

**Report for:** Climate, Community Safety and Environment Scrutiny Panel

**Title:** Parking Strategy and Policies – update

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

**Lead Officer:** Ann Cunningham, Head of Highways and Parking  
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**Ward(s) affected:** All

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

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

- 1.1. This report provides the Climate, Community Safety and Environment Scrutiny Panel an update on parking strategy and key policies. This includes established policies which drive programmes of work across parking services, as well as new initiatives and policies which follow the adoption of the new Parking Strategy by Cabinet in July 2024.

## **2. Background information**

- 2.1. An established policy framework continues to drive key programmes of work for Parking Services – including the Parking Schemes Resident Engagement, Footway Parking, Disabled Parking Place and Blue Badge Enforcement Policies. These programmes continue to shape and deliver parking services for Haringey residents.
- 2.2. Following Cabinet approval in July 2024, the newly adopted Parking Strategy takes forward these policies and sets a direction which frames the way parking policy and associated programmes will be delivered. The Strategy sets priorities which 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.

## **3. The Parking Strategy**

- 3.1. The adoption of a new Parking Strategy is driven by a number of ongoing and developing trends in transport, highway and wider society – and how the intersection of these impacts parking:
- Historical road infrastructure constraints – a mismatch between old infrastructure and modern transport usage;

- Rising demand for road space and changing mobility patterns – a growing population and housing development, combined with changes in how people move around and use services, impacts how road space and parking is used;
- Accessibility & social care – ensuring parking provision for those with additional mobility needs, and those who require care in the home;
- Environmental commitments – with the borough behind target to be net zero by 2041, the need to further progress the parking contribution to reducing carbon emissions.

3.2. The [Parking Strategy](#) is structured around the following objectives:

- To support an efficient, reliable and safe road network
- Supporting a thriving, welcoming borough
- Delivering a responsive, effective service for Haringey's people
- Supporting residents with additional needs
- Creating fairness in road space use
- Supporting improved air quality and a reduction in carbon emissions from transport
- Delivering an innovative, sustainable parking service

3.3. The Strategy aims to align Haringey's parking services, policies and programmes 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*

3.4. Aligned to the Parking Strategy is a Delivery Plan which details the various policies and programmes designed to fulfil the 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.

## **4. Parking policies**

4.1. The following provides an update on key policies included in the delivery plan

#### *Parking Schemes – Resident Engagement Policy*

4.2. This policy was established in April 2023 to provide 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.

4.3. The overarching aims of the Council's parking management is to balance the conflicting needs for the finite supply of parking spaces available. This is done

through a combination of needs-based design and a hierarchy of parking need. This includes:

- Prioritising parking for disabled motorists and passengers.
  - Prioritising parking for residents and their visitors.
  - Providing facilities for businesses and their customers, in particular loading / unloading facilities and
  - Facilitating turnover of short stay parking in town centres for shoppers.
  - Reducing unnecessary private car journeys through travel demand management (TDM) and encouraging healthier forms of travel.
- 4.4. It eliminates commuter parking which can overwhelm local roads, deals with obstructive parking and makes it easy to identify and remove abandoned cars. A range of parking schemes may be used to achieve these aims and the details of those and how they are used are set out in policy.
- 4.5. Parking helps deliver many outcomes that are important to the community and can be used to resolve problems on an area-wide basis or to deal with a local problem, for example, additional parking associated with a newly opened business that impacts on one road.
- 4.6. Current policy was established in April 2023 and there is currently no identified need to update the current policy.
- 4.7. This policy forms the core as part of the capital programme for the ongoing delivery of new controlled parking zones (CPZs) and review of existing CPZs.
- 4.8. Last financial year saw the Parking Projects Team deliver Hornsey North East (HNE) CPZ and delivery of bespoke operating times for Walpole Road to manage new parking pressures from changes in nearby businesses. In addition to the new CPZ areas, the team completed
- The review of 3 CPZ areas (Crouch End A, Crouch end B, Seven Sisters)
  - Red Route, encompassing Brantwood Road and West Road. Established to manage essential heavy goods vehicle traffic movement for businesses and to better enforce nuisance parking.

#### *Footway Parking Policy*

- 4.9. There is a considerable level of permitted footway parking (circa 107 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, minimise 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.
- 4.10. The two main policy positions adopted are that Haringey Council:

- Will not introduce new footway parking anywhere in the borough that does not meet Government guidance.
  - Remove all existing footway parking not meeting current Government guidance.
- 4.11. Government design guidance dictates that a provision of 2 metre footway width is the ideal width, with 1.5 metres allowable for pinch points (for a defined maximum length of 5 metres. If, due to existing site conditions (highway configuration) a minimum of 1.5 metres cannot be achieved, footway parking will be removed.
- 4.12. Since the introduction of the policy, the Council has reviewed footway parking on 6 roads, these being:
- Beaufoy Road
  - Boyton Close
  - Campsbourne Road
  - The Campsbourne
  - Nightingale Lane
  - Ashley Road
- 4.13. The majority of footway parking on these roads has now been removed with only one road (Nightingale Lane) retaining a small section of footway parking which meets Government guidance and our policy.
- 4.14. The Council has now established a rolling programme to review all roads with footway parking. The first round of resident engagement is scheduled to commence in early September 2024 consisting of 10 roads, these being: Circular Road, Riverside Road Lockmead Road, Palace Gates Road, Durnford Street, Gourley Place, Bernard Road, Fountayne Road.
- 4.15. A further 40 roads are programmed to complete resident engagement by the end of the 2024/25 financial year.

#### *Disabled Parking Place Policy*

- 4.16. In response to the changing needs and increased pressures on parking for those who are disabled, the Council in 2019 introduced the Disabled Parking Place Policy to establish new criteria for requests by residents for dedicated disabled parking. Those who meet the criteria will be provided a dedicated bay for their exclusive use ensuring easy access to parking as close to their home as practicable.
- 4.17. The extension of disabled parking facilities remains a priority for Haringey. 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. The uptake of dedicated disabled parking bays means that there are in excess of 407 now implemented in residential roads.

- 4.18. Parking concessions for people with serious walking disabilities are an important and central feature of the council's parking and accessibility policies. The Council will continue to install disabled parking bays in town centres and near other places of interest, that may be used by any holder of a Blue Badge.
- 4.19. In 2024/25, the Council aims to significantly increase disabled parking provision near to places of community interest. This will include, but is not limited to, high streets, medical centres, places of worship, community centres, and parks. This programme has now established 49 disabled bays to complement existing disabled parking provisions for GP surgeries. The Council will be commencing statutory consultations in October 2024 on a further 85 general use disabled bays to complement existing disabled parking for pharmacies (49 bays) and dentist surgeries (36 bays) across the borough.
- 4.20. Further statutory consultations will be progressed over the course of the financial year to review and introduce additional disabled bays to serve high streets, places of worship and community centres and parks.

#### *Blue Badge (Disabled Parking) Enforcement Policy*

- 4.21. The policy seeks to prevent, detect and deal with Blue Badge misuse, and ensure disabled bays are always accessible for those who need them. Following adoption of the policy in 2022, there have been a significant number of inspections carried out, with resulting penalty charge notices (PCNs) and seizure of Blue Badges. More recently, there have been more and more residents accepting cautions or being convicted of Blue Badge fraud.
- Over 68k inspections carried out
  - Over 2400 PCNs issued
  - Over 520 Blue Badges seized
  - Over 30 cautions or convictions to date.
- 4.22. Other local authorities are expressing an interest in how they can use this technology to combat their own levels of Blue Badge fraud and theft. In the meantime, the Council continues to drive down the amount of misuse and theft supported by data reinforcing the Council's motivation and intent to be at the forefront of this area of work.

#### *Event Day Parking Enforcement Strategy*

- 4.23. A strategy will be defined for enforcement for events at key venues, when Event Day controls are operational and where there is expected to be an impact on parking and/or where there are requirements for enforcement of parking and traffic contraventions.
- 4.24. The strategy seeks to provide a framework within which enforcement deployment is prioritised, setting out the factors considered and associated priorities. An expected optimal level of enforcement deployment is set out, based on a full review and analysis of factors impacting enforcement approach and a defined approach to enforcement prioritisation.

- 4.25. The prioritisation and deployment of enforcement is based on a number of priority factors, including innovative use of ANPR data – regularly updated occupancy and compliance data to ensure enforcement is targeted for streets and areas experiencing higher occupancy and lower compliance. This use of the ANPR vehicle supports the Parking Strategy objective of ‘Delivering an innovative, sustainable parking service’.
- 4.26. The Enforcement Strategy sets out a live and responsive approach, using iterative data gathering and analysis to refine enforcement deployment. The initial focus is Tottenham Stadium event days through the early part of the 24/25 season, with the approach to be taken forward for other key venues.

#### *Community & Religious Festivals & Events Policy*

- 4.27. Working closely with diverse community and faith groups, a policy is being developed to support parking needs for community and religious events – such as during major religious festivals and at funerals as and when required. Policy will seek to deliver fairness in the parking offer, and balance with the wider parking demands of each local area. This approach supports the strategic objectives to be a responsive service, supporting fairness in road space use, while maintaining an efficient, reliable and safe road network.
- 4.28. The policy will take into account existing measures and options for events – including temporary traffic management orders, street party arrangements, parking suspensions, and currently available permit types (including the funeral permission to park permit). An assessment will be made of what additional provision should be made, on what basis and with consideration to constraints on parking in particular locations.

#### *Permits policy & charging*

- 4.29. Permit policy and associated charges continue to be delivered in line with the statutory duty under the Road Traffic Regulation Act 1984, to ensure expeditious, convenient and safe movement of vehicular and other traffic, and the provision of suitable and adequate parking facilities.
- 4.30. Proposals taken to Cabinet in July 2024 include a range of measures which develop existing permit policy, as well as introducing new and innovative proposals:
- 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, with appropriate turnover of spaces, is advanced through business visitor permits and pay and display charging for electric vehicles.
  - Recognising the impact of the size of vehicles on the highway through vehicle size surcharging – reflecting wider corporate objectives to reassess and reprioritise highway space and seeks to drive more efficient use of this finite space.

- Amended administration charges to ensure consistency in charging for administrative services (change of address, rejected application fee), and in provision of administrative services (temporary vehicle cover).
  - Extending the free Blue Badge holder permit offer to those holders working in the borough, offering the potential for reduced badge theft in the borough.
  - A review of other permit types, including daily visitor permits, with any changes subject to statutory consultation with residents.
- 4.31. Proposals will be taken forward to statutory consultation, and having given consideration to objections received, will be implemented through the latter part of 2024, and early 2025.

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

- 5.1. Strategy and policy measures set out 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.

## **6. Carbon and Climate Change**

- 6.1. 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.

## **7. Use of Appendices**

N/A

## **8. Background papers**

- [Parking Strategy and Policy/Charges Review](#): Cabinet, 16th July, 2024
- [Parking Schemes - Resident Engagement Policy](#): Cabinet, 18<sup>th</sup> April, 2023
- [Footway Parking Policy](#): Cabinet, 18<sup>th</sup> April, 2023
- [Disabled Parking Place Policy](#): Delegated authority report, 10<sup>th</sup> January, 2020
- [Blue Badge \(Disabled Parking\) Enforcement Policy](#): Cabinet, 8<sup>th</sup> December, 2021