

## Notice of Non-key Executive Decision

<b>Subject Heading:</b>	Electric Vehicle Charging Points Programme - Objections Report
<b>Decision Maker:</b>	Imran Kazalbash Director of Environment
<b>Cabinet Member:</b>	Cllr Barry Mugglestone
<b>SLT Lead:</b>	Neil Stubbings Strategic Director of Place
<b>Report Author and contact details:</b>	Daniel Douglas Team Leader Transport Planning <a href="mailto:daniel.douglas@havering.gov.uk">daniel.douglas@havering.gov.uk</a> 01708 433220
<b>Policy context:</b>	Havering Local Implementation Plan (2019)
<b>Financial summary:</b>	This project is being funded through the Office of Zero Emission Vehicles (ORCS) £170,100 and match funding from Connected Kerb Ltd.
<b>Relevant OSC:</b>	Places
<b>Is this decision exempt from being called-in?</b>	Yes – Non-Key

### The subject matter of this report deals with the following Council Objectives

People - Supporting our residents to stay safe and well **X**

Place - A great place to live, work and enjoy **X**

Resources - Enabling a resident-focused and resilient Council **X**

## Part A – Report seeking decision

### DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION

This Executive Decision seeks approval to:

- consider and approve Officers recommendations in relation to the objections received to the statutory consultation as detailed in the Statement of Reasons and
- agree to implementation of the below measures as detailed in the designs appended to the body of this report (Appendix C):
  - a) **Bader Way**  
Installation of Two dual socketed EV Chargers and the introduction of two dedicated EV Parking Bays and two Dual Use bays.
  - b) **Kensington Road**  
Installation of Two dual socketed EV Chargers and the introduction of two dedicated EV Parking Bays and two Dual Use bays.
  - c) **Ongar Way**  
Installation of Two dual socketed EV Chargers and the introduction of two dedicated EV Parking Bays and two Dual Use bays.
  - d) **Lower Mardyke Avenue**  
Installation of Two dual socketed EV Chargers and the introduction of two dedicated EV Parking Bays and two Dual Use bays.
  - e) **Saddleworth Road**  
Installation of Two dual socketed EV Chargers and the introduction of two dedicated EV Parking Bays and two Dual Use bays.
  - f) **Pretoria Road**  
Installation of One dual socketed EV Charger and the introduction of one dedicated EV Parking Bay and one Dual Use bay
  - g) **Corbets Tey Road**  
Installation of Three dual socketed EV Chargers and the introduction of Three dedicated EV Parking Bays and three Dual Use bays
  - j) **Trowbridge Road**  
Installation of Three dual socketed EV Chargers and the introduction of three dedicated EV Parking Bays and three Dual Use bays
  - k) **Birkbeck Road**  
Installation of Two dual socketed EV Chargers and the introduction of two dedicated EV Parking Bays and two Dual Use bays
  - l) **Margaret Road**  
Installation of Three dual socketed EV Chargers and the introduction of three dedicated EV Parking Bays and three Dual Use bays

### **AUTHORITY UNDER WHICH DECISION IS MADE**

Council's Constitution Part 3.3.5 (1.1)

To exercise the Council's powers and duties arising under the Road Traffic Regulation Act 1984, New Roads and Streetworks Act 1991 and Traffic Management Act 2004.

3.3.1 (5.1) covers sub-delegations:

The Chief Officers may delegate any of the powers listed in this part to another Officer, in so far as is legally permissible. Such delegation will specify whether the Officer is permitted to make further sub-delegations. Any such delegation or sub-delegation must be: (a) recorded in writing; and (b) lodged with the Monitoring Officer who will keep a public record of all such delegations. Any such delegation / sub-delegation will become valid only when these conditions are complied with.

### **STATEMENT OF THE REASONS FOR THE DECISION**

#### **Background**

The Government has previously allocated £20m to support the installation of electric vehicle charge points, through the Office of Zero Emission Vehicles (OZEV).

Councils were able to bid for funding through the On-Street Residential Charge Scheme (ORCS) for charge points that will allow those who cannot charge at home and visitors to the Borough to charge an electric vehicle.

Delivery of Electric Vehicle Charging Point Infrastructure is a priority for the Council and is identified in the Havering Local Plan, Air Quality Action Plan and Adopted Climate Change Action Plan. The Council is currently developing an Electric Vehicle Charging Point Strategy and Implementation Plan.

Through the ORCS funding mechanism, the Council has received funding to install on- street Electric Vehicle Charging Point Infrastructure across the borough. Specifically, the Council received:

- £170,100 to deliver up to 80 on-street charging points across the borough.

The funding the Council has received from OZEV accounts for a portion of the total value of the project with the appointed Charge Point Operator (CPO) will be required to provide the remaining costs.

In September 2023 the Council appointed Connect Kerb Limited to deliver the EV Charging Project for Havering. Earlier this year public consultation took place on proposals to install EV charging points across the borough.

## **Non-key Executive Decision**

The consultation has concluded and this report sets out recommendations for each proposed site of the on-street EV Charging Point programme.

### **Consultation Overview**

A public consultation was carried out in early 2025 seeking views from members of the public on the on-street EV Charging Point proposals. This consultation included:

- 21 day statutory consultation through a Traffic Order notice
- Local residents in the vicinity of proposed locations received a consultation letter
- Consultation material was uploaded onto the Havering Citizen Space consultation web page.

Consultation responses have been reviewed and this Executive Decision summarises the responses received for each proposed site together with a recommendation.

### **Consultation Responses**

#### **a) Bader Way**

Following the public consultation, six objections were received on the proposals from members of the public, which are outlined in Appendix B.

Officer response: Officers have reviewed the responses received.

One response raised concerns that the charging points were being installed outside number 83 Bader Way. This is not the case. The charging points are being installed on the other side of the road so will not have a direct impact on the on street parking that is available directly outside 83 Bader Way.

Officers have taken into account concerns around parking pressures as part of the programme being put forward. The proposals for Bader Way are for two bays to become dedicated EV Bays and two that will be Dual Use bays. The Dual Use bays mean that they can continue to be used by local residents to park, if they are available and not being used by electric vehicles for charging purposes. This has been proposed to minimise the impact of loss of parking from Bader Way.

Officers recommend that the proposals for Bader Way are implemented as advertised.

#### **b) Kensington Road**

Following the public consultation, one objection was received, which is outlined in Appendix B. Officers have reviewed the response.

The objector has raised concerns about the impact the proposals will have on parking in the local area, particularly with parking pressures existing from local nearby businesses and future residential developments. The objector has requested that all four bays be Dual use charging Bays.

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Officer response: Officers have reviewed the response received. The proposals for Kensington Road include two Dual Use Bays as well as two dedicated EV Bays to mitigate the impact of loss of parking in the area.

Officers recommend that the proposals for Kensington Road are implemented as advertised.

### **c) Upminster Road South**

An objection was received from a Ward Councillor who said that none of the shopkeepers in Rainham Village were in favour of the proposals. The Ward Councillor also said that a reduction in parking availability would result in trade being taken away from the village centre and people using the nearby Tesco superstore instead. This objection can be found in Appendix A.

Following the public consultation, eight objections were received from members of the public, which are outlined in Appendix B.

The objections largely focussed around the parking pressures which exist in the local area and the concern that installing charging points at this location beside a parade of shops will result in a loss of trade for local businesses. A number of the objectors suggested alternative locations such as the nearby local Gym.

Officer response: Following discussion with the Cabinet Member for Environment, it is recommended not to progress the proposals for Upminster Road South.

### **d) Ongar Way**

One objection was received from a member of the public and one response was in support but with some concerns about elements of the proposals. These are outlined in Appendix B.

The objection received raised concerns about the pressures on parking already in this area and that the introduction of dedicated EV Bays will make it even more difficult for residents who live in the area to park.

Officer response: To minimise the impact on parking, the proposals put forward for Ongar Way include two Dual Use bays which local residents will be able to use to park, if they are available.

Officers recommend that the proposals for Ongar Way are implemented as advertised.

### **e) Lower Mardyke Avenue**

Following the consultation, one objection was received from a member of the public, which is outlined in Appendix B. The objector raises concerns regarding parking pressures in the area and asks the Council to undertake an assessment of the current percentage of electric and hybrid vehicles in the local area.

Officer response: The proposals put forward for Lower Mardyke Avenue include two Dual Use bays which local residents will be able to use to park, if they are available.

## **Non-key Executive Decision**

These have been proposed to minimise the impact of the scheme on local parking in the area.

Vehicle data suggests there are approximately 76 registered electric vehicles in the local area. Borough wide projections for Electric Vehicle Charging Point demand over the next 10 years suggests that Havering will require over 1300 EV Charging Points by 2035.

Officers recommend that the proposals for Lower Mardyke Avenue are implemented as advertised.

### **f) Saddleworth Road**

Following the public consultation, two objections were received on the proposals from members of the public, which are outlined in Appendix B. The objectors raised concerns around the facilities being vandalised or catching fire. There were also concerns about parking pressures that local residents face in the area.

Officer response: Officers have reviewed the objections received. The Charge Point Operator that has been appointed is Connected Kerb who are vastly experienced and installing and managing EV Charging Points across London and the wider sub region. The Charging Points will be installed to appropriate Health and Safety standards. To minimise the impact on parking the proposals put forward for Saddleworth Road include two Dual Use bays which local residents will be able to use to park, if they are available.

Officers recommend that the proposals for Saddleworth Road are implemented as advertised.

### **g) Pretoria Road**

There were three objections to the proposals from members of the public, which are set out in Appendix B of this report. Concerns included, lack of public consultation, lack of available parking for residents, displacement parking, the health impact on local residents, the potential for anti-social behaviour and how the locations were chosen.

Officer response: A letter drop took place for residents within the Pretoria Road area and lasted for 21 days, in addition to the Statutory Notice that was raised and attached to lamp columns in the area. In addition, the consultation was also advertised on the Havering Citizen Space website and publicised through local media outlets.

The proposals for Pretoria Road include 2 Dual Use Bays which will be able to be used by any vehicles if they are available as well as dedicated EV Bays to mitigate the impact on parking within the area.

The locations that were selected including Pretoria Road were identified using a range of metrics including registered private Electric Vehicles within 1km, population within 1km, traffic density and proximity to electrical connections. In addition, there was specific criteria that Havering had to meet from the funding providers which included identifying sites where residential properties did not have access to off street parking.

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Officers recommend that the proposals for Pretoria Road are implemented as advertised

### **h) Corbets Tey Road**

Three objections were received on the proposals from members of the public which have been set out in Appendix B to this report. Objectors raised concerns about the width of the footway and the impact charging points could have on pedestrians or people with mobility impairments, suggested alternative locations such as a nearby car park and the impact the proposals would have on parking availability for shoppers.

Officer response: The sites that have been identified as part of the on street programme have taken into account pavement width to ensure that there is adequate space for pedestrians to continue to use the footway safely. The Council is already delivering a programme of EV charging points across a number of car parks. The funding allocated for this project is specifically for on street residential locations.

To minimise the impact on parking, the proposals include three Dual Use bays which people wanting to use the local shops will be able to use, if they are available.

Officers recommend that the proposals for Corbets Tey Road are implemented as advertised

### **i) Collier Row Lane**

Two local ward Councillors objected to the proposals, one local ward Councillor was in support of the proposals. These objections are set out in Appendix A of this report.

There were seven objections from members of the public which are set out in Appendix B of this report. Objectors raised concerns around the parking pressures in the local area, and general safety concerns.

Officer response: Following consultation with the Cabinet Member of Environment and further correspondence with the Mawneys Ward Councillors, it is recommended that the proposals for EV Charging Points in Collier Row Lane are not progressed.

### **j) Trowbridge Road**

Following the public consultation two objections were received from members of the public. These are outlined in Appendix B. Objectors raised concerns around existing parking pressures, and a view that there were not many electric vehicles in the local area.

Officer response: Vehicle data suggests there are approximately 41 registered vehicles in the local area. Borough wide projections for Electric Vehicle Charging Point demand over next 10 years suggests that Havering will require over 1300 EV Charging Points by 2035.

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The proposals for Trowbridge Road include 2 Dual Use Bays which will be able to be used by any vehicles if they are available as well as dedicated EV Bays to mitigate the impact on parking within the area.

Officers recommend that the proposals for Trowbridge Road are implemented as advertised.

### **k) Birbeck Road**

No Objections were received from local ward Councillors or members of the public.

It is recommended that proposals for Birkbeck Road are implemented as advertised.

### **l) Margaret Road**

Four responses were received raising concerns with the proposals. One comment from a member of the public requested that the two Dual Use Bays and two dedicated EV Bays be swapped around to assist with local residents having a shorter walk to residential properties. Other comments included a request that all the proposed bays be Dual Use Bays and concerns around parking.

It is recommended that proposals for Margaret Road progressed but that the locations for the Dual Use Bays and dedicated EV bays be swapped around, following resident feedback.

### **m) Marks Road**

Two objections were received by Ward Councillors which are set out in Appendix A of this report.

Following public consultation four responses one objection was received from a member of the public. The objector questioned the need for the charging points at this location and the proposed restrictions for the bays. The objection is outlined in Appendix B.

Following consultation with the Cabinet Member of Environment and further correspondence with the St Edward's Ward Councillors, it is recommended that the proposals for EV Charging Points in Marks Road is not progressed.

### **n) Abbs Cross Gardens**

Two objections were received by Ward Councillors which are set out in Appendix A of this report.

Thirteen objections were received from members of the public, with one response in support of the proposals which are set out in Appendix B of this report. Objectors raised concerns with parking pressures in the local area and impacts the proposals will have on traffic congestion and safety.

Officer response: Following consultation with the Cabinet Member of Environment and further correspondence with the St Andrew's Ward Councillors it is



### **Non-key Executive Decision**

recommended that the proposals for EV Charging Points in Abbs Cross Gardens is not progressed.

### **OTHER OPTIONS CONSIDERED AND REJECTED**

The option not to progress these schemes was considered but rejected.

Officers consider that there is a need to install Electric Vehicle Charging Points across the borough given future demand projections for Charging Points.

### **PRE-DECISION CONSULTATION**

The following proposals were publicly consulted as per the Council's legal obligations to publicise changes to the traffic orders for a period no less than 21 days commencing Friday 31<sup>st</sup> January 2025.

The ward Councillors for proposals in their wards were consulted and emailed with details of the proposals.

The consultation feedback was discussed with the Director of Environment and Ward Councillor objections were discussed with the Cabinet Member for Environment.

#### **a) Bader Way - Elm Park Ward**

Director of Environment was made aware of the responses received to the consultation and agreed that the proposals should be implemented as advertised.

#### **b) Kensington Road – Rush Green and Crowlands Ward**

Director of Environment was made aware of the responses received to the consultation and agreed that the proposals should be implemented as advertised.

#### **c) Upminster Road South – Rainham and Wennington Ward**

Director of Environment was made aware of the responses received to the consultation. The Cabinet Member of Environment was made aware of the objections received by local residents and one ward Councillor. The decision was taken not to implement the proposals.

#### **d) Ongar Way – South Hornchurch Ward**

Director of Environment was made aware of the responses received to the consultation and agreed that the proposals should be implemented as advertised.

#### **e) Lower Mardyke Avenue – Beam Park Ward**

Director of Environment was made aware of the responses received to the consultation and agreed that the proposals should be implemented as advertised.

**f) Saddleworth Road – Heaton Ward**

Director of Environment was made aware of the responses received to the consultation and agreed that the proposals should be implemented as advertised.

**g) Pretoria Road – Rush Green and Crowlands Ward**

Director of Environment was made aware of the responses received to the consultation and agreed that the proposals should be implemented as advertised.

**h) Corbets Tey Road – Upminster Ward**

Director of Environment was made aware of the responses received to the consultation and agreed that the proposals should be implemented as advertised.

**i) Collier Row Lane - Mawneys Ward**

Director of Environment was made aware of the responses received to the consultation. The Cabinet Member of Environment was made aware of the objections received by local residents and one ward Councillor. The decision was taken not to implement the proposals.

**j) Trowbridge Road – Gooshays Ward**

Director of Environment was made aware of the responses received to the consultation and agreed that the proposals should be implemented as advertised.

**k) Birkbeck Road – Rush Green and Crowlands Ward**

The consultation received no objections and it was agreed that the proposals should be implemented as advertised.

**l) Margaret Road – Squirrels Heath**

The consultation received no objections and it was agreed that the proposals should be implemented as advertised with the dual use bays and dedicated EV Bays swapped around following a suggestion from a local resident.

**m) Marks Road – St Edward's Ward**

Director of Environment was made aware of the responses received to the consultation. The Cabinet Member of Environment was made aware of the objections received by local residents and one ward Councillor. The decision was taken not to implement the proposals.

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### **n) Abbs Cross Gardens – St Andrew's Ward**

Director of Environment was made aware of the responses received to the consultation. The Cabinet Member of Environment was made aware of the objections received by local residents and one ward Councillor. The decision was taken not to implement the proposals.

#### **NAME AND JOB TITLE OF STAFF MEMBER ADVISING THE DECISION-MAKER**

Name: Daniel Douglas

Designation: Team Leader Transport Planning



Signature:

Date: 18<sup>th</sup> July 2025

## **Part B - Assessment of implications and risks**

### **LEGAL IMPLICATIONS AND RISKS**

Officers seek approval for the implementation of dedicated Electric Vehicle Charging Pints and Dual Use Charging Point at 10 locations across the borough.

The Council's power to make amendments to an Order is set out in Part I of the Road Traffic Regulation Act 1984 ("RTRA 1984") with the power to designate parking places set out under part IV of the RTRA 1984.

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations & General Directions 2016 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, 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. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officer's recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

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### FINANCIAL IMPLICATIONS AND RISKS

The Council was allocated £0.170m from the Office of Zero Emission Vehicles to install up to 80 electric vehicles On-Street Charging Points in residential streets across the borough. 75% of this allocation has been received by the Council and the remaining 25% of the allocation will be received following implementation of the charging points.

The installation costs are expected to be in the region of £0.358m with the appointed Charge Point Operator Connected Kerb “match” funding the difference currently (£0.188m). The project is therefore being funded entirely through external funding, although there are no direct financial risks to implementing these projects it is envisioned over time as more and more electric vehicles penetrate the market a portion of the energy income will be received by the Local Authority.

Report Reference	Site Name	Ward	DNO Cost	Hardware Cost	Installation Cost	Total	Total Hardware and
e	96 Lower Mardyke Avenue	Beam Park	£13,568.71	£5,428.00	£15,531.69	£34,528.4	£0.035
d	24 Ongar Way	South Hornchurch	£12,499.01	£5,428.00	£15,741.39	£33,668.4	£0.034
a	Bader Way	Elm Park	£13,431.15	£5,428.00	£14,605.05	£33,464.2	£0.033
h	51-67 Corbets Tey Road	Upminster	£13,379.07	£8,142.00	£20,540.51	£42,061.58	£0.042
k	Birkbeck Rd	Rush Green and Crowlands	£13,964.18	£5,428.00	£13,853.22	£33,245.4	£0.033
l	Margaret Rd	Squirrels Heath	£13,919.63	£8,142.00	£18,003.43	£40,065.1	£0.040
b	2 Kensington Rd	Rush Green and Crowlands	£16,882.65	£5,428.00	£14,147.14	£36,457.8	£0.036
g	Pretoria Rd	Rush Green and Crowlands	£15,137.58	£2,714.00	£16,005.51	£33,857.1	£0.034
f	Saddleworth Rd	Heaton	£11,286.50	£5,428.00	£17,046.96	£33,761.5	£0.034
i	Trowbridge Road	Gooshays	£10,431.21	£8,142.00	£18,605.91	£37,179.1	£0.037
							£0.358

### HUMAN RESOURCES IMPLICATIONS AND RISKS (AND ACCOMMODATION IMPLICATIONS WHERE RELEVANT)

The proposal can be delivered within the standard resourcing within Highways, Traffic and Parking and has no specific impact on staffing/HR issues.

### EQUALITIES AND SOCIAL INCLUSION IMPLICATIONS AND RISKS

Havering has a diverse community made up of many different groups and individuals. The council values diversity and believes it essential to understand and include the different contributions, perspectives and experience that people from different backgrounds bring.

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have ‘due regard’ to:

- (i) The need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;

### **Non-key Executive Decision**

- (ii) The need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) Foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

The Council is committed to all of the above in the provision, procurement and commissioning of its services, and the employment of its workforce. In addition, the Council is also committed to improving the quality of life and wellbeing for all Havering residents in respect of socio-economics and health determinants.

### **ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS AND RISKS**

The introduction of on street publicly available electric vehicle charging points may encourage local residents to purchase an electric or hybrid vehicle rather than an Internal Combustion Engine vehicle. An increase in electric or hybrid vehicles registered in Havering may reduce emissions which supports the Council's adopted Climate Change Action Plan.

### **BACKGROUND PAPERS**

None.

### **APPENDICIES**

Appendix A – Responses to Ward Councillor Consultation  
Appendix B – Responses to the public consultation  
Appendix C – General Arrangement Drawings

## **Part C – Record of decision**

I have made this executive decision in accordance with authority delegated to me by the Leader of the Council and in compliance with the requirements of the Constitution.

### **Decision**

Proposal agreed

### **Details of decision maker**

Signed

A handwritten signature in black ink, appearing to read 'I Kazalbash', is positioned above a large, empty rectangular box.

**Name:** Imran Kazalbash, Director of Environment

CMT Member title: Director of Environment

Cabinet Portfolio held: Councillor Barry Mugglestone, Cabinet Member for Environment

Head of Service title: Mark Hodgson, Head of Highways, Traffic & Parking, Environment

Date: 18<sup>th</sup> July 2025

**Non-key Executive Decision**

**Lodging this notice**

The signed decision notice must be delivered to Democratic Services, in the Town Hall.

**For use by Committee Administration**

This notice was lodged with me on \_\_\_\_\_

Signed \_\_\_\_\_