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Appendix A - Footway Parking Policy

Footway Parking Policy London Borough of Haringey

1. INTRODUCTION

- 1.1 This footway parking policy has been developed to support the Council's aim to provide a safe and accessible walking environment for those who live, work, shop or study in Haringey.
- 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.
- 1.3 At present, footway parking is permitted in 102 borough roads. This represents 6.5% of all borough roads and allows parking wholly or partially on the footway. Whilst limiting space for all pedestrians, it can be particularly detrimental to older people, those using wheelchairs and walking aids, and those with visibility or hearing impairments, as well as those using prams and push chairs.
- 1.4 Vehicles using those parking arrangements often encroach onto the area of footway retained for pedestrians, further limiting access, as well as damaging footways, and presenting actual risk through driver behaviour and trip hazards. It also leads to increased Council spending on footway maintenance.

2. THE POLICY

- 2.1 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. It also reflects legislation and Government guidance.
- 2.2 The two main policy positions adopted are that Haringey Council:
- Will not introduce new footway parking anywhere in the borough that does not meet Government guidance.
 - That all existing footway parking not meeting current Government guidance will be removed.
- 2.3 Government design guidance dictates that a provision of 2 metre footway width is the ideal width, with 1.5 metres allowable for pinch points (for a defined maximum length of 5 metres. If, due to existing site conditions (highway configuration) a minimum of 1.5 metres cannot be achieved, footway parking will be removed. In those instances, new infrastructure such as commercial or residential waste, store advertising etc will not be permitted.
- 2.4 The resident engagement sessions identified that vehicles which park on the footway are likely to treat the footway as they would a normal parking space and therefore may assume they have priority. This often puts pedestrians' safety at risk. Any vehicles that park on footways, whether it is four wheels or two wheels, needs to consider pedestrians first to ensure they do not treat the footway as a road.
- 2.5 The safety of the pedestrians needs to be at the forefront of design of footway parking, and the behaviour of drivers must change to reduce the perceived and actual danger of road users affecting the safety of pedestrians using footways.
- 2.6 Residents and stakeholders suggested the following solution Remove/ partially remove footway parking
- Introduce permit capping in Haringey
 - Maintain damaged footways
 - Maintain shrubs and foliage
 - Remove waste
 - Introduce breaks within footway parking
- 2.7 It is acknowledged that a blanket approach to removing existing permitted footway parking is unlikely to succeed, as not all footway parking can be removed. Several other measures can be implemented to improve the condition and usability of footways. These include maintaining damaged footways, maintaining trees and foliage, removing waste, and introducing breaks within footway parking.
- 2.8 The Council will review each of the 102 roads with footway parking and determine the appropriate solution based on existing site arrangements, available space, and adherence to design guidance.

3. PROPOSED ASSESSMENT METHODOLOGY - RED, AMBER, GREEN (RAG)

- 3.1 The Council's policy position regarding new footway parking is clear and unequivocal and the Council will not introduce any new footway parking in the borough. The Council also has the strong desire to remove all existing footway parking in a pragmatic way.
- 3.2 A 'Red, Amber, Green' (RAG) assessment method will be undertaken by the Council when looking at roads with footway parking. This assessment method aligns well with local, regional and national policy and will help the Council work towards removing all footway parking in the borough.
- 3.3 The existing footway parking would be assessed looking at three linked elements:

Q1 - Does the existing footway parking meet DfT Guidance for 2 metres of clear footway?

Green	Yes, the available footway width is at least 2 metres
Amber	The available footway is between 1.5m and 2.0m
Red	The available footway is below 1.5m

Q2 - Can the footway parking realistically be reallocated to the road?

Green	Yes, a high percentage (greater than 75%) of existing parking provision can be reallocated to the road.
Amber	Partially (there would be some loss of parking)
Red	No (there would be a complete loss of parking)

Q3 – The ease of delivery.

Green	Only minimal physical changes needed (e.g., lines & signs)
Amber	Some change to the built environment would be necessary (e.g., footway reconstruction due to damage or change in streetscape)
Red	Significant change to the built environment would be necessary (e.g., new inset parking with changes to kerb lines, utilities require moving, new drainage and carriageway construction)

- 3.4 Based on the RAG assessment results, priority will be primarily based on possible speed and ease of delivery and where removal of existing footway parking would have the most positive benefit.
- 3.5 The individual roads will be considered and – where appropriate – roads (or sections of road) may be adjusted higher or lower in priority level in light of site-specific practicalities and to ensure the outcomes of the policy are delivered efficiently and consistently.

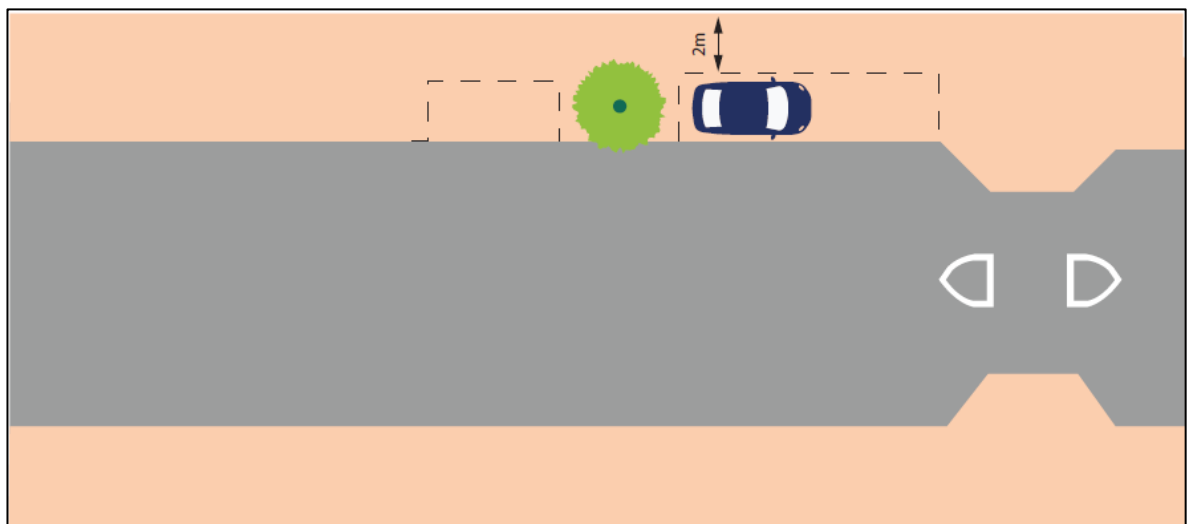
Figure 6: Example of Priority Levels Based on RAG Scores

Q1	Q2	Q3	Initial Priority Level
			LOW
			LOW
			LOW
			LOW
			MEDIUM
			MEDIUM
			MEDIUM
			MEDIUM
			HIGH
			HIGH
			HIGH
			HIGH
			HIGH
			HIGH

4. EXISTING PARKING CRITERIA

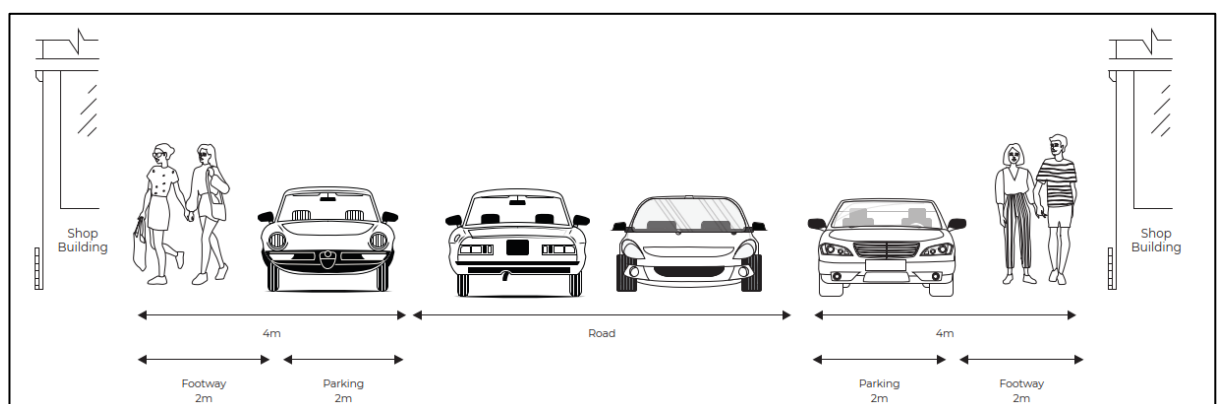
- 4.1 There are three main types of existing parking criteria within the borough. These include:
- Full footway parking (4 wheels on footway)
 - Half-on/half-off footway parking (2 wheels on footway)
 - On-street parking (4 wheels on street)
- 4.2 The half-on/ half-off footway parking varies throughout the borough depending on the width of the road available.
- 4.3 The following layout demonstrates an example of full footway parking, with 2m clear footway width available for pedestrians.

Figure 7 Full Footway Parking:



- 4.4 The streetscape below illustrates the space available for pedestrians, parking, and road users for full footway parking.

Figure 1: Full Footway Parking Streetscape



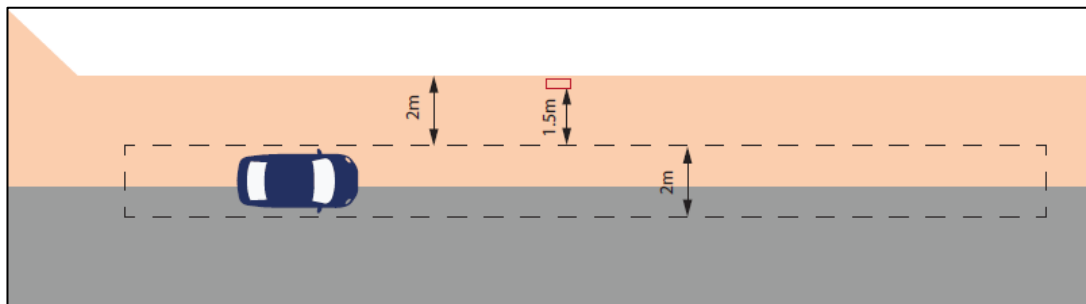
- 4.5 Priory Road within the Borough currently accommodates footway parking on both sides of the road due to the existing bus routes and presence of a bus lane. There are, however, wide footways presented on both sides and therefore the footway parking may be considered to be acceptable when assessed at the detailed stage.

Figure 2: Priory Road



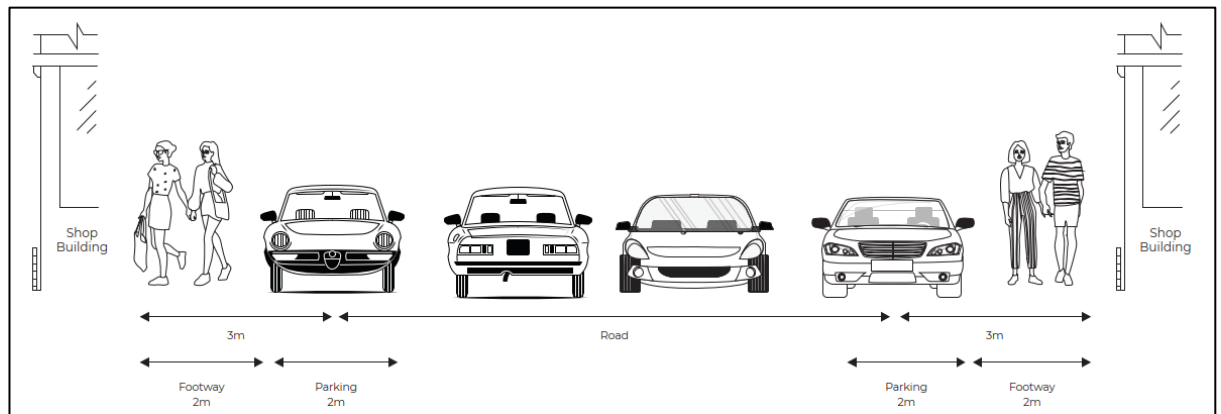
- 4.6 The following layout demonstrates an example of two wheels on the footway and two wheels on the carriageway. This street example shows where half-on/ half-off parking could be accommodated whilst maintaining a sufficient footway width.

Figure 3: Half on/ Half off Footway Parking



- 4.7 This street example shows where footway parking could be revised as street furniture is causing pinch points.
- 4.8 Where there is insufficient road width to accommodate parking on-street, half-on/half-off footway parking may be permitted with further improvements to the existing footway.
- 4.9 The streetscape below illustrates the space available for pedestrians, parking, and road users for half-on/half off-footway parking.

Figure 4: Half on/ Half off Footway Parking Streetscape



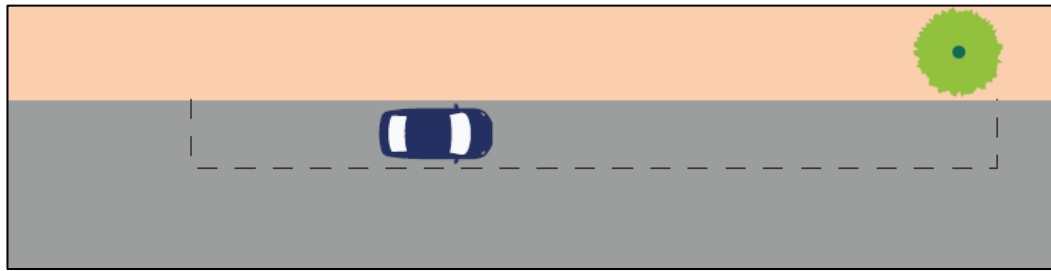
- 4.10 The streetscape illustrates a minimum of 2m width for pedestrians whilst still maintaining parking on the footway. This may be reduced to 1.5m where appropriate but only for limited distances of around 5 metres.
- 4.11 Heybourne Road within the borough currently accommodates half-on/ half-off parking on both sides of the western section of the road, and parking on the northbound side of the road only for the eastern section of the road.

Figure 5: Heybourne Road



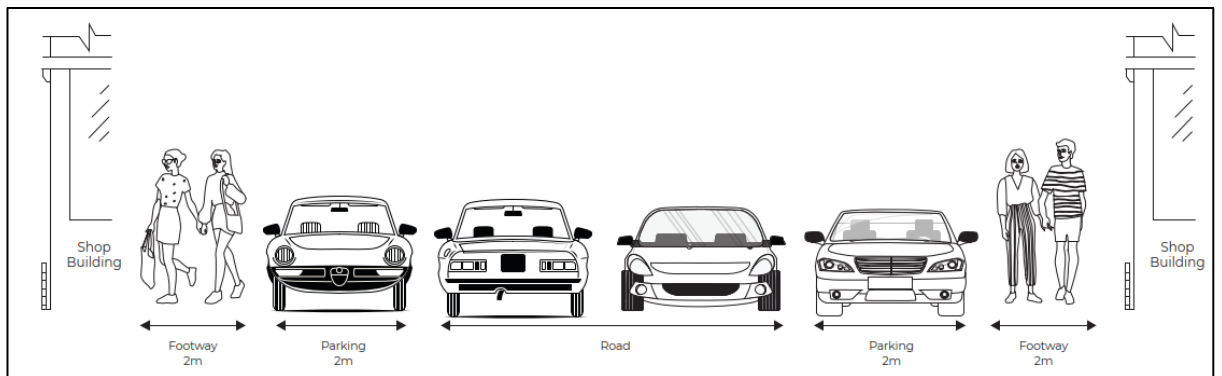
- 4.12 The following layout demonstrates an example of all four wheels on the highway, maintaining a sufficient footway width. Where there is ample highway width, parking is encouraged to be undertaken on-road instead of on the footway.

Figure 6: On-Street Parking



- 4.13 The streetscape below illustrates the space available for pedestrians, parking, and road users for on-street parking.

Figure 7: On-Street Parking Streetscape



- 4.14 Springfield Avenue within the borough currently accommodates parking on both sides of the highway, as there is sufficient space on the road to accommodate parking.

Figure 8: Springfield Avenue



5. ROADS OF KEY CONCERN

- 5.1 The roads which were highlighted as key concerns during the stakeholder engagement sessions have been summarised therein.



Figure 9: South Close, Highgate

- 5.2 South Close was raised as a road of particular concern by the group engaged with. Figure 14 illustrates some of the key accessibility issues that this road possesses. Overtly, car parking on the footway greatly restricts the use of the footway, especially to those considered to be less able. Not only does it affect those physically challenged, but the lack of wayfinding may present difficulties for mental disabilities. The absence of footway results in individuals diverting their trips onto the road which presents obvious road safety dangers.
- 5.3 South Close presents a narrow carriageway and therefore it is unlikely that footway parking can be reallocated on-road.

Figure 10: Springfield Avenue, Muswell Hill



- 5.4 Springfield Avenue is another road which was highlighted as an issue by residents. Here, the footway parking presents less of a barrier to accessibility than South Close. However, a common issue discussed by residents pertains to cluttering of footways leading to inaccessibility. On Springfield Avenue, the presence of wheelie bins results in restricted space for pedestrians, especially those who require mobility aids. In conjunction, footways are cracked and may cause discomfort to those less mobile.

Figure 11: Palace Gates Road



- 5.5 Palace Gates Road was raised as an area of particular concern amongst one of the stakeholders during the second engagement session held by the consultants engaged to assist with this project. In conjunction with some of the previously mentioned footway parking issues, this road was felt to show substantial risks to pedestrians from car doors being opened by drivers without due concern. This issue is often present with all footway parking.
- 5.6 Hermitage Road was visited in the in-person stakeholder session and is illustrated below. Narrow footways are present along with cracked footways, tree roots protruding and overhanging shrubs.

Figure 12: Hermitage Road



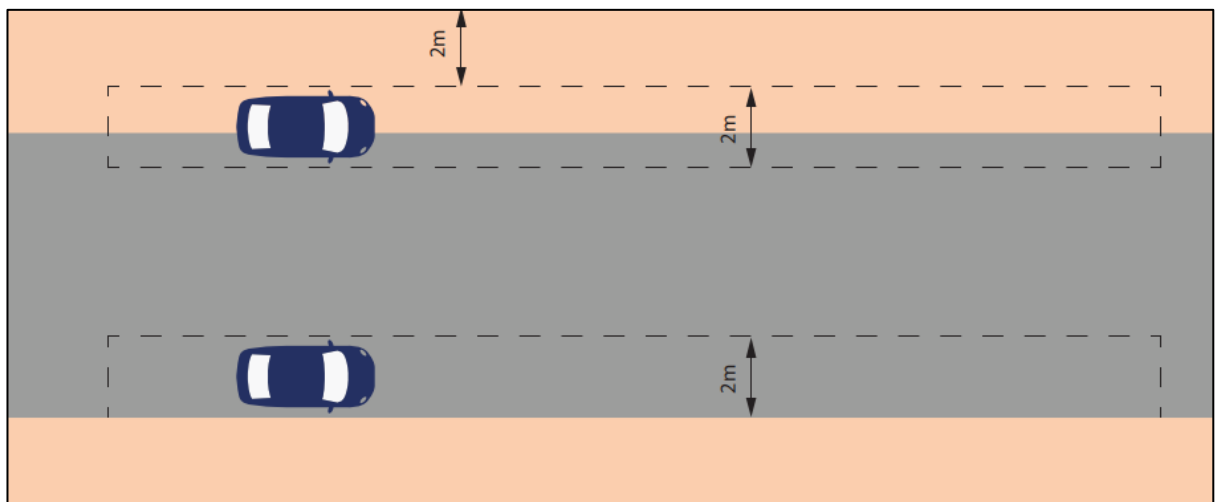
6. PROPOSALS FOR FOOTWAY PARKING

6.1 Various options to improve parking are listed below:

- Relocate one side of footway parking onto the carriageway (dependent on carriageway width) Figure 18;
- Relocate both sides of footway parking onto the carriageway (dependent on carriageway width) Figure 19;
- Alternating parking on either side of the road
- Creating a gap between footway parking, allowing vulnerable pedestrians to cross the road Figure 20;
- Remove parking (dependent on the demand in the area)

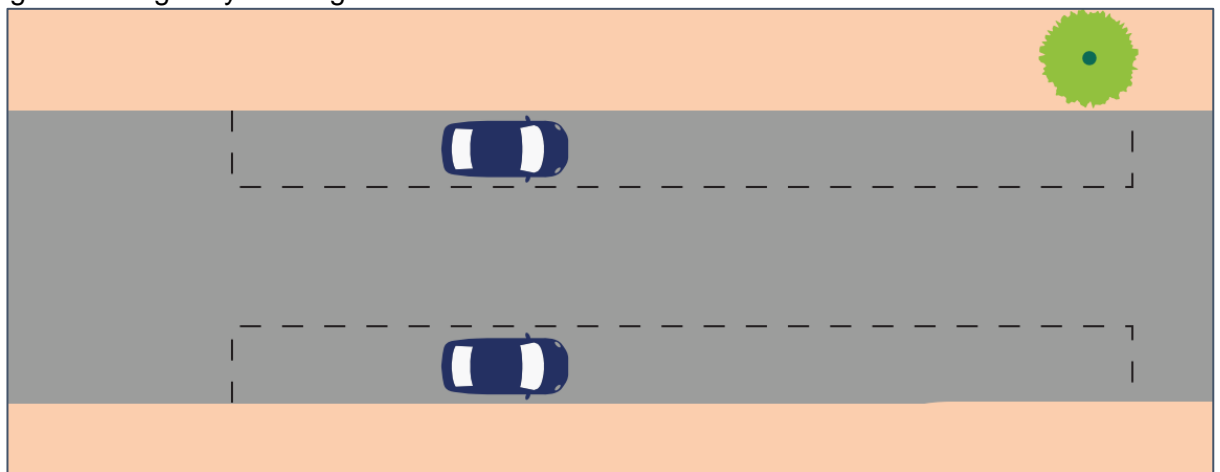
6.2 Figure 18 illustrates parking reallocated onto the carriageway on one side only, and therefore maintaining the footway parking on the remaining side, as there is insufficient carriageway width to relocate both.

Figure 13: Footway Parking and Highway Parking Option



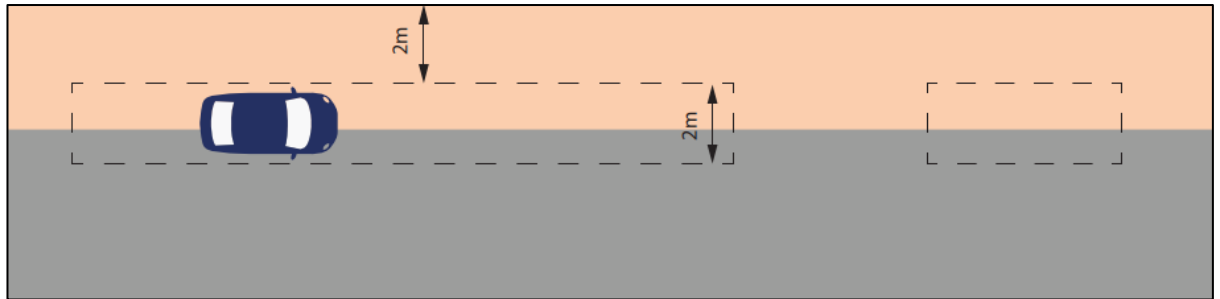
6.3 Alternatively, Figure 19 illustrates where parking could be moved onto the road on both sides where there is sufficient carriageway width.

Figure 14: Highway Parking



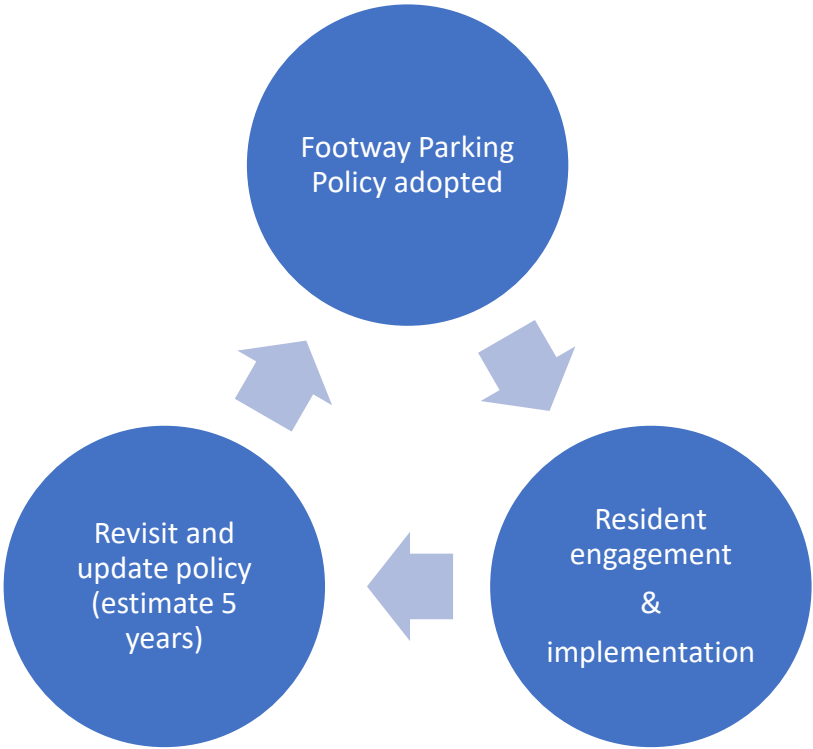
- 6.4 Where there is footway parking on both sides of the road, there is an option to move the parking to the carriageway but alternate parking on either side for a more even spread of bays, as illustrated in Figure 19.
- 6.5 Where there is not the scope to remove the parking from both or one of the sides into the carriageway, a gap is proposed in between parking bays with dropped kerbs/ a stepped-down arrangement to allow vulnerable pedestrians to cross the road to reduce journey time as illustrated in Figure 20.
- 6.6 Where there is reduced parking demand or the carriageway width is not sufficient for parking on one or more sides, there may be the potential to remove car parking altogether.

Figure 15: Footway Parking with a Gap



- 6.7 These options demonstrate the potential proposals for footway parking as discussed within this policy document. These changes will help to achieve the overall transport strategy outcomes detailed in Chapter 3.
- 6.8 Where footway parking is retained, consideration should be given to strengthening the footway to the Council's construction specification, in areas where there is likely footway overrun.

Next Steps – Delivering the Policy



Appendix B – Equality Impact Assessment (EqIA)

The Equality Impact Assessment (EqIA) form is a template for analysing a policy or proposed decision for its potential effects on individuals with protected characteristics covered by the Equality Act 2010.

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 protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not

The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.

Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

1. Responsibility for the Equality Impact Assessment

Name of proposal:	Haringey Footway Parking Policy
Service Area:	Environment & Resident Experience
Officer Completing Assessment:	Marie Gallagher (Transport Planner, WSP)
Equalities Advisor:	Joe Willis (Policies and Equalities Officer, London Borough of Haringey)
Cabinet meeting date:	18 th April 2023
Director/Assistant Director	Mark Stevens

2. Executive summary

The Policy Proposal:

This Footway Parking Policy identified, amongst other things, possible interventions required to improve the current status of footway parking in the areas of key concern, and interest noted in the borough. The Footway Parking Policy represents just one way in which Haringey Council is committed to achieving the Mayor's Vision Zero target. By ensuring equitable access to safe walking conditions for all pedestrians, the Footway Parking Policy will help to mitigate unnecessary divergence into the roads from pedestrians and reduce the risk of collisions.

The Network Management Duty was defined in the 2004 Traffic Management Act: and was subsequently updated in April 2022¹ to support active travel, following the COVID-19 lockdowns. The guidance encourages local authorities to make significant changes to their road layouts to

¹ <https://www.legislation.gov.uk/ukpga/2004/18/contents>

give more space to cyclists and pedestrians and to maintain changes that have already been made. The measures which should be implemented, and are relevant to this policy include and are not limited to:

- enabling walking and cycling to school
- reducing speed limits
- introducing pedestrian and cycle zones
- restricting access for motor vehicles at certain times to specific streets
- modal filters/ filtered permeability
- Identifying and bringing forward permanent schemes already planned

The nuanced and specific landscape of Haringey Borough is appreciated, and it is understood that the Footway Parking Policy must be balanced and tailored to encompass the intricacies of footway issues in the area. A 'blanket' approach will not likely reflect the nuances of residents' requirements and would ultimately be unsuccessful. Furthermore, some footway parking arrangements have been in place for many years and, although this does not necessarily indicate that such arrangements are infallible, changes around these will need to be carefully thought out. An evidence-based approach is therefore anticipated to be most effective in ensuring the policy delivers tangible and beneficial outcomes for the Council.

Should the policy be adopted, the subsequent change will be a safer and more accessible walking environment for all walks of life in Haringey.

Analysis Results:

A number of different data sources have been consulted to undertake an informed assessment. The outcome of this analysis is summarised below:

- The policy will disproportionately benefit some groups with protected characteristics more than others. 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.
- 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
- Parking provision is still required for some individuals within each of the protected characteristic groups as well as those outside of these groups. The policy acknowledges this and will ensure parking is available where required
- The policy will help improve road safety, tackle social exclusion, foster modal shift, and improve individual journey experiences for some of Haringey's most vulnerable groups

Mitigations:

Haringey will assess each location 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 users are understood and taken into consideration. This will help mitigate against any potential negative impacts on all users, including those without protected characteristics.

Next Steps:

This policy document will be taken to Cabinet for approval by in April 2023. The views of Ward Councillors and local residents will be invited when considering amendments to footway parking provision at locations across the borough. These comments will be considered when determining the final design and possible footway parking layout at each location, if applicable.

3. Consultation and engagement

3a. How will consultation and/or engagement inform your assessment of the impact of the proposal on protected groups of residents, service users and/or staff? Detail how your approach will facilitate the inclusion of protected groups likely to be impacted by the decision.

The Footway Parking Policy has been informed by engagement with several groups with protected characteristics. These include Disabilities Action Haringey, City of London Street Assembly, Bruce Grove Healthy Streets Group, Haringey Wheelchair User Group, Public Voice, as well as Haringey Cycle Campaign and Haringey Living Streets. The stakeholder engagement sessions were coordinated and undertaken by WSP on behalf of the London Borough of Haringey.

Given the disproportionate impact footway parking can have on the elderly and those with disabilities, these groups have been specifically selected and consulted during the early stages of the policy development to ensure their concerns and needs are understood and considered. Early engagement with such groups acknowledges that everyone's experience navigating public space and the barriers to use differs from person to person. The Council acknowledge buggies and pushchairs are also impacted by poor footway widths and conditions, and this has been considered through engagement events where possible with stakeholders who have comparable needs.

Stakeholder engagement sessions have been undertaken with representatives from each of the identified groups mentioned above. A number of dates and times were provided as well as the option to attend an online or in person event to ensure the consultation met participants needs and to secure a good participation response rate.

Prospective participants were contacted via email, explaining the purpose of the consultation and how participant feedback will be incorporated into the policy development.

It is recognised that those with specific protected characteristics are not a homogenous group and are not defined by that characteristic alone. Subsequently, it was important that participants represented the demographic makeup of the borough, ensuring an equal gender, race, religion, and sexual orientation were represented in the engagement stage as much as possible.

Following agreement, a follow up email was sent to those individuals keen to attend explaining the context of the sessions and to get them registered for an online or in person event.

Online Stakeholder Engagement Sessions:

The consultant (WSP) supporting the policy development undertook two online engagement sessions on Tuesday 7th June and Friday 17th June 2022. All of the participants were Haringey residents who have daily, first-hand experience of the issues and complications associated with footway parking in the borough. The engagement sessions included a brainstorming element which explored the following three topics:

- Current concerns and barriers to footway use, with a specific focus on footway parking, street furniture, hedges, bins, and trees

- Identifying specific locations within the borough where footway parking and footway conditions pose issues
- Identifying potential solutions to overcome these barriers and issues

The two online stakeholder sessions were conducted using Microsoft Teams and the online engagement platform Miro, which allowed for a collaborative discussion around the challenges, barriers, and potential solutions regarding footway parking. To make the most of the sessions and to ensure everyone's views were heard, the size of the online groups was capped at 10. This enabled a more proactive participation from all attendees.

The presentation was sent to all participants ahead of the sessions to give them the opportunity to view the structure and content of the workshops. As Miro may not be accessible for all users, participants were also encouraged to provide their comments in the form of a word document or email, or to raise their thoughts during the discussion to allow the organisers to record all of the comments.

The link to the completed Miro boards were provided to the participants after each of the sessions, allowing them to add any additional comments for a period of two weeks. Participants were also invited to write, call, or email their thoughts to the Council after the session. In addition, the sessions were recorded to allow participants who could not attend to listen at an alternative time.

In-Person Stakeholder Engagement Session:

In addition to the online stakeholder sessions, WSP invited participants to join an in-person session which involved a walkabout along Hermitage Road. Those who participated in the online session were invited to share their availability and location preference by completing a Microsoft form. Participants who attended the online session were encouraged to share this opportunity with their contacts to generate wider participation.

Participants were asked ahead of the session if Haringey Council could offer any specific assistance or provision to ensure the session was as comfortable and accessible as possible.

The session took place on Wednesday 13th July between 14:00-15:30 and was attended by 8 residents representing their own personal needs and a number of organisations. The participant group represented a range of disabilities. Parents who regularly use pushchairs also attended. Two representatives from Haringey and two representatives from WSP attended the session.

Hermitage Road was chosen to showcase a prime example of footway parking issues in the borough. The location has good proximity to public transport, with bus stops and Haringey Green Lanes overground station located within a short walk of the site. Haringey Green Lanes overground station is also step free.

Hermitage Road is a largely residential road, with some industrial/warehouse use, located to the east of Green Lanes (A105). The road is two-way working with a no entry at the junction with Beechfield Road. Hermitage Road is located within Controlled Parking Zone (CPZ) B and footway parking (two wheels on footway, two wheels on carriageway) is permitted on both sides of the road. The in-person session offered the opportunity for participants to showcase the issues footway parking proposes on the ground.

Defining the Policy

The feedback received from the engagement sessions has played a fundamental role in shaping the Footway Parking Policy, helping to consider and develop a selection of appropriate

interventions. The concerns and potential improvements raised in the sessions were analysed alongside other key data including the on-street assessments provided by Haringey Council, and an extensive review of local policy.

The results from this analysis were then used to develop several levels of intervention which will be considered by the Council once they begin reviewing footway parking at specific locations within the borough. These interventions confirm with local policy documents as they will provide a safer, more sustainable, and more inclusive community within the borough.

These interventions include:

1. Remove / partially remove footway parking
2. Introduce permit capping in Haringey
3. Maintain damaged footways
4. Maintain scrubs and foliage
5. Remove waste
6. Introduce breaks within footway parking

It is acknowledged that not all footway parking can be removed from roads, and therefore a number of other measures as detailed above can be implemented to improve the condition of footways and improve useability. Haringey Council will review each of the 102 roads with footway parking and determine the appropriate solution using a scoring assessment as detailed within the policy report.

Next Steps

It is important to note that the engagement undertaken to date is preliminary. Haringey Council acknowledges that further engagement will be required once the policy is adopted by the Council. This will be undertaken on a location-by-location basis, ensuring the views and needs of local residents and regular visitors are fully understood before any changes are made to the current parking provision.

If approved, the policy will be adopted in April 2023. Key stakeholders, including the groups with protected characteristics, as well as those living, working, and visiting the borough will be notified of the adopted policy through standard Council communications mechanisms.

The Council recognises that national policy continues to evolve therefore if the Footway Parking Policy is adopted, it will remain live to ensure the needs of different groups and interventions proposed reflect the contemporary context.

3b. Outline the key findings of your consultation / engagement activities once completed, particularly in terms of how this relates to groups that share the protected characteristics

A number of key themes were raised during the sessions which have been summarised below. Full details of the engagement sessions can be found in the Stakeholder Engagement Report.

Key findings:

- Footway parking significantly narrows the available footway width forcing users to cross the road and/or use the carriageway

- Footways are narrowed further by overhanging shrubs, fly tipping, discarded dockless bikes and e-scooters, and inappropriately placed street furniture, bollards and planters. Construction hoarding as well as seating / signs associated with shops and eateries also pose issues
- Footway quality also plays a key role in accessibility and overall user experience, with tree roots and flower beds posing trip hazards and vehicle damage leading to cracked, uneven paving
- Footway parking can cause issues for those who use adapted vehicles as chair lifts/ramps are unable to extend and settle evenly on the carriageway.

Although these issues are likely to affect all footway users, it was clear from the sessions that these issues pose more significant barriers and complications for specific groups with protected characteristics, including those with disabilities, the elderly and those with young children and/or use pushchairs.

Participants explained that given the extent of footway parking in the borough, these issues often lead to social exclusion due to limiting access to services, increased journey times associated with less direct routes and poor crossing provision, loss of independence and a poor user experience overall. Full details are available in the Stakeholder Engagement Report.

4. Data and Impact Analysis

This section assesses the impact of the policy on the following groups with protected characteristics:

- Age
- Disability
- Gender Reassignment
- Marriage and Civil Partnership
- Pregnancy and Maternity
- Race
- Religion or Belief
- Sexual Orientation
- Socioeconomic Status (local)

Given that the policy will be applied to footway parking across the borough, the borough profile data has been used to define the target population. Other data sources, such as Haringey's Local Implementation Plan 3², 2021/22 Road Safety Investment Plan³, Transport for All's Pave the Way report⁴, and research conducted by Living Streets⁵, have been used to inform the assessment. Results from the preliminary stakeholder engagement sessions undertaken by WSP have also played a key role in shaping this assessment.

The impact of the policy on each of the groups has been assessed in the following way:

1. Data profile: Provides data on this group and their representation in Haringey

² [2018 consultation draft of the haringey lip3.pdf](#)

³ [Road Safety Investment Plan.pdf \(haringey.gov.uk\)](#)

⁴ [Pave-The-Way-full-report.pdf \(transportforall.org.uk\)](#)

⁵ [Pavement Parking - our policy | Living Streets](#)

2. Data sources: Provides details of the key data sources and findings used to inform the assessment
3. Assessment: Using the findings, this section assesses the impact of the policy on the specific protected characteristic group*. Consideration is given to whether the group is disproportionately affected by the proposal due to overrepresentation and how this compares with the wider demographic of the borough.

**It is acknowledged that people with different characteristics have different needs and their experiences navigating the urban environment are both unique and intersect with the needs of other characteristics. See Section 5 for further details on intersectionality.*

4a. Age – Including the experience of young people (age 18 and under) and older people

Data⁶

Borough Profile

56,718: 0-17 (21%)
72,807: 18-34 (27%)
68,257: 35-49 (25%)
44,807: 50-64 (17%)
28,632: 65+ (11%)

Young people

Key data sources and findings used to inform the assessment include:

1. State of the Borough (Haringey, 2022)⁶

Findings:

- There are 56,718 children in Haringey aged 0-17 years, representing 21% of the population
- 15.9% of school age pupils in Haringey have special educational needs (SEN), which is slightly higher than the London average (15.2%)

2. TfL Streetspace Guidance – Case-making Data for Boroughs (TfL, 2021)⁷

Findings:

- More 11–17-year-olds walk to school in Haringey than in any other London borough (64% mode share). The average for London is 34%
- Air pollution disproportionately impacts on children living in deprived parts of Haringey. 20% of the most deprived areas in London had 8.6% more PM10 and 8.1% more NOx compared to the 20% least deprived areas

3. Local Implementation Plan 3 (LIP 3) (Haringey, 2018)²

Findings:

- Every year more than 2,000 people are killed or seriously injured on London's streets. People from more deprived areas, some ethnic minorities, children and older people are disproportionately affected by road danger
- 80% of all deaths and serious injuries occur to people walking, cycling, or riding motorcycles
- The plan outlines a number of barriers to active travel amongst younger people, including parents fear for their child's safety if they are to walk unaccompanied

⁶ [State of the Borough profile - June 2022 \(haringey.gov.uk\)](https://haringey.gov.uk/state-of-the-borough-profile-june-2022)

⁷ <https://tfl.gov.uk/info-for/boroughs-and-communities/streetspace-funding>

4. Road Safety Investment Plan (RSIP) (Haringey, 2021/22)³

Findings:

- Children, pedestrians, cyclists, motorcyclists/scooter users and older people are considered vulnerable road users and are therefore more likely to be involved in a road collision
- In 2018 and 2017, there were two and three fatal collisions respectively, all of whom were pedestrians. In 2019, 3 people were killed (two motorcyclists and one pedestrian)

5. Results from Stakeholder Engagement Sessions

Findings (see Stakeholder Engagement Report for more details):

- Parents with young children explained that they often find it difficult to navigate footway parking when walking with a pushchair and/or young children
- Participants explained that in some locations in the borough the remaining footway space available is minimal, forcing them into the carriageway with their pushchairs and young children which is unsafe and unpredictable
- Parents also explained that this is made worse by poor footway maintenance, and street clutter such as bins and lamppost columns

6. Pavement Parking – Effect on People (UK Parliament, 2019) ⁸

Findings:

- Those with babies and young children are also affected by footway parking given that they use pushchairs or need to walk directly alongside their children. Where footways are narrowed by pavement parking, this can put young people at risk.
- A parent of young children explained that their lives and their children's lives are at greater risk of being hit by a car on the road, than they would have been when on the pavement. Another parent explained that footway parking not only makes walking down the pavement extremely unpleasant, cars driving on and off the pavement create a hazard for small children who can't easily be seen from the wheel of a car.

7. Road Traffic Statistics (DfT, 2020) ⁹

Findings:

- In Haringey, 3.3 times more primary school children walk to school than are driven to school
- Walking is the most commonly used mode of transport by younger Londoners (97% of those aged 24 and under walk at least once a week compared with 95% all Londoners)

8. Child Health Profile (Public Health England, 2016)¹⁰

Findings:

- Children in Haringey have worse than average levels of obesity: 10.8% of children aged 4-5 years and 23.1% of children aged 10-11 years are classified as obese

⁸ [Pavement Parking - Transport Committee - House of Commons \(parliament.uk\)](https://www.parliament.uk/business/committees/committees-a-z/commons-select/transport-committee/publications/pavement-parking/)

⁹ [Road traffic statistics - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/road-traffic-statistics)

¹⁰ <https://www.haringey.gov.uk/sites/haringeygovuk/files/childhealthprofile2016-haringey.pdf>

Potential Impacts (Assessment):

The policy will look to rationalise footway parking across the borough and will subsequently be one of many interventions delivered in Haringey to create a safer, more pleasant, and accessible pedestrian environment for all. Given that 21% of the population are under 18 and the majority walk as their main mode of travel, the removal and/or rationalisation of footway parking will undoubtedly have a positive effect on the experiences of young people in the borough.

It could be argued that young people may benefit disproportionately from the policy, however the improvements to the overall pedestrian environment will positively impact all Haringey residents and visitors¹¹. Further to this, Haringey will assess each location on a case-by-case basis to ensure that the interventions are inclusive, and the needs of local users and communities are understood before any changes are made.

Rationalising footway parking and improving footway conditions, including both width and quality, will tackle some of the key challenges footway parking currently presents for young people in the borough. These include:

- Enabling those with pushchairs and young children to walk together on the footway, preventing parents and children from walking in the carriageway and improving road safety for vulnerable road users
- Helping to address parent's concerns about road safety, fostering a modal shift as perceptions around the safety of their children travelling independently on foot improve with such road space reallocation measures. Reallocating road space to pedestrians and subsequently encouraging active travel will also help address inactivity amongst children and improve air quality for young people living in Haringey's most deprived areas
- Enabling young people to travel safely and comfortably access public spaces

It is acknowledged however that walking may not be an option for all young people. The policy recognises this and will ensure that parking provision is retained where required, particularly for blue badge holders and near key trip generators such as schools, medical centres, and sports centres.

Elderly people:

Key data sources and findings used to inform the assessment include:

1. State of the Borough (Haringey, 2022)⁶

Findings:

- Haringey has 29,224 residents aged 65+ (11%)
- The highest expected growth in the 2018-based population projections (to 2030) is in the 65+ groups, with the 65–84-year-old population growing by 30% and 95+ population growing by 18.5%

2. Pave the Way (Transport for All, 2021)⁴

Findings:

- For the 44% of Londoners over 75 who live alone, accessible transport can bring vital opportunities for social connection

¹¹ <https://www.gov.uk/government/publications/inclusive-mobility-making-transport-accessible-for-passengers-and-pedestrians>

- However, more than one in ten people in this age group say they never use public transport and don't have a car

3. Results from Stakeholder Engagement Sessions

Findings (see Stakeholder Engagement Report for more details):

- One participant who was over 65 and a wheelchair user explained that footway parking and poor footway maintenance forces her into the carriageway and can impact journey times and the overall journey experience

4. Road Safety Investment Plan (RSIP) (Haringey, 2021/22)³

Findings:

- Children, pedestrians, cyclists, motorcyclists/scooter users and older people are considered vulnerable road users and are therefore more likely to be involved in a road collision
- In 2018 and 2017, there were two and three fatal collisions respectively, all of whom were pedestrians. In 2019, 3 people were killed (two motorcyclists and one pedestrian)
- London's population is also living longer, which means there will be a greater proportion of older people who are less able to cope with the physical impact of collisions. These changes in London's population mean it is even more vital, and yet more challenging, to tackle road danger

5. Pavement Parking (Living Streets)⁵

Findings:

- People aged 65 and over polled for Living Streets in 2014 who said pavement parking was a problem in their local area
- 50% of older people say they would be more likely to walk outside if the pavements were clear of vehicles parked on them

6. The Road Safety Statement – A Lifetime of Road Safety (DfT, 2019)¹²

Findings:

- It is important that people live an active and healthy life into older age. For that people of all ages need the knowledge, skills and confidence to use a wide range of travel options safely
- Active travel is vital for health and perceptions of safety are key to encouraging people, especially older people to take up more active forms of travel

Potential Impacts (Assessment):

Similarly, the solutions identified in the policy will help to address the following issues for the elderly population:

- Social exclusion: Research by Transport for All⁴ demonstrates how vital accessible transport can be for tackling social exclusion. 44% of Londoners over 75 live alone and more than one in ten in this age group say they do not use public transport and do not have a car. By default, these groups are likely to walk or rely on other people to get around. Further to this, research by Living Streets⁵ highlights that 50% of older people say they would be more likely to walk if footways were clear of parked vehicles. The

¹² [The road safety statement 2019: a lifetime of road safety \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/824812/the-road-safety-statement-2019-a-lifetime-of-road-safety.pdf)

policy's aims to improve footway conditions will contribute to creating a more accessible pedestrian environment for all, enabling elderly residents in Haringey to travel independently and access key services

- Road safety: As detailed above, the elderly population are amongst the most vulnerable road users and are often overrepresented in road collision data³. By improving damaged footways, removing street clutter, and rationalising existing footway parking, this policy will provide safer, more connected pedestrian routes for the elderly population, reducing their need to cross and minimising time spent in the carriageway
- Poor user experience: The policy will help improve the user experience for the elderly population who already walk or use wheelchairs or mobility aids as their main mode of travel. This includes improving access to services, journey times, and confidence. These improvements could also help foster modal shift for some who currently depend on community transport, private car use and taxis (see below for more details)
- Dependency: It is acknowledged that many elderly people rely on taxis, private car use and community transport to travel as well as other door to door services which are delivered by motor vehicle. As mentioned, the solutions discussed in the policy will be tailored to specific locations and parking provision will remain where it is deemed necessary. It could be argued however that such improvements could help tackle an over reliance on door-to-door transport and services, allowing the elderly to regain independence and enjoy the physical and mental benefits that are associated with active travel. Arguably, this is likely to become more important as the elderly population grows³ and demand for assisted transport increases

Although the elderly population are likely to disproportionately benefit from the policy, the positive impacts will be felt by all Haringey residents and visitors¹¹.

4b. Disability

Data⁶

Borough Profile

4,500 people have a serious physical disability in Haringey.

19,500 aged 16-64 have a physical disability this equates to approximately 10% of the population aged 16-64.

1,090 people living with a learning disability in Haringey.

4,400 people have been diagnosed with severe mental illness in Haringey.

Key data sources and findings used to inform the assessment include:

1. State of the Borough (Haringey, 2022)⁶

Findings:

- 4,500 people have a serious physical disability in Haringey
- Almost 5,000 people have lost sight which impacts daily living
- 14,700 adults have a moderate or severe hearing impairment
- 19,500 aged 16-64 have a physical disability this equates to approximately 10% of the population aged 16-64
- 1,090 people living with a learning disability in Haringey
- 4,400 people have been diagnosed with severe mental illness in Haringey.

2. Pave the Way (Transport for All, 2021)⁴

Findings:

- Transport for All have identified a number of barriers to active travel for those with disabilities. Examples include:
 - a) Pavements cluttered by obstacles: These are difficult for those with mobility impairments to navigate and can pose a hazard to those with visual impairments. They are also confusing and overwhelming for those who are neurodivergent
 - b) Pavements that are steep, uneven, or bumpy are difficult to traverse in a wheelchair and can be trip-hazards. Tree roots, cobblestones, and poorly laid paving stones all contribute to this

3. National Travel Survey (DfT, 2020)¹³

Findings:

- Disabled people are five times more likely to be injured as a pedestrian than non-disabled people, reporting 22 motor vehicle injuries per million miles walked, compared to 4.8 among pedestrians without a disability

4. Royal National Institute of Blind (RNIB, 2009)¹⁴

Findings:

- The RNIB report that walking is the main mode of travel for blind and partially sighted people, many of whom who will have fewer transport options available to them than others

5. Pavement Parking – Effect on People (UK Parliament, 2019)⁸

Findings:

- Those who rely on mobility aids may be impeded or find the pavement impassable where footway parking reduces the usable width of the pavement.
- People with visual impairments sometimes require assistance from a carer or use a long cane or guide dog which can be difficult when pavement widths are narrowed

6. Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (DfT, 2021)¹¹

Findings:

- This guidance highlights the importance of inclusivity to ensure equal access to pedestrian and transport infrastructure following an investigation of the accessibility needs of people with mental health conditions, dementia, age related and non-visible impairments.
- This research highlighted a number of barriers to navigating the pedestrian environment, including obstacles, uneven surfaces, crossing the road, navigating slopes and ramps, and lack of confidence to travel.
- The guidance underlines that good, inclusive design benefits all users, including those who have non-visible disabilities

7. Results from Stakeholder Engagement Sessions

Findings (see Stakeholder Engagement Report for more details):

- Participants explained that footway parking leads to a number of issues including:

¹³ [National Travel Survey: 2020 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/national-travel-survey-2020)

¹⁴ [Travel, transport and mobility - RNIB - See differently](https://www.rnib.org.uk/transport-and-mobility)

- a) Putting their personal safety at risk as they are forced into the carriageway, especially if they use mobility aids such as wheelchairs
- b) Social exclusion as participants feel they are unable to travel independently and/or access services
- c) Increasing journey times and making journeys unpleasant
- d) Poor footway conditions resulting from vehicles bumping up onto the pavement
- e) Footways are narrowed even further when coupled with further obstacles / street clutter
- f) Footway parking can cause issues for those who use adapted vehicles as chair lifts/ramps are unable to extend and settle evenly on the carriageway
- g) Public space becomes unsettling and hard to navigate for those who are neurodivergent

8. Road Safety Investment Plan (RSIP) (Haringey, 2021/22)³

Findings:

- People from more deprived areas, some ethnic minorities, disabled people, children, and older people experience the worst impacts of road danger, noise, and air pollution

Potential Impacts (Assessment):

The term disability is broad and includes people with physical, sensory, and cognitive impairments. Although individual needs will differ from person to person, it is clear from the findings above that footway parking disproportionately effects a wide range of disabled groups. Further to this, given that such a high portion of disabled Londoners and Haringey residents are regular footway users, with 81% of disabled Londoners walking at least once a week¹⁵, this policy will help to address the following issues currently experienced by disabled groups relating to footway parking:

- Social exclusion: By improving footway widths and conditions, disabled residents and visitors are likely to feel more confident walking and wheeling, improving their independence and access to public spaces and services. This is particularly important for those who are blind or partially sighted who rely on walking as their main mode of travel¹⁴. Further to this, given that a vast majority of disabled Londoners are over the age of 65¹⁵, accessible public spaces are particularly important as those who are elderly and disabled are more at risk of social exclusion compared to other groups
- Improving user experience: The policy will help overcome some of the key barriers identified in Transport for All's Pave the Way report⁴. Removing obstacles, providing wider footways, and improving footway conditions, will improve conditions for those with mobility and visual impairments and will help simplify the public realm, benefiting those who are neurodivergent. Providing comfortable widths and high-quality footways will help improve route continuity and road safety, minimising the need to cross unnecessarily and walk/wheel in the carriageway

It is recognised however that this policy will not solve transport accessibility issues on its own. This policy must be adopted as part of a package of measures which aim to support sustainable

¹⁵ [Travel in London: Understanding our diverse communities 2019 \(tfl.gov.uk\)](https://tfl.gov.uk/road-works/travel-in-london/understanding-our-diverse-communities-2019)

travel as the ‘first choice for all’¹⁶. Further to this, each location will be assessed, and solutions selected on a case-by-case basis, ensuring parking bays are maintained for those where walking and public transport use is not an option. Although those with disabilities are likely to disproportionately benefit from this policy, the solutions proposed will also benefit and meet the needs of many other groups¹¹.

4c. Gender Reassignment¹⁷

Data

Borough Profile

There is no robust data at Borough level on our Trans population, however the central government estimates that there are approximately 200,000-500,000 Trans people in the UK. Assuming an average representation, this would mean between 800 and 2,000 Haringey residents are Trans¹⁸.

Potential Impacts (Assessment):

As outlined in the DfT’s Inclusive Mobility report¹¹, inclusive street design benefits all users, therefore the improvements proposed by the policy will be enjoyed by all Haringey residents and visitors. It is therefore unlikely that the adoption of this policy and implementation of the proposed solutions will unduly impact gender reassigned groups.

It should be acknowledged however that this EqIA will be considered an iterative assessment document therefore should specific issues come to light following the adoption of the policy, these can be investigated, mitigated, and recorded here if deemed necessary.

4d. Marriage and Civil Partnership

Data¹⁹

Borough Profile

Divorced or formerly in a same-sex civil partnership which is now legally dissolved: (8.2%)

In a registered same-sex civil partnership: (0.6%)

Married: (33.3%)

Separated (but still legally married or still legally in a same-sex civil partnership): (4.0%)

Single (never married or never registered a same-sex civil partnership): (50.0%)

Widowed or surviving partner from a same-sex civil partnership: (3.9%)

Potential Impacts (Assessment):

As outlined in the DfT’s Inclusive Mobility report¹¹, inclusive street design benefits all users, therefore the improvements proposed by the policy will be enjoyed by all Haringey residents and visitors. It is therefore unlikely that the adoption of this policy and implementation of the proposed solutions will unduly impact individuals based on their marital or partnership status.

¹⁶ https://www.haringey.gov.uk/sites/haringeygovuk/files/haringey_transport_strategy_2018.pdf

¹⁷ Under the legal definition, a transgender person has the protected characteristic of gender reassignment if they are undergoing, have undergone, or are proposing to undergo gender reassignment. To be protected from gender reassignment discrimination, an individual does not need to have undergone any specific treatment or surgery to change from one's birth sex to one's preferred gender. This is because changing one's physiological or other gender attributes is a personal process rather than a medical one.

¹⁸ Trans is an umbrella term to describe people whose gender is not the same as, or does not sit comfortably with, the sex they were assigned at birth.

¹⁹ 2011 Census

It should be acknowledged however that this EqlA will be considered an iterative assessment document therefore should specific issues come to light following the adoption of the policy, these can be investigated, mitigated, and recorded here if deemed necessary.

4e. Pregnancy and Maternity

Data²⁰

Borough Profile

Live Births in Haringey 2019: 3,646

Key data sources and findings used to inform the assessment include:

1. Results from Stakeholder Engagement sessions:

Findings (see Stakeholder Engagement Report for more details):

- Participants with children noted that they could not walk with one child and pushchair at the same time due to the narrow footway width available
- Many parents outside of the stakeholder group were observed walking into the road with their buggies to avoid the insufficient width provided on the footways

2. Pavement Parking – Effect on People (UK Parliament, 2019)⁸

Findings:

- Those who have young babies or young children are affected by footway parking as the narrowed pavements force mothers with buggies to walk in the carriageway

3. Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (DfT, 2021)¹¹

Findings:

- Well designed and accessible transport networks and environments bring wider benefits for the general population, such as those travelling with children, especially in pushchairs, or those with heavy luggage

Potential Impacts (Assessment):

The research above indicates that women with pushchairs are disproportionately affected by footway parking as the reduced widths push them into the carriageway, compromising their safety. Contrary to this, it is recognised that some women may need to travel by motor vehicle later in pregnancy and will therefore rely on parking provision to get around the borough and access vital services. However, given that the policy recognises the need to retain parking and will select solutions on a case-by-case basis, sufficient parking provision will remain.

4f. Race

In the Equality Act 2010, race can mean ethnic or national origins, which may or may not be the same as a person's current nationality.²¹

Data²²

Borough Profile

Arab: 0.9%

Any other ethnic group: 3.9%

²⁰ Births by Borough (ONS)

²¹ [Race discrimination | Equality and Human Rights Commission \(equalityhumanrights.com\)](https://equalityhumanrights.com/)

²² 2011 Census

Asian: 9.5%

Bangladeshi: 1.7%

Chinese: 1.5%

Indian: 2.3%

Pakistani: 0.8%

Other Asian: 3.2%

Black: 18.7%

African: 9.0%

Caribbean: 7.1%

Other Black: 2.6%

Mixed: 6.5%

White and Asian: 1.5%

White and Black African: 1.0%

White and Black Caribbean: 1.9%

Other Mixed: 2.1%

White: 60.5% in total

English/Welsh/Scottish/Northern Irish/British: 34.7%

Irish: 2.7%

Gypsy or Irish Traveller: 0.1%

Other White: 23%

Key data sources and findings used to inform the assessment include:

1. State of the Borough (Haringey, 2019)⁶

Findings:

- Around 16.5% of residents in Haringey are from Black ethnic groups and one in ten are Asian (10.3%)
- Non-white British communities are concentrated in deprived areas rising to 83.4% in Northumberland Park, the most deprived ward. Studies have shown a strong correlation between deprivation and pollution as homes in deprived areas tend to be more condensed, nearer to roads with high concentrations of pollution and less green space

2. Vision Zero Action Plan (TfL, 2018)²³

Findings:

- Black, Asian and non-white Londoners are more at risk from motor vehicle injury, with children in this group being on average 1.5 times more likely to be killed or seriously injured on the roads than white children

3. Travel in London: Understanding our Diverse Communities (TfL, 2019)¹⁵

Findings:

²³ <https://content.tfl.gov.uk/vision-zero-action-plan.pdf>

- Walking is the most commonly used type of transport by Black, Asian and non-white Londoners. 96% of Black, Asian and non-white Londoners walk at least once a week compared with 95% of white Londoners
- The use of cars among black, Asian and non-white Londoners is lower than for white Londoners; 32% of black, Asian and non-white Londoners drive a car at least once a week compared with 41% of white Londoners (33% and 43% respectively in 2013/14).

4. Health and Wellbeing Strategy (Haringey, 2015-2018)²⁴

Findings:

- Children from black and minority ethnic (BME) groups are more likely to be obese than white British children
- Overweight and obesity disproportionately affects individuals of Asian origin (particularly those of south Asian origin), Black African women, Black Caribbean women, Pakistani women, Black Caribbean men, and Irish Men

Potential Impacts (Assessment):

Given that walking is the most commonly used mode of travel by Black, Asian and non-white Londoners, this policy will positively impact these groups as it looks to improve existing footway conditions and the overall pedestrian environment.

Further to this, rationalising footway parking and improving priority for pedestrians over motor vehicles will also help improve road safety for Black, Asian and non-white Londoners, who are more at risk from motor vehicle injury than white Londoners. Prioritising active travel over car use may also help to deliver secondary health benefits such as improving physical activity and reducing exposure to poor air quality.

Although those Black, Asian and non-white Londoners are likely to disproportionately benefit from this policy, the solutions proposed will also benefit and meet the needs of many other groups.

4g. Religion or belief

Data

Borough Profile²²

Christian: 45%

Buddhist: 1.1%

Hindu: 1.9%

Jewish: 3%

Muslim: 14.2%

No religion: 25.2%

Other religion: 0.5%

Religion not stated: 8.9%

Sikh: 0.3%

Potential Impacts (Assessment):

As outlined in the DfT's Inclusive Mobility report¹¹, inclusive street design benefits all users, therefore the improvements proposed by the policy will be enjoyed by all Haringey residents and visitors. Further to this, the policy recognises that parking provision will still be required therefore

²⁴ [Health and Wellbeing Strategy | Haringey Council](#)

access to places of worship will still be possible by motor vehicle, particularly for those own require the use of a blue badge bay.

It is therefore unlikely that the adoption of this policy and implementation of the proposed solutions will unduly impact individuals based on their religion or belief.

It should be acknowledged however that this EqIA will be considered an iterative assessment document therefore should specific issues come to light following the adoption of the policy, these can be investigated, mitigated, and recorded here if deemed necessary.

4h. Sex

Data

Borough profile¹⁹

Females: (50.5%)

Males: (49.5%)

Key data sources and findings used to inform the assessment include:

1. Travel in London: Understanding our Diverse Communities (TfL, 2019)¹⁵

Findings:

- Walking is the most commonly used type of transport by women (95% walk at least once a week), followed by bus (63%) and car as a passenger (51%)
- Women are more likely than men to be travelling with buggies and/or shopping and this can affect transport choices
- Women aged 17 or over who are living in London are less likely than men to have a full driving licence or have access to a car
- Londoners over 80 are much more likely to be women than men. Reflecting the fact that more older Londoners are women than men, women are marginally more likely to be disabled

2. Pavement Parking – Effect on People (UK Parliament, 2019)⁸

Findings:

- Those who have young babies or young children are affected by footway parking as the narrowed pavements force mothers with buggies to walk in the carriageway

3. Women's Safety Survey – YouGov (BBC/YouGov, 2022)²⁵

Findings:

- 66% of women surveyed said they always, often or sometimes feel unsafe walking alone at night, compared to 39% of men
- 25% of women surveyed said they always, often or sometimes feel unsafe walking alone in the daytime, compared to 10% of men

Potential Impacts (Assessment):

The solutions identified in the policy will help to address the following issues for women:

- User experience: Given that 95% of women in London walk at least once a week and women are more likely than men to be travelling with young children and pushchairs¹⁵, women will benefit from the improved footway conditions proposed

²⁵ [How often do British women feel unsafe doing day to day activities? | YouGov](#)

in the policy. This will help minimise the need to cross or walk in the carriageway, improving road safety and their overall journey experience

- Personal safety: As demonstrated in the YouGov survey²⁵, women are more likely than men to feel unsafe when walking alone both at night and during the day. Simplifying our footways, removing clutter and providing a clearer preview of our routes, can help improve perceptions of safety and confidence for women travelling independently

Although women are likely to disproportionately benefit from the policy, the positive impacts will be felt by all Haringey residents and visitors regardless of gender¹¹.

4i. Sexual Orientation

Data

Borough profile²⁶

3.2% of London residents aged 16 or over identified themselves as lesbian, gay or bisexual in 2013. In Haringey this equates to 6,491 residents.

Potential Impacts (Assessment):

As outlined in the DfT's Inclusive Mobility report¹¹, inclusive street design benefits all users, therefore the improvements proposed by the policy will be enjoyed by all Haringey residents and visitors. It is therefore unlikely that the adoption of this policy and implementation of the proposed solutions will unduly impact individuals based on their sexual orientation.

It should be acknowledged however that this EqIA should be considered an iterative assessment document therefore should specific issues come to light following the adoption of the policy, these can be investigated, mitigated, and recorded here if necessary.

4j. Socioeconomic Status (local)

Data

Borough profile

Income

8.3% of the population in Haringey were claiming unemployment benefit on 9 December 2021.²⁷
20.8% of the population in Haringey were claiming Universal Credit on 9 December 2021.²⁸
29% of employee jobs in the borough are paid less than the London Living Wage.²⁹

Educational Attainment

While Haringey's proportion of students attaining grade 5 or above in English and Mathematics GCSEs is higher than the national average, it is below the London average.³⁰

²⁶ ONS Integrated Household Survey

²⁷ [ONS Claimant Count](#)

²⁸ [LG Inform](#)

²⁹ ONS

³⁰ Annual Population Survey 2019 (via nomis)

4.4% of Haringey's working age populations had no qualifications in 2020³¹. 4.8% were qualified to level one only³².

Area Deprivation

Haringey is the 4th most deprived in London as measured by the IMD score 2019. The most deprived LSOAs (Lower Super Output Areas or small neighbourhood areas) are more heavily concentrated in the east of the borough where more than half of the LSOAs fall into the 20% most deprived in the country⁶.

Key data sources and findings used to inform the assessment include:

1. State of the Borough (Haringey, 2019)⁶

Findings:

- Haringey is the 4th most deprived borough in London, with deprivation more concentrated in the northeast

2. Pave the Way (Transport for All, 2021)⁴

Findings:

- Many disabled people do not have mobility aids of high enough quality – or that are adequately suited to their needs – to enable them to make active journeys on foot or using a wheelchair
- The Labour Force Survey for April to June 2020 revealed that disabled people are more than twice as likely to be unemployed as non-disabled people
- Research by the disability charity Scope also found that disabled people face extra costs of £583 a month

3. Road Safety Investment Plan (RSIP) (Haringey, 2021/22)³

Findings:

- People from more deprived areas, some ethnic minorities, disabled people, children, and older people experience the worst impacts of road danger, noise, and air pollution
- People walking in the most deprived areas of London are more than twice as likely to be injured as those in the least deprived areas

4. Local Implementation Plan 3 (LIP 3) (Haringey, 2018)²

Findings:

- Residents have lower car ownership in the east of the borough where levels of deprivation are higher
- Car ownership and use are higher to the most affluent west of the borough, arguably where access to public transport is lacking (footway parking is less prevalent in the west of the borough)

5. Results from Stakeholder Engagement Sessions

Findings:

- Participants suggested that the quality of the streetscape, including footway widths and conditions, dropped kerbs and general public realm, varies from area to area with more deprived areas of the borough exhibiting more issues.

³¹ [LG Inform - qualifications](#)

³² [LG Inform – level one](#)

- One participant highlighted that some areas had potential to generate more interest where residents may have more time to raise issues with the Council and know how to advocate and navigate the complaints system.

6. Health and Wellbeing Strategy (Haringey, 2015-2018)²⁴

Findings:

- Obesity levels are closely linked to deprivation. Year 6 children living in deprived areas are 2.5 times more likely to be overweight or obese than those in more affluent areas
- High levels of obesity are common in the east of the borough

Potential Impacts (Assessment):

It is clear from the research that poor pedestrian facilities and accessibility is likely to have a disproportionately negative impact on those from and/or living in more deprived areas.

Although footway parking is present across Haringey, there are high concentrations in the east of the borough where car ownership is lower and where levels of deprivation are higher. This suggests that residents living in the poorer areas of the borough are more likely to be impacted by footway parking and are less likely to be utilising the provision. Footway parking is most prevalent in the northeast of the borough around the Tottenham/Wood Green area where levels of deprivation are considered to be below 5 according to Indices of Multiple Deprivation (IMD) data⁶ (1 is most deprived and 10 is least deprived).

These findings are backed up by feedback received during the stakeholder engagement sessions, where one participant noted that there is a difference in the quality of the pedestrian environment and overall streetscape between the poorest areas of the borough and the wealthiest.

Given that the policy will look at tackling solutions to poorly maintained footways and options to rationalise footway parking, improvements to the pedestrian environment will be delivered borough wide regardless of the demographic makeup of the area.

Further to this, these improvements will help to improve road safety for the groups most at risk of road danger, which includes those from more deprived areas and those walking in more deprived areas.

The improvements delivered will also help to tackle social exclusion experienced by disabled groups who are more at risk of unemployment than non-disabled groups⁴ as the pedestrian environment is more accessible and becomes easier to navigate.

Although those from lower socioeconomic backgrounds are likely to disproportionately benefit from the policy, the positive impacts will be felt by all Haringey residents and visitors regardless of demographic¹¹.

5. Key Impacts Summary

5a. Outline the key findings of your data analysis.

The key findings of the data analysis are detailed below:

- The policy will disproportionately benefit some groups with protected characteristics more than others. 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

- 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
- Parking provision is still required for some individuals within each of the protected characteristic groups as well as those outside of these groups. The policy acknowledges this and will ensure parking is available where required
- The policy will help improve road safety, tackle social exclusion, foster modal shift, and improve individual journey experiences for some of Haringey's most vulnerable groups

5b. Intersectionality

Many proposals will predominantly impact individuals who have more than one protected characteristic, thereby transforming the impact of the decision.

This section is about applying a systemic analysis to the impact of the decision and ensuring protected characteristics are not considered in isolation from the individuals who embody them.

Please consider if there is an impact on one or more of the protected groups? Who are the groups and what is the impact?

This assessment appreciates that individuals with protected characteristics have different needs and their experiences navigating the urban environment varies and intersects with the needs of other characteristics. It is acknowledged that many of the groups discussed in this report are interrelated. For example, research shows that elderly people are more likely to be disabled and children from Black, Asian and non-white backgrounds are more likely to be victims of road collisions, and disabled people are more than twice as likely to be unemployed as non-disabled people. This illustrates the intersectionality between age and disability, age and race, and disability and socio-economic status.

The interventions will be selected on a case-by-case basis and some roads may need to retain some parking provision. As a result all users will be taken into consideration when assessing the appropriate proposed solution.

5c. Data Gaps

Based on your data are there any relevant groups who have not yet been consulted or engaged? Please explain how you will address this

As outlined in Section 3, footway parking has a disproportionately negative impact on the elderly, those with disabilities and those with young children/use pushchair, therefore these groups were specifically selected and consulted during the early stages of the policy development to ensure their needs were understood and considered.

Further consultation and engagement will take place specific to each location. This would be in addition to any traffic order amendments which would also include a statutory consultation element. This will allow all users and any potential impacts to be taken into consideration.

6. Overall impact of the policy for the Public Sector Equality Duty

Summarise the key implications of the decision for people with protected characteristics.

The assessment shows that many of the groups with protected characteristics will disproportionately benefit from the proposed interventions, these being those with disabilities, the elderly. 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

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.

Given that those who do not exhibit protected characteristics will also benefit from the policy¹¹, it is also likely that the subsequent interventions will help foster good relations between groups who share protected characteristics and those who do not.

7. Amendments and mitigations

7a. What changes, if any, do you plan to make to your proposal because of the Equality Impact Assessment?

Further information on responding to identified impacts is contained within accompanying EqIA guidance.

Please delete Y/N as applicable

No major change to the proposal: the EqIA demonstrates the proposal is robust and there is no potential for discrimination or adverse impact. All opportunities to promote equality have been taken. If you have found any inequalities or negative impacts that you are unable to mitigate, please provide a compelling reason below why you are unable to mitigate them **Y**

Adjust the proposal: the EqIA identifies potential problems or missed opportunities. Adjust the proposal to remove barriers or better promote equality. Clearly set out below the key adjustments you plan to make to the policy. If there are any adverse impacts you cannot mitigate, please provide a compelling reason below **N**

Stop and remove the proposal: the proposal shows actual or potential avoidable adverse impacts on different protected characteristics. The decision maker must not make this decision. **N**

7b. What specific actions do you plan to take to remove or mitigate any actual or potential negative impact and to further the aims of the Equality Duty?

Action: Haringey Council will assess each location 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, the elderly, those under the age of 18, women,

Lead officer: **Joe Wills**

Please outline any areas you have identified where negative impacts will happen because of the proposal, but it is not possible to mitigate them.

N/A

7. Ongoing monitoring

Summarise the measures you intend to put in place to monitor the equalities impact of the proposal as it is implemented.

- *Who will be responsible for the monitoring?*
- *What the type of data needed is and how often it will be analysed.*
- *When the policy will be reviewed and what evidence could trigger an early revision*
- *How to continue to involve relevant groups and communities in the implementation and monitoring of the policy?*

This policy document will be taken to Cabinet for approval in April 2023. Residents who attend the Cabinet meeting will have the opportunity to challenge Councillors around the recommendations within this report.

Comments from Ward Councillors and local residents will be considered when implementing the Footway Parking Policy and its measures at existing footway parking locations in Haringey from 2023/24 onwards. An review after 5 years will be undertaken of the policy to monitor its effectiveness on recommended locations throughout Haringey.

A review will be revisited and updated within five years to determine if any amendments are required to the policy and implementation following the annual reviews. The review will be undertaken by the Parking Projects and Policy Team.

Date of EqIA monitoring review:

To be confirmed

8. Authorisation

EqIA approved by **Mark Stevens** Assistant Director Direct Services

Date 22nd March 2023

9. Publication

Please ensure the completed EqIA is published in accordance with the Council's policy.

Please contact the Policy & Strategy Team for any feedback on the EqIA process.

Appendix C – Parking Schemes and Parking Engagement Policy

1 Introduction

In a borough with a population of over 264,000 residents living in London's 12th most densely populated area, on-street parking impacts on many aspects of people's lives. Whether or not someone owns or drives a vehicle the chances are they rely on services which do. From deliveries to and from high street and online shops to public transport, utility companies, trades people and emergency services, the need to park safely in our communities is critical. A mix of homes of multiple occupancy and flat conversions combined with increased private car ownership between 2011 and 2021 leading to almost 2,500 more cars owned in the borough creates demand for parking options on the borough's streets.

Having great transport links to central London provides an opportunity for outer borough motorists to use the streets as a commuter car park, with vehicles occupying spaces in some residential areas for extended periods throughout the day.

This demand for kerbside space is likely to increase too with the London Plan identifying the need for an additional 15,920 new homes by 2029 and whilst there are ways to manage increased ownership through car free developments, the increased demand on vehicles for the reasons mentioned above will remain a pressure.

Managed on-street parking not only improves road safety by removing dangerous parking and improving sight lines but it also prioritises local need and protects parking spaces for residents whilst enabling communities and individuals to be better connected, and live in a cleaner, greener, and less congested environment. It supports local businesses enabling deliveries to take place throughout the borough.

Additionally, controlled parking zones and managed parking schemes lead to fewer abandoned and dangerous vehicles on the streets whilst increasing the regular visible presence of uniformed enforcement officers across neighbourhoods.

Through co-production with residents, schemes are developed with a key emphasis on what works for the community they protect. However, while many areas share the same parking pressures, communities can have different views on parking controls. A clear and transparent policy will help individuals and communities understand the service offer. The co-design process empowers residents make considered decisions when solutions to parking stress are being discussed.

This document outlines the co-design process for residential parking schemes, identifies the types of schemes that can assist with reducing parking pressures and provides a framework for future residential parking scheme design and review to work within.

Strategic context

This policy has been developed with due regard to regional and local road safety, transport, and carbon reduction strategies and action plans. It builds on the commitment through the Haringey Deal to work with communities to co-produce solutions to problems in their areas. It supersedes the Controlled Parking Zone (CPZ) Policy adopted by the Council in March 2020.

Legislative basis for parking

The borough has a responsibility under the Traffic Management Act 2004³³ (TMA) to manage its road network and this includes regulating parking on borough roads. The associated operational guidance sets out requirements. The Road Traffic Regulation Act 1984² (RTRA) determines

³³ [Traffic Management Act 2004 \(legislation.gov.uk\)](https://www.legislation.gov.uk)

how parking income is managed as well as setting out the legal process required to implement controls and charges.

2 Aims and Objectives

This policy intends to provide clear guidance on how residents and businesses can request to have parking in their streets managed and protected. It provides a framework for how the schemes can be co-produced to ensure they are fit for the local communities that benefit from them.

The overarching aims of the Council's parking management is to balance the conflicting needs for the finite supply of parking spaces available. We do this through a combination of needs-based design and a hierarchy of parking need. This includes:

- Prioritising parking for disabled motorists and passengers.
- Prioritising parking for residents and their visitors.
- Providing facilities for businesses and their customers, in particular loading / unloading facilities and
- Facilitating turnover of short stay parking for in town centres for shoppers.
- Reducing unnecessary private car journeys through travel demand management (TDM) and encouraging healthier forms of travel.

It eliminates commuter parking which can overwhelm local roads, deals with obstructive parking and makes it easy to identify and remove abandoned cars. A range of parking schemes may be used to achieve these aims and the details of those and how they are used are set out in Appendix 1.

Managed parking schemes are provided through ring-fenced self-financing principles with any income generated used to fund the maintenance of signs and road markings, administering and the schemes and any surplus is used to help maintain the highways, pavements, and street signs, help to fund free travel for people aged over 60 and for people with long term disabilities. From April 2023, the cost of providing this is limited to £0.09 per day for the least polluting vehicles.

Benefits of the policy

Managed parking provides a greater opportunity for residents to safely park near to their properties.

As parking pressure increases, due to reduced supply or increased demand, so does the need for parking controls. Typically, this is through the designation of parking spaces that are restricted at certain times, to defined users or types of activity, such as:

- Blue Badge holder parking
- Resident (or permit holder) parking
- Short-stay visitor parking
- Loading and unloading
- Motorcycle parking
- Car sharing / car club bays
- Electric vehicle charging bays
- Alternative kerb-use, such as cycle hangars or pocket parks

Whilst any one of these restrictions can be introduced on their own, for example, in response to a local issue, it is considered best practise to take a more strategic approach. Parking zones (also known as permit schemes, controlled parking zones (CPZs) or Restricted Parking Zones (RPZs)) are internationally recognised as the best tool to manage kerb parking space.

Recent example of change in parking from the introduction of a Controlled Parking Zone (CPZ):
Rivulet Road White Hart Lane CPZ extension

Before:



After



They are effective in any area where demand outstrips supply. This may be in residential areas, town centres, transport hubs or commuter areas.

Advantages	Explanation
Reduce congestion, reduce road danger, improve air quality, and promote health and wellbeing through travel choice.	<p>Parking, by definition, is the culmination of a trip. Managing parking supply at a destination can reduce the number of car trips [people are more less likely to consider healthier travel choices if parking is cheap and plentiful at the destination].</p> <p>Fewer car trips will result in reduced road danger risk, reduced congestion, and reduced pollution. In turn, active travel brings direct and indirect health benefits.</p>
Prioritise parking space for those most in need	<p>Parking zones reduce demand for space by restricting certain user groups. Typically, parking zones prevent long-stay commuter parking which frees up space for other priority groups, such as residents or blue badge holders.</p>
Safer and more accessible streets	<p>Parking zones contribute to safer streets because parking layouts designate where it is safe to park and where it is not, improving visibility where it is needed such as at junctions, crossings, and outside schools.</p> <p>They help improve access for those who are disabled by allocating Blue Badge parking in important locations, such as outside homes or in town centres.</p> <p>Careful design of parking means improved access for emergency services, utility and refuse vehicles.</p> <p>A disproportionate number of serious injuries and fatalities on London's roads occur at junctions. Waiting and loading restrictions help keep junctions clear of parked vehicles which improves inter-visibility between all road users, as well as improving manoeuvrability for larger vehicles, such as London Fire Brigade.</p> <p>Lower levels of parking demand mean more gaps in parking. Such gaps provide natural passing spaces in otherwise narrow, terraced streets, reducing the frequency of head-on stand-offs and congestion.</p>
Maximising the use of kerb space and enabling alternative uses.	<p>Parking zones enable the reallocation of space for purposes other than parking.</p> <p>This includes pedestrian crossings, street greening, bicycle hangers, active travel initiatives or placemaking so that people of all ages can socialise, play, exercise, shop, and rest, with lower levels of car dominance.</p>

Advantages	Explanation
	Whilst these initiatives are not impossible without parking zones, experience shows that they are less likely to be supported – and objected to - when parking demand is very high.
Promoting the local economy.	Parking zones help local businesses by allocating short-stay parking for those customers who must come by car. They also enable loading and servicing needs to be met through introduction of loading-only bays. Zones also enable allocation of parking permits and spaces for businesses (who have operational need for a motor vehicle).

3 Scheme development and implementation

New CPZs

The Council identifies areas proposed for parking controls through.

- Requests or petitions from residents, elected members, and other stakeholders.
- The Council proactively reviewing its network and considering parking controls. This may relate to situations where parking stress is over 80% saturation or where commuter parking accounts for over 30% of vehicles parking.

The Review of Existing Parking Zones

The Council will review all controlled parking zones every 5 years or earlier if there are representations from residents, ward councillors or if significant developments are planned for the area.

Public engagement will determine if existing parking arrangements continue to work for residents, businesses and visitors or if adjustment are required. Any arrangement considered will encourage healthier travel choices.

Stage 1 - Pre-engagement

Where parking stress is reported by residents or ward councillors, the Council will initially undertake visual onsite surveys to provide a basic understanding of parking. This may be followed by parking occupancy surveys to determine the extent of parking pressure as well as undertaking a perception survey with the wider community to understand their views on parking pressures at this early stage. This will determine if the Council needs to proceed to public engagement.

Stage 2 - Public Engagement and Co-design

Public engagement, plays a key role in understanding the complex relationships, demands and needs of the community. This stage of the process allows residents and stakeholders to choose whether or not parking controls are needed and what operational arrangements should apply. In many situations, ward councillors will also be representing their own personal views as residents and those views will carry the same weight as those of all other residents who express a view.

A standard suite of operational arrangements is usually considered to ensure consistency of offer. This may be extended to event day controls where pressures are identified. Engagement determines what works best for each area.

There may be some exceptional situations where the Council may need to implement controls to manage congestion and road safety without community support. Those situations are rare. Local ward councillors can champion the views of their local communities and voice suggestions both in support of and against scheme proposals. Where a local ward councillor disagrees with

the outcome of a consultation, they will not have a right of veto, but their objections will be considered in line with the statutory consultation process as a formal objection against a proposed traffic management order.

Stage 3 - Statutory consultation

Statutory consultation forms part of the legal process set out in Road Traffic Regulation Act 1984³⁴ (RTRA 1984), for controlling vehicular movements by introducing measures such as parking places and waiting and loading restrictions. It is, therefore, not consultation or engagement with the community on the need for controls. It provides for objections to proposals to be made by anyone, not just those in the area subject to proposals. The nature of response therefore tends to be objections that must be considered by the Council alongside any mitigations.

Decision making

The following section sets out the decision-making process.

Public Engagement

The Council will need a minimum response rate of 10% to the public engagement, before any decision can be considered. The response rate for a managed parking area will be determined by 'calculating the percentage' from the total number of properties responding, against the total number of registered properties within the engagement area. A response rate below 10% would be deemed inconclusive and a scheme will not be progressed without further engagement with the community.

Those living in one household may have differing views or opinions on proposals. This may result in multiple responses from individual properties. All responses will count, which is in line with local government guidance to allow residents to respond to a public engagement exercise with their views being considered as part of subsequent reporting.

While an area may share the same parking problems, its residents may not share the same opinion of parking controls. Controls will therefore be introduced based on the overall response from the area engaged, or a defined sub-area identified, achieving at least 51% vote in favour of controls being introduced. Where some streets may vote against a CPZ, but if surrounded by roads that support controls, the Council may include them to ensure that single roads are not unduly affected by displaced parking. Where this happens, the rationale will be documented in decision making reports and residents informed.

The operational days and times of controlled parking zones will be determined by the outcome of public engagement. Where the public engagement fails to deliver a clear preference, decisions on operational hours may require further public engagement. Residents are best placed to make such decisions for their area, and it is important that they do so.

The results of the public engagement will be submitted for decision to those with delegated authority under the Council's Constitution. Ward councillors will be notified of the outcome of the public engagement and the recommendations in advance of the decision being made public. While actively involved at the public engagement stage, ward councillors cannot play a role in the subsequent decision-making process.

Statutory Consultation

As this is a legal process and the results of this consultation including objections must be formally considered by the Council, the following needs to be taken account of:

- Ensuring the Council has fulfilled its legal duties set out in RTRA 1984

³⁴ [Road Traffic Regulation Act 1984 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/1984/27)

- That no substantial objections are received in relation to the wording, content or errors present within the legal Notice of Proposal.
- That due consideration is given to objections and submissions and, if required, proposals are amended to settle objections raised.
- That recommendations contribute to Council's wider policy, strategy, and other key areas of local authority governance.
- That recommendations consider decisions set out in the public engagement decision report.

Appendix 1 – Scheme Design Considerations

Area Wide Parking Control

The most common way that the Council controls parking on an area wide basis is through the introduction of a controlled parking zone (CPZ).

In certain circumstances, the management of the layout of the parking is introduced in different ways. This may be through a permit parking area (PPA) or a restricted parking zone (RPZ).

Controlled Parking Zones

A CPZ involves marked parking spaces and yellow line restrictions in a number of roads in a zone. Where parking bays are provided, a sign is erected to indicate the zone and operational hours that apply. Outside of those operational hours, parking is free, unless otherwise stated on the sign.

The layout of parking, and parking restrictions on the public highway is defined by legislation and illustrated in the Traffic Sign Regulations and General Directions (TSRGD) 2016³⁵. This document specifies the exact detail for all road markings and signage. Further explanation and design guidance is provided by the Department for Transport's Traffic Design Manuals which provide further clarification on use and placement. Good practice for parking design is set out in the Manual for Streets³⁶ and highway and junction designs are provided within the Design Manual for Roads and Bridges (DMRB 2020)³⁷.

The size of a controlled parking zone should allow residents easy and safe access to park near to their homes, but should discourage short trips and inter-zone commuting, which can create pressures at places of interest such as, transport hubs and near retail facilities. It is therefore recommended that, where possible, a CPZ will be comprised of no more than 30 roads as recommended by the Department for Transport (DfT) in national guidance.

In designing a parking zone, careful consideration needs to be given to parking hierarchy and how parking is divided between the competing demands in any new parking zone. This includes consideration of parking demands from businesses, residents, community buildings such as libraries, schools and places of worship and their visitors etc residential properties within that area. The following details how Haringey Council will assess and prioritise parking provision within new parking zones.

- Provision of new disabled bays
- Electric vehicle charging point (EVCP) bays - existing or new
- Car clubs
- Resident and resident visitor parking
- Public sector organisations such as ambulance, police or doctor's bays
- Loading bays/facilities to serve local community businesses.
- Short stay / visitor
- Dedicated motorcycle parking

³⁵ [The Traffic Signs Regulations and General Directions 2016 \(tsrgd.co.uk\)](https://www.tsrgd.co.uk/)

³⁶ [Manual for the Streets \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/)

³⁷ [\[Withdrawn\] Standards for Highways online resources - GOV.UK \(www.gov.uk\)](https://www.gov.uk/)

Permit Parking Areas (PPAs)

In a 'PPA', all streets are subject to parking controls and vehicles may park with a valid permit during the operational hours.

The operational times of the 'PPA' are indicated on entry signs as one enters the area / zone with residents and their visitors being given priority throughout the hours of operation. PPAs do not require formally marked parking bays. This allows residents to park across their dropped kerbs (vehicle crossovers) during the operational hours with a valid permit. Those arrangements are not suitable for every location.

In Haringey, PPAs will be considered where typical CPZ signs and parking arrangements are not suitable or required. This may be due to factors such as:

- Limited road width or access
- A 'no through road'
- Bay markings are not possible
- Installation of typical CPZ signage is not possible or desirable
- The highway concerned is an access way, lane, or passageway between two adjoining roads

In Haringey, PPAs will form part of a wider parking zone, so road users are informed through gateway signage that they have entered a parking zone and require a valid permit to park. Haringey Council will not consider the use of PPAs over a wider area encompassing many roads. The confusion that may arise from limited signage and no road markings will pose problems for motorists unfamiliar with the PPA or the area in general, resulting in enforcement action and general dissatisfaction.

Restricted Parking Zone (RPZ)

A RPZ is where parking is only permitted in signed bays. This is explained in the signs erected on entry to the zone. This is used on areas where high quality materials may be used as part of a wider project therefore retaining the ambience by reducing the need for road markings, signs and posts.

Red Routes

Red Route restrictions are generally used on the strategic road network in London and prohibit stopping where it can cause an obstruction or is unsafe. London Boroughs may use these powers where there is a need to control parking to maintain traffic flows. It is normally sufficient to prohibit waiting and loading at specific times of day. However, this does not prevent vehicles stopping or parking on yellow lines, causing obstructions on busy routes, contributing to traffic congestion which impacts on public transport and road safety.

They are intended to be used strategically to deal with traffic problems on a whole-route basis, and not to deal with issues on relatively short lengths of road. Those restrictions can be enforced by ANPR cameras and are therefore very effective in keeping routes clear.

Provision can be made for disabled parking, loading and unloading, as well as passengers being picked up or set down by licensed taxis. However, unlike yellow lines, stopping is completely prohibited on red route markings.

Appendix 2 - Engagement process - summary

This covers area-wide parking controls through the introduction of controlled parking zones (CPZs), permit parking areas (PPAs) and restricted parking zones (RPZs). Where stringent parking controls are required to ensure the network operates efficiently, a Red Route (RR) may be introduced. It involves 5 main steps, summarised below with two gateway decisions that follow the public engagement and statutory consultation stages.

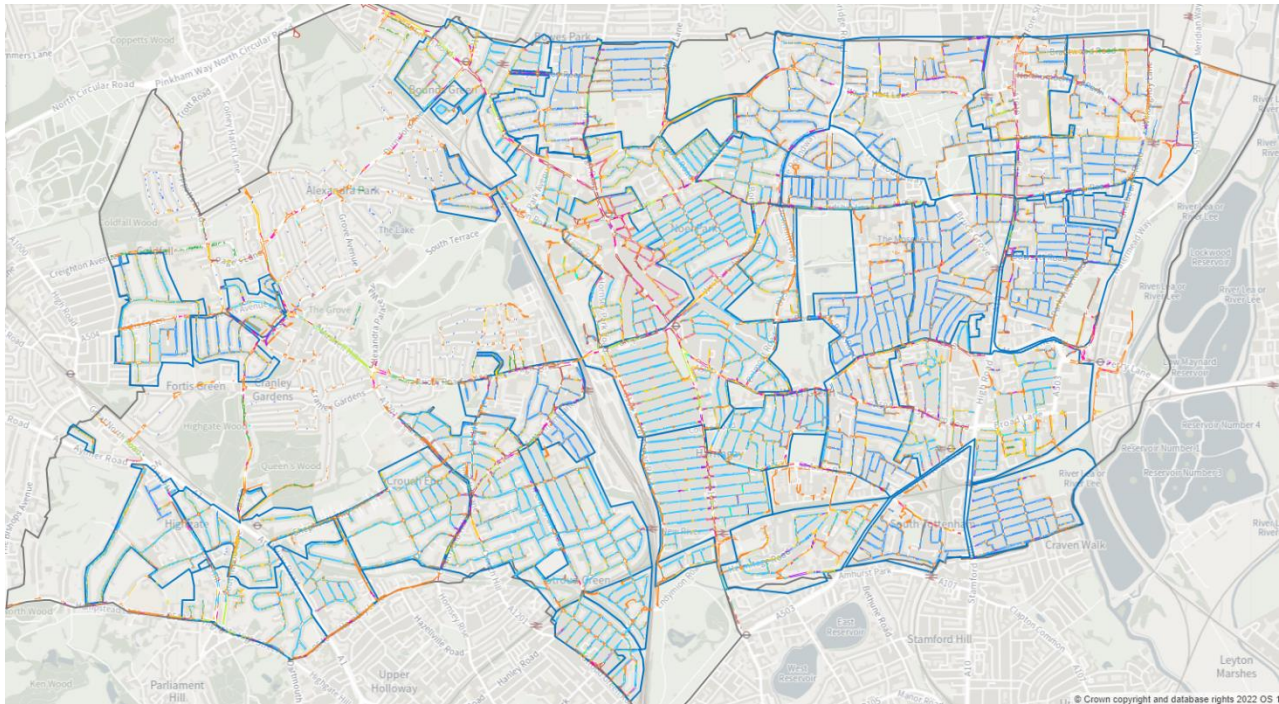
Step	Summary of activities
1. Pre-public engagement	<ul style="list-style-type: none"> a) Undertake area engagement (resident survey) to determine if residents are feeling parking pressure and if they want the Council to do something about it. Online and paper process b) If required conduct parking surveys to understand extent and scale of pressures. c) Prepare public engagement documents
2. Public engagement (Co-design stage)	<ul style="list-style-type: none"> a) Letters and public engagement packs delivered all registered properties within the defined area b) Responses to be submitted online, through e-mail or freepost questionnaires c) Erect street notices d) Publish material on the Council website, in social media and offer translation services – all informing stakeholders how to respond e) Results of the public engagement formally considered in line with thresholds set out in policy. Ward councillors notified of the outcome and the proposed recommendations
3. Statutory consultation (process defined by Regulations ³⁸)	<ul style="list-style-type: none"> a) Residents and stakeholders notified in advance of the 21-day statutory consultation commencing and how to make an objection or representation b) Proposals advertised in the form of a Notice of Proposal (NOP) which sets out the proposed design of the scheme and legislation that administers their control and published in the London Gazette, local newspapers and on the Council's website. Public notices erected on street. c) Objections and representations to be made in writing before the end of the consultation period.
4. Decision following statutory consultation	<ul style="list-style-type: none"> a) All objections must be considered by the decision maker. b) Ward councillors informed of outcome and recommendations. c) Decision making report published, and residents and stakeholders notified of the outcome of the statutory consultation
5. Implementation	If approval is given to proceed, necessary arrangements will be made to progress delivery. This will include notifying residents in advance of the scheme going live.

³⁸ [The Local Authorities' Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1996](#)

4 Appendix 3 - CPZ coverage

Figure 16, below, shows the distribution of parking controls in Haringey (2022), covering approximately 70% of the borough. This includes controlled parking zones and other ways to manage parking through Red Routes, waiting and loading restrictions and other on-street parking controls.

Figure 16 - Map of managed parking in Haringey



Appendix D**Table 5: Review of current permitted footway parking (Budget allocated £157k)**

CPZ Name	Number of roads with footway parking
Green Lanes A	2
Green Lanes B	6
Seven Sisters CPZ	3
Seven Sisters South CPZ	2
South Tottenham	2
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	10
Total	51

Table 6: Reserve locations for review of permitted footway parking 2023/24

CPZ Name	Number of roads with footway parking
Alexandra Palace CPZ	2
Bounds Green East CPZ	1
Bruce Grove North (BGN)	6
Crouch End - CEA	6
Highgate HGA CPZ	1
Highgate Station (HG STA)	1
Hornsey South	4
St Lukes's CPZ	1
Stroud Green - SG	1
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	51