

**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:** Proposed Parking Bays for Existing Lamp Column Electric Vehicle Charging Points (LCEVCPs) - Statutory Consultation

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**Ward(s) affected:** Alexandra Park, Bounds Green, Crouch End, Fortis Green, Highgate, Hermitage and Gardens, Muswell Hill, South Tottenham, Seven Sisters Stroud Green 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 to 29 March 2023 to 29 April 2023, on the proposal to introduce designated parking bays for existing Lamp Column EV Charging points at 24 various locations in the borough.
- 1.2 To request approval to proceed to implementation of 22 designated parking bays as proposed, having taken objections 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.
- 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 of the Equality Act 2010, approve:
  - Approve the implementation of the new 22 designated EV charging bays at the locations as detailed in Table 1 of section 6 and as shown and outlined in the plans in Appendix 1;

- Agree not to proceed with the implementation of 2 designated bays in Beechfield Road for the reasons set out in this report.
- Approve the introduce additional waiting restrictions (double yellow lines) at appropriate locations to support the introduction of the proposed EVCP parking bays.

- 3.4 Approve that the full cost of this scheme estimated to be £11,399 including community engagement; inventory of existing site conditions; design and implementation will be **funded from the Council's approved Capital Programme as included within the Parking Implementation Plan.**
- 3.5 Approve the future operational cost will be funded from the existing service revenue budgets.

## 4 Reasons for decisions

- 4.1 **As part of the council's policy to promote and encourage the uptake of Electric Vehicles,** the council introduced 24 Lamp Column Charging Points (LC EVCPs) at various locations in the borough. These EV points were installed in 2020. As a dedicated parking bays were not introduced for these EV points, the council have been receiving concerns from some residents that they are having problems accessing these EV points.
- 4.2 In 2021, advisory signs were installed at the locations to advice motorists to keep the locations clear if not charging with the aim to help with access for electric vehicle owners. However, the issue remains, and we have received complaints from residents that these charging points are been blocked by other non-EV owner residents, resulting in local EV owners unable to access. Therefore, the council propose to introduce designate parking bays adjacent to these existing LC EVCPs, to ensure accessibility to users.
- 4.3 Designated parking bays are not usually provided at lamp column electric vehicle charging point (LCEVP) locations - and this is the case in all the local authorities. The points are installed with an understanding that residents can use the spaces with consideration amongst themselves.
- 4.4 A total of 39 responses were received to the statutory consultation with 31 objections and 8 submissions in favour.

Objections received during the statutory consultation in response to the proposals in came from the following Roads; Beechfield Road, Cecile Park, Cholmeley Crescent, Grand Avenue, Grovelands Road, Mount View Road, Rosebery Road, Seaford Road and The Avenue.

Of the objections received, the main theme for all objections was the impact on 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 no 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 from residents in Beechfield Road have been upheld, and officers recommend not to proceed with these proposals at this location. Therefore, the Council will not proceed with the installation of the dedicated electric vehicle bays at this location.

The locations detailed in table 1 for the introduction of EV dedicated parking bays were proposed due to increasing number of enquires being received, around difficulty accessing the LC charging units due to non-EV cars obstructing access. The proposal will see the introduction of dedicated bays to all electric vehicles to park and charge vehicles

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

- 4.5 No objections were received to the remaining proposed EVCP bays detailed in Table 1 in section 6.
- 4.6 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 considered was to 'not' undertake the introduction of these designated bays. However, this is not recommended as it would be against the Council's responsibilities to manage parking and parking demands as the highway authority for 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 Designated parking bays are not usually provided at lamp column electric vehicle charging point (LCEVP) locations - and this is the case in all the local authorities. The points are installed with an understanding that residents can use the spaces with consideration amongst themselves. If there are parking issues however, the Council can introduce designated bays for the electric vehicle (EV) points to ensure access for EV owners. The charging points were introduced in 2020 and based requests from residents in the areas at the time.
- 6.2 The statutory consultation exercise is carried out in accordance with the Road Traffic Act 1984 and the Local Authorities Traffic Orders Procedure Regulations 1996. 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

Location	Description	Reason for proposal and operation hours	Changes to parking or waiting/loading restrictions required?
			(Y/N)
(a)	Beechfield Road N4 - Outside Nos. 35/37 Beechfield Road	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	Y
(b)	Beechfield Road N4 - Outside Nos. 35/37 Beechfield Road	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	Y
(c)	Cecile Park N8 - Outside Nos. 2/4 Cecile Park	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	Y

(d)	Cecile Park N8 - Outside No. 3 Shakespeare Terrace, Cecile Park	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	Y
(e)	Cholmeley Crescent N6 - Outside Nos. 35/37 Cholmeley Crescent	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	Y
(f)	Cholmeley Crescent N6 - Outside No. 39 Cholmeley Crescent	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	Y
(g)	Fortismere Avenue N10 - Adjacent No. 35 Grand Avenue	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	Y
(h)	Grand Avenue N10 - Opposite No. 7/8 Grand Avenue	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	Y
(i)	Grovelands Road N15 Outside No. 8 Grovelands Road	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	Y
(j)	Grovelands Road N15 - Opposite No. 25 Grovelands Road	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	Y
(k)	Maryland Road N22 - Outside No. 108 Maryland Road	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	Y
(l)	Maryland Road N22 - Outside No. 113 Maryland Road	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	Y
(m)	Mount View Road N4 - Outside No. 4 Mount View Road	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	Y
(n)	Mount View Road N4 - Outside No. 84 Mount View Road	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	Y
(o)	Myddelton Road N22 - Outside No. 35 Myddelton Road	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	Y
(p)	Myddelton Road N22 - Outside No. 45 Myddelton Road	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	Y
(q)	Oakfield Road N4 - Outside No. 88 Oakfield Road	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	Y
(r)	Oakfield Road, N4 - Adjacent To No. 107 Stapleton Hall Rd	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	Y
(s)	Rosebery Road N10 - Outside No. 17 Rosebery Road	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	N

(t)	Rosebery Road N10 - Outside No. 64 Rosebery Road	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	N
(u)	Seaford Road N15 - Outside Nos. 141/143 Seaford Road	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	Y
(v)	Seaford Road N15 - Outside Nos. 180/182 Seaford Road	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	Y
(w)	The Avenue N10 - Outside No. 6 The Avenue	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	N
(x)	The Avenue N10 - Outside Nos. 31/33 The Avenue	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	N

6.3 Plans, which shows the layout of the proposals are provided in **Appendix 1** of this report.

### Statutory Consultation

6.4 Statutory notification commenced on 29 March 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 29 April 2023.

6.5 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.

6.6 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

6.7 A total of 1535 properties were written to notifying their occupants of the statutory consultation and how they could object should they wish to. A total of 39 representations from residents were received, comprising 31 objections and 8 submissions in favour.

6.8 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
Beechfield Road is small and residential, and it is unfair for a public vehicle facility to be designated here, when there are lots of non-residential streets merely minutes away which could facilitate (e.g. Tavistock, Vale and St Ann's Road.) We do not want 24hr activity on our quiet street: whilst some EV drivers are respectful, there are some who are anti-social.	Beechfield Road	5	Concerns raised were considered and officers would like to carry out a further monitoring at the locations. The Council therefore will not proceed with the installation of the bays in Beechfield Road at present.
I take issue with the two EV dedicated parking bays planned in the area of Cecile Park outlined (Outside Nos 2/4 Cecile Park and Outside No 3 Shakespeare Terrace, Cecile Park). There are already two disabled parking bays in this very same area so parking is already restricted and it is often hard to get a space near to our property. To remove two further spaces from general use in the same area will put unnecessary pressure on parking. Why can't they be planned for positioning a lot further down Cecile Park where the same disabled parking bay issue doesn't apply?	Cecile Park	1	<p>The bays are proposed following concerns raised by residents that they are having problems accessing these EV points due to other vehicles parking next to the charging points.</p> <p>Designated parking bays are not usually provided at lamp column electric vehicle charging point (LCEVP) locations - and this is the case in all the local authorities. The EV points are installed with an understanding that residents can use the spaces with consideration amongst themselves. However, if there are parking issues, the Council can introduce designated bays for the electric vehicle (EV) points to ensure access for EV owners.</p> <p>Moving the EV points at other locations is costly and it waste of available resources. The money to relocate these can be used to install more charging points in other streets in the area who do not have access to charging points at present.</p>
Do not understand why you are proposing to convert this space to exclusively EV. The charging point is in use for roughly 10-15% of the week and the rest of the time is not in use. There is an additional parking space two cars down	Cholmeley Crescent.	7	Designated parking bays are not usually provided at lamp column electric vehicle charging point (LCEVP) locations - and this is the case in all the local authorities in London. The EV points are installed with an understanding that residents can

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<p>which you are also proposing to convert to EV use only. This is unfair to the residents of Cholmeley Crescent. There is insufficient parking as it is and the removal of TWO bays is completely at odds with the requirement for parking.</p> <p>Many of the residents have suggested moving the charging point to a different part of the road where there are fewer houses and therefore much less parking is required. The stretch of road nearest to Cholmeley park. In addition, there are 4 electric charging points on Cholmeley park.</p>			<p>use the spaces with consideration amongst themselves. If there are parking issues however, the Council can introduce designated bays for the electric vehicle (EV) points to ensure access for EV owners.</p> <p>The bays are proposed following concerns raised by residents that they are having problems accessing these EV points.</p> <p>The demand for EV charging points increasing rapidly, the designated bays will increase the availability of the EV points for residents.</p> <p>Moving the EV points at other locations is costly and it waste of available resources. The money to relocate these can be used to install more charging points in other streets in the area who do not have access to charging <b>points at present. It's also</b> do not make any difference in terms of availability of the parking spaces as two parking spaces will be taken for this proposes in the street regardless of where they are located.</p>
I have a problem with its position GD5A it should have been GD4A were it could have a bay of its own. I am often woken up in the middle of the night by people banging about charging their cars especially taxis who think its ok to clean their cabs while waiting for it to charge i have had verbal abuse when asking cab drivers to keep the noise down the EV point 11 is the problem.	Grand Avenue, N10	1	Moving the EV points at other locations is costly and it waste of available resources. The money to relocate it can be used to install more charging points in other streets in the area who do not have access to charging points at present.
<p>Wish to object the Proposal of designating this bay for the specific use of electric vehicle charging ONLY being outside my house.</p> <p>I would like to object based on the following:</p>	8 Grovelands Road	1	Designated parking bays are not usually provided at lamp column electric vehicle charging point (LCEVP) locations - and this is the case in all the local authorities in London. The EV points are installed with an understanding that residents can

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<ul style="list-style-type: none"> <li>• Since installation this has caused for drivers from all other areas to charge there car as no one in this area has the benefit of using it,</li> <li>• it has come to a situation that people strangers who are not local residents are ringing on my door bell requesting for me to move my car and allow them the space to charge which is extremely nuisance and disturbing,</li> <li>• designate this bay for electric cars only meaning I will loose completely the right of parking outside my house.</li> </ul>			<p>use the spaces with consideration amongst themselves. However, if there are parking issues however, the Council can introduce designated bays for the electric vehicle (EV) points to ensure access for EV owners.</p> <p>The bays are proposed following concerns raised by residents that they are having problems accessing these EV points.</p> <p>We understand and appreciate that the EV bays take up spaces from private vehicle owners to parking. However, the demand for EV points is increasing and <b>it's essential that this</b> infrastructure is placed to meet the requested and expected demands.</p> <p>The designated bays will also help to eradicate the nuisance issues raised and help the council to enforce the bays.</p>
<p>While I will give the council credit for this green initiative, I object to losing resident parking spaces for regular petrol vehicles outside Highmount on the basis that it's hard enough for us to park outside as it is - especially as a block of 9 flats with multiple car owners. My car insurance is only valid provided the vehicle is parked within viewing distance of the property - the need to park further away due to more competitive parking spots would increase my premiums and I can't afford to pay any more than I am currently - the rising cost of living is making things much more difficult as I'm sure you can understand.</p>	<p>Mount View Road,</p>	<p>1</p>	<p>We understand and appreciate that the EV bays take up spaces from private vehicle owners to parking. The delivery of EV charging points is one of the ways the Council is helping to assist residents to make greener choices for vehicle purchases and aiding in meeting the <b>Council's goals around reduction</b> in CO2 emissions and meeting the net zero pledge. The demand for EV points is <b>increasing and it's essential that</b> this infrastructure is placed to meet the requested and expected demands. The charging points will be seen as essential to residents when they do switch to EVs.</p> <p>The designated bays proposed following concerns raised by residents that they are having problems accessing these EV</p>



Reason for objection.	Objections received to proposal in	No. of objectors cited this reason	Officer response
			points being block by other vehicles.
<p>In proposing to introduce a dedicated EV parking bay at this location the council have failed to take into account the access needs of the householders or the considerable inconvenience that will arise from having dedicated permanent electrical vehicle charging outside their properties. No owners of electric vehicles live in or immediately adjacent to the properties affected. Instead the council have prioritised the needs of a minority of wealthy EV owners.</p> <p>The notice states the Council have received concerns from a number of EV owners being unable to access the charge points. However, we would suggest that due to the tolerance and consideration of ourselves and our neighbours there is not normally an issue for electrical vehicles accessing the point. What will be deeply inconvenient is imposing a dedicated parking bay outside our homes.</p>	15-17 Rosebery Road	2	<p>Designated parking bays are not usually provided at lamp column electric vehicle charging point (LCEVP) locations - and this is the case in all the local authorities. The EV points are installed with an understanding that residents can use the spaces with consideration amongst themselves. However, if there are parking issues, the Council can introduce designated bays for the electric vehicle (EV) points to ensure access for EV owners.</p> <p>The bays are proposed following concerns raised by residents that they are having problems accessing these EV points.</p> <p>We understand and appreciate that the EV bays take up spaces from private vehicle owners to parking. The delivery of EV charging points is one of the ways the Council is helping to assist residents to make greener choices for vehicle purchases and aiding in <b>meeting the Council's goals</b> around reduction in CO2 emissions and meeting the net zero pledge. The demand for <b>EV points is increasing and it's</b> essential that this infrastructure is placed to meet the requested and expected demands. The charging points will be seen as essential to residents when they do switch to EVs.</p>
I object to the additional EV charging point proposed outside of 64 Rosebery road on the grounds that there is already one outside 62/64 and as a parent with two young children and a busy life we find it increasingly difficult to find parking outside our home, it's a struggle when I have a	64 Rosebery	1	<p>There is no additional charging point proposed. The proposal is to introduce a designated parking space for the existing charging point which already been installed to make the space for EV charging only.</p> <p>The objector stated that the area where the existing EV point is</p>

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<p>weekly shop to unload and have to park further and further away, especially when the EV charging point is not in use and the space directly outside <b>can't be used as it has to be left vacant "in case" it needs to be used.</b></p> <p>Rosebery road does not have <b>many residents that have EV's.</b></p> <p>My honest opinion is that EV charging points on Rosebery Road are a waste of time, especially more than one. I feel there should be a survey <b>of homes which have EV's with own charging points compared to non EV's and then fill the need for points based on this.</b></p>			<p>located has mostly been left an occupied at present, therefore providing the bay at the location we will not cause additional issue if introduced.</p>
<p>While it would be practical and acceptable to have dedicated EV charging bays on residential streets, I object to the proposed change on the following basis:</p> <p>According to the proposed plans, the new dedicated EV <b>parking bays in the St Anne's CPZ</b> will be open to all EVs 24h a day, all year. This means <b>that they will be 'free parking'</b> in our neighbourhood, outside <b>people's homes, for non-residents</b> throughout the week and weekend, increasing traffic to the LTN. As EV numbers continue to rise, this has the risk of reintroducing the historic use of Seaford Road as long-term <b>'free parking' for vans and mobile homes</b> in the area, which was linked to anti-social behaviour and traffic levels which originally encouraged the Local Authority to introduce the St Annes CPZ and now the LTN - both of which have benefited the neighbourhood.</p>	Seaford Road	1	<p>All EV charging points on public highway are open access to all EV users and cannot be designated for specific use.</p> <p>Users are required for their car to be plugged in and charging whilst parking in these bays. Those found not charging (plugged in or not) will be enforced and subject to the issue of a PCN. Once charging is complete, users need to unplug and move their vehicle from the charging bays, as staying plugged in after charging is finished will incur an overstay/ idle fee</p> <p>The introduction of these designated bays will help in enforcing this.</p>

Reason for objection.	Objections received to proposal in	No. of objectors cited this reason	Officer response
<p>My suggestion would be that the bays are dedicated to EV, but that the CPZ restrictions are not varied. The EV bays would remain permit only - though dedicated for EV charging - during the same hours as the rest to the CPZ. This would remove the impact of non-residents travelling into the neighbourhood specifically to use the parking bays.</p>			
<p>There was no consultation on the installation of the charging points. The first we knew of them was when workmen installed them in late 2020. There are much better locations nearby that do not impede on peoples' access to their own homes.</p> <p>There is no need to reserve parking for this charging point. It doesn't get that much use, and I note from my own observations that it is almost always possible to park by the charge point.</p> <p>Since the introduction of the EV point in front of our house, it has become very difficult for us to park outside our house. We are often obliged to park on the other side of the street to leave a space for electric vehicles to park. Not only is it more complicated to put the children in the car with all the necessary equipment, it is also very dangerous.</p> <p>Finally, we already see (occasional) examples of people coming and parking their car in order to charge it, and then leaving it there, plugged in, for a couple of days. It is easy to project forwards and see how this scheme just ends up creating</p>	<p>The Avenue</p>	<p>2</p>	<p>Designated parking bays are not usually provided at lamp column electric vehicle charging point (LCEVP) locations - and this is the case in all the local authorities. The EV points are installed with an understanding that residents can use the spaces with consideration amongst themselves. However, if there are parking issues, the Council can introduce designated bays for the electric vehicle (EV) points to ensure access for EV owners.</p> <p>The bays are proposed following concerns raised by residents that they are having problems accessing these EV points.</p> <p>Users are required for their car to be plugged in and charging whilst parking in these bays. Those found not charging (plugged in or not) will be enforced. And also, once charging is complete users need to unplug and move their vehicle from the charging bays, as staying plugged in after charging is finished will incur an overstay/ idle fee.</p>

Reason for objection.	Objections received to proposal in	No. of objectors cited this reason	Officer response
effectively private parking spaces.			
<p>I would expect to see some real data - the council should know (Chargy can supply presumably) and state how many vehicles on average have been able to access these chargers - my opinion is that at least 2/3 a day are able to access, and therefore the current voluntary system works well.</p> <p>Two mandatory charge bays are being introduced further up the street as part of a separate consultation.</p> <p>Residents need on occasions to be able to get the car near the front door to enable loading/unloading/child access etc and should not be prevented from doing this at least temporarily.</p> <p>Therefore, I do not see any need to make the parking block mandatory.</p>	The Avenue	1	<p>The monthly average utilisation of the charging points at the locations is 36% at present. That is 1/3 of the time.</p> <p>The bays are proposed following concerns raised by users that they are having problems accessing these EV points.</p> <p>We understand and appreciate that the EV bays take up spaces from private vehicle owners to parking. The delivery of EV charging points is one of the ways the Council is helping to assist residents to make greener choices for vehicle purchases and aiding in <b>meeting the Council's goals</b> around reduction in CO2 emissions and meeting the net zero pledge. The demand for EV points is <b>increasing and it's</b> essential that this infrastructure is placed to meet the requested and expected demands. The charging points will be seen as essential to residents when they do switch to EVs.</p>

- 6.9 After considering the statutory consultation submissions and note no substantial objections to the consultation as detailed within Table 2 above, it is concluded that the proposals to install the 24 designated bay for the existing lamp column 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 Electric vehicle charge point (EVCP) parking supports Corporate Delivery Plan Theme 2: Responding to the climate emergency. Those measures will prioritise parking for residents, improve road safety, and enable improved kerbside space management whilst promoting sustainable forms of transport.
- 7.2 Managed parking aligns with the Council's agreed Transport Strategy and support its objectives which include:
- Improved air quality and a reduction in carbon emissions from transport and
  - A well-maintained road network that is less congested and safer
- 7.3 The installation of the designated bays for the EV Charging points 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](#).
- 7.4 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 This report seeks Head of Highways and Parking in consultation with the Cabinet Member for Climate Action, Environment and Transport, and Deputy Leader of the Council for the implementation designated parking space adjust to existing Lamp column Eve Charging points.
- 8.2 The full cost of this scheme is estimated to be £11,399 including community engagement; inventory of existing site conditions; design and implementation. This will be funded from the Council's approved Capital Programme as it was included within the Parking Implementation Plan.
- 8.3 Once implemented the future operation cost will be funded from the existing service revenue budgets.
- 8.4 To create an EV charging bay may result in a loss of permit parking bays, resulting in loss of income for the Council. 20 of the bays affected are residents permit holder at £299 per bay pa.

## 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 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. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.
- 10.3 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.
- 10.4 Of the objections received, the main theme presented related to the loss of vehicle parking space. Most objectors were concerned about the proposed bays would have in pact on available car parking space in their street. The majority of objections received have not

been upheld, as they did not present any substantial reasons why the designated bays should not be introduced.

## **11 Use of Appendices**

Appendix 1 – Plans showing proposed designated EV Charging bays

Appendix 2 - Statutory consultation letter delivered to affected frontages.

## Appendix 1

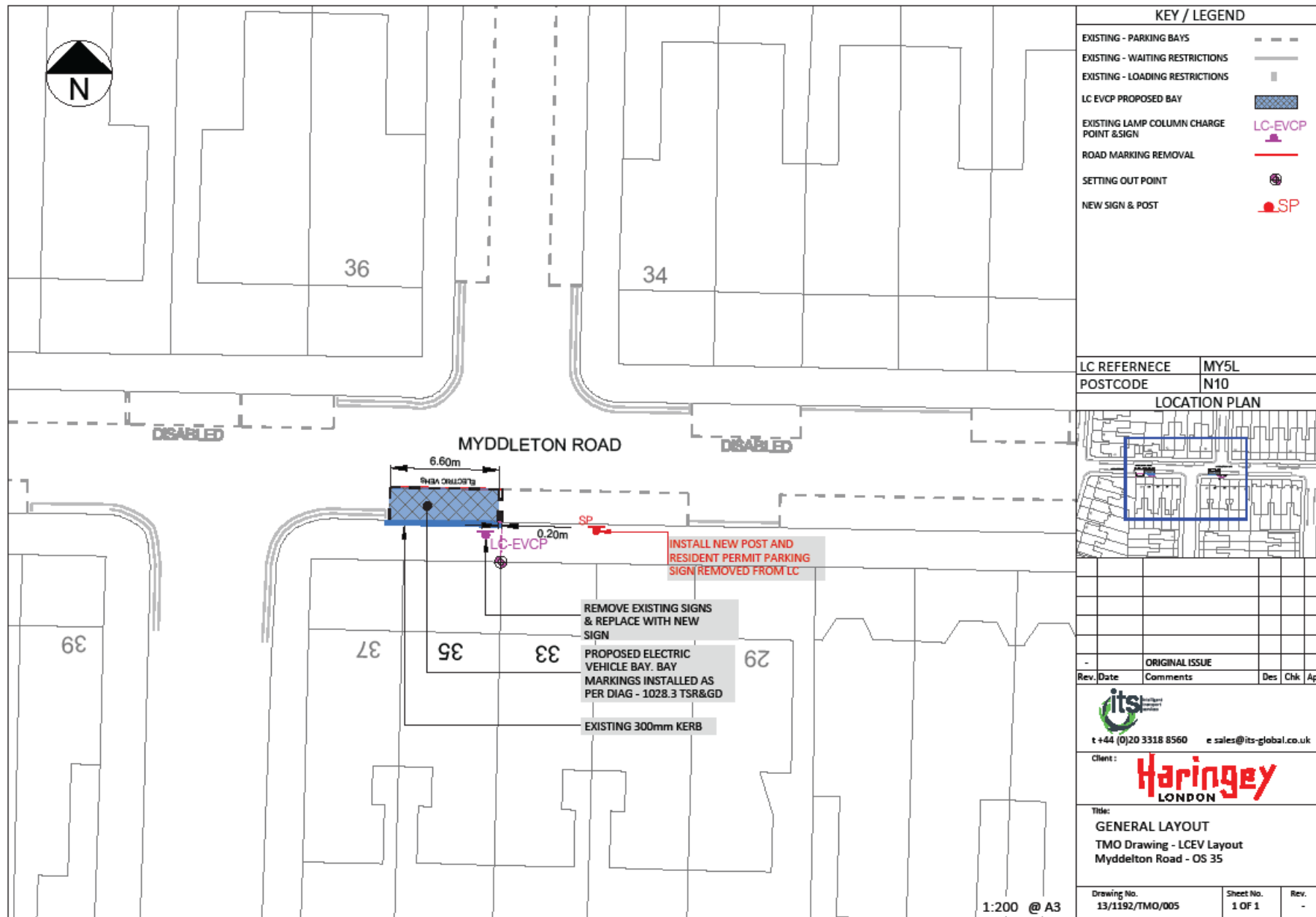
Plans showing proposed designated EV Charging  
bays

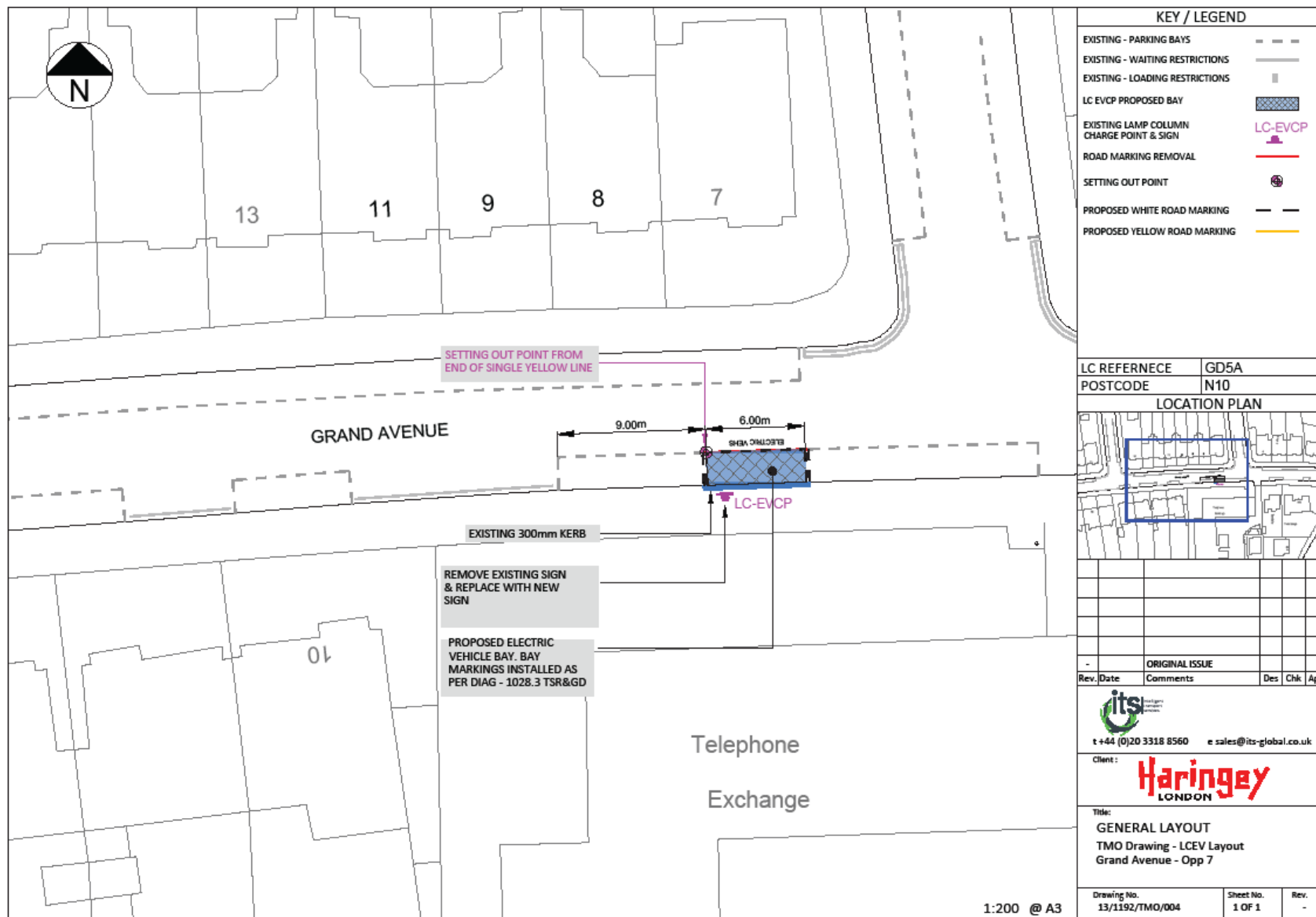






DATE: 28/01/2020





# KEY / LEGEND

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	---
EXISTING - LOADING RESTRICTIONS	---
LC EVCP PROPOSED BAY	
EXISTING LAMP COLUMN CHARGE POINT & SIGN	
ROAD MARKING REMOVAL	---
SETTING OUT POINT	
PROPOSED WHITE ROAD MARKING	---
PROPOSED YELLOW ROAD MARKING	---

LC REFERENCE GD5A  
POSTCODE N10

## LOCATION PLAN



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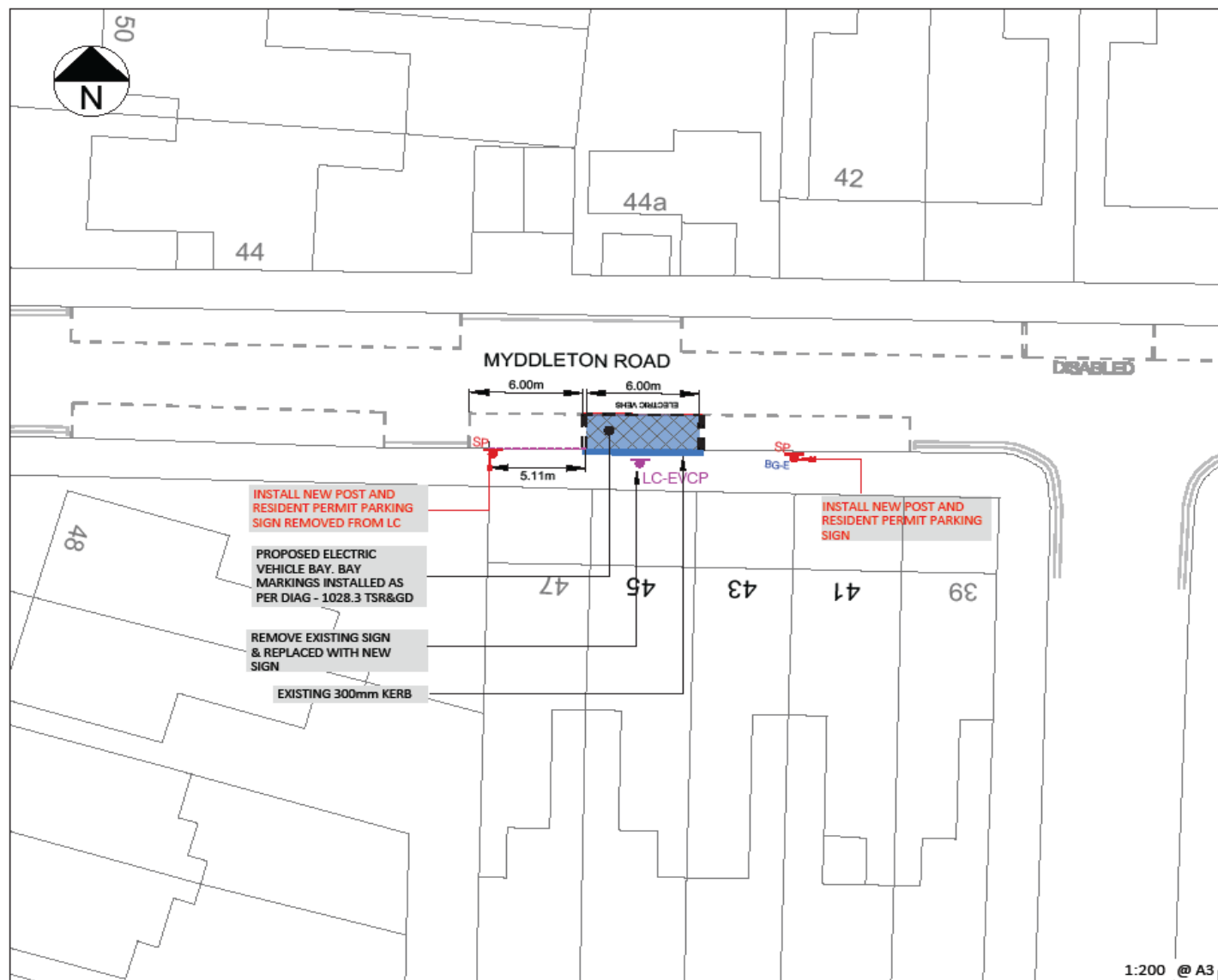
t +44 (0)20 3318 8560 e sales@itsi-global.co.uk

Client: **Haringey**  
LONDON

Title:  
**GENERAL LAYOUT**  
TMO Drawing - LCEV Layout  
Grand Avenue - Opp 7

Drawing No. 13/1192/TMO/004	Sheet No. 1 OF 1	Rev. -
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CAD REFERENCE: C:\Shared drive\13 - London Borough of Haringey\1192 - LC EVCP - 01666666\Drawing\TMO Drawing\13-1192-TMO-04  
DATE: 15/02/2023



# KEY / LEGEND

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	---
EXISTING - LOADING RESTRICTIONS	---
LC EVCP PROPOSED BAY	[Pattern]
EXISTING LAMP COLUMN CHARGE POINT & SIGN	LC-EVCP
ROAD MARKING REMOVAL	---
SETTING OUT POINT	SP
NEW POST & SIGN	SP

LC REFERENCE MY6  
POSTCODE N22

## LOCATION PLAN



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

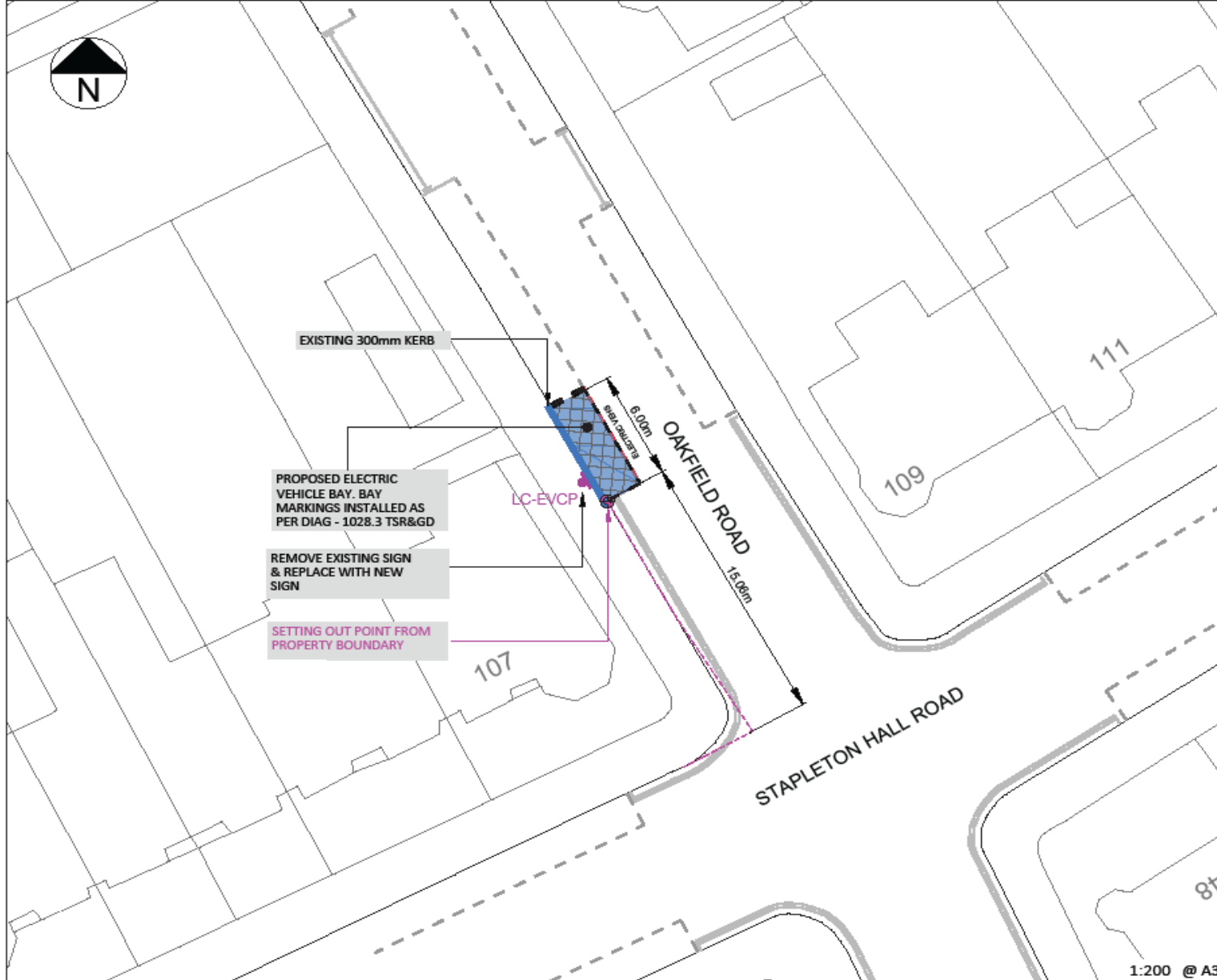
Title:  
GENERAL LAYOUT  
TMO Drawing - LCEV Layout  
Myddleton Road - OS 45

Drawing No. 13/1192/TMO/006	Sheet No. 1 OF 1	Rev. -
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1:200 @ A3

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CAD REFERENCE: G:\Shared drives\13-London Borough of Haringey\1192 - LCEV CHARGING\Drawings\TMO Drawing\13-1192-006-TMO-Myddleton Rd-2 - 13-1192-TMO-06  
DATE: 27/01/2023



# KEY / LEGEND

EXISTING - PARKING BAYS	- - - -
EXISTING - WAITING RESTRICTIONS	—
EXISTING - LOADING RESTRICTIONS	
LC EVCP PROPOSED BAY	[Blue hatched box]
EXISTING LAMP COLUMN CHARGE POINT & SIGN	LC-EVCP
ROAD MARKING REMOVAL	—
SETTING OUT POINT	⊙

LC REFERENCE OF14B

POSTCODE N4

## LOCATION PLAN



Rev.	Date	Comments	Des	Chk	App
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Client:

**Haringey**  
LONDON

Title:  
GENERAL LAYOUT  
TMO Drawing - LCEV Layout  
Oakfield Road

Drawing No.  
13/1192/TMO/007

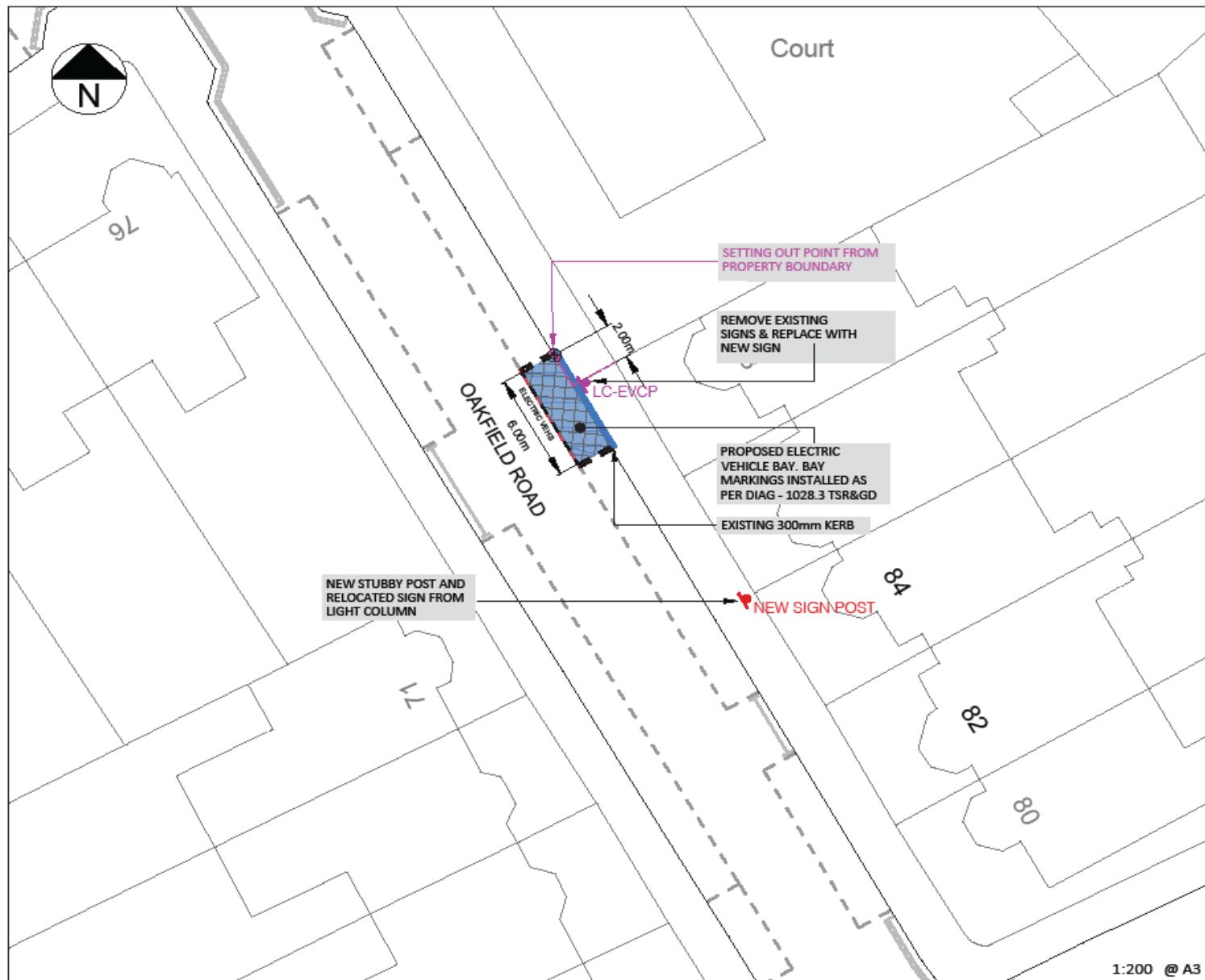
Sheet No.  
1 OF 1

Rev.  
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CAD REFERENCE: G:\Shared\Drawings\Haringey\1192 - LCEVCP\01\Haringey\TMO Drawing\13-1192-TMO-007.dwg  
DATE: 28/01/2023



# KEY / LEGEND

- EXISTING - PARKING BAYS
- EXISTING - WAITING RESTRICTIONS
- EXISTING - LOADING RESTRICTIONS
- LC EVCP PROPOSED BAY
- EXISTING LAMP COLUMN CHARGE POINT & SIGN
- ROAD MARKING REMOVAL
- SETTING OUT POINT
- NEW SIGN & POST

LC REFERENCE OF20B  
POSTCODE N4

## LOCATION PLAN



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Rev.	Date	Comments	Des	Chk App

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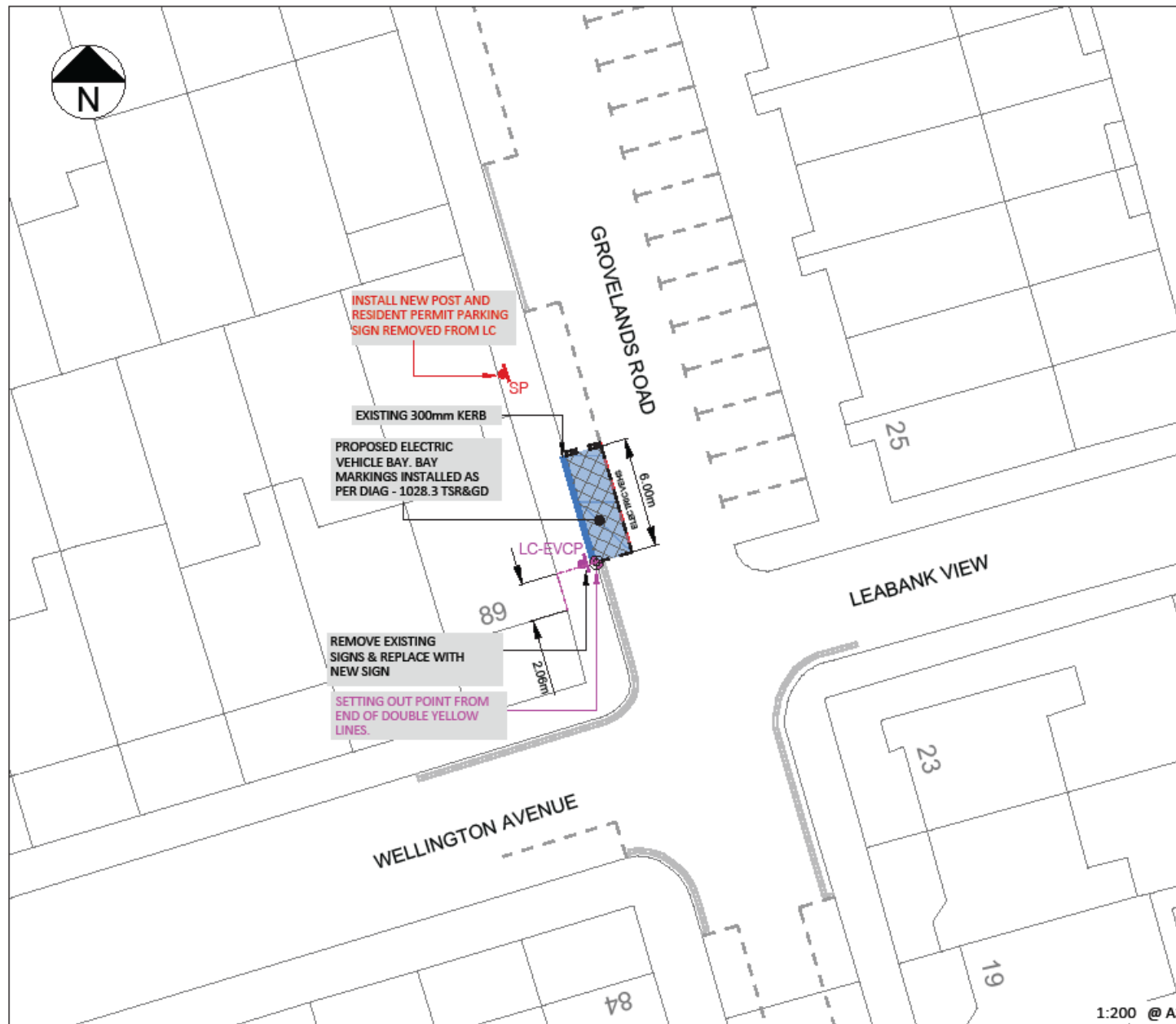
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LONDON

Title:  
**GENERAL LAYOUT**  
TMO Drawing - LCEV Layout  
Oakfield Road - OS 88

Drawing No. 13/1192/TMO/008	Sheet No. 1 OF 1	Rev. -
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CAD REFERENCE: G:\Shared drives\13-London Borough of Haringey\1192 - LC EVCP Or RINGS Drawing\TMO drawing\13-1192-TMO-08  
DATE: 28/01/2023



KEY / LEGEND			
EXISTING - PARKING BAYS	---		
EXISTING - WAITING RESTRICTIONS	---		
EXISTING - LOADING RESTRICTIONS	---		
LC EVCP PROPOSED BAY	[Hatched Box]		
EXISTING LAMP COLUMN CHARGE POINT & SIGN	LC-EVCP		
ROAD MARKING REMOVAL	---		
SETTING OUT POINT	SP		
NEW POST AND SIGN	SP		

LC REFERENCE	GE7B
POSTCODE	N15

**LOCATION PLAN**

Rev.	Date	Comments	Des	Chk	App
-		ORIGINAL ISSUE			

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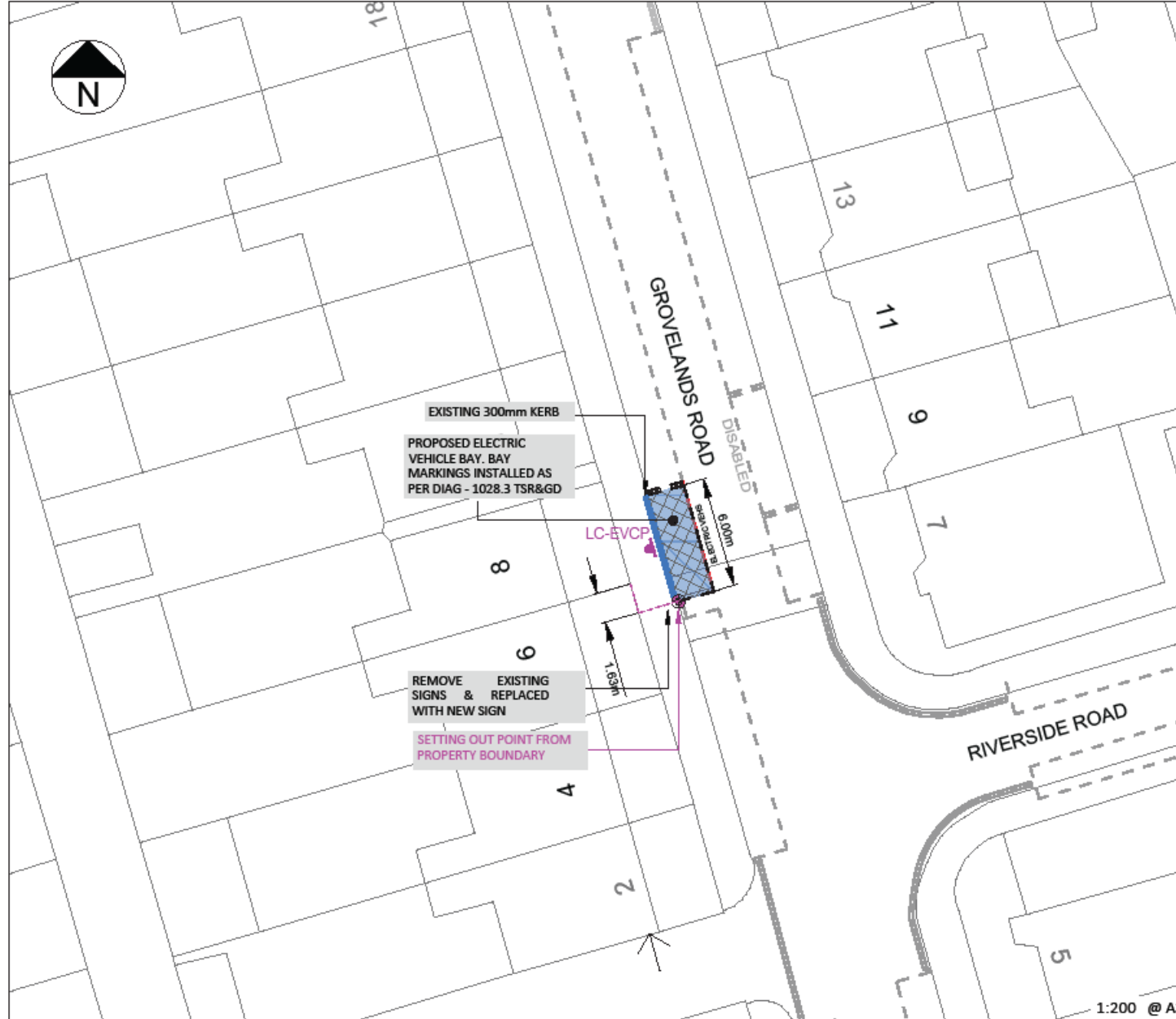
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Title:  
**GENERAL LAYOUT  
TMO Drawing - LCEV Layout  
Grovelands Road - OPP25**

Drawing No. 13/1192/TMO/009	Sheet No. 1 OF 1	Rev. -
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DATE: 26/01/2023





KEY / LEGEND			
EXISTING - PARKING BAYS	---		
EXISTING - WAITING RESTRICTIONS	---		
EXISTING - LOADING RESTRICTIONS	---		
LC EVCP PROPOSED BAY	[Pattern]		
EXISTING LAMP COLUMN CHARGE POINT & SIGN	LC-EVCP		
ROAD MARKING REMOVAL	---		
SETTING OUT POINT	[Symbol]		

LC REFERENCE	GE3B
POSTCODE	N15

**LOCATION PLAN**

Rev.	Date	Comments	Des	Chk	App
-	-	ORIGINAL ISSUE			

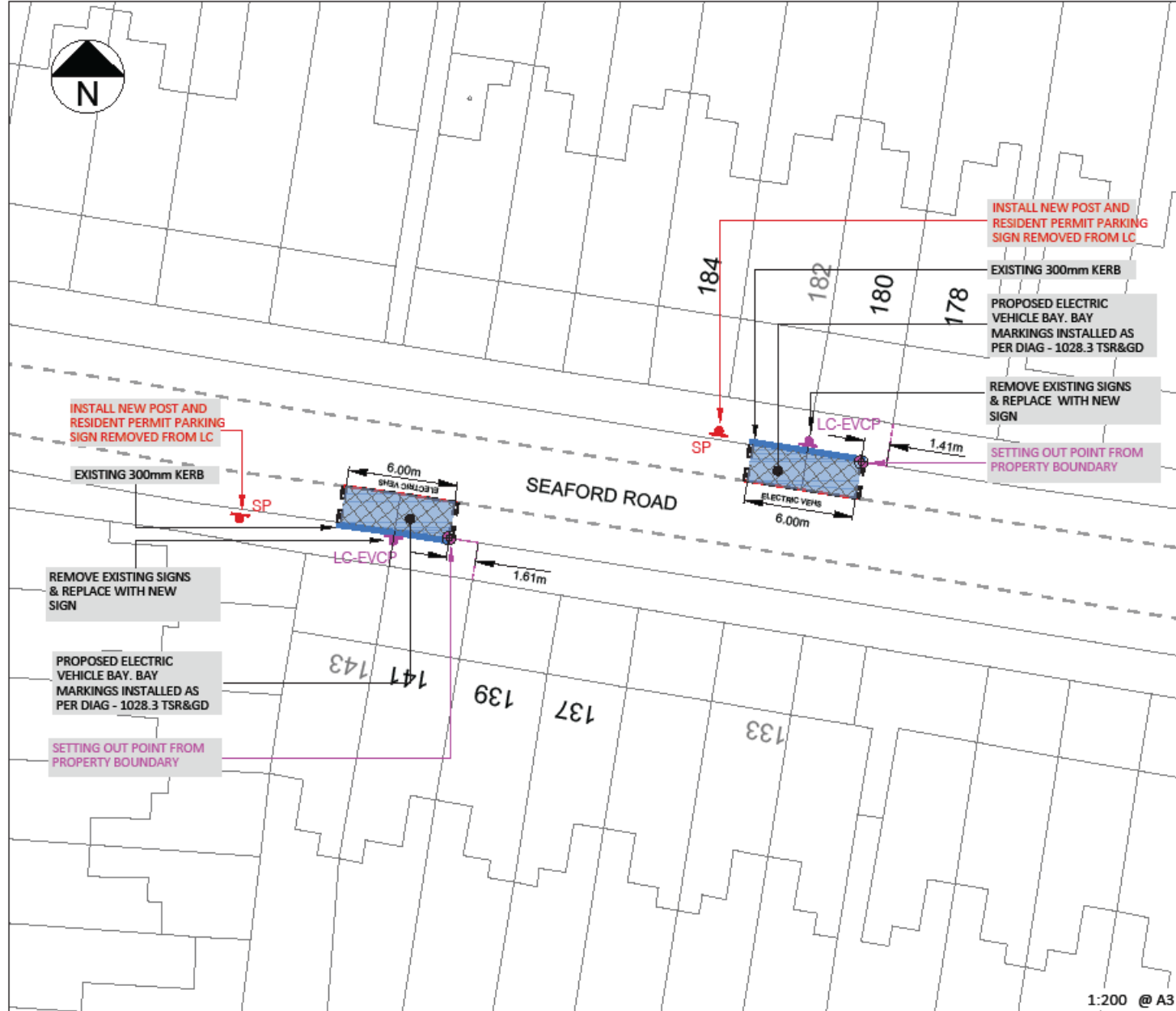
**its**  
t +44 (0)20 3318 8560 e sales@its-global.co.uk

Client: **Haringey LONDON**

Title:  
**GENERAL LAYOUT  
TMO Drawing - LCEV Layout  
Grovelands Road - OS 8**

Drawing No. 13/1192/TMO/008	Sheet No. 1 OF 1	Rev. -
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DATE: 26/01/2023



KEY / LEGEND	
EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	---
EXISTING - LOADING RESTRICTIONS	---
LC EVCP PROPOSED BAY	[Blue hatched box]
EXISTING LAMP COLUMN CHARGE POINT & SIGN	LC-EVCP
ROAD MARKING REMOVAL	---
SETTING OUT POINT	SP
NEW POST & SIGN	SP

LC REFERENCE	SF2B
POSTCODE	N15

LOCATION PLAN	
[Location plan map showing the site location on Seaford Road]	

ORIGINAL ISSUE		Des	Chk	App
Rev.	Date	Comments		

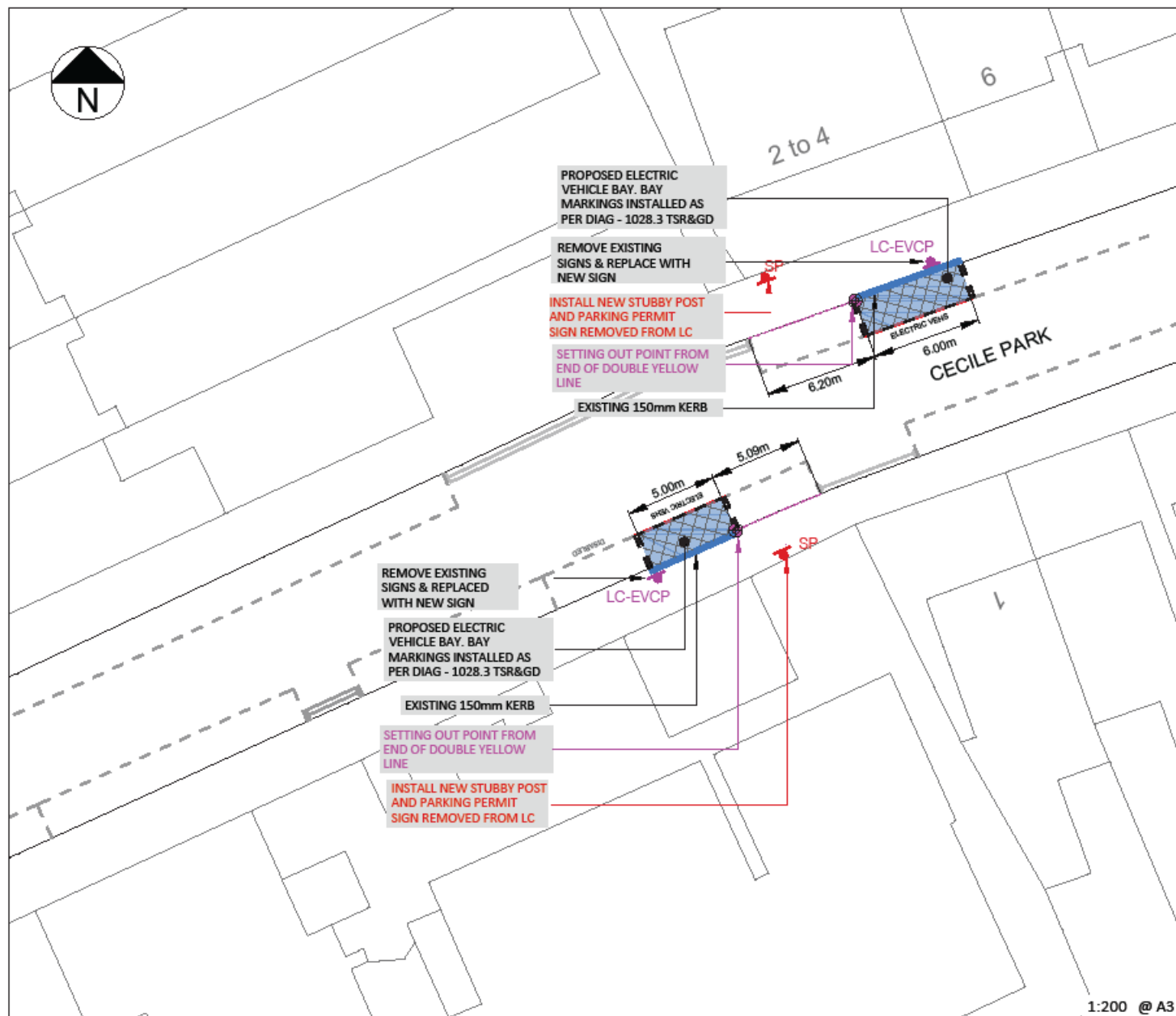
t +44 (0)20 3318 8560 e sales@its-global.co.uk

Client: **Haringey LONDON**

Title: **GENERAL LAYOUT**  
TMO Drawing - LCEV Layout  
Seaford Road - OS 141 / 143

Drawing No. 13/1192/TMO/011	Sheet No. 1 OF 1	Rev. -
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### KEY / LEGEND

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	---
EXISTING - LOADING RESTRICTIONS	---
LC EVCP PROPOSED BAY	[Blue hatched box]
EXISTING LAMP COLUMN CHARGE POINT & SIGN	LC-EVCP
ROAD MARKING REMOVAL	---
SETTING OUT POINT	SP
NEW SIGN & POST	SP

LC REFERENCE	CP4U
POSTCODE	N8

### LOCATION PLAN



Rev.	Date	ORIGINAL ISSUE	Comments	Des	Chk	App
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Client:

**Haringey**  
LONDON

Title:  
GENERAL LAYOUT  
TMO Drawing - LCEV Layout  
Cecile Park OS 2 to 4

Drawing No.  
13/1192/TMO/014

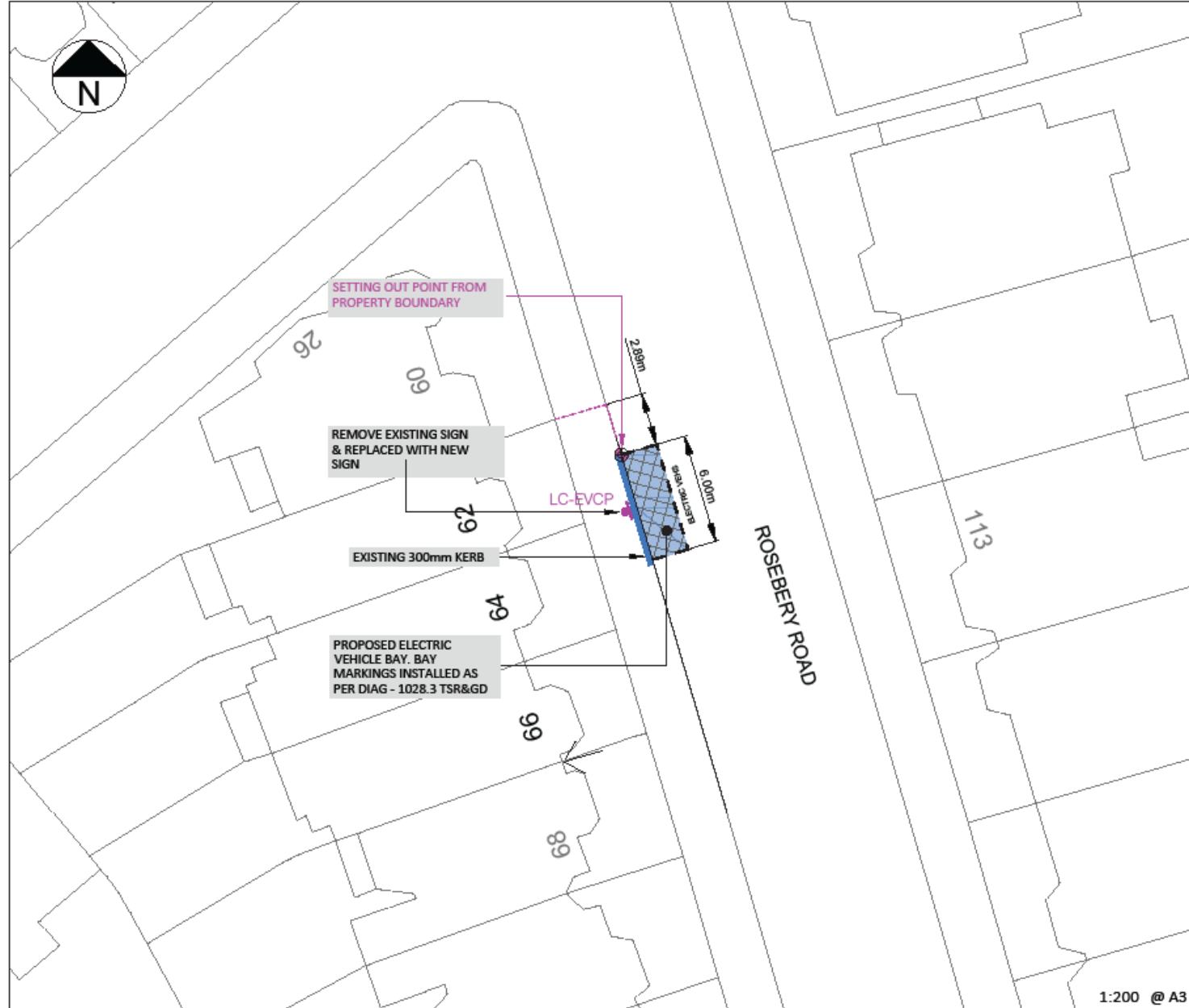
Sheet No.  
1 OF 1

Rev.  
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# KEY / LEGEND

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	---
EXISTING - LOADING RESTRICTIONS	---
LC EVCP PROPOSED BAY	
EXISTING LAMP COLUMN CHARGE POINT & SIGN	LC-EVCP
ROAD MARKING REMOVAL	---
SETTING OUT POINT	

LC REFERENCE RB5B

POSTCODE N10

## LOCATION PLAN



Rev.	Date	Comments	Des	Chk	App
-		ORIGINAL ISSUE			



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Client : **Haringey**  
LONDON

Title:  
GENERAL LAYOUT  
TMO Drawing - LCEV Layout  
Rosebery Road - OS 64

Drawing No.  
13/1192/TMO/018

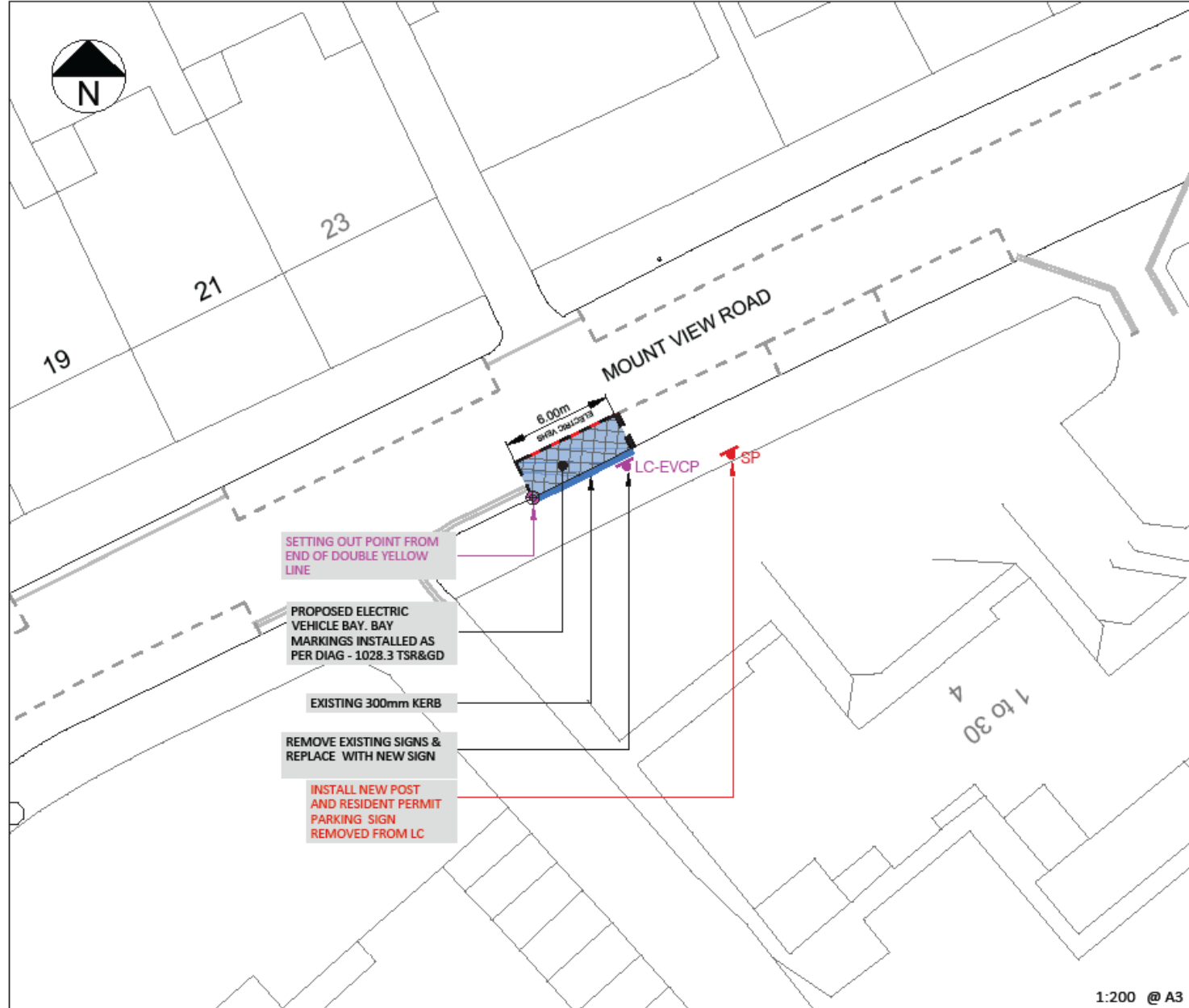
Sheet No.  
1 OF 1

Rev.  
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DATE 30/01/2018



#### KEY / LEGEND

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	---
EXISTING - LOADING RESTRICTIONS	---
LC EVCP PROPOSED BAY	
EXISTING LAMP COLUMN CHARGE POINT & SIGN	LC-EVCP
ROAD MARKING REMOVAL	---
SETTING OUT POINT	
NEW SIGN & POST	SP

LC REFERENCE MW2B

POSTCODE N4

#### LOCATION PLAN



Rev.	Date	Comments	Des	Chk	App
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Client:

**Haringey**  
LONDON

Title:  
GENERAL LAYOUT  
TMO Drawing - LCEV Layout  
Mount View Road - OS 04

Drawing No.  
13/1192/TMO/019

Sheet No.  
1 OF 1

Rev.  
-

1:200 @ A3

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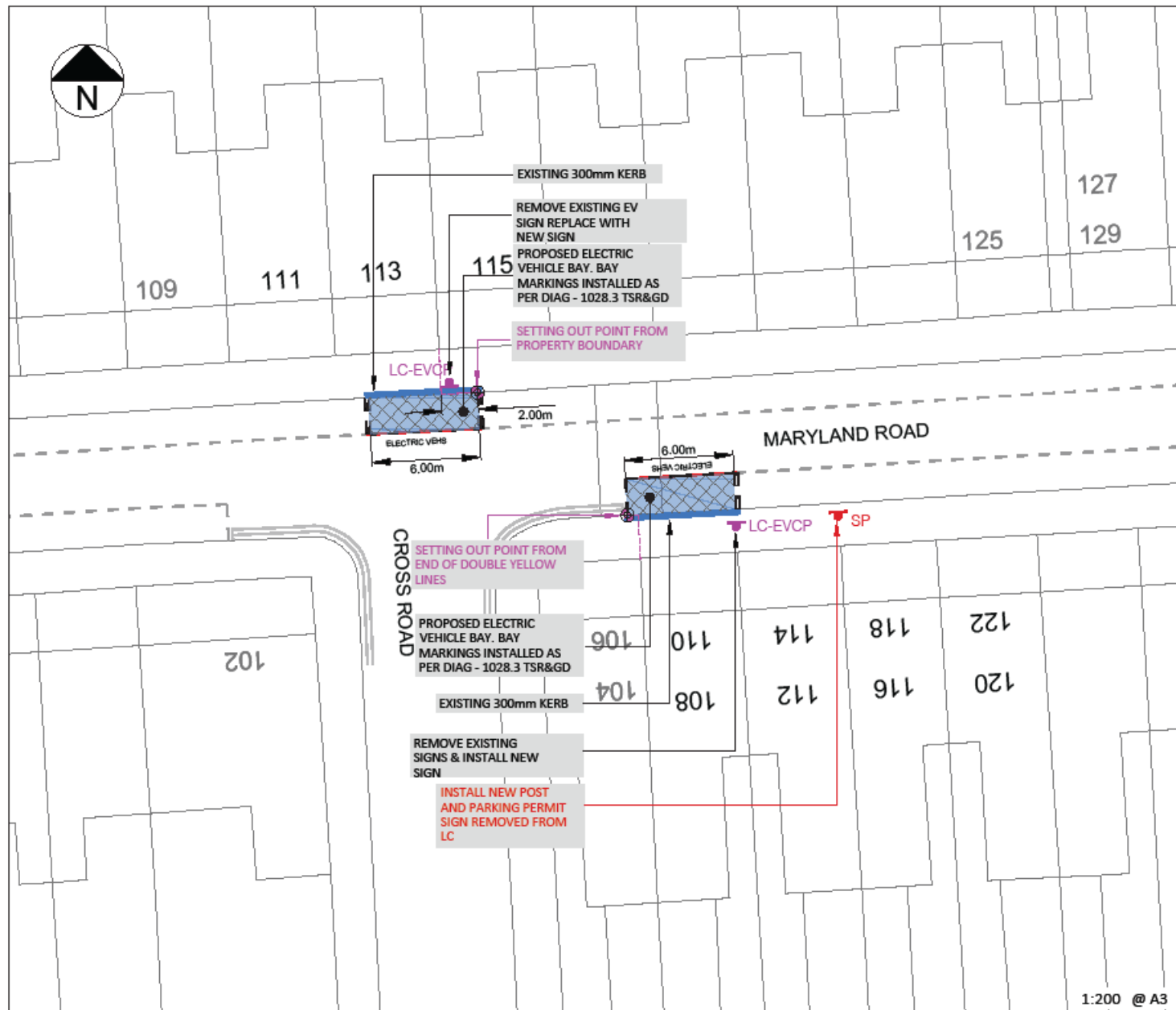
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DATE: 28/01/2023







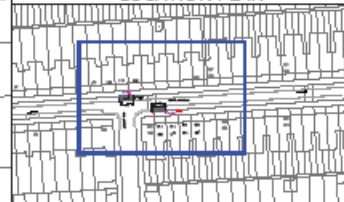


# KEY / LEGEND

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	---
EXISTING - LOADING RESTRICTIONS	---
LC EVCP PROPOSED BAY	
EXISTING LAMP COLUMN CHARGE POINT & SIGN	LC-EVCP
ROAD MARKING REMOVAL	---
SETTING OUT POINT	
NEW POST & SIGN	SP

LC REFERENCE	ML18D
POSTCODE	N22

## LOCATION PLAN



Rev.	Date	Comments	Des	Chk	App
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Client:

**Haringey**  
LONDON

Title:  
GENERAL LAYOUT  
TMO Drawing - LCEV Layout  
Maryland Road - OS 108

Drawing No. 13/1192/TMO/021	Sheet No. 1 OF 1	Rev. -
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1:200 @ A3



DATE: 30/01/2023



## Appendix 2

Statutory consultation letter delivered to affected frontages.

29 March 2023

## STATUTORY CONSULTATION

### Proposed Parking Bays for Existing Lamp Column Electric Vehicle Charging Points (LCEVCPs)

Dear Resident or Business,

As part of the **council's** policy to promote and encourage the uptake of Electric Vehicles, we have introduced Lamp Column Charging Points at various locations in the borough. These EV points were installed in 2020. As a dedicated parking bays were not introduced for these EV points, we have been receiving concerns from some residents that they are having problems accessing these EV points. In 2021, we installed advisory signs at the locations to advise motorists to keep the locations clear if not charging with the aim to help with access for electric vehicle owners. Since installation we have monitored these locations. However, the issue remains with the Council periodically receiving complaints. Therefore, to ensure that electric vehicles can access these charging points, it's necessary to allocate electric vehicle only parking bays adjacent to these charging points.

We are writing to inform you that we are proposing to introduce designated bays adjacent to the charging points located in your street. These bays will be for the specific use of electric vehicle charging only. The attached list outlines the locations where the bays are proposed across the borough. The detailed design plan for each location are available on our website <https://www.haringey.gov.uk/new-ev-charging>.

In order to introduce the parking bays, we are required to carry out a statutory consultation. This is the legal part of the process and takes the form of a public notice advertised in the local press, London Gazette and displayed in visible locations on street, to inform of the council's intention.

The statutory consultation on the proposals will end on Wednesday **26 April 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> and search for **2023 - T11** under 'active consultations' at the top left of the web page. Alternatively, you can email us at [traffic.orders@haringey.gov.uk](mailto:traffic.orders@haringey.gov.uk), or write to us at the postal address provided below on this letter. Please ensure that **'2023-T11 - LC EV Charging points'** and the location name is included within the subject title when responding.

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

**Objections must be received no later than 26 April 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)

## Lamp Column Electric Vehicle Charging Points proposed designated parking bay locations and details

	Asset ID of EV Point	Street	Post code	Location details	No. EV point /parking bays	LC ref. No.
1	228	Beechfield Road	N4	Outside Nos. 35/37 Beechfield Road	1	BF5B
2	8	Beechfield Road	N4	Outside Nos. 60/62 Beechfield Road	1	BF4B
3	30	Cecile Park	N8	Outside Nos. 2/4 Cecile Park	1	CP4U
4	7	Cecile Park	N8	Outside No. 3 Shakespeare Terrace, Cecile Park	1	CP3U
5	31	Cholmeley Crescent	N6	Outside Nos. 35/37 Cholmeley Crescent	1	CC11R
6	579	Cholmeley Crescent	N6	Outside No. 39 Cholmeley Crescent	1	CC12R
7	163	Fortismere Avenue	N10	Adjacent No. 35 Grand Avenue	1	FM13B
8	11	Grand Avenue	N10	Opposite No. 7/8 Grand Avenue	1	GD5A
9	159	Grovelands Road	N15	Outside No. 8 Grovelands Road	1	GE3B
10	22	Grovelands Road	N15	Opposite No. 25 Grovelands Road	1	GE7B
11	68	Maryland Road	N22	Outside No. 108 Maryland Road	1	ML18D
12	243	Maryland Road	N22	Outside No. 113 Maryland Road	1	ML17D
13	65	Mount View Road	N4	Outside No. 4 Mount View Road	1	MW2B
14	254	Mount View Road	N8	Outside No. 84 Mount View Road	1	MW29B
15	207	Myddelton Road	N22	Outside No. 35 Myddelton Road	1	MY5L
16	12	Myddelton Road	N22	Outside No. 45 Myddelton Road	1	MY6
17	165	Oakfield Road	N4	Outside No. 88 Oakfield Road	1	OF20B
18	15	Oakfield Road,	N4	Adjacent To No. 107 Stapleton Hall Rd	1	OF14B
19	48	Rosebery Road	N10	Outside No. 17 Rosebery Road	1	RB5B
20	185	Rosebery Road	N10	Outside No. 64 Rosebery Road	1	RB18B
21	24	Seaford Road	N15	Outside Nos. 141/143 Seaford Road	1	SF2B

22	240	Seaford Road	N15	Outside Nos. 180/182 Seaford Road	1	SF3B
23	232	The Avenue	N10	Outside No. 6 The Avenue	1	AV9N
24	174	The Avenue	N10	Outside Nos. 31/33 The Avenue	1	AV8N