

Report for: Cabinet – 18th April 2023

Title: **Parking Schemes – Resident Engagement Policy**

Report

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

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

Ward(s) affected: All

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

1. Describe the issue under consideration.

- 1.1. Parking is a public service impacting on road and pavement users daily, whether someone is a motorist or not they will be interacting with car parking in one way or another every day. Whether as someone using public transport, taking a delivery, or walking on a footway, the reality of living in a metropolitan environment is that they will encounter cars parking. Parking controls improve road safety by indicating where to park and where parking is prohibited. Parking controls remove commuter parking, improve sight lines, and make our roads cleaner, quieter and safer. This helps tackle health inequalities, encourages active travel and improves air quality. It also supports our town centres and wider business community. The Council delivers this service by consensus, giving residents the option of using parking to shape their neighbourhoods.
- 1.2. Residents can choose to have safe and fair access to their homes, whether they are drivers or users of other forms of transport. Businesses in our town centres can choose to have a turnover of parking spaces to attract shoppers, while retaining all the benefits that fewer cars can bring to high streets and business areas.
- 1.3. While many areas share the same parking pressures, communities may have different views on parking controls. A clear and transparent policy will help individuals and communities understand the service offer. The co-production approach will address any information gaps and empower residents, businesses, and other community stakeholders to make considered decisions when parking-related stresses are being discussed.
- 1.4. This new *Parking Schemes – Resident Engagement 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 2020.

2. Cabinet Member Introduction

- 2.1. I am pleased to present this important policy that will touch the lives of many of the borough's residents and businesses. This policy represents an opportunity to work with communities to co-produce parking initiatives which will protect and prioritise their parking options whilst also increasing a visible, uniformed Council officer presence in our residential areas.
- 2.2. I have spoken to the borough's residents, listened to their challenges, and benefited from the opportunity to co-design improvements to the Council's offer for parking. The Disability Parking Action Plan is one example of a co-produced solution leading to a tougher approach to Blue Badge misuse in the borough, the establishment of dedicated parking bays for disabled residents, extension to bay sizes to help cater for the needs of disabled residents and the launch of the virtual Blue Badge, providing a safer alternative to residents displaying a badge in their car windows, exposing them to an increased risk of theft.
- 2.3. Our communities need sensible, safe, and fair access to their homes, whether they are drivers or users of other forms of transport. Many residents do not drive; for others, using the car is the only option to get to work, to get around or to make busy and complex lives work. Town centres need a turnover of parking spaces to attract shoppers.
- 2.4. Parking is therefore a tool that our communities can use to shape their neighbourhoods. We know that our community understands the pressures faced at local level. We trust them to make considered and sensible choices about their roads. Our approach to parking is, therefore, all about choice. The Council's role is to facilitate arrangements, making sure the service offer is clear, as well as managing relationships so that residents and businesses feel that the balance is right.

3. Recommendations

- 3.1. It is recommended that Cabinet approves the revised Parking Schemes – Resident Engagement Policy, attached as Appendix 1.

4. Reasons for decisions

- 4.1. Managed on-street parking not only improves road safety by removing dangerous parking and improving sight lines - it also prioritises local need and protects parking spaces for residents, whilst enabling communities and individuals to be better connected, have greater access to opportunities and live in a cleaner, greener, and less congested environment. It helps tackle health inequalities, by encouraging active travel and improving air quality and enables deliveries to take place throughout the borough.
- 4.2. 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.
- 4.3. This policy is intended 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.

5. Alternative options considered.

- 5.1 Consideration was given to retaining the policy adopted in 2020. Whilst this set out an overarching framework for CPZ implementation, it lacked clarity of process and decision-making and that, in the main, parking controls are a choice for communities – a tool that they can use to improve their environment. It is therefore appropriate to replace the Controlled Parking Zone Policy with a new, broader Parking Schemes – Resident Engagement Policy.

6. Background Information

- 6.1. The Council adopted a Controlled Parking Zone (CPZ) Policy in 2020. This set out the Council's approach to parking as well as its statutory responsibilities as defined by the Traffic Management Act 2004 to manage its road network and to regulate parking to ensure ease of traffic flow and improved road safety.
- 6.2. 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.
- 6.3. It eliminates commuter parking which can overwhelm local roads, deals with obstructive parking and makes it easy to identify and remove abandoned cars.
- 6.4. Parking helps deliver many outcomes that are important to the community and can be used to resolve problems on an area-wide basis or to deal with a local problem, for example, additional parking associated with a newly opened business that impacts on one road.

6.5. Benefits of the policy

Benefit	Explanation
Reduce congestion, reduce road danger, improve air quality, and promote health and wellbeing through travel choice.	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]. 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.

Benefit	Explanation
Prioritise parking space for those most in need	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.
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. 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. 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. 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.</p>
Promoting the local economy.	<p>Parking zones help local businesses by allocating short-stay parking for those customers who must come by car.</p> <p>They also enable loading and servicing needs to be met through introduction of loading-only bays.</p> <p>Zones also enable allocation of parking permits and spaces for businesses (who have operational need for a motor vehicle).</p>

- 6.6. Most engagement on parking controls involves situations where residents are already experiencing parking pressures and are exploring available options. Some engagement will relate to preventative solutions. This will apply where new developments are planned, which will generate new parking pressures if restraint measures are not implemented in advance of their completion. There may also be a rare situation where the Council will need to exercise its powers to impose restrictions without community support.

7. Programme development

- 7.1. 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 Council will also proactively review its network, which may result in discussions with communities regarding parking measures where parking occupancy levels are high.
- 7.2. The Council will review all controlled parking zones every 5 years or earlier if there are representations from residents and ward councillors or if significant developments are planned for the area. This will ensure that arrangements continue to work for residents, businesses, and visitors.
- 7.3. This policy review also looks at how we can make it easier for residents to let us know that they are experiencing parking problems. This will involve a simple online form that residents and other stakeholders can use to contact us.

8. Engagement

- 8.1. There are two stages of public engagement. The first being pre-engagement, which will help the Council understand pressures reported by communities, upon which the Council will undertake visual onsite surveys to provide a basic understanding of parking problems. Parking occupancy surveys may follow this to determine the extent of parking pressures. A key element formed of perception survey will also be conducted to understand the views of the wider community on parking pressures. This will determine if the Council proceeds to stage two public engagement and co-design.
- 8.2. The second stage is public engagement and co-design, which helps to better understand the complex relationships, demands, and needs of the community.
- 8.3. Public engagement, will play 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. These views will carry the same weight as residents who express a view.
- 8.4. 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. Public engagement determines what works best for each area.
- 8.5. This process determines if the community want controls and what operational arrangements should apply.

- 8.6. 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.

9. Statutory consultation

- 9.1. Statutory consultation forms part of the legal process set out in the Road Traffic Regulation Act 1984 (RTRA 1984) for controlling vehicular movements by introducing measures such as parking places and waiting and loading restrictions.
- 9.2. It is, therefore, not a consultation or engagement with the community on the need or support for controls. That element is completed at the public engagement stage.
- 9.3. 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.

10. Decision making

- 10.1. The Council requires a minimum response rate of 10% to 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% is inconclusive, and the scheme will not be progressed.
- 10.2. Controls will be introduced based on the overall response from the area engaged or a defined sub-area achieving at least 51% vote in favour of controls. 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. All responses (from the defined area) will count, including multiple responses from individual households, which is in line with local government guidance.
- 10.3. The operational days and times of controls are determined by the outcome of public engagement. Where public engagement fails to deliver a clear preference, further public engagement will be required. Residents are best placed to make decisions for their area, and it is important that they do so.
- 10.4. The result of public engagement determines if the Council proceeds to implementation. 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 do not play a role in the subsequent decision-making process.
- 10.5. The results of statutory consultation must be considered as set out in legislation. As this is a legal process with objections having to be formally considered by the Council. This decision report will take account of the following:
- Ensuring the Council has fulfilled its legal duties set out in RTRA 1984

- 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 amend proposals 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.

10.6. There is no threshold for response for statutory consultation, nor are there any expectations regarding public support for the scheme.

11. Design principles

11.1. The most common way that a local authority can design parking arrangements on an area-wide basis is through the introduction of a controlled parking zone (CPZ). In certain circumstances, arrangements can be managed through a permit parking area (PPA) or a restricted parking zone (RPZ). Those are not suitable in all situations. The design options and when each can be used are set out in the new Parking Schemes – Resident Engagement Policy which is attached as Appendix 1.

12. Contribution to strategic outcomes

12.1. Parking policy plays a major role in shaping neighbourhoods and how our public realm is used. It can encourage a move to healthier travel choices while making provisions for those who need to drive. Parking, therefore, plays a critical role in managing relationships between parking, transport, environment, economy, health and planning.

13. Statutory Officers' comments

13.1 Finance

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

13.1.2 The Council's Capital Programme has allocated specific funding to cover the cost of implementing new CPZs.

13.1.3 The projects are closely monitored on a monthly basis, and variations reported back through the normal corporate governance process.

13.2 Procurement

13.2.1 There are no procurement considerations arising from recommendations in this report.

13.3 Legal

13.3.1 The Parking Schemes – Resident Engagement Policy is a non-statutory document that sets out the Council's policy for managing parking in the Borough.

13.3.2 Guidance

- Operational guidance on parking policy and enforcement has been prepared by the Department for Transport. This guidance is not statutory guidance that the Council must have regard to, but it is recommended in statutory guidance that the operational guidance be read by local authorities.
- Council officers have read the operational guidance and consider that local businesses and residents will not be adversely affected by not being consulted about the policies in the Parking Schemes – Resident Engagement Policy as regard will be given to their views when the Council decides whether to introduce a controlled parking zone in its borough.

13.3.3 Power to Authorise the Proposed Parking Schemes – Resident Engagement Policy

- The exercise of powers contained in the Road Traffic Regulation Act 1984 (the “1984 Act”) are executive functions.
- The making of policy for managing parking in the borough will facilitate the discharge of the Council’s parking functions under the Road Traffic Regulation Act 1984 (the “1984 Act”), and so is authorised under section 111 of the Local Government Act 1972.
- The making of policy to facilitate the discharge of the Council’s parking functions under the 1984 Act is an executive decision to be taken by the Cabinet in accordance with the Council’s Constitution.

13.4 Equality

13.4.1 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advance equality of opportunity between people who share those protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not.

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

13.4.3 The Council adopted a Controlled Parking Zone (CPZ) Policy in 2020. There are no fundamental changes proposed to that policy. This review clarifies the process and decision-making. This review, therefore, presents no new impact on any of the protected characteristics.

13.4.4 Parking controls help deliver many of the Council's strategic objectives, and this includes addressing health inequalities through cleaner air, promoting active travel, as well as enabling those with restricted mobility to live independent lives accessing employment, education as well as leisure activities. This is likely to

benefit older people, younger people, those with disabilities and/or long-term health conditions, and BAME communities who are overrepresented among residents of areas with high levels of air pollution.

14 Appendices

Appendix 1 – Parking Schemes – Resident and Engagement Policy

15 Local Government (Access to Information) Act 1985

- Haringey Transport Strategy 2018-2028
- Air Quality Action Plan
- Carbon Reduction Plan
- Controlled Parking Policy 2020.