

**Report for:** Cabinet – 22 April 2025

**Title:** 5 Year Parking Investment Plan 2025/26 – 2029/30

**Item number:** 9

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

**Lead Officers:** Andrew Bourke, Parking Policy and Projects Manager  
Simi Shah, Group Manager, Traffic and Parking Projects  
Ann Cunningham, Head of Highways and Parking

**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 next 5 years 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 changes to parking delivered as part of planning agreements.
- 1.2 The effective management of parking contributes towards reducing congestion and improving road safety by restricting or prohibiting where parking or loading would create a road safety risk. Establishing Red Routes will also contribute towards reaching this objective, as camera enforcement helps to ensure motor vehicle users only stop in designated parking and loading areas. Thus, keeping other areas clear, providing safe and unobstructed movement for vehicles, especially emergency service vehicles and buses, addressing both congestion and safety. Similarly, permitted footway parking, especially where the remaining clear width of footway available to pedestrians is not sufficient, can result in pedestrians having to step out into the road to bypass parking, putting themselves at risk from oncoming vehicles.
- 1.3 Parking can be prioritised for those who need access by motor vehicles, especially to key locations such as the local high streets and other key community facilities as well as meeting servicing needs for businesses.
- 1.4 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, allowing holders access to employment, training and leisure. This includes creation of dedicated spaces for individuals who have a greater need to park near their home.
- 1.5 Parking controls especially in residential areas prioritise parking for residents, and their visitors, enabling communities and individuals to be better connected whilst

helping reduce commuter parking in areas close to transport interchanges, train and underground stations, hence meeting a number of Council objectives.

1.6 Following consultation with residents, ward Councillors and representative groups, the Council adopted the new Parking Strategy and Policy in 2024 which sets out the Council's five-year vision for parking services in Haringey. It is understood that the supply and provision of adequate, accessible and good quality car parking is important to residents, visitors and businesses. This vision will be delivered through:

- innovative policies intended to encourage the use of more sustainable travel options in preference to a private motorcycle, car or van ownership, in addition to supporting the Government's plans to phase out the sale of diesel and petrol cars or vans by 2030.
- high quality, responsive services that ensure easy navigation and movement, which will help people do business or make busy lives work.
- efficient services that support wellbeing and social inclusion with disabled parking provision remaining a priority as the changing demand for kerbspace increases.

1.7 In addition to the above, the Council over the past three years has established a number of other parking policies to ensure the Council has a robust toolset and framework for managing parking services, projects, and permitting, and for how decisions are to be taken. These policies are:

- Parking Strategy and Policy - established July 2024
- Footway Parking Policy – established April 2023
- Parking Schemes and Resident Engagement – established April 2023
- Disabled Parking Policy – established 2019

1.8 These policies set out the relevant criteria that must be met and provide a framework for how the Council will engage with residents, ensuring that a co-design approach is taken. By adopting the co-design approach, the Council can ensure parking controls are only implemented with support from the community.

1.9 In order to improve the management of Haringey's public highway, the Transport and Travel Service is currently working towards delivering three new strategies which are:

- Safe and Sustainable Transport Strategy: Establish the Council's plans to maintain and improve the transport network and services. It will draw on evidence and insights from other recent strategies and plans, with a particular focus on tackling climate change, building climate resilience and enhancing safety.
- Kerbside Strategy: Provide a comprehensive framework for managing and optimising kerbside use in Haringey. The kerbside is a vital component in shaping transportation, safety, and environmental outcomes in Haringey, influencing the quality of life and well-being of residents and users. It serves

multiple functions, including parking, loading, pedestrian access, cycling facilities, public transport stops, green infrastructure, and social spaces. However, this space is limited and often faces pressure from competing demands, posing challenges and opportunities for its effective management.

- **Electric Vehicle Strategy:** Will set out the Council's plans to support electric vehicles in Haringey. As well as helping to establish sufficient charging infrastructure, the strategy will explore opportunities to address the barriers to adoption of electric vehicles.

1.10 These strategies along with those noted in paragraph 1.7 will help to:

- **Enhance allocation of space:** A well-planned kerbside strategy helps prevent inefficiencies where spaces are misused or underutilised.
- **Reduced congestion:** A clear transport strategy will help reduce the time drivers spend circling looking for a parking spot. With better-managed spaces, drivers can quickly identify available spots, reducing congestion and improving traffic flow.
- **Improved safety:** Clear and well-marked parking spaces, along with designated loading zones, can reduce illegal parking and prevent double parking. This enhances safety for both pedestrians and drivers.
- **Encourage alternative transport:** By managing kerbside space more efficiently, kerb space can be reallocated to sustainable forms of transport such as buses, car-sharing services or walking and cycling. This shift can encourage the use of public transportation or other sustainable transport options, thus reducing reliance on private cars and providing opportunities for improvements to the health of Haringey's residents.

1.11 This report sets out the Capital Investment /Delivery Plan for the next 5 years 2025/26 – 2029/30 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. 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 enforcement by foot 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 being 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 operating hours of an existing one - it is important that we follow the new and Resident Engagement and Parking Schemes policy. This will ensure 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 5-year investment plan and references other developments planned or underway that will impact on parking provision. In order for us to deliver change and manage parking in the future, it is important that funding is set aside from Council Capital beyond the current 5-year investment plan period to facilitate this and I will be lobbying for this to happen.

### **3 Recommendations**

- 3.1 It is recommended that Cabinet:
- a) Agrees the 5-year Parking Investment Plan for 2025/26 – 2029/30
  - b) Delegates where appropriate, authority to the Head of Highways and Parking:
    - To make decisions relating to scheme design and implementation.
    - To carry out consultations and in compliance with the Constitution with regards to objections received during statutory consultation, consult with the Cabinet Member for Tackling Inequality and Resident Service; and
  - c) Having followed the legal process, to make traffic management orders, to give effect to those schemes.

### **4 Reasons for decisions**

- 4.1 This report seeks approval for the 5-year Parking Investment Plan 2025/26 – 2029/30, which sets out the priorities and funding levels for the next 5 years. 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 optimising 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 its policies, address resident and business concerns and requests over the next 5 years. It would also not allow schemes approved in 2024/25 Parking Investment Plan to be progressed to delivery in 2025/26.

## **6 Background Information**

6.1 The 5-year Parking Investment Plan 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 5-year parking 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 three years, following engagement with residents, bespoke solutions will be designed to meet the specific needs of each estate. Parking controls will be delivered so estates are managed and enforced 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. The uptake of dedicated disabled parking bays has been extremely positive with in excess of 441 now implemented in residential roads, with a further 100 recently approved dedicated bays to be delivered following statutory consultation, reporting and approvals processes.

6.4 In 2024/25, the Council embarked on improving the provision of community disabled bays at key locations in the borough. To date, the Council has delivered (131) new disabled parking bays to supplement existing provision for doctors' surgeries, pharmacies and dentists. The Council in 2024 also received recognition for its excellence in improving parking for those who are disabled, earning Haringey the British Parking award for 'Accessible Parking', received in September 2024.

6.5 The Council has 1904 general use disabled parking bays installed on Haringey roads for use by all Blue Badge holders. These bays form a web of connectivity across the borough from residential streets to high streets and transport interchanges and stations.

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 wholly aware of its Public Sector Duty under the Equality Act 2010.
- 6.9 Over the years a considerable level of permitted footway parking was allowed (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 availability, minimise impediments to traffic flow. Footway parking 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 2023/24 with footway parking having been removed almost wholly from five roads (Beaufoy Road, Boyton Close, Campsbourne Road, Nightingale Lane and The Campsbourne), four of which were delivered as part of a new Hornsey North -East (HNE) controlled parking zone. In 2024/2025, after having undertaken further on street assessments, 4 roads (Colney Hatch Lane, The Roundway, High Road, Clarence Road) have demonstrated that existing footway provisions meet, or exceed minimum Government guidance with no further action currently planned. In addition, during the same period, 10 roads (Crescent Road, Palace Gates Road, Bernard Road, Fountayne Road, Durnford Street, Gourley Place, Lockmead Road, Riverside Road, Circular Road, Devon Close) have completed public engagement to understand the preferred arrangements for these roads. Statutory consultation will be progressed in the 2025/2026 financial year and any agreed changes will follow. Public and statutory consultation will be undertaken with those residing in the remaining locations identified for review, prior to any decision being taken to remove or adjust parking. This programme will span several years due to the lengthy process involved in changing parking arrangements provides an accessible and safe surface for walking and wheeling.

### **Controlled Parking Zones (CPZs) – Including Event Day Parking Arrangements**

- 6.11 Last year, the Council completed the review of 6 CPZs, these being Crouch End A, Crouch End B, Sevens Sisters, Finsbury Park, Finsbury Park B & Finsbury Park C. Along with these reviews, the Council also completed the public engagement

and statutory consultation for Willoughby Lane and Jarrow Road CPZs; these are planned to be delivered in 25/26.

6.12 In 2025/26, the 5-year investment plan proposes to continue the engagement processes for

- Hornsey North-East CPZ extension into Southview Road, Northview Road and Hawthorne Road and
- Alexandra Palace Event Day controls to introduce parking measures protect resident parking when events are taking place at Alexandra Palace and Tottenham Hotspur Stadium
- The Bishopswood Road, Hampstead Lane area on the introduction of parking measures. Residents and Ward Councillors have requested action be taken due to the ongoing abuse of the current free parking in this area

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 5-year Parking Investment Plan, the intention is to prioritise the review of CPZs where the greatest time has elapsed since the last review was undertaken.

### **Red Route projects**

6.14 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.

6.15 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.

6.16 London Boroughs may use Red Route powers to address problems, but their use on borough road networks is still quite limited. The Council currently has a single area of Red Route located in Brantwood Road and West Road N17. Following the successful permanent delivery of this Red Route engagement on two further Red Routes commenced in 2024, these being Wood Green High Road and West Green Road. Continuation of these two proposed Red Routes is programmed for 2025/26 which requires the completion of reporting on the outcome of public engagement. If approved, subject to statutory consultation, delivery of the two proposed new Red Routes will proceed. Work has commenced on preparing public engagement material on the introduction of a Red Route to support emergency service movements for the Tottenham stadium. Consideration will be given to new Red Routes in the coming years as routes are presented and subject to available funding.

## **Minor Parking Improvement Programme**

- 6.17 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 doctor and motorcycle bays. Additional motorcycle bays will be installed in town centres to deal with the increase in mopeds delivering from local restaurants where requested by businesses. The reactive maintenance programme will also continue ensuring 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.

## **Developer (S106) and Community Infrastructure Levy (CiL) funding**

- 6.18 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 2024-2026 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 in the following ways:
- 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 sets out the proposed investment for the 5-year Parking Investment Plan 2025/30 detailing all of the parking-related activities and the various funding streams that have been confirmed within the Council's approved Capital Programme (save for any estimated carry forwards which are the subject of a separate Cabinet decision).
- 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 The Council, at its budget setting meeting in March 2025, proposed the budgets in the table below for inclusion within the capital programme (except for the carry forward budgets) which will be determined in the outturn report.

5 Year Parking Investment Plan	LBH CP 2025/26	LBH CP 2026/27	LBH CP 2027/28	LBH CP 2028/29	LBH CP 2029/30	TfL LIP	S106	Confirmed Funding	Est - C/Fwd	Est - Total
	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	2024/25	£,000
Borough Parking Plan	250	250	250	250	250					1250
Footway parking removal										
Disabled Bays - Dedicated and General	150	80	80	80	80					470
Developer funding for CPZs							287	287		287

- 9.4 The capital budget allocations will be subject to the annual capital programme review. This may change the overall level of investment.

### Legal

- 9.5 The Assistant Director for Legal & Governance has been consulted on the preparation of this report and comments as follows.
- 9.6 The Council, as a traffic authority for the borough, has a duty under section 122 of the Road Traffic Regulation Act (RTRA) 1984 to (in summary) *“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.”*

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).

- 9.7 When exercising its functions under the RTRA 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”

- 9.8 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.
- 9.9 This report seeks approval for the works programme for parking on the public highway as set out in the Parking Investment Plan for the 2025/26 to 2029/30 financial period 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.
- 9.10 The funding for the 5 year Parking Investment Plan 2025/30 must be within the budgetary framework duly approved by full Council

## **10 Equality**

10.1 The Council has a Public Sector Equality Duty 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 applies 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.

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. 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 deemed necessary to meet obligations for those with protected characteristics.

## **11 Use of Appendices**

None

## **12 Background Papers**

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