

**Highgate CAAC objection to [HGY/2026/0956](#), 490-492 Archway Road,
London, N6 4NA**

Installation of Electric Vehicle Charging Infrastructure on the carriageway adjacent to 490-492 Archway Road, London, N6 4NA.

Highgate CAAC objects to this application because it is very likely to increase danger for pedestrians and traffic.

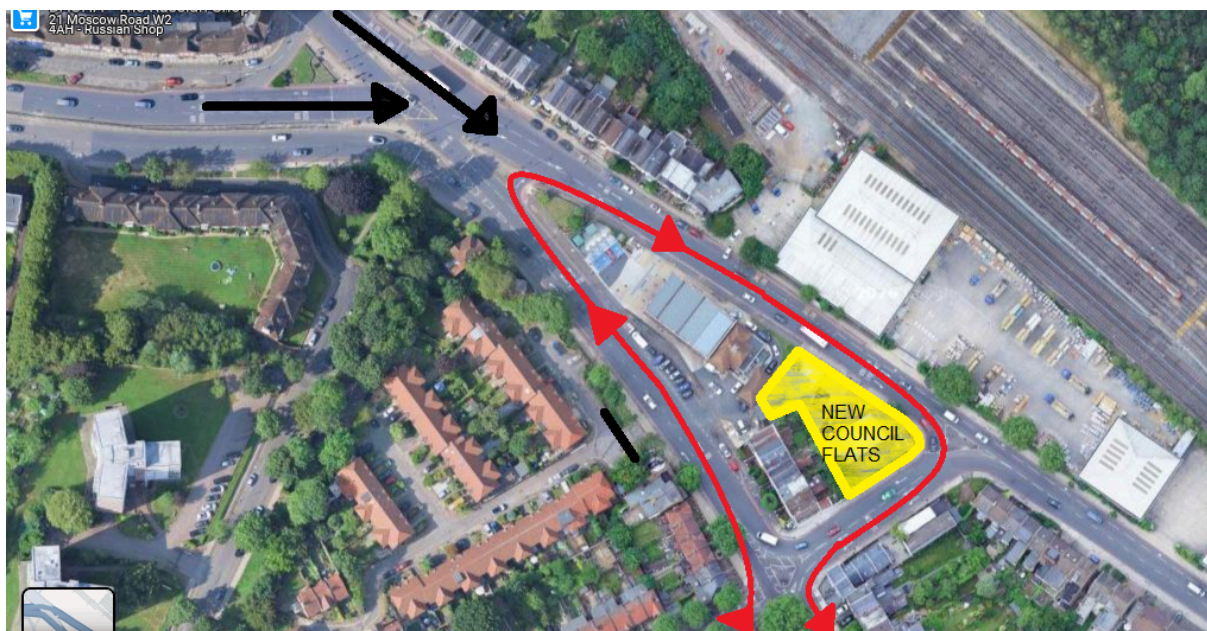
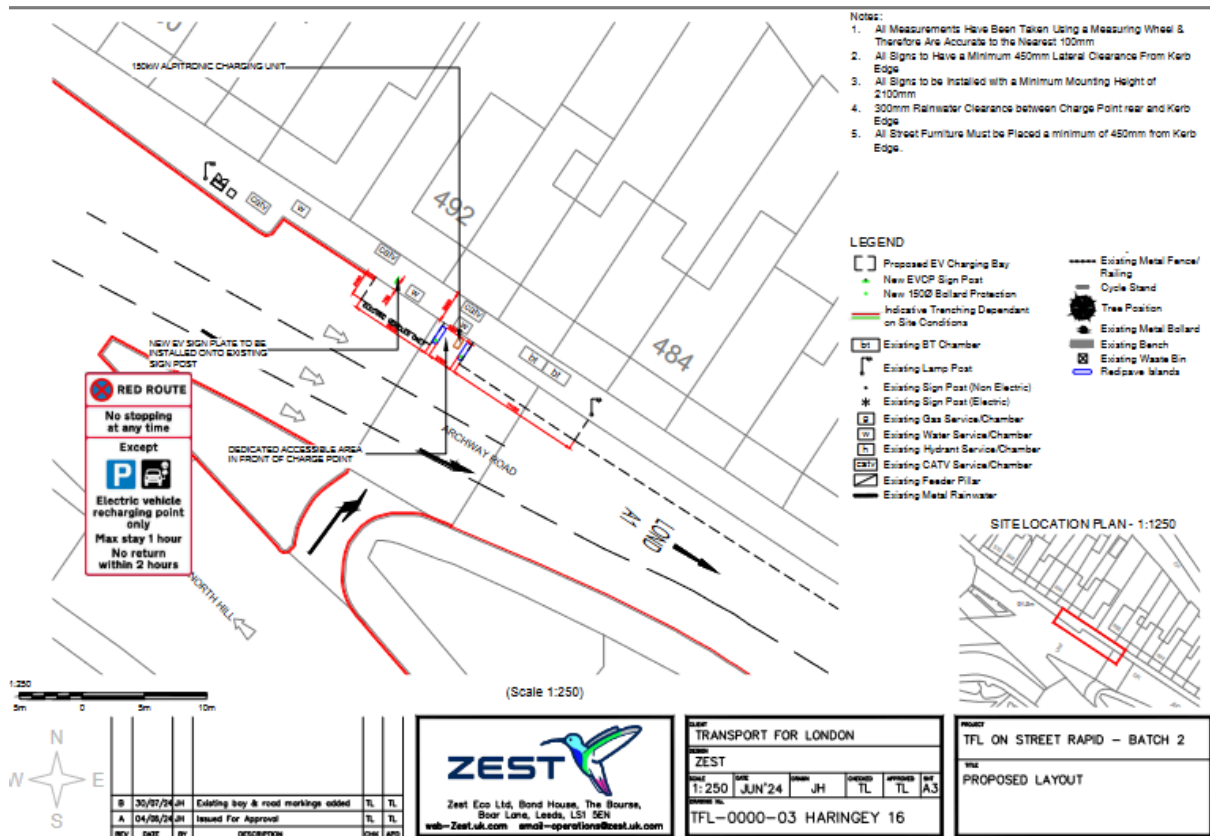
1. The positioning of the EV charging spaces may conflict with the pedestrian crossing required for The Depot council housing scheme, due to be constructed in the middle of the gyratory system. See [HGY/2025/1220](#).

For this reason we are copying this objection to Councillor Scott Emery and to Maurice Richards, Head of Transport and Travel at Haringey Council.

2. The proposed location is also likely to increase the danger facing traffic using the slipway around the petrol station, e.g. to leave Gaskell Estate and head south towards Highgate or Archway.

Turning right from Kenwood Road onto North Hill is not permitted. If residents, allotment holders, school traffic etc want to travel southwards up North Hill or Archway Road they are obliged to turn left and go round the gyratory using the sliproad facing the proposed EV charging location. This is already a dangerous manoeuvre. Narrowing the road directly in front of this small turning and adding EVs trying to get in and out of the charging spaces while traffic heads directly at them merging from the A1 and A1000 is likely to be very dangerous - see diagrams below.

Note that there is also no vehicle exit from Toyne Way apart from via Gaskell Road. Vehicles must leave via Kenwood Road (or Storey Road, where the right turn is very tricky due to the visual obstruction caused by the raised section of North Hill).



3. This is a complex traffic junction more generally, with vehicles heading south from the A1 and A1000 merging and crossing over in order to drive up Archway Road or turn into Baker's Lane to head up towards Highgate. Frequently, long traffic tail backs make these manoeuvres even more challenging.

Narrowing the road and adding manoeuvring EVs at the point where traffic from the A1 and A1000 attempts to get into the correct lane towards Archway or Highgate seems very ill advised and liable to increase collisions and injuries.



4. Last but not least, this “petrol pump” type of EV charger is extremely ugly and obtrusive. There are plenty of apps which show where the nearest unoccupied EV chargers are. It is far from clear that the A1 main road into London is the best place to site any EV chargers, let alone such large, ugly ones.

Do drivers really want to pull up to charge their EVs in the middle of such a busy, complex gyratory system on the A1, or would they be quite happy to charge their cars at less obtrusive chargers in a far less dangerous place?

Summary

We believe this application should be refused. This gyratory is already very busy, dangerous and complex and the new homes to be built in line with [HGY/2025/1220](#) require a new pedestrian crossing so that residents can cross these busy roads safely. We believe the siting of the EV charging stations proposed here will make these problems worse. The location (and type) of EV chargers should be reconsidered.