

Report for: Cabinet – 12th March 2024

Title: Parking Investment Plan (PIP) 2024/25

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

Lead Officers: Andrew Bourke, Parking Policy and Projects Manager
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Ward(s) affected: All

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

1 Describe the issue under consideration.

- 1.1 Parking and its management play an important role as kerb space is limited and there are many competing demands for it. This report focuses on investment priorities for the coming year which includes the provision of disabled parking bays, removal of permitted footway parking, new and review of controlled parking zones (CPZs), creation of new red routes, minor parking changes and parking changes delivered as part of planning agreements.
- 1.2 Although not part of this report, it is acknowledged that kerbside space can be prioritised for sustainable modes such as for buses and cycling and for dedicated space for cycle parking and for charging electric vehicles. This is all aimed at tackling health inequalities, by encouraging active travel and improving air quality. In recent years, kerbside space has also been used for providing sustainable drainage system schemes such as rain gardens to help mitigate flooding risk. Separate programmes are in place to deliver these, taking a balanced approach on the competing demands whilst using parking as a tool to deliver several Council policies and objectives.
- 1.3 Management of parking contributes towards reducing congestion and improving road safety through protecting areas where any parking or loading would create a road safety risk. Creation of Red Routes also help achieve this as camera enforcement ensures motor vehicles only utilise the kerb space that is allocated for parking and loading whilst keeping other areas clear - enabling safe passage of vehicles (especially emergency service vehicles and buses), thereby addressing both congestion and safety. Similarly, permitted footway parking, especially where the remaining clear width accessible to pedestrians is not sufficient, can result in pedestrians stepping out into the road to bypass parking, putting themselves at risk from oncoming vehicles.
- 1.4 Parking can also be prioritised for those who need access by motor vehicles, especially to key locations such as the local high street and other key amenities as well as meeting servicing needs for businesses.
- 1.5 Provision of parking for those holding a Blue Badge due to their disability (whether visible or non-visible) is essential to ensure they have independence. This allows

them access to employment, training, and leisure – including through creation of dedicated spaces for individuals who have greater need to have parking space near their home for their sole use.

- 1.6 Parking controls (especially in residential areas) prioritise parking for residents, and their visitors, enabling communities and individuals to be connected whilst helping reduce commuter parking in areas close to train and underground stations, hence meeting a number of Council objectives.
- 1.7 Since the approval of the Parking Investment Plan for 2023/24 was granted by Cabinet in March 2023, two further reports have been approved by Cabinet; these are the Haringey's Parking Schemes – Resident Engagement Policy and Haringey's adopted Footway Parking Policy. These policies detail how engagement with residents needs to be undertaken especially for parking controls. A longer-term strategy for parking services is also in development. Consultation on that strategy with residents, ward councillors and representative groups is now concluded, and a report will be presented to Cabinet for approval at a later date.
- 1.8 The report sets out the capital investment plan for 2024/25 for the areas covered in this report. There may be changes to the schemes identified as priorities or funding allocations change. The draft funding arrangements and associated schemes or programmes are provided in Appendix 1.

2 Cabinet Member Introduction

- 2.1 This report covers our plan to deliver parking controls and management on the programme areas under my portfolio. With safety playing a key role, it is important that, where we provide parking for motor vehicles, it does not create a safety risk. Now that we have an approved Footway Parking Policy, I am keen that we provide a safe and accessible space for those using our footways, whether on foot, wheeling or pushing prams.
- 2.2 Enforcement also plays a part in creating a safe environment whilst ensuring parking and servicing takes place where permitted, and the Red Route trialled in Brantwood Road has shown an improved compliance to parking controls through replacement of on-foot enforcement to remote via ANPR cameras. This scheme has since been made permanent and this report brings forward two other areas that would benefit from a similar approach.
- 2.3 We recognise that parking is an essential public service and that residents need safe and fair access to their homes, whether they are drivers or users of other forms of transport. Provision of parking for those with a Blue Badge is especially important to ensure they have access to their local high streets and amenities whether leisure or otherwise. Road space is finite with competing demands and, as such, it is important to take a balanced approach whilst mindful of the various policies and objectives of the Council, including those that prioritise walking and cycling. With less journeys made by motor vehicle, there should be less demand for parking which should help those who need to drive and therefore park close to their home and local amenities. Where parking controls are concerned especially through either creation of a new controlled parking zone or changing the operation hours of an existing one, it is important that we follow the new CPZ and Resident Engagement Policy. This ensures we are working for our community and do not impose parking controls where they are not supported by the majority.

2.4 This report sets out the annual capital programme and references other developments planned or underway in parking. In order for us to deliver change and manage parking in the future, it is important that funding is set aside from Council capital to facilitate this, and I will be lobbying for this to happen.

3 Recommendations

3.1 It is recommended that Cabinet:

- a) Agrees the Parking Investment Plan for 2024/25 as set out in Appendix 1.
- b) Subject to key decisions being determined by Cabinet, authorises the Head of Highways and Parking to make decisions relating to scheme design and implementation in respect of the parking schemes set out in the Parking Investment Plan; and
 - To carry out consultations in accordance with the Parking Investment Plan Consultation attached as Appendix 2 to this report; and
 - To make traffic management orders and where there are objections received during the statutory consultations, consider those objections and whether to cause a public inquiry to be held, and consult with the Cabinet Member for Tackling Inequality and Resident Service prior to determining whether the traffic management orders shall be made.

4 Reasons for decisions

4.1 This report seeks approval for the 2024/25 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 A 'do-nothing' option was considered and rejected as this would not allow the Council to deliver changes to parking controls necessary to meet Council policies, address resident and business concerns and requests. It would also not allow schemes approved in the 2023/24 Parking Investment Plan to be progressed to delivery in 2024/25.

6 Background Information

6.1 The Parking Investment Plan is attached as Appendix 1 and contains details of the schemes and programmes proposed for the next financial year. This programme can be summarised under the following categories.

- CPZs - implementation and review
- Removal of permitted footway parking
- Disabled parking provision
- Red Route restrictions
- Responsive programme of minor works, which includes the ongoing extension of yellow lines at junctions to improve safety, as well as motorcycle parking, loading bays and doctors' bays (on application).

6.2 In addition to the capital investment plan, work will continue to improve parking arrangements on housing estates. It is intended, where possible, to align policies and operational practices with the current on-street parking arrangements. It is acknowledged that those estates will have site-specific needs, and differing capacity and, as such, a standard design approach may not deliver the desired outcomes. It is anticipated that, over the next two years, following engagement with residents to design solutions to meet the specific needs of each estate, parking controls will be delivered so they are managed in a similar way as those on the public highway.

Disabled parking

6.3 The extension of disabled parking facilities remains a priority. This service is essential for those with disabilities, who need to rely on car use for their independence. This includes access to education, employment, and leisure. It is pleasing to see the uptake of dedicated disabled parking bays with more than 370 now implemented in residential roads.

6.4 In 2024/25, the Council aims to significantly increase disabled parking provision near to places of interest. This will include (but is not limited to) high streets, medical centres, places of worship, community centres, and parks.

6.5 In 2023/24, the Council completed the programme of increasing the length of all disabled parking bays to improve accessibility. The Council also received recognition from many industry sources for its excellent achievement in reducing Blue Badge theft. This includes the British Parking - Technology Award received in September 2023.

6.6 The Council will also continue to work with special educational needs and disabilities (SEND) transport and the parents of disabled children to support those with complex needs, to ensure safe access for disabled children.

Removal of permitted footway parking

6.7 There are several factors that can act as a barrier to those using our footways, especially 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).

6.8 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.

6.9 There is a considerable level of permitted footway parking (circa 102 roads) across the borough, some with sections provided on the footway, others allowing footway parking on both sides of a road along its whole length. This was installed historically to maximise parking spaces, minimising impediments to traffic flow. It can cause an obstruction and restrict the independence of many vulnerable people especially older and disabled people with visual or mobility impairments, as well

as for those caring for young children. To address this, a Footway Parking Policy was developed and subsequently approved by Cabinet in April 2023.

- 6.10 The removal of footway parking commenced in the financial year 2023/24. This programme will span several years due to the lengthy process involved in changing parking arrangements. Table 5 of the Parking Investment Plan provides details of the specific locations. Funding for future years will need to be secured if the programme is to be delivered fully and each footway parking location reviewed and addressed to ensure it provides an accessible and safe surface for walking and wheeling.

Controlled Parking Zones (CPZs) – including event day arrangements.

- 6.11 The 2024/25 CPZ programme is set out in Tables 1 and 2 of the Parking Investment Plan. This proposes public engagement on arrangements in three new roads (Southern View Road, Northview Road, Hawthorne Road), where residents and ward councillors have indicated support for measures. This engagement is the initial stage of CPZ consultation, where the Council engages with residents to establish if they want the Parking Service to work with them to design and introduce parking controls.
- 6.12 The Council will also engage with residents to understand if they are experiencing parking displacement due to major events at Alexandra Palace and Finsbury Park and establish any desire to work with them to introduce additional measures to protect these roads during those events.
- 6.13 The Council aims to review all CPZs every five years or more frequently if there are concerns that arrangements in place no longer meet local needs. The 2024/2025 programme proposes the review of five CPZs (Finsbury Park, Finsbury Park B, Finsbury Park C, Green Lanes A and Green Lanes B). The programme also includes the carry forward of 2023/24 schemes that are currently under way and for which delivery is to be completed in 2024/25, subject to approvals. Additional capital funding will be required in future years so that the Council can meet its aim of reviewing CPZs every five years.
- 6.14 A reserve list has been identified in Table 3 of the Parking Investment Plan to provide flexibility, should in-year funding be secured or if costs associated with planned schemes are lower than anticipated following consultation.

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 and road safety.
- 6.16 Those restrictions 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. Red Route 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 Brantwood Road and West Road N17, initially under an experimental order which was made permanent in 2023. Consideration will be given to three new locations in the coming years as set out in Table 4 of the Parking Investment Plan. This includes West Green Road, the Tottenham Event Day emergency corridor and Wood Green High Road. These have complex parking-related problems that Red Route restrictions may help resolve.

Minor Parking Improvement Programme

6.18 The Council will continue its minor improvement programme, which responds to complaints and 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. This programme also deals with requests for additional doctors and motorcycle bays. Additional motorcycle bays will be installed in town centres to deal with increase in mopeds delivering from local restaurants. The reactive maintenance programme will also continue so that the parking infrastructure is maintained to a high standard, ensuring easy navigation and clarity of restrictions in place. This is funded through a separate revenue allocation.

Developers (S106) and Community Infrastructure Levy (CIL) funding

6.19 Funding from developers also supports the implementation of new controls or changes to existing arrangements. Budgets for specific works have also been secured from the Strategic Community Infrastructure Levy.

7 Contribution to the Corporate Delivery Plan 2022-2024 high-level strategic outcomes

7.1 This investment plan supports the delivery of the “Responding to the Climate Emergency” theme of the Corporate Delivery Plan, under High Level Outcome 2 - “A Just Transition.” This outcome relates to ensuring the transition to a low carbon economy is just, equitable and benefits everyone by improving air quality, road casualty reduction, improved disabled parking facilities.

7.2 It also contributes to other high-level outcomes contained within the “Responding to the Climate Emergency” theme:

- High Level Outcome 1 “A Greener and Climate Resilient Haringey”
- High Level Outcome 3 “A Low Carbon Place”

8 Carbon and Climate Change

- 8.1 Parking controls contribute positively to carbon emission reduction and mitigate climate change, as set out in the following paragraphs.
- 8.2 Reduced vehicle emissions - managed parking reduces congestion. Parking controls (including Red Route controls) will help ease congestion, leading to a decrease in emissions and therefore decrease in carbon footprint.
- 8.3 Removal of footway parking provides improved accessibility for those walking and wheeling, encouraging more walking. This not only reduces greenhouse gas emissions but also promotes a healthier lifestyle, which, in the long run, can reduce healthcare-related conditions linked to sedentary lifestyles.
- 8.4 Modal change: Managed parking arrangements can also support modal change. When motorised access is restricted, motorists may choose alternative transportation modes, reducing the number of vehicles on the road and associated emissions. Over time, this can lead to a shift in commuting habits with lasting environmental benefits.

Statutory Officers' comments

9 Finance

- 9.1 This report seeks the approval for the proposed 2024/25 Parking Investment Plan, which details all the parking-related activities. Council, at its budget setting meeting of 4 March 2024, included £0.25m for the Borough Parking Plan and £0.15m for Disabled Bay/Blue Badge work. It also includes proposed capital funding streams that are subject to confirmation, the estimated carry forwards which are the subject of a future Cabinet decision and TfL LIP grant award, yet to be approved by TfL.
- 9.2 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.
- 9.3 Of the £407k capital budget earmarked for the Borough Parking Plan, £243k has been spent as at 31/12/2023, with a further £64k projected to be spent by 31/03/2024. This leaves an estimated carry forward balance of £99k.

Parking Investment Plan	LBH CP	SCIL	TfL LIP	S106	Proposed Funding	Estimated C/Fwd	Estimated Total
	£,000	£,000	£,000	£,000	£,000	£,000	£,000
Borough Parking Plan	250				250	99	349
Footway parking removal			200		200		200
Disabled Bay/Blue Badge	150					28	178
Developer funding for CPZs				287	287		287

Legal

- 9.4 The Assistant Director for Legal & Governance has been consulted on the preparation of this report and comments as follows.
- 9.5 The Council as a local traffic authority must under section 16(1) of the Traffic Management Act 2004 manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the objective of securing the expeditious movement of traffic, including pedestrians, on the Council's highway network and facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority. Section 16(2) of the 2004 Act refers to action which the authority may take in performing the network management duty. This includes, in particular, any action which the authority consider will contribute to securing–
- a) the more efficient use of their road network; or
 - b) the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority;
- and may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in the road network (whether or not the power was conferred on them in their capacity as a traffic authority).
- 9.6 When exercising its functions under the Road Traffic Regulation Act (RTRA) 1984, the Council must under section 122(1) so far as practicable have regard to the matters specified in subsection (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 specified” in subsection (2) are (1) the desirability of securing and maintaining reasonable access to premises; (2) the effect on the amenities of any locality affected and 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; (3) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy); (4) 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 (5) any other matters appearing to the local authority to be relevant”
- 9.7 Section 122 of the RTRA involves a balancing exercise and the Council's officers must bear that duty in mind when implementing the Parking Investment Plan.
- 9.8 This report seeks approval for the works programme for parking on the public highway as set out in the Parking Investment Plan for the financial year 2024/25 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. It also recommends that authority be delegated to officers to implement Traffic Management Orders (TMOs). The procedures for making TMOs are contained in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Prior to determining whether to make a TMO, the Council must consider: any objections submitted in response to the statutory consultation; the effect of the proposed TMO; and whether to cause a public inquiry to be held.

9.9 The funding for the Parking Investment Plan must be within the budgetary framework duly approved by full Council for the financial year 2024/25.

10 Equality

10.1 The Council has a Public Sector Equality Duty (PSED) 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.

10.2 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.

10.3 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.

10.4 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 and considering disproportionate impacts on people in the neighbourhood with protected characteristics. If deemed necessary an Equality Impact Assessment (EqIA) on an individual workstream or scheme within the programme will be considered on a case-by-case basis, allowing for any adjustments and mitigations deemed necessary to meet obligations for those with protected characteristics.

11 Use of Appendices

Appendix 1: Parking Investment Plan 2024/25

Appendix 2: Parking Investment Plan Consultation

12 Background Papers

- [Haringey Transport Strategy](#)
- [Controlled Parking Policy](#)
- [Haringey's Corporate Delivery Plan](#)
- [Haringey's adopted Walking and Cycling Action Plan](#)