

**Report for:** Head of Highways and Parking in consultation with the Cabinet Member for Climate Action, Environment and Transport, and Deputy Leader of the Council

**Title:** Electric Vehicle Charging Points (EVCPs) 2023-24 Batch 1 - Statutory Consultation

**Report authorised by:** Simi Shah, Group Engineer Traffic and Parking

**Report Author/s:** Andy Bourke - Parking Projects Manager

Beth Girma - Senior Engineer Traffic & Parking

**Ward(s) affected:** Alexandra Park, Bruce Castle, Fortis Green, Harringay, Hornsey, Noel Park, Seven Sisters, St. Anns, Stroud Green, Tottenham Central and Woodside

**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 15 November 2023 to 13 December 2023, on the proposal to introduce 40 EV charging points at 19 locations across the borough.
- 1.2 To request approval to proceed to implementation for 38 (18 locations) of the proposed EV charging points (bays), having taken objections and submissions into consideration.

## **2 Cabinet Member Introduction**

- 2.1 N/A

## **3 Recommendations**

- 3.1 It is recommended that the Head of Service for Highways and Parking in consultation with Cabinet Member for Climate Action, Environment and Transport, and Deputy Leader of the Council.
- 3.2 Considers the objections raised during the statutory consultation on the proposals and set out in section 4 of this report, and officer responses to each objection set out in section 6.17 of this report.
- 3.3 Having considered the proposals, the responses to the statutory consultation and officer comments, and having due regard to the needs set out in Section 149 (public sector equality duty) of the Equality Act 2010, approve:
  - 3.3.1 The Implementation of 38 new EV charging points at 18 locations as detailed in Table 1 of section 6; and:
  - 3.3.2 agree not to proceed with the installation of the proposed EV points in Linley Road, N17 for the reasons set out in Table 2 section 6.14 of this report.

- 3.4 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, TotalEnergies Charging Solutions UK Limited and with part funding from On-Street Residential Charge point Scheme (ORCS) and there is no cost to the council.
- 3.5 The Council will receive £500 per bay per annum from TotalEnergies for each of the bays that are being proposed in this report.

#### 4 Reasons for decisions

- 4.1 **The Council's commitment** is to encourage the use of electric vehicles to support the borough in delivering its carbon reduction targets and air quality improvements. The uptake of EVs is increasing and the majority of households in the borough do not have off street parking where they can install their own charging points. It is therefore necessary for the Council to provide on-street EV charging points to improve access to EVCPs across the borough for residents, businesses and visitors.
- 4.2 A total of 31 responses were received to the statutory consultation with:
- 27 objections
  - 4 in favour
  - 1 comment

The full list of responses received is provided in **Appendix 3** of this report.

- 4.3 Objections received to the statutory consultation were in response to the EV points proposals in Connaught Road N4, Clyde Road N22, Eastwood Road, N10, Greenham Road, N10, Hampden Road, N8, Linley Road, N17, Pemberton Road, N8 and Stirling Road N22

Of the objections received, the main theme was related to the impact / loss of resident parking. Most objectors were concerned that the proposed measures would have a negative impact on their ability to park directly outside their homes. These objections were not upheld. 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 Linley Road, N17 have been upheld and officers will investigate a suggested alternative location for suitability. However, if the location is found to be unsuitable, the council will propose to install the EV point at the original proposed location which will require approval at a future date.

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

- 4.4 No objections were received to the proposed remaining EVCP bays detailed in Table 1 in section 6.
- 4.5 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 Climate Action, Environment and Transport, and Deputy Leader of the Council to make the relevant traffic management orders and implement the recommendations.

#### 5 Alternative options considered

- 5.1 An alternative option **considered was to 'not' undertake the introduction of new EVCPs.** However, this is not recommended as it would be against the Councils commitment to expand

the network of charging points in the borough. **It's also the council's policy to encourage a sustainable mode of transport to support the borough in delivering its carbon reduction targets and air quality improvements.**

## 6 Background Information

- 6.1 **As part of the Council's commitment to encourage** the 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, published in 2021 estimated that 962 standard and 61 rapid charging points will be needed in Haringey by 2030.
- 6.3 There are 231 EVCPs installed and in operation in Haringey. When the proposed 38 EVCPs detailed in this report are implemented, it will increase the number of EVCPs in Haringey to 269
- 6.4 The sites for the 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.
- 6.5 Once locations are determined, a statutory consultation exercise is carried out in accordance with the Road Traffic Act 1984 and the Local Authorities Traffic Orders Procedure Regulations 1996. And also in accordance with the requirements of Section 17 of the London Local Authorities and Transport for London Act 2013. This is a legal process involving a notice of the proposal to be placed in the newspapers allowing 28 days during which anyone wishing to object can write to the Council providing reasons for their objection.

Table 1

Refer ence	Location	Description	Reason for proposal and operation hours	Changes to parking or waiting/lo ading restriction s required? (Y/N)
(a)	Avondale Road N15 east side - opp. Nos. 105 -109 Avondale Road	Introduce 1 new electric vehicle charging point with 2 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	Y
(b)	Clyde Road, N22 North side - near No. 2 Clyde Road	Introduce 1 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
(c)	Connaught Road, N4 north-west side - outside Nos. 1-24 Church Hill Court, near junction of Oakfield Road	Introduce 2 new electric vehicle charging point with 4 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	Y

Refer ence	Location	Description	Reason for proposal and operation hours	Changes to parking or waiting/lo ading restriction s required? (Y/N)
(d)	Eastwood Road N10 north side - adjacent to No. 1 Coppetts Rd	Introduce 1 new electric vehicle charging point with 2 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging.	N
(e)	Endymion Road, N4 west side - near No. 1 Endymion Road N4	Introduce 1 new electric vehicle charging point with 2 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging.	Y
(g)	Greenham Road, N10 north-west side - near the junction of Colney Hatch Ln	Introduce 1 new electric vehicle charging point with 2 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging.	N
(h)	Hampden Road, N8 South side - adjacent to 14 Willoughby Rd	Introduce 1 new electric vehicle charging point with 2 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging.	Y
(i)	Hewitt Road, N8 South side - adjacent t to 172 A Wightman Rd	Introduce 1 new electric vehicle charging point with 2 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging.	Y
(j)	Linley Road, N17 south side - adjacent to No. 41 Broadwater Rd	Introduce 1 new electric vehicle charging point with 2 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging.	Y
(k)	Lymington Avenue, N22 north-west side - outside No. 54 Lymington Ave	Introduce 1 new electric vehicle charging point with 2 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging.	Y
(l)	Mansfield Avenue, N15 south -east side - adjacent to 208 West Green Road	Introduce 1 new electric vehicle charging point with 2 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging.	Y
(m)	Moselle Avenue, N22 south- east side - adjacent to No. 35A Gladstone Ave	Introduce 1 new electric vehicle charging point with 2 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging.	Y

Refer ence	Location	Description	Reason for proposal and operation hours	Changes to parking or waiting/lo ading restriction s required? (Y/N)
(n)	Osborne Road N4 North west side - Outside Charter Court, near the junction with Upper Tollington Park	Introduce 1 new electric vehicle charging point with 2 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging.	Y
(o)	Pemberton Road N4South side - near the junction of Wightman Rd	Introduce 1 new electric vehicle charging point with 2 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging.	Y
(p)	Pembroke Road N8 north side - Opp. the entrance to No. 13 Campsbourne Road	Introduce 1 new electric vehicle charging point with 2 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging.	Y
(q)	Roslyn Road N15 north-east side - near the junction of Braemar Rd	Introduce 1 new electric vehicle charging point with 2 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging.	Y
(r)	Salisbury Road N22 south-west side - Opp. Nos. 21- 25 Salisbury Road	Introduce 1 new electric vehicle charging point with 2 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging.	Y
(s)	Stirling Road N22 north-east side - adjacent to No.75 Perth Rd	Introduce 1 new electric vehicle charging point with 2 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging.	Y
(t)	Thirlmere Road N10 north-east side - adjacent to no.85 Alexandra Park Road	Introduce 1 new electric vehicle charging point with 2 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging.	N

- 6.6 Plans showing the proposed layout of the EV sites are provided in **Appendix 1** of this report.
- 6.7 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 no obstructions are introduced to footways and pedestrian access is maintained.
- 6.8 The charging points will be installed and managed by Total Energies Charging Solutions UK Limited.
- 6.9 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

- 6.10 Statutory notification commenced on 15 December 2023 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 13 December 2023.
- 6.11 Although not a legal requirement, statutory notification letters, informing of the proposals and process, were also posted to frontages in the streets for the proposed EVCPs. **Appendix 2** contains copies of the statutory notification letter delivered to affected frontages.
- 6.12 It is noted that LATOR provides local authorities with the discretion of whether or not to hold a public inquiry prior to the making of a TMO. This report does not include the recommendation to hold a public inquiry on account of: the effect of the order (see paragraphs 6.10 & 6.12), no upheld objections, the wider support for the project, that the project will contribute towards achieving a number of policy objectives and that holding a public inquiry would lead to expense and delay while being unlikely to alter the ultimate decision.
- 6.13 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

- 6.14 A total of 1985 properties were written to notifying their occupants of the statutory consultation and how they could object should they wish. A total of 31 representations from residents and businesses were received, comprising 27 objections, 4 submissions in favour and 1 comment.
- 6.15 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.	Objections received to proposal in	No. of objectors cited this reason	Officer response
Connaught Road happens to be the only road out of the 19 that has a proposal to install four bays. All other roads have two. This is going bring a lot of noise disturbance to an otherwise quiet road and loitering not least from Uber & Bolt drivers while also limiting parking space and forcing	Connaught Road N4	2	There is no evidence that charging points creates additional traffic congestion especially for those lower power charging points with longer charging periods. It is also unlikely that they will be used by other motorist other than local residents. It is our view that EV points do not cause further issues

Reason for objection.	Objections received to proposal in	No. of objectors cited this reason	Officer response
<p>cars to park on the opposite side of the road and adding to congestion.</p> <p>There is plenty of underutilised EV charging space at the charging point under the bridge on Upper Tollington Park Road which is a mere one-minute drive away.</p> <p>The proposed installation site also happens to be the side where council housing is built <b>There isn't much to see</b> outside our windows as it is already, without adding EV charging points and increasing the incidence of random cars parked outside which will not make one feel safe in the neighbourhood</p>			<p>any more than the normal parking activities.</p> <p>The EVCPs are proposed based on requests from the area. The council also expects demand for EV points to increase over time <b>and it's essential that these infrastructures are in place to meet the expected demand.</b></p>
<p>The plan to create 2 charging points in Clyde Road will create serious problems for residents who already have parking problems. 2 vehicle charging points will in practice remove 3 more parking spaces from the street, which already has lost one space to a little-used car club bay and now also a proposed bikehangar.</p> <p>And also Source London is not an economical option for EV users. Their pay as you go rate is 65p/KW (members 55p/KW) - a huge increase from other providers. We fear it will not be used so will consequently take up a parking space on the road for no reason.</p>	Clyde Road N22	8	<p>We understand and appreciate that charging points will take up some parking spaces from other cars. However, the EVCPs are proposed based on requests from your local community.</p> <p>The council also expects demand for EV points to increase over <b>time and it's essential that these infrastructures are in place to meet the expected demand.</b></p> <p>Source London are one of the biggest EV charging operators 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 which other</p>

Reason for objection.	Objections received to proposal in	No. of objectors cited this reason	Officer response
			providers may not necessary provide.
<p>Eastwood Road is a small cul de sac with limited parking for residents. Reducing the number of parking spaces will make this problem worse.</p> <p>Additionally, the road being a cul-de-sac creates access and safety issues with cars pulling in for deliveries or from builders. Vehicles are then backing up onto the busy road on Tetherdown. Increasing traffic on the corner of Eastwood near the busy road.</p> <p>The residents in Eastwood Road have just sponsored two street trees, both are to be located at the same end of the road as the charging points which might conflict with installing charging points.</p>	Eastwood Road, N10	4	<p>We understand and appreciate that charging points will take up some parking spaces from other cars. However, the EVCPs are proposed based on requests from your local community.</p> <p>The council also expects demand for EV points to increase over <b>time and it's essential that these</b> infrastructures are in place to meet the expected demand.</p> <p>In terms of the safety issues raised, the EV point will be installed in line with the existing parking arrangements and will pose no more hinderance than typical vehicles parking or manoeuvring in this road.</p> <p>We have confirmed with our Trees department, both of these new trees are proposed to be planted on opposite side of the road to the charging point and <b>there won't be any conflict.</b></p>
<p>None of the houses on Greenham Road have private driveways; residents rely on street parking.</p> <p>The current lack of parking spaces poses a significant challenge for residents.</p> <p>Introducing electric vehicle charging points will exacerbate the existing parking problem.</p> <p>The proposed provider of the Electric Vehicle charging points, Source London, charge too much for the charging service. This directly conflicts with the aim of the Council to encourage the use of sustainable modes of transport</p>	Greenham Road, N10	7	<p>We understand and appreciate that charging points will take up some parking spaces from other cars. However, the EVCPs are proposed based on requests from your local community.</p> <p>The council also expect for the demand to for EV points to <b>increase over time and it's</b> essential that these infrastructures are in place to meet the expected demand.</p> <p>Source London are one of the biggest EV charging operators 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,</p>



Reason for objection.	Objections received to proposal in	No. of objectors cited this reason	Officer response
			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 which other providers may not necessary provide.
Parking is already problematic on this road. This will only make things worse.	Hampden Road, N8	1	<p>We understand and appreciate that charging points will take up some parking spaces from other cars. However, the EVCPs are proposed based on requests from your local community.</p> <p>The council also expects demand for EV points to <b>increase over time and it's</b> essential that these infrastructures are in place to meet the expected demand.</p>
<p>This will mean losing two parking spaces at this section which already has limited parking spaces as it also caters for parking permit owners living on neighbouring Bruce Grove, which is a red route.</p> <p>Please considered locating the points between the junction of Broadwater Road and Mount Pleasant Road as there are no residential properties at the location</p>	Linley Road, N17	2	The council will assess the location suggested and if suitable will re advertise a proposal for new location. However, if the location is found to be unsuitable, the council will install the EV points at the original proposed location.
Electric Vehicle Charging Points inevitably increasing traffic from the occupants of adjoining streets wishing to use those points, while also proposing to schedule Pemberton Road as a School Street, thus preventing access to those same points at key times of the day Monday to Friday. It seems sensible to locate the charging points in streets with unimpeded access	Pemberton Road, N8	1	There is no evidence that charging points create additional traffic congestion especially for those lower power charging points with longer charging periods. It is also unlikely that they will be used by other motorist other than local residents. It is our view that EV points do not cause further issues any more than the normal parking activities.

Reason for objection.	Objections received to proposal in	No. of objectors cited this reason	Officer response
and in locations which do not affect Schools.			<p>The demand for EV charging points in this area is high and the council expect for this to increase <b>in near future. It's essential that</b> these infrastructures are in place to meet the expected demand.</p>
<p>While acknowledging the importance of encouraging sustainable transportation, the chosen location introduces several significant issues that demand immediate reconsideration.</p> <ul style="list-style-type: none"> <li>• Stirling Road functions as a vital thoroughfare from Perth Road to White Hart Lane, contributing to heavy traffic.</li> <li>• Parking in Stirling Road is already heavily utilized. This will undoubtedly lead to a reduction in general parking availability for residents.</li> <li>• Additionally, there has been no apparent parking assessment or stress testing conducted on Stirling Road to see, potential challenges, and the feasibility of introducing electric parking points.</li> <li>• Houses near the proposed charging areas could face a substantial drop in property value due to increased noise, foot/road traffic, and construction work in proximity. prospective buyers based on close proximity to these points.</li> <li>• propose that alternative locations such as Forfar, Berwick, Leith, or Solway Road be considered for the installation of electric car charging points. These roads have fewer houses</li> </ul>	Stirling Road N22	3	<p>We understand and appreciate that charging points will take up some parking spaces from other cars. However, the EVCPs are proposed based on requests from your local community. The council also expects demand for EV points to increase over time <b>and it's essential that these</b> infrastructures are in place to meet the expected demand.</p> <p>The charging bays are additional infrastructure and will be valuable to all residents in Strirling Road and in the area. The location of the proposed bays does not directly affect any frontage along Stirling Road.</p> <p>The bays will be designated for EV charging only. Any other vehicles parking in these bays in contravention will be issued with a Penalty Charge Notice (PCN) and will be removed.</p> <p>There is no evidence that charging points creates additional traffic congestion especially for those lower power charging points with longer charging periods. It is also unlikely that they will be used by other motorist other than residents. It is our view that EV points do not cause further issues any more than the normal parking activities.</p>

Reason for objection.	Objections received to proposal in	No. of objectors cited this reason	Officer response
<p>and less traffic, ensuring a more efficient.</p> <ul style="list-style-type: none"> <li>there are hardly any electric vehicles in my street or the area immediately adjacent to it.</li> </ul>			

6.16 After considering the statutory consultation responses and taking appropriate adjustment to proposals, it is concluded that the Council progresses with the installation of 38 EV charging points should proceed as to help improve air quality, 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, TotalEnergies Charging Solutions UK Limited with part funding from On-Street Residential Chargepoint Scheme (ORCS) 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 £299 per bay pa and the remaining 8 bays are shared use (pay to park & permit holders) bays.

8.3 The Council will receive £500 per bay pa from TotalEnergies Charging Solutions UK 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 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 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 Section 17 of the London Local Authorities and Transport for London Act 2013, the council is 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 9.7 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.
- 9.9 Prior to making any order the Council must carry out the consultations as set out in Schedule 9 of the RTRA and Regulations 6 and 7 of the Local Authority Traffic Orders Procedure Regulations 1996. A consultation will not be lawful unless it is (1) undertaken at a time when proposals are still at a formative stage; (2) sufficient reasons are given for any proposal to enable people who are interested in the same to consider the proposals and make representations; (3) adequate time has been given for such consideration and response; and (4) all representations have been conscientiously taken into account when finalising the proposals
- 9.10 Having carried out the statutory consultation, the Council is to be able to proceed with the recommendations 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 apply 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. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.
- 10.3 The proposed decision is to proceed with the introduction of the EV charging points outlined in Appendix 1 and agree for the Traffic Management Order to be made for these, under sections 6 and 124 of the Road Traffic Regulation Act 1984 and Section 17 of the London Local Authorities and Transport for London Act 2013.
- 10.4 The overall objective of the EVCPs installation programme is to provide additional charging points to expand the network in the borough and encourage the uptake of EVs. Electric Vehicles 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.
- 10.5 Most of the proposed EV points will be installed on traffic islands or buildouts to ensure that in areas where footways are narrow, pedestrian access is maintained for mobility-impaired users.
- 10.6 Of the objections received, the main theme presented related to the loss of vehicle parking space. Most objectors were concerned about the proposed cycle hangars would have in pact on available car parking space in their street. The majority of objections received for this batch of EV charging point locations have not been upheld, as they did not present any substantial reasons why the hangars should not be introduced.

## 11 Use of Appendices

Appendix 1 – Plan showing proposed EV Charging points

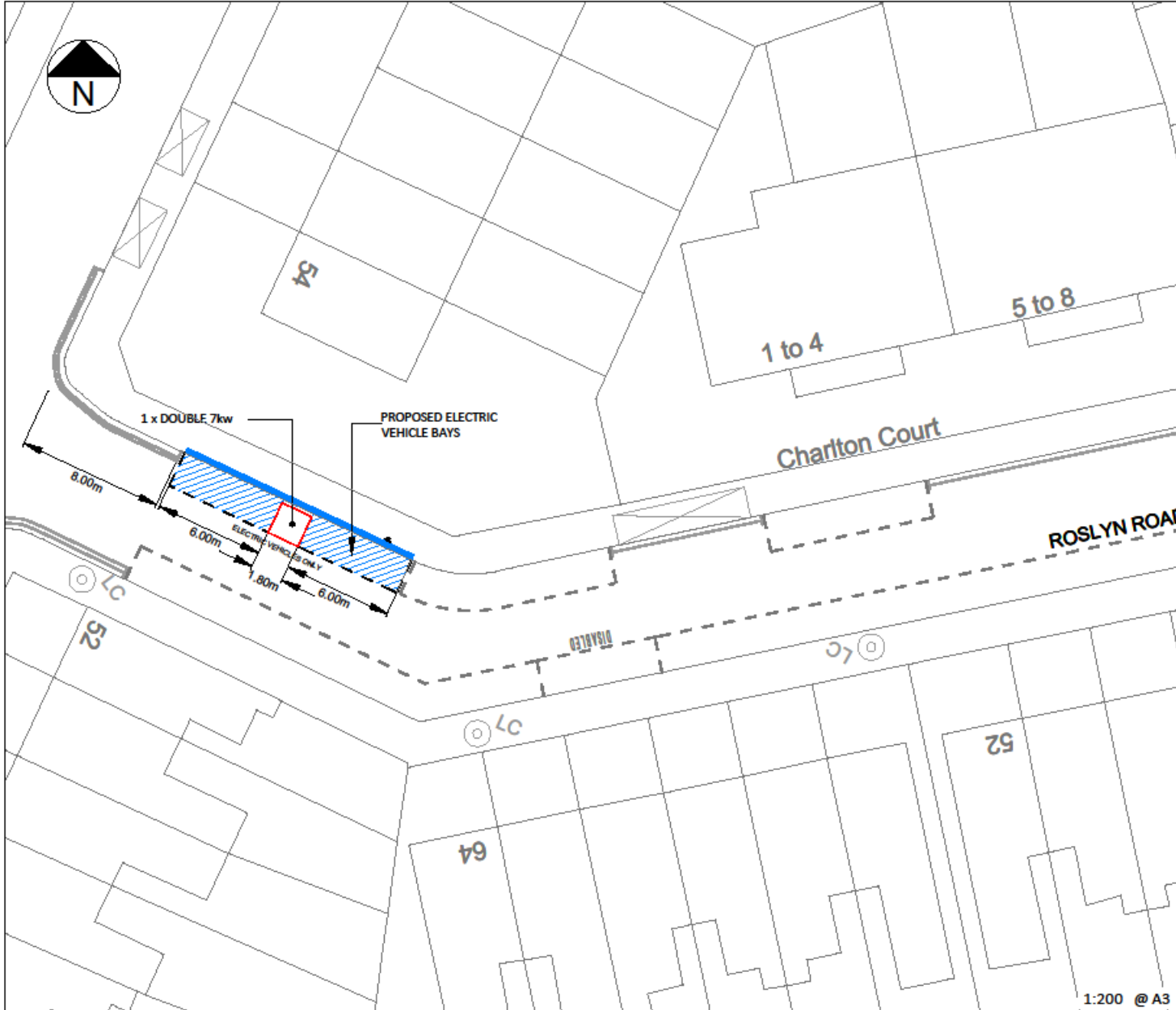
Appendix 2 - Statutory notification letters delivered to affected frontages.

Appendix 3 – List of all response received

## Appendix 1

Plan showing proposed EV Charging points





# KEY / LEGEND

EXISTING - EV PARKING BAY	
OPT 1 - EV PROPOSED BAY	
NEW TRAFFIC ISLAND WITH 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	

EASTINGS	533181
NORTHINGS	188859
POSTCODE	N15 5JB

## LOCATION PLAN



Rev.	Date	Comments	Des	Chk	App
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t +44 (0)20 3318 8560    e sales@its-global.co.uk

Client: **Haringey LONDON**

Title:  
 GENERAL LAYOUT  
 TMO Drawing - EV Layouts  
 Roslyn Road

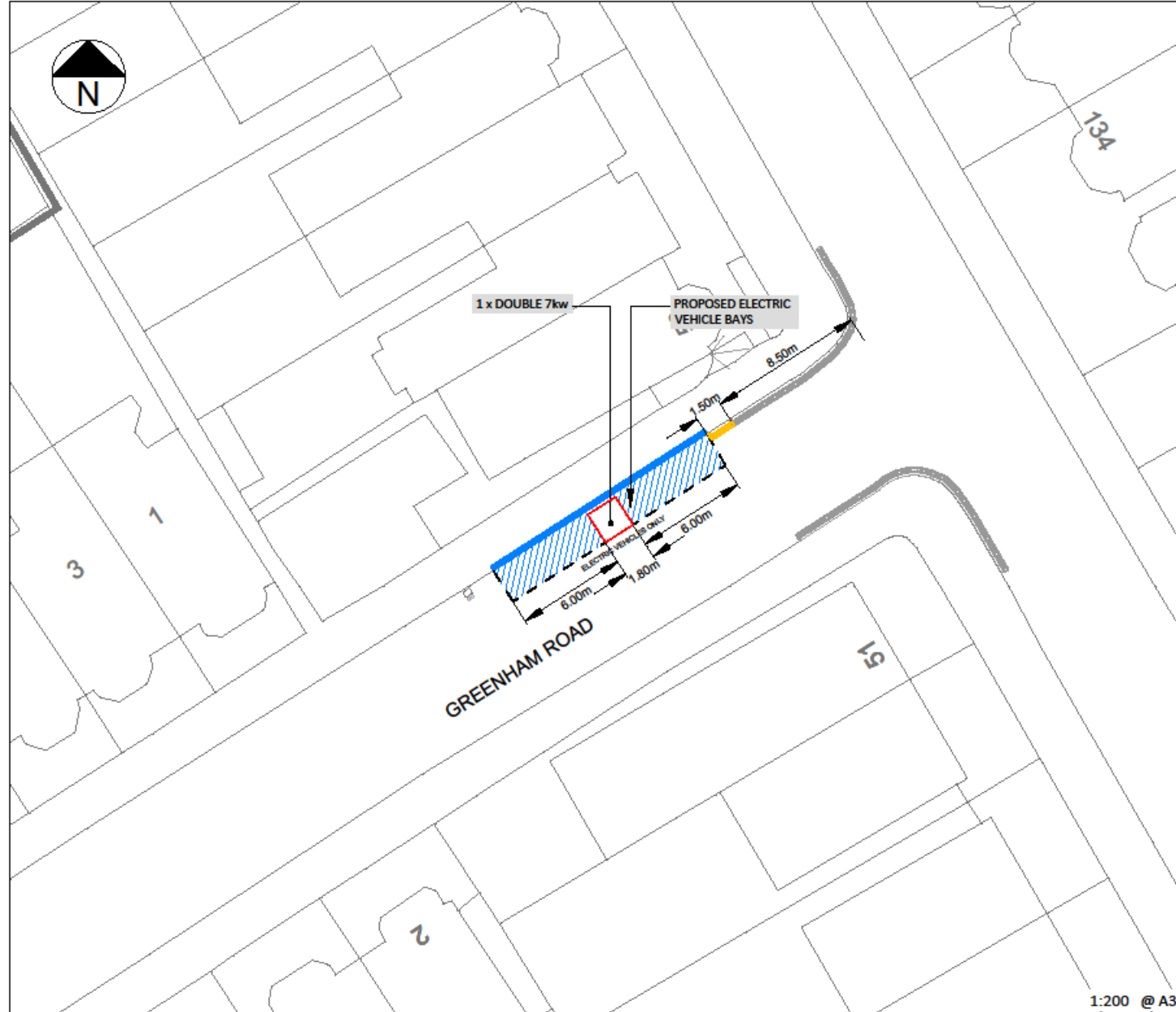
Drawing No. 58/1030/TMO/047	Sheet No. 1 OF 1	Rev. -
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CAD REFERENCE: G:\Shared drives\TMO\58-1030-047\1-10 Haringey\Master\TMO Drawing\58-1030-047-TMO Roslyn Road - 58-1030-TMO-047

DATE: 02/09/2023

1:200 @ A3





# KEY / LEGEND

EXISTING - EV PARKING BAY	
OPT 1 - EV PROPOSED BAY	
NEW TRAFFIC ISLAND WITH 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	

EASTINGS	528447
NORTHINGS	190506
POSTCODE	N10 1LP

## LOCATION PLAN



Rev.	Date	Comments	Des	Chk	App
-		ORIGINAL ISSUE			



t +44 (0)20 3318 8560



e sales@its-global.co.uk

Client :

**Haringey**  
LONDON

Title:

GENERAL LAYOUT  
TMO Drawing - EV Layouts  
Greenham Road

Drawing No.  
58/1030/TMO/067

Sheet No.  
1 OF 1

Rev.  
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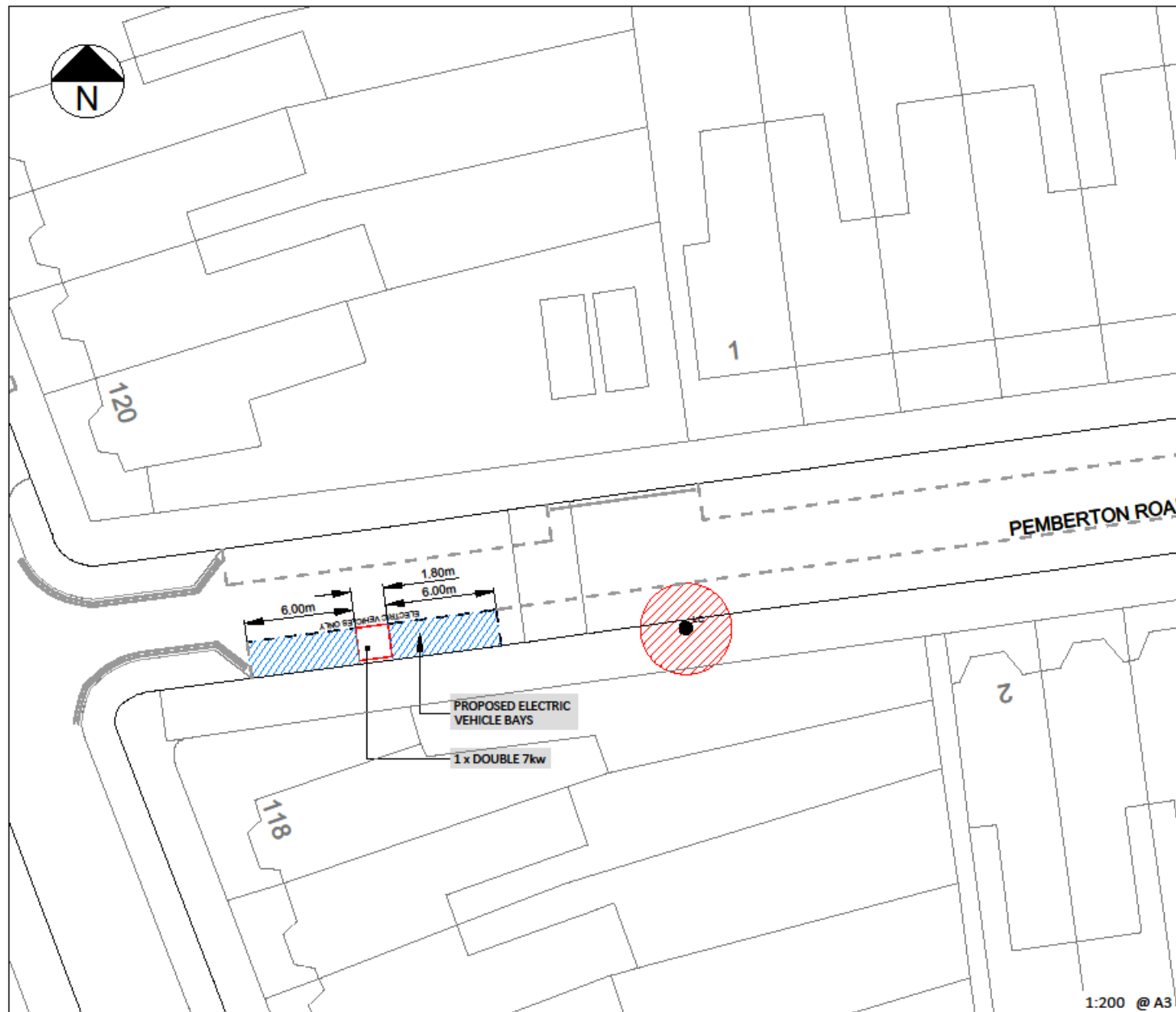
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CAD REFERENCE: G:\Shared drives\TMO\58-1030-067\58-1030-067-1-18 Haringey\Master File\TMO Drawing\58-1030-067-TMO Greenham Road - 58-1030-TMO-067

DATE: 12/09/2023





# KEY / LEGEND

EXISTING - EV PARKING BAY	
OPT 1 - EV PROPOSED BAY	
NEW TRAFFIC ISLAND WITH 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	

EASTINGS	531393
NORTHINGS	188532
POSTCODE	N4 1DL

## LOCATION PLAN



Rev.	Date	Comments	Des	Chk	App
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ORIGINAL ISSUE

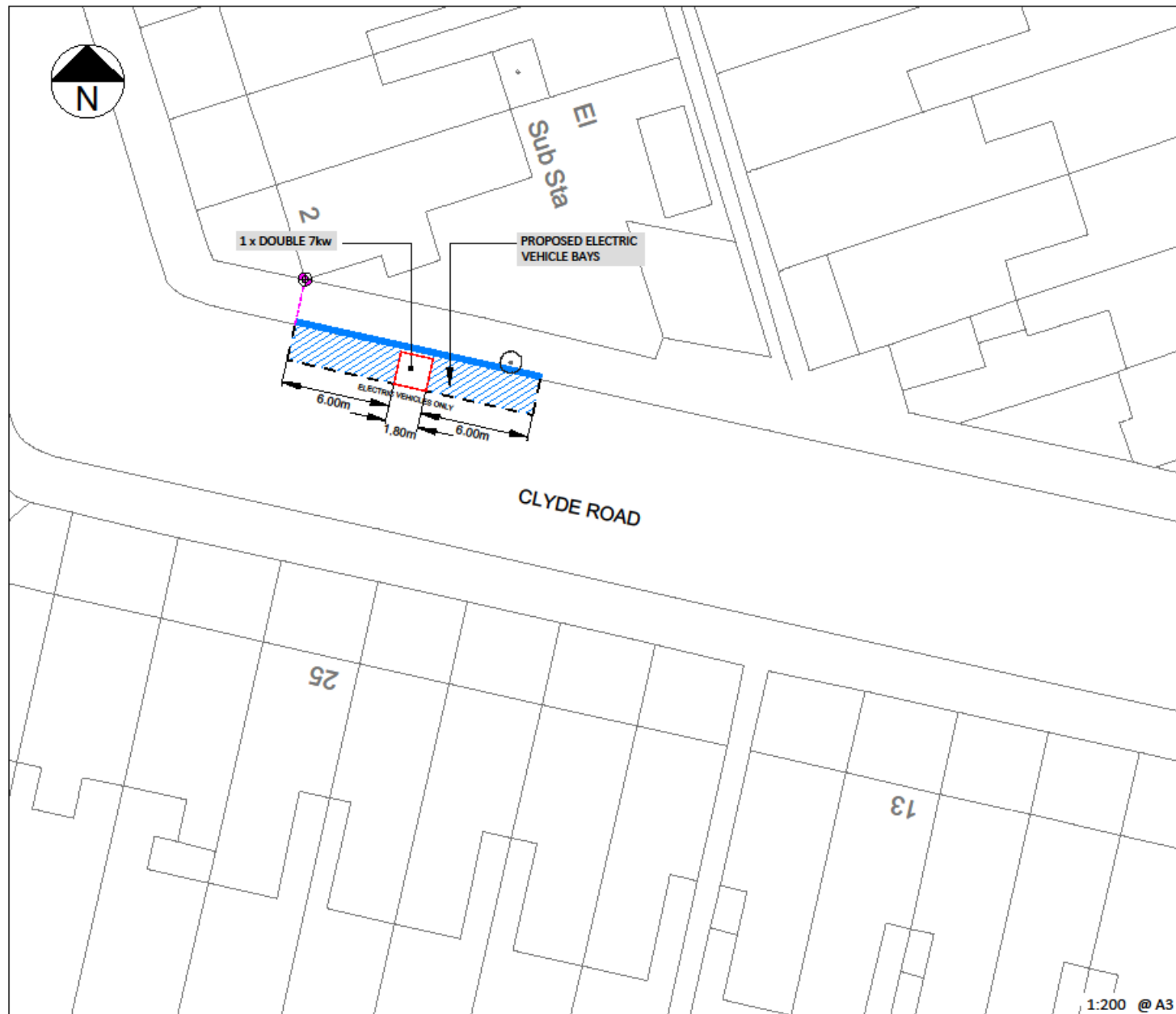
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Client: **Haringey LONDON**

Title: **GENERAL LAYOUT**  
TMO Drawing - EV Layouts  
Pemberton Road

Drawing No. 58/1030/TMO/083	Sheet No. 1 OF 1	Rev. -
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# KEY / LEGEND

EXISTING - EV PARKING BAY	
OPT 1 - EV PROPOSED BAY	
NEW TRAFFIC ISLAND WITH 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	

EASTINGS	529703
NORTHINGS	190664
POSTCODE	N22 7AG

## LOCATION PLAN



Rev.	Date	Comments	Des	Chk	App
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Client :					

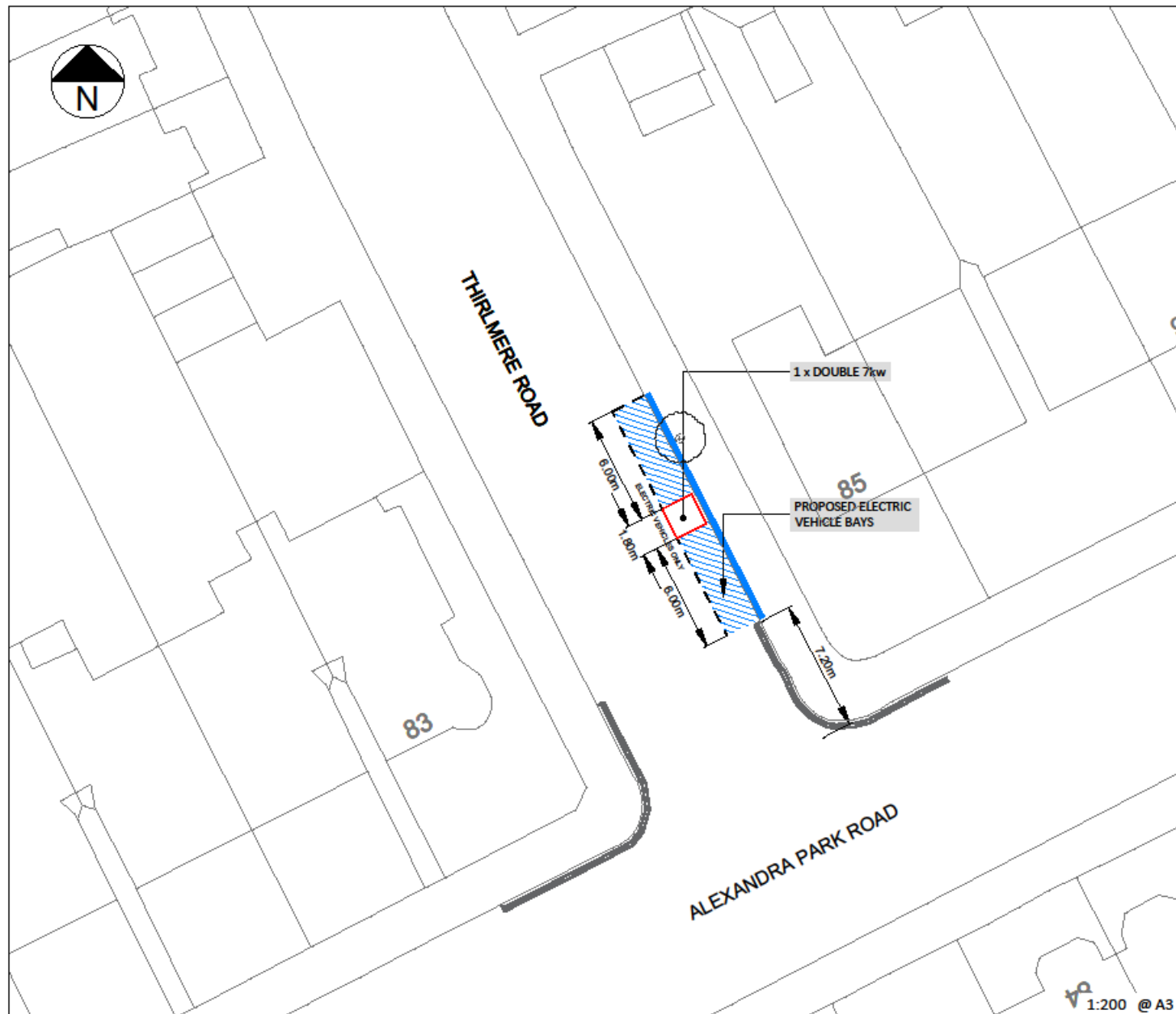
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GENERAL LAYOUT					
TMO Drawing - EV Layouts					
Clyde Road					

Drawing No.	Sheet No.	Rev.
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58/1030/TMO/085	1 OF 1	-
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# KEY / LEGEND

EXISTING - EV PARKING BAY	
OPT 1 - EV PROPOSED BAY	
NEW TRAFFIC ISLAND WITH 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	

EASTINGS	528949
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POSTCODE	N10 1DY

## LOCATION PLAN



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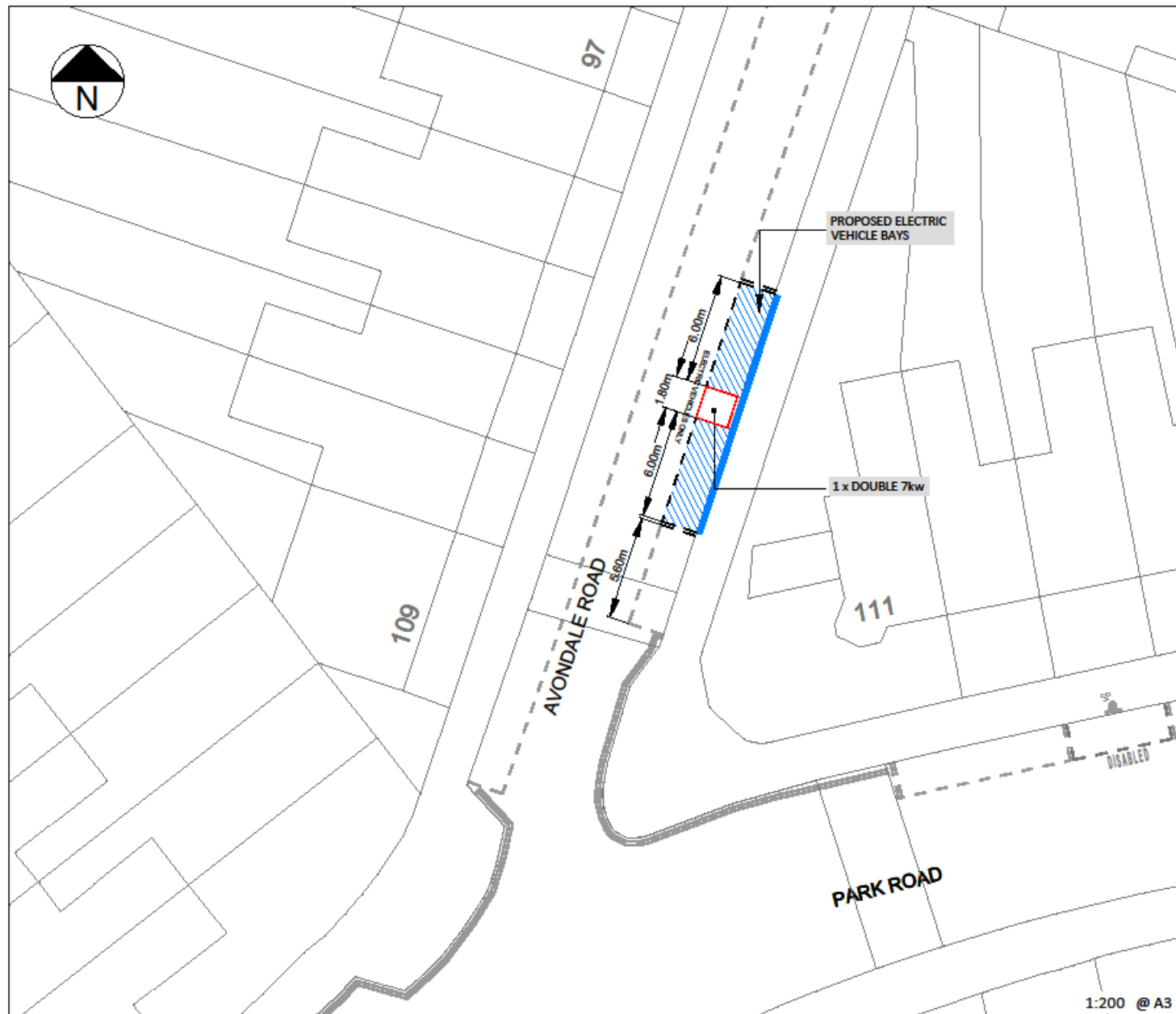
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Client: **Haringey**  
LONDON

Title:  
GENERAL LAYOUT  
TMO Drawing - EV Layouts  
Thirlmere Road

Drawing No. 58/1030/TMO/101	Sheet No. 1 OF 1	Rev. -
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KEY / LEGEND	
EXISTING - EV PARKING BAY	
OPT 1 - EV PROPOSED BAY	
NEW TRAFFIC ISLAND WITH 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	

EASTINGS	531949
NORTHINGS	188766
POSTCODE	N15 3SH

LOCATION PLAN	

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

Title: **GENERAL LAYOUT**  
TMO Drawing - EV Layouts  
Avondale Road

Drawing No. 58/1030/TMO/159	Sheet No. 1 OF 1	Rev. -
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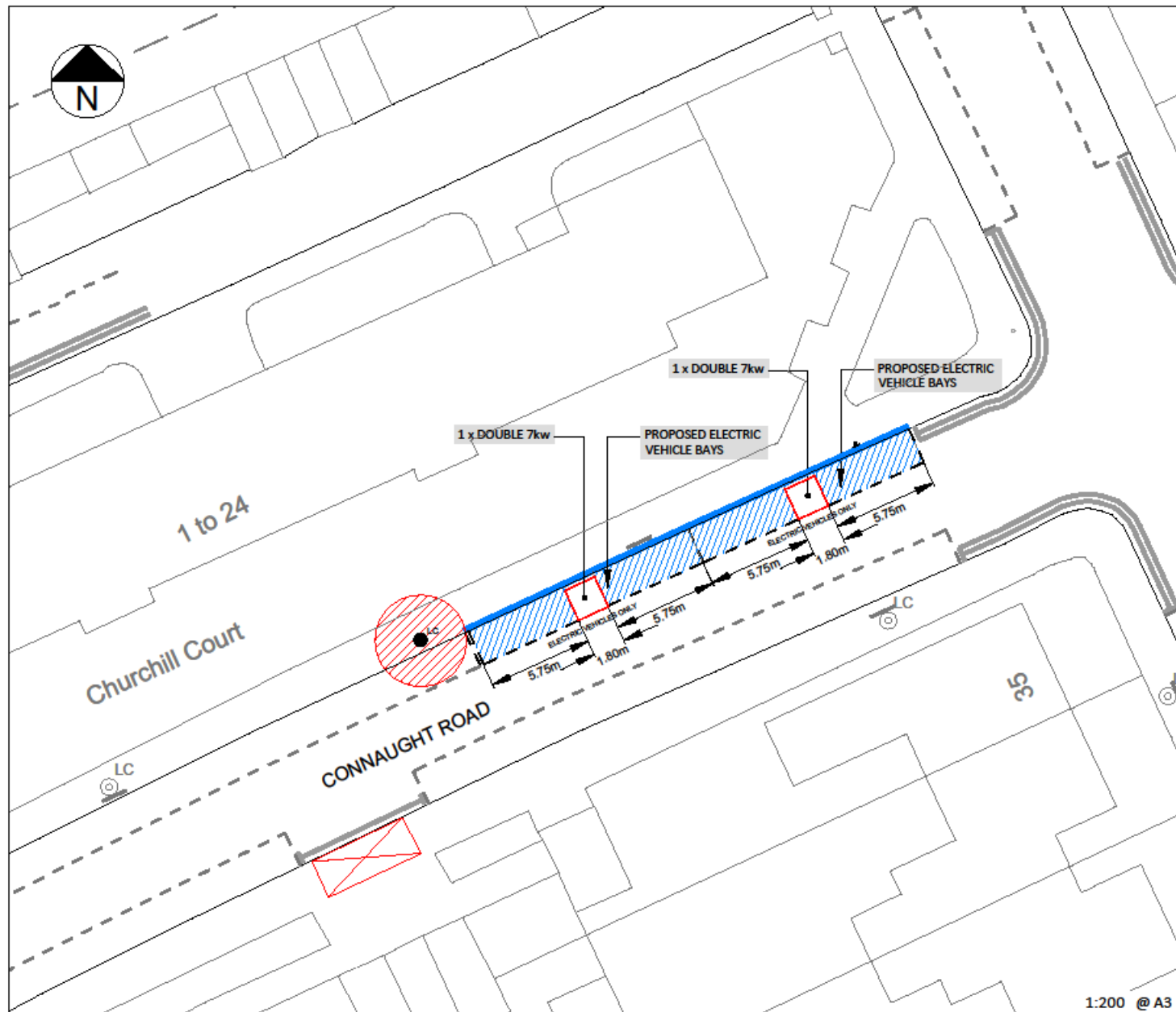












KEY / LEGEND	
EXISTING - EV PARKING BAY	
OPT 1 - EV PROPOSED BAY	
NEW TRAFFIC ISLAND WITH CHARGE POINT	
EV FEDDER PILLAR	
EXISTING SOURCE LONDON CP	
BT DUCTING	
ELEC DUCTING	
BT STATUTORY PLANT	
EXISTING LAMP COLUMN	
CP EXCLUSION ZONE (2.5m Radius)	
REMOVAL	
SETTING OUT POINT	

EASTINGS	531254
NORTHINGS	187836
POSTCODE	N4 4AW

**LOCATION PLAN**

ORIGINAL ISSUE				
Rev.	Date	Comments	Des	Chk App

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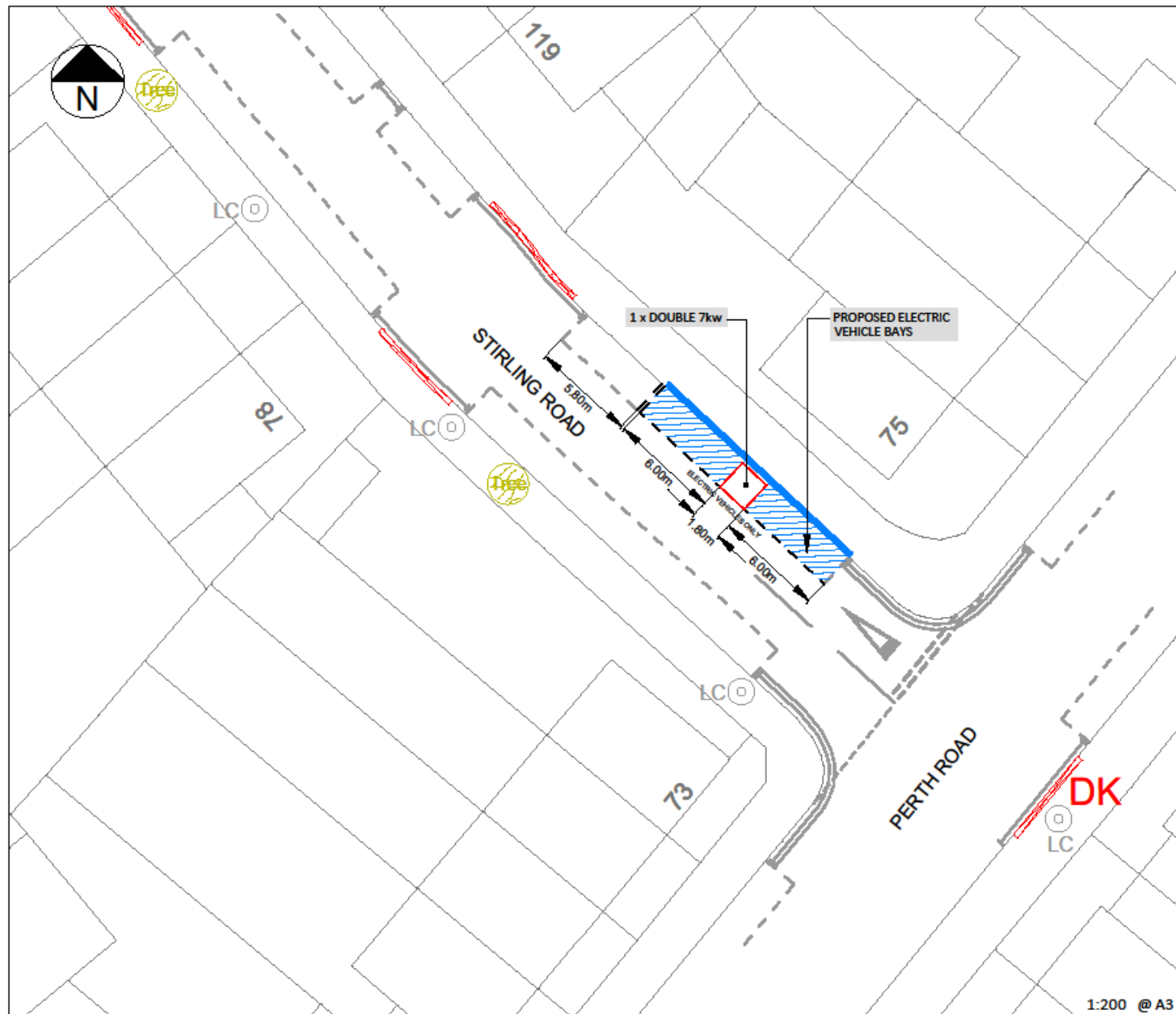
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Title:  
GENERAL LAYOUT  
TMO Drawing - EV Layouts  
Connaught Road

Drawing No. 58/1030/TMO/168	Sheet No. 1 OF 1	Rev. -
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KEY / LEGEND	
EXISTING - EV PARKING BAY	
OPT 1 - EV PROPOSED BAY	
NEW TRAFFIC ISLAND WITH 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	

EASTINGS	531799
NORTHINGS	190930
POSTCODE	N22 5BN

LOCATION PLAN

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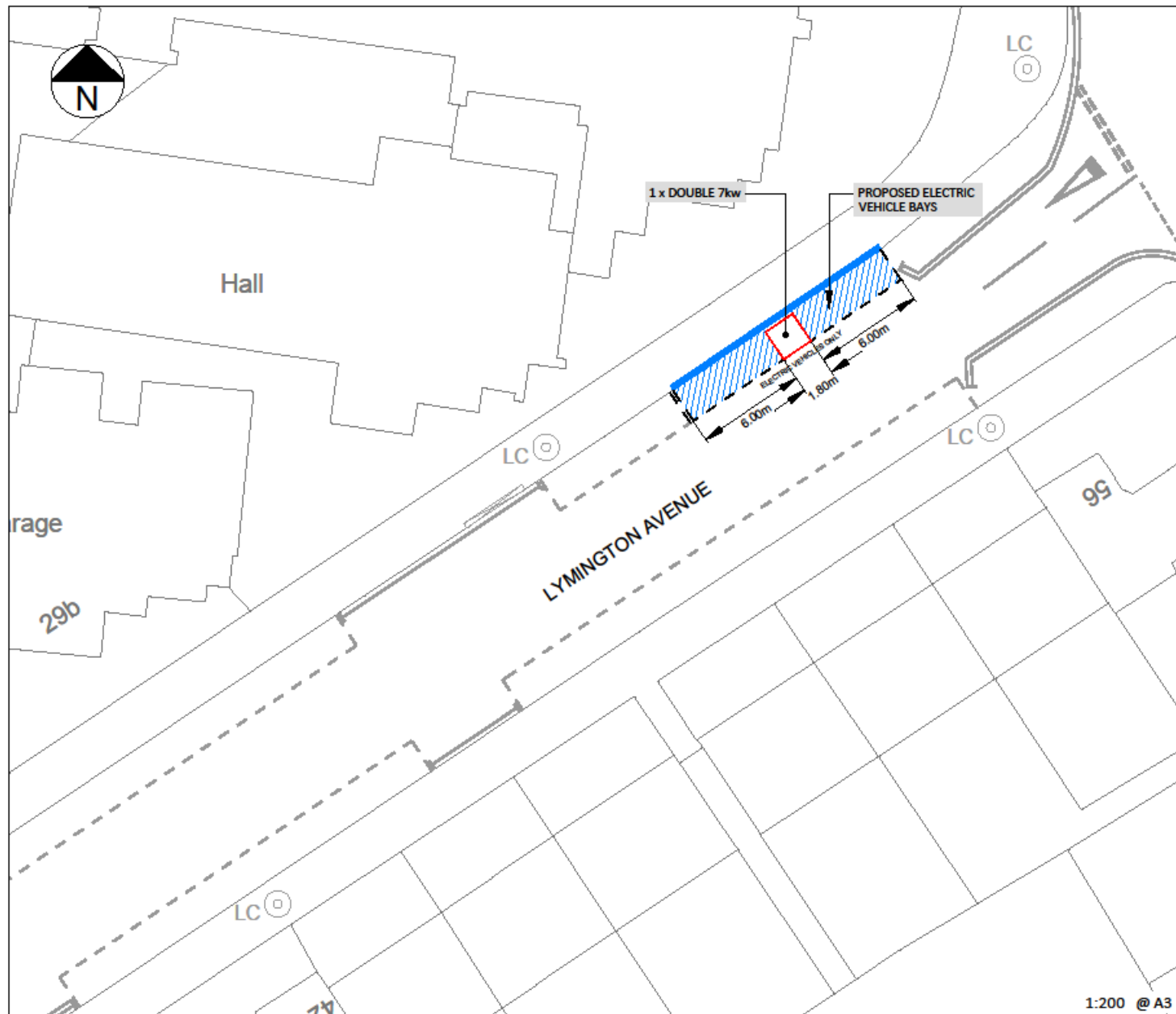
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Client: **Haringey LONDON**

Title: **GENERAL LAYOUT**  
TMO Drawing - EV Layouts  
Stirling Road

Drawing No. 58/1030/TMO/169	Sheet No. 1 OF 1	Rev. -
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# KEY / LEGEND

EXISTING - EV PARKING BAY	
OPT 1 - EV PROPOSED BAY	
NEW TRAFFIC ISLAND WITH 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	

EASTINGS	531409
NORTHINGS	190132
POSTCODE	N22 6JD

## LOCATION PLAN



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

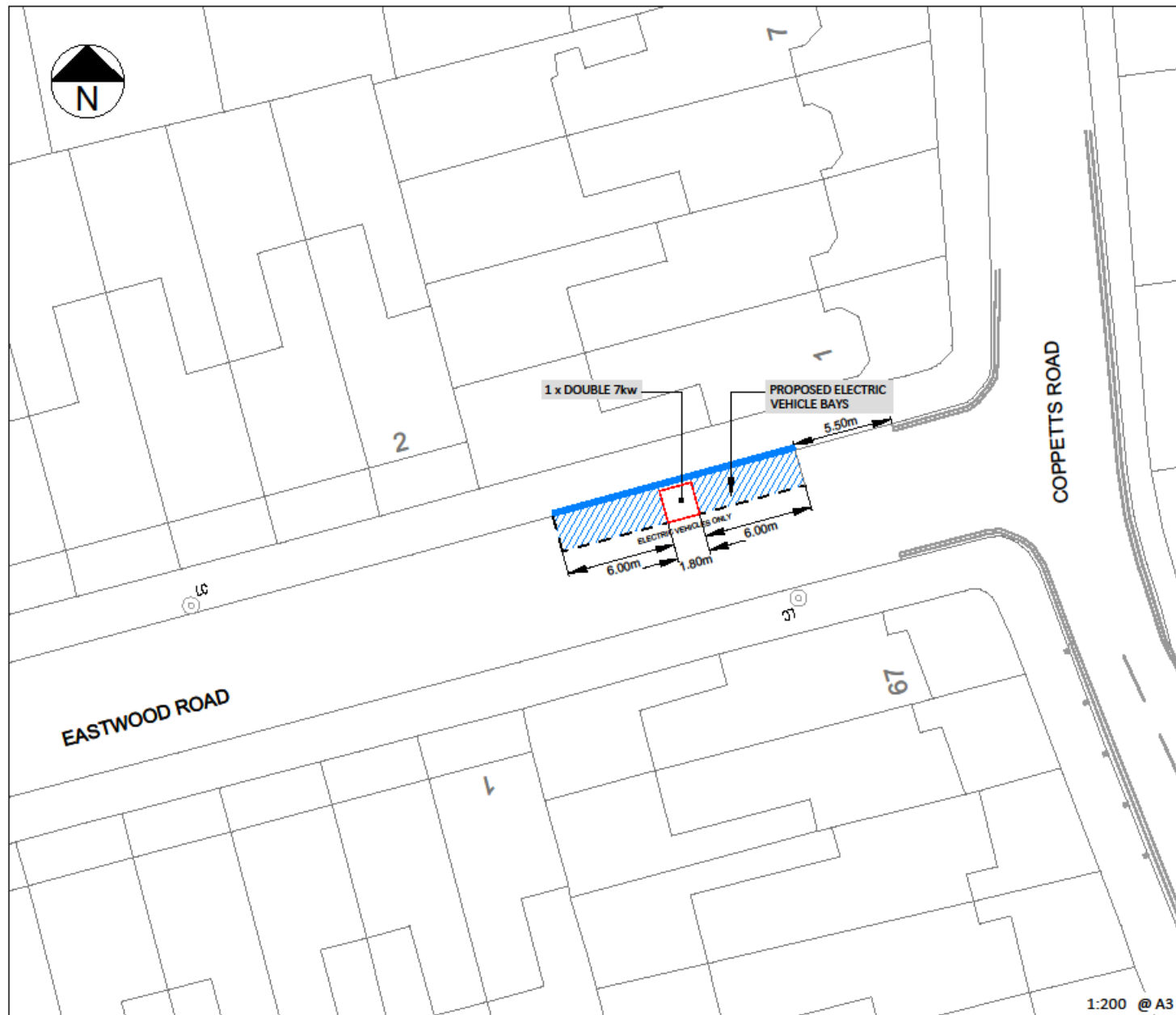
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 Lymington Road

Drawing No. 58/1030/TMO/170	Sheet No. 1 OF 1	Rev. -
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KEY / LEGEND	
EXISTING - EV PARKING BAY	
OPT 1 - EV PROPOSED BAY	
NEW TRAFFIC ISLAND WITH 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	

EASTINGS	528192
NORTHINGS	190052
POSTCODE	N10 1NL

LOCATION PLAN

ORIGINAL ISSUE				
Rev.	Date	Comments	Des	Chk App
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Client: **Haringey LONDON**

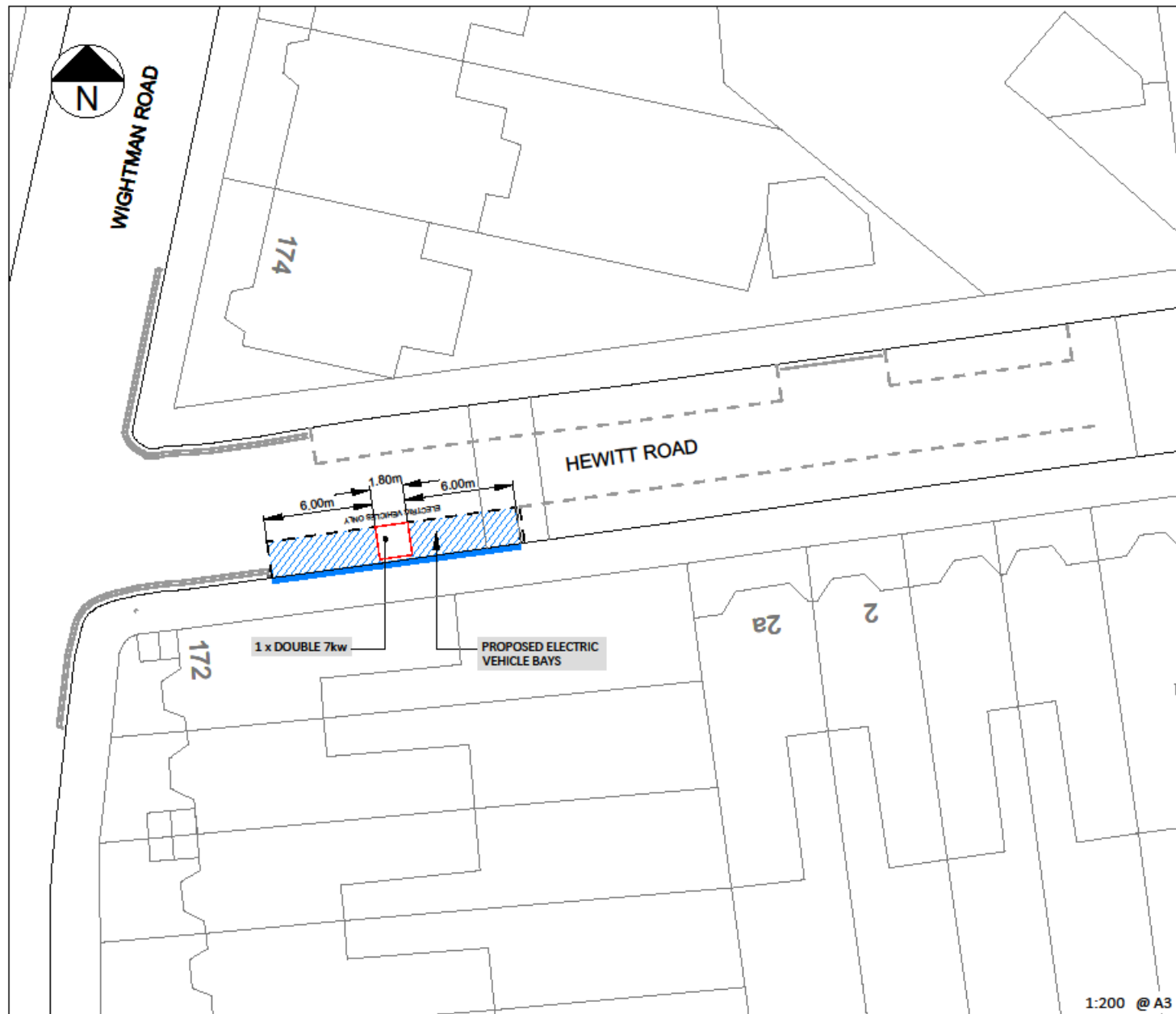
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TMO Drawing - EV Layouts  
Eastwood Road

Drawing No. 58/1030/TMO/172	Sheet No. 1 OF 1	Rev. -
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DATE: 08/09/2023







# KEY / LEGEND

EXISTING - EV PARKING BAY	
OPT 1 - EV PROPOSED BAY	
NEW TRAFFIC ISLAND WITH 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	

EASTINGS	531332
NORTHINGS	188746
POSTCODE	N8 0BL

## LOCATION PLAN



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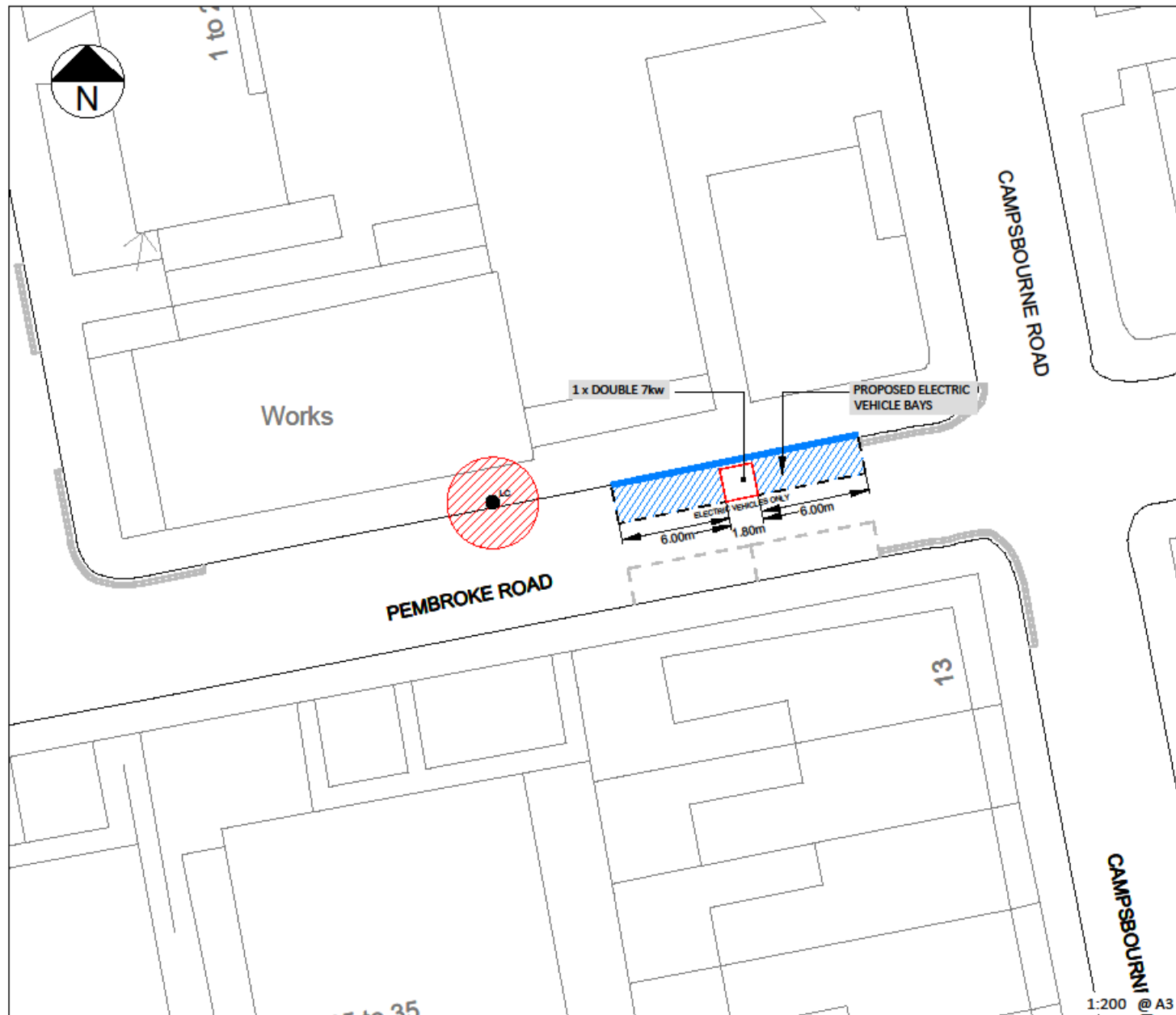
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Client: **Haringey** LONDON

Title: GENERAL LAYOUT  
TMO Drawing - EV Layouts  
Hewitt Road

Drawing No. 58/1030/TMO/176	Sheet No. 1 OF 1	Rev. -
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# KEY / LEGEND

EXISTING - EV PARKING BAY	
OPT 1 - EV PROPOSED BAY	
NEW TRAFFIC ISLAND WITH 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	

EASTINGS	530356
NORTHINGS	189460
POSTCODE	N87RQ

## LOCATION PLAN



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

Title:  
 GENERAL LAYOUT  
 TMO Drawing - EV Layouts  
 Pembroke Road

Drawing No. 58/1030/TMO/177	Sheet No. 1 OF 1	Rev. -
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## Appendix 2

Statutory notification letters delivered to  
affected frontages.

14 November 2023

## STATUTORY CONSULTATION

### Proposed Electric Vehicle Charging Points (EVCPs) – 2023/24 Batch 1

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 40 additional points at 19 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 inform 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 charging only. As part of these proposals, we will be required to extend some double yellow lines for the locations near junctions. The attached list outlines the locations where EV charging bays are proposed across the borough. The detailed design plan for each location are available on our website her: <https://www.haringey.gov.uk/new-ev-charging>.

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 statutory consultation on this change will begin on Wednesday 15 November 2023 and provides a 28-day period for anyone wishing to object to the proposals. You can send us your objection or submission via the online portal <https://consultation.appyway.com/haringey> or email [traffic.orders@haringey.gov.uk](mailto:traffic.orders@haringey.gov.uk). Alternatively, you can write to us at the postal address shown on this letter. Please ensure that '2023-T58 - EV Charging points 2023/24 Batch 1 and location name is included within the subject title when responding. The closing date for objections to be received by the Council via email or post is 13 December 2023.

Comments must be received no later than 13 December 2023.

Thank you for your attention,

Yours faithfully,



Parking Schemes

Parking Schemes  
Level 4,  
Alexandra House  
10 Station Road, Wood Green  
London N22 7TY

020 8489 1000

[www.haringey.gov.uk](http://www.haringey.gov.uk)

Proposed Electric Vehicle Charging Points locations details.

No.	Road Name	Post code	Location detail	No. of Charging bays
1	Avondale Road	N15 3SR	east side - opp. Nos. 105 -109 Avondale Road	2
2	Clyde Road	N22 7AE	North side - near No. 2 Clyde Road	2
3	Connaught Road	N4 4NU	north-west side - outside Nos. 1-24 Church Hill Court, near junction of Oakfield Road	4
4	Eastwood Road	N10 1NL	north side - adjacent to No. 1 Coppetts Rd	2
5	Endymion Road	N4 1EE	west side - near No. 1 Endymion Road N4	2
6	Greenham Road	N10 1LR	north-west side - near the junction of Colney Hatch Lane	2
7	Hampden Road	N8 0HS	South side - adjacent to 14 Willoughby Rd	2
8	Hewitt Road	N8 0BL	South side - adjacent t to 172A Wightman Rd	2
9	Linley Road	N17 6EP	south side - adjacent to No. 41 Broadwater Rd	2
10	Lymington Road	N22 6JD	north-west side - outside No. 54 Lymington Road	2
11	Mansfield Avenue	N15 4HW	south -east side - adjacent to 208 West Green Road	2
12	Moselle Avenue	N22 6JX	south- east side - adjacent to No. 35A Gladstone Ave	2
13	Osborne Road	N4 3SG	north-west side - Outside Charter Court, near the junction with Upper Tollington Park	2
14	Pemberton Road	N4 1AZ	south side - near the junction of Wightman Rd	2
15	Pembroke Road	N8 7QL	north side - Opp. the entrance to No. 13 Campsbourne Road	2
16	Roslyn Road	N15 5ET	north-east side - near the junction of Braemar Rd	2
17	Salisbury Road	N22 6NL	south-west side - Opp. Nos. 21- 25 Salisbury Road	2
18	Stirling Road	N22 5QG	north-east side - adjacent to No.75 Perth Rd	2
19	Thirlmere Road	N10 2DN	north-east side - adjacent to no.85 Alexandra Park Road	2
		<b>Total</b>		<b>40</b>

## Appendix 3

List of all response received

	Original Feedback Date	Responder Type	Address	Feedback Text
1	12/13/2023 23:56:28 +00:00	Resident	Clyde Road N22	<p>It has been proposed to include 2 vehicle charging points and associated large parking bays in Clyde Road. The location proposed is in part of the road where due to the configuration there are no house frontages however there is significant parking in that part of the road due to an inability for people to find parking spaces elsewhere in the road which has 85 houses and approximately parking for some 90 or so cars. Some houses obviously have more than one car and also some spaces are taken up by disabled and car club bays and there are also a number of garage and forecourt parking crossovers.</p> <p>I would like to understand why the scheme requires free-standing newly installed charging points by Source London, when lamp post based points which seem more appropriate to residential areas (in terms of visual impact, distribution and space consumption) are in use in other local streets such as the Avenue. The size of 2 bays used by Source London will remove space for approximately 3 smaller cars of the type frequently in use in urban environments and that part of Clyde road already has 3 garage crossovers a disabled bay and a car club bay. Also the take-up of electric vehicles is not yet reflective of the need, although this may change over time. Given the above, I would suggest that 1 bay would be more appropriate.</p>
2	12/13/2023 23:26:51 +00:00	Resident	Clyde Road N22	<p>I object to the proposal to put 2 EVCPs outside the flank wall of 2 Clyde Road N22 7AE. On Clyde Rd there are around 91 parking spaces with 85/86 homes, many have more than one car, parking is often a problem. A parking space is already taken up with Zip Car and a bike store is shortly to be erected taking up another space, therefore parking spaces will shortly be reduced to 89. To have TWO EVCPs taking up the equivalent of 3 parking spaces will put additional pressure for residents to park on the street and push them to park on neighbouring streets. Residents in neighbouring streets sometimes park in Clyde Rd as there is no room in their road.</p>
3	12/13/2023 14:21:28 +00:00	Resident	Pemberton Road N4	<p>It seems a nonsense to simultaneously propose the introduction of Electric Vehicle Charging Points to Pemberton Road - inevitably increasing traffic from the occupants of adjoining streets wishing to use those points, while also proposing to schedule Pemberton Road as a School Street, (South Harringay SS41), thus preventing access to those same points at key times of the day Monday to Friday. It seems sensible to locate the charging points in streets with unimpeded access and in locations which do not affect Schools. Doubtless, as charging points become more widespread this will become less of a consideration.</p>

4	12/12/2023 23:08:47 +00:00	Resident	Clyde Road N22	<p>The proposed solution is a step in the right direction but is not appropriate to Clyde Road in its current form for the following reasons:</p> <ol style="list-style-type: none"> <li>1. The road currently lacks sufficient capacity for parking required by residents. A new proposed bike hangar is to be welcomed but will take up space. There is a car club bay and numerous, well needed, disabled bays. This proposal seeks to turn over further substantial space (equivalent to three smaller vehicles) to large EV charging bays when space is already much needed for parking and when other less space intensive options are available.</li> <li>2. The type of charging is not appropriate as it proposes an expensive option when compared with those of Char.GY in The Avenue which are attached to lampposts and are less visually intrusive and take up less space. If the cost is deemed high, the charges are less likely to be used and the spaces will be underused.</li> <li>3. Having designated fixed charging bays rather than lamppost mounted charging options means less flexibility in parking and charging and more likely unused/underused space on the road. Distribution rather than concentration of charging points/bays would make better sense.</li> </ol> <p>Thank you</p>
5	12/11/2023 10:15:17 +00:00	Resident	Eastwood Road N10	Great initiative to help meet the borough's carbon reduction and air quality improvement targets. Any concerns regarding parking pressures can be resolved with the introduction of a CPZ.
6	12/10/2023 11:50:37 +00:00	Resident	Eastwood Road N10	<p>I support in principle electric charging points however have two issues with the location:</p> <ol style="list-style-type: none"> <li>1 - I think there is a safety issue as there is little space to turn in Eastwood Road so drivers are more likely to attempt to reverse out into Coppetts Road when leaving. Creighton Avenue seems a safer and more accessible location for charging points.</li> <li>2 - The residents in Eastwood Road have just sponsored two street trees, both are to be located at the same end of the road as the charging points. Please ensure you check with colleague Dan Snell, the relevant project officer if this will conflict with installing charging points down the line if you do decide to install at the entrance of Eastwood Road.</li> </ol>
7	12/07/2023 22:52:57 +00:00	Resident	Clyde Road N22	I support one but no more charging spaces. Until there is a fair allocation of spaces ie no more than one car per household, to keep removing spaces in this way discriminates against this who cannot afford to upgrade to an expensive electric vehicle. This week we have already effectively lost another parking space to a bike store. Removing more and more spaces to privilege those who can afford electric vehicles is discriminatory (and we're just outsourcing the environmental costs of generating the electricity in any case until we get an integrated energy policy).



8	12/07/2023 17:43:13 +00:00	Resident	Clyde Road N22	<p>Re '2023-T58-EV Charging points 2023/24 Batch1 - Clyde Road</p> <p>The plan to create 2 charging points in Clyde Road will create serious problems for residents who already have parking problems. 2 vehicle charging points will in practice remove 3 more parking spaces from the street, which already has lost one space to a little-used car club bay and now also a proposed bikehanger. It is very clear to anyone who needs to park after 6.00pm that spaces in the road are very limited indeed and we really cannot afford to lose 3 more.</p> <p>The consequent loss of parking is very likely to drive more people in desperation to drop the kerb outside and convert their front garden space to a concrete parking space, which is a very un-green result indeed. Haringey really need to look elsewhere for this proposal.</p>
9	12/07/2023 13:06:34 +00:00	Resident	Clyde Road N22	<p>On Clyde road we will lose parking already to bicycle shed and the zip car. These charging bays will take further space. Please can we have just one bay?</p>
10	12/05/2023 13:43:53 +00:00	Resident	Clyde Road N22	<p>We live on Clyde Road and we have owned an EV for five years. Although we would obviously favour an improvement in EV charging infrastructure, we are objecting because Source London is not an economical option for EV users in our view. Their 7K pay as you go rate is 65p/KW (members 55p/KW) - a huge increase from 20p/KW from Podpoint which we currently use locally. We fear it will not be used so will consequently take up a parking space on the road for no reason. We would not consider using it because of the expense.</p>

11	12/04/2023 14:36:48 +00:00	Resident	Clyde Road N22	<p>2023-T58 – EVCPs 2023/24 Batch 1:</p> <p>I wish to object to the proposed EV charging station near no2 clyde road - A on the map.</p> <p>My first objection point is that the proposed type of charger is a slow charger, with an expensive charging rate. There are several charging places nearby who offer lower charging rates, at faster speed, and as such I believe that this proposed station will end up being underutilised. This would appear to be the case in other places around the borough in which this type of stations has been installed. There are alternative, more efficient ways, to offer EV charging at a better rate, for example utilising the lamp posts - which I believe is being done elsewhere in the council area.</p> <p>Another concern is space for parking. There is a currently a car club space on our road, designated disabled bays and a bike hangar will be installed in coming weeks. Adding a charging station will use up more room in an already over crowded space. In recent years permit parking has been added in the surrounding areas, near Bounds Green tube and Alexandra Palace station. This has pushed parking on to Clyde Road as it is not currently permitted. In addition to this parking at Alexandra Palace has been reduced and is now chargeable, which has exacerbated the issue of parking space on Clyde Road. It is not unusual to have to park several streets away and while this is often a small inconvenience for some, for those with young children, elderly people, those with mobility issues etc it has a material impact on their independence. It also impedes essential services such as midwife or community nursing visits.</p> <p>Should this proposal go ahead what is likely to happen is a marked bay for charging EVs - which will most likely sit empty while people favour the faster, cheaper, chargers that are very close by.</p> <p>I would appreciate if you would take these views in to consideration.</p>
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12	12/03/2023 14:03:37 +00:00	Resident	Stirling Road N22	<p>I trust this letter finds you well. I am writing on behalf of several residents, including myself at 119, along with those residing at 117 and 115 Stirling Road. Our purpose is to express profound concern and objection to the proposed installation of electric car charging points on the corner of Stirling and Perth Road. While acknowledging the importance of encouraging sustainable transportation, the chosen location introduces several significant issues that demand immediate reconsideration.</p> <p>Primarily, Stirling Road functions as a vital thoroughfare from Perth Road to White Hart Lane, contributing to heavy traffic. The introduction of electric car charging points in this already congested area would only worsen existing traffic problems, causing inconvenience for both residents and commuters.</p> <p>Furthermore, the absence of surveillance at the no-entry point from Dunbar Road/White Hart Lane to Stirling Road encourages repeated violations, intensifying traffic and jeopardizing safety, thereby hindering the effectiveness of the proposed charging points.</p> <p>It is evident that Stirling Road is a preferred practice route for learner drivers due to its numerous turns. This additional traffic, coupled with existing congestion, creates an unsafe environment for learners and other road users.</p> <p>Moreover, the designated charging point area in the "overspill" zone, where Stirling Road residents are expected to park, is already heavily utilized. This will undoubtedly lead to a reduction in general parking availability for residents, impacting their daily lives and convenience.</p> <p>The potential impact on parking spaces may be further exacerbated as the introduction of charging stations may prompt other drivers to adopt a sit-and-wait approach, increasing traffic and posing safety concerns for residents.</p> <p>Additionally, there has been no apparent parking assessment or stress testing conducted on Stirling Road. A comprehensive parking assessment is essential to understanding current dynamics, potential challenges, and the feasibility of introducing electric parking points.</p> <p>A parking assessment would also clarify the legal and regulatory compliance implications of such a proposal, along with its long-term viability. While residents may not anticipate addressing all the impacts of this scheme, it would provide an indication of significant issues. In this instance, a parking assessment may not be necessary now, given the clear reasoning in this letter, as I would not want to allocate taxpayer money unnecessarily.</p> <p>Houses near the proposed charging areas could face a substantial drop in property value due to increased noise, foot/road traffic, and construction work in proximity. Have compensation factors been considered and discussed in this</p>
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13	12/03/2023 14:01:07 +00:00	Resident	Stirling Road N22	<p>I hope this letter finds you well. I am writing on behalf of several residents, 119 (myself) 117, 115, Stirling Road to express my deep concern and opposition to the proposed installation of electric car charging points on the corner of Stirling and Perth Road. While I understand the importance of promoting sustainable transportation options, the chosen location presents several significant issues that warrant immediate reconsideration.</p> <p>Firstly, Stirling Road serves as a crucial cut-through from Perth Road to White Hart Lane, contributing to heavy traffic flow. The installation of electric car charging points in this already congested area would exacerbate the existing traffic problems, causing inconvenience to residents and commuters alike.</p> <p>Moreover, the lack of camera surveillance at the no-entry point from Dunbar Road/White Hart Lane to Stirling Road encourages repeated violations. This further intensifies the traffic on Stirling Road, posing safety risks and hindering the overall effectiveness of the proposed electric car charging points.</p> <p>It has readily apparent that Stirling Road is frequently used by learner drivers for practice due to its numerous turns. This additional traffic, combined with the existing congestion, creates an unsafe environment for both learners and other road users.</p> <p>Additionally, the designated charging point area in the "overspill" zone, where Stirling Road residents are expected to park, is already heavily utilized for parking. This will undoubtedly result in a decrease in general parking availability for Stirling Road residents, affecting their daily lives and convenience.</p> <p>Parking spaces may be further impacted, as the introduction of car charging stations may lead to other drivers to take a sit and wait approach. This would lead to increased traffic, and unknow individuals sitting outside residential areas, which raises safter concerns for residents, on how to report legitimate issues in this regard.</p> <p>Further to the above, I have not seen any parking assessments or stress testing undertaken on Stirling Road. This is imperative to undertake a thorough parking assessment is crucial to understanding the current parking dynamics, potential challenges, and the overall feasibility of introducing electric parking points.</p> <p>A parking assessment would further allow residents to understand the legal and regulatory compliance and implications of such a large proposal, in additional to understanding the long-term viability. Residents should not expect to be able to consider all of the impact of this scheme, however can provide an indication of all significant issues. In this instance a parking assessment is probably not needed now, as I would not want to waste taxpay money when all of the points within this letter proved clear reasoning that this scheme should be moved to a more suitable location.</p>
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14	12/03/2023 09:55:23 +00:00	Resident	Greenham Road N10	<p>My overall response is to object to the council proposal due to the proposal including more negative than positive factors. I do however support installing greater number of electric chargers for the primary use of residents.</p> <p>Financial - The proposed provider of the Electric Vehicle charging points, Source London, charge too much for the charging service. This directly conflicts with the aim of the Council to encourage the use of sustainable modes of transport. The charges Source London apply mean the equivalent miles of charging are more expensive than the equivalent miles for a petrol powered car. This pricing does not do anything to encourage people to switch to electric. Council should strongly consider more affordable charging rates offered by providers such as CityEV which has held their price steady at 34p/kwh vs the 65p/kwh offered by Source London. Source London offers faster charging but I think residents are happy with slower charging when using chargers closer to their home.</p> <p>Access - Any charger which requires app use or RFID is extremely inconvenient and requires submission of personal data. I would much prefer just a simple contactless option which is offered by providers such as CityEV.</p> <p>Parking - The specific site proposed at Greenham Road is not preferable. This is a road that suffers from business and residential use, with a particular shortage of parking at the Greenham Road / Colney Hatch end of the street. You should consider moving the site to Greenham Road/Coppets.</p> <p>My recommendation would be for Council to consider lamppost chargers which are more affordable and easier to use. Source London is a very inconvenient provider charging extortionate rates for the service provided.</p>
15	11/29/2023 13:13:00 +00:00	Resident	LINLEY ROAD N17	<p>I very much support the installation of additional EV charging facilities. I note that the recharging point planned for Linley Road (where I reside) and wanted to highlight that the section of Linley Road that runs between Broadwater Road and Mount Pleasant Road has a large number of parking bays that are often unused, as there are no houses on this section of the street. It strikes me there is an opportunity to install multiple charging points on this part of Linley Road, with minimal impact on resident parking needs.</p>

16	11/26/2023 15:45:22 +00:00	Resident	Connaught Road N4	<p>Connaught Road happens to be the only road out of the 19 that has a proposal to install four bays. All other roads have two. This is going bring a lot of noise disturbance to an otherwise quiet road and loitering not least from Uber &amp; Bolt drivers while also limiting parking space and forcing cars to park on the opposite side of the road and adding to congestion.</p> <p>There is plenty of underutilised EV charging space at the charging point under the bridge on Upper Tollington Park Road (near the junction to Lancaster Road) which is a mere one minute drive away. Would it not make sense to asses utilisation rate of that and other charging points in the borough before proposing to install plenty more?</p> <p>The proposed installation site also happens to be the side where council housing is built instead of the other end of the road which is more residential. There isn't much to see outside our windows as it is already without adding EV points and increasing the incidence of random cars parked outside which will not make one feel safe in the neighbourhood.</p>
17	11/26/2023 15:43:46 +00:00	Resident	Connaught Road N4	<p>Connaught Road happens to be the only road out of the 19 that has a proposal to install four bays. All other roads have two. This is going bring a lot of noise disturbance to an otherwise quiet road and loitering not least from Uber &amp; Bolt drivers while also limiting parking space and forcing cars to park on the opposite side of the road and adding to congestion.</p> <p>There is plenty of underutilised EV charging space at the charging point under the bridge on Upper Tollington Park Road (near the junction to Lancaster Road) which is a mere one minute drive away. Would it not make sense to asses utilisation rate of that and other charging points in the borough before proposing to install plenty more?</p> <p>The proposed installation site also happens to be the side where council housing is built instead of the other end of the road which is more suburban &amp; residential. There isn't much to see outside our windows as it is already, without adding EV charging points and increasing the incidence of random cars parked outside which will not make one feel safe in the neighbourhood.</p>
18	11/23/2023 09:14:17 +00:00	Resident	Connaught Lodge, Connaught N4	<p>It is quite a short road and currently the parking spaces gets full, this will push cars further down the road and impact on our parking. There is a whole park round the corner where we cannot park, why not put the there, the drivers can then go for a walk and/or buy a coffee which will bring business to the cafe.</p>



19	11/22/2023 15:30:24 +00:00	Resident	Eastwood Road N10	<p>concerning proposed electric vehicle charging points Eastwood Road</p> <p>having lived in Eastwood Road for 30 plus years I have never known parking to be so difficult. Today I have had to park a long way from my home as there were no places available in the road. Parking is frequently impossible we have 1 small Skoda car. People park in the road from all around to avoid restrictions elsewhere, this includes builders and tradesmen working outside the road. To my knowledge only two residents have electric vehicles, one having two to themselves. Other people who live in Tetherdown , Coppets Road and Burlington Road park in Eastwood Road, often without moving for holidays etc for longer than a week including electric vehicles but the residents of Eastwood Road are continually being squeezed for parking in their own road without having electric vehicles themselves. Placing electric charging points in Eastwood Road will only reduce three more spaces from the road and attract people from further away to increase traffic and further reduce safety and access for the residents. In a cul de sac cars are constantly reversing and blocking the road particularly on the school runs for local primaries and nurseries, this proposal can only make our environment worse while increasing safety risks. Surely Muswell Hill is big enough for alternative locations than an already overloaded cul de sac. Please give this further thought and consideration for our neighbourhood.</p>
20	11/22/2023 14:42:23 +00:00	Resident	Greenham Road N10	<p>2023-T58 – EVCPs 2023/24 Batch 1</p> <p>I would like to raise my opposition to the proposed installation of the EV charging point on Greenham road for the following reasons:</p> <p>out of 4 similar roads (Greenham, Wilton, Sutton, Hallwick, this road is the narrowest, and the busiest. All the traffic crossing from Colney hatch lane to Coppets road usually goes through Greenham road, in addition, we have an extreme shortage of parking spaces at this end of the road. This is because many of the houses on Greenham road (unlike Wilton or Sutton roads) were converted into flats, hence more than 1 car per house.</p> <p>There is also an operating garage on this road that does not have a designated parking area, hence have their client's vehicles parked at this end of the road.</p> <p>Giving the above, while i recognise the need for EV charging points in the area, i strongly oppose their installation on Greenham Road and would recommend to move it to Wilton or Sutton roads, where the parking for the local residents is less of an issue</p>
21	11/21/2023 18:22:31 +00:00	Resident	Eastwood Road N10	<p>EASTWOOD ROAD IS A SHORT CUL DE SAC WHICH HAS ALREADY LOST TWO PARKING SPACES AT ITS JUNCTION WITH COPPETTS ROAD, FOR ACCESS FOR DUSTBIN LORRIES WHICH HAVE TO REVERSE INTO THE ROAD TO COLLECT RECYCLING AND OTHER RUBBISH. THE LOSS OF YET TWO MORE PARKING SPACES WILL SEVERELY AFFECT THE VAST MAJORITY OF RESIDENTS WHO HAVE PETROL /DIESEL CARS AS THE ROAD IS ALREADY FULL NORMALLY. IF PEOPLE CAN AFFORD TO BUY ELECTRIC CARS THEY CAN CERTAINLY AFFORD TO PAY FOR POINTS OUTSIDE THEIR PROPERTIES WITHOUT ANY HELP FROM THE COUNCIL.</p>

22	11/21/2023 10:23:14 +00:00	Resident	Thirlmere Road N10	I support the installation of 2 EV charging points in Thirlmere Road. There are none at present in the street or the parallel streets. Most of the housing is terraced so home chargers are not a practical and safe option. the proposed location would be suitable for users.
23	11/20/2023 19:59:55 +00:00	Resident	Eastwood Road N10	<p>Eastwood Road is a small cul de sac with limited parking for residents. Already, our family often has to park our car on Creighton Avenue because there is not enough parking spaces. Reducing the number of parking spaces will make this problem worse. We already have people taking spaces for school drop offs.</p> <p>Additionally, the road being a cul-de-sac creates access and safety issues with cars pulling in for deliveries or from builders. Vehicles are then backing up onto the busy road on Tetherdown. Increasing traffic on the corner of Eastwood near the busy road and roundabout will create more hazards especially when you take into account the many pedestrians that cross the road on the way to the schools. There are electric charging points one minute away at the Shell Garage.</p>
24	11/18/2023 10:54:09 +00:00	Resident	Woodlands Park Road N15	I am an EV owner and welcome any efforts to improve access and availability of EV charging. I would also ask that the council relaxes rules around charging EVs charged on-street from residential properties i.e. allowing cables to be trailer across pavements provided they are covered and traversable
25	11/16/2023 17:02:09 +00:00	Resident	Linley Road N17	<p>2023-T58 – EVCPs 2023/24 Batch 1 - The proposed locating 2 x charging points on Linley Road N17 6EP (adjacent to No.41 Broadwater Road).</p> <p>This will mean losing two parking spaces between No.1 and No.29 Linley Road which already has limited parking spaces as it also caters for parking permit owners living on neighbouring Bruce Grove, which is a red route.</p> <p>Please considered locating the 2 x ECVPs between the junction of Broadwater Road and Mount Pleasant Road as there are no residential properties beyond No. 38 Linley Road and fewer cars use the parking spaces allocated that side of Linley Road.</p>
26	11/16/2023 12:06:32 +00:00	Resident	Greenham Road N10	I would like to express my strongest support for this proposal. first, it is critical that more EV charging points are provided. Second, it is important that the charging points are at good locations. The proposal works on both accounts. I particularly support the proposed charging points on Greenham Road as there are very few close by.
27	11/16/2023 11:06:38 +00:00	Resident	Greenham Road N10	<p>None of the houses on Greenham Road have private driveways, and residents rely on street parking.</p> <p>The current lack of parking spaces already poses a significant challenge for residents, and introducing electric vehicle charging points will only exacerbate the existing parking problem</p> <p>Residents should not be inconvenienced because of someones choice to purchase an electric car.</p>
28	11/15/2023 19:18:42 +00:00	Resident	HAMPDEN ROAD N8	PARKING IS ALREADY PROBLEMATIC ON THIS ROAD. THIS WILL ONLY MAKE THINGS WORST.

29	11/15/2023 14:59:15 +00:00	Resident	Greenham Rd N10	<p>We are already facing challenges in finding parking spaces outside our house, and the addition of electric vehicle charging points would only exacerbate this problem.</p> <p>And I think our limited parking availability affects all residents, making it increasingly difficult to park near our homes...</p>
30	11/15/2023 14:23:20 +00:00	Resident	Greenham Rd N10	<p>As a resident of Greenham Road I'm gobsmacked at the idea that it would be sensible to put electric eg ole charging points at the junction of Colney Hatch and Greenham Road. That junction is already barely usable And this would add further traffic and difficulty for residents getting in and out of the road. In my opinion, serious thought should be given to taking measures to reduce through traffic and rat running on Greenham Road given the speed and volume of the non-resident traffic. Given the number of children on the road it is a wonder there haven't been any serious accidents. Speed cameras would be good. Speed bumps would be good. A filter in the middle of the road so that only residents and service people use the road would be good. Electric charging points would only make a sub-optimal situation worse.</p>
31	11/15/2023 13:09:30 +00:00	Resident	Greenham Rd N11	<p>I reside at the same end of the road to the proposed site. and am writing to express my strong opposition to the proposed installation of electric vehicle charging points near our end of Greenham Road. Please consider the following points:</p> <ul style="list-style-type: none"> <li>- None of the houses on Greenham Road have private driveways; residents rely on street parking.</li> <li>- The current lack of parking spaces poses a significant challenge for residents.</li> <li>- Introducing electric vehicle charging points will exacerbate the existing parking problem.</li> </ul> <p>I urge you to reconsider this proposal and prioritize the needs of the residents</p>
32	11/20 / 2023 11:09 AM	Resident	Stirling Road N22	<p>Proposed Electriv Charging Point 2023/24 Batch 1 Stirling Road</p> <p>With reference to the above and you consultation letter dated 14th November. I am objecting to the placement of these points in the strongest terms.</p> <p>The people in this area my neighbours immediately next door at 77 pay a lot of money to the council to enable them to park their vehicles near or outside their property. The people at No 79 have more bikes than I can count, they park them in the spaces taking up at nearly of the car parking spaces. Motorbike people pay NOTHING, this makes parking at a premium and people are paying for it. You now want to remove another TWO spaces to make way for EVCPs, there are hardly any electric vehicles in my street or the area immediately adjacent to it , this is not on unless you start charging people for motor cycle parking.</p>

