



# Parking Strategy



**Haringey**  
LONDON

# Foreword



Haringey is a unique place, where people have come from all over the world to create a vibrant, thriving borough. We are home to renowned

cultural and sporting venues, as well as wonderful high streets and businesses.

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.

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.

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.

A stylized, handwritten signature in black ink.

**Councillor Seema Chandwani**  
**Cabinet Member for Resident Services**  
**& Tackling Inequality**



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# A growing, thriving borough



Haringey is brimming with creativity, personality, radicalism, diversity and community. 264,000 people call Haringey home and over 100,000 people work here. Our highly diverse population creates a thriving and enriching borough like no other.

We have over 100 schools and nurseries, nine libraries, 25 Green Flag parks; restaurants that attract people from all over London and thriving shopping centres and high streets. We are proud to be home to the renowned Alexandra Palace, historic Bruce Castle Museum, beautiful Finsbury Park and the world-class Tottenham Hotspur Stadium. A rich and diverse range of places of worship add to Haringey's strengths.

Haringey is also a growing borough, with significant development continuing to take place. The council has an aim to build 3,000 new

council homes, and a wider London Plan target of more than 15,000 new properties expected to be built by 2031.

Haringey benefits from good transportation links with 18 overground and underground stations, National Rail services, and a network of more than 40 bus routes. Together with key radial roads linking with the north circular, the borough's transportation links attract business and suburban commuters.

Our thriving borough needs to be supported by a forward-thinking Parking Strategy that ensures accessibility for residents and visitors alike. This document, in conjunction with other council strategies, plays a critical role in ensuring that council services continue to deliver the best for our community.



# The strategic importance of parking in Haringey

It is important to recognise parking management as a vital tool in tackling inequality, climate justice and health, as well as the significant impact it has on the everyday lives of those who live in and visit our borough.

As soon as we leave our homes, we feel the impact of parking. Whether we want to find a disabled parking bay, make a delivery, have 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.

Haringey Council is responsible for 355km of streets and has over 55,000 managed on-street parking and loading spaces that operate within 42 controlled parking zones (CPZs) that cover approximately 75% of the borough.

Whilst just over half of households are car free, our residents do own over 61,000 cars or vans and driving represents the second most popular method used to travel to work. Car and motorcycle (including mopeds) trips account for 23% of all trips.

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.

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 Haringey's Vision Zero target to eliminate, by 2041, all road deaths and people seriously injured.





# The challenges being faced



Haringey's 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.

As the population grows the demand on road space increases. In addition, increasing numbers of houses in multiple occupation (HMOs), and adult children living at home may mean increasing levels of car ownership per household.

The way that people move around and use our streets is also changing. This includes the exponential 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.

With an ageing population and thousands of residents with additional needs, the provision of disabled parking bays is a lifeline for many.

We are consistently seeing an increase in

the need for adult social care to take place in residents' homes. To help enable strong communities that nurture residents to live well, paid and non-paid carers should be able to park conveniently if they need to drive.

Looking to the future, in addition to these challenges, further housing growth and intensification will exacerbate the demand for parking and road space.

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.

All of the above challenges are amplified as Haringey Council faces a combination of pressures beyond its control including the sharp reduction in government funding since 2010. The council's core government funding is now £143m a year less in real terms than it was in 2010/11.



# Co-producing the Parking Strategy



Applying the Haringey Deal and the commitment to help people design the services they rely upon, this Parking Strategy has been developed with involvement of Haringey's community and elected members – through public consultation and in-depth review sessions. A number of themes emerged from consultation and engagement, and these underlie the Parking Strategy and associated policies.

Competing demand for road space means the ability to park nearby their home is a concern for residents, and therefore addressing any issues and priorities needs to be taken forward in the context of protecting local roads for residents.

Ensuring parking provision and enforcement meets the varied needs of Haringey's communities, and further ensure that Haringey residents benefit when major events happen in the borough, is a priority – and implementing parking measures to protect residential roads on such occasions is a priority.

Promoting local high streets & shopping areas also provides a focus, to make areas more pedestrian and cycle friendly, and with accessible short stay parking to support local businesses.

It is further important to take a broader view of vehicles and their environmental impact, and thereby to use charging policy to discourage higher polluting and large vehicles, and to discourage multi car households.





# Future consultation and engagement

All policy, plans and programmes delivering changes to parking in Haringey will be delivered in line with the objectives and principles of the Haringey Deal: residents and other services users should be fully engaged in the co-design and co-production of new and changed service delivery. So the council will:

- Build on the commitment through the Haringey Deal, ensuring residents and other service users co-design and co-produce service solutions
- Use insight & pre-engagement: use local contacts and organisations, data analysis and intelligence, to understand programme scope & impact

- Engage & co-design: use a range of engagement approaches, ensuring that all residents and service users have an opportunity to be involved in service design
- Deliver co-design consultation in line with requirements of statutory consultation – ensuring co-design has a real effect in service design before statutory consultation commences
- Engaging early and effectively, providing genuine opportunities for parking users to have a say in decisions, brings about effective change for parking in Haringey.







# Parking Strategy Objectives

## **Supporting 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

## **Supporting a thriving, welcoming borough**

A focus 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**

A 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 manage 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**

Implement advanced, sustainable technologies and practices that lead to more efficient use of resources and better service outcomes.

# Strategic objectives: Supporting an efficient, reliable & safe road network

Like all London boroughs, there is competing demand for available road space – for different road users, from vehicles, public transport, parking, as well as cycling and pedestrians. Historical infrastructure and transport links can often hinder improvements in road and transport user experience.

Alongside this demand for road space, despite excellent public transport links, at peak times the tube, rail and buses serving the borough are very crowded and contribute to additional load.


To address this, the Parking Strategy seeks to contribute to the delivery of improvements in the road and transport network, and further supports the holistic approach required for the Vision Zero strategy for road danger reduction.

## THE STRATEGY SUPPORTS:

- Increasing connectivity, capacity and accessibility on our road, cycling and public transport networks to support our regeneration and growth ambitions for businesses, housing and jobs
- The use of electric vehicles, bike hire schemes, car clubs, car sharing and electric motorcycles & scooters
- Taking account of the needs of mobility impaired users of all transport modes







## Strategic objectives: Supporting a thriving, welcoming borough

**Haringey is a borough that is alive with arts, culture and creativity, and is London Borough of Culture for 2027. The Parking Strategy supports Haringey as a place where arts, culture and heritage is fostered, celebrated and valued.**

Parking has an integral role in enabling a thriving and fair economy from which everyone benefits, ensuring Haringey's high streets & town centres are resilient and businesses are supported to start and grow.

As part of a growing borough, growth in housing development has associated impacts on transport and road use – and the Parking Strategy encompasses an approach to manage parking demand for new developments, including those with associated car use conditions.

Growth requires active management of transport and parking across the borough, enabling efficient and effective use of available capacity.

### THE STRATEGY SUPPORTS:

- Parking measures to support visitors to cultural, sporting events and retail
- Development of local businesses, ensuring adequate servicing arrangements
- Improved conditions for walking & other active travel modes
- Parking policy appropriate to urban development as it applies to Haringey
- Improved access to high streets, town centres, leisure and other amenities, for those who need to travel by car





# Strategic objectives: Delivering a responsive, effective service for Haringey's people

## Car use and parking remains essential for residents and visitors to the borough who have mobility or other medical needs.

The Parking Strategy recognises the importance of a dynamic and responsive service, which takes forward public engagement and consultation, and delivers parking provision appropriate to the needs and opportunities of Haringey's people.

The Haringey Deal sets out how the council will work with people to bring about change, makes the commitment to share power, and to create spaces for different interactions. Residents and other services users should be fully engaged in the co-design and co-production of new and changed service delivery.


Parking provision will continue to be adaptive, and support residents, business and other users in the context of wider challenges and pressures. In developing policy, plans and programmes, parking will be delivered in line with the Haringey Deal:

- Integrating effective and appropriate means of working with residents and other service users
- Encompassing ongoing engagement with residents and service users through programmes – including in design and production
- Identifying and addressing consistent service issues and work to implement effective change for residents and service users

## THE STRATEGY SUPPORTS:

- Ensuring all Haringey residents and businesses benefit from the growing opportunities for cultural, sporting events and retail – safeguarding local roads and supporting sustainable transport
- Ongoing engagement and consultation, to ensure provision reflects opportunities and needs
- Recognising and balancing the role of cars and parking with wider pressures for environmental change & demand on road space
- Working closely with faith groups to support their parking needs, supporting major religious festivals within local constraints and overarching policies





# Strategic objectives: Supporting residents with additional needs

## Car use and parking remains essential for residents and visitors to the borough who have mobility or other medical needs.

The Parking Strategy recognises this continued need, and the importance of cars and parking in the ability of such individuals to lead independent lives: a shift in focus towards sustainable transport and reconsideration of highway space should not be implemented at the cost of residents and other service users with a legitimate need to use a car, and the associated parking which may be required.

A strategic approach will be implemented which ensures prioritised parking provision is delivered in the most appropriate way and at the most appropriate location, such that policy and programmes do not prejudice those with mobility and related medical needs. A wider view will be taken of parking users in Haringey – in addition to residents, to encompass other parking users who may have mobility needs.

## THE STRATEGY SUPPORTS:

- Prioritising parking for those with mobility needs and safeguarding provision reducing fraud
- Policy and programmes which adequately capture the needs and concerns of residents and other road users with additional parking needs
- A balanced approach to assessing parking needs and demand in the context of sustainable and alternate modes of transport
- Measures required to ensure disabled parking provision is placed in the most appropriate location, of an appropriate standard (numbers and size of bays)



# Strategic objectives: Creating fairness in road space use

## The Parking Strategy recognises that a growing borough – economically, culturally and demographically – places increasing competition on available road and parking space.

Parking operates in the context of sustainable transport objectives – prioritising footway users, cycling and public transport. Increasing active travel in Haringey requires a 'Healthy Streets' approach, with coordinated transport and street improvements – including changes in use of road space, the introduction of cycle lanes and wider footways.

In this context, it is important that parking provision continues to reflect the needs of the community – residents and businesses – while delivering wider corporate objectives. Striking a balance between the impact of parking and the need to making space more efficient, while improving the street environment, is a key constraint for parking services.

To support continued growth, with effective and equitable access to parking, active and dynamic management of transport and parking is necessary therefore to ensure available space is optimally used, and that use is prioritised.

## THE STRATEGY SUPPORTS:

- Delivering a balanced approach which reflects needs of community and enables business growth
- Supporting Healthy Streets initiatives
- Reappraisal of public highway, road space and efficient use of parking space, while balancing competing demands
- Continually assessing and where necessary updating parking permit policy to reflect strategic objectives, including measures to account for electric vehicles





# Strategic objectives: Supporting improved air quality and a reduction in carbon emissions from transport

**Haringey has a vision to successfully meet the challenges presented by a changing climate, with an already established target to be a net-zero carbon borough by 2041. Responding to the Climate Emergency and creating a more liveable borough requires Haringey's transport infrastructure and road use to change in response.**

Addressing transport and road use – and associated emissions – also positively impacts air quality related illnesses. Air pollution impacts on the lung functions of the young and can cause birth defects, and it is known that the health effects of air pollution increase disproportionately in the most vulnerable and deprived communities.

Taking forward measures to promote sustainable transport options, reduce emissions and vehicle use, therefore positively impact climate and health issues in Haringey. Vehicle fuel type and emissions impact air quality and climate change, and offer a key tool through which to bring about behavioural change both in modal transport shift and, where private vehicles are retained, a change in the type of vehicle used.

## THE STRATEGY SUPPORTS:

- Further developing the car club offer, in particular for car clubs using electric vehicles
- Acknowledging transport modal priorities, including electric vehicles ahead of other vehicles
- Promoting alternative means of transport to motor vehicles such as through behavioural change programmes
- Improving air quality by pursuing projects and programmes to reduce vehicle use, particularly diesel-powered vehicles
- Using vehicle data analysis to support behavioural change policies
- Taking forward school streets to reduce car use and promote walking





# Strategic objectives: Delivering an innovative, sustainable parking service

**Delivering effective parking management combines various factors: complex parking management systems underlie effective customer service and service operation, efficient enforcement delivers control and builds confidence, and prudent income management ensures sustainability and continual improvement.**

The council's Parking Service continues to seek to innovate and develop these parking management systems to optimally deliver parking provision – building on previous innovations across permits, Blue Badges and enforcement.

Compliance with parking traffic orders requires enforcement, providing the ability to deliver the council's statutory obligations for the movement of traffic and provision of parking facilities. The council invests in training and a range integrated equipment to support its civil enforcement officers, with business intelligence delivering optimal deployment across the borough.

Within the statutory constraints regarding use of parking income, the Parking Service seeks to operate a full cost recovery model with cross subsidisation according to need.

## THE STRATEGY SUPPORTS:

- Delivering a digital parking service to further enhance customer experience with continued technological development and innovation, while maintaining non-digital options where appropriate
- Using data analysis and business intelligence methods for more efficient and responsive management of operations and enforcement
- Reinvesting in parking infrastructure to meet transport challenges and promote road safety
- Vehicle data analysis to support ongoing innovative environmental policy development
- Increasing the use of electric vehicles and car sharing schemes



# Haringey's parking hierarchy



In a growing borough, competing demands for road and parking space means there is a need to prioritise how space is used, and clarify which road users and modes of transport are prioritised. Wider considerations of environmental impact and climate change concerns also feed into prioritisation.

A parking hierarchy provides a framework for understanding the priority given to different parking users. When developing policy and delivering services, the council will typically prioritise those with mobility and associated needs – ensuring consideration of these specific parking needs is paramount. Resident parking follows in priority, recognising that for many living in the borough access to parking remains important. Ensuring residents receive essential services is acknowledged with the third priority group. Car clubs, business, short stay and visitor parking remain important but are a lower priority.

This parking user priority is however only a framework for reviewing parking delivery – it is not prescriptive, and each policy and programme will account for specific needs of service users and locality.

## PARKING HIERARCHY

**Blue Badge holders**

**Residents**

**Essential services**

**Car clubs**

**Local business / service operational parking**

**Visitor parking**

**Short stay / visitor parking**



# How parking is managed in Haringey



## PARKING POLICY

Statutory powers enable the council to make provision for parking, the management of parking places and enforcement. This includes a general duty for the movement of vehicular and other traffic, and the provision of adequate parking facilities on and off the highway. It also allows restrictions on persons or classes of vehicle, restriction to holding of a permit, and making charges for permits such that there is turnover of parking places.

Within this legislative context, Haringey Council's policy is developed in line with the Parking Strategy – thereby setting permit pricing, parking controls and availability, assignment of parking bays and locations, to best serve Haringey's people.

## ENFORCEMENT

Ensuring compliance with parking controls and traffic movement requires effective enforcement. Unlawful parking impacts on the movement of traffic, public, pedestrian and cycle transport, and negatively impacts residents and businesses in the borough.

While procedures and charges for enforcement are defined externally – through legislation and London authorities – the council operates optimised enforcement which balances resources while being responsive to demand across the borough.

Haringey Council is dedicated to empowering its civil enforcement officers (CEOs) through strategic investments in professional growth and leadership development. Through tailored training programmes, workshops, and networking events, the council is committed to equipping its CEOs with the skills and resources they need to excel in their roles ultimately benefitting the entire community.

Enforcement is supported through vehicle removals, ensuring effective action against illegally parking and abandoned vehicles. The Parking Service has a particular role in ensuring efficient event day parking and enforcement operations.





# How parking is managed in Haringey

## PARKING SCHEMES

Managed parking provides a greater opportunity for residents to safely park near to their homes. As parking pressure increases, due to reduced supply or increased demand, so does the need for parking controls – and parking zones are recognised as the best tool to manage road parking space. Haringey operates 42 controlled parking zones (CPZs) that cover approximately 75% of the borough.

The implementation and review of parking schemes is delivered in accordance with the Parking Schemes Resident Engagement Policy, which sets out 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, including the provision of parking for disabled motorists and passengers.

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 and administering the schemes and any surplus is used to help maintain the highways, pavements, and street signs and help to fund free travel for people aged over 60 and for people with long term disabilities.



# Service operation and management



## FINANCE

In delivering strategic objectives, how income – from parking enforcement, moving traffic contraventions, permits and short stay parking – can be used is determined in legislation (in particular the Road Traffic Regulation Act 1984). This includes provision and maintenance / operation of off-street parking, public passenger transport services and roads maintained at the public expense, for highway or road improvement projects, and for environmental improvements.

The Parking Strategy provides a framework for prioritising income within these constraints – ensuring parking provision, management and controls are delivered for the benefit of Haringey's people.

The intention of Haringey Council's Parking Service is to seek full cost recovery for a range of parking services, thereby making no demand on its General Fund. Any surplus is spent in accordance with the Road Traffic Act – in particular in relation to the demand for concessionary travel (such as the Freedom Pass), thereby supporting many vulnerable residents.

## SERVICE INVESTMENT & DEVELOPMENT

A digital transformation of the Parking Service has delivered an improved online permit platform. Residents can now easily apply for parking permits, make payments, and manage their parking needs from the convenience of their devices. Virtual permit systems reduce the reliance on physical permits, simplifying applications and administration for residents and staff, and improve efficiency in enforcement.

The council will continue to take forward investment in digital service provision, through ongoing engagement with residents, to further develop improved online parking products.





