

Parking Schemes – Resident Engagement Policy

April 2023

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 2004¹ (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 how

¹ [Traffic Management Act 2004 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/2004/32/contents/enacted)

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

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 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.</p> <p>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</p>

Advantages	Explanation
	<p>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>
<p>Maximising the use of kerb space and enabling alternative uses.</p>	<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> <p>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>
<p>Promoting the local economy.</p>	<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>

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 1984² (RTA 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.

Whilst 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 are 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. Residents are best placed to make decisions for the hours of operation for their areas. So, given there are a range of options that could be introduced and, in order to help avoid confusion, residents will be asked two questions on CPZ hours.

In the first instance, they will be asked if there is support for an all-day CPZ, typically 8am to 10pm, Monday to Sunday for 'night-time economy CPZs' and 8am to 6:30pm Monday to Saturday for other CPZs. They will then be asked a supplementary question on preferences for hours and days of operation in the event there is not a majority supporting all-day CPZs.

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

² [Road Traffic Regulation Act 1984 \(legislation.gov.uk\)](https://www.legislation.gov.uk)

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

- 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, 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).

1 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 Traffic Sign Regulation and General Direction (TSRGD) 2016³. 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 Streets⁴ and highway and junction designs are provided within the Design Manual for Roads and Bridges (DMRB 2020)⁵.

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 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 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

³ [The Traffic Signs Regulations and General Directions 2016 \(tsrgd.co.uk\)](https://www.tsrgd.co.uk/)

⁴ [Manual for the Streets \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/426111/manual-for-the-streets.pdf)

⁵ [\[Withdrawn\] Standards for Highways online resources - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/426111/manual-for-the-streets.pdf)

2 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 you enter 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.

3 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.

4 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 (CPZ), permit parking areas (PPA) and restricted parking zones (RPZ). 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 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 ⁶)	<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.

⁶ [The Local Authorities' Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1996](#)

	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.

Appendix 3 - CPZ coverage

Figure 1, 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 1 - Map of managed parking in Haringey

