

### **Appendix 3 – Consultation and engagement**

In 2019, a consultation exercise took place with all affected residents on estates. Residents were able to respond via a postal questionnaire, online and onsite at roadshows, libraries, receptions, and resident association meetings. For secure tenants, the consultation represented a formal consultation under Section 105 of the Housing Act 1985. Residents were provided with details of the proposal to develop a new parking scheme and the opportunity to respond via a questionnaire by post and online and on site at roadshows, libraries, receptions, and resident association meetings. Further engagement was undertaken via five Saturday daytime resident workshops in February and March 2020 to clarify the concerns and needs of residents during the consultation. Feedback from the consultation informed the proposed scheme described in the December 2020 Cabinet Report.

An initial consultation with 9 estates took place in February 2022 which ran for 6 weeks. This included questions on the proposed scheme from the 2020 Cabinet report and questions for residents to provide information on the parking situation on their estates.

#### **Engagement**

The methodology for resident consultation and engagement was originally set out in the 2020 Cabinet Report before Homes for Haringey re-joined Haringey Council in June 2022. As described in section 4, engagement will now be approached as a resident led process to ensure residents are fully involved in the process of the introduction of the EPMS, and to bring it into scope with the Council's Haringey Deal approach.

Amendments to the permit offer, as described in Appendix 1 need to be communicated to estate residents. As the proposed permit offer includes changes to parking which affect practice or policy regarding housing management and the provision of services or amenities to Council tenants, consultation will seek the views of all affected estate residents including secure tenants, non-secure tenants and leaseholders in compliance with S105 of the Housing Act 1985.

This consultation will be to inform residents of the new Estate Parking Management Scheme and to engage with them to review the design, arrangement, times of operation and type of parking on their estate. It is not a consultation on whether the scheme is wanted or not.

The key objectives of the engagement process are that residents are engaged and responsive and that the EPMS meets the needs and priorities of estate residents. It is expected that the co-design process will result in a high level of engagement by residents which will be reflected in the number of questionnaire returns.

Stakeholder groups identified for inclusion in the engagement process include:

- Ward members
- Resident groups
- Carer and disability groups
- Estate management teams (Haringey Council)

- Anti-social behaviour team (Haringey Council)
- Internal service – commercial vehicles (Haringey Council)

Pre-engagement, resident groups and ward members will be included in the design of the engagement process in a workshop, shaping the specifics of how residents are engaged.

Estates included in the scheme will be profiled to identify specific local parking and wider issues that may be of concern to the residents and ward. This will be a continuous process as part of engagement.

Engagement with residents will be organised in 10 tranches (approximately 15 estates in each tranche) selected geographically by ward with consideration of the number of estates and estate households in each ward, to be delivered in a phased approach. Co-design workshops will be held for resident groups and Ward members at the start of each tranche.

Each tranche will include the following tools to engage with residents.

- Information packs delivered by hand to all residents including details of the proposals and a questionnaire which can be returned by post or completed on-line.
- Drop-in sessions held locally for residents to discuss the proposals and any parking issues on their estate with Council officers.
- Online sessions for residents unable to attend the drop-in sessions.
- Door-knocking by officers to focus on estates where returns are low at the start of the tranche.
- 1 to 1 conversation with residents.
- Digital communications including mailouts/newsletter providing information and updates, the Council website and social media.

Residents will be given 6 weeks to respond to the questionnaire and encouraged to also provide their input at drop-in sessions, online and via social media.

Key partners, including staff from estate teams and administrative support, will be briefed on the EPMS prior to the start of each tranche.

Feedback received as part of the engagement process will be used to review the parking layout of each estate. This will include the opportunity to provide new parking controls at each estate such as loading bays, motorcycle bays, dedicated disabled bays, cycle parking facilities and record requests for electric vehicle charging points (EVCPs) to coordinate with the ongoing programme of work for EVCPs.

Issues raised during engagement which are unrelated to parking, (e.g. requests for property maintenance) will be recorded and handed over to the relevant team or department for response and resolution.

The engagement process will require additional resources to effectively manage. Details of these resources and associated costs can be found in Appendix 1.

## Statutory consultation

Following completion of the initial engagement process and review of the results, statutory consultation, under the terms of the Road Traffic Regulation Act 1984 (RTRA 1984), following the procedures described in “The Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996” (**‘the 1996 Regulations’**) will be required to introduce the EPMS. Each of the associated traffic management orders (TMOs) will need to consider and comply with Haringey Council’s duty under Section 122 of the RTRA 1984. Off-street TMOs will be implemented for estates with any amendments required for the highway maintained at the public expense being made via variations to the relevant on-street order.

Section 122 of the RTRA imposes a duty on the Council to exercise the functions conferred on them by the RTRA as (so far as practicable having regard to the matters specified in S122 (2)) to ‘secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians and the provision of suitable and adequate parking facilities on and off the highway’.

The matters set out in S122(2) are:

- The desirability of securing and maintaining reasonable access to premises
- The effect on the amenities of any locally affected and (without prejudice to the generality of this paragraph), the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run.
- The strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy)
- The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- Any other matters appearing to the local authority to be relevant.

This consultation is required to enable the Council to fulfil its duties under both Section 122 and the 1996 Regulations before deciding to implement the TMOs required for enforcement. It gives the public the opportunity to register objections to the scheme as well as providing an opportunity for general feedback. This requires publication of a notice in the London Gazette and local press, with copies of the notice being installed in the affected locations and made available at Council offices for the public to review. The minimum duration for the statutory consultation is 21 days from publication of the notice.

A decision would need to be made by Cabinet on how to proceed in the event there are any objections which could not be resolved during the consultation process. Whilst this cannot be anticipated at this stage, it is possible that a public inquiry may be required. In any event if there are unresolved objections, the Council will need to consider whether to hold a public inquiry (Reg 9 of the 1996 Regulations) or not. Assuming that the decision is made to proceed with the scheme, a further ‘Notice of Making’ will need to be published before the scheme can be enforced.

Once the decision has been made to proceed, the Council's contractor for road markings and signs will need to be instructed to implement the scheme. For each estate, this will involve removal of the existing signs (currently used for private enforcement) and replacement with signage suitable for enforcement under the new traffic management orders. Road markings may also need to be amended, removed, or refreshed. Depending on the results of public engagement, changes to the parking layout may be required – e.g. if new disabled bays or additional parking restrictions are needed.

In summary:

- 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.

Decision following statutory consultation:

- a) All objections must be considered by the decision maker.
- b) Ward councillors informed of outcome and recommendations.

Decision making report published, and residents and stakeholders notified of the outcome of the statutory consultation.