

Report for: Head of Highways and Parking following consultation with Cabinet Member for Climate Action, Environment and Transport

Title: Electric Vehicle Charging Points (EVCPs) 2024/25 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: Bruce Castle, Highgate, Northumberland Park, Tottenham Hale, South Tottenham

**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 31 July 2024 to 11 September 2024, on the proposal to introduce 36 EV charging points at 16 locations across the borough.
- 1.2 To request approval to proceed to implementation for 30 (14 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.
- 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 30 new EV charging points at 14 locations as detailed in Table 1 of section 6; and:
 - 3.3.2 agree not to proceed with the installation of the proposed 2 EV points in Scotland Green, Junction Road and High Cross, N17 for the reasons set out in section 4.5 & 4.8 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 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 14 responses were received to the statutory consultation with:

- 12 objections
- 1 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 Colsterworth Road, N15, Holcombe Road, N17, Scotland Green N17 and Wargrave Avenue, N15.

4.4 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.

4.5 Objections received to proposed EV charging points in Scotland Green, N17 has partially been upheld. The council will install 2 EV points out of the 4 proposed EV points and if it necessary will consider installing the other 2 in the near future.

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

4.7 No objections were received to the proposed remaining EVCP bays detailed in Table 1 in section 6.

4.8 No objections were received for proposal in Junction Road N17 and High Cross, N17, however following further site assessments by UKPN and TotalEnergies further, it's been found that there is an insufficient power supply for the EV points proposed locations and therefore the EV points can't be implemented as initially proposed. Officers will look into other sites nearby and will put forward a proposal for consultation with residents.

4.9 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 Council’s 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 NEVIS (the National EV Insight & Support), which investigated the future needs for public charging infrastructure in UK, projected that 1093 Standard & Fast and 66 Rapid charging points will be needed in Haringey by 2030.

6.3 There are 229 EVCPs installed and in operation in Haringey. When the proposed 30 EVCPs detailed in this report are implemented, it will increase the number of EVCPs in Haringey to 250.

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. 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

Reference	Location	Description	Reason for proposal and operation hours	Changes to parking or waiting/loading restrictions required? (Y/N)
1	Antill Road, N15 4AR, opposite No.43 Antill 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
2	Broadlands Road, N6 4AN, outside No. 8 Broadlands 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
3	Cadoxton Avenue, N15 6JX, adjacent to No.52 Norfolk Avenue	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

Reference	Location	Description	Reason for proposal and operation hours	Changes to parking or waiting/loading restrictions required? (Y/N)
4	Colsterworth Road, N15 4BJ, opposite Nos.2A & B Colsterworth 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
5	High Cross Road, N17 9PB, Outside Nos 1-40 Warron Court, High Cross 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
6	Holcombe Road, N17 9AB, opposite Nos.99 to 106 Holcombe Road	Introduce 2 new electric vehicle charging point with 4 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging.	Y
7	Junction Road, N17 9HE, opposite Nos.42/44 to 50/52 Junction 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
8	Linley Road, N17 6EX, adjacent 45 Lordsmead 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
9	Mitchley Road, N17 9HJ, opposite Nos. 2 to 5 Mitchley 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
10	Scotland Green, N17 9TX, opposite Nos. 58/60 Scotland Green	Introduce 2 new electric vehicle charging point with 4 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging.	Y
11	Stamford Road, N15 4PH, near opposite Newton Road junction	Introduce 1 new electric vehicle charging point with 2 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging.	Y
12	Tilson Road, N17 9UY, adjacent to Ashdown Court, Lansdowne 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
13	Townsend Road, N15 4NT, opposite No. 2B Townsend 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

Reference	Location	Description	Reason for proposal and operation hours	Changes to parking or waiting/loading restrictions required? (Y/N)
14	Wargrave Ave - A, N15 6UB, adjacent to No.46 Elm Park Avenue	Introduce 1 new electric vehicle charging point with 2 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging.	Y
15	Wargrave Ave - B, N15 6LJ, adjacent to No. 70 Fairview 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
16	Wellington Avenue, N15 6LJ, adjacent to No.52 Fairview 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

- 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, one on each side, allowing for two vehicles to charge at the same time. Most of the proposed EV points will be installed on traffic islands or buildouts to ensure no obstructions are introduced to footways and pedestrian access is maintained. If introduced on the footway their placement will not reduce or impede current pedestrian accessibility or movement.
- 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 consultation commenced on 31 July 2024 for a period of 6 weeks. The usual Statutory Consultation period is 28-days, but we have given extend response time due to the summer holidays to give residents sufficient time to respond to the consultation. 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 each of the affected streets. The closing date for representations and comments was 11 September 2024.
- 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 a copy 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 1925 properties were written to notifying their occupants of the statutory consultation and how they could object should they wish. A total of 14 representations from residents and businesses were received, comprising 12 objections ,1 submission 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
I have an objection to the proposal based upon the reduction in the number of normal parking spaces available in this area as a result of the addition of two EV charging spaces. Normal parking in Colsterworth Road N15 has been very useful to residents in the flats opposite and in Saltram Close when the Resident's parking is full. If two of the spaces are removed residents will struggle to find adequate parking. It should be said that poor parking practices contribute to the lack of availability and that the marking of parking bays in Colsterworth Road would improve that that considerably.	Colsterworth Road, N15	1	We understand and appreciate that charging points will take up some parking spaces from other cars. However, the EVCPs are proposed based on requests/demand from local community. The council also expects demand for EV points to increase and it's essential that these infrastructures are in place to meet the expected demand.
There isn't enough parking spaces as it is especially at the weekend when the school becomes a church and everyone parks on the road. I pay for a permit that's only	Holcombe Road N17	3	We understand and appreciate that charging points will take up some parking spaces from other cars. However, the EVCPs are proposed based on

Reason for objection.	Objections received to proposal in	No. of objectors cited this reason	Officer response
<p>valid during the week while I'm working so I hardly get any use of it. I'd gladly pay extra so it would be permit only at weekends. People also park here to use Holcombe market.</p>			<p>requests/demand from local community.</p> <p>The council also expects demand for EV points to increase and it's essential that these infrastructures are in place to meet the expected demand.</p>
<p>I wholly object to the 4 proposed EV points</p> <p>This would remove a significant proportion of our available parking which is already limited because the small amount of parking space we have serves 19 houses. Many of us already have to park in other places because there's not enough room. It is clear that the council has not done their research on the area, nor taken the residents into account. Electric parking bays are not best suited to this area, nor will they be used frequently. These things are best suited closer the stadium where visitors to the area frequent.</p> <p>Only three of the 19 houses here have a driveway, while the other 16 rely on street parking. Not only do these houses rely on the street parking but 13 of them are completely removed from the street located down footpaths away from the road which already makes it very difficult to bring essential items including food shopping to our front doors.</p> <p>Losing the ability to park on our own street would mean cars are likely to overflow and park on the next nearest street Parkhurst Road, if this were the case I would have to carry shopping over 100m to reach my front door. Not only this Parkhurst Road has access restrictions between 8:15-9:15am and 3-4pm meaning if</p>	<p>Scotland Green N17</p>	<p>6</p>	<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 and it's essential that these infrastructures are in place to meet the expected demand.</p> <p>The council will however will reduce the numbers of propose EV bays for the location to 2 EV bays and if it necessary will consider installing the other 2 in the near future.</p>

Reason for objection.	Objections received to proposal in	No. of objectors cited this reason	Officer response
<p>we were forced to park there we could not move our cars for 2 key hours of the working day. In addition to these residents of Parkhurst Road that need to move their cars in these times will sometimes park on Scotland Green.</p> <p>Given the number of houses that do not have direct road access and rely on being able to park on Scotland Green to</p> <p>Think about the people who actually live here, please don't make our lives harder than they already are.</p>			
<p>The position of the proposed electric charging points will remove the existing pay and park for visitors. It is also totally unfair to the majority of the residents who don't operate electric vehicles. I am unaware of any residents on the block who even own an electric car. Residents are now charged for parking near their homes and don't need more spaces removed. They can perhaps be placed on the high street.</p>	Wargrave Avenue, N15	2	<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 and it's essential that these infrastructures are in place to meet the expected demand.</p> <p>The EV points are open access and EV user visitors can also use the points while visiting in the area.</p>

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 30 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 [Corporate Delivery Plan 2024 – 2026](#) and [Transport Strategy](#). The installation of 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](#).

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 Carbon and Climate Change

8.1 The overall objective of the EV charging 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.

9 Comments of the Chief Financial Officer

9.1 This report seeks approval for the implementation of 30 Electric Vehicle (EV) charging points at various locations within LB Haringey.

9.2 The total cost for implementing the Electric Vehicle (EV) charging points will be cost neutral to LB Haringey and fully funded by Total Energies Charging Solutions UK Limited.

10 Comments of the Head of Legal Services and Governance

10.1 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.

10.2 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

10.3 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.

10.4 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.

10.5 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.

- 10.6 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.
- 10.7 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.
- 10.8 The statutory consultation has taken place (as set out in this report) and due consideration must first be given to representations made before the decision is taken. In so doing the Council would be acting in accordance with the law were it to proceed with the proposals set out in this report.
- 10.9 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.

11 Equalities Comments

- 11.1 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.
- 11.2 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.
- 11.3 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.
- 11.4 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.
- 11.5 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.
- 11.6 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.

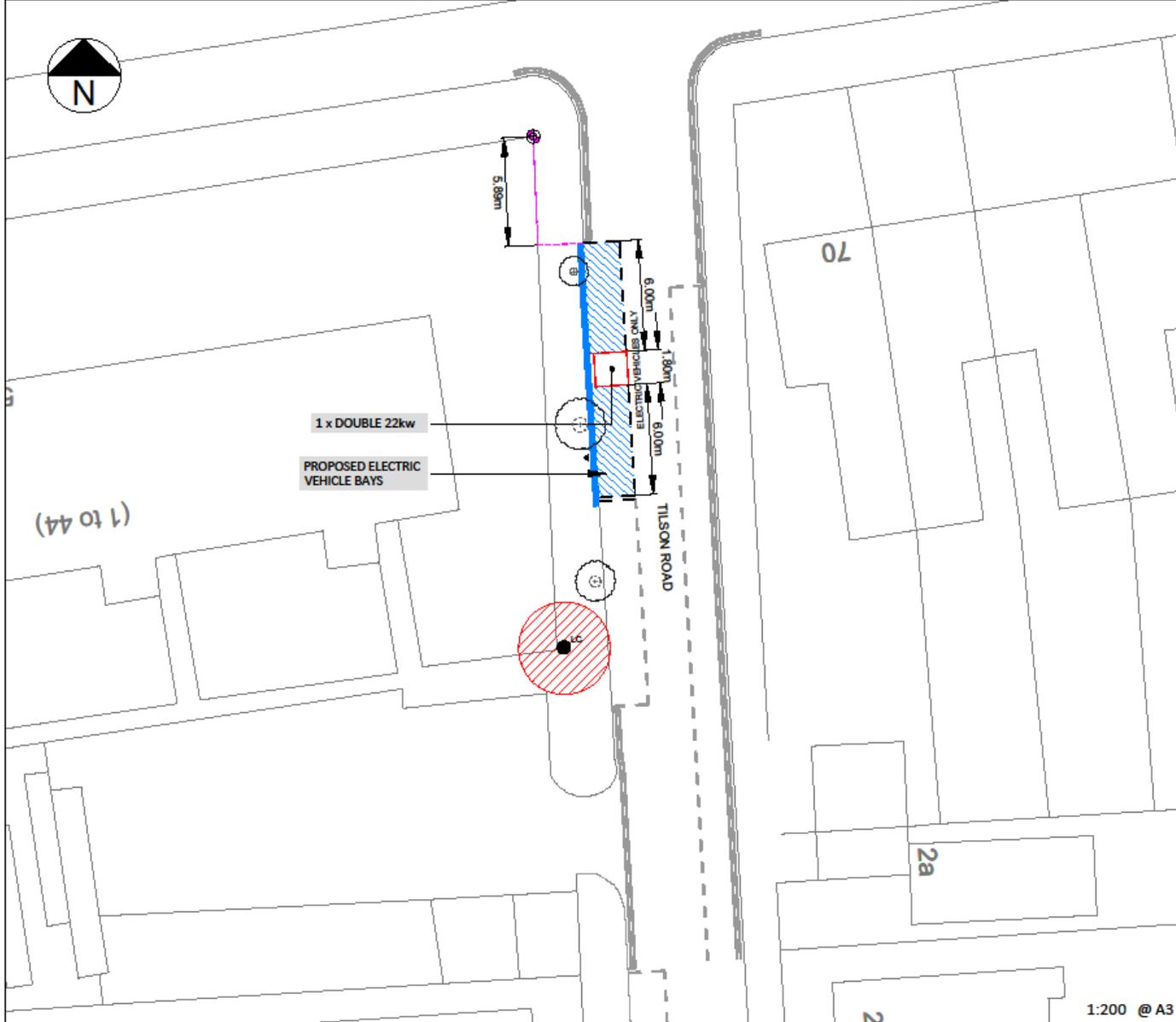
12 Use of Appendices

Appendix 1 – Plan showing the proposed EV Charging points

Appendix 2 - Statutory Notification letter delivered to affected frontages.

Appendix 3 – List of all response received

Appendix 1
Plans showing the 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	534387
NORTHINGS	190676
POSTCODE	N17 9UY

LOCATION PLAN



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

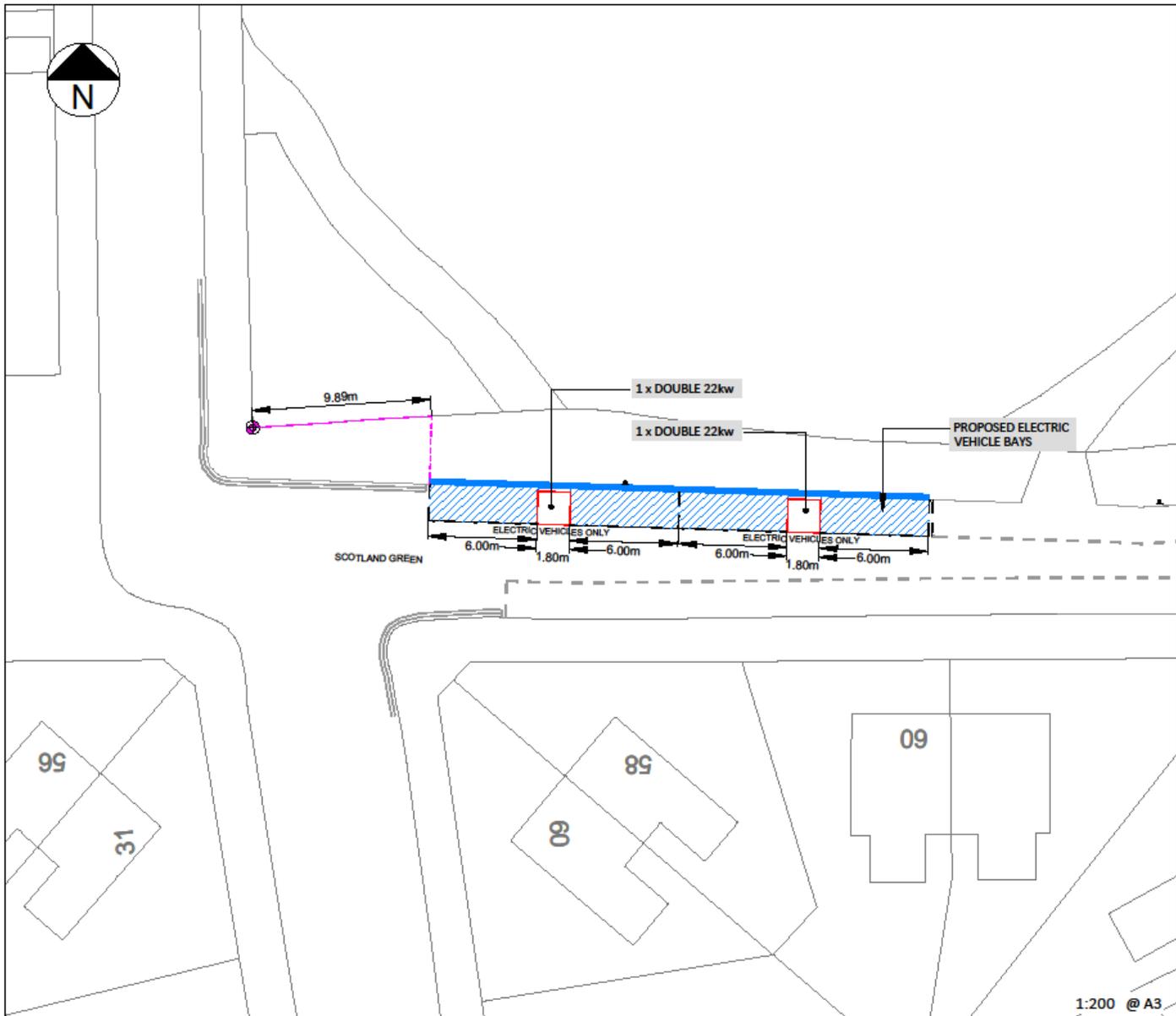
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**GENERAL LAYOUT
TMO Drawing - EV Layouts
Tilson Road**

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KEY / LEGEND

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

EASTINGS	534072
NORTHINGS	190453
POSTCODE	N17 9TU

LOCATION PLAN



ORIGINAL ISSUE					
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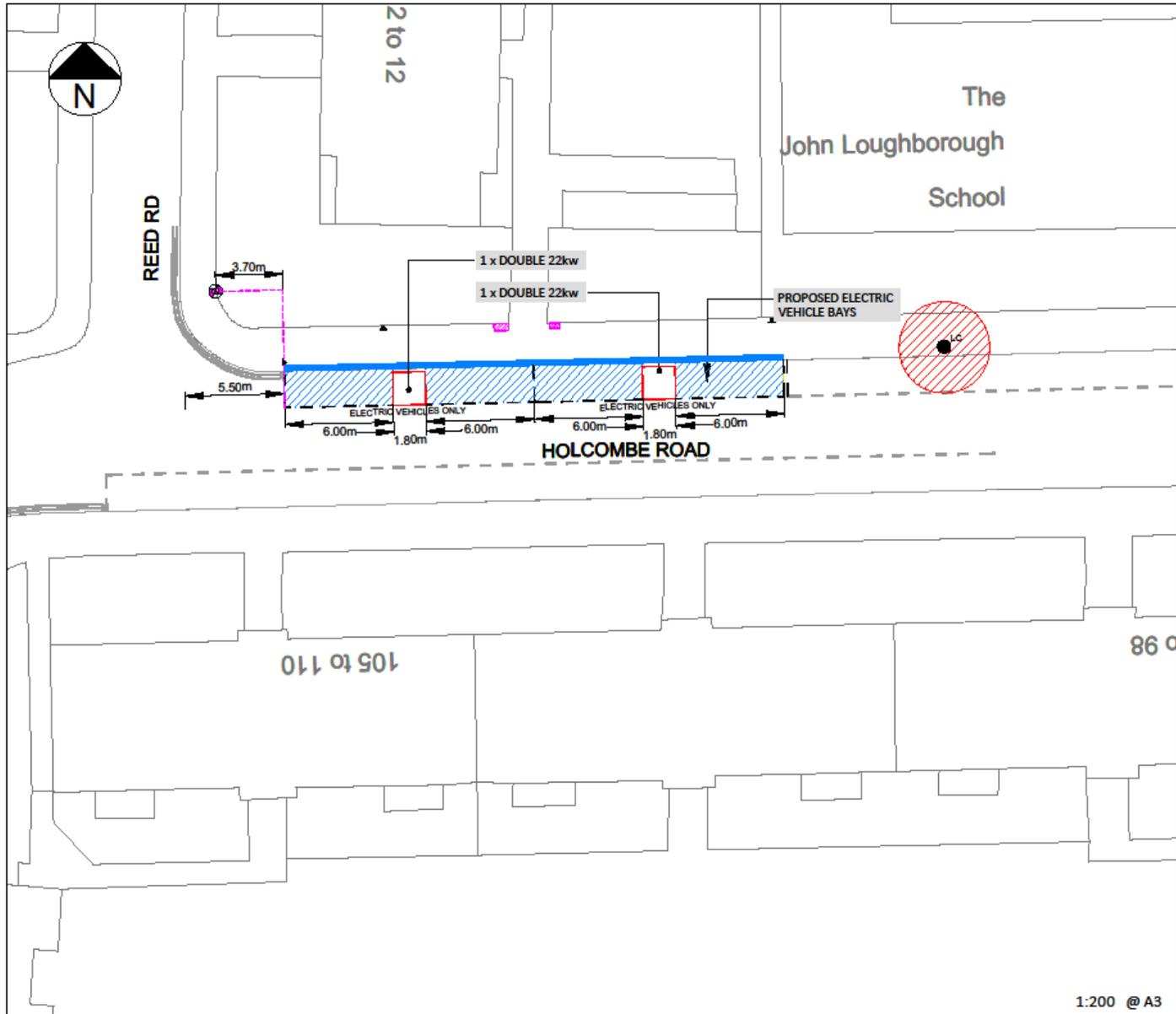
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**GENERAL LAYOUT
TMO Drawing - EV Layouts
Scotland Green A**

Drawing No. 58/1030/TMO/182	Sheet No. 1 OF 1	Rev. -
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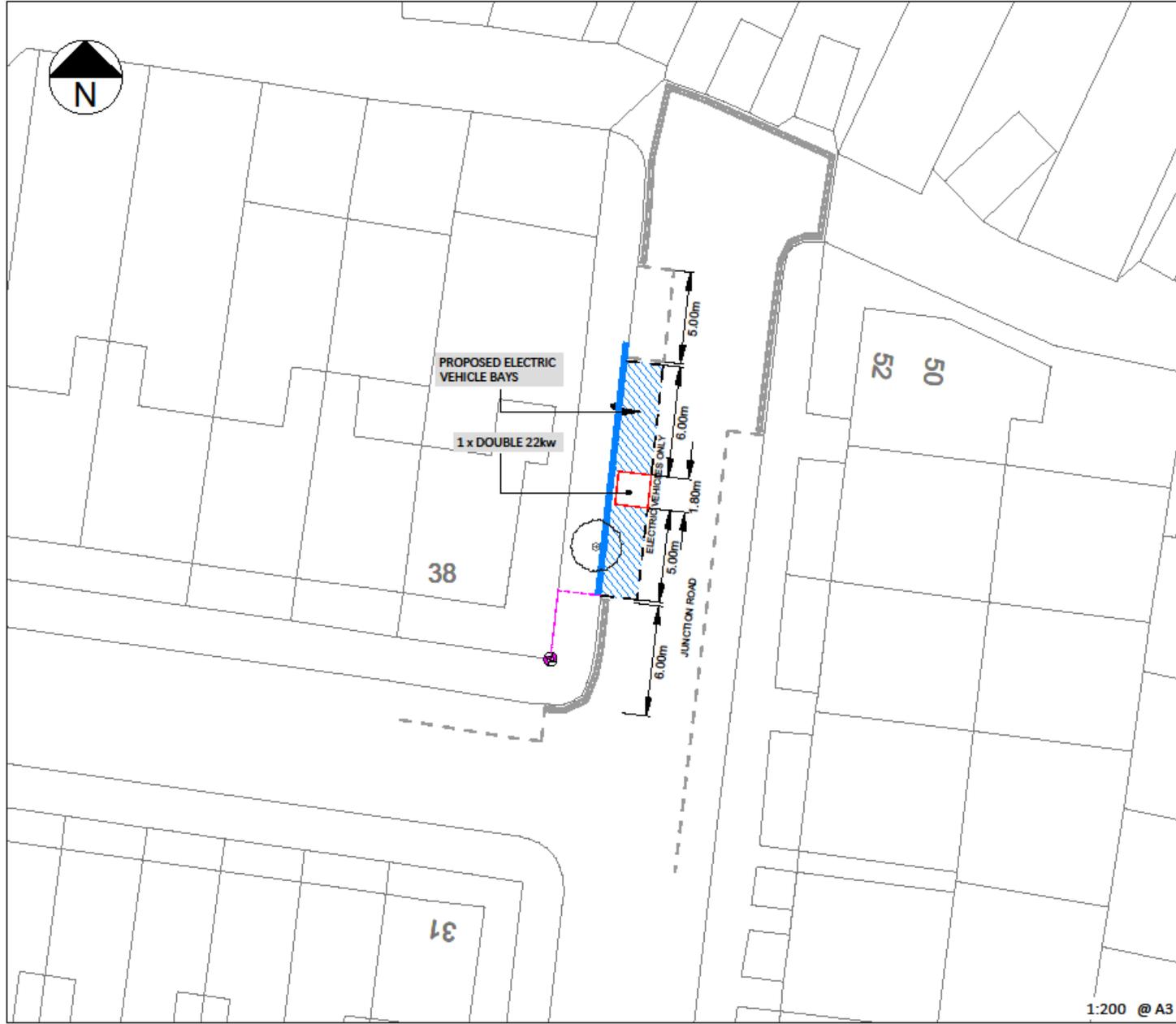


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EXISTING - EV PARKING BAY																		
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KEY / LEGEND	
EXISTING - EV PARKING BAY	
OPT 1 - EV PROPOSED BAY	
NEW TRAFFIC ISLAND WITH CHARGE POINT	
EV FEDDER PILLAR	
EXISTING SOURCE LONDON CP	
BT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

EASTINGS	534171
NORTHINGS	189913
POSTCODE	N17 9HE



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Client:
LB Haringey

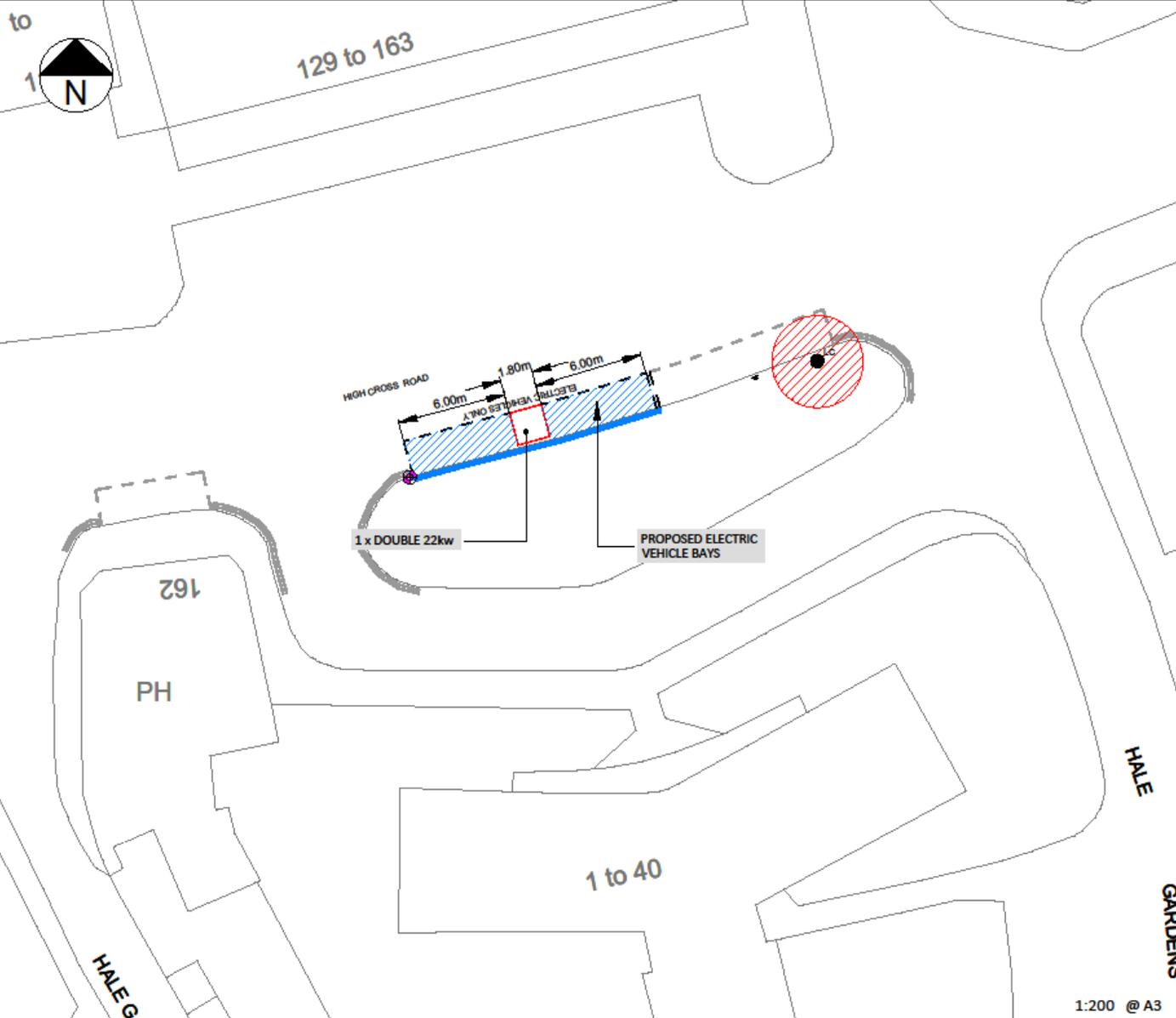
Title:
**GENERAL LAYOUT
TMO Drawing - EV Layouts
Junction Road**

Drawing No. 58/1030/TMO/187	Sheet No. 1 OF 1	Rev. -
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1:200 @ A3

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DATE: 20/05/2024 CAD REFERENCE: G:\Shared drive\58 - 1030 - 187\58 - 1030 - 187 - TMO Drawing\58-1030-187-TMO Drawing\58-1030-187-TMO Junction Road - 58-1030-TMO-187



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	534184
NORTHINGS	189553
POSTCODE	N17 9NU



ORIGINAL ISSUE					
Rev.	Date	Comments	Des	Chk	App

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

Client:

LB Haringey

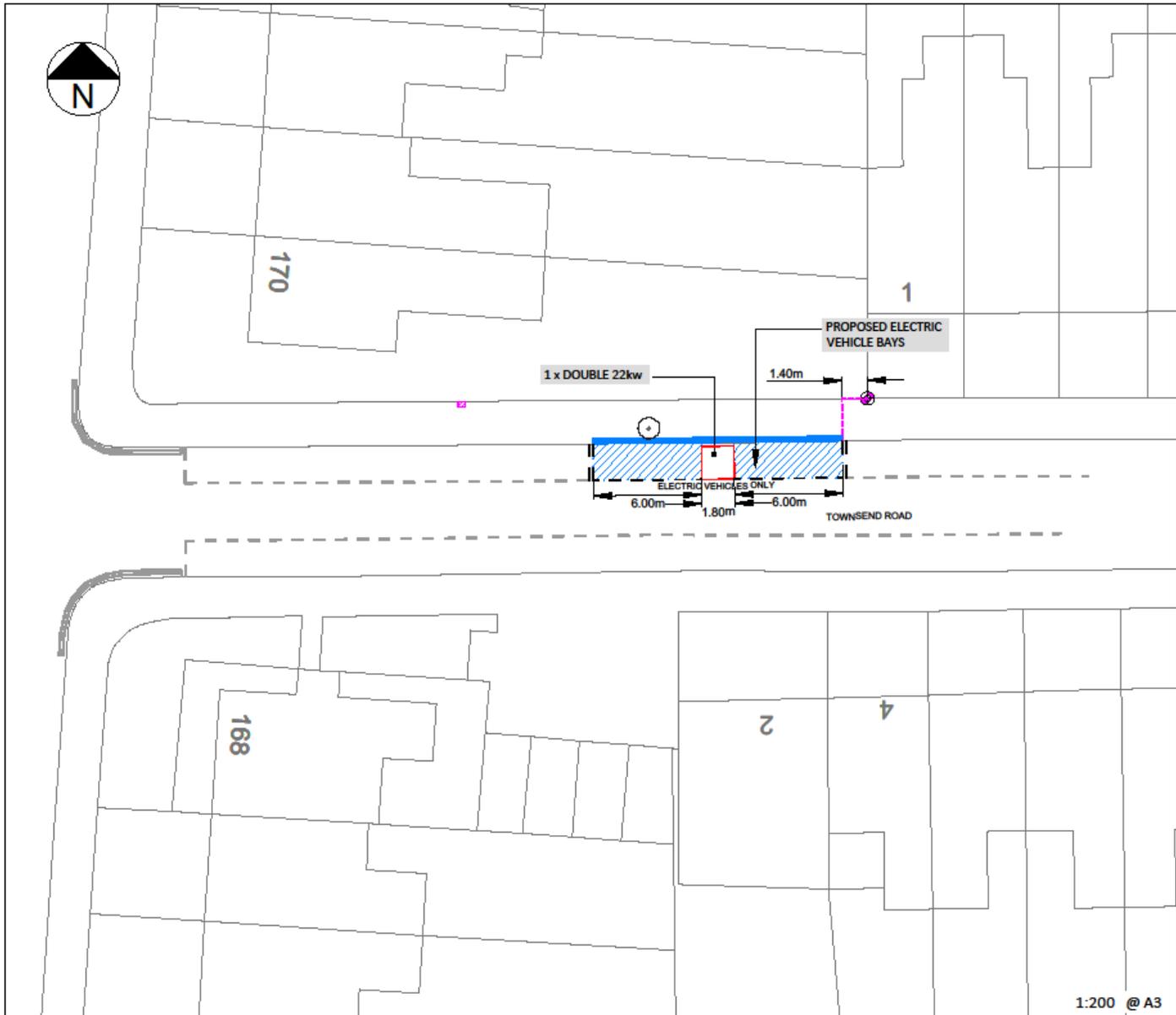
Title:

GENERAL LAYOUT
 TMO Drawing - EV Layouts
 High Cross Road

Drawing No.	Sheet No.	Rev.
58/1030/TMO/192	1 OF 1	-

1:200 @ A3

CAD REFERENCE: G:\Shared\Drawings\TMO\Drawing\58-1030-192-TMO\High Cross Road - 58-1030-TMO-192.DWG
 DATE: 30/05/2024



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	533713
NORTHINGS	188699
POSTCODE	N15 4NT

LOCATION PLAN



Rev.	Date	Comments	Des	Chk	App
-		ORIGINAL ISSUE			

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Client :
LB Haringey

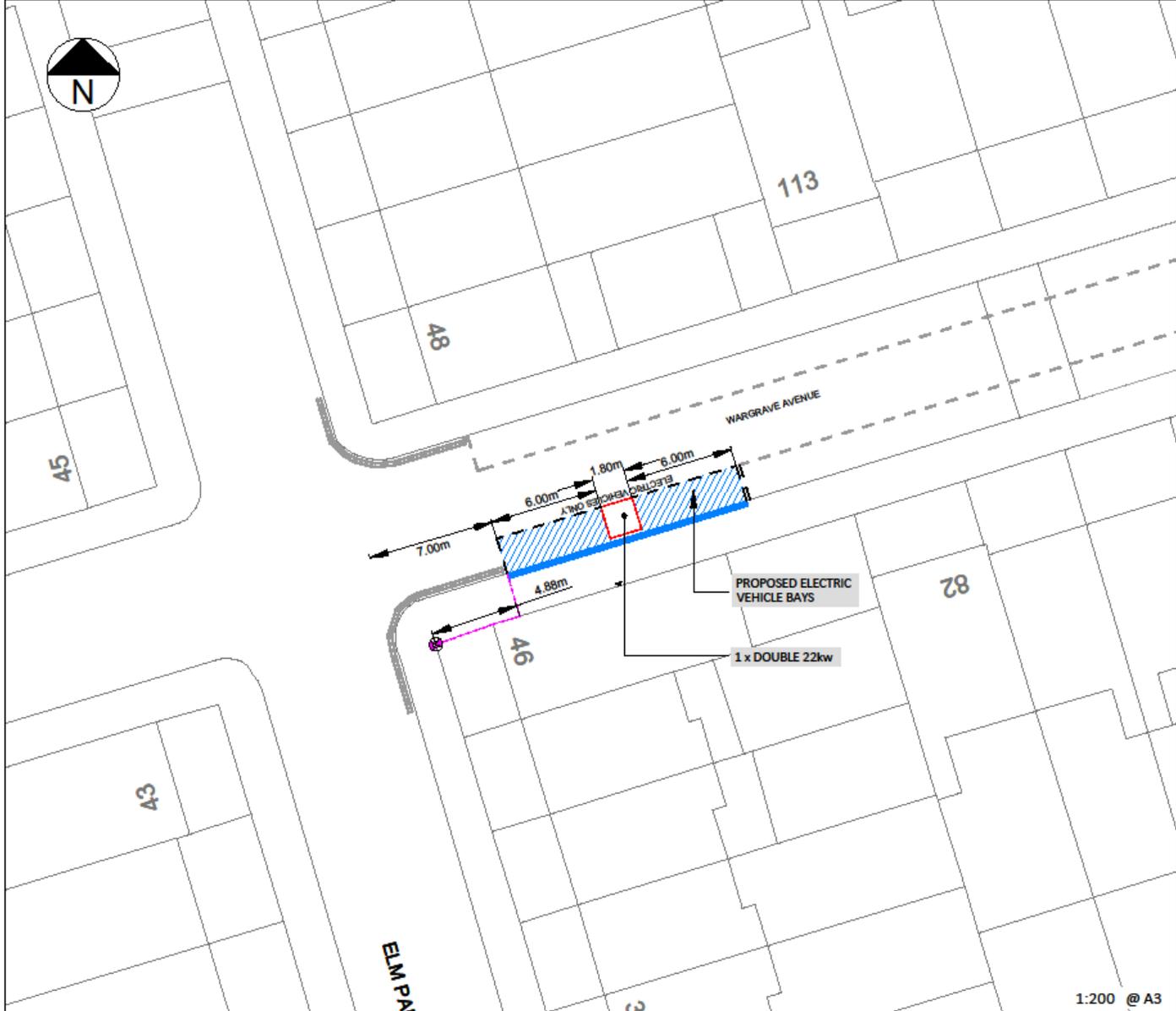
Title:
**GENERAL LAYOUT
TMO Drawing - EV Layouts
Townsend Road**

Drawing No. 58/1030/TMO/200	Sheet No. 1 OF 1	Rev. -
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CAD REFERENCE: G:\Shared\Drawings\58\1030\58-1030-200-TMO\TMO Drawing\58-1030-200-TMO\TMO Drawing\58-1030-200-TMO\TMO-200.dwg
 DATE: 28/05/2024



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	534057
NORTHINGS	188397
POSTCODE	N15 6UB



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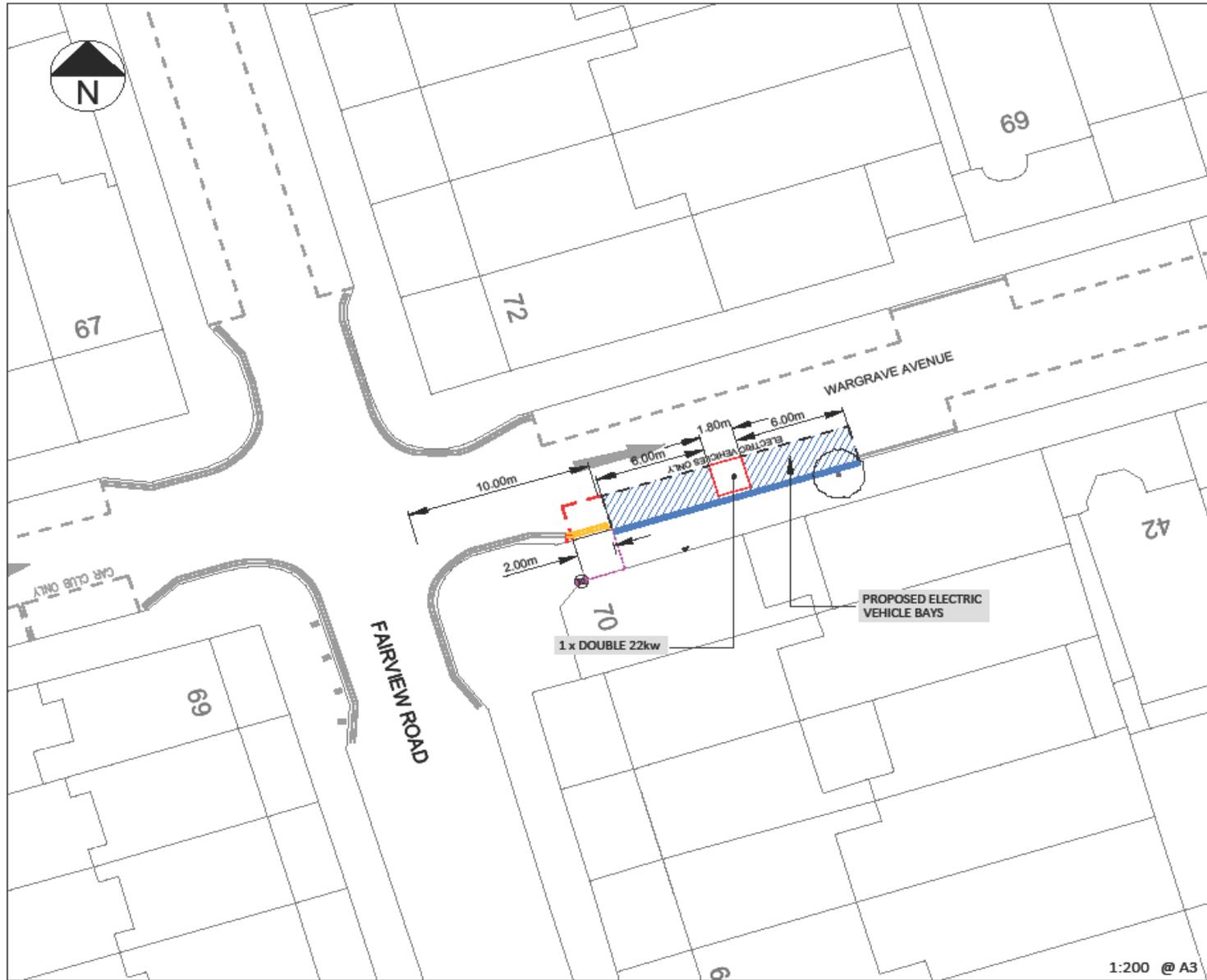
Client :
LB Haringey

Title:
**GENERAL LAYOUT
TMO Drawing - EV Layouts
Wargrave Avenue - A**

Drawing No. 58/1030/TMO/202	Sheet No. 1 OF 1	Rev. -
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1:200 @ A3

CAD REFERENCE: G:\Shared\Drawings\58-1030-202\TMO-Wargrave-Ave-A-15-03-2022.dwg
 DATE: 27/05/2024



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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	534057
NORTHINGS	188342
POSTCODE	N15 6UB

LOCATION PLAN



ORIGINAL ISSUE					
Rev.	Date	Comments	Des	Chk	App
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source
LONDON
e sales@itsi-global.co.uk

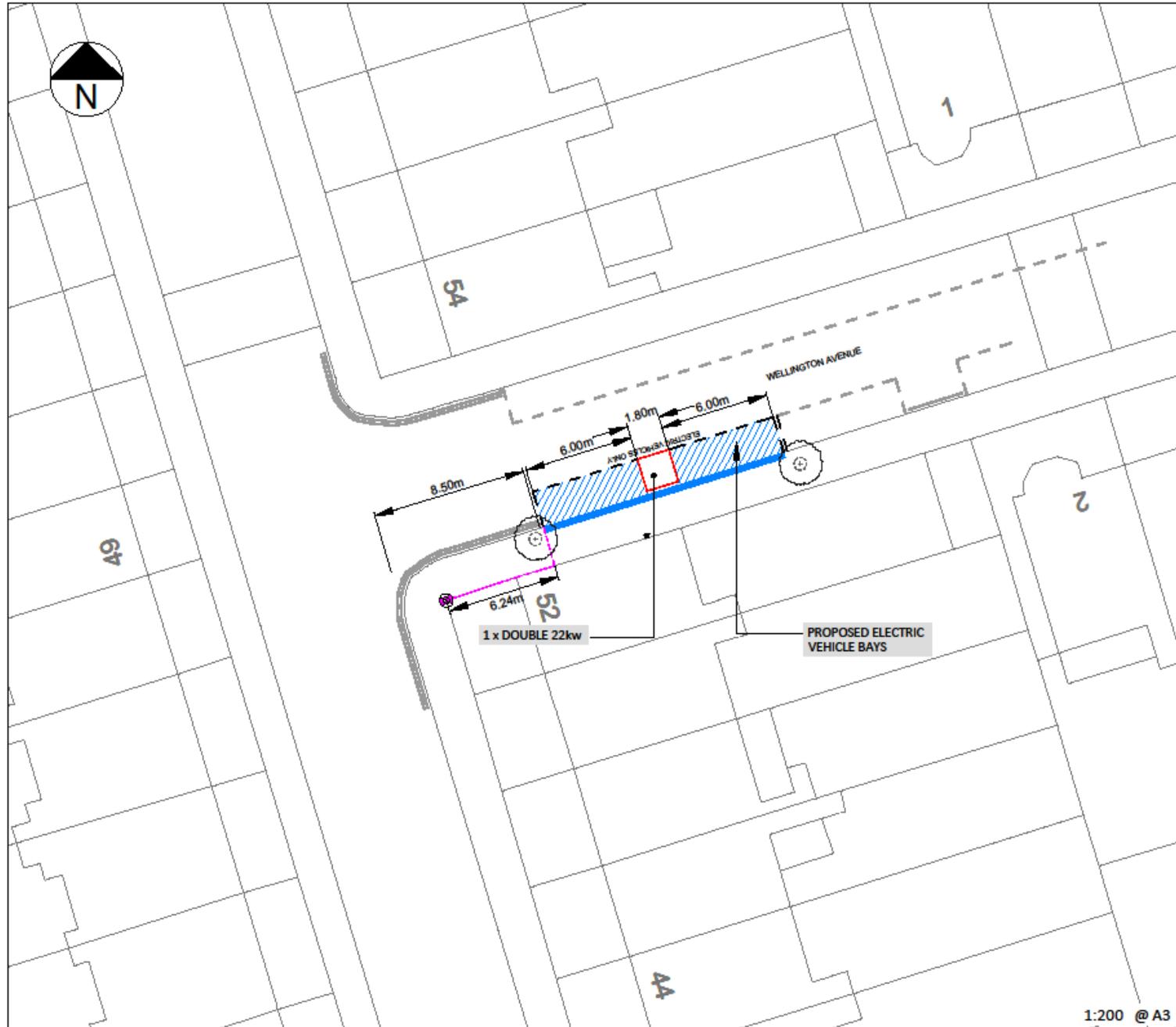
Client:
LB Haringey

Title:
**GENERAL LAYOUT
TMO Drawing - EV Layouts
Wargrave Avenue - B**

Drawing No. 58/1030/TMO/203	Sheet No. 1 OF 1	Rev. -
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1:200 @ A3

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 DATE: 27/02/2018



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	533896
NORTHINGS	188284
POSTCODE	N15 6LJ

LOCATION PLAN



Rev.	Date	Comments	Des	Chk	App
-		ORIGINAL ISSUE			

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Client :
LB Haringey

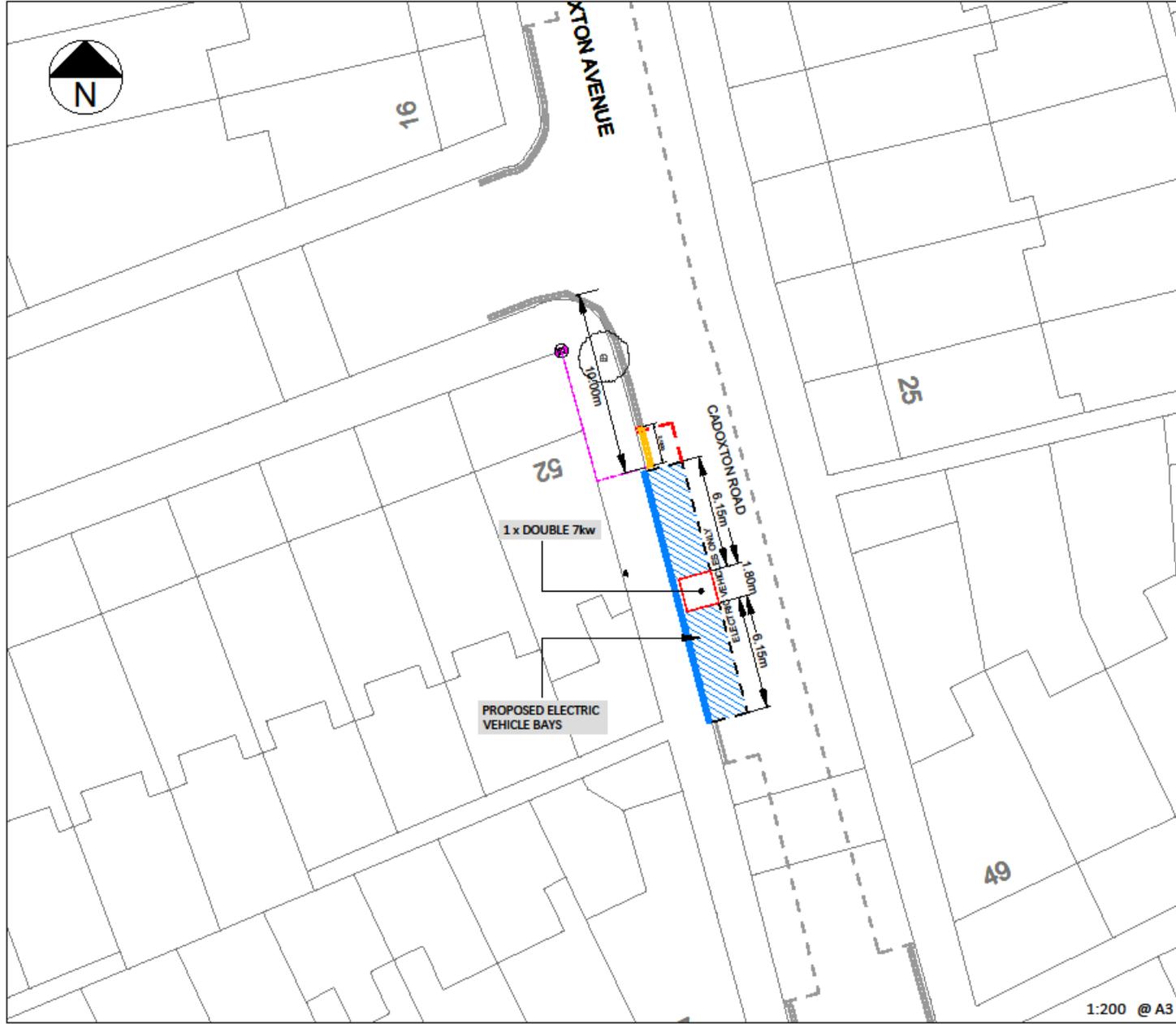
Title:
**GENERAL LAYOUT
TMO Drawing - EV Layouts
Wellington Avenue**

Drawing No. 58/1030/TMO/204	Sheet No. 1 OF 1	Rev. -
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1:200 @ A3

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DATE: 20/05/2024
 CAD REFERENCE: G:\Shared\Drawings\TMO\Drawings\58-1030-204-TMO\Wellington Avenue - 58-1030-TMO-204



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	533819
NORTHINGS	188257
POSTCODE	N15 6LP



Rev.	Date	Comments	Des.	Chk.	App.
-		ORIGINAL ISSUE			

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Client:
LB Haringey

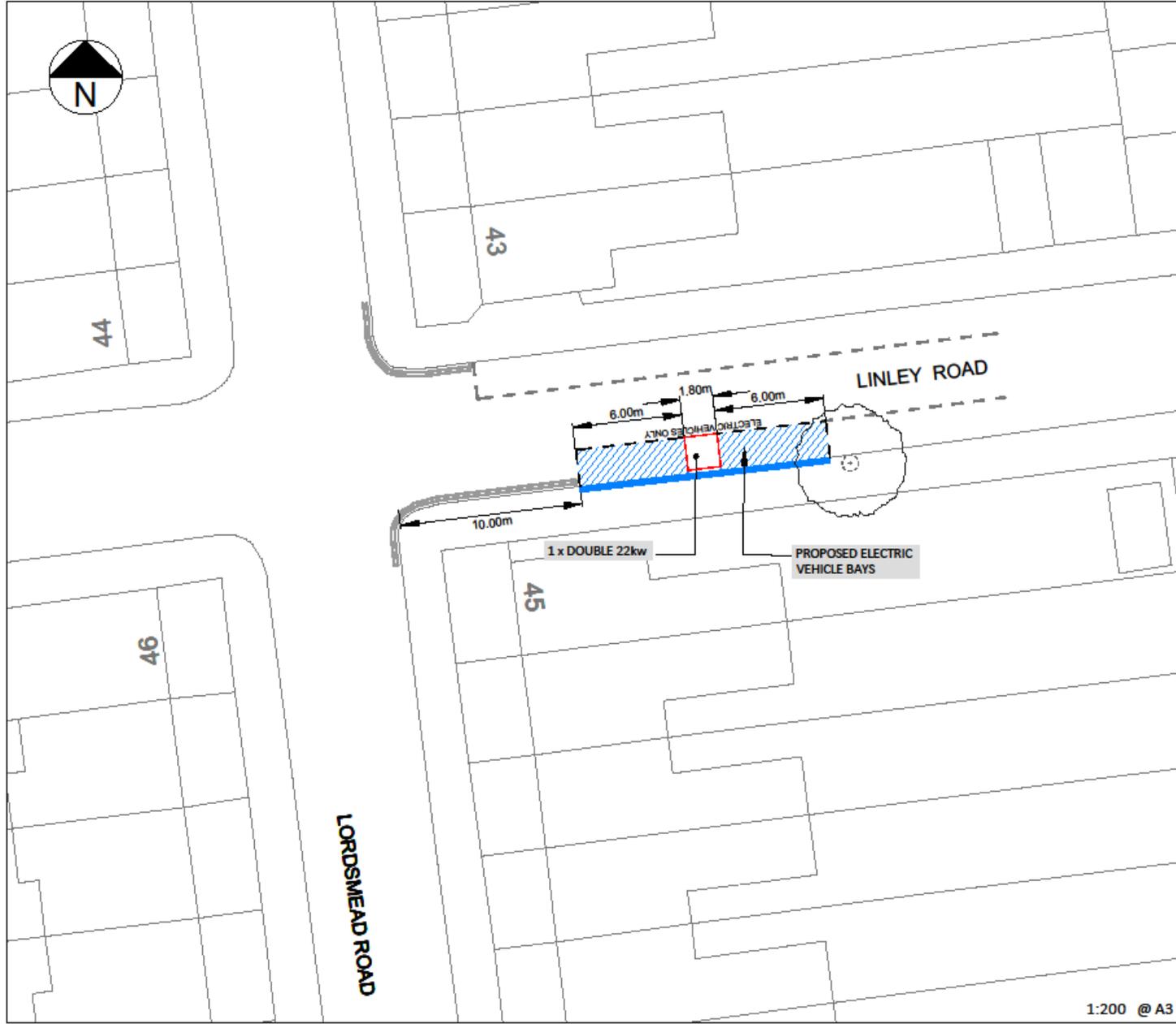
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GENERAL LAYOUT
TMO Drawing - EV Layouts
Cadokton Avenue

Drawing No. 58/1030/TMO/205	Sheet No. 1 OF 1	Rev. -
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1:200 @ A3

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DATE: 26/05/2024 CAD REFERENCE: G:\Shared\dr\ev\58-1030-205-1030-205-1030-205-TMO-Cadokton Avenue - 58-1030-TMO-205



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	533388
NORTHINGS	190444
POSTCODE	N17 6RP



Rev.	Date	Comments	Des.	Chk.	App.
-		ORIGINAL ISSUE			

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

Client:

LB Haringey

Title:

GENERAL LAYOUT
TMO Drawing - EV Layouts
Linley Road

Drawing No.	Sheet No.	Rev.
58/1030/TMO/207	1 OF 1	-

1:200 @ A3

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DATE: 26/05/2024 C:\01\REFERENCE - G:\Shared drive\58-1030-207\58-1030-207\TMO Drawings\58-1030-207 TMO Linley Road - 58-1030-207.dwg

Appendix 2

Statutory Notification letter delivered to affected frontages.

31 July 2024

STATUTORY CONSULTATION

Proposed Electric Vehicle Charging Points (EVCPs) – 2024/25 Batch 1

Dear Resident or Business,

As part of the Council's policy to promote and encourage the uptake of Electric Vehicles, we propose increasing the number of Electric Vehicle Charging Points in Haringey by installing **32** additional charging points at **14** locations across Haringey. These will be part of the Source London charging network and accessible on a 'pay as you go' basis and Source London members.

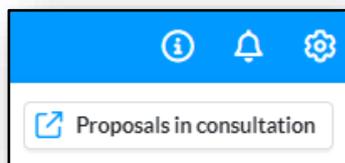
We are writing to inform you that charging points are proposed on or near your road. These will require dedicated parking bays for the sole use of electric vehicles to charge. As part of these proposals, we are required to extend some double yellow lines at locations near junctions. The attached list outlines the sites where EV charging bays are proposed across the borough. The proposed layout for each site can be found on our website here: <https://www.haringey.gov.uk/new-ev-charging>.

Following the feedback from a previous consultation, we are also consulting on revised proposals at two locations on Broadland Road N6 and Linley Road N17.

In order to introduce the charging points and bays we are required to carry out statutory consultation so that we can be legally enforced. 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 for these proposals will begin on **Wednesday, 31 July 2024** and provides 6 weeks consultation period for anyone wishing to object or provide a submission 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. Alternatively, you can write to us at the postal address shown on this letter. Please include '**2024-T21- EV Charging points 2024/25 Batch 1**' within the subject title of your email or letter.

To view the proposals and to send you submission on the Council's online portal, please visit <https://consultation.appyway.com/haringey>. You can find them by selecting the 'proposals in consultation' button in the top right-hand corner (shown in the image below) and then selecting '**2024-T21—EV Charging points 2024/25 Batch 1**' from the active consultation list.



The closing date for objections and submissions to be received by the Council via email or post or portal is **Wednesday, 11 September 2024.**

Thank you for your attention,

Yours faithfully,



Parking Schemes

Proposed Electric Vehicle Charging Points locations details.

No.	Road Name	Post code	Location detail	No. of Charging bays
1	Antill Road	N15 4AR	opposite No.43 Antill Road	2
2	Broadlands Road	N6 4AN	outside No. 8 Broadlands Road	2
3	Cadoxton Avenue	N15 6JX	adjacent to No.52 Norfolk Avenue	2
4	Colsterworth Road	N15 4BJ	opposite Nos.2A & B Colsterworth Road	2
5	High Cross Road	N17 9PB	Outside Nos 1-40 Warron Court, High Cross Rd	2
6	Holcombe Road	N17 9AB	opposite Nos.99 to 106 Holcombe Road	4
7	Junction Road	N17 9HE	opposite Nos.42/44 to 50/52 Junction Road	2
8	Linley Road	N17 6EX	adjacent 45 Lordsmead Road	2
9	Mitchley Road	N17 9HJ	opposite Nos. 2 to 5 Mitchley Road	2
10	Scotland Green	N17 9TX	opposite Nos. 58/60 Scotland Green	4
11	Stamford Road	N15 4PH	near opposite Newton Road junction	2
12	Tilson Road	N17 9UY	adjacent to Ashdown Court, Lansdowne Rd	2
13	Townsend Road	N15 4NT	opposite No. 2B Townsend Road	2
14	Wargrave Ave - A	N15 6UB	adjacent to No.46 Elm Park Avenue	2
15	Wargrave Ave - B	N15 6LJ	adjacent to No. 70 Fairview Road	2
16	Wellington Avenue	N15 6LJ	adjacent to No.52 Fairview Road	2
		Total		36

Appendix 3

List of all response received

Feedback Date	Address Line 2	Post Code	Order Support	Feedback Text
09/11/2024 23:40:59 +01:00	Scotland Green	N17 9TU	WhollyObject	<p>As a resident of Scotland Green I wholly object to this proposal.</p> <p>Installing 4 electric parking bays would remove a significant proportion of our available parking which is already limited given the small stretch of road you are proposing to use serves 19 houses. Only three of these 19 houses have a driveway, while the other 16 rely on street parking. Not only do these houses rely on the street parking but 13 of them are completely removed from the street located down footpaths away from the road which already makes it very difficult to bring essential items including food shopping to our front doors. Houses down these paths need to carry shopping over 40 metres from the closest public street to their front door, that closest front street is where you are proposing to install parking bays that the houses would then not be able to access unless they purchase an electric vehicle.</p> <p>Losing the ability to park on our own street would mean cars are likely to overflow and park on the next nearest street Parkhurst Road, if this were the case I would have to carry shopping over 100m to reach my front door. Not only this Parkhurst Road has access restrictions between 8:15-9:15am and 3-4pm meaning if we were forced to park there we could not move our cars for 2 key hours of the working day. In addition to this residents of Parkhurst Road that need to move their cars in these times will sometimes park on Scotland Green.</p> <p>Given the number of houses that do not have direct road access and rely on being able to park on Scotland Green to carry out essential tasks it is clear that our road is wholly unsuitable to install these electric charging bays. While the use of EVs may be growing in London they are not being used by the residents in the area you are planning to install these bays and ultimately causing them great inconvenience.</p>

09/10/2024 18:47:50 +01:00	Scotland Green	N17 9TU	WhollyObject	<p>I wholly object to the council's plan to install electric parking bays on Scotland Green.</p> <p>The resident's here already have to put up with limited parking and not only that, there are frequent unlawful parkers which take advantage of the lack of warden presence to use Hartington park and drop off for the local Mulberry primary school.</p> <p>Your intention to remove over 50% of resident parking is absurd. You've shoes not data that EVs outweigh non EV vehicles in this borough and I believe this is a scheme to fill the council's pockets, by disregarding residents here.</p> <p>I frequently visit family on Scotland Green and struggle to park 90% of the time. I have a chronic back issue and when I can't park on my daughter's road, it is a struggle to get to her front door.</p> <p>Not a single resident on the whole of Scotland Green owns an electric vehicle, so it is clear that accomodating wealthier visitors to the area is more important than valuing the livelihood of residents.</p> <p>There are nurses, Uber drivers, carers and public service workers living here who deserve to park as close to their own home as possible after a long day at work.</p> <p>85% of the houses here rely on off-road parking as the houses are completely off the road and down footpaths and passageways.</p> <p>Think about what you're proposing logistically.</p>
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09/10/2024 18:16:31 +01:00	Scotland Green	N17 9TU	WhollyObject	<p>As a resident of Scotland Green I wholly object to the council's proposal to install 4 electric parking bays.</p> <p>This would remove a significant proportion of our available parking which is already limited because the small amount of parking space we have serves 19 houses. Many of us already have to park in other places because there's not enough room. It is clear that the council has not done their research on the area, nor taken the residents into account. Electric parking bays are not best suited to this area, nor will they be used frequently. These things are best suited closer to the stadium where visitors to the area frequent.</p> <p>Only three of the 19 houses here have a driveway, while the other 16 rely on street parking. Not only do these houses rely on the street parking but 13 of them are completely removed from the street located down footpaths away from the road which already makes it very difficult to bring essential items including food shopping to our front doors image attached. Houses down these paths need to carry household items over 40 metres from the closest public street to their front door, that closest front street is where you are proposing to install parking bays that the houses would then not be able to access unless they purchase an electric vehicle.</p> <p>Losing the ability to park on our own street would mean cars are likely to overflow and park on the next nearest street Parkhurst Road, if this were the case I would have to carry shopping over 100m to reach my front door. Not only this Parkhurst Road has access restrictions between 8:15-9:15am and 3-4pm meaning if we were forced to park there we could not move our cars for 2 key hours of the working day. In addition to this residents of Parkhurst Road that need to move their cars in these times will sometimes park on Scotland Green.</p> <p>Given the number of houses that do not have direct road access and rely on being able to park on Scotland Green to carry out essential tasks it is clear that our road is wholly unsuitable to install these electric charging bays. While the use of EVs may be growing in London they are not being used by the residents in the area you are planning to install these bays and ultimately causing them great inconvenience.</p> <p>The road is already busy on a daily basis (image attached) almost all of the residents on Scotland Green own a vehicle, some households have more than 1 vehicle. We also have issues with visitors to Hartington park and Mulberry school drop off parking during permit hours so this road is constantly busy. I'm absolutely stunned that you are attempting to reduce the parking on Scotland Green. This will cause overflow parking in other areas, producing more parking complaints for your team.</p> <p>Think about the people who actually live here, please don't make our lives harder than they already are.</p>
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09/10/2024 13:54:12 +01:00	Scotland Green	BN21 3DX	WhollyObject	<p>I am a regular disabled visitor of Scotland Green, I visit the address around 30-50 times per year and require parking when I visit. I do not and cannot afford or justify using an EV and if parking is severely restricted by your plans it will likely result in me visiting less. The charge to park per day is already significant and to be subject to limited parking with these proposals fills me with fear.</p> <p>If the houses were all located on the public road it would not be as problematic but as the majority of the houses are a fair walk from the road if parking becomes more difficult I would need to walk a much further distance from parking to the property than I may be able to and it puts my car and belongings at further risk when having to walk there.</p>
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<p>09/10/2024 13:17:40 +01:00</p>	<p>Scotland Green</p>	<p>N17 9TU</p>	<p>WhollyObject</p>	<p>As a resident of Scotland Green I wholly object to this proposal.</p> <p>Installing 4 electric parking bays would remove a significant proportion of our available parking which is already limited given the small stretch of road you are proposing to use, serves 19 houses. Only three of these 19 houses have a driveway, while the other 16 rely on street parking. Not only do these houses rely on the street parking but 13 of them (us included) are completely removed from the street located down footpaths away from the road which already makes it very difficult to bring essential items including food shopping to our front doors. Houses down these paths already need to carry shopping over 40 metres from the closest public street to their front door, that closest front street is where you are proposing to install parking bays that the houses would then not be able to access unless they purchase an electric vehicle. As you can see from the attached Scotland Green Parking image taken this weekend almost all of the available spaces are already being used and each one can be attributed to an address within our cul-de-sac.</p> <p>Losing the ability to park on our own street would mean cars are likely to overflow and park on the next nearest street Parkhurst Road, if this were the case I would have to carry shopping over 100m to reach my front door. Not only this Parkhurst Road has access restrictions between 8:15-9:15am and 3-4pm meaning if we were forced to park there we could not move our cars for 2 key hours of the working day. In addition to this residents of Parkhurst Road that need to move their cars in these times will sometimes park on Scotland Green.</p> <p>Currently residents of Scotland Green struggle to park due to two sets of non residents using our road, 1 Families visiting Hartington Park parking on Scotland Green during permit only hours. 2 Pick up and drop off for the Mulberry School on Parkhurst Road, parents are using Scotland Green due to the restrictions on Parkhurst road listed above meaning we are already seeing more road users on our street than most in the borough. If you combine these issues with your proposal for EVs parking on Scotland Green would end up being used more by non residents than those of us living here who don't have direct road access due to the position of our houses.</p> <p>Given the number of houses that do not have direct road access and rely on being able to park on Scotland Green to carry out essential tasks, it is clear that our road is wholly unsuitable to install these electric charging bays. While the use of EVs may be growing in London they are not being used by the residents in the area you are planning to install these bays and ultimately causing them great inconvenience. There is no data showing the YoY increase in Haringey, and even if this were the case it's not the users of Scotland Green that are using them.</p> <p>I have a disabled brother and elderly mother who visit me regularly and it is already difficult to get them to the front door of my property when it's possible to park on Scotland Green which will become even more difficult with your proposed changes. My neighbours on either side are both elderly in their 70s and 80s respectively and</p>
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				<p>their carers and families need to park close when taking them out or away and when they visit. Given the number of houses that have cars and the number of visitors our street receives you've selected an unsuitable location to install these chargers for this proposal. I am already paying £5 per day to have visitors park when visiting whereas someone with an electric car visiting the area or more likely the stadium which is closeby will get that benefit when charging their vehicle.</p>
09/07/2024 20:24:50 +01:00	Scotland Green	N17 9TU	WhollyObject	<p>There is not enough space for Scotland Green residents to park as it is, and reducing the amount of spots available would cause great difficulty. We pay a hefty amount to acquire parking permits and it is our right to use them freely without comprising our time and space.</p>

09/05/2024 13:23:56 +01:00	Anthill Road	N15 4AY	WhollySupport	We live right next to the proposed Anthill Road charger and it would help encourage us to switch to an electric vehicle at some point. There are always plenty of car parking spaces available in this stretch of road so please put in as many as will fit, there is usually no one at all parked on the eastern side of the road
08/14/2024 23:36:38 +01:00	Wargrave Avenue	N15 6TU	WhollyObject	The position of the proposed electric charging points will remove the existing pay and park for visitors. It is also totally unfair to the majority of the residents who don't operate electric vehicles. I am unaware of any residents on the block who even own an electric car. Residents are now charged for parking near their homes and don't need more spaces removed. They can perhaps be placed on the high street. Thank you for your sincere consideration.
08/14/2024 22:23:48 +01:00	Colsterworth Road	N15 4DZ	PartlyObject	I have an objection to the proposal based upon the reduction in the number of normal parking spaces available in this area as a result of the addition of two EV charging spaces. Normal parking in Colsterworth Road N15 has been very useful to residents in the flats opposite and in Saltram Close when the Resident's parking is full. If two of the spaces are removed residents will struggle to find adequate parking. It should be said that poor parking practices contribute to the lack of availability and that the marking of parking bays in Colsterworth Road would improve that that considerably.
08/12/2024 17:14:13 +01:00	Holcombe Road	N17 9ab	WhollyObject	I write to confirm my objection to this proposed charging points. As an resident of Holcombe Road Tottenham N17 9AB we have enough parking restrictions in place with parking as it is with: resident parking only restricted times, events restrictions parking, schools restrictions and therefore this proposed charging points will only make the matters worse than it already is and cause nothing but distress and inconvenience to residents which you should seriously consider and take our thoughts in to consideration. With the amount of new built flats and still being built in this area the parking has already gotten worse and we don't need any further parking spaces to be taken and therefore I reject your proposed request and I do not wish to approve this proposed charging points.
08/08/2024 12:43:06 +01:00	Wargrave Avenue	N15 6TU	WhollyObject	I completely object to this proposal.

08/05/2024 13:19:41 +01:00	Boundary Road	N22 6AS	PartlySupport	<p>I encourage continued commitment to expanding EV charge points around Haringey, but ask that you continue to evaluate the equitable distribution across residential neighbourhoods. With the expansion of the LTNs and School Streets in our area (Area B, Green Area), we are now cut off dramatically from charge points in Blue area of Area B, for example, and from Charge points around Westbury Avenue. There are now 4 electric cars using on-street residential parking just on this one block of Boundary Road, and our journeys to charge points beyond our LTN is dramatically restricted. One solution is to install two charge points in the Green Area of Area B to better service this LTN and School Street Area. If you don't agree, then why not help us easily get local planning permission and highways authority through the new GOV.UK 'ELECTRIC VEHICLE CHARGEPOINT GRANT FOR HOUSEHOLDS WITH ON-STREET PARKING'? Update the 'Electric Vehicle' website for Haringey since this GOV.UK scheme is only available for a year until next March. Also, put a date on your 'Planning Advice Note' for installing electric vehicle charging points for residents so that we can tell if you still find illegal the use of cable protectors across the pavement. Many residents are doing this given the lack of Haringey clarity on this next phase of EV Charging developments. Please move more quickly on the infrastructure. Finally, continue to install points that offer both fast and rapid charging, since many of us have the 7kw systems in our cars and not the very fast systems.</p>
08/01/2024 19:03:48 +01:00	Holcombe Road	N17 9AB	WhollyObject	<p>There isn't enough parking spaces as it is especially at the weekend when the school becomes a church and everyone parks on the road. I pay for a permit that's only valid during the week while I'm working so I hardly get any use of it. I'd gladly pay extra so it would be permit only at weekends People also park here to use Holcombe market.</p>
Monday, August 12, 2024 4:07:20 PM	Holcombe Road	N17	WhollyObject	<p>Dear Haringey Council,</p> <p>I write following your letter dated 31st July 2024 in relation to the proposed electric charging points and I write to confirm my objection to this proposed charging points.</p> <p>As an resident of Holcombe Road Tottenham N17 9AB we have enough parking restrictions in place with parking as it is with: resident parking only restricted times, events restrictions parking, schools restrictions and therefore this proposed charging points will only make the matters worse than it already is and cause nothing but distress and inconvenience to residents which you should seriously consider and take our thoughts in to consideration.</p> <p>With the amount of new built flats and still being built in this area the parking has already gotten worse and we don't need any further parking spaces to be taken and therefore I reject your proposed request and I do not wish to approve this proposed charging points.</p>

