

**Report for:** Cabinet Meeting – 18<sup>th</sup> April 2023

**Title:** Footway Parking Policy (FPP) 2023/24

**Report authorised by:** Barry Francis, Director of Environment and Resident Experience

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**Ward(s) affected:** All

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

**1 Describe the issue under consideration.**

- 1.1 This report seeks adoption of a new Footway Parking Policy that supports the Council's aims to provide safe and accessible footways across the borough. This will improve walking conditions for all pedestrians. It will be particularly beneficial to older people, those using wheelchairs and walking aids, or those with visibility or hearing impairments, as well as those using prams and pushchairs.
- 1.2 The Council's transport policies and strategies rank pedestrians highest in the road user hierarchy, reflecting the principle that walking is the most sustainable (and healthiest) mode of travel. The Council's Road Danger Reduction Action Plan aims to improve the road and pavement infrastructure to provide safer travel for all, but in particular for vulnerable road users.
- 1.3 Cars remain dominant in many of our roads, especially in those with permitted footway parking arrangements that allow parking wholly or partially on the footway. This often results in vehicles encroaching onto the area of footway retained for pedestrians, further limiting access, damaging footways, making them feel generally unsafe as well as presenting actual risk through driver behaviour and trip hazards. It also leads to increased Council spending on footway maintenance.
- 1.4 This policy has been developed with resident stakeholder groups. It does not propose a blanket removal of all existing permitted footway parking, as this may be unnecessary in some locations and is also unlikely to succeed due to the net loss in parking spaces. It does, however, propose that no new footway parking is installed and looks to remove parking from the footway where possible, taking account of parking demand and construction considerations in any kerb realignment. The policy is attached as Appendix A.

**2 Cabinet Member Introduction**

- 2.1 I am pleased to present this report. Over time, the balance of how the highway is apportioned has moved away from the pedestrian. Instead of thinking about how the elderly or those with disabilities could safely move along our footways,

we have allowed motor vehicles access to that space, solely because there hasn't been enough room on the road itself to park.

- 2.2 The time has now come to start to tip the balance back towards ensuring that footways are there more fully for pedestrians. Travelling along a footway should be a pleasant experience, unhindered by trips on broken and uplifted paving slabs, damaged by vehicles mounting the kerb in the search for a space to park. We need to be able to ensure that wheelchair users, prams and pushchairs aren't forced to pass a vehicle obstructing the footway by venturing into the road, simply to get past.
- 2.3 As we look to make our highway network safer, we have to proactively change established thinking and engrained behaviour. Footways are there to walk along, not drive along. I fully support the adoption of a Footway Parking Policy that has been co-designed with appropriate stakeholder groups taking a pragmatic approach, but one that has legitimate footway users at its heart.

### **3 Recommendations**

It is recommended that Cabinet:

- 3.1 Approves the Footway Parking Policy, attached as **Appendix A**.
- 3.2 Gives authority to the Head of Highways and Parking to carry out any required public engagement in accordance with the new Parking Schemes - Resident Engagement Policy (Appendix C to this report) and to make any necessary traffic orders, having had due regard to any prior engagement, to give effect to those schemes; and
- 3.3 Gives authority to the Head of Highways and Parking to consider any objections and representations on footway parking schemes and to report back to the Cabinet Member for Tackling Inequality and Resident Services if there are significant or substantial objections raised.

### **4 Reasons for decisions**

- 4.1 The Council has a responsibility to provide safe roads and footways. Parking on footways is banned in London unless permitted through the Council's traffic management orders. Footway parking impedes access for pedestrians, and undermines active travel, where residents do not feel safe or comfortable navigating through footways shared with cars.
- 4.2 This policy provides the framework for reviewing all existing footway parking. It also clarifies that footway parking will not be implemented in the future where Government guidelines cannot be met.

### **5 Alternative options considered.**

- 5.1 Retaining current permitted footway parking arrangements was considered. However, as set out in paragraph 4.1, in many areas this parking presents safety concerns, impedes access and movement. It therefore requires review.

### **6 Background Information**

- 6.1 Many of our roads were not designed to accommodate current high traffic levels. At some locations, especially in residential areas with narrow roads and no driveways, permitted pavement parking was used to maximise spaces for

residents and visitors. However, irrespective of whether pavement parking is deemed necessary to allow residents to park near their homes, there are inherent dangers for all pedestrians.

- 6.2 There are several factors that can act as a barrier to pedestrians, including those using mobility aids such as wheelchairs and those with other physical, sensory, or cognitive impairments travelling on foot, as well as those with prams and pushchairs. 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.)
- 6.3 There are 102 roads across the borough with permitted footway parking arrangements, with most being made up of partial footway parking that involves two wheels on the footway.
- 6.4 Current legislation and Government guidance advise that there should be, where possible, a minimum width of clear footway space of 2m. Without this, footways can be prohibitive to pedestrian access, especially to those pushing buggies or in a wheelchair. In certain circumstances, the footway clearance may be reduced to 1.5m at pinch points in the footway or where it is deemed appropriate, but this should be assessed on a case-by-case basis and used over a short length.
- 6.5 Each road with footway parking is being assessed against current legislation and national guidance. It is the intention that, where there is not a clear 2m clearance for pedestrians, consideration will be given to removing or reducing this parking. This will be considered in line with the new policy on a road-by-road basis, in consultation with residents.

## **7 Engagement**

- 7.1 This policy has been developed with residents and other stakeholder groups, to ensure that it reflects their lived experience as well as their views on how footways across the borough should look and work for them. This involved:
- Online engagement sessions and
  - Site visit to review a typical road in Haringey (Hermitage Road) with footway parking.
- 7.2 All participants were Haringey residents who have daily, first-hand experience of navigating through footway parking.
- 7.3 The feedback from those sessions was used to inform the policy and shape and determine interventions within the Policy.
- 7.4 The impacts of footway parking are clearly defined throughout the policy document. The removal of all footway parking will result in a net loss of parking spaces in many roads.
- 7.5 The two main outcomes for the policy are therefore to establish that:

- New footway parking will not be introduced anywhere in the borough that does not meet current Government guidance.
- All existing footway parking not meeting current Government guidance will be removed.

7.6 It is intended that a 2-metre width pedestrian footway in residential roads is ideal, with 1.5m allowed for pinch points for a maximum length of 5 metres. If this cannot be achieved, efforts will be made to relocate this parking to the carriageway. This will be dependent on road width as well as construction considerations to create footway inserts or make changes to kerbs. This will be dependent on drainage and underground utility arrangements at each location. This programme will therefore span a number of years to deliver across Haringey – Appendix D sets out the locations proposed to be reviewed in 2023/24.

7.7 Where footway parking is removed, no new infrastructure such as commercial or residential waste, or business advertising will be permitted at that location.

7.8 Where parking cannot be removed immediately, other measures will be implemented, including repairing and strengthening damaged footways, maintaining shrubs and foliage, removing waste and introducing breaks within footway parking.

## **8 Contribution to Strategic Outcomes**

8.1 Footway parking impedes access for pedestrians undermining healthy travel choices with all the associated health benefits. Proposals in this report therefore support the delivery of Corporate Delivery Plan Themes, promoting safe and accessible footways encouraging sustainable and healthy travel choices.

## **9. Statutory Officers' comments**

### **9.1 Finance**

9.1.1 There are no direct financial implications emanating from this policy document however, consultation costs form part of the existing service budgetary resources as they involve part of annual operations.

9.1.2 If there are changes to the Council's infrastructure as a result of the consultation, these will be funded through the annual Parking Investment Plan.

### **9.2 Legal**

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

9.2.2 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.

9.2.3 Statutory guidance for local authorities in England on civil enforcement of parking contraventions has been prepared by the Department of Transport. The policy objectives are that enforcement authorities should design their parking policies with particular regard to:

- managing the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists), as required under section 16 of the Traffic Management Act 2004, Network Management Duty
- improving road safety
- improving the local environment
- improving the quality and accessibility of public transport
- meeting the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of a car managing and reconciling the competing demands for kerb space.

9.2.4 It is a requirement that, once authorities have finalised their parking enforcement policies, they should publish and promote them openly. There should be regular communication after civil parking enforcement is introduced, and when changes are made.

9.2.5 This report seeks approval for the adoption of the Footway Parking Policy to ensure secure the safe movement of pedestrians and the provision of parking facilities, which is a decision that the Cabinet can take in accordance with the Council's Constitution.

### **9.3 Equalities Comments**

9.3.1 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.

9.3.2 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 apply to the first part of the duty.

9.3.3 An Equalities Impact Assessment (EqIA) was undertaken post the development of the Footway Parking Policy. This is attached in **Appendix B**.

9.3.4 The EqIA identified that some groups with protected characteristics would disproportionately benefit from proposals in this policy. The groups that will benefit more include those with disabilities, the elderly, those under the age of 18, women, and those from lower socioeconomic backgrounds.

9.3.5 The key beneficial impacts relate to the following:

- Improved access to facilities will benefit all Haringey residents and visitors, but some protected groups, such as older people and parents with young children, children, and those with disabilities, will benefit disproportionately.
- However, given that the policy will be applied borough-wide, the interventions proposed will positively impact all Haringey residents and visitors, regardless of their individual needs and/or demographic.

- Safer footways and greater pedestrian space are likely to benefit people in some of the protected groups, such as older and/or disabled people, more than the general population.

9.3.6 Each location will be assessed on a case-by-case basis to identify appropriate and suitable interventions for the specific context. This will ensure that the needs of the local communities and regular footways users are understood and taken into consideration. This will help mitigate the potential negative impact to those reliant on a car for mobility, these being the following groups with protected characteristics; those with disabilities and the elderly.

9.3.7 Furthermore, The EqIA shows that many of the groups with protected characteristics will disproportionately benefit from the proposed interventions detailed in the policy. This will help advance equal opportunities between groups who share a relevant protected characteristic and those who do not by helping to improve personal safety and road safety, enhancing transport choice, independence and social inclusion, and improving the overall user experience.

9.3.8 Given that those who do not exhibit protected characteristics will also benefit from the policy, it is also likely that the subsequent interventions will help foster good relations between groups who share protected characteristics and those who do not.

## **10. Use of Appendices**

Appendix A: Footway Parking Policy

Appendix B: Equality Impact Assessment (EqIA)

Appendix C: Parking Schemes - Resident Engagement Policy

Appendix D: Extract from the Parking Investment Plan 2023/24 report, identifying locations where footway parking will be reviewed.

## **11. Local Government (Access to Information) Act 1985**

Haringey Transport Strategy

Corporate Delivery Plan

[Greater London Council \(General Powers\) Act 1974](#)

[London Local Authorities Act 2000](#)

[Traffic Signs Regulations and General Directions 2016](#)

[Inclusive mobility \(web version\) - GOV.UK \(www.gov.uk\)](#)