

Report for: Cabinet – 8 March 2022

Title: Parking Investment Plan

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

Lead Officer: Ann Cunningham, Head of Highways and Parking
0208 489 1355, Ann.Cunningham@haringey.gov.uk

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. 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. This includes funding for projects identified as part of the parking transformation programme such as the review and roll-out of controlled parking zones (CPZs), and other specific projects. The Council will also benefit from developer funding to undertake parking control changes. Budgets for specific works have also been secured (which includes £100k for the review of footway parking) as part of the £5.1m for 'Streetspace Plan projects' from the Strategic Community Infrastructure Levy.
- 1.3 This report sets out the proposed programme of works funded through a combination of budgets, including some estimated carried forward from 2021/22. The funding to deliver the Parking Investment Plan is summarised below with more information provided in Appendix 1.

Capital Budget 2022/23

- Borough Parking Plan £321k
- Footway parking review £100k (Streetspace Plan projects SCIL)
- Parking Transformation: CPZ programme £172k estimated carry forward from 2021/22
- Developer funding: £287k for CPZs (including an estimated carry forward from 2021/22 of £37k)

2 Cabinet Member Introduction

- 2.1 Parking policies can play a major role in shaping a neighbourhood and how our public realm is used. This paper highlights a range of actions we are undertaking to make positive changes to our borough.
- 2.2 Pedestrians, disabled people and those with mobility needs are at the heart of our policy making process and reflected in this paper.
- 2.3 We have already started an ambitious programme of work tackling pavement parking in the borough. A robust assessment of all pavement parking has been undertaken and we are now ready to start engagement with our residents to co-produce solutions looking at a range of options bespoke to local areas that put pedestrians first.
- 2.4 Working with disability groups and the police, we have continued our determination to reduce Blue Badge theft and fraud. Since the introduction of our free virtual disability permit, over 1000 Blue Badge holders have already increased the protection of their Blue Badges. We will increase take-up through more engagement and encouragement with our partner organisations.
- 2.5 Disabled residents feel it is deeply unjust that they are having to pay for replacement Blue Badges when they are stolen. Victims are already burdened with costs to repair of their vehicles. As requested, we will scrap the replacement fee for all residents who have their Blue Badge stolen.
- 2.6 We have listened to our residents about the limitations to our current parking offer for those receiving care at home. This paper commits us to co-producing a parking solution with residents who receive care at home that is conducive to their complex needs and removes any charges. Residents receiving care at home should not be financially penalised by needing to purchase carer and visitor permits.
- 2.7 Our parking enforcement service on residential streets continues to be in high demand, we will continue to engage all residents about the parking control measures (CPZs) we can offer. We are piloting the use of Red Routes that we can now implement due to recent changes in the law to combat parking concerns raised by residents. Should this be successful, we will work with residents to identify other parts of the borough to roll out this restriction.
- 2.8 We are continuing to roll out disabled parking improvements to our residents, giving them the choice of dedicated bays and expansion of the sizes of their bays, sending a clear message that they have priority over our parking spaces.
- 2.9 We have listened to residents living around 'car-free-developments' and the adverse impact of parking pressures on existing residential roads. This paper agrees to a review on 'car-free developments' to put in place changes to strengthen the intention of this policy.
- 2.10 Following a successful solution found with families of disabled children in Lawrence Road, we are now working closely with our SEND service to ensure we have fully provided parking for disabled children, especially for those who require

school transport which requires safe parking. We will also redesign the criteria used by the Planning Service to ensure parking for disabled residents is conducive to disabled people's needs.

- 2.11 This report describes how we will meet our strategic vision to use parking to place-shape our neighbourhoods and change policies that improve lives of disabled people and those with long-term health conditions.
- 2.12 It demonstrates that we have listened to our residents on the changes that they want to see and, once agreed, we will co-produce how this will be implemented.

3 Recommendations

Cabinet is asked:

- 3.1 To agree the Parking Investment Plan for the 2022/23 financial year, as set out in section 6 of the report, subject to the consultations not raising any significant or substantial issues: and
- 3.2 With regard to parking investment issues, to give delegated authority to the Head of Highways and Parking:
 - (i) To make decisions relating to scheme design and implementation;
 - (ii) To carry out consultations in accordance with Appendix 2 attached to this report and report any significant or substantial objections or concerns raised to the Cabinet Member for Customer Service, Welfare and the Public Realm; and
 - (iii) To make traffic management orders, having had due regard to any prior consultation, to give effect to those schemes.
- 3.3 To agree the waiver of the £10 administration fee for the replacement of stolen Blue Badges from 1 April 2022.
- 3.4 To agree to the development of a redesigned parking permit offer for residents being cared for in their homes.
- 3.5 To agree to the review of parking permit arrangements for car-free developments to strengthen associated policies.
- 3.6 To agree the need to redefine relevant policies to ensure a consistent understanding of disabled parking needs and their application, thereby ensuring that access to specialised transport meets the complex needs of disabled children and their carers.

4 Reasons for decisions

4.1 Parking policies play a major role in shaping neighbourhoods and how our public realm is used. 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.

4.2 Proposals in this report will:

- Ensure that residents with additional and complex needs have barriers (caused by current policies) removed.
- Co-produce parking control solutions with residents to reduce commuter parking, excessive visitor parking or parking pressures potentially caused by new developments in their neighbourhoods.
- Support innovation in the use of various traffic restraint measures for example Red Routes, to improve road safety.
- Ensure pedestrians and wheelchair users have priority use of our footways by removal of parking which encroaches on their right of way.
- Use our powers to protect Blue Badge holders from theft and fraud.

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.

5.1 The programme will also be consolidated to take account of schemes delayed further due to the ongoing Covid-19 pandemic. Where possible, those schemes will now be progressed in the coming year, details of which are provided in Appendix 1.

5.2 Other programmes (such as review of footway parking, 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:

- Consultation on new CPZs
- The review of existing CPZs
- The introduction of Red Route restrictions
- The review of permitted footway parking
- The provision and lengthening of disabled parking bays
- The introduction of motorcycle bays
- The responsive service to deal with minor changes to parking arrangements.

Controlled Parking Zones

- 6.2 The 2022/23 CPZ programme is set out in Appendix 1 (Tables 1 to 2). This proposes consultation on 3 new CPZs, selected through resident demand and supported by ward councillors. This will initially involve informal consultation which is the co-design stage allowing residents and other stakeholders to express their views on proposals. The outcome of this consultation will determine whether the Council proceeds with any formal consultation on the introduction of those controls.
- 6.3 The Council aims to review all CPZs every 5 years or more frequently if there are concerns that arrangements in place no longer meet local needs. The 2022/2023 programme proposes the review of 3 CPZs.
- 6.4 The programme also includes the carry forward of 2021/22 schemes that are currently under way and with delivery planned to be completed in 2022/23.
- 6.5 A reserve list has been identified (Appendix 1, Table 3) to provide flexibility, should in-year funding be secured or if costs associated with planned schemes are lower than anticipated following consultation.

Review of footway parking

- 6.6 There are several factors that can act as a barrier to the provision of safe and accessible footways for all pedestrians (including those using mobility aids such as wheelchairs) and those with other physical, sensory or cognitive impairments travelling on foot. These include:
- inadequate footway width due to lack of space;
 - footway width reduced by overgrown hedges;
 - parking on the footway (including protruding wing mirrors);
 - placement of street furniture (both fixed and non-fixed such as lamp columns, waste collection bins and boxes, etc).
- 6.7 In the draft Walking and Cycling Action Plan, 'pavement users' are ranked highest in the road user hierarchy, reflecting the principle that walking is the most sustainable (and healthiest) mode of travel. The Council is clear that footways should be accessible for all pedestrians, including those with a disability and is fully aware of its Public Sector Duty under the Equality Act 2010.
- 6.8 The Council has allocated Streetspace Plan capital funding to improve walking conditions by reviewing permitted footway parking and removing this where it is no longer appropriate to retain it. 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.
- 6.9 Investigatory work has been undertaken in 2021/22 to better understand existing circumstances at over 100 permitted footway parking locations. In 2022/23, engagement with key disabled groups and other key stakeholders will be undertaken to help inform and develop an appropriate footway parking policy that achieves a suitable overall balance. The policy will be brought back for formal approval in autumn 2022. After this, consultations on proposed changes will commence, which will follow the approved policy guidance and procedure for consultation and reporting.

6.10 The Council is at a very early stage in transforming those footways. Completing consultation at all locations and subsequent delivery of approved measures may take a number of years to complete. Appendix 2 Table 5 provides details of the specific locations.

Provision of disabled parking bays

6.11 In March 2021/22, Haringey Council introduced a new Disabled Parking Action Plan. That document set out changes to existing and new disabled parking infrastructure. Specifically, it set out that all new 'general use and dedicated disabled bays' will be required to be a minimum of 6.6m in length. In addition, it set out the Council's plan to lengthen to 6.6 metres all existing general use and dedicated disabled bays that do not meeting this minimum criterion. Full details of the Action Plan can be found on the link provided below.

- <https://www.minutes.haringey.gov.uk/documents/s122323/Disabled%20Parking%20Action%20Plan%20for%20Cabinet.pdf>

6.12 During 2021/22, Haringey Council progressed applications for the installation of dedicated disabled parking bays. In addition, an extensive analysis of all disabled parking bays within the borough has been undertaken. There are 1,705 disabled parking bays on-street; of those, 1,336 bays require adjustment to meet the minimum length of 6.6 metres. The lengthening of those bays is subject to statutory consultation and is being undertaken in batches to help manage delivery of the programme. To date, a total of 640 bays have progressed to statutory consultation and are at various stages of the implementation process. The remainder of the works will be completed in 2022/2023.

SEND transport

6.13 The Council will build on a successful pilot scheme undertaken last year to address adverse impacts on children with additional and complex needs. The scheme entailed the successful co-design of solutions with parents of disabled children and the SEND service that removed barriers to disabled children's access to safe transport arrangements. This work will extend, where possible, to reviewing policies and guidance to create a consistent design approach for purpose-built developments that ensures all parking for disabled residents is conducive to their needs.

Red Route projects

6.14 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. In December 2021, consultations were undertaken for Clarendon Road and West Road Red Routes, decisions for both to be taken in 2022/23. The schemes are set out in Appendix 1, Table 4.

Minor Improvements Programme

- 6.15 The Council will also continue its 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. 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.

Car-Free Developments

- 6.16 Residents who live in a car-free development are not legally permitted to apply for an on-street parking permit. They may, however, purchase visitor parking permits. The growing impact of visitor parking permit use by car-free and car-capped developments is undermining planning restrictions and placing increased pressure in busy roads. A review will be conducted with Planning Service colleagues to put in place changes to strengthen the intention of this policy.

Parking Enforcement Policy Review

- 6.17 There have been several changes to parking policy in recent years. A further review will be conducted in the coming year. The Council is ambitious about reducing Blue Badge theft. A Blue Badge (Disabled Parking) Enforcement Policy was agreed by Cabinet in December 2021. The Council has since conducted a number of operations with the police to identify and seize stolen badges as well as those being misused by friends and family. The Council also introduced a virtual residential blue badge permit, to combat the opportunity for theft of Blue Badges from vehicles. This permit is used free of charge and can be used borough wide by Blue Badge holders. Despite this, there are still instances of Blue Badge theft and holders being charged for replacements. The £10 fee for the replacement of stolen Blue Badges will be waived from April 2022.

Carers' Permits

- 6.18 Personal care arrangements offered to residents in their own homes has changed. This, in many cases, involves a range of carers attending to an individual where car use is essential. This can range from family members to professional care arrangements. The parking arrangements in place for carers are specific to an individual as opposed to multiple providers. While the Essential Service Permit (ESP) is still available to professional carers, they find the costs prohibitive, leaving the financial burden of providing visitor permits to the resident. The policy review will co-produce a parking solution with residents who receive care at home that is conducive to their complex needs. It is anticipated that this solution will be free of charge.

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.

Statutory Officers' comments (Director of Finance (procurement), Head of Legal and Governance, Equalities)

8 Finance

8.1 This report sets out the expenditure for the 2022/23 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.

8.2 The Council, at its budget setting meeting in March 2022, is expected to agree the following budgets for inclusion within the capital programme.

- 8.3 The table below outlines the funding allocation of the investment plan for 2022/23. It should be noted that the table also includes an estimated carry forward of resources from 2021/22 which will be required to be approved by Cabinet as part of the draft outturn report for 2021/22.

| Parking Investment Plan | LBH CP | Flexible Use CR | SCIL | S106 | Total Confirmed Funding | Estimated 2021/22 C/Fwd | Estimated Total |
|---|------------|-----------------|------------|------------|-------------------------|-------------------------|-----------------|
| | £,000 | £,000 | £,000 | £,000 | £,000 | £,000 | £,000 |
| Borough Parking Plan | 321 | | | | 321 | 243 | 564 |
| Parking Transformation: CPZ programme funding | | | | | | 172 | 172 |
| Footway parking review | | | 100 | | 100 | 90 | 190 |
| Developer funding for CPZs | | | | 250 | 250 | 37 | 287 |
| Total | 321 | | 100 | 250 | 671 | 542 | 1213 |

9 Legal

- 9.1 The Head of Legal & Governance has been consulted on the preparation of this report and comments as follows.
- 9.2 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.
- 9.3 This report seeks approval for the works programme for parking on the public highway for the financial year 2022/23 to secure the 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.

10 Equality

- 10.1 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.
- 10.2 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.

10.3 The parking investment plan is an agreement in principle to proceed with the proposed projects detailed in Section 6 which vary in size from localised changes to impacting on multiple wards. As individual schemes come forward, detailed equalities analysis will be taken on the substance of each one before proceeding with a final decision. This is an important factor given the potentially significant differences between demographics for specific areas and the resulting impact on protected groups.

10.4 Feedback from residents including those with protected characteristics will be taken into account to ensure that the Council is upholding its obligations under the Public Sector Equality Duty. If deemed necessary an Equality Impact Assessment (EqIA) on an individual workstream or scheme within the programme will be considered on a case-by-case basis, allowing for any adjustments deemed necessary to meet obligations for those with protected characteristics.

11 Use of Appendices

Appendix 1: Investment Delivery Programme 2022/23

Appendix 2: Consultation

12 Local Government (Access to Information) Act 1985

- Haringey Transport Strategy
- Borough Plan
- Controlled Parking Policy

Table 1: 2022/23 CPZ programme - indicative budget for Borough Parking Plan £321k

| Scheme Name or Location | Last Reviewed | Ward |
|--------------------------------|----------------------|---------------------------|
| Stroud Green CPZ Review | 2011 | Stroud Green |
| Tottenham North CPZ Review | 2015 | Northumberland Park |
| St Ann's CPZ Review | 2016 | St Ann's, Tottenham Green |

Table 2: CPZ projects from 2021/22 to be progressed in 2022/23 utilising £315k (out of £415k) estimated carry forward Borough Parking Plan & CPZ funding and £287k developer funding

| Scheme Name or Location | Last Reviewed | Progress Update | Ward |
|--|----------------------|--|---|
| Green Lanes B CPZ Review - Operational hours | 2008 | Review to be undertaken in 2022/23 | Haringey, St Ann's |
| Green Lanes A CPZ Review - Operational hours | 2000 | Review to be undertaken in 2022/23 | Haringey, St Ann's |
| Muswell Hill South | New Area | Public consultation concluded in 2021/22 -decision to be taken 2022/23 | Muswell Hill |
| Muswell Hill West Extension | New Area | Public consultation concluded in 2021/22 -decision to be taken in 2022/23 | Muswell Hill |
| Tottenham Hale North Event Day CPZ Review | 2018 | Public and statutory consultation concluded - decision pending | Northumberland Park |
| TED Review (Tottenham West) | 2015 | Scheme approved in 2021/22 and to be implemented in 2022/23 | Northumberland Park, Tottenham Hale & White Hart Lane |
| Crouch End 'B' Review | 2011 | Review to be undertaken in 2022/23 | Crouch End |
| Crouch End 'A' Review | 2011 | Review to be undertaken in 2022/23 | Crouch End, Muswell Hill, Stroud Green & Hornsey |
| Alexandra Palace West CPZ | New Scheme | Public consultation concluded in 2021/22 - decision to be taken in 2022/23 | Alexandra |
| Seven Sisters CPZ Review | 2007 | Review to be undertaken in 2022/23 | Tottenham Green |

| Scheme Name or Location | Last Reviewed | Progress Update | Ward |
|--|----------------------|--|------------------------|
| Finsbury Park CPZ Review | 2011 | Review to be undertaken in 2022/23 | Stroud Green |
| Finsbury Park CPZ B Review | 2011 | Review to be undertaken in 2022/23 | Stroud Green |
| Finsbury Park CPZ C Review | 2011 | Review to be undertaken in 2022/23 | Stroud Green |
| Review of Hornsey North CPZ area including a review of Hornsey High Street | New Scheme | Public consultation concluded in 2021/22 - decision to be taken in 2022/23 | Hornsey & Muswell Hill |
| White Hart Lane CPZ Review | 2018 | Public consultation concluded in 2021/22 - decision to be taken in 2022/23 | White Hart Lane |

Table 3: Reserve CPZ programme 2022/23

| Scheme Name or Location | Last Reviewed | Ward |
|--------------------------------|----------------------|-----------------------------|
| Bruce Castle CPZ Review | 2018 | Northumberland Park |
| St Lukes CPZ Review | 2018 | Fortis Green & Muswell Hill |
| Woodside New CPZ Area | N/A | Muswell Hill |

Table 4: Red Routes projects from 2021/22 to be progressed in 2022/23 utilising £100k (out of £243k) estimated carry forward Borough Parking Plan

| Location | Ward |
|-----------------|---------------------|
| Clarendon Road | Noel Park |
| West Road | Northumberland Park |

Table 5: Locations of current permitted footway parking (Budget allocated £190k)

Appendix 1 – Investment Delivery Programme 2022/23

| CPZ Name | Number of roads with footway parking |
|------------------------------------|--------------------------------------|
| Alexandra Palace CPZ | 2 |
| Bounds Green East CPZ | 1 |
| Bruce Grove North (BGN) | 4 |
| Crouch End - CEA | 6 |
| Green Lanes A | 1 |
| Green Lanes B | 7 |
| Highgate HGA CPZ | 1 |
| Highgate Station (HG STA) | 1 |
| Hornsey South | 3 |
| Seven Sisters CPZ | 3 |
| Seven Sisters South CPZ | 2 |
| South Tottenham | 2 |
| St Lukes's CPZ | 1 |
| Stroud Green - SG | 1 |
| St Ann's | 2 |
| The Hale | 2 |
| Tottenham Event Day CPZ | 16 |
| Tottenham North CPZ | 1 |
| Tower Gardens Event Day CPZ (TGED) | 5 |
| White Hart Lane | 12 |
| Wood Green Inner | 2 |
| Wood Green Outer | 10 |
| Woodside West | 1 |
| UN-01 | 3 |
| UN-04 | 1 |
| UN-07 | 2 |
| UN-08 | 6 |
| UN-09 | 1 |
| UN-14 | 2 |
| Total | 101 |

Appendix 2 – Consultation Methods

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, businesses 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 public 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 | | | ✓ |
| EVCP bays | | ✓ | |
| Disabled parking bays | | ✓ | |
| Minor improvements | | ✓ | |