

**Report for:** Cabinet – 16<sup>th</sup> July 2024

**Title:** Parking Strategy and Policy/Charges Review

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

**Lead Officer:** Ann Cunningham Head of Highways and Parking  
Abdul Sahed, Parking Business Manager

**Ward(s) affected:** All

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

## **1. Describe the issue under consideration**

- 1.1. This report seeks the adoption of a new Parking Strategy, designed to foster a cohesive and forward-thinking approach to traffic management. The strategy refines our parking management framework, significantly enhancing its contribution to the Councils strategic objectives. The strategy aims to alleviate congestion, support local businesses, improve air quality, and enhance the overall vitality of our diverse community.
- 1.2. The report also seeks approval of several parking policy/charges changes that support the delivery of this new strategy.

## **2. Cabinet Member Introduction**

- 2.1. Parking management is one of the most important tools in tackling inequality, responding to the climate emergency, and improving health. All residents and stakeholders feel the impact of parking. That may be those who need to find a disabled parking bay, make a delivery, have their recycling collected, take a bus, safely cross the street, cycle along a busy road, or simply take time to enjoy our streets – all these activities are influenced by the management of parking.
- 2.2. We are a growing borough, with significant housing development to provide homes for an increasing population. A growing economy is changing the way people move around the borough, and there is increasing use of delivery services. Our strong community supports an aging population, who have additional mobility needs.
- 2.3. Parking in Haringey supports and enables the continued growth of the borough, economically and culturally, while ensuring our residents and local businesses

continue to benefit from this growth. Parking is an integral part of the wider transport network, and is critical to its ongoing effective and safe operation.

- 2.4. This Parking Strategy sets out objectives to enable the service to deliver in this key role – setting a direction which frames the way parking policy and programmes will be delivered. It sets priorities which will ensure residents, in particular those with mobility needs, and businesses are not disadvantaged; it sets a basis for maintaining parking standards in the context of competition for road space; and it sets a framework for the ongoing development of an innovative and sustainable service, delivering for Haringey’s people.
- 2.5. Accompanying policy and charges proposals are a first component in delivery of the Parking Strategy, seeking to further develop the parking permit offer for a range of parking users.

### **3. Recommendations**

It is recommended that Cabinet:

- 3.1. Approves the Parking Strategy attached as Appendix A.
- 3.2. Notes the responses received to the informal consultation regarding the parking policy review attached to this report at Appendix B and 6.18.
- 3.3. Approves the changes to parking and other charges as set out in Appendix D (section 2 – paragraphs 2.1-2.3 and section 3 – paragraphs 3.1-3.5) and notes that, subject to the outcome of statutory consultation, those charges will be added to the Council’s approved Fees & Charges and come into effect at the earliest practicable date.
- 3.4. Approves the changes to parking policy as detailed in Appendix D (section 4 – paragraphs 4.1 and 4.3), subject to the outcome of statutory consultation.
- 3.5. Delegates authority to the Head of Highways and Parking to:
  - a) carry out all required statutory consultations regarding the proposed changes to charges and parking policy detailed in Appendix D and
  - b) make all necessary traffic management orders (“TMOs”), having considered any objections received in response to the statutory consultation, to implement the proposed changes, subject to key decisions being considered by Cabinet; and
  - c) where the Head of Highways and Parking considers appropriate, to decide to either (i) not proceed with or (ii) modify one or more of the proposed TMOs to address any matters arising from the statutory consultation or (iii) to refer the matter(s) to Cabinet for determination.

### **4. Reasons for decision**

- 4.1. The Council needs to consider adopting a model of full cost recovery for all its parking services to ensure financial stability now and in the future. A full cost

recovery model is to be adopted not only to recover operational costs, but also to secure the transition to environmentally friendly parking solutions.

4.2. A Parking Strategy and changes to parking policy and charges are also needed as a response to and lay a sustainable foundation for the following:

- Historical road infrastructure constraints
- Rising demand for road space
- Changing urban mobility patterns
- Accessibility needs
- Social care
- Future urban development
- Environmental commitments

4.3. The Parking Strategy aligns with broader transport objectives to improve the quality of life for all Haringey residents.

## **5. Alternative options considered.**

5.1. Consideration was given to continuing as is and responding to pressures and stakeholder requirements on a responsive basis. However, this option is not recommended for the following reasons:

- Inadequate response to increasing demands – continuing with existing practices would not adequately address the growing pressure on parking and highways as Haringey’s population and infrastructure demands increase.
- Compromise strategic objectives – not adopting a strategic approach would undermine the ability to significantly contribute to corporate objectives, which aim to enhance mobility and support sustainable urban development.
- Risk to service quality and efficiency – the lack of a forward-looking strategy could lead to deteriorating service quality, increased congestion, and reduced satisfaction amongst residents and businesses.

5.2. Given the above limitations, it is advised the Council adopts the proposed Parking Strategy and changes to parking policy/charges. The Parking Strategy objectives have been set to efficiently manage parking resources, support sustainable transport solutions that meet the needs of the community and support economic vitality.

## **6. Background information**

6.1. There are numerous issues that drive the need to consider the adoption of a new Parking Strategy, in conjunction with changes to parking policy and the charges that are applied. The following paragraphs provide some detail on that context.

#### *Historical road infrastructure constraints*

- 6.2. Haringey's historical streets were built long before the arrival of the motor vehicle and are ill-equipped to cope with the 0.32 billion vehicle miles that were travelled on roads in Haringey in 2022. The mismatch between modern usage and old infrastructure design requires ongoing effective transport and parking management to ensure optimal use of existing infrastructure.

#### *Rising demand for road space*

- 6.3. The borough's growing population, coupled with the increase in the number of houses of multiple occupation (HMOs) and multi-generational households, is exerting unprecedented pressure on available road space. This surge necessitates strategic management to balance the needs of residents and businesses and maintain fluid traffic movement.

#### *Changing urban mobility patterns*

- 6.4. The way that people move around and use Haringey's streets is also changing, driven in part by the Council implementing its Transport Strategy but also due to other factors. This includes the significant growth in the gig-economy which has resulted in the number of meal and grocery deliveries in the borough rapidly increasing. Since 2020, UK food delivery app revenue has more than doubled and is estimated to grow further, underlining the crucial need for efficient delivery and parking solutions.

#### *Accessibility needs*

- 6.5. For Haringey's ageing population and thousands with additional mobility needs, access to on-street disabled parking space is not just a matter of convenience but essential for their independence and quality of life. Ensuring sufficient and accessible parking positively supports these community members.

#### *Social care*

- 6.6. As more social care shifts into residents' homes, the necessity for caregivers, both paid and volunteer, to access convenient parking becomes essential. This accessibility supports the vision of fostering strong, supportive communities where residents can thrive in comfort and safety.

#### *Future urban development*

- 6.7. Looking to the future, in addition to these challenges, further housing growth and intensification will exacerbate the demand for parking and road space. Proactive planning and strategy implementation are crucial to prepare for these inevitable developments.

#### *Environmental commitments*

- 6.8. Haringey has reduced its carbon emissions significantly since 2005 but is behind target to be net zero carbon by 2041. Supporting the transition to zero emission vehicles is fundamental to achieving this target.

#### Further considerations

- 6.9. Haringey is a growing borough. At present, 264,000 people call Haringey home, and the population is expected to increase by 6.3% to 280,100 by 2031. As the local highway and parking authority, the Council manages and maintains 355km of streets and over 55,000 on-street parking bays and loading spaces that operate within 42 controlled parking zones (CPZs) that cover approximately 75% of the borough.
- 6.10. The borough, as a major destination, will see an ongoing increase in visitor numbers, whether that be those attending events at the world class Tottenham Stadium, Alexandra Palace or Finsbury Park, or Borough of Culture events in 2027.
- 6.11. Whilst more than half of households do not own a car, Haringey's residents own over 61,000 cars or vans, and driving represents the second most popular method used to travel to work.
- 6.12. Small and medium-sized enterprises (SMEs) are a vibrant and extremely important part of Haringey's economy. Many of these SMEs will be dependent upon on-street loading facilities to operate efficiently.
- 6.13. The provision of parking space needs to be balanced against the Council's corporate objectives and duties to address the climate emergency, create safer, cleaner, and greener places, ensure that traffic keeps moving whilst remaining focussed upon on the Haringey Vision Zero target to eliminate all road deaths and serious injuries by 2041.
- 6.14. Parking management has therefore never been as important. This is therefore an appropriate time to recommend adoption of a new Parking Strategy and make associated policy changes.

#### *Parking policy developments*

- 6.15. The transformation and development of parking services in Haringey is ongoing. Most recent developments include but are not limited to the following:
- The implementation of a major new parking management IT system (PMIS), which enabled electronic parking permits and improved self-service options.
  - The expansion of controlled parking zones, review of existing zones and adoption of a new Parking Schemes Resident Engagement Policy
  - The adoption of a Footway Parking Policy, geared towards the removal of footway parking wherever possible and practical.

- The introduction of red route enforcement
- Expansion of heavy goods vehicle (HGV) restriction enforcement.
- An extensive review of disabled parking services. This included changes to disabled parking eligibility, the introduction of dedicated disabled parking bays, and an adopted policy on enforcement against Blue Badge abuse.
- The review of the emission-based permit charging policy and introduction of surcharges on diesel fuelled vehicles.
- The introduction of the free Virtual Disabled Resident Parking Permit – avoiding the need to display the Blue Badge, thereby reducing theft.
- Free Care at Home Parking Permit supporting those being cared for in the own home.
- The review of the Essential Service Parking Permit scheme – striking a balance between needs of those delivering essential services to local residents and the impact on busy roads.
- Additional payment options for short-term parking - contactless parking terminals as well as mobile phone and app service options.

*Inclusive consultation and engagement process*

- 6.16. Continual engagement with the community, Elected Members, and local businesses remains integral to the iterative development of the Parking Strategy. This ongoing dialogue ensures that the Parking Strategy remains responsive to emerging needs and is adaptive to feedback, thereby enhancing its effectiveness.
- 6.17. The development of the Parking Strategy and its accompanying action plan was informed by parking policy consultation feedback, and engagement with elected representatives. The consultation process revealed several themes that directly influenced the formulation of the Parking Strategy and associated policies. By integrating diverse community insights, the Parking Strategy is tailored to reflect and address the specific need and preferences of Haringey's varied neighbourhoods.
- 6.18. An informal consultation was undertaken from 15th January to 4th February 2024, to seek feedback on a range of parking policy issues. In addition to general communications advertising the consultation, targeted communications were made to groups representing residents and others who may be particularly impacted by parking policy – such as those who may have mobility issues. Consultation feedback and engagement with elected representatives revealed concerns regarding:
- parking pressures relating to event days across the borough;
  - promoting local high streets & shopping areas, to make them more pedestrian and cycle friendly, and with accessible short stay parking to support local businesses; and

- continued use of charging policy to discourage higher polluting and large vehicles, and to discourage multi car households.

These themes are taken forward in elements of the proposed strategy, parking charges and policy changes.

#### *Community-focused parking solutions*

- 6.19. A central priority of the Parking Strategy is to ensure parking provision and enforcement are actively aligned with the unique needs of Haringey's diverse communities. Special emphasis has been placed on enhancing residents experience during major borough events. The Parking Strategy includes measures to safeguard residential areas from increased traffic and parking demand during major events, ensuring minimal disruption and maintaining road accessibility.
- 6.20. Promoting the vitality of local high streets and shopping areas also provides a focus, to make areas more pedestrian and cycle friendly, and with accessible short stay parking to support local businesses. Such measures not only support the economic health of local businesses but also encourage a shift towards more sustainable modes of transport.

#### *Addressing environmental traffic concerns*

- 6.21. Recognising the broader environmental impact of vehicles use, the proposed changes to parking policy incorporates progressive charging designed to discourage the use of high-polluting and large vehicles, as well as to mitigate the effects of multicar households. This approach reflects a commitment to environmental sustainability and aims to contribute to the wider corporate strategy to reduce carbon emissions in the borough.

## **7. The Parking Strategy**

- 7.1. The comprehensive Parking Strategy is attached as Appendix A and is structured around the overarching objective:
- To support an efficient, reliable and safe road network - enhancing the safety and efficiency of our road network to support the smooth flow of traffic and protect all road users.
- 7.2. This is supported by five further key objectives:
- Supporting a thriving, welcoming borough - Focusing on supporting accessibility to cultural, recreational, and commercial areas, and to boost local economy and community engagement.
  - Delivering a responsive, effective service for Haringey's people - Commitment to proactive service delivery that anticipates and adapts to the needs of Haringey's people.

- Supporting residents with additional needs - Prioritising accessible parking solutions for residents with mobility restrictions or other specific needs to foster an inclusive community environment.
- Creating fairness in road space use - Strategically managing the allocation of road space to balance the needs of all users, promoting equitable access and minimising congestion, and improving the street environment.
- Supporting improved air quality and a reduction in carbon emissions from transport – Promoting sustainable travel and encouraging the use of lower emitting, hybrid and electric vehicles, reduced vehicle usage, and shared vehicle usage such as car clubs
- Delivering an innovative, sustainable parking service - Implementing advanced, sustainable technologies and practices that lead to more efficient use of resources and better service outcomes.

7.3. The Parking Strategy aims to align Haringey’s parking services with broader corporate objectives, ensuring that each objective contributes to a cohesive vision for the future of transportation in the borough.

#### *Parking Strategy Delivery Plan*

7.4. The Parking Strategy Delivery Plan is attached as Appendix C. This plan details the diverse array of policies and programmes designed to fulfil the Parking Strategy’s objectives. To ensure the Parking Strategy remains effective and responsive to emerging needs, the plan is dynamic, and will be regularly reviewed and updated to reflect new insights. This iterative process allows for continuous improvement and adaptation to changing circumstances in Haringey.

## **8. Proposed parking policy/charge changes**

8.1. The full range of changes proposed to parking charges, including new charges, are set out in Appendix D. Those changes (which are summarised below) are intended to accurately reflect the real-world impact of vehicle usage. In line with the Council’s overall charging policies, the new charges seek to address the environmental impact of vehicles, considering factors like volume of vehicles and vehicle emissions, and vehicle size. These changes are intended to incentivise more sustainable transport choices, aligning with the commitment to address the climate emergency and deliver healthy streets.

8.2. The Council has a duty under the Road Traffic Regulation Act 1984 section 122 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 having regard to securing and maintaining access to premises, preserving or improving the amenities of the areas, national air quality, facilitating the passage of public service vehicles and safety and convenience of people using such vehicles as far as practicable.” Officers consider that the following are of particular relevance, given the overarching objective of the Parking Strategy:

- Establishing charging principles promoting improved air quality through reduced emissions including a proposed electric vehicle charging tier, charges based on vehicle size and incremental charges for additional vehicle permits for the same household.
- The provision of suitable and adequate parking facilities is advanced through business visitor permits.
- The introduction of pay and display charging for electric vehicles to encourage the turnover of parking spaces.

#### *Electric vehicles*

- 8.3. Proposals (Appendix D, paragraphs 2.1 & 2.3) involve the introduction of a new charging tier for fully electric vehicles, recognising that these vehicles do not contribute to local emissions – this is in contrast to other vehicles in the current lowest charge tier (up to 100 CO<sub>2</sub> g/km). Approximately 4% of current resident permit vehicles are fully electric and, to further encourage the usage of such vehicles, a distinct charge tier should be introduced. This will also result in changes to all other charge bands as set out in Appendix D.
- 8.4. Electric vehicles can currently park free of charge in paybyphone or contactless parking bays, as well as in electric vehicle charging bays. To improve access and achieve a turnover of spaces, it is proposed that those vehicles now pay the established short-term parking charges – as set out in Appendix D paragraph 3.2.

#### *Parking permit charges*

- 8.5. Vehicle size surcharging - the current charging structure focuses upon the impact of emissions. However, recognising the impact of the size of vehicles on the highway should also be considered. This reflects wider corporate objectives to reassess and reprioritise highway space and seeks to drive more efficient use of this finite space. The proposed charging structure is set out in Appendix D paragraphs 2.2 & 2.3.
- 8.6. Incremental subsequent permit (per household) surcharging for a range of permits - current surcharges apply to resident permits only and consist of a flat charge for each additional permit per household. In order to further encourage reduced vehicle use, this principle firstly should be more consistently applied across the wider permit offer. Secondly, in line with a number of equivalent London boroughs, the surcharge structure should be amended to an incremental charge – such that each additional permit has an increased surcharge applied. The proposed charging structure is set out in Appendix D paragraph 3.1.
- 8.7. Amended administration charges as set out in Appendix D. This includes:
- Change of address - there are some administrative processes which do not currently attract an associated administrative charge. This proposal seeks

to ensure consistency for the service – as set out in Appendix D paragraph 3.3.

- Rejected permit applications - residents parking permits are issued on trust with applicants confirming that they meet the eligibility criteria and providing the necessary supporting evidence. Some do not, hence applications being subsequently rejected. As above, consistency is to be sought for an administrative process which does not currently attract an administrative charge – as set out in Appendix D paragraph 3.4.
- Temporary cover (courtesy car) - offering additional administrative permit services across the permit range where appropriate (temporary cover currently offered only on resident permits) – as set out in Appendix D paragraph 3.5.

#### *New parking permit policy*

- 8.8. It is proposed that businesses should be allowed to access a number of visitors parking permits for client / customers – as set out in Appendix D paragraph 4.1. A business will be recognised through it holding an existing CPZ business permit type or local business qualification, which would qualify the business for access to visitor permits for the CPZ.
- 8.9. Blue Badge holders working in the borough feel that they should also be able to access a free Virtual Disabled Residents Parking permit, many citing instances where their Blue Badges were stolen when parked close to their place of work. It is now proposed that they be included in the virtual permit offer – as set out in Appendix D paragraph 4.2.
- 8.10. It is proposed that, due to the potential for the use of daily visitor permits for uses other than those intended (for parking other than visitor parking), this parking permit is discontinued – as set out in Appendix D paragraph 4.3. Residents are able to continue to use hourly visitor permits to provide parking to visitors.

### **9. Contribution to the Corporate Delivery Plan 2022-2024 High Level Strategic Outcomes**

- 9.0. Strategy and policy measures proposed in this report support various themes of the Corporate Delivery Plan. The various proposals will contribute to:
- Arts, culture and heritage is fostered, celebrated and valued, and is woven through everything the council does: parking strategy recognises and supports a growing, thriving borough, and ensuring residents and local businesses benefit from this growth.
  - A Just Transition - The transition to a low carbon economy is just, equitable and benefits everyone: strategic objectives to ensure Haringey residents continue to benefit from local economic and cultural

developments, in addition to maintaining core parking standards for local residents and businesses.

- A Safer Borough: strategic objectives support safe efficient and reliable operation of the transport network and parking infrastructure.
- A Greener and Climate Resilient Haringey: Improving measures to address impact of vehicles and parking, across various policy components, are intended to result in reduced emissions, impacts of vehicles.

## **10. Carbon and Climate Change**

10.1. Parking management contributes positively to carbon emission reduction and mitigates climate change:

- Reduced vehicle emissions - managed parking reduces congestion. Parking controls will help ease congestion, leading to a decrease in emissions and therefore decrease in carbon footprint.
- Managed parking can improve 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.
- 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.

## **11. Statutory Officers' comments**

### **Finance**

11.1. The recommendation of this report is to approve the Parking Strategy attached as Appendix A. It is also to approve the changes to parking and other charges as set out in Appendix D, subject to the outcome of Statutory Consultation. Any changes from the current strategy and charges to a new strategy and charges regime may well give rise to changed levels of enforcement activity. Any changes in enforcement activity will impact on the Councils expenditure and income on this activity. Should the new strategy and charges set out in the report be implemented after consultation, the financial effect will be monitored as part of the budget monitoring process.

### **Strategic Procurement**

11.2. Strategic Procurement have been consulted in the preparation of this report.

11.3. Strategic Procurement note the recommendations in section 3 of the report that are not procurement related decisions.

- 11.4. Strategic Procurement support the recommendations of this report.

**Assistant Director Legal & Governance**

- 11.5. The Council is under a duty to manage their road network with a view to achieving the expeditious movement of traffic on the Council's and other authority's road network, which includes taking action to secure the more efficient use of their road network and the elimination/reduction of road congestion (Network Management Duty), which the Council has power to do under sections 6, 45, 46 and 46A of the Road Traffic Regulation Act 1984 (RTRA) by regulating or controlling vehicular and other traffic and setting charges for parking places.
- 11.6. The Parking Strategy is a non-statutory document that sets out the Council's objectives to enable the parking service to deliver in its role by setting a direction which frames the way parking policy and programmes will be delivered for the Borough to facilitate the discharge of its network management duty.
- 11.7. The purpose of the Parking Strategy/changes to parking policy is to manage parking on the Council's and other authorities' road networks, facilitating the discharge of the Council's parking functions under the RTRA, and so is ancillary to the Council's powers in the RTRA.
- 11.8. There is no statutory requirement to consult on the Parking Strategy/changes to parking policy or upon fees proposed to be introduced pursuant to section 45 RTRA. However, under The Local Authorities' Traffic Orders (Procedure) (England) Regulations 2012, there is a requirement to consult in cases where changes to a designation order or an order are proposed pursuant to section 46A RTRA. Informal consultation has been carried out and this report recommends that Cabinet delegate authority so that statutory consultation now be carried out on the proposals.
- 11.9. When consulting, sufficient time must be given to parties consulted informally to comment on the Parking Strategy/changes to provide representations and all representations received in response to the consultation must be conscientiously taken into account in finalising the Parking Strategy/changes to parking policy (which officers have considered as set out in paragraph 6.18 of this report) before the decision whether to approve the Parking Strategy/changes to parking policy/charges is taken. The Courts have held that a decision maker must consider consultation responses with 'a receptive mind' and be prepared to change course if persuaded by a response but is not under a duty to adopt the views of consultees.
- 11.10. The Council must not set charges for vehicles left in parking places for the purpose of raising revenue. The setting of charges that results in a surplus will not in itself be unlawful provided such surplus is used for the purposes specified in section 55 of the RTRA which includes the cost of provision and maintenance of off-street parking accommodation.

11.11. In determining the amount of any charges payable for vehicles left in designated parking places, the Council shall consider both the interests of traffic and those of the owners and occupiers of adjoining property, and in particular the Council shall have regard to:

- a) the need for maintaining the free movement of traffic;
- b) the need for maintaining reasonable access to the premises; and
- c) the extent to which off-street parking is available in the neighbourhood.

11.12. As required under section 122 of the RTRA, the factors which point in favour of making the changes to charges are set out in paragraph 8.2 of this report.

11.13. The approval of the Parking Strategy/changes to parking policy is ancillary to the discharge of the Council's parking functions under RTRA and so is authorised under section 111 of the Local Government Act 1972 and the changes to charges may be made under sections 46 and/ or 46A of the RTRA.

11.14. The making of policy/strategy to facilitate the discharge of the Council's parking functions/make changes to charges under the RTRA an executive decision to be taken by Cabinet in accordance with the Council's Constitution.

### **Equality**

11.15. 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 protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not

11.16. 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.

11.17. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic

11.18. The EqIA can be found in Appendix E; proposals contained within this report are in the whole of neutral impact on a majority of individuals with protected characteristics in the borough. Parking Strategy, and associated policy and charging proposals, are borough-wide measures and do not target particular groups – except as noted below.

11.19. Where potential impacts can be identified, these are potentially positive in nature: firstly, for those with disability and/or additional mobility needs, where additional measures are proposed to improve parking and permit provision; secondly, for children and older people or pregnant women who may be more impacted by air pollution, proposals further extend existing policy and charging principles which seek to reduce the impact of car emissions; thirdly, for those community and religious groups with events impacted by parking provision and enforcement, strategic objectives seek to make improved provision for these events.

11.20. Parking strategy and associated policy proposals concern the borough as a whole, or in the case of parking permit proposals for all controlled parking zone areas. Given this, there is typically no target population profile distinct from the borough profile. Furthermore, data is not held on parking users / parking permit holders' protected characteristics, therefore detailed impact analysis by for these profiles is not possible. Where positive impacts have been noted, it is due to a target profile which can be identified as distinct from the general borough profile: this may be those who are holders of Blue Badges (therefore a profile group which has a disability), groups more impacted by air pollution (children & older people, pregnant and maternity profiles, and areas of social deprivation), and groups self identifying as being of a particular community or religious group. Where data on these groups exists – for the specific purposes of impacts of changes to parking strategy, policy and charging – it is provided in the EqlA.

11.21. The Parking Strategy sets out how future programmes and policy will be delivered through a through a range of appropriate engagement approaches, ensuring alignment with the Haringey Deal and offering service users opportunities to be involved in service design. Where future programmes and policy are considered to impact groups with protected characteristics, these will be recorded as part of consultation design. Consultation undertaken in early 2024 concerning parking policy sought, in addition to being a general public consultation on a range of policy issues, , views of specific groups (for example those representing residents and service users with disability, those who are carers, older residents etc.) who may in particular be impacted by changes in parking policy. Because parking has a particular importance for residents and other users who have mobility issues, this included targeted communications with an established cohort of organisations and key contacts for such service users. The online consultation allowed responses from individuals and representatives of groups, such as those representing service users with mobility requirements who may be particularly impacted by parking policy.

## **12. Use of Appendices**

- Appendix A: Parking Strategy
- Appendix B: Parking policy consultation outcomes

- Appendix C: Parking Strategy Delivery Plan
- Appendix D: Updated parking permit charges
- Appendix E: Equalities Impact Assessment

### **13. Background papers**

- [Corporate Delivery Plan](#)
- [Transport Strategy 2018](#)
- [The Haringey Deal](#)
- [Walking & Cycling Action Plan](#)
- [Air Quality Action Plan](#)
- [ULEV Action Plan](#)
- [Parking Investment Plan](#)
- [Local Implementation Plan](#)
- [Climate Change Action Plan](#)