority for the borough.

6 Background Information

- 6.1 **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.

- 6.2 In a 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.
- 6.3 There are 103 EVCPs installed and in operation in Haringey. When the proposed 34 EVCPs detailed in this report are implemented, it will increase the number of EVCPs in Haringey to 137.
- 6.4 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. Table 1 below list all the proposed locations for introduction of EVCPs.

Table 1

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(a)	Alexandra Park Road, N22. North side - near No. 135	Introduce new electric vehicle charging point with 2 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	N
(b)	Berkeley Road, N8 East side - near the junction of Coleridge Road	Introduce new electric vehicle charging point with 4 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	N
(c)	Bryanstone Road, N8 East side - near the junction of Coleridge Road	Introduce new electric vehicle charging point with 2 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	N

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(d)	Church Road, N6 North west side - Near the junction of Talbot Rd, adjacent to No. 45	Introduce new electric vehicle charging point with 2 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	N
(e)	Crouch Hall Road, N8 South east side - outside No. 1F	Introduce new electric vehicle charging point with 4 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	N
(f)	Curzon Road, N10 North east side - near the junction of Cecil Road adjacent to No. 52 Cecil Rd	Introduce new electric vehicle charging point with 4 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	N
(g)	Middle Lane, N8 West side - outside Crouch End Health Centre	Introduce new electric vehicle charging point with 4 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	N
(h)	Midhurst Avenue, N10 West side - near the junction of Fortis Green	Introduce new electric vehicle charging point with 2 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	N

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(i)	Milton Road, N6 North east side - near No. 2 Milton Road	Introduce new electric vehicle charging point with 2 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	N
(j)	Onslow Gardens, N10 South side - adjacent to No. 106 Muswell Hill Road	Introduce new electric vehicle charging point with 2 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	N
(k)	Queens Avenue, N10 North east side - near No. 2 Queens Avenue	Introduce new electric vehicle charging point with 2 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	N
(l)	Southwood Lawn Road, N6 South west side - outside Nos. 21 to 31	Introduce new electric vehicle charging point with 4 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	N
(m)	Temple Road, N8 North side - adjacent to No. 25 Hillfield Avenue	Introduce new electric vehicle charging point with 2 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	N

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(n)	The Park, N6 South west side - near the junction of Talbot Road	Introduce new electric vehicle charging point with 2 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	N

- 6.5 Plans, which shows the layout of proposals are provided in Appendix 1 of this report.
- 6.6 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.
- 6.7 The charging points will be installed and managed by Source London Mobility Solutions Limited. Source London has a 6 year plus a 2 year possible extension contract with the council to install and manage EV charging points in the borough.
- 6.8 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.

Statutory Consultation

- 6.9 Statutory notification commenced on 21 November 2021 for a period of 28 days. The process consisted of a Notice of Proposal published in the London Gazette, Enfield, and Haringey Independent and the notice was erected on site in the affected street. The closing date for representations and comments was 1 December 2021.
- 6.10 Although not a legal requirement, statutory notification letters, informing of the proposals and process, were also posted to frontages within close proximity to the proposed car club bays. **Appendix 2** contains copies of the statutory notification letter delivered to affected frontages.
- 6.11 As part of the statutory process, the following statutory bodies were also notified:
- AA
 - London Transport
 - Police (local)
 - Fire Brigade
 - London Ambulance Service
 - Freight Transport Association
 - Road Haulage Association
 - RAC
 - Metropolitan Police (traffic)
 - London Travel Watch

- Haringey Cycling Campaign

Responses to Consultation

- 6.12 A total of 2400 properties were written to notifying their occupants of the statutory consultation and how they could object should they wish to. A total of 61 representations from residents and businesses were received, comprising 27 objections and 52 submissions in favour.
- 6.13 The table below summarises the objections received; these have been grouped by the reasons provided for the objections and an officer response to each reason for the objection is provided.

Table 2

Reason for objection.	No. of objectors cited this reason	Officer response
All the EV charging points proposed are low 7 kw with Source London which charges by time and not KW used and is not popular with EV car users as it is prohibitively expensive.	2	Source London have reviewed their prices and as of December 2021 usage is now charged per kwh.
Maximising the charging capacity - 7kw chargers mean that very few residents will benefit and the user experience is diminished- it's a better long-term ROI to install rapid chargers (120kw+)	3	<p>The proposed EV points are mixed some with 7kw & some 22 kw.</p> <p>Rapid charger with 43/50kw and above are big in size and they require a bigger power supply and space to accommodate them. They are usually installed on off street sites or in main roads and hubs and are not suitable for residential streets.</p>
The proposal for more EV charging points welcomed but this doesn't go far enough. The council needs to be more ambitious and install significantly more EV charging points, they should exist in every road in the borough that doesn't have off street parking.	3	<p>The council is considering all options available in regard to Electric Vehicle (EV) charging points for residential and commercial use to expand on-street charging facilities across the borough. At present, our resources are limited, and we can only be able to install certain amount of EVCPs in a year, giving priority to locations in the borough that do not benefit from having any EV charging points based on demand.</p> <p>However, the council is looking in to more options in terms of funding for future EV points and reviewing the processes to accelerate the installation programme in the borough.</p>

Reason for objection.	No. of objectors cited this reason	Officer response
Residents will not be able to park in these designated bays overnight or for longer periods of time - essentially, they are to be used wholly to recharge electric cars for short periods of time. If this is the case, then essentially, we're removing up to 6 parking bays for the road. This feels like a large number of parking bays to lose for a busy residential street where car ownership is high.	1 x Curzon Road, N10	The length of charging period various depend on the type of the chargers, state of battery of an EV and the battery size of an EV. Because of this reason the bays will not have a time limit for parking and users can park and charge as long as they need to.
These bays will take up much needed on street parking space from an already crowded road. The EV points are unnecessary as there no electric cars in this road. Suggest for the council to provide lamp posts EV points, instead free-standing points.	3 x Curzon Road, N10	<p>The EV points are proposed based on requests received from residents, which indicated high demand in the area.</p> <p>The council expects the demand for Electric vehicles including, plug in hybrids to increase exponentially over the next few years. It is essential that the infrastructure is put in place where the demand is likely to be high such as in streets without off-street parking.</p> <p>These proposed EVCPs will help serve residents who own EVs and also residents planning to switch to EVs.</p> <p>Lamp post EV points can take up to 7 hrs to charge an EV and will not be sufficient to accommodate various needs. Therefore, the council also need to provide a faster charger like 7kw & 22kw.</p>

Reason for objection.	No. of objectors cited this reason	Officer response
<p>The installation of charging points round Crouch End is a good idea, but we feel that 4 charging bays in our short road is too many. Two bays would be more in proportion to the length of the road.</p>	<p>2 x Berkeley Road, N8</p>	<p>The majority of the properties in Berkeley Road and in the area, do not have vehicular access and residents are not able to install their own charging points at their home.</p> <p>From the requests we received from residents, the demand for the EV charging points in this area is high and the council expect for this to increase rapidly in the next few years.</p> <p>These proposed EVCPs will help serve residents who own EVs and also residents planning to switch to EVs.</p>
<p>These will be installed very close to the hire car bays. How are you going to prevent the business cars taking all the bays for the majority of the time thus leaving no room for local residents to use for charging. This scheme favours businesses above residents and blocks access. It's too little and too late and badly implemented.</p>	<p>1 x Church Rd, N6</p>	<p>We don't believe that the car clubs will block access to the charging bays/points at all times. However, if the issue arises the council can work with the car club operator Zipcar to resolve the issue.</p> <p>Furthermore, the car club vehicles are there to serve the community and they are utilised by residents who are the car club members.</p>
<p>I note from your proposal that the two parking bays will be next to the existing Zip Car/Club Car bays. This means that all current occupants of in Talbot Road [four flats] will be prevented from using any of the four bays in Church Road adjacent to 45 Talbot Road. This seems a little unbalanced. What consideration was given to placing the two EVCPs at any other location in Church Road or Talbot Road please?</p>	<p>1 x Church Rd, N6</p>	<p>From the requests we received from residents, the demand for the EV charging points in this area is high and the council expect for this to increase rapidly in near future. It is essential that the infrastructure is put in place where the demand is likely to be high such as in streets without off-street parking.</p> <p>These proposed EVCPs will help serve residents who own EVs and also residents planning to switch to EVs.</p>

Reason for objection.	No. of objectors cited this reason	Officer response
<p>We are against having the 4 electric vehicle charging points installed outside Crouch End Health Centre. Parking is a necessity in Middle Lane and to lose 4 parking spaces will have a negative effect not only on the businesses but also on the residents. The electric vehicle charging points should be installed in the Health Centre car park or at the bottom of Middle Lane next to the park where there is a recess in the pavement allowing plenty of room for the charging points. This will not impact businesses or residents.</p>	<p>2 x Middle Lane</p>	<p>The demand for EV charging points in this area is high and the council expect for this to increase in near future. It's essential that these infrastructures are in place to meet the expected demand.</p> <p>The charging bays are additional infrastructure and will be valuable to all EV owners including visitors and shoppers to the area.</p> <p>The council does not believe that the proposed EVCPs will reduce parking spaces available. They will provide additional facility to parking, which allows residents and other EVs owners who visit the area to park and charge their cars.</p>
<p>These proposed charging points are in front of homes and will be using spaces that are regularly occupied by all properties on this side of the road. Whereas further up the road, on either side, there are no entrances to homes facing Crouch Hall Road and suggest that the charging points be located there.</p>	<p>3 x Crouch Hall Road, N8</p>	<p>Officers considered these objections and decided not to proceed with this proposal, as the location is in front of a property and to review other locations in the area to put forward another proposal.</p>
<p>The proposed installation of 4 EVCPs in Southwood Lawn Road, N6 is excessive, damaging to the area, and unnecessary as better alternatives exist.</p> <p>Southwood Lawn Road is part of a quiet residential area, as motor vehicles increasingly transition to electric propulsion over the coming years, the extra and constant (day and night) vehicle movement in the area seeking EVCPs will be in proportion to the number of ECVPs provided. The provision of 4 in this location - unlike in almost all the other proposed locations - will become the equivalent of allowing a petrol station.</p>	<p>1 x Southwood Lawn Road</p>	<p>The Council needs to manage the expected increase in demand for publicly available charge points. The EV points are proposed based on requests received from residents and these requests indicates a high demand in the area.</p> <p>These proposed EVCPs will help serve residents who own EVs and also encourage the uptake of EVs.</p> <p>There is no evidence that charging points creates additional traffic especially for those lower power charging points with longer charging periods and it is unlikely that they will be used by other motorist than local residents.</p>

Reason for objection.	No. of objectors cited this reason	Officer response
<p>There are already pay and disabled parking bays at the beginning of Queens Ave and the proposed electric charging bays at No2 Queens Ave would further reduce the parking available for near residents which is very difficult at the best of times. I would like to see these points located in the middle or end of Queens Ave where in my view there is more parking availability for these bays.</p>	<p>1 x Queens Ave</p>	<p>The Road has been assessed by the EVCP provider, Source London and this is the location found to be suitable for installation of EV points.</p> <p>The EV points are proposed based on requests received from residents which indicates a high demand for EV points in the area.</p>
<p>The proposed location is right opposite to the Onslow Gardens Gate Entrance of Highgate Woods and is therefore already subjected to extreme demand by non-residents for car parking. The proposed electric parking scheme is therefore ill considered and would be better relocated to Connaught Gardens at the bottom of Onslow Gardens to the right where there is a very long garden fence and the electric charging bays will not inconvenience any householders because there is plenty of space there and low demand for parking.</p>	<p>3 x Onslow Gardens</p>	<p>The Council needs to manage the expected increase in demand for publicly available charge points. The EV points are proposed based on requests received from residents and these requests indicate a high demand in the area.</p> <p>The council does not believe that the proposed EVCPs will reduce parking spaces available. They will provide additional facility to parking, which allows residents and other EVs owners who visit the area to charge their cars while parking.</p>
<p>On Milton Road there is already limited parking for residents (made worse by recent reduction of parking on/near Tudor close due to ? building works). In addition, there have been many instances of vandalism and theft. Understand the need for electric charging points but also think Milton Road is a narrow road which can often get quite congested and it's a concern about the decreased parking and increased traffic these charging bays would cause.</p>	<p>1 x Milton Road</p>	<p>The EV points are proposed based on requests received from residents and the Council needs to manage the expected increase in demand for publicly available charge points.</p> <p>The sales of ICE vehicles will cease 2030 and these proposed EV points will be valuable for residents in the Milton Road who do not have access to off street EVCPs when they switch to EVs.</p> <p>There is no evidence that charging points create additional traffic. The charging point proposed is 7kw with relatively long charging periods and it is unlikely that they will be used by others than local residents.</p>

- 6.14 The proposals contained within Table 1 section 6 impact 2 or more wards, however in assessing the proposals and objections received to the statutory consultation officers conclude that the proposed changes are not likely to be significant in terms of its effects on communities living or working in the area. Therefore conclude that the proposals should be introduced to help improve air quality, reduce parking pressures, whilst promoting the use of sustainable forms of transport.

7 Contribution to strategic outcomes

- 7.1 It is important that we have safe, green travel to prevent our roads from being overrun by cars and to support active travel, which is the ambition of the Council as laid out in its [Borough Plan](#) and [Transport Strategy](#). The installation of the EV Charging points will support the objectives set out in these documents as well as the wider initiatives to improve air quality and support the health of residents as per the Council's [Climate Change Action Plan and](#) .
- 7.2 The introduction of the Electric Vehicle charging infrastructure is in accordance to the borough's [Ultra-Low Emission Action Plan](#) and aligns with the Council's agreed Transport Strategy and supports its 'aims' which include:
- An improved air quality and a reduction in carbon emissions from transport alternatives and
 - A well-maintained road network that is less congested and safer

8 Comments of the Chief Financial Officer

- 8.1 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.
- 8.2 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. 22 of the bays affected are residents permit holder at £289 per bay pa and the remaining 8 bays are shared use (pay by phone & permit holders) bays.
- 8.3 The Council will receive £500 per bay pa from Source London Mobility Solutions Limited for each of the bays that are being proposed in this report.

9 Comments of the Head of Legal Services and Governance

- 9.1 Before reaching a decision to make the necessary traffic management order to implement specific use designated 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.
- 9.2 The Council's powers in relation to the making of traffic management orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 paragraphs 1-22 the RTRA
- 9.3 The power of a local authority to make an order regulating or controlling vehicular and other traffic is contained within the ambit of section 6 of the RTRA.
- 9.4 When determining what paying parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard

to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.

9.5 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 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: -

- the desirability of securing and maintaining reasonable access to premises.
- 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.
- the national air quality strategy.
- facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
- any other matters appearing to the Council to be relevant.

9.6 Section 16 of the London Local Authorities and Transport for London Act 2013 permits London Authorities to provide and operate charging points for electric vehicles.

9.7 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.

9.8 The legal position in relation to traffic management orders and the statutory requirements in respect of consultation are set out in section 9.1 through 9.5 of this report. As long as the statutory consultation is undertaken and due consideration similarly given to representations made, the Council would be acting in accordance with the law were it to proceed with the proposals set out in this report.

10 Equalities Comments

10.1 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 those protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not.

10.2 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 apply to the first part of the duty.

10.3 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.

10.4 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.

11 Use of Appendices

Appendix 1 – Plan showing proposed EV charging points/bays.

Appendix 2 - Statutory notification letters delivered to affected frontages.

3 November 2021

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 **38** additional points at **14** 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 that 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 locations where EV charging bays are proposed across the borough. The detailed design plan for each location is available on our website <https://www.haringey.gov.uk/parking-roads-and-travel/travel/electric-vehicles/electric-vehicles-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 1 December 2021 and provides a 28day period for interested parties to make representations or comments on the proposals. If you would like to make comments or submissions on the proposal, please respond via our website at <https://consultation.appyway.com/haringey>.

If you have any questions regarding the scheme, please contact us: frontline.consultation@haringey.gov.uk.

Comments must be received no later than 1 December 2021.

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

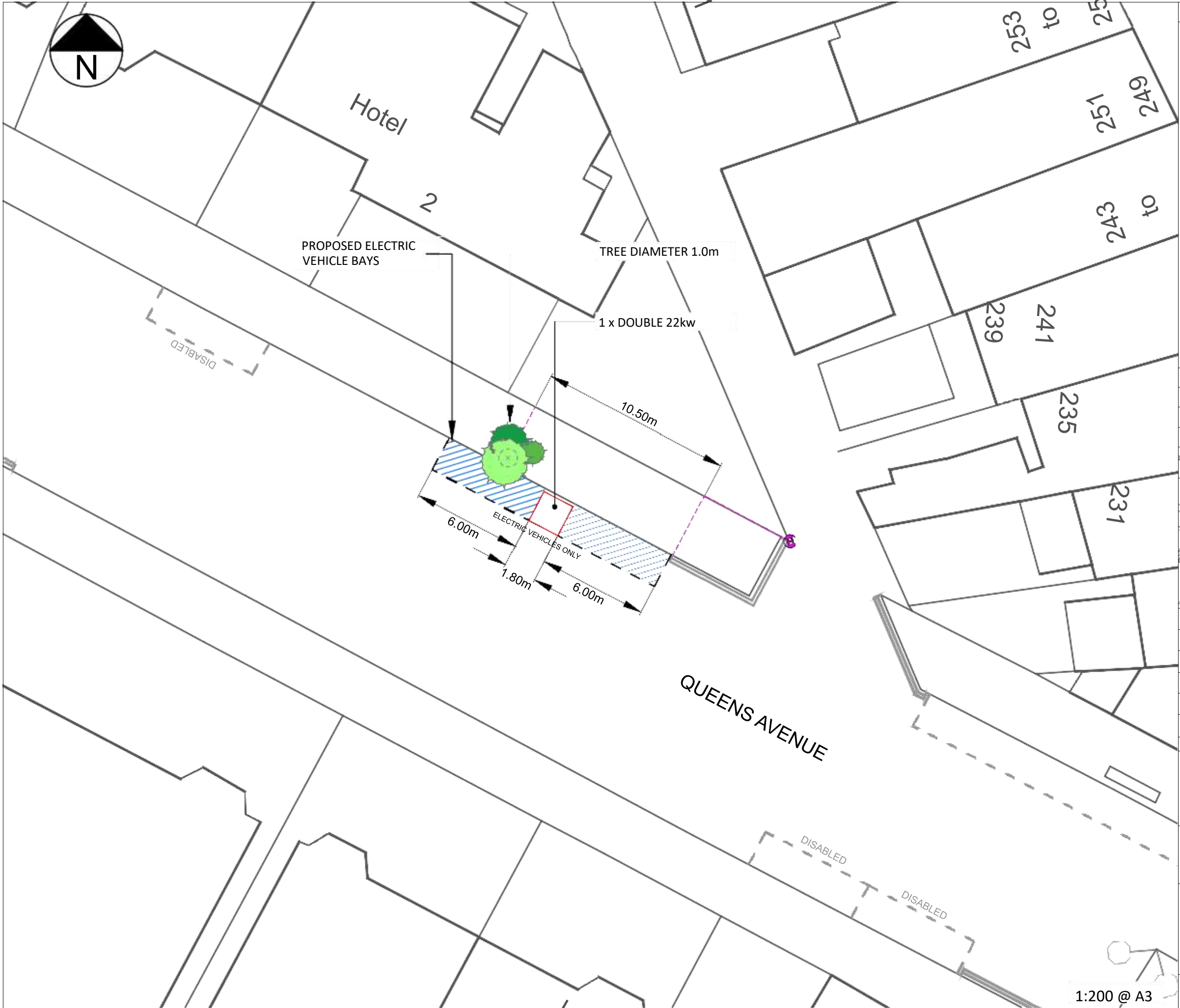
www.haringey.gov.uk

Electric Vehicle Charging Points proposed locations and details

	Streets	Location detail	No. of Charging bays
1	Alexandra Park Road, N22	North side - near No. 135 Alexandra Park Road	2
2	Berkeley Road, N8	East side - near the junction of Coleridge Road	4
3	Bryanstone Road, N8	South west side - near the junction of Shanklin Road	2
4	Church Road, N6	North west side - Near the junction of Talbot Rd, adjacent to No. 45	2
5	Crouch Hall Road, N8	South east side - outside No. 1F	4
6	Curzon Road, N10	North east side - near the junction of Cecil Road, adjacent to No. 52 Cecil Rd	4
7	Middle Lane, N8	West side - outside Crouch End Health Centre	4
8	Midhurst Avenue, N10	West side - near the junction of Fortis Green	2
9	Milton Road, N6	North east side - near No. 2 Milton Road	2
10	Onslow Gardens, N10	South side - adjacent to No. 106 Muswell Hill Road	2
11	Queens Avenue, N10	North east side - near No. 2 Queens Avenue	2
12	Southwood Lawn Road, N6	South west side - outside Nos. 21 to 31	4
13	Temple Road, N8	North side -adjacent to No. 25 Hillfield Avenue	2
14	The Park, N6	South west side - near the junction of Talbot Road	2

Total

38



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 (2.5m Radius)
- REMOVAL
- SETTING OUT POINT
- TRAFFIC SIGN-DIAGRAM 660.9

EASTINGS	528705
NORTHINGS	189701
POSTCODE	N10 3NR

LOCATION PLAN

Rev.	Date	Comments	Des	Chk	App
-		ORIGINAL ISSUE			

intelligent transport services

t +44 (0)20 3318 8560 e sales@its-global.co.uk

Client :

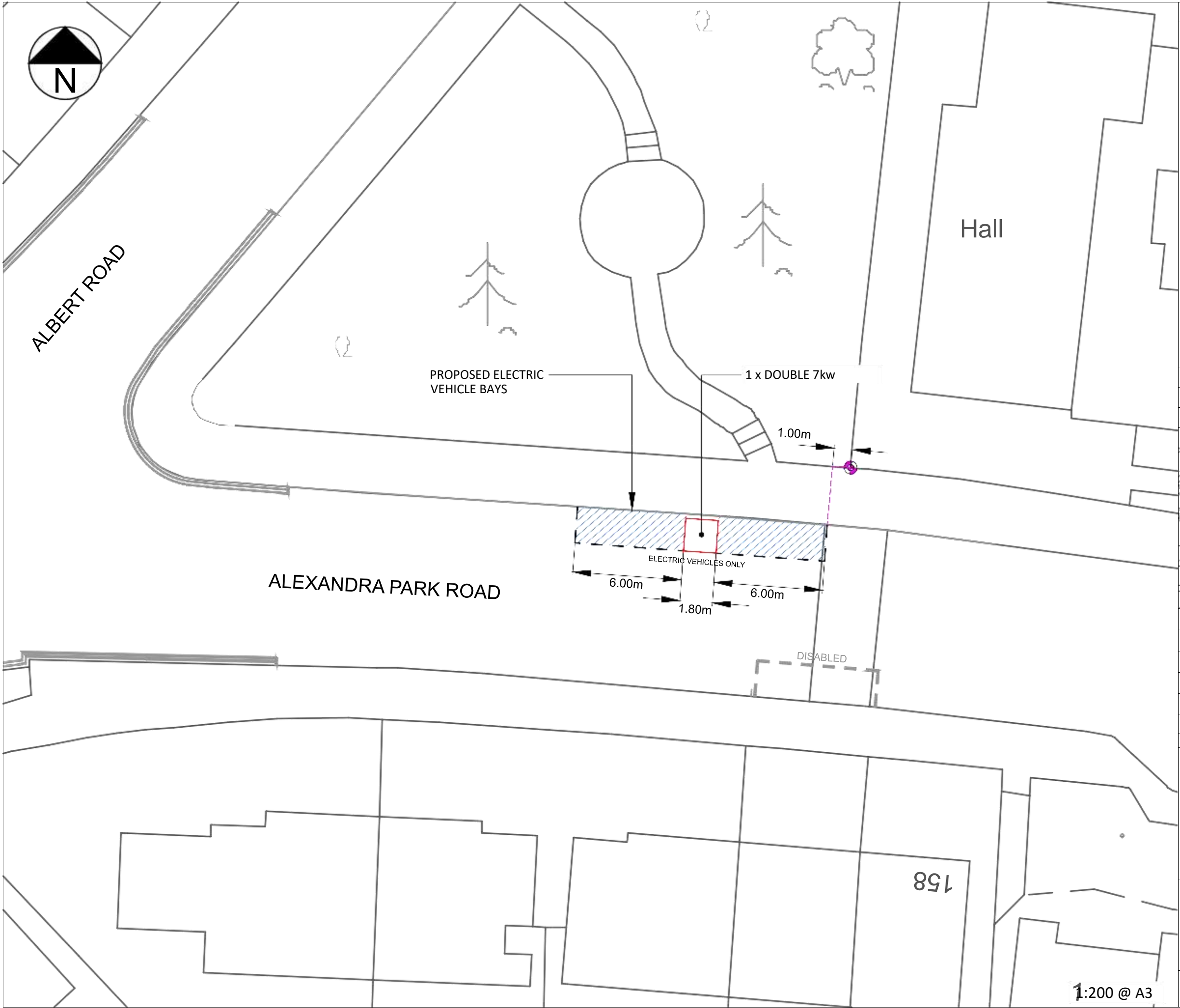
Title:

GENERAL LAYOUT

TMO Drawing - EV Layouts

Queens Road

Drawing No.	Sheet No.	Rev.
58/1030/TMO/057	1 OFF 1	-



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	529215
NORTHINGS	190571
POSTCODE	N22 7UL

LOCATION PLAN

Rev.	Date	Comments	Des	Chk	App
-		ORIGINAL ISSUE			

Intelligent transport services

t +44 (0)20 3318 8560 e sales@its-global.co.uk

Client :

Title:

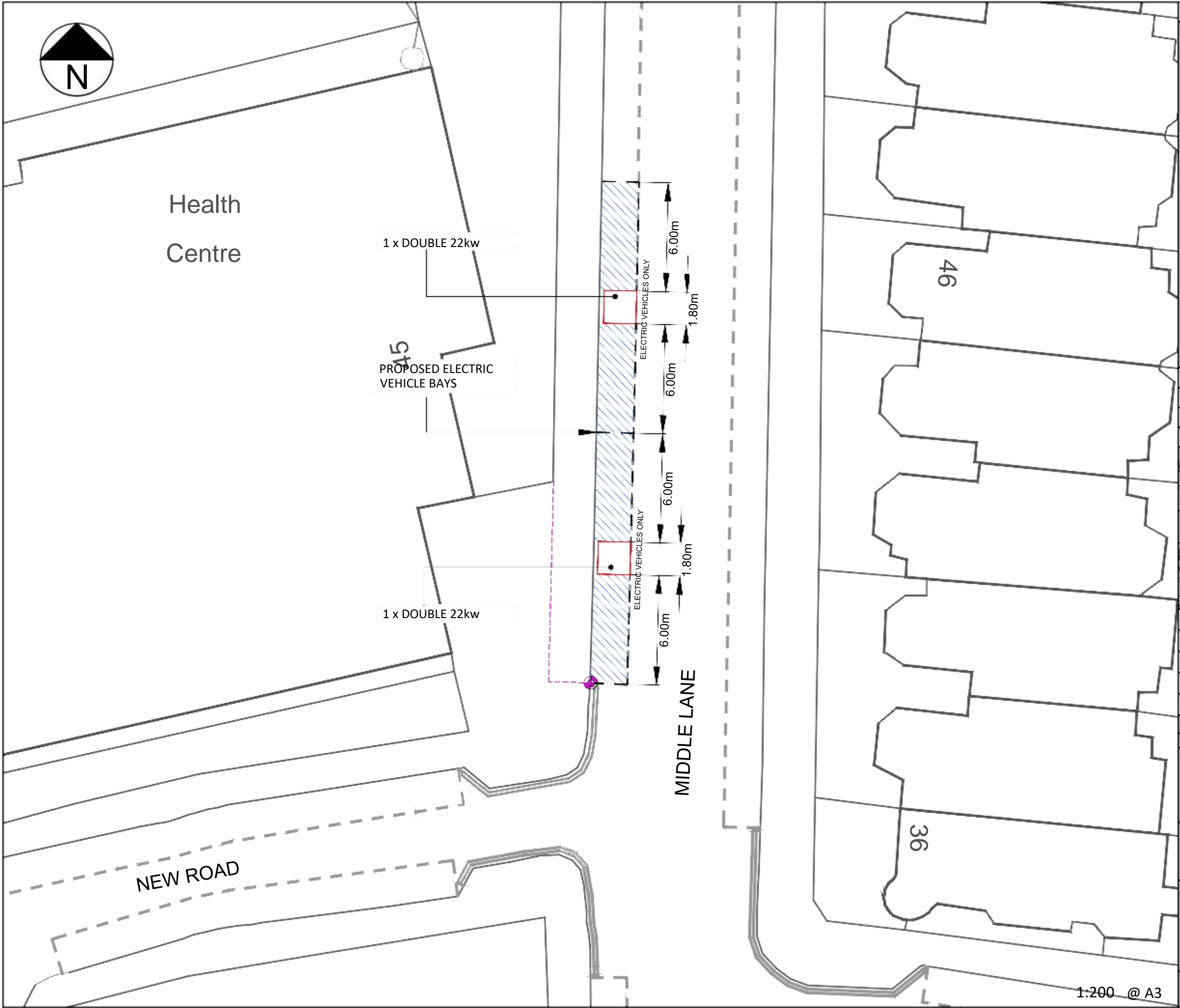
GENERAL LAYOUT

TMO Drawing - EV Layouts

Alexandra Park Road

Drawing No.	Sheet No.	Rev.
58/1030/TMO/066	1 OFF 1	-

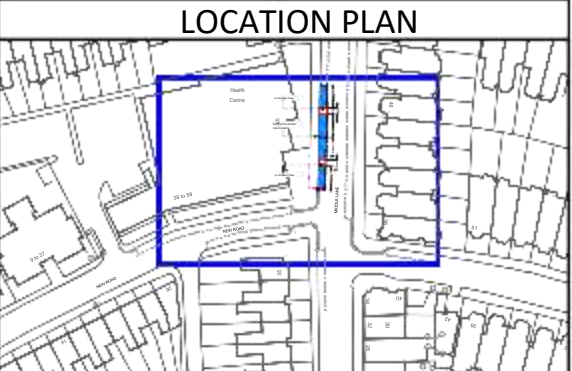
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KEY / LEGEND

- 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 (2.5m Radius)
- REMOVAL
- SETTING OUT POINT
- TRAFFIC SIGN-DIAGRAM 660.9

EASTINGS	530101
NORTHINGS	188666
POSTCODE	N8 8PD



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-		ORIGINAL ISSUE			

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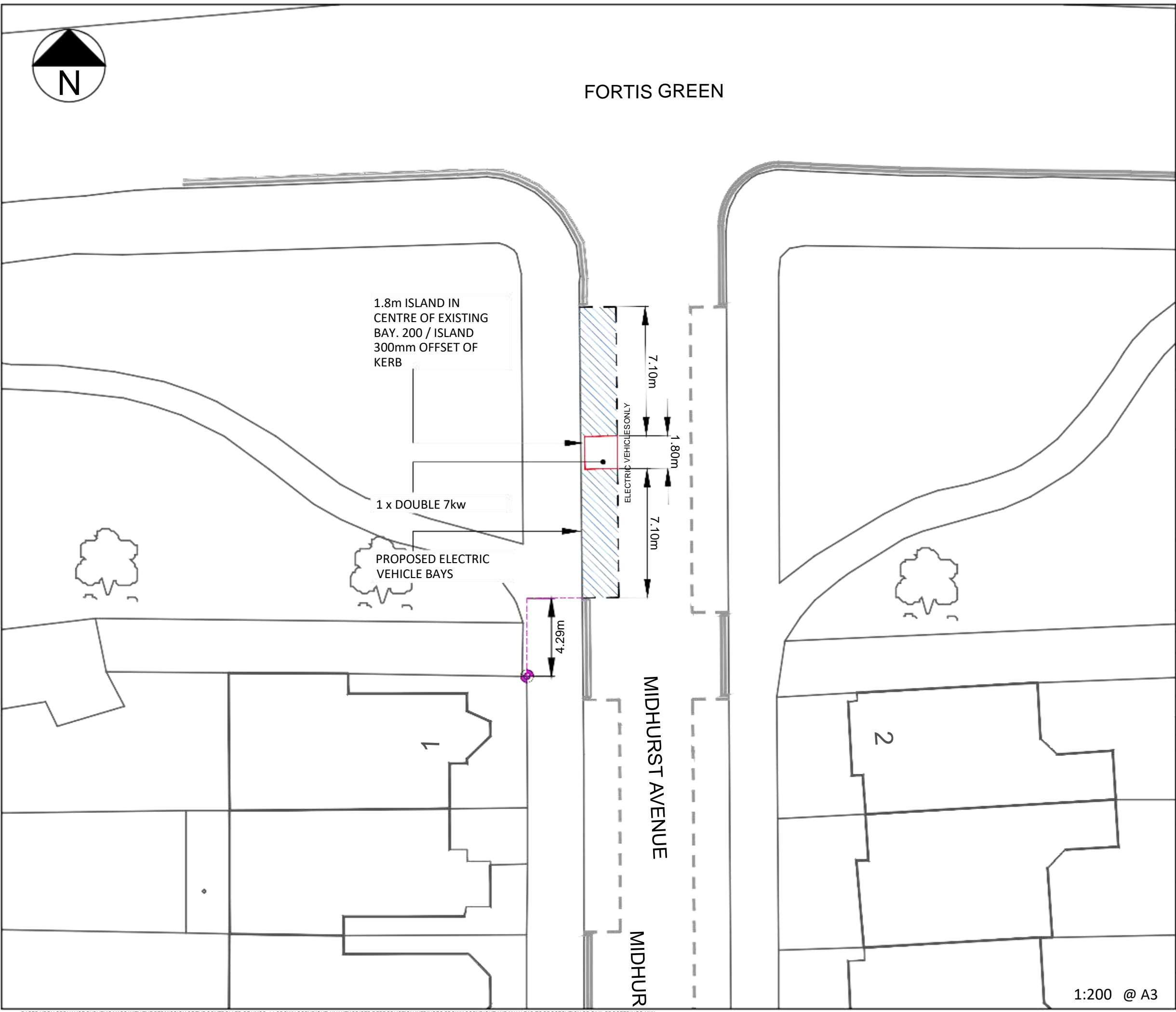
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Title:
GENERAL LAYOUT
TMO Drawing - EV Layouts
Middle Lane

Drawing No. 58/1030/TMO/082	Sheet No. 1 OFF 1	Rev. -
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FORTIS GREEN

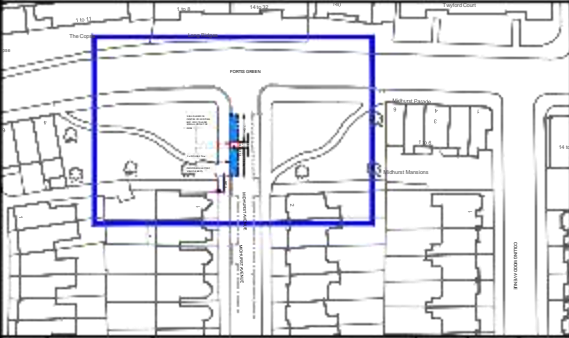


KEY / LEGEND

- 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 (2.5m Radius)
- REMOVAL
- SETTING OUT POINT
- TRAFFIC SIGN-DIAGRAM 660.9

EASTINGS	528047
NORTHINGS	189618
POSTCODE	N2 9HN

LOCATION PLAN



Rev.	Date	Comments	Des	Chk	App
-		ORIGINAL ISSUE			



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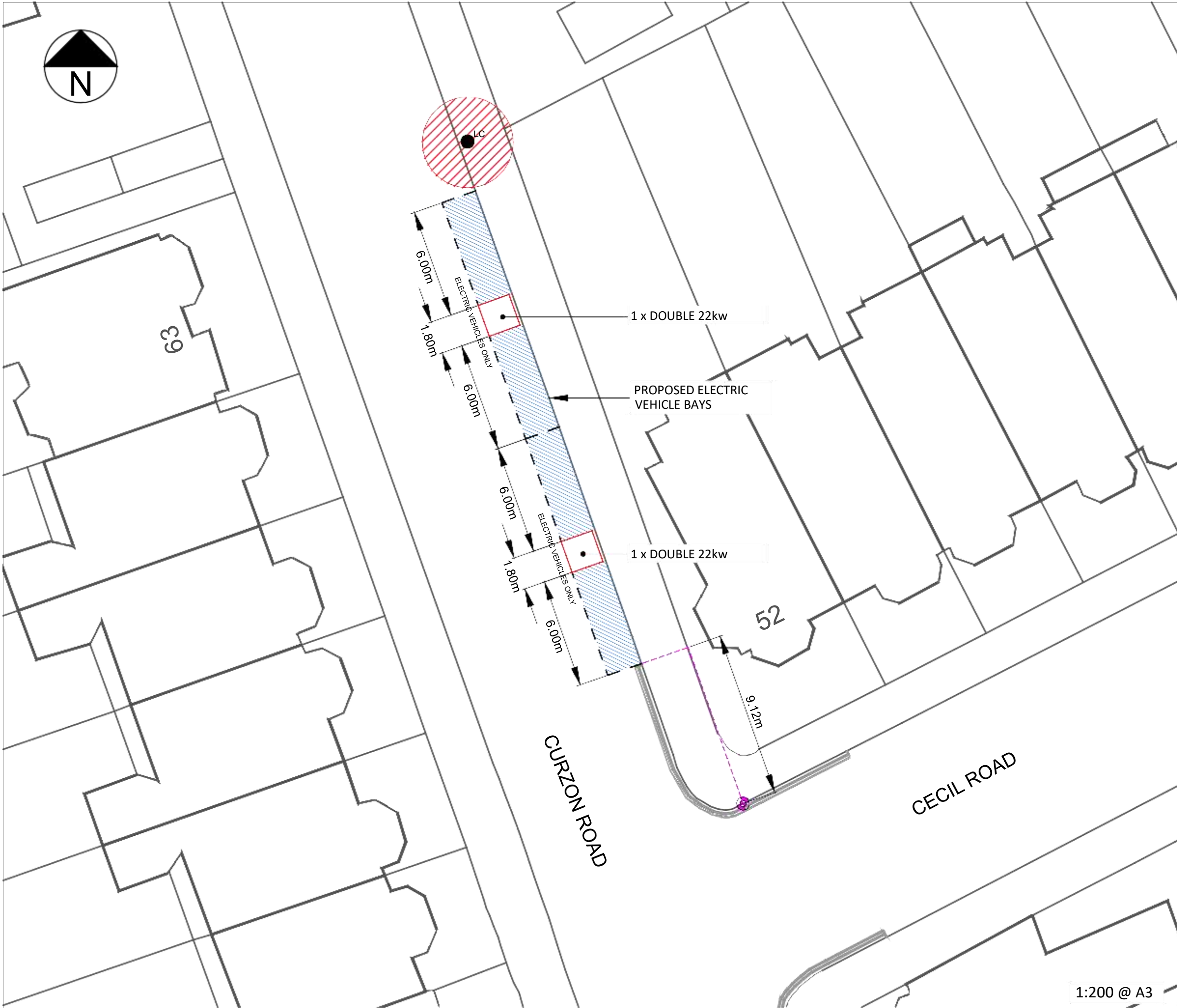
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Client : 

Title:
GENERAL LAYOUT
TMO Drawing - EV Layouts
Midhurst Avenue

Drawing No.	Sheet No.	Rev.
58/1030/TMO/089	1 OFF 1	-

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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 (2.5m Radius)

REMOVAL

SETTING OUT POINT

TRAFFIC SIGN-DIAGRAM 660.9

EASTINGS	528825
NORTHINGS	190310
POSTCODE	N10 2LH

LOCATION PLAN

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Client : Haringey
LONDON

Title:
GENERAL LAYOUT
TMO Drawing - EV Layouts
Curzon Road

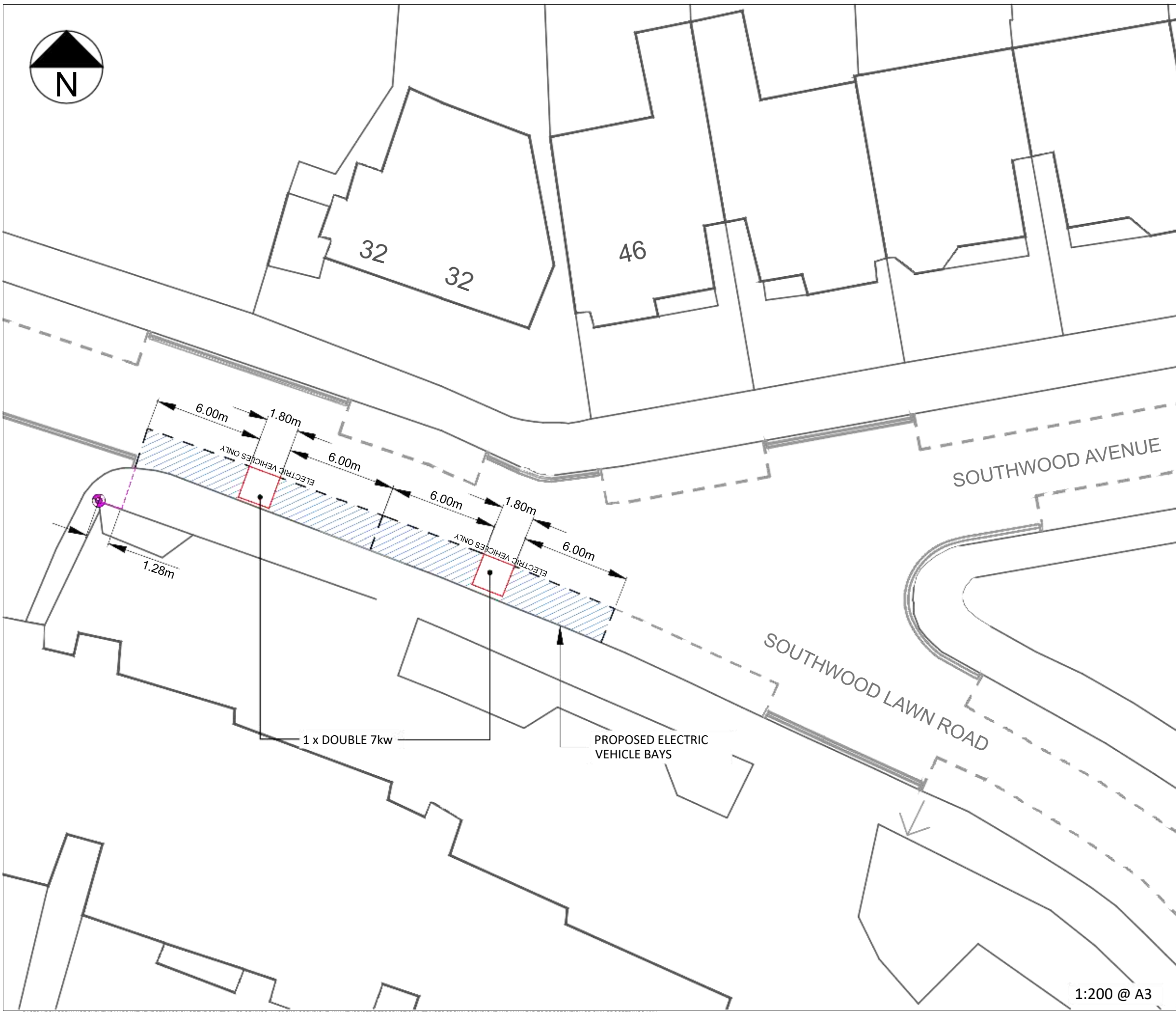
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58/1030/TMO/090

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DATE: 25/09/2021

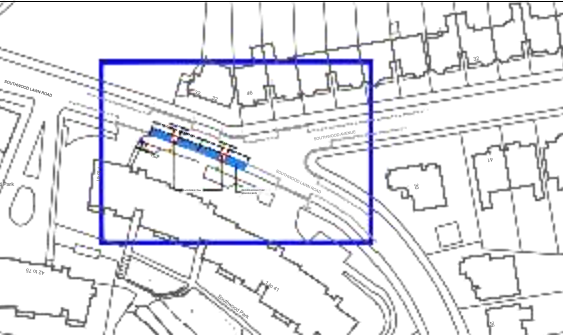


KEY / LEGEND

- 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 (2.5m Radius)
- REMOVAL
- SETTING OUT POINT
- TRAFFIC SIGN-DIAGRAM 660.9

EASTINGS	528496
NORTHINGS	187866
POSTCODE	N6 5SD

LOCATION PLAN



Rev.	Date	Comments	Des	Chk	App
-		ORIGINAL ISSUE			



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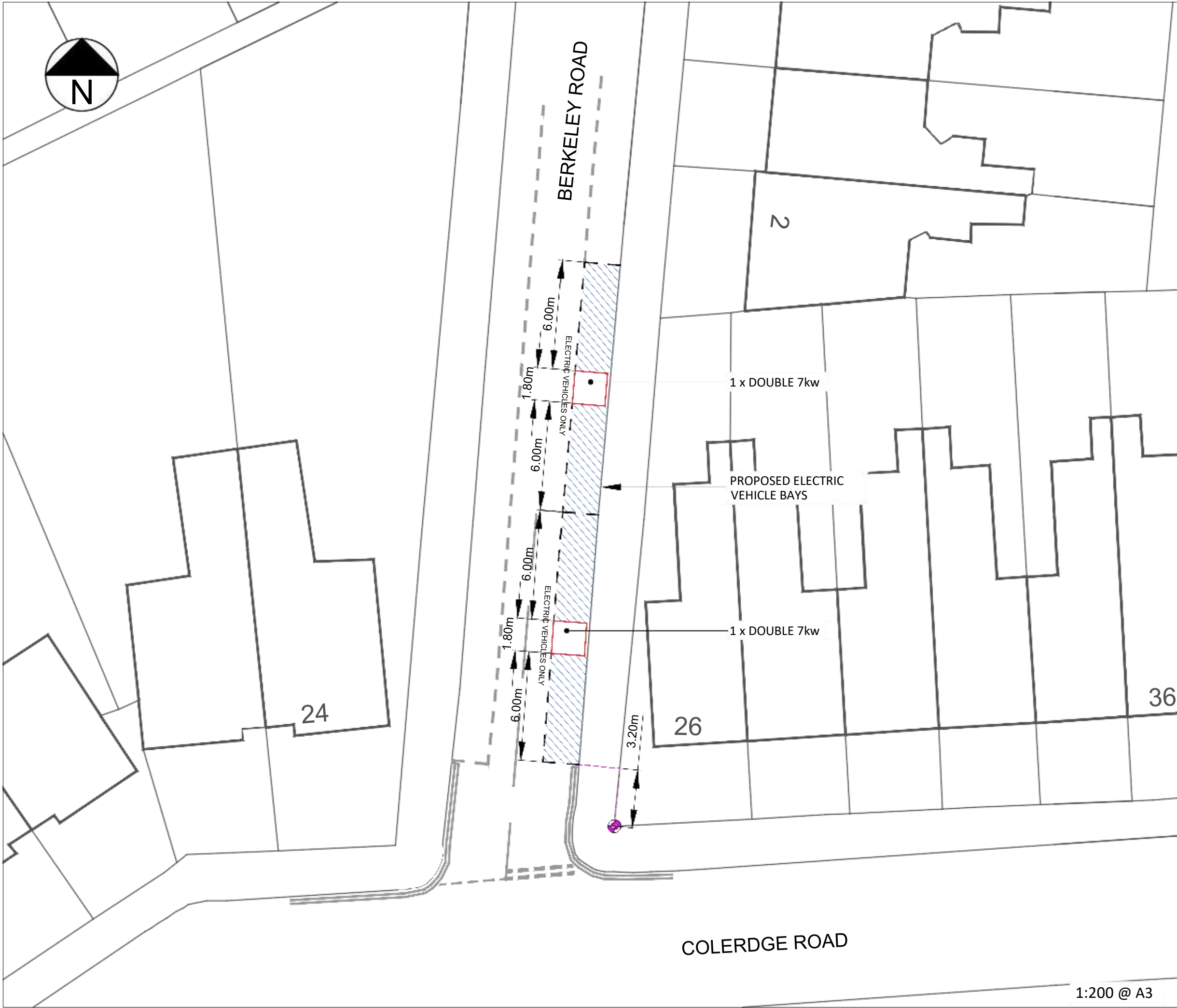
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Title:
GENERAL LAYOUT
TMO Drawing - EV Layouts
Southwood Lawn Road

Drawing No. 58/1030/TMO/091	Sheet No. 1 OFF 1	Rev. -
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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 (2.5m Radius)

REMOVAL

SETTING OUT POINT

TRAFFIC SIGN-DIAGRAM 660.9

EASTINGS	529964
NORTHINGS	188292
POSTCODE	N8 8RY

LOCATION PLAN

Rev.	Date	Comments	Des	Chk	App
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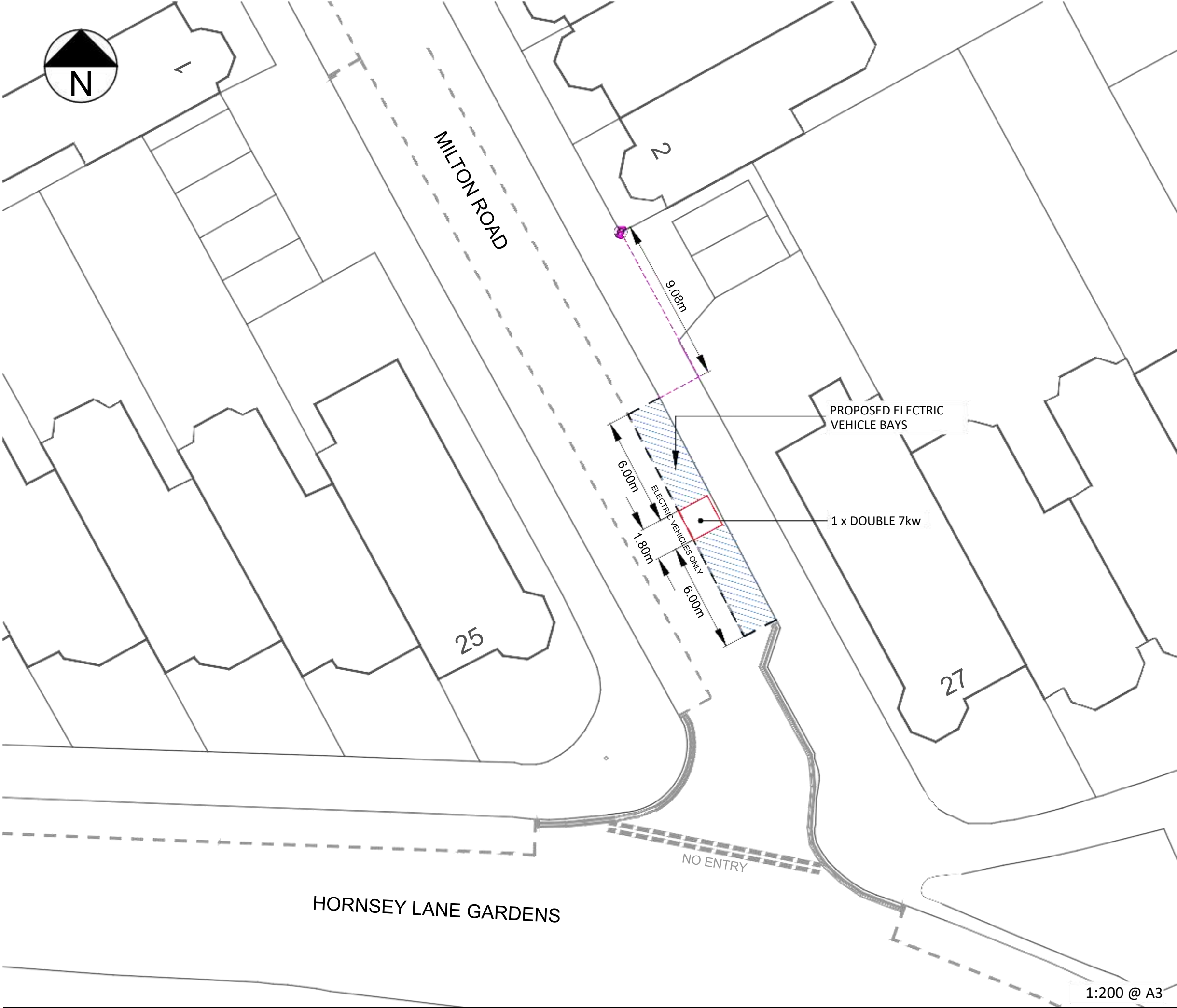
source
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Client : Haringey
LONDON

Title:
GENERAL LAYOUT
TMO Drawing - EV Layouts
Berkeley Road

Drawing No. 58/1030/TMO/096	Sheet No. 1 OFF 1	Rev. -
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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 (2.5m Radius)

REMOVAL

SETTING OUT POINT

TRAFFIC SIGN-DIAGRAM 660.9

EASTINGS	528518
NORTHINGS	188869
POSTCODE	N10 3JU

LOCATION PLAN

-	ORIGINAL ISSUE				
Rev.	Date	Comments	Des	Chk	App

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Client : Haringey
LONDON

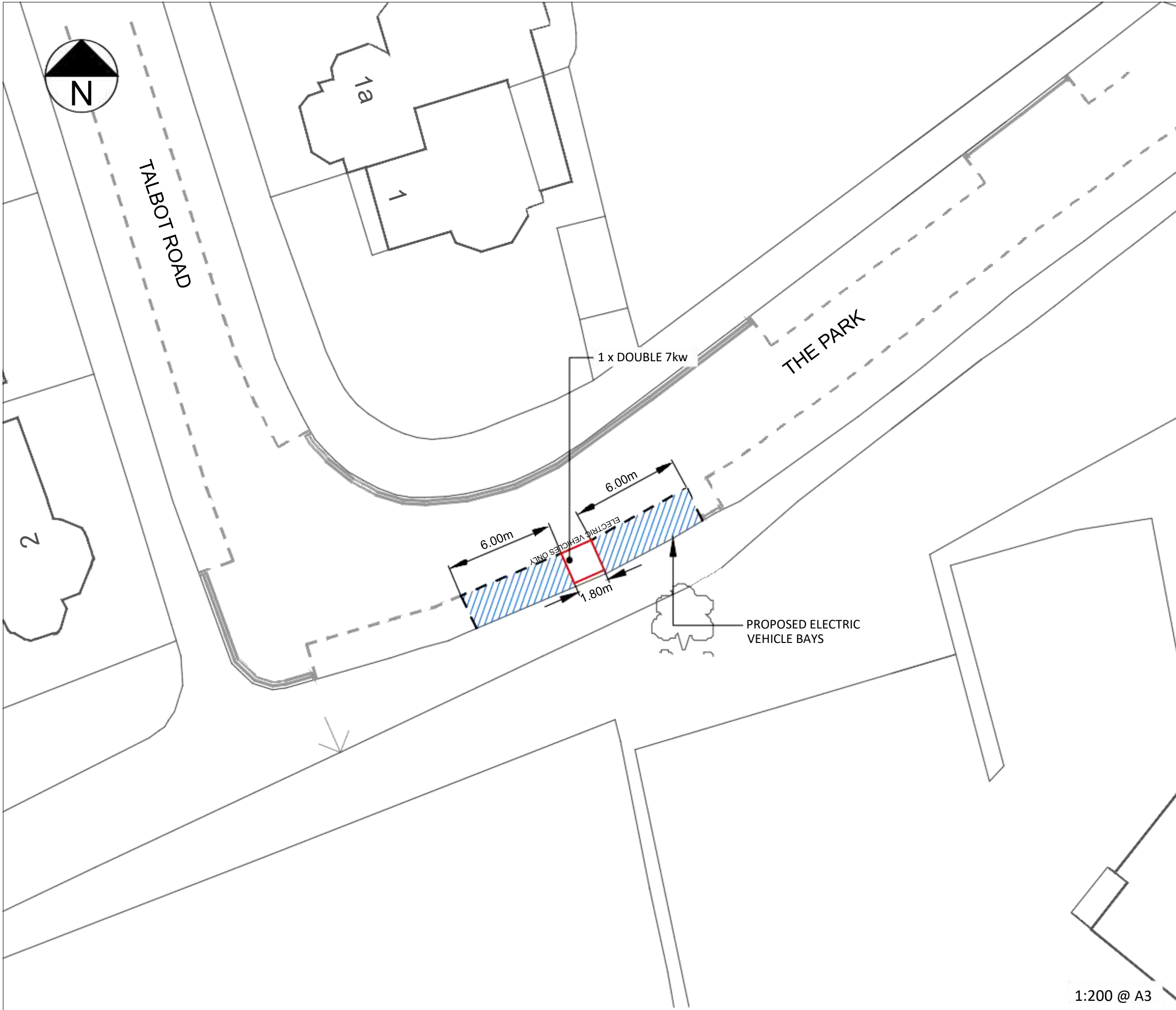
Title:
GENERAL LAYOUT
TMO Drawing - EV Layouts
Milton Road

Drawing No. 58/1030/097/TMO	Sheet No. 1 OFF 1	Rev. -
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CAD REFERENCE: G:\shared drives\58-Bollore-Total\58-1030-BPL-LB Haringey\AutoCAD Master\02-Location Drawings\58-1030-097-TMO-Milton Road - 58-1030-TMO-097

DATE: 25/10/2021



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 (2.5m Radius)	
REMOVAL	
SETTING OUT POINT	
TRAFFIC SIGN-DIAGRAM 660.9	

EASTINGS	528339
NORTHINGS	188034
POSTCODE	N6 4JJ

LOCATION PLAN

Rev.	Date	Comments	Des	Chk	App
-		ORIGINAL ISSUE			

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Client :

Title:
GENERAL LAYOUT
TMO Drawing - EV Layouts
The Park

Drawing No. 58/1030/TMO/100	Sheet No. 1 OFF 1	Rev. -
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