

Report for: Cabinet Meeting 9th March 2021

Title: Parking Investment Plan (PIP)

Report authorised by: Stephen McDonnell, Director of Environment and Neighbourhoods

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Ward(s) affected: All

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

1 Describe the issue under consideration

- 1.1 Parking plays a dynamic role in the delivery of the Council's Transport Strategy and supports the delivery of Borough Plan objectives, as well as wider Council policies, by reducing congestion, making our roads safer, encouraging walking and cycling and improving air quality. Management of parking - including its change of use - plays a part in enabling communities and individuals to live better lives by accessing more opportunities, living in a better environment and having options that benefit the many.
- 1.2 The Council has agreed investment in parking from its capital budget including funding for projects identified as part of the parking transformation programme such as the review and roll-out of controlled parking zones (CPZs), and specific projects. The Council will also benefit from developer funding to undertake parking control changes. Budgets for specific works have also been secured, this includes £100k for the review of footway parking approved by Cabinet in December 2020^[1] as part of the £5.1m for 'Streetspace Plan projects' from Strategic Community Infrastructure Levy and a £200k budget agreed for disabled parking bay changes. This report sets out the proposed programme of works funded through a combination of budgets, including some estimated carried forward from 2020/21, the latter subject to Cabinet approval when it considers the draft outturn report. The funding to deliver the Parking Investment Plan is summarised below with more information provided in Appendix 1.

Capital Budget 2021/22

- Borough Parking Plan £321,000
- Footway parking review £100k (Streetspace Plan projects SCIL)
- Disabled Bays £200,000 and £274,000 estimated carry forward from 2020/21 subject to Cabinet's consideration of the draft outturn report.
- Parking Transformation: Weight Restriction CCTV cameras £200,000, funded from flexible capital receipts

^[1] <https://www.minutes.haringey.gov.uk/ielssueDetails.aspx?IId=71778&PlanId=0&Opt=3#AI66290>

- Parking Transformation: CPZ programme £277,000 estimated carry forward from 2020/21 subject to Cabinet's consideration of the draft outturn report.
- Parking Transformation: Contactless parking programme £84,200 estimated carry forward from 2020/21 subject to Cabinet's consideration of the draft outturn report.
- Parking Transformation: Moving Traffic Enforcement £100,000 estimated carry forward from 2020/21 subject to Cabinet's consideration of the draft outturn report.
- Developer funding: £287,000 for CPZs

2 Cabinet Member Introduction

- 2.1 The Council is committed to improving the quality of life for all residents in the borough. The effective management of parking makes a considerable contribution to this commitment by providing adequate parking facilities for those who require them and providing safer, less congested streets that encourage walking and cycling and improving the reliability of our public transport services.

3 Recommendations

- 3.1 It is recommended that Cabinet:
- a) Approves the Parking Investment Plan for 2021/22 financial year as set out in section 6 of the report, subject to the consultations not raising any significant or substantial issues; and
 - b) Gives delegated authority to the Head of Highways and Parking, consequential on the Parking Investment Plan:
 - To make decisions relating to scheme design and implementation;
 - To carry out consultation;
 - To consider representations received in response to consultation and to report significant or substantial concerns back to the relevant Cabinet Member; and
 - To make traffic management orders, where there are no valid objections.

4 Reasons for decisions

- 4.1 Parking matters to a wide range of stakeholders. Residents need sensible, safe and fair access to their homes, whether they are drivers or users of other forms of transport. For many residents, sustainable modes of transport will be the preferred option. It is therefore essential that the borough's controlled parking zones (CPZs) complement walking and cycling measures as well as improving public transport reliability.
- 4.2 For others, using the car is the only option to retain independence, necessary for work, to get around or to make busy and complex lives work. The approach to parking needs to balance all these demands so that residents feel we have given regard to their needs, whilst considering the Council's commitment through Haringey's Transport Strategy to increase journeys taken by walking and cycling, helping to improve air quality and the health and wellbeing of our residents.

- 4.3 Businesses require adequate loading provision for their servicing needs. Some also consider easy access to parking an important aspect to draw people into our town centres and shopping areas.
- 4.4 Parking is also considered important by partners, whether it is the emergency services and their need for quick access to situations, or cultural and arts organisations and their desire to attract audiences from outside as well as within Haringey.
- 4.5 However, the Council's Transport Strategy clearly identifies its vision for less reliance on the private car, especially for short journeys which can easily be undertaken (by most people) by walking, cycling and public transport.
- 4.6 A balance therefore needs to be struck to ensure modal shift and helping our town centres thrive, which is not just important for the businesses and organisations affected but also for the economic regeneration of an area. It is also important to consult with emergency services to ensure adequate access is provided for them.

5 Alternative options considered

- 5.1 The proposed programme prioritises new CPZs having considered residents' views. The review of existing CPZs is in line with the Controlled Parking Policy agreed by Cabinet in March 2020 and will address concerns raised by residents. This will also support the Council's modal shift aspirations.
- 5.2 The programme will also be consolidated to take account of schemes delayed due to the Covid-19 pandemic. Where possible, those schemes will now be implemented in the coming year, details of which are provided in Appendix 1.
- 5.3 Other programmes (such as removal of footway parking and provision of electric vehicle charging points and car club bays) will also help contribute towards supporting modal shift and use of less polluting vehicles. These measures will help increase walking and cycling, thereby reducing air pollution and help towards addressing the climate emergency.

6 Background Information

- 6.1 The proposed Parking Investment Programme includes:

Parking Transformation Programme:

- Consultation on new CPZs
- The review of existing CPZs
- Contactless payment project
- GIS map-based project for traffic orders

Other parking programmes:

- The introduction of Red Routes restrictions
- The removal of permitted footway parking
- The provision of disabled parking bays (which is also covered at length in a separate report – Disabled Parking Action Plan)

- The introduction of motorcycle bays
- The responsive service to deal with minor schemes

Parking Transformation Programme

- 6.2 The Council agreed an ambitious Parking Transformation Programme (PTP) in 2019 which involved several workstreams, including the accelerated roll-out of parking controls. Prior to the PTP, the demand for parking controls had increased, resulting in many residents waiting a considerable length of time for controls to be implemented in their area. Consequently, demand can now be better met and communities positively responded to when requesting new measures or asking for existing arrangements to be reviewed.
- 6.3 Other workstreams include the roll-out of moving traffic restrictions, including weight restrictions to ensure road safety. Moving traffic enforcement is carried out through CCTV cameras. There is a rolling programme of new camera installation, as well as the relocation of existing cameras where high levels of compliance have been achieved. This ensures the best use of resources and allows the Council to introduce measures in a relatively quick and efficient manner.
- 6.4 An extension in the hours of parking enforcement to deal with illegal parking associated with the night-time economy is to be implemented. Enforcement currently ends at 10pm, even though many parking restrictions operate beyond that, meaning that the level of illegal parking in town centres, with associated noise nuisance, needs to be managed. The hours of control for enforcement will be extended over the coming year, as the economy recovers from the global pandemic.

Controlled parking zones

- 6.5 The areas proposed for consultation on new CPZ arrangements were selected following demand from residents supported by Ward Councillors who play a key role in CPZ implementation.
- 6.6 The CPZ programme (Appendix 1, Tables 1 to 2) has been developed in response to concerns raised by residents regarding existing zones, where it is felt that arrangements no longer meet local needs. There are three existing CPZs to be reviewed and two new areas to be considered under parking controls in the 2021/22 programme.
- 6.7 In addition, there are 12 existing CPZs currently being reviewed and three new CPZs being considered in the last quarter of 2020/21 which will continue into 2021/22.
- 6.8 There is also a reserve list (Appendix 1, Table 3) proposed to provide flexibility, should in-year funding be secured or if costs associated with planned schemes are lower than anticipated following consultation.

GIS map-based project for traffic orders

- 6.9 The Parking Transformation Programme included a move to GIS map-based traffic orders. The aim is to modernise and improve the overall management of the statutory process associated with the implementation and ongoing management of parking and traffic orders. The work is currently ongoing with a

view that all permanent, experimental and temporary orders will be moved to a map-based system by the end of 2021.

Parking Management IT system

- 6.10 The implementation of the new parking IT system is currently under way. The implementation includes three stages with new modules coming on line at various stages. This system will introduce many improvements, giving residents and other stakeholders greater control over their parking arrangements as well as improving the efficiency of the service.

Contactless parking payment offer

- 6.11 The introduction of contactless payment will increase options for motorists using stop and shop parking facilities and in public car parks.
- 6.12 At present, payment may be made by phone or app. It is the intention to offer greater choice of payment methods, especially benefitting those who do not carry a mobile phone or are less able to use apps. There are 104 payment terminals being planned for roll-out in 2 phases across the borough. The first phase involves 60 terminals for which roll-out has commenced, and the expectation is that these will all be on the street, ready to be used, by April 2021. The remaining 44 terminals will be rolled out once phase 1 is completed. This programme may be extended, subject to uptake of those payment facilities and overall demand. The proposed locations and number of terminals is attached as Appendix 1, Tables 7 and 8.

Other Parking Programmes

Removal of footway parking

- 6.13 The Council has allocated Streetspace Plan capital funding to improve walking conditions by removing permitted footway parking. There is a considerable amount of permitted footway parking across the borough, with many locations restricting pedestrian access especially for those using a wheelchair or buggies/pushchairs. Footway parking contributes towards an unpleasant walking environment and there is a national shift for it to be removed^[1] due to the impact it has upon our aging population and those with reduced mobility.
- 6.14 There are 86 roads within existing CPZs, and 15 roads outside of CPZs that have various levels of footway parking.
- 6.15 The Council acknowledges that there may be differing views on the benefits of removing this parking. Department for Transport (DfT) Inclusive Mobility advises a minimum width of clear footway space of 2m (taking account of street furniture like lamp columns) to allow two people to pass each other comfortably; where it is not possible then a minimum width of 1.5m should be provided.
- 6.16 It is important to consider the locations when assessing whether the parking should be retained or removed. There may be locations where the widths may meet the minimum standard but, if it carries high pedestrian flow, then pedestrian comfort levels may not be met. This is an important factor as it may dissuade

^[1] [Pavement parking: options for change - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/pavement-parking-options-for-change)

some people from walking. Safety is also an important consideration as car doors opening into the footway would potentially restrict pedestrian movement even further and can be a safety risk if the door is suddenly opened just when someone is walking past. The Council therefore proposes to adopt a criterion such that parking on footways with clear widths of less than 1.5m wide (short sections of 1.2m may be acceptable depending on location) will be considered for removal. All proposals will be subject to formal consultation with residents.

- 6.17 To make the best use of resources, footway parking in 46 roads will be reviewed as part of the planned CPZ review programme. Arrangements for the remaining 55 roads (40 roads within CPZ and 15 within an uncontrolled street not part of CPZ programme for 2021/22) will be reviewed as part of a dedicated programme. See Appendix 2, Tables 5 and 6 for details of locations.

Provision of disabled parking bays

- 6.18 Full detail on the provision of parking for the disabled is provided in the Disabled Parking Action Plan report which is on the same Cabinet agenda as this report.

Red Routes projects

- 6.19 Red Route restrictions are proposed to address illegal parking due to extreme parking pressures and associated anti-social and safety issues in two areas. Historically, these restrictions have solely been used by TfL to manage the strategic road network but are being introduced on a small scale by some London Boroughs. Those powers prohibit parking and allow enforcement by CCTV cameras. The use of these restrictions is being piloted to assess their value in addressing extreme local issues that cannot be effectively managed through on-street enforcement. For 2021/22, Clarendon Road in Noel Park Ward and West Road in Northumberland Park Ward will be reviewed, as set out in Appendix 1, Table 4.

Minor Improvements Programme

- 6.20 The Council will also continue the responsive service, supported by funding to ensure that the parking infrastructure is maintained to a high standard. Requests for doctors parking bays and motorcycle parking bays are considered upon request. There has been an increase in demand for motorcycle parking from the hospitality sector and other businesses and this has accelerated during the pandemic. We will continue to support this demand especially in our local high streets and shopping areas to help get the economy back up and running. Minor improvements will also be progressed in response to complaints or service requests, for example, additional double yellow lines to allow access or improve visibility around junctions or changes to parking bays to suit local requirements.

Other programmes not on the public highway

- 6.21 Supporting the roll-out of new parking arrangements on Homes for Haringey (HfH) estates will be the insourcing of their parking enforcement into the Council's wider parking enforcement team. This will introduce many benefits including more consistency in parking arrangements/enforcement across the borough.

Impact of car-free developments

- 6.22 Alongside the positive outcomes of car free and car-capped developments for sustainable travel, there are some growing concerns and complaints about car use associated with car-free developments. Planning policy restricts residents of

car-free developments purchasing residential parking permits, but they may purchase visitors permits. Whilst visitor permits are intended to allow residents to receive visitors, there is growing concern that those permits are being used for residential parking purposes. This undermines planning and transport policy by increasing parking pressures in busy roads. Work is being undertaken to understand the scale of the problem and identify potential solutions.

7 Contribution to strategic outcomes

7.1 The Parking Investment Plan supports three themes within the Borough Plan 2019-2023 – People, Place and Economy.

7.2 **People Theme:** Our vision is a Haringey where strong families, strong networks and strong communities nurture all residents to live well and achieve their potential. A shift to sustainable modes of transport including walking and cycling will contribute to specific Outcomes within this theme including:

- Ensuring children have the best start in life e.g. less pollution and better air quality and improved road safety.
- All children in the borough will be happy and healthy as they grow up e.g. less pollution and better air quality and improved road safety.
- All adults are able to live healthy and fulfilling lives, with dignity, staying active and connected in their communities e.g. prioritised parking for local residents and their visitors, accessible junctions to promote walking and cycling. Dedicated disabled parking bays for residents who need them.

7.3 **Place Theme:** A place with strong, resilient & connected communities where people can lead active and healthy lives in an environment that is safe, clean and green. The Parking Investment Plan will contribute to specific Outcomes within this theme including:

- A healthier, active and greener place e.g. discouraging private car use promoting active travel benefiting the environment and health and wellbeing.
- A cleaner, accessible and attractive place e.g. better managed parking leading to more attractive streetscape, with improved accessibility for pedestrians.

7.4 **Economy Theme;** Our vision is for a growing economy that provides opportunities for all our residents and supports our businesses to thrive. The Parking Investment Plan and Vision will contribute to specific Outcomes within this theme including:

- A growing economy and thriving local businesses, supported by a community wealth building approach, e.g. loading provision to meet servicing needs for businesses and stop and shop facilities outside local high streets and near town centres enabling access especially for disabled users.

8 Statutory Officers' comments

8.1 Comments of the Chief Financial Officer

8.1.1 This report sets out the expenditure for the 2021/22 Parking Investment Plan detailing all of the parking related activities and the various funding streams that have been confirmed within the Council's approved Capital Programme.

8.1.2 Council, at its budget setting meeting of the 1st March 2021, agreed the following schemes for inclusion within the capital programme.

8.1.3 The table below outlines the investment plan and funding allocation for 2021/22. It should be noted that the table includes an estimated carry forward resources from 2020/21. This will be confirmed when the Cabinet considers the draft outturn report.

Parking Investment Plan	LBH CP	Flexible Use CR	SCIL	S106	Confirmed Funding	Estimated C/Fwd	Estimated Total
	£,000	£,000	£,000	£,000	£,000	£,000	£,000
Borough Parking Plan	321				321	190	511
Footway parking review			100		100		100
Disabled Bays	200				200	274	474
Parking Transformation: Weight Restriction CCTV cameras		200			200		200
Parking Transformation: CPZ programme funding					-	277	277
Parking Transformation: Contactless parking programme					-	84	84
Parking Transformation: Moving Traffic Enforcement					-	100	100
Developer funding for CPZs				287	287		287
Total	521	200	100	286	1,107	925	2,032

8.2 Comments of the Head of Legal and Governance

8.2.1 The Head of Legal & Governance has been consulted on the preparation of this report and comments as follows.

8.2.2 The Council, as the traffic authority for the borough, has an obligation to secure the safe movement of traffic including pedestrians and the provision of suitable and adequate parking facilities.

8.2.3 This report seeks approval for the works programme for parking on the public highway for the financial year 2021/22 to secure that safe movement of traffic/pedestrians and provision of parking facilities which is a decision that Cabinet can take in accordance with the Council's Constitution.

8.3 Equalities Comments

8.3.1 The Council has a Public Sector Equality Duty 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 those protected characteristics and people who do not
 - Foster good relations between people who share those characteristics and people who do not.
- 8.3.2 The three parts of the duty applies 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.
- 8.3.3 The proposed plan is likely to have positive impacts on some of the protected characteristics whilst there may be some negative impacts on some protected characteristics and on non-protected characteristics. As individual schemes within the plan are developed and where appropriate public or statutory consultation undertaken, the full impacts of the scheme will at that point be better understood including the need to need to foster good relations between people who share those characteristics and people who do not. This is an important factor given the potentially significant differences between demographics for specific areas and the resulting impact on protected groups.
- 8.3.4 Feedback from consultations on individual schemes will be taken into account to ensure that we are considering perspectives of all individuals affected by works, including protected groups, to ensure that the Council is upholding its obligations under the Public Sector Equality Duty. Any adjustments including requirement of an Equality Impact Assessment (EQIA) on an individual workstream or scheme within it will be considered at that point and on a case-by-case basis.
- 8.3.5 This is on the basis that the decision being sought is essentially a gateway for individual decisions, albeit delegated, to then be taken on specific CPZ, Red Route and footway parking works if/when the specific locations have been decided upon. This is also based on the fact that a number of the strands of work set out in the report have already been commenced and should have had equalities considerations taken into account at the stage of approval. Further analysis on the likely impacts is provided in Appendix 3.

9 Use of Appendices

Appendix 1 Investment Delivery Programme 2021/22

Appendix 2 Consultation

Appendix 3 Further equality analysis

10 Local Government (Access to Information) Act 1985

- Haringey Transport Strategy
- Borough Plan
- Controlled Parking Policy

Appendix 1 – Investment Delivery Programme 2021/22

Table 1: CPZ programme for 2021/22 part of £321,000 total budget for Borough Parking Plan) and £12.6k developer funding.

Scheme Name or Location	Last Reviewed	Ward
Hornsey South Review / Operations hours	2015	Hornsey
Green Lanes B CPZ Review Operations hours	2008	Haringey, St Ann's
Green Lanes A CPZ Review Operations hours	2000	Haringey, St Ann's
Muswell Hill South	New Area	Muswell Hill
Muswell Hill West Extension	New Area	Muswell Hill

Table 2: CPZ projects from 2020/21 £277,000 estimated carry forward into 2021/22 and £273.9k developer funding

Scheme Name or Location	Last Reviewed	Ward
Tottenham Hale North Event Day CPZ Review	2018	Northumberland Park
TED Review (Tottenham West)	2015	Northumberland Park, Tottenham Hale & White Hart Lane
Crouch End 'B' Review	2011	Crouch End
Crouch End 'A' Review	2011	Crouch End, Muswell Hill, Stroud Green & Hornsey
Alexandra Palace West CPZ	New Scheme	Alexandra
Seven Sisters CPZ Review	2007	Tottenham Green
Finsbury Park CPZ Review	2011	Stroud Green
Finsbury Park CPZ B Review	2011	Stroud Green

Appendix 1 – Investment Delivery Programme 2021/22

Scheme Name or Location	Last Reviewed	Ward
Finsbury Park CPZ C Review	2011	Stroud Green
Wood Green Inner & Outer CPZ Review	2016	Woodside, Noel Park, Haringey, West Green, St Ann's, Alexandra, Bounds Green
Review of Hornsey North CPZ area including a review of Hornsey High Street	2017	Hornsey & Muswell Hill
White Hart Lane CPZ Review	2018	White Hart Lane
Fortis Green North CPZ	New Scheme	Fortis Green
Muswell Hill West CPZ	New Scheme	Fortis Green, Muswell Hill

Table 3: Reserve CPZ programme 2021/22

Scheme Name or Location	Last Reviewed	Ward
Tottenham North CPZ Review	2015	Northumberland Park
Bruce Castle CPZ Review to Extend into Tottenham West	2018	Northumberland Park
St Lukes	2018	Fortis Green & Muswell Hill
Stroud Green	2011	Stroud Green
Woodside New CPZ Area	N/A	Muswell Hill

Table 4: Red Routes programme for 2021/22 from £321,000 total budget for Borough Parking Plan)

Location	Ward
Clarendon Road	Noel Park
West Road	Northumberland Park

Table 5: Footway parking review to be included within 2021/22 CPZ programme

CPZ Names	Number of roads with footway parking
Crouch End - CEA	6
Green Lanes A	1
Green Lanes B	7
Hornsey South	3
Seven Sisters CPZ	3
St Ann's	2
White Hart Lane	12
Wood Green Inner	2
Wood Green Outer	10
Total	46

Table 6: Footway parking review to be considered separately as locations not within 2021/22 CPZ programme (Streetspace Plan capital funding £100k from £5.1m total budget)

CPZ Name	Number of roads with footway parking
Alexandra Palace CPZ	2
Bounds Green East CPZ	1
Bruce Grove North (BGN)	4
Highgate HGA CPZ	1
Highgate Station (HG STA)	1
Seven Sisters South CPZ	2
South Tottenham	2
St Lukes's CPZ	1
Stroud Green - SG	1
The Hale	2
Tottenham Event Day CPZ	16
Tottenham North CPZ	1
Tower Gardens Event Day CPZ (TGED)	5
Woodside West	1
UN-01	3
UN-04	1
UN-07	2
UN-08	6
UN-09	1

Appendix 1 – Investment Delivery Programme 2021/22

UN-14	2
Total	55

Table 7: Contactless parking programme funded through £84,200 estimated carry forward from 2020/21 to 2021/22 (£294k total for 2020/21 and 2021/22)
Phase 1

Location	Ward	No Units
West Green Road	St Ann's & Harringay	8
Wood Green Town Centre, including Turnpike Lane	Noel Park, Harringay & Woodside	22
Muswell Hill Broadway	Fortis Green & Muswell Hill	12
Crouch End		
Fortis Green Road		
Hornsey High Street	Hornsey	5
Tottenham High Road	Northumberland Park / Bruce Grove	2
Summerland Car Park	Muswell Hill	4
Crouch Hall Road Car Park	Crouch End	2
Woodstock Rd	Finsbury Park	1
Perth Rd	Finsbury Park	1
Princes Avenue	Muswell Hill	1
Bury Road Car Park	Noel Park	2
Total Units		60

Table 8: Contactless parking programme - Phase 2

Location	Ward	No Units
Westerfield Road Car Park	Tottenham Green	2
Garmen Road Car Park	Northumberland Park	2
Love Lane, Moselle Street, William Street, Whitehall street	Northumberland Park	3
Turnant Road	White Hart Lane	1
Upper Tollington Park, & Perth Road	Stroud Green	4
Lyndhurst Road and Myddleton Road	Woodside and Bounds Green	5
Tottenham High Road	Bruce Grove & Northumberland Park	9
Stoneleigh Road Car Parks (A, B & C)	Tottenham Hale	5
Highgate High Street	Highgate	2
Hawke Park Road, Whymark Avenue	Noel Park	3
Gathorne Road	Woodside	1

Appendix 1 – Investment Delivery Programme 2021/22

Fairfax Road and Falkland Road	Harringay	3
Acacia Road N22	Woodside	1
Tynemouth Road	Tottenham Green	1
Park Lane	Tottenham Hale	1
Princes Avenue	Muswell Hill	1
Total Units		44

Appendix 2 – Consultation

The various highways and traffic schemes developed through this works plan will be the subject of further consultation/ notification. The level of consultation/ notification will depend on the impact of the scheme on the local community. The three consultation/notification types are:

- Notification of works (All works) – residents and businesses of affected roads will be notified by letter drop on approval of the Parking Investment Plan. In addition, they will be notified by letter drop and any other appropriate media 3 weeks in advance of work commencing.
- Statutory notification - the public will be notified of the Council's intention regarding proposals through advertisements placed in the local press and on site. Residents and businesses of the affected roads will also be notified by letter drop. The notification will provide full details of the scheme and a commencement date for construction. Resident, traders and other interested parties will have the opportunity to approve/object to these proposals and these considerations will be taken into account before implementing the scheme.
- Full consultation – any high-profile schemes will be subject to full consultation which may include public events (where possible) and formal consultation questionnaires.

The Table below sets out the consultation process by scheme.

Scheme Name / Location.	Consultation Type		
	Notification	Statutory Notification	Full Consultation
Controlled Parking Zones			✓
Red Routes			✓
Removal of Footway Parking			✓
EVCP bays		✓	
Disabled parking bays		✓	
Minor improvements		✓	

Appendix 3 – Further equality analysis

Key equalities implications for proposed new workstreams that may have a disproportionate impact on individuals from protected groups are considered below.

Controlled parking zones

The proposal to consider introducing new CPZs, or reviewing controls to an existing CPZ, is likely to have a positive impact on residents of the CPZs, whether they share a protected characteristic or not. This is especially important in areas where parking pressures are high, allowing residents to have a chance of finding parking closer to their homes. Groups who may have greater reliance on travel by car (eg people with disabilities, older people, or parents with childcare commitments) may be disproportionately benefited by greater availability of parking in the vicinity of their homes. However, it is recognised that individuals from the same groups who may seek parking for non-residential purposes in these areas (eg as visitors or to use local amenities) may be negatively impacted by a resulting loss of non-residential parking. Disabled motorists who do not hold a Blue Badge may also be negatively impacted, as they will be unable to use residential parking or other general disabled parking bays.

However, the negative impacts are anticipated to be outweighed by the need to ensure that parking in the borough is carefully monitored and is available for use by those who need it the most in the specific area. The proposed decision therefore represents a proportionate means of achieving a legitimate aim. Schemes will also be individually planned and delivered in such a way as to minimise negative impacts that may arise, including careful consideration of equalities implications as part of the process.

Contactless parking payment offer

The proposed roll-out of contactless payment for parking will offer greater choice of payment methods, especially benefitting those who do not carry a mobile phone or are less able to use mobile apps. This is likely to benefit those who are digitally excluded, including older people and individuals from lower income households (among whom those from BAME backgrounds are overrepresented), who may be less able to download and use mobile apps. The proposed measure therefore advances equality of opportunity by meeting needs of individuals from these protected groups.

Removal of footway parking

Footway parking contributes towards an unpleasant walking environment and there is a national shift for it to be removed due to the impact it has upon our aging population and those with reduced mobility. The proposal to undertake works which will remove this parking will likely have a positive impact on protected groups by providing more space when using pavements, such as families with young children or disabled individuals, especially those using wheelchairs or who have reduced mobility. Removal of footway parking will make pedestrian routes more accessible, leading to greater use of walkways by all residents and visitors and advancing opportunities for individuals from protected groups to use these spaces freely.

Appendix 3 – Further equality analysis

It is acknowledged that this measure may have a negative impact on those who are known to rely more heavily on travel by car, such as families with young children or disabled drivers, who may be impacted by the loss of parking. There will be parking provision nearby, but individuals may have to walk longer to access these. Other mitigation measures for disabled drivers, such as relocating disabled parking bays to positions as close as possible to the area where bays are being removed, or retaining them on the footway, will be considered on a scheme-by-scheme basis. Overall, the proposed decision represents a proportionate means of achieving a legitimate aim.

Provision of disabled parking bays

Improvements in our disabled parking provision, including upgrades to disabled parking bay sizes and extension of our disabled parking infrastructure, are set out in the separate Disabled Parking Action Plan report. A separate EQIA and detailed equalities comments have been prepared in relation to these proposals.

Red Routes projects

The proposed decision is to consider introducing Red Route restrictions in areas with known issues around illegal parking, antisocial behaviour and safety. The proposals, if taken forward, will help improve road safety as we are addressing antisocial practices, benefiting all residents. In particular, they will have a disproportionately beneficial impact on individuals in the Noel Park and Northumberland Park Wards, which both have rates of crime above the borough and London averages, and have higher numbers of individuals from lower-income households (among whom BAME groups are overrepresented). The proposed decision to consider introducing Red Route restrictions may therefore advance equality of opportunity by meeting the needs of these groups to address crime and antisocial behaviour in the area.

The benefits of introducing restrictions which prevent illegal parking and improve safety in the area are likely to outweigh the negative impacts of the loss of existing parking in the area, and therefore represent a proportionate means of achieving a legitimate aim. It is proposed that as schemes are developed the impact of these will be assessed on a case-by-case basis. Where these are found to be substantial in nature and require more detailed consideration, an EQIA will be prepared.

Minor Improvements Programme

A range of improvements are proposed, from provision of double-yellow lines around street corners, to providing dedicated parking bays for doctors and for motorcyclists. Provision of double yellow lines around street corners helps stop parking where pedestrians are very likely to cross. This has a positive impact on all pedestrians, including those from protected groups, advancing equality of opportunity for them.

It is anticipated that the provision of dedicated parking for doctors, or for motor cycles, is likely to involve the loss of residents' parking bays, which may disproportionately impact on protected groups who are more likely to rely on travel by car as previously discussed. However, this negative impact is outweighed by the need to achieve modal shift encouraging people from outside the area to walk, cycle

or use public transport while ensuring that medical professionals and other vehicle users are provided with adequate parking provision, therefore representing a proportionate means of achieving a legitimate aim. Equalities considerations for

Appendix 3 – Further equality analysis

individual schemes will also be considered at the time of works being planned to understand the implications for affected groups and to plan for delivery in such a way as to minimise negative impacts that may arise.

Other programmes not on the public highway

It is proposed that as schemes are developed the impact of these will be assessed on a case-by-case basis. Where these are found to be substantial in nature and require more detailed consideration, an EQIA will be prepared.

Impact of car-free developments

Planning policy restricts residents of car-free developments purchasing residential parking permits, but they may purchase visitors permits. The negative impact on those residents' who live in these developments are outweighed by the need to achieve modal shift encouraging people from outside the area to walk, cycle or use public transport. Blue badge owners can park in disabled bays provided within these developments and in the surrounding road network in residential parking bays.

Summary

The aim of the Parking Investment Plan is to manage parking including its change of use to encourage a shift to more sustainable modes of transport, thereby delivering improvements to the health of Haringey residents. The Investment Plan will result in improved air quality, greater road safety, and easier parking in residential areas for people who rely on private car use for reasons relating to care needs or responsibilities or reduced mobility.

Improvements in air quality are likely to benefit older people, younger people, those with disabilities and/or long-term health conditions, and BAME communities who are overrepresented among residents of areas with high levels of air pollution. Greater road safety is likely to benefit young people and residents with disabilities and/or health conditions. Easier residential parking is likely to benefit women, people with disabilities and/or long-term health conditions, pregnant women, and mothers of young children.

The decisions sought also relate to Haringey Council's Transport Strategy, which was approved by Cabinet in March 2018 and was accompanied by an EQIA.