

## 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>	The programme to deliver on-street EV charging points is funded by ORCS £0.170m and Connected Kerb Ltd match-funding £0.292m toward a current programme total of £0.462m. 75% of the ORCS grant has been received; 25% is payable on completion. No Council capital is required.
<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**

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Places making Havering	[X]
Opportunities making Havering	[X]
Connections making Havering	[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) **Kingsbridge Road**  
Installation of two dual socketed EV Chargers and the introduction of two dedicated EV Parking bays and two Dual Use bays.
  - b) **Udall Gardens**  
Installation of Two dual socketed EV Chargers and the introduction of two dedicated EV Parking bays and two Dual Use bays.
  - c) **Petersfield Avenue**  
Installation of one dual socketed EV Charger and one Passive EV Charger and the introduction of one dedicated EV Parking bay and one Dual Use bay.

The above measures are to be implemented within the existing EV charging programme funding envelope £0.462m, comprising ORCS grant £0.170m and Connected Kerb match-funding £0.292m, with no Council capital contribution required.

### 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) required to provide the remaining costs.

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

Following that consultation it was agreed to progress installation of EV Charging Points in ten residential streets across the borough. It was also recommended following objections received, not to progress the installation of EV charging points in four residential streets in the borough. The measures were approved through an Objections Report that was signed by the Director of Environment in August 2025.

As a result of four sites being rejected, funding remains available to install EV Charging infrastructure at a further three locations across the borough.

A public consultation was undertaken across a further 7 sites in the borough which ran from 19<sup>th</sup> September through to 10<sup>th</sup> October.

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The consultation has concluded, and this report sets out recommendations for each proposed site following a review of the consultation responses that were received.

The Council has secured £0.170m from the ORCS programme, paid 75% upfront with 25% on satisfactory completion. The current programme total is £0.462m, with £0.292m provided by Connected Kerb under contractual match funding. The programme therefore proceeds at no cost to the Council's capital budgets, with all works delivered by the appointed Charge Point Operator.

### Consultation Overview

A public consultation was launched on 19<sup>th</sup> September through to 10<sup>th</sup> October seeking views from members of the public on seven on-street EV Charging Point locations. This consultation included:

- 21-day statutory consultation through a Traffic Order notice
- 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 Objections Report summarises the responses received for each proposed site together with a recommendation.

### Consultation Responses

#### **a) Malvern Road**

Two local ward Councillors responded to the proposals, one Councillor objected, and one Councillor was in support of the proposals. These can be found in Appendix A of this report.

Following the public consultation, eight objections were received on the proposals from members of the public, which are outlined in Appendix B. Respondents raised concerns that there was insufficient pavement width to accommodate electric vehicle infrastructure, the design of the EV bays and the impact this would have on pedestrians. Concerns were also raised that the proposals would result in a loss of parking bays.

Officer response: Officers have reviewed the responses received. Following consultation with the Cabinet Member of Environment, it is recommended that the proposals for EV Charging Points in Malvern Road are not progressed.

#### **b) Kingsbridge Road**

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

Respondents raised concerns that the proposal would result in a loss of parking for residents, the proposed restrictions of the bays, and that parking for residents was limited anyway. There was a request for additional "Normal" parking bays to

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be provided for the area and alternative sites were put forward. It was also suggested there was sufficient privately owned EV Infrastructure already in place.

Officer response: Officers have reviewed the responses received. The proposals for Kingsbridge 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 Kingsbridge Road are implemented as advertised.

### **c) The Glen**

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

Respondents raised concerns that there was insufficient pavement width to accommodate electric vehicle infrastructure, the design of the EV bays and the impact this would have on pedestrians, and concerns were raised that the proposals would result in a loss of parking bays. There were concerns expressed of the impact the EV bays could have on emergency services being able to access properties in the road and that this could lead to delay in urgent care for elderly or unwell residents. There were also concerns about the proposed restrictions and that the bays could be open to being misused. Concerns were raised about existing parking capacity in the road and the type of restrictions proposed.

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

### **d) Roseberry Gardens**

Two responses were received from local ward Councillors who were supportive of the proposals. These can be found in Appendix A of this report.

Nine objections were received from members of the public. These are outlined in Appendix B.

Respondents raised concerns that there was insufficient pavement width to accommodate electric vehicle infrastructure, the design of the EV bays and the impact this would have on pedestrians. Concerns were raised that the road already has parking capacity issues and that the proposals would result in a loss of parking bays. There were concerns expressed of the impact the EV bays could have on elderly residents if they are forced to park further away from their properties and there was a view expressed that few residents own or lease an EV in the area. It was suggested that any EV infrastructure installed should be located on the carriageway and not the footway.

Officer response: Following discussion with the Cabinet Member for Environment, and sharing public consultation feedback with local ward Councillors, it is recommended not to progress the proposals for Roseberry Gardens.

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### **e) Udall Gardens**

Following the consultation, one objection was received from a member of the public, which is outlined in Appendix B.

The objector raises concerns that there was insufficient width and that the clutter of chargers would impact the comfort of the footway for pedestrians, especially with people with visual impairments. It was suggested that if the chargers were moved forward that the charging point infrastructure should be placed on the carriageway so that the footway is not impeded.

Officer response: It is considered that the footway has sufficient width to support charging point infrastructure and that pedestrians will not be adversely affected by the equipment.

Officers recommend that the proposals for Udall Gardens are implemented as advertised.

### **f) Cedar Road**

One ward Councillor objected to the proposals which can be found in Appendix A.

Following the public consultation, five 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 residents face in the area. Other concerns raised included that installation of the proposals would negatively impact highway and pedestrian safety and accessibility, that the proposals are not London Plan policy compliant, and would impact on residential amenity. Other comments included, insufficient pavement width to accommodate EV Infrastructure, and that EV Charging points should be located in other locations such as council car parks, retail areas or transport hubs.

Respondents raised concerns that there was insufficient pavement width to accommodate electric vehicle infrastructure, the design of the EV bays and the impact this would have on pedestrians.

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

### **g) Petersfield Avenue**

There was one response from a local ward Councillor who suggested that 1 single charger with two charging points would be sufficient rather than 2 chargers with four points. This is set out in Appendix A of this report.

There were no objections to the proposals from members of the public.

Following discussion with the Cabinet Member for Environment, it is recommended to amend the proposal for Petersfield Avenue to deliver a single charging point with two sockets with one dedicated EV Bay and one Dual Use Bay. In addition,

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“Passive” EV infrastructure will be installed to allow for a second operational charger to be delivered in the future, when there is sufficient demand for it.

### **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 19<sup>th</sup> September

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

The consultation feedback was discussed with the Cabinet Member for Environment.

#### **a) Malvern Road – St Albans’ Ward**

The Cabinet Member of Environment briefed on the responses received to the consultation. The decision was taken not to implement the proposals.

#### **b) Kingsbridge Road – Heaton Ward**

The Cabinet Member for Environment was briefed on the responses received to the consultation and agreed that the proposals should be implemented as advertised.

#### **c) The Glen – Rainham and Wennington Ward**

The Cabinet Member of Environment was briefed on the responses received to the consultation. The decision was taken not to implement the proposals.

#### **e) Roseberry Gardens– Cranham Ward**

The Cabinet Member of Environment was briefed on the responses received to the consultation. The decision was taken not to implement the proposals.

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### **f) Udall Gardens– Havering -atte-bower Ward**

The Cabinet Member for Environment was briefed on the responses received to the consultation and agreed that the proposals should be implemented as advertised.

### **g) Cedar Road – St Edwards’ Ward**

The Cabinet Member of Environment was briefed on the responses received to the consultation. The decision was taken not to implement the proposals.

### **h) Petersfield Avenue – Gooshays Ward**

The Cabinet Member for Environment was briefed on the responses received to the consultation and agreed that the proposals should be implemented with an amendment. The decision was taken to install a single double socket charger at this location and one “Passive” charger to enable a second charging point to become operational at this location in the future when demand requires it.

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

Name: Daniel Douglas

Designation: Team Leader Transport Planning



Signature:

Date: 02/04/2026

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

### **LEGAL IMPLICATIONS AND RISKS**

Officers seek approval for the implementation of dedicated Electric Vehicle Charging Points and Dual Use Charging Point at 3 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,

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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 considered.

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

## **FINANCIAL IMPLICATIONS AND RISKS**

This report seeks approval to implement Electric Vehicle Charging Points at three additional locations, funded through the Office for Zero Emission Vehicles (OZEV) On Street Residential Charging Scheme (ORCS) and match funded by the appointed Charge Point Operator, Connected Kerb.

The Council has been allocated £0.170m through the ORCS programme to support the delivery of up to 80 on street charging points. 75% of this allocation has already been received, with the remaining 25% payable on satisfactory completion of the installations.

The total estimated cost for delivery across all sites is £0.462m, of which £0.292m will be met directly by Connected Kerb under their contractual match-funding obligations. On this basis, the programme is fully externally funded and does not require any Council capital contribution.

It is assumed that all ongoing maintenance, repair, replacement and operational costs will remain the responsibility of Connected Kerb. As EV uptake increases, it is anticipated that the Council may benefit from a share of energy related income generated through the charging infrastructure. Below is a breakdown of the installation costs across the sites.

Site Name	Ward	DNO Cost	Hardware Cost	Installation Cost	Total
Lower Mardyke Avenue	Beam Park	£11,655.12	£5,428.00	£20,444.12	£37,527.24
Ongar Way	South Hornchurch	£7,374.95	£5,428.00	£18,833.54	£31,636.49
Bader Way	Elm Park	£7,374.95	£5,428.00	£18,472.43	£31,275.38
Corberts Tey Road	Upminster	£5,270.75	£8,142.00	£28,595.31	£42,008.06
Birkbeck Road	Rush Green and Crowlands	£7,907.98	£5,428.00	£16,685.33	£30,021.31
Margaret Road	Squirrels Heath	£8,990.12	£8,142.00	£22,966.80	£40,098.92
Kensington Road	Rush Green and Crowlands	£11,758.59	£5,428.00	£18,835.28	£36,021.87
Pretoria Road	Rush Green and Crowlands	£10,013.52	£2,714.00	£18,281.63	£31,009.15
Saddleworth Road	Heaton	£6,162.44	£5,428.00	£20,698.13	£32,288.57
Petersfield Avenue	Gooshays	£5,796.55	£8,142.00	£34,321.69	£48,260.24
Udall Gardens	Havering atte bower	£5,399.35	£5,428.00	£22,236.17	£33,063.52
Kingsbridge Road	Heaton	£5,638.35	£5,428.00	£20,228.21	£31,294.56
Trowbridge Road	Gooshays	£5,307.15	£8,142.00	£24,484.38	£37,933.53
<b>Total</b>					<b>£462,438.84</b>

**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.
- (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 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 socioeconomics and health determinants.

**ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS AND RISKS**

The introduction of on street publicly available electric vehicle charging points may encourage 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**

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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



**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: 02/04/2026

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**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 \_\_\_\_\_