

Consultation Report – Drafting the Kerbside Strategy and Electric Vehicle Strategy (2025)

In drafting the Kerbside Strategy and Electric Vehicle Strategy, the Council undertook an initial public consultation on specific aspects of both strategies, seeking views of residents, businesses all stakeholders to identify key learnings to help inform the final drafting.

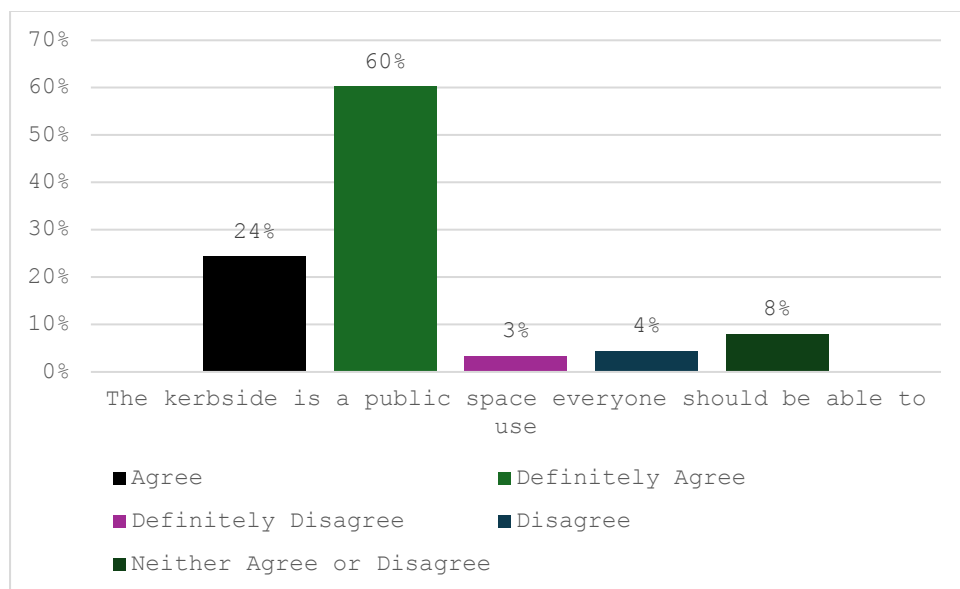
The consultation included both online – a consultation webpage featuring surveys on both draft strategies – and in-person pop-up events. It ran over 4 weeks in March 2025. It was promoted through the Council’s communication channels.

Consultation on drafting the Kerbside Strategy

The consultation on drafting the Kerbside Strategy focused on the function of our kerbside spaces and what things should be prioritised at these spaces in Haringey. A total of 319 responses were received.

Question 1

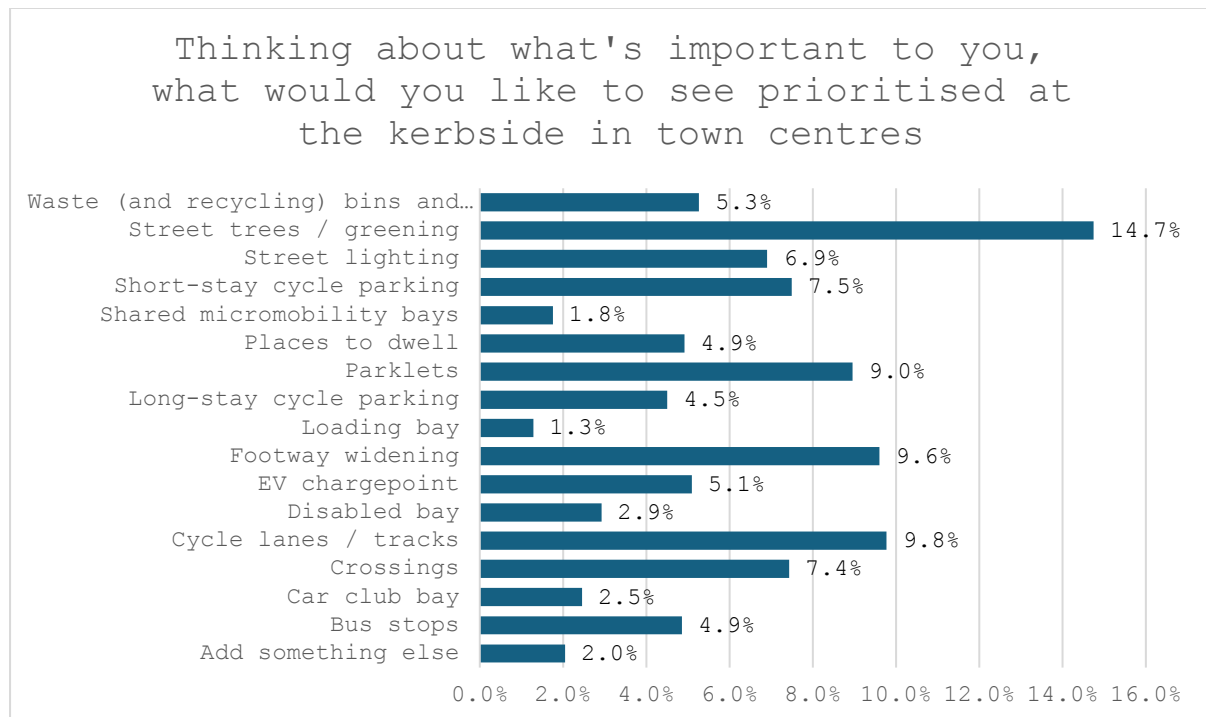
The first survey question asked respondents to rate, to what extent, they agreed or disagreed with the statement - The kerbside is a public space everyone should be able to use.



A strong majority **84%** (60% + 24%) either *agreed* or *definitely agreed* with the statement, indicating broad support for the idea that kerbside spaces should be accessible to everyone. Only **7%** expressed disagreement.

Question 2

The second survey question asked respondents to select, from a list of options, what they would like to see prioritised at the kerbside in town centres in Haringey.



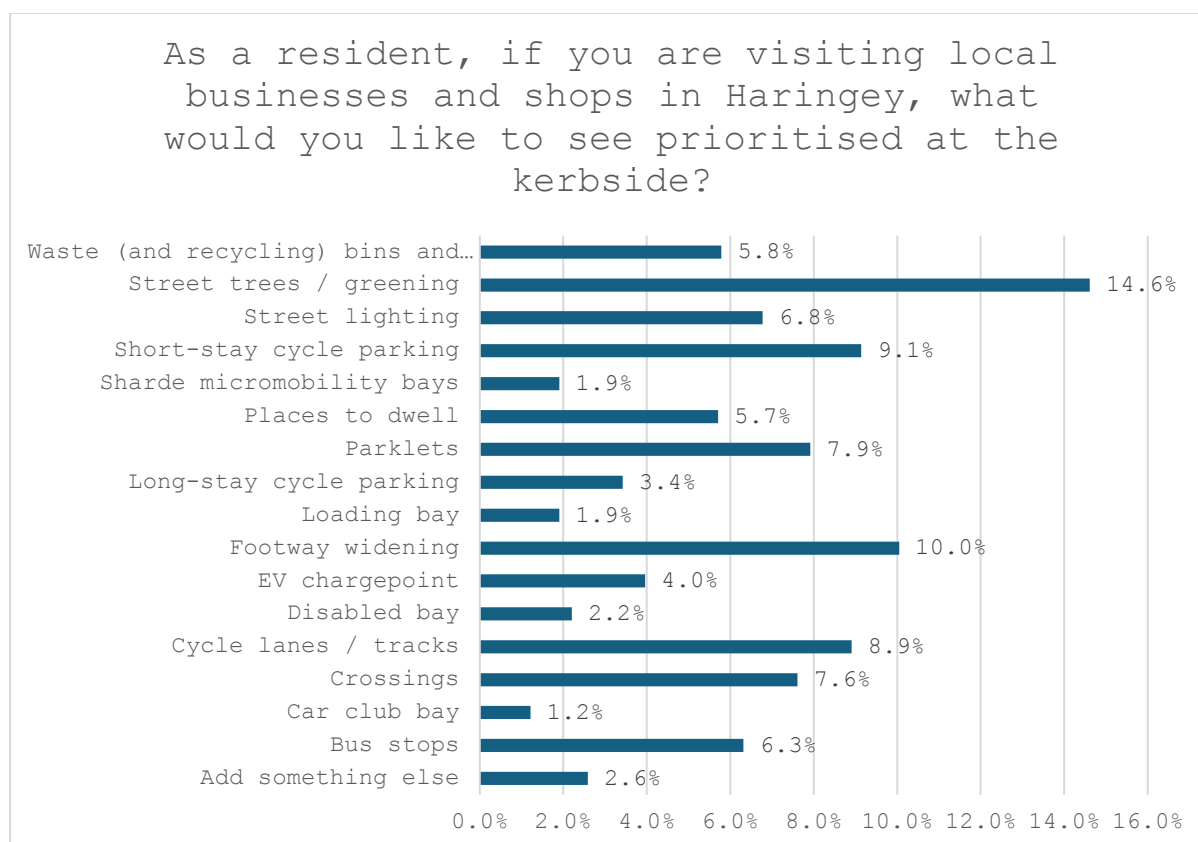
Key insights:

- **Top priority: Street trees / greening (14.7%)** — indicating strong public interest in enhancing greenery and environmental quality.
- **Other high priorities:**
 - **Cycle lanes / tracks (9.8%)**
 - **Footway widening (9.6%)**
 - **Parklets (9.0%)**
- **Moderate interest:**
 - **Short-stay cycle parking (7.5%)**
 - **Street lighting (6.9%)**
- **Lower priorities include:**
 - **Loading bays (1.3%)**
 - **Shared micromobility bays (1.8%)**

The results suggest a strong preference for **green infrastructure**, **active travel support**, and **public space enhancements** in town centres.

Question 3

The third survey question asked respondents to select, from a list of options, what they would like to see prioritised when visiting local businesses and shops in Haringey.



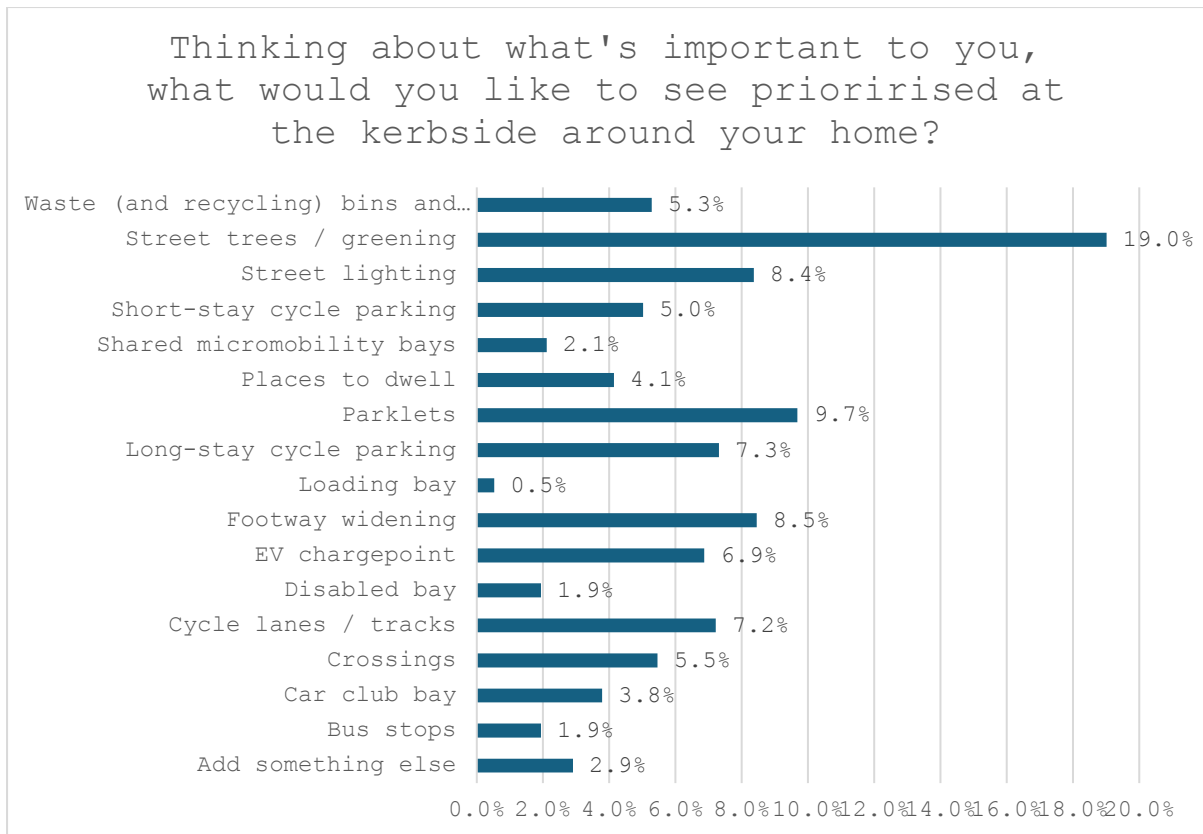
Key insights:

- **Green infrastructure** is the top priority, with **street trees and greening** receiving the highest support (14.6%).
- **Pedestrian and cycling improvements** are also highly valued, including **footway widening** (10.0%) and **short-stay cycle parking** (9.1%).
- **Cycle lanes/tracks** and **street lighting** are also notable priorities.
- Traditional vehicle-related uses like **loading bays** and **car club bays** are among the lower priorities.

This suggests a strong public preference for a more **walkable, bike-friendly, and environmentally-enhanced** kerbside environment when visiting local businesses and shops.

Question 4

The fourth survey question asked respondents to select, from a list of options, what they would like to see prioritised around their home in Haringey.



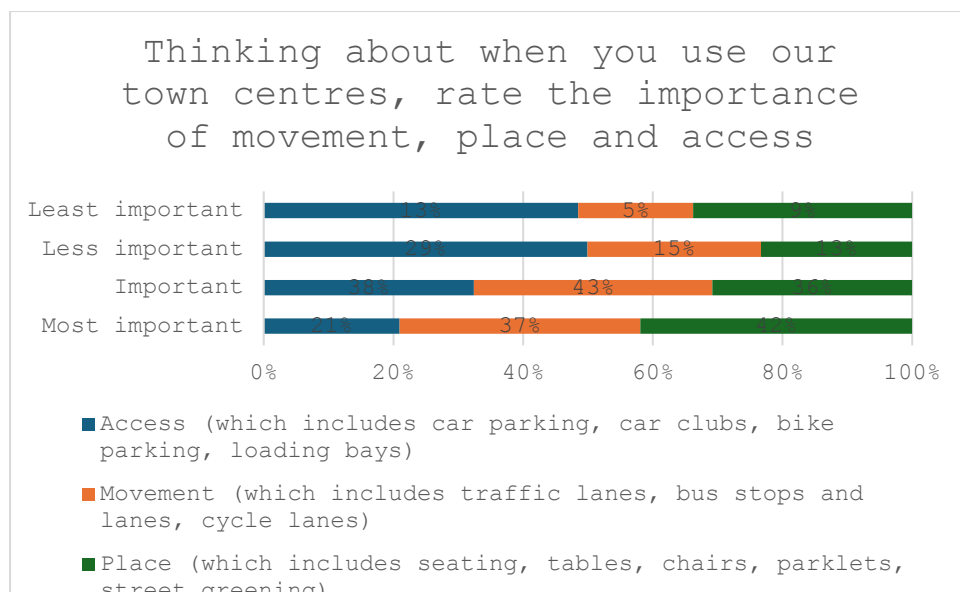
Key insights:

- The **top priority** is clearly **street trees and greening** (19.0%), showing strong support for more greenery in residential areas.
- Other notable priorities include:
 - **Parklets** (9.7%)
 - **Footway widening** (8.5%)
 - **Street lighting** (8.4%)
- Lower priorities include **loading bays**, **shared micromobility bays**, and **bus stops**.

The results suggest a strong preference for **green, walkable, and community-friendly kerbside environments** around the home, with less emphasis on vehicle-related infrastructure.

Question 5

The fifth survey question asked respondents to rate the importance of **Access**, **Movement**, and **Place** when using town centres, across four levels of importance: *Least important*, *Less important*, *Important*, and *Most important*.



Place was rated as the **most important** factor by the highest percentage (42%) of respondents. **Movement** was also highly valued, especially in the "Important" (43%) and "Most Important" (37%) categories. **Access** was considered important but peaks in the "Important" category (38%) and drops in "Most Important" (21%).

The results suggest that while all three elements matter, **creating attractive, usable public spaces (Place)** and **facilitating movement (Movement)** are seen as more critical than providing access (**Access**) for vehicles.

Consultation on drafting the Electric Vehicle Strategy

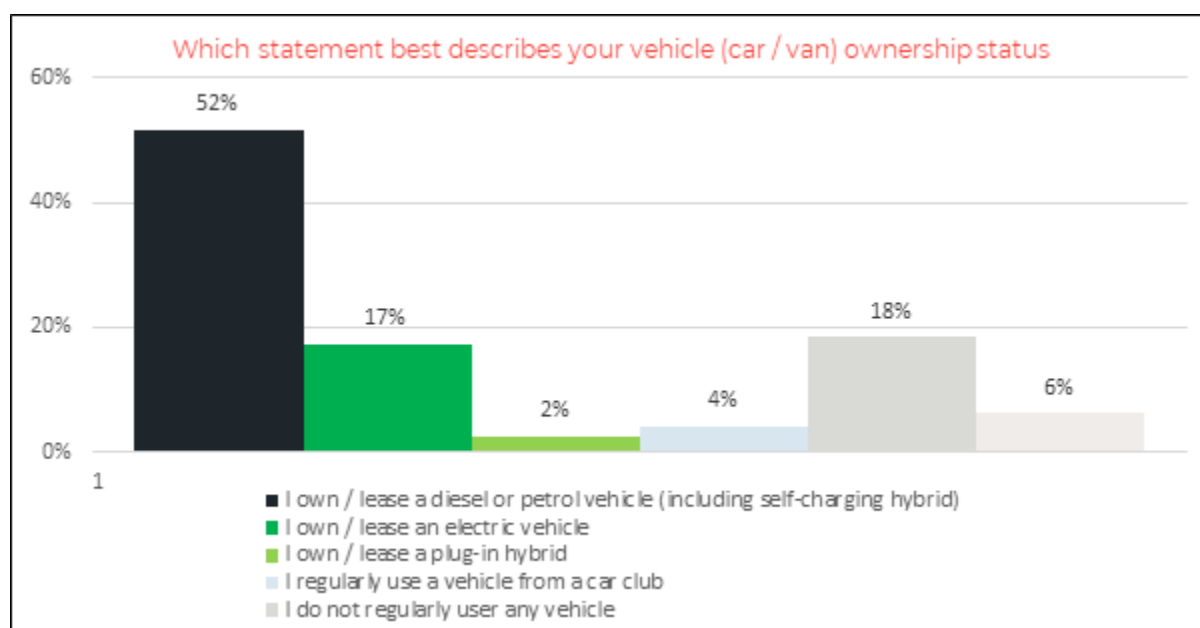
The consultation on drafting the Electric Vehicle Strategy focused on barriers to EV adoption and interventions to those barriers. The survey was open to all residents, regardless of whether they currently use an EV. A total of 376 survey responses were received.

Barriers to EV adoption

To understand barriers to EV adoption/use in Haringey, stakeholder consultation was carried out via a survey with residents. The barriers were grouped as social, technological and economic, and infrastructure barriers.

Question 1

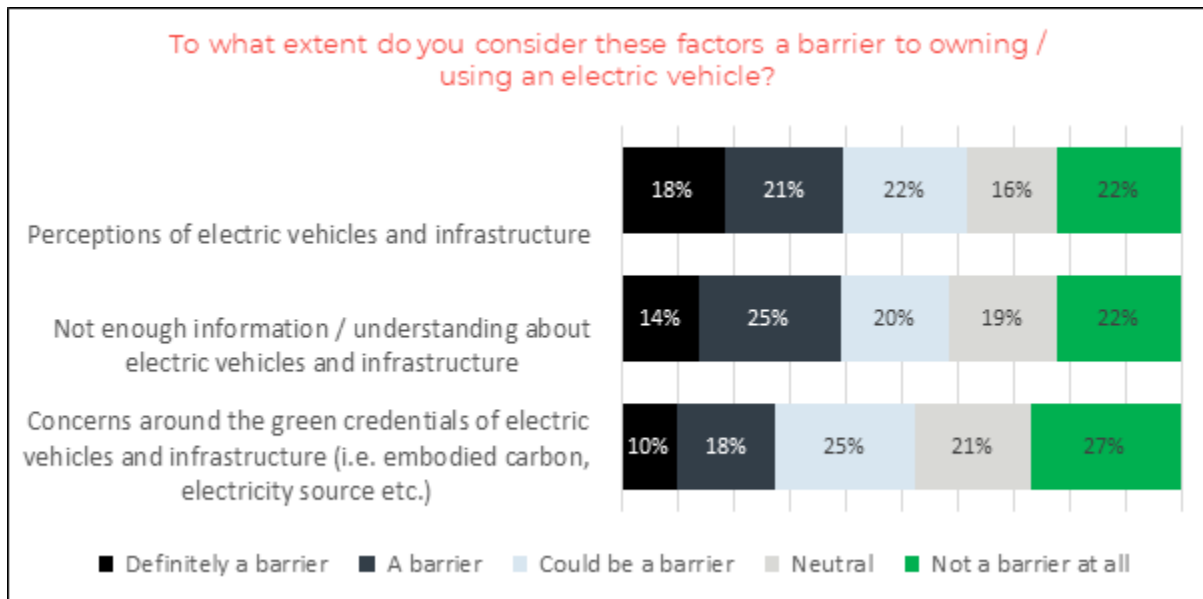
Respondents were initially asked to describe their vehicle ownership status.



About 52% of respondents currently own/lease a diesel or petrol vehicle, 17% own/lease an EV, and 18% do not have a vehicle.

Question 2

Respondents were asked to assess potential social barriers to EVs – “To what extent do you consider these factors a barrier to owning / using an electric vehicle?”.

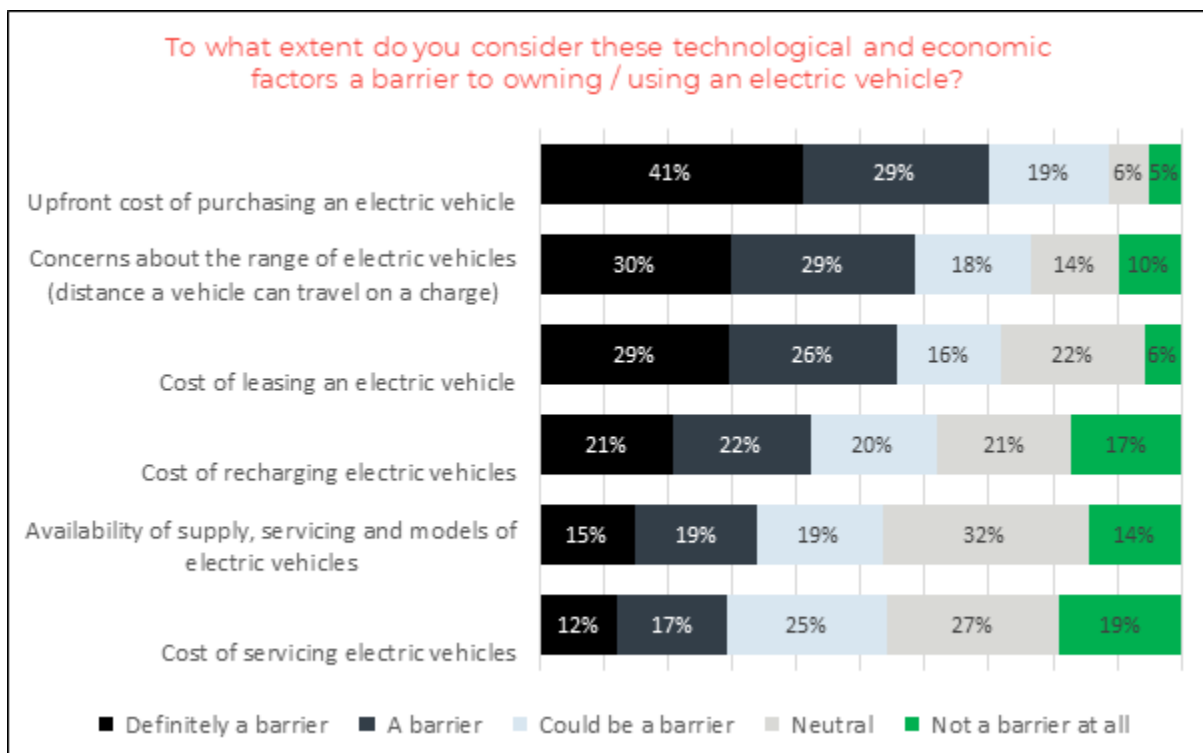


There was a fairly even distribution of survey answers, with no social factor appearing to be significantly more of a barrier than the others. Respondents were slightly less concerned about the green credentials of electric vehicles and infrastructure compared with general perceptions and lack of information.

This suggests that social/perception barriers are not a significant concern in the borough.

Question 3

Respondents were asked to assess potential technological / economic barriers to EVs – “To what extent do you consider these technological and economic factors a barrier to owning / using an electric vehicle?”.

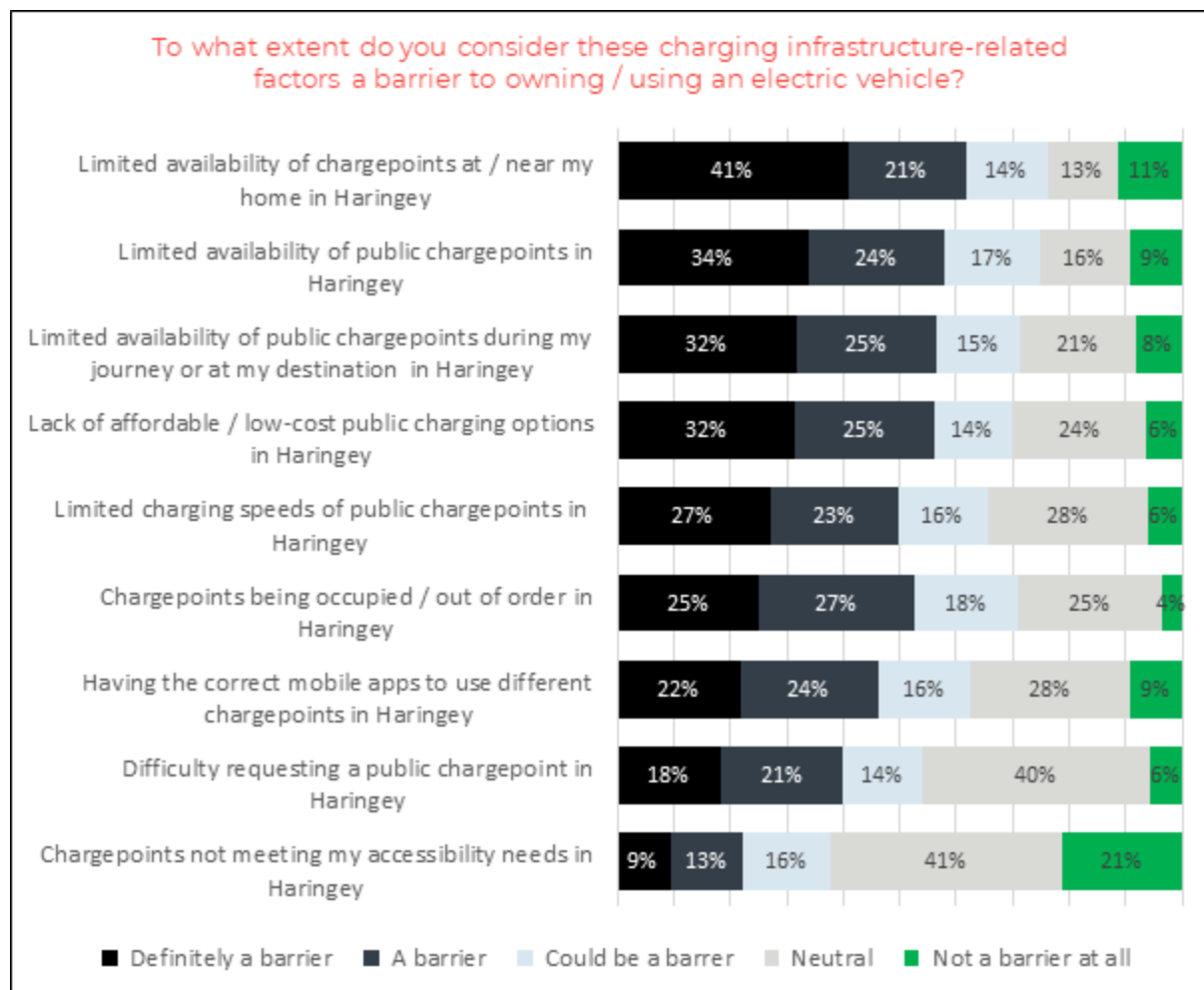


Responses to this question show that the upfront cost of purchasing an electric vehicle was perceived as the biggest barrier. Most respondents also selected the cost of leasing an electric vehicle as 'a barrier'/ 'definitely a barrier'. The cost of recharging was also identified as a barrier by 43% of respondents.

Barriers around availability and cost of servicing an EV appear to be less of a concern.

Question 4

Respondents were asked to assess potential infrastructure related barriers to EVs – “To what extent do you consider these technological and economic factors a barrier to owning / using an electric vehicle?”.



Factors related to charging infrastructure appear to be the most common perceived barriers across all the survey questions. Respondents were concerned about the availability of chargepoints, primarily close to their homes, but also at destinations and during the journey.

When considering responses from different vehicle owner groups, those who own a petrol/diesel vehicle were most likely to identify lack of chargepoints as 'definitely a barrier' (41%), compared with 33% of EV users. However, a large share of EV users identified lack of

chargepoints as 'a barrier' (36%). Those who do not currently own/lease a vehicle were more likely to be neutral.

Summary of barriers survey responses

The top perceived barriers for residents relating to EVs is the **availability of chargepoints** and the **upfront cost of owning an EV**. The perception of barriers did not vary largely between those who already use an EV and those who use petrol/diesel vehicles, but those who do not currently use a vehicle were more likely to be neutral across the board. Many of those currently using EVs rely on public chargepoints.

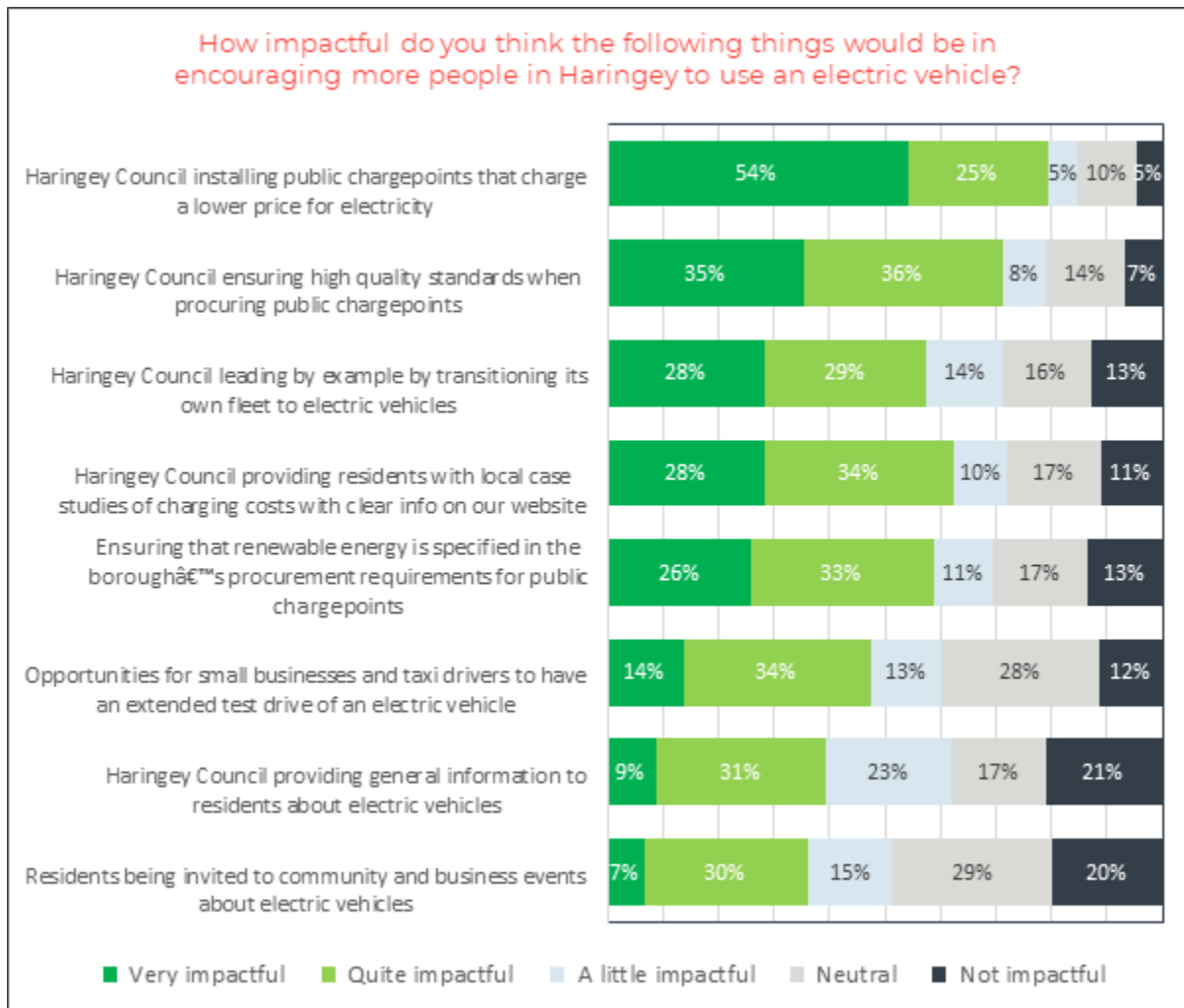
Social perceptions and barriers around maintenance and servicing were less of a concern for respondents.

Feedback on interventions from the survey

As part of the public consultation survey, respondents were asked for their feedback on how impactful different interventions would be on driving EV uptake in Haringey and at alleviating barriers. The interventions focus on actions Haringey Council could take.

Question 5

Respondents were asked to assess the impacts of actions the Council could take to encourage EV use – “How impactful do you think the following things would be in encouraging more people in Haringey to use an electric vehicle?”



The most impactful intervention according to respondents was to install chargepoints that charge a lower price for electricity. This aligns with earlier feedback in the survey that respondents are concerned about availability of costs and chargepoints. Providing clarity on information regarding charging costs was also considered to be impactful.

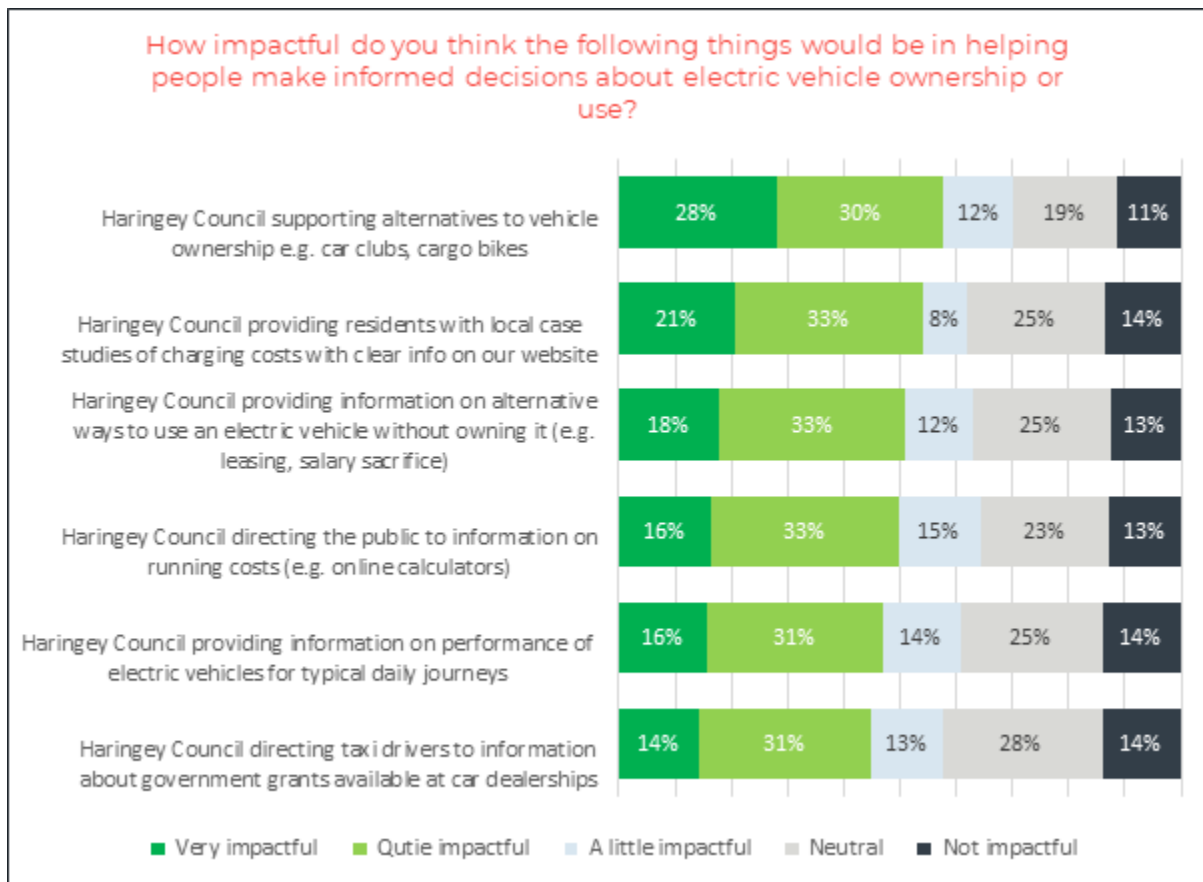
Ensuring that procurement specifies high quality standards from chargepoint operators is also considered to be one of the most impactful interventions.

Many respondents agreed that it would be very impactful for Haringey Council to transition our own fleet to EVs. This is an opportunity to lead by example and demonstrate that EV ownership is feasible. It could also increase the visibility of EVs and improve awareness for residents.

Fewer respondents saw the value in interventions that provide general information about EVs. This aligns with the finding that lack of information was not considered a barrier.

Question 6

The respondents were asked how we can help people make informed decisions about EV – *“How impactful do you think the following things would be in helping people make informed decisions about electric vehicle ownership or use?”*



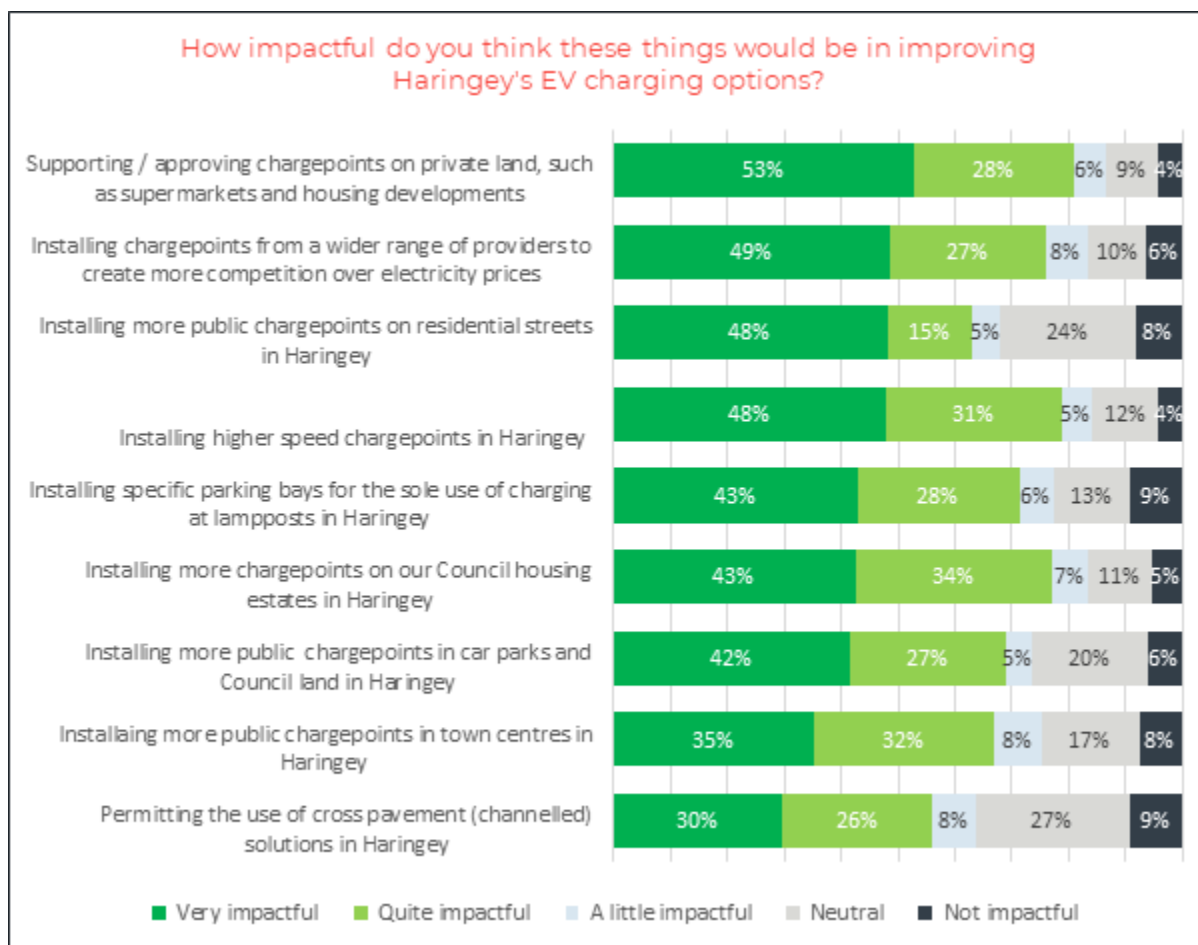
Respondents were generally receptive to all of the options presented in this question, with the option that Haringey provide alternatives options to vehicle ownership receiving the most positive response. The upfront cost of owning an EV was highlighted as one of the main barriers to EV uptake. Providing alternatives, such as car clubs, means that residents can utilise EVs without facing the costs of ownership, long term leasing, or servicing and maintenance.

It is also apparent in this question that the provision of information is considered less impactful at driving uptake.

Question 7

EV infrastructure was highlighted as a barrier to uptake. Respondents were also asked for their views on how different interventions could improve EV charging options in Haringey.

“How impactful do you think these things would be in improving Haringey's EV charging options?”



Respondents were again very responsive to many of the options suggested in this question. Many of the options are associated with where we can install chargepoints. The most popular option was to install chargepoints on private land like supermarkets. Very few respondents felt that the installation of more chargepoints would have no impact.

Respondents also felt that encouraging competitive pricing by installing chargepoints from a range of providers would be impactful, reflecting earlier sentiments that the cost of charging may be a barrier. The option to have specific parking bays for lamppost charging was slightly less popular. This could be due to competition over parking spaces in the borough.

Permitting the use of cross pavement solutions was considered to be the least effective.

Summary of intervention survey responses

The top perceived interventions for residents relating to EV uptake were for those that improve **affordability, accessibility, and convenience**. Top-rated measures included installing **low-cost public chargepoints**, supporting **chargepoints on private land**, and expanding **high-speed and residential street charging**. While information campaigns were seen as less effective, initiatives that offer **alternatives to ownership** – like car clubs – were relatively well supported. Overall, residents favoured **practical, infrastructure-focused solutions** over general awareness efforts.