

Report for: Cabinet Meeting – 18th April 2023

Title: Parking Investment Plan (PIP) 2023/24

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

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Ward(s) affected: All

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

1. Describe the issue under consideration.

- 1.1 Managed on-street parking not only improves road safety by removing dangerous parking and improving sight lines but 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.
- 1.2 Our parking controls prioritise parking for residents, and their visitors, while ensuring that access is maintained for others who may need park, for example when providing services to residents or visiting our town centres or other amenities. Our engagement with residents and stakeholders determines if controls are required and how they should operate to best suit the community.
- 1.3 Controlled parking zones (CPZs) also make provision for those with restricted mobility. All residential and shared use parking bays may be used by Blue Badge holders. Disabled parking bay allocation helps remove barriers for those with additional and complex needs, enabling independent lives where those individuals can access employment, education, leisure etc.
- 1.4 Investment for 2023/24 includes funding for projects originally identified as part of the parking transformation programme such as the review and roll-out of CPZs and other specific projects. Funding from developers also supports the implementation of new controls or changes to existing arrangements. Budgets for specific works have also been secured (which includes £190k for the review of footway parking) as part of the £5.1m for 'Streetspace Plan projects' from the Strategic Community Infrastructure Levy.
- 1.5 This report sets out the capital investment plan in 2023/24. There may be changes to schemes as priorities change or the funding environment changes. The draft funding arrangements and associated schemes or programmes are provided in Appendix 1.

2. Cabinet Member Introduction

- 2.1 I am pleased to introduce this report. Parking is an essential public service. Residents need sensible, safe, and fair access to their homes, whether they are drivers or users of other forms of transport. Many residents do not own or use a car. However, for others, using the car is the only option to get to work, to get around or to make busy and complex lives work. Our businesses and town centres need to thrive. They need to help us to strike an appropriate balance between car accessibility and all the benefits that fewer cars can bring for high streets and business areas.
- 2.2 Our approach to parking therefore needs to balance all of these diverse demands so that residents and businesses feel we are managing our approach to parking by being consistent - even when we are asking them to make difficult choices. We need their help in designing and developing our policies and schemes to ensure that we do get the balance right.
- 2.3 This report sets out the annual capital programme and references other developments planned or underway in parking.

3. Recommendations

It is recommended that Cabinet:

- 8.1 Agrees the Parking Investment Plan for 2023/24 financial year as set out in Appendix 1 subject to the statutory consultations not raising any significant or substantial objections and Cabinet agreeing the carry forward of resources: and
- a) Delegates where appropriate authority to the Head of Highways and Parking:
 - To make decisions relating to scheme design and implementation.
 - To carry out consultations in accordance with Appendix 2 attached to this report and report any significant or substantial objections to the statutory consultation to the Cabinet Member for Tackling Inequality and Resident Service; and
 - b) Having followed the legal process, to make traffic management orders, to give effect to those schemes.

4. Reasons for decisions

- 4.1 This report seeks approval for the 2023/24 Parking Investment Plan which sets out the priorities and funding levels for the coming year. The Council has a statutory obligation to manage its road network, and parking plays a key role in congestion reduction and improving road safety. It can also encourage healthier travel options, while making best use of limited kerb space.

5. Alternative options considered.

- 5.1 The proposed programme was developed taking account of the Council's policies, resident feedback, and new traffic problems identified. It also includes approved schemes carried over from last year. No other options are considered.

6. Background Information

- 6.1 An extensive parking investment plan is proposed for the coming year. The details of the schemes and programme are set out in Appendix 1. This programme can be summarised under the following categories.
- Footway parking removal
 - CPZ roll outs and reviews

- Extension of disabled parking bays
 - Red route restrictions
 - The responsive programme, which will include minor parking works, motorcycle parking and doctors' bays.
- 6.2 In addition to the capital investment plan, work will continue to improve parking arrangements on housing estates. Where possible, this will align policies and operational practices with the current on-street parking regime. It is intended to make parking arrangements as seamless as possible, while managing capacity on estates and in surrounding roads. It is acknowledged that those estates will have site-specific needs and therefore a standard design approach may not deliver the desired outcomes. This two-year programme will therefore involve extensive engagement with residents to design solutions to meet the specific needs of each estate.
- 6.3 A new online parking permit module will be implemented. This will improve the look and feel of the current online service, making it easier to navigate through the site to purchase or manage permits, including by mobile phone. It is anticipated that the implementation process will include direct involvement with residents in testing the new system, as well as an extensive communications strategy to support all users.
- 6.4 The Council will maintain the excellent progress made on reducing Blue Badge theft and wider abuse. The collective measures introduced in recent years (which includes the virtual Blue Badge holder permit and targeted enforcement of the use of stolen and lost Blue Badges) has reduced Blue Badge theft by 65% in our borough. Our enforcement team identified 1264 lost or stolen Blue Badges being fraudulently used on vehicles in the borough between August and December 2022. Of those, 864 were subject to parking enforcement action, with 173 vehicles being removed to the Council's car pound and those badges seized. This pioneering work was recognised by being covered on BBC1's programme, 'Rip Off Britain'.
- The Removal of Permitted Footway Parking**
- 6.5 There are several factors that can act as a barrier to pedestrians, including those using mobility aids such as wheelchairs, and those with other physical, sensory, or cognitive impairments travelling on foot. These include:
- Inadequate footway width due to lack of space.
 - Footway width reduced by overgrown hedges.
 - Parking on the footway (including protruding wing mirrors).
 - Placement of street furniture (both fixed and non-fixed such as lamp columns waste collection bins and boxes, etc).
- 6.6 Footways should be accessible to all pedestrians, including those with a disability and the Council is fully aware of its Public Sector Duty under the Equality Act 2010.
- 6.7 There is a considerable amount of permitted footway parking across the borough, with many locations restricting access especially for those using a wheelchair or buggies/pushchairs. While many residents will welcome the improvements to pavements, there are areas where this may result in a net loss of parking. An

overarching policy setting out the Council's approach to managing this is also presented for approval at this Cabinet meeting. This will ensure that the Council objectively considers each site selected for public engagement with residents and stakeholders on changes, and efforts will be made to avoid any net loss of parking.

- 6.8 This programme will span a number of years due to the lengthy process involved in changing parking arrangements and the need to engage effectively with residents. Appendix 2, Table 5 provides details of the specific locations that this will apply to.

Controlled Parking Zones

- 6.9 The 2023/24 CPZ programme is set out in Appendix 1 (Tables 1 to 2). This proposes public engagement on possible arrangements in 4 new roads. There is support from residents and ward councillors for further engagement on parking controls in these roads. Public engagement is the initial stage of CPZ consultation, where the Council works with residents and stakeholders to understand the parking pressures and the level of support for controls as well as operational arrangements that would apply if controls were subsequently implemented.
- 6.10 The Council aims to review all CPZs every 5 years or more frequently if there are concerns that arrangements in place no longer meet local needs. The 2023/2024 programme proposes the review of 6 CPZs. The programme also includes the carry forward of 2022/23 schemes that are currently under way and, with delivery to be completed in 2023/24, subject to approvals.
- 6.11 A reserve list has been identified (Appendix 1, Table 3) to provide flexibility, should in-year funding be secured or if costs associated with planned schemes are lower than anticipated following consultation.

Disabled parking bays

- 6.12 The Council has 1444 general use disabled parking bays installed on our roads for use by all Blue Badge holders. In addition, there 314 dedicated disabled bays in residential roads for the sole use of qualifying residents, with a further 40 applications at various stages of implementation. This will see the total number of disabled bays in Haringey increase by 141 since the start of the dedicated disabled bay programme in 2020. The Council is currently converting all disabled parking bays to 6.6m in length. Over the past year, the Council have lengthened 807 of the 1336 disabled bays requiring adjustment. It is worth noting that, by February 2023, all statutory consultations and reporting for the remaining 529 disabled bays were completed, with changes to the remaining bays continuing into 2023/2024. The installation of disabled and dedicated disabled parking bays will continue over the coming year.
- 6.13 The Council will, during 2023/24, review high streets and essential community attractors such as libraires, places of worship and community centres to ensure general used disabled parking provisions are provided. Where required, new disabled parking will be proposed and progressed through our usual engagement and decision-making process.
- 6.14 The Council will also continue to work with special educational needs and disabilities (SEND) transport and the parents of disabled children to ensure that

accessibility and disabled parking provisions do not create additional barriers to those with complex needs. Where required, the Council will make changes to ensure safe and accessible measures are provided for disabled children accessing SEND buses.

Red Route projects

- 6.15 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 road safety.
- 6.16 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.
- 6.17 London Boroughs may use Red Route powers to address problems, but their use on borough road networks is still quite limited. The Council has implemented Red Route restrictions in West Road N17, under an experimental order. Consideration will be given to three new locations in the coming years as set out in Appendix 1, Table 4. This includes Wood Green High Road, West Green Road, and the Tottenham Event Day emergency corridor. These all have complex parking-related problems that Red Route restrictions may help resolve.

Minor Parking Improvements Programme

- 6.18 The Council will also continue its responsive service, to ensure parking infrastructure is maintained to a high standard. Requests for doctors' parking bays are considered upon request. While motorcycle parking will also be subject to request, additional bays will be installed to cope with the increase in mopeds delivering from local restaurants. Minor improvements will also be progressed in response to complaints or service requests, for example, additional double yellow lines to allow access or improve visibility around junctions or changes to parking bays to suit local requirements. These changes would need to be contained within existing revenue budgets or where appropriate from the capital programme.

Resident Blue Badge Holder Permit

- 6.19 The Disabled Virtual Residential Parking Permit was introduced in December 2021 to replace the Companion Badge. Both schemes were introduced to reduce the theft of Blue Badges and associated car break-ins. The original Companion Badge allowed Blue Badge holders to park in disabled bays, residential and shared parking bays, as well as pay to park bays and for up to 3 hours on single or double yellow lines (where no loading restrictions apply), across the borough, without the need of displaying the Blue Badge thereby reducing the risk of theft.
- 6.20 This permit has since been branded as the new Resident Blue Badge Holder Permit and was originally introduced with slightly less favourable conditions in an attempt to balance the benefits of the scheme with the risk of abuse. The Resident Blue Badge Holder Permit scheme has since been reviewed to fully align with the original Companion Badge, was consulted on in December 2021 and reported

and approved on in March 2023. These changes are now being rolled out in and will be made available by the end of Spring 2023.

7. Contribution to Strategic Outcomes

- 7.1 Parking management is an essential public service. It supports the delivery of many of the Council's economic, social, and environmental policy objectives. It reconciles the supply of parking spaces with the demand and available kerb space, which reduces congestion, improves air quality, and makes our roads safer. It also encourages healthy transport choices, promoting the wider health and wellbeing of residents.
- 7.2 The Parking Investment Plan (PIP) supports the 'Responding to the Climate Emergency' theme in the Corporate Delivery Plan, presented to Cabinet on 17th January 2023. Details are set out under High Level Outcome 2: A Just Transition for 'retention of access to disabled parking' The projects and programmes in the PIP will contribute to improved accessibility to public realm for all road users, including those with disabilities.

8. Statutory Officers' comments

8.1 Finance

- 8.1.1 This report sets out the proposed expenditure for the 2023/24 Parking Investment Plan detailing all of the parking-related activities and the various funding streams that have been confirmed within the Council's approved Capital Programme (save for the estimated carry forwards which are the subject of a future cabinet decision).
- 8.1.2 Certain of the activities of this plan may turn out to be revenue where a scheme does not proceed, or the expenditure does not qualify as capital expenditure.
- 8.1.3 The Council, at its budget setting meeting in March 2023, agreed the budgets in the table below for inclusion within the capital programme (except for the carry forward budgets).

Parking Investment Plan	LBH CP	SCIL	23-24 Disabled Bay Allocation	TfL LIP	S106	Confirmed Funding	Estimated C/Fwd	Estimated Total
	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000
Borough Parking Plan	221					221	360	581
Footway parking review		400		100		500		500
Dedicated and General Disabled Bays			215			215		215
Developer funding for CPZs					287	287		287
Total	221	400	215	100	287	1223	360	1583

8.2 Legal

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

8.2.3 The Council, as the traffic authority for the borough, has an obligation to secure the safe movement of traffic including pedestrians and the provision of suitable and adequate parking facilities.

8.3.3 This report seeks approval for the works programme for parking on the public highway for the financial year 2023/24 to secure the safe movement of traffic/pedestrians and provision of parking facilities which is a decision that Cabinet can take in accordance with the Council's Constitution.

8.4 Equality

8.4.1 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.

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

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

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

9. Use of Appendices

Appendix 1: Investment Delivery Programme 2023/24

Appendix 2: Consultation

10. Local Government (Access to Information) Act 1985

Haringey Transport Strategy

Controlled Parking Policy Corporate Delivery Plan