

**Report for:** Cabinet – July 15, 2025

**Item Number:** 13

**Title:** Draft Kerbside Strategy and Draft Electric Vehicle Strategy for Public Consultation

**Report authorised by** Barry Francis – Corporate Director of Environment and Resident Experience

**Lead Officer:** Maurice Richards – Head of Transport and Travel

**Ward(s) affected:** All

**Report for Key/  
Non-Key Decision:** Key Decision

**1. Describe the issue under consideration**

- 1.1. This report seeks authority to approve the draft Kerbside Strategy and the draft Electric Vehicle Strategy for public consultation.
- 1.2. A draft Kerbside Strategy has been developed (Appendix A).
- 1.3. A draft Electric Vehicle Strategy has been developed (Appendix B).
- 1.4. A draft Consultation Plan has been developed (Appendix C).
- 1.5. A Consultation report has been developed (Appendix D).

**2. Cabinet Member Introduction**

- 2.1. Here's a striking contradiction worth examining: almost 60% of Haringey households don't own a car, rising to 70% in many areas across the east of our borough, yet our streets remain designed around the assumption that everyone drives. This disconnect reveals both a systemic failure and an extraordinary opportunity waiting to be seized.
- 2.2. What happens when we start to challenge these deeply ingrained assumptions about how we use our most precious public asset - our streets? The answer lies in recognising that every metre of kerbside space currently allocated to storing cars represents potential for transformation that extends far beyond transport.
- 2.3. Consider the possibilities: where we now see rows of parked vehicles, we could create parklets that become gathering spaces for neighbours. Community gardens could flourish where metal boxes once sat motionless for 95% of the day. Play areas, seating, cycle storage, and green infrastructure could reclaim space that has been surrendered to the private storage of mostly unused assets.
- 2.4. This isn't about being anti-car – it's about being pro-choice and pro-efficiency. Our Electric Vehicle Strategy recognises that where people do need cars, those vehicles must be as clean as possible. We've been accelerating the delivery of charging points, ensuring that the transition to electric becomes accessible regardless of income or housing type. But the fundamental question remains: how do we create

neighbourhoods that work brilliantly whether you own a car or not?

- 2.5. The data reveals overwhelming support for this vision. Residents want nicer, greener, cleaner, and more inviting neighbourhoods. They understand that our streets could work better for everyone - not just those who happen to own a vehicle.
- 2.6. Our five kerbside priorities demonstrate how environmental action generates multiple co-benefits: supporting local businesses, enabling active travel, improving bus services, reducing congestion, and building climate resilience. Each represents a step towards neighbourhoods where infrastructure serves people, not just vehicles.
- 2.7. These strategies embody a fundamental truth: the future of urban life lies in recognising our streets as dynamic, adaptable spaces capable of serving diverse community needs. We're building the foundation for communities where getting around becomes healthier, where local economies thrive, and where public space truly serves the public.

### **3. Recommendations**

It is recommended that Cabinet:

- 3.1. Note the feedback received from the initial informal consultation regarding the preparation of the Kerbside Strategy and the Electric Vehicle Strategy set out in Appendix D to this report.
- 3.2. Approve the draft Kerbside Strategy and Electric Vehicle Strategy for public consultation, subject to no consultation commencing until after the conclusion of the call-in period following this decision.

It is recommended that the Leader:

- 3.3. Allocate to the Cabinet Member for Climate Action, Environment and Transport and Cabinet Member for Resident Services and Tackling Inequality the decision to adopt the final Kerbside Strategy and Electric Vehicle Strategy having had due regard to all representations received as part of public consultation.

### **4. Reasons for decision**

- 4.1. The Council has committed to developing these new strategies, in alignment with the emerging Safe and Sustainable Transport Strategy, to establish individual, but coordinated, strategic frameworks to:
  - Prioritise how we shape and use our kerbside spaces.
  - Enable the Council to further develop and enhance its electric vehicle charging infrastructure.
- 4.2. To enable residents and businesses to provide feedback on our proposals, which will help influence the final strategies.
- 4.3. In addition to aligning with the Council's current and emerging decarbonisation and low-emission policies, the Electric Vehicle Strategy aims to address the projected increase in demand for electric vehicles, which will arise, in part, from the UK Government's ban on new conventional petrol and diesel cars and vans from 2030 and the ban of hybrid vehicles from 2035.

## **5. Alternative options considered**

### **5.1. Not to produce new strategies**

- 5.1.1. The Council would have no coherent strategies focussed on how we use our kerbside or provision for electric vehicles, which would not support or benefit our residents, and would fail to advance the Council and Government's decarbonisation plans.

### **5.2. Not consult on the draft strategies**

- 5.2.1. A lack of public consultation would mean local views are neglected and overlooked in the development of these strategies, that will affect all residents and businesses, and this would not be in accordance with the principle of co-production.

## **6. Background**

### **Kerbside Strategy**

- 6.1. The Haringey Kerbside Strategy seeks to transform the borough's kerbside spaces into vibrant, multifunctional areas that enhance the quality of life for all residents and visitors.
- 6.2. The strategy aims to address the significant challenges posed by transport emissions, air and noise pollution, and road safety, while promoting sustainable and active travel.
- 6.3. The Council is committed to creating safer, healthier, and more liveable streets in our borough. Haringey's streets face significant challenges, as transport contributes nearly a quarter of the total emissions in the borough, primarily from motor vehicles.
- 6.4. These vehicles also significantly contribute to air and noise pollution and are the main cause of road danger. The need to reduce the number of journeys made by private motor vehicles is recognised, especially those powered by petrol or diesel. The kerbside strategy aims to address this issue by reallocating valuable kerbside space more fairly and consistently, encouraging a shift towards sustainable and cleaner modes of travel.
- 6.5. During March 2025, an initial informal consultation was undertaken. The consultation was promoted using the Council's communications channels, and engaged residents, businesses and visitors in a meaningful conversation about what facilities they would like to see at the kerb to create healthier and more attractive places for everyone. We undertook initial engagement via the Commonplace platform and received 319 responses. One of the key sentiments was that 84% of respondents agreed that the kerbside is a public space that everyone should be able to use.
- 6.6. The respondents were also asked to select what things they would like to see prioritised at the kerbside in town centres, near their homes, and when visiting local shops and businesses in Haringey.
- 6.7. The final question asked respondents to rate the importance of the concepts of movement, place and access. Place was rated as the most important factor by the highest percentage (42%) of respondents. Movement is also highly valued, especially in the "Important" (43%) and "Most Important" (37%) categories. Access is considered important but peaks in the "Important" category (38%) and drops in "Most Important" (21%).

6.8. The strategy is built around five kerbside priorities that aim to transform Haringey's streets into vibrant, multifunctional spaces that enhance the quality of life for all residents:

- Priority 1: Kerbside that is inclusive, creates places for people and supports local businesses
- Priority 2: Kerbside that prioritises accessible and active travel
- Priority 3: Kerbside that supports efficient bus operations
- Priority 4: Kerbside that supports a less congested and safer road network
- Priority 5: Kerbside that is clean, green and resilient to climate change

#### Electric Vehicle Strategy

6.9. The Council has adopted various strategic plans and policies which relate to electric vehicles and provision of infrastructure, including its *Climate Change Action Plan 2021* – which outlines how Haringey plans to become net zero carbon by 2041 as well as the Council's inaugural *Ultra Low Emission Vehicle Action Plan 2019*.

6.10. The *Ultra Low Emission Vehicle Action Plan* set out several deliverables, including the establishment of an initial network of on-street electric vehicle chargepoints.

6.11. As of May 2025, there are over 290 public electric vehicle chargepoint sockets in operation across the borough, operated by several chargepoint operators. There are various types and specifications of chargepoints, including lamp column and pedestal chargers, ranging from charging speeds of 7kW to 22kW and up to 50kW. These have been delivered through various schemes, including the use of grant funding and concession arrangements.

6.12. In considering the provision of electric vehicle charging infrastructure in the borough, the Council has looked at various metrics, such as data published by the UK's Centre for Excellence for Low Carbon and Fuel Cell Technologies ("CENEX").

6.13. According to data – accessed in September 2024 – made available by CENEX through its National EV Insights and Support ("NEVIS") service, it was projected that Haringey has 4.5 years of supply vs. demand for on-street electric vehicle chargepoints. In addition, Haringey is projected to require a minimum of 1,742 / maximum of 2,635 electric vehicle chargepoint sockets by 2030 to meet anticipated demand; in Q1 2024, there were 3,948 electric vehicles registered within Haringey.

6.14. The Council regularly receives correspondence from residents regarding provision of electric vehicle charging infrastructure, on topics such as chargepoints tariffs as well as the availability of new infrastructure.

6.15. Considering both the latent and projected demand, there is a requirement for the Council to have an updated strategy in place, with revised objectives, to meet the needs of our residents.

6.16. Work has been carried out to produce a new strategy, with focus on appropriate updates to the previous plan, relevant developments within this area, alignment with

corporate priorities, along with the results of an initial public engagement held in March 2025.

6.17. The initial informal public engagement for the emerging Electric Vehicle strategy focussed on potential barriers to uptake and possible interventions to help improve uptake, as well as supporting existing electric vehicle users.

6.18. From the responses received, some of the prevailing sentiments were:

- Factors related to charging infrastructure, such as availability and cost of chargepoints, were deemed to be the most commonly perceived barrier to uptake
- The most impactful intervention the Council could make is to install chargepoints which charge a lower price

Officers are broadly in agreement with these sentiments, and this is reflected in the draft Strategy.

6.19. The proposed action plan for the new Electric Vehicle Strategy includes the following overarching aims:

- Ensure all drivers have access to a high-quality electric vehicle chargepoint network
- Ensure that the chargepoint network is future proof and innovative
- Transition the council fleet as an example of proactive EV adoption
- Support the adoption of active travel, public transport and e-mobility

Each aim includes several Council deliverables to help meet these aims.

#### Consultation

6.20. The Council intends to consult the public on the draft strategies, to help finalise the documents prior to their adoption. A Consultation Plan has been developed to facilitate this (Appendix C).

6.21. The proposed consultation will be both online and in-person, consisting of a dedicated consultation webpage, printed versions of the consultation surveys and in-person pop-up events or meetings.

6.22. The final consultation materials – including survey questions and timeline – will be refined before the process begins.

6.23. At the end of the consultation period a report will be prepared regarding the representations received and amendments made to the Kerbside and Electric Vehicle Strategies where appropriate for the Cabinet Member for Climate Action, Environment and Transport and Cabinet Member for Resident Services and Tackling Inequality to consider before deciding whether to adopt such Strategies.

## **7. Contribution to the Corporate Delivery Plan 2024-2026 High Level Strategic Outcomes**

7.1. Strategy and policy measures set out in this report support the following high-level strategic priority outcomes contained within the Corporate Delivery Plan 2024-2026:

Theme 2: Responding to the Climate Emergency

- A Greener and Climate Resilient Haringey
- A Just Transition
- A Low Carbon Place

Theme 8: Placemaking and Economy

- Placemaking

- 7.2. This delivery of a Kerbside Strategy and an Electric Vehicle Strategy are specifically outlined in the Corporate Delivery Plan 2024-2026, under the theme of 'responding to the climate emergency', within the following outcome areas:

Theme	Outcome area	Activity
Responding to the climate emergency	Expanding active travel	Prepare a draft Kerbside Strategy and publish for consultation
	A zero carbon and climate resilient Haringey	Support the development of an electric vehicle (EV) charging infrastructure strategy

**8. Carbon and Climate Change**

- 8.1. Almost 40% of households in the borough don't own a car and rely on walking, cycling or public/shared transport to get around. Those that own a car are also likely to use alternative modes for at least some of their trips, which is to be encouraged if the council is to meet its climate change pledges. This means that a careful and considered rebalancing of the kerbside would be beneficial to support these aims, as set out in the Kerbside Strategy.
- 8.2. The current situation with the kerbside does not align with the Council's ambition for Net Zero by 2030. For instance, resident parking permits are extremely affordable, while access to bike hangars or community spaces is limited and often more expensive. This disparity does not reflect a fair use of space, especially when most residents do not own a car.
- 8.3. Electric vehicles contribute positively to carbon emission reduction and mitigate climate change, through supporting and encouraging residents to use a sustainable mode of transport.

**9. Statutory Officers' comments**

**Finance**

- 9.1. The recommendation of the report is to consult on the draft Kerbside Strategy and draft Electric Vehicle Strategy. The cost of the consultation will be met from existing budgets. The results of the consultation will be reported to Cabinet later, and at that time further finance comments will be provided.

**Legal**

- 9.2. The Director of Legal and Governance has been consulted in the preparation of this report.

- 9.3. The Kerbside Strategy and Electric Vehicle Strategy are non-statutory documents that set out the Council's policy and delivery plan for the use of the kerbside/provision for electric vehicles in the Borough in line with the Council's Transport Strategy adopted March 2018 and emerging Safe and Sustainable Transport Strategy.
- 9.4. The Council must maintain the public highway within its Borough and may undertake improvements and provide facilities on its public highway under Part V and VII of the Highways Act 1980 (the "1980 Act") which are non-executive functions.
- 9.5. The purpose of the Kerbside Strategy and Electric Vehicle Strategy is to set priorities and actions for the use of kerbside spaces and electric vehicle charging in the Borough facilitating the discharge of the Council's highway functions in the 1980 Act, and so is authorised under section 111 of the Local Government Act 1972.
- 9.6. Regard has been had to the Mayor's Transport Strategy when preparing the Kerbside Strategy and Electric Vehicle Strategy.
- 9.7. When a consultation has been undertaken, even where the consultation has not been undertaken because of a statutory requirement to do so, the Council must comply with the requirement that the consultation is conducted when the proposals are at a formative stage, provide sufficient information for intelligent consideration, allow adequate time for responses and the consultation outcome must be conscientiously taken into account. The responses of the informal consultation are set out in Appendix D to this report, and summarised in paragraphs 6.5-6.7 and 6.15-6.18 of the report together with officers' views regarding the same, which must be taken into account before the decision whether to consult on the draft Kerbside Strategy and draft Electric Vehicle Strategy is taken. A judgment is to be exercised as to how much weight each representation should carry and whether or not to approve any of the measures in the proposals in light of those representations.
- 9.8. The decision maker must consider consultation responses with 'a receptive mind' and be prepared to change course if persuaded by a response, but is not under a duty to adopt the views of consultees.
- 9.9. The Kerbside Strategy and Electric Vehicle Strategy are not policy framework strategies and so the approval of both Strategies for consultation is a decision that can be taken by Cabinet in accordance with the Council's Constitution.

### **Strategic Procurement**

- 9.10. Strategic Procurement have been consulted in the preparation of this report.
- 9.11. Strategic Procurement note that the recommendations in section 3 of the report and that they are not a Procurement related decision.
- 9.12. Strategic Procurement have no objections to the recommendation of the report.

### **Equality**

- 9.13. The Council has a Public Sector Equality Duty (PSED) 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 protected characteristics and people who do not.
  - Foster good relations between people who share those characteristics and people who do not.
- 9.14. The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.
- 9.15. The decision proposed in this report is to approve the draft Kerbside Strategy and Electric Vehicle Strategy for public consultation.
- 9.16. Increasing electric vehicle charging infrastructure provision across the borough will not only support existing electric vehicle drivers but encourage drivers of petrol and diesel vehicles to transition to electric vehicles, which would, in turn, help to lower emissions and help to improve air quality. Poor air quality is particularly harmful to pregnant women, disabled people and older people. Infants and young children are also disproportionately vulnerable to breathing in polluted air than adults due to their airways being in development, and their breathing being more rapid than adults. As such, the decision will have a positive impact on residents with these protected characteristics.
- 9.17. Based on the Council's imperative to deliver an increased number of electric vehicle chargepoints, across a range of charging speeds, there is a likelihood that more than one chargepoint operator will operate electric vehicle chargepoints in the borough. This would help to reduce monopolisation within the market, providing options related to aspects such as pricing for customers. This should have a positive impact for all residents, but particularly those of a lower socioeconomic status, ensuring greater accessibility to and affordability of electric vehicle chargepoints.
- 9.18. The proposed increase in electric vehicle chargepoints in the borough may lead to a reduction of other on-street parking options, due to the reallocation of standard carriageway parking space for non-electric vehicles. It is not envisaged that any disabled parking would be impacted by these changes so the impact on disabled people will be neutral. Yet, a reduction in standard parking space may negatively impact residents who rely on on-street parking availability such as those of a lower socioeconomic status - due to not having access to off-street parking – and both older people with age related mobility issues and pregnant people – due to the potential for less accessible parking / increasing the distance between parking spaces and where those individuals need to access. To mitigate this, parking restrictions – which only allow permit holders to park in specific areas during allotted time periods – manage parking capacities for the benefit of residents.
- 9.19. Equalities considerations are incorporated into the proposed consultation process. The proposed consultation will be in both online and in-person format consisting of a dedicated consultation webpage, printed versions of the consultation surveys and in-person pop-up events or meetings, to allow for greater accessibility. Further, the consultation will include targeted outreach – such as directly sharing details of the consultation and relevant materials – to reach underrepresented groups.



- 9.20. The proposed decision is anticipated to have a neutral impact on all other protected characteristics because these groups are not impacted specifically because of their characteristics.

**10. Use of Appendices**

Appendix A – Kerbside Strategy

Appendix B – Electric Vehicle Strategy

Appendix C – Consultation Plan

Appendix D – Consultation Report

**11. Background papers**

Haringey Corporate Delivery Plan 2024-2026

Haringey Ultra Low Emission Vehicle Plan 2019

Haringey Transport Strategy 2018

Mayor of London's Transport Strategy 2018 (and revision in 2022)

<https://nevis.cenex.co.uk/>

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