

Lampposts and Electric Parklets: EV Charging and the Draft Enfield Plan: Response by David Flint, 13 September 2021

This response deals with a single aspect of the plan and is made by me as a private individual.

The draft plan supports the installation of electric vehicle (EV) charging points in “new developments, Town centres, major growth areas and areas of high density” (p116). Though these are sensible ideas more is needed. There are three main charging requirements:

1. Home chargers using domestic power. Generally cheapest and convenient for anyone with off-street parking; but slow.
2. Destination chargers allowing charging whilst visiting a shopping centre, restaurant, etc.
3. Transit chargers, supporting people traveling further than the range of their batteries.

Current provision is weak in two areas: Home chargers for those without off-street parking and transit chargers. The council should address both.

Home charging

The current arrangements work well for people in detached and semi-detached houses but poorly for people in terrace houses and flats and without off-street parking.

On-street charging can sometimes be provided by lamppost-based chargers such as those offered by <https://char.gy> and sometimes by chargers in dedicated parking bays or existing car parks. Hybrid arrangements are also possible. Since lampposts are public infrastructure only the Council can take the lead on this.

The council should create a plan to provide access to low-cost EV charging for people who do not have off-street parking. The exact arrangements should respect the needs of other users of the roads and pavements, especially those with disabilities, and will vary between streets.

Transit charging.

EV drivers on long journeys need charging facilities which, for flexibility, should be no more than 20 miles apart; and 10 would be better. The facilities should be reliable and there should be enough chargers at each facility to provide confidence that at least one will always be free. That means at least six with space for expansion to at least twice that number. I will call these ‘electric parklets’. And they should be close to refreshment facilities and toilets.

These requirements are not satisfied on our motorways (unless you drive a Tesla and can use Tesla’s own chargers). At South Mimms, for instance, there are only two non-Tesla chargers. Nor do the A10 and A406 have their own electric parklets.

This offers Enfield the opportunity to take a lead in providing electric parklets on its two trunk roads. This would:

- Provide facilities for long distance EVs and thus encourage the shift from fossil fuels to electric traction.

- Position Enfield as a leader in this area. (Once it has taken the initiative it could reach out to the Mayor of London and other boroughs to create a wider scheme.)
- Bring extra business to local businesses.

Where should the parklets be?

The ideal place, serving both roads, would be the Cambridge roundabout. Since the crowded layout may make that impractical as alternatives I suggest:

- A10/Southbury Road: Morrison's or the De Mandeville Retail Park.
- A406: Meridian Water or Friern Barnet Retail Park.

There are obvious possibilities for collaboration with the relevant site owners and businesses and development along these roads may create new opportunities. However, the Council will not be able to take a lead unless it acts decisively and soon.