

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

Title: Electric Vehicle Charging Points (EVCPs) Batch 3 - Statutory Consultation

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Ward(s) affected: Crouch End, Haringey, Hornsey, Noel Park, Northumberland Park, Seven Sisters, South Tottenham, **St Ann's, Stroud Green, Tottenham Hale**, West Green, White Hart Lane 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 12 October to 9 November 2022, on the proposal to introduce 40 EV charging points at 15 various locations in the borough.

1.2 To request approval to proceed to implementation of the 34 EV charging points, 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 Notes approval granted by Cabinet 17 March 2022 to the Parking Investment Plan which included:

3.2.1 Agreement to introduce more EV charging points; and

3.2.2 Giving delegated approval to the Head of Highways and Parking:

- To make decisions relating to scheme design and implementation.
- To carry out consultation; to consider representations received in response to consultation and to report significant or substantial concerns back to the relevant Cabinet Member; and
- To make traffic management orders, where there are no valid objections.

- 3.3 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:
- 3.3.1 the Implementation of the new 36 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 EV points in **St Ann's Road** for the reasons set out in 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 pa from TotalEnergies for each of the bays that are being proposed in this report.

4 Reasons for decisions

- 4.1 **It's the Council's commitment to encourage use of electric vehicles to support the borough** in delivering its carbon reduction targets and air quality improvements. The uptake of EVs increasing and the majority of households in the borough do not have off street parking **where they can install their own charging points. It's 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 and is in line with objectives set out in Cabinet approved Parking Investment Program for 2022/2023.
- 4.2 A total of 29 responses were received to the statutory consultation with 19 objections, 8 in favour and 2 comments.

Objections received to the statutory consultation were in response to the EV points proposals in Linzee Road, Tancred Road, St. Ann's Road and Weston Park.

Of the objections received, the main theme for all objections was the impact of access to resident parking. Most objectors were concerned about the proposed measures would have a negative impact on their access to park directly outside their homes. These objections were not upheld as the Council as the highway authority has a duty of care to manage the network ensuring access to electric charging points for those with electric **vehicles which contribute to the Council's commitment to encourage use of electric vehicles** and to support the borough in delivering its carbon reduction targets and air quality improvements.

Objections received to proposed EV charging points in St Ann's Road has been upheld and officers agreed not to proceed due to potential cycle lane scheme at the location.

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

- 4.3 No objections were received to the proposed remaining EVCP bays detailed in Table 1 in section 6.
- 4.4 The proposals contained within Table 1 section 6 impact 2 or more wards, however in assessing the proposals officers conclude that the proposed changes are not likely to be significant in terms of its effects on communities living or working in the area. Therefore, approval can be sought through Delegated Authority in consultation with the Cabinet Member for 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 new EVCPs. However, this is not recommended as it would be against the Council’s cabinet approved parking implementation plan for 2022/2023 and in neglect of its 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 As part of the Council’s commitment to encourage use of electric vehicles and to support the borough in delivering its carbon reduction targets and air quality improvements, the council is considering all options available to expand the Electric Vehicle Charging Point (EVCP) network in the borough.
- 6.2 In a study, commissioned by the Mayor’s Electric Vehicle Infrastructure Taskforce, which investigated the future needs for public charging infrastructure in each London boroughs, published in 2021 estimated that 962 standard and 61 rapid charging points will be needed in Haringey by 2030.
- 6.3 There are 141 EVCPs installed and in operation in Haringey. The council also in the process of implementing 24 EVCPs at present. When the proposed 36 EVCPs detailed in this report are implemented, it will increase the number of EVCPs in Haringey to 200.
- 6.4 The sites for these new proposed charging points were selected based on requests received from residents and further site assessments by the EVCPs provider to determine the suitability of the locations. Table 1 below list all the proposed locations for introduction of EVCPs.
- 6.5 Once locations are determined, a statutory consultation exercise is carried out in accordance with the Road Traffic Act 1984 and the Local Authorities Traffic Orders Procedure Regulations 1996. And also in accordance with the requirements of Section 17 of the London Local Authorities and Transport for London Act 2013. This is a legal process involving a notice of the proposal to be placed in the newspapers allowing 28 days during which anyone wishing to object can write to the Council providing reasons for their objection.

Table 1

Reference	Location	Description	Reason for proposal and operation hours	Changes to parking or waiting/loading restrictions required? (Y/N)
(a)	Cranbrook Park, N22 north side - near the junction of St Albans Crescent. Opposite Nos. 62-66	Introduce 1 new electric vehicle charging point with 2 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	Y
(b)	Craven Park Road, N15 south-east side - outside Craven Park school near the junction of Castlewood Road	Introduce 1 new electric vehicle charging point with 2 number accompanying bays.	dedicated parking facility to electric vehicles requiring charging. At all times	Y
(c)	Crouch Hall Road N8 north-east - Adjacent to No. 32 Coolhurst Road.	Introduce 2 new electric vehicle charging point with 4 number accompanying bays.	dedicated parking facility to electric vehicles requiring charging. At all times	Y
(d)	Eastbourne Road N15 east side - near the junction of Daleview Road.	Introduce 2 new electric vehicle charging point with 4 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	Y

Reference	Location	Description	Reason for proposal and operation hours	Changes to parking or waiting/loading restrictions required? (Y/N)
(e)	Gathorne Road N22 South-east side - near the junction of Berners Road. Adjacent to No. 8 Berners 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
(f)	Glendish Road N17 south side - near the junction of Shelbourne 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
(g)	Glasslyn Road N8 north-west side - near the junction of Tivoli 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
(h)	Linzee Road N8 west side - Adjacent to No. 30 Priory Road.	Introduce 1 new electric vehicle charging point with 2 number accompanying bays.	To provide a dedicated parking facility to electric vehicles requiring charging. At all times	N
(i)	Mark Road N22 south-west side - near the junction of Westbury 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

Reference	Location	Description	Reason for proposal and operation hours	Changes to parking or waiting/loading restrictions required? (Y/N)
(j)	Rectory Gardens N8 south side - near the junction of Nightingale 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
(k)	Somerset Road Car Park N17 east side- opposite Nos. 352- 358 High Road, N17	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
(l)	St Ann Road N15 north side - along Chestnut Park, near Chestnut Community Centre.	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
(m)	Tancred Road N4 east side - near the junction of Endymion 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
(n)	Waltheof Avenue N17 west side - near the junction of Tower Gardens 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

Reference	Location	Description	Reason for proposal and operation hours	Changes to parking or waiting/loading restrictions required? (Y/N)
(o)	Weston Park N8 south-east side - near the junction of Inderwick Road. Adjacent to No. 126 Inderwick 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

- 6.6 Plans, which shows the layout of the proposals are provided in **Appendix 1** of this report.
- 6.7 To minimise street clutter the new EV charging points will have two sockets on each side, that will have the ability to charge two vehicles at one time. Most of the proposed EV points will also be installed on traffic islands or buildouts to ensure that in areas where footways are narrow, pedestrian access is maintained.
- 6.8 The charging points will be installed and managed by Total Energies Charging Solutions UK Limited.
- 6.9 The charging points will be part of the Source London network and will be accessible to **Source London members and all other users on a 'pay as you go' bases**

Statutory Consultation

- 6.10 Statutory notification commenced on 12 October 2022 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 9 November 2022.
- 6.11 Although not a legal requirement, statutory notification letters, informing of the proposals and process, were also posted to frontages in the streets for the proposed EVCPs. **Appendix 2** contains copies of the statutory notification letter delivered to affected frontages.
- 6.12 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

- 6.13 A total of 1640 properties were written to notifying their occupants of the statutory consultation and how they could object should they wish to. A total of 29 representations from residents and businesses were received, comprising 19 objections, 8 submissions in favour and 2 comments.
- 6.14 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
<p>The proposed site of these EVCPs is not appropriate. There is already limited parking space in this road and losing losing what in effect would be 3 current parking spaces would have a serious detrimental effect on residents here.</p> <p>There are underused EVCPs not far away on Priory Road which already take up valuable parking space in the area. There is no point in taking out existing parking spaces to install EVCPs which would then obviously make it even harder for any cars using them to find a place to park afterwards.</p>	Linzee Road Road, N8	12	<p>The EVCPs are proposed based on requests from the area. The council expect for the demand to increase over time and it's essential that this infrastructure are in place to meet the expected demand.</p> <p>The council does not believe that the proposed EVCPs will reduce parking spaces available. 99% of the properties in Linzee Road do not have access to a driveway and the EV points will provide charging facility to residents who will not be able to install charging points at their property as a result.</p> <p>The exact location of the charge points has been proposed to be positioned along the area where there are no frontages, so that they do not directly impact the parking spaces outside any resident's property.</p>

Reason for objection.	Objections received to proposal in	No. of objectors cited this reason	Officer response
<p>Issues with the proposed location in Weston Park</p> <p>1) The proposed location is close to a busy junction with traffic traveling north up Inderwick road to join Tottenham Lane and west towards Ferme Park road.</p> <p>2) The location is surrounded by residential properties whose owners like to park close to their homes for security reasons.</p> <p>3) The proposed location is heavily used by customers of the local shops on the west side of the Weston park & Inderwick Road junction.</p> <p>4) At the start and end of the school day, there is a high demand for parking by parents delivering and collecting pupils at Hornsey School for Girls.</p> <p>Suggested improved location nearby.</p> <p>I would suggest a location on Mayfield Road near or opposite Stationers park, where there is far less traffic, and lower demand for residents because there are fewer houses and less demand for short-term parking for shops and the secondary school.</p>	<p>Weston Park, N8</p>	<p>1</p>	<p>The location has been assessed by the EVCP provider, Source London and it's found to be suitable for installation of EV points.</p> <p>There is no evidence that charging points creates additional traffic congestion especially for those lower power charging points with longer charging periods and it is unlikely that they will be used by other motorist than local residents.</p> <p>With regards to the suggested location in Mayfield Road, this location was assessed by the EVCP Provider Source London, and it was found to be unsuitable due to the in accessible power supply required for the EVCPs.</p>

Reason for objection.	Objections received to proposal in	No. of objectors cited this reason	Officer response
<p>Concerned at the loss of 2 parking spaces on a relatively short road and would like to suggest that the 2 EV charging points are located at the top of Lothair Road North, on the south side, where there is currently a yellow line, so there would be no loss of parking spaces.</p>	<p>Tancred Road, N4</p>	<p>2</p>	<p>The demand for EV charging points in this area is high and the council expect for this to increase in near future. It's essential that these infrastructures are in place to meet the expected demand.</p> <p>The charging bays are additional infrastructure and will be valuable to all EV owners.</p> <p>The council does not believe that the proposed EVCPs will reduce parking spaces available. They will provide additional facility to parking, which allows residents and other EVs owners who visit the area.</p> <p>With regards to the suggested location, the location is not suitable due the existing Lamp column at the location. For safety reason there a requirement to have 2.5 m exclusion zone around columns when charging point bays are installed nearby. This creates insufficient space to provide the EVCPs at the location.</p>

Reason for objection.	Objections received to proposal in	No. of objectors cited this reason	Officer response
<p>I am against this large increase in EV charging points of 40 places in 15 locations. If this is about forcing EVs on residents it is not warranted. Currently, as a country, we do not produce enough green energy to power EVs so this is premature. The only beneficiary is those car companies making EVs. In the middle of an energy crisis and with a Government who have more or less binned any progress on green energy production this is totally the wrong strategic direction for Haringey and its residents. There is barely enough parking in Crouch End anyway and this will reduce it for those who do not have EVs. Haringey Council needs to listen to a broader range of opinions on subjects so that they fully understand the implications - this is currently not an environmental advantage. It is being sold as such but it is not because the electricity used to power these EVs is from non-green sources. It appears that the Council is jumping on the wrong band wagon without taking adequate advice. There are currently charging points at the bottom of Crouch Hall Road which are never ever 100% used. I do not know what evidence base or data this decision is based on but clearly it is not robust decision making. The majority of people will not know this and will not understand so you really need to take advice</p>	<p>General to all locations</p>	<p>1</p>	<p>The council resources are limited, and we only install EVCPs based on demand.</p> <p>We assess demands from requests we receive from residents and from quarterly data, which is published by the Office for Low Emission Vehicles (OLEV), which shows the uptake of electric vehicles in the borough. This gives us reliable data to help us pinpoint areas where we can install EV points.</p> <p>The sales of ICE vehicles will cease 2030 and a study, commissioned by the Mayor's Electric Vehicle Infrastructure Taskforce, which investigated the future needs for public charging infrastructure in each London boroughs, published in 2021 estimated that 962 standard and 61 rapid charging points will be needed in Haringey by 2030.</p> <p>So far, the council has installed 141 EVCPs in the borough. At</p> <p>These proposed EV points will be valuable for residents in the borough who do not have access to off street EVCPs when they switch to EVs. The Council also needs to manage the expected increase in demand for publicly available charge points.</p>

It's Haringey's policy not to install any EV charging points on routes which might in future become cycle routes. In view of this we object to the proposed EV points in St Ann's Road near Chestnut Community Centre. St Ann's Road has a strong potential for a cycle route with protected lanes, which could not be accommodated if a charging point is located here.	St Ann's Road	2	Officers considered these objections and agreed to uphold the objections.
No need, enough parking removed.	Not specified	1	The EVCPs are proposed based on requests from residents. The council expect for the demand for EVCPs to increase in near future and it's essential that these infrastructures are in place to meet the expected demand.

6.15 After considering the statutory consultation results and noting that there were no substantial objections to the consultation as detailed within Table above, it is concluded that the proposals to install the 36 EV charging points should proceed as to help improve air quality, whilst promoting the use of sustainable forms of transport.

7 Contribution to strategic outcomes

7.1 It is important that we have safe, green travel to prevent our roads from being overrun by cars and to support active travel, which is the ambition of the Council as laid out in its [Borough Plan](#) and [Transport Strategy](#). The installation of the EV Charging points will support the objectives set out in these documents as well as the wider initiatives to improve **air quality and support the health of residents as per the Council's [Climate Change Action Plan and](#)**.

7.2 The introduction of the Electric Vehicle charging infrastructure is in accordance to the borough's [Ultra-Low Emission Action Plan](#) and aligns with the Council's agreed Transport Strategy and supports its 'aims' which include:

- An improved air quality and a reduction in carbon emissions from transport alternatives and
- A well-maintained road network that is less congested and safer

8 Comments of the Chief Financial Officer (Draft)

8.1 The costs for implementing the Electric Vehicle (EV) charging points and, associated Legal, street work permits, Licences and Traffic Management Order costs will be met by the Provider, Source London and there is no cost to the council.

8.2 To create an EV charging bay may result in a loss of a shared (pay by phone & residents permit) parking bays, resulting in loss of income for the Council. 16 of the bays affected

are residents permit holder at £299 per bay pa and the remaining 8 bays are shared use (pay to park & permit holders) bays.

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

9 Comments of the Head of Legal Services and Governance

- 9.1 Before reaching a decision to make the necessary traffic management order to implement specific use designated parking bays, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act 1984 (as amended) ("RTRA") and the **Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended) ("the Regulations")**. All representations received must be properly considered in the light of administrative law principles, human rights law and the relevant statutory powers.
- 9.2 The Council's powers in relation to the making of traffic management orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 paragraphs 1-22 the RTRA
- 9.3 The power of a local authority to make an order regulating or controlling vehicular and other traffic is contained within the ambit of section 6 of the RTRA.
- 9.4 When determining what parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.
- 9.5 By virtue of section 122, the Council must exercise its powers under the RTRA so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters: -
- the desirability of securing and maintaining reasonable access to premises.
 - the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
 - the national air quality strategy.
 - facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
 - any other matters appearing to the Council to be relevant.
- 9.6 Section 16 of the London Local Authorities and Transport for London Act 2013 permits London Authorities to provide and operate charging points for electric vehicles.
- 9.7 In accordance with the requirements of Section 17 of the London Local Authorities and Transport for London Act 2013, the council is required to give a notice and carry out a consultation before providing Electric Vehicle Charging points.
- 9.8 The legal position in relation to traffic management orders and the statutory requirements in respect of consultation are set out in section 9.1 through 9.7 of this report. As long as the statutory consultation is undertaken and due consideration similarly given to representations made, the Council would be acting in accordance with the law were it to proceed with the proposals set out in this report.

- 9.9 Prior to making any order the Council must carry out the consultations as set out in Schedule 9 of the RTRA and Regulations 6 and 7 of the Local Authority Traffic Orders Procedure Regulations 1996. A consultation will not be lawful unless it is (1) undertaken at a time when proposals are still at a formative stage; (2) sufficient reasons are given for any proposal to enable people who are interested in the same to consider the proposals and make representations; (3) adequate time has been given for such consideration and response; and (4) all representations have been conscientiously taken into account when finalising the proposals
- 9.10 Having carried out the statutory consultation, the Council is to be able to proceed with the recommendations set out in this report.

10 Equalities Comments

- 10.1 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
 - Advance equality of opportunity between people who share those protected characteristics and people who do not
 - Foster good relations between people who share those characteristics and people who do not.
- 10.2 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status apply to the first part of the duty.
- 10.3 The 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 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 Use of Appendices

Appendix 1 – Plan showing proposed EV Charging points

Appendix 2 - Statutory notification letters delivered to affected frontages.