

Report for: Cabinet – 10 March 2020

Title: Controlled Parking Zone Policy

Report

authorised by: Stephen McDonnell, Director of Environment and Neighbourhoods.

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Ward(s) affected: All

Report for Key/

Non-Key Decision: Key decision

1. Describe the issue under consideration

- 1.1. The Council has operated and managed controlled parking zones since 1999. Since then parking policy has evolved over time in response to parking trends and new legislation. New controlled parking zones have been introduced where residents voted in favour of them, with 36 zones now operating across the borough.
- 1.2. The Council's parking policy has not been formally reviewed in recent years. Approximately 75% of the borough is now subject to controls, with high demand for controls in the remaining uncontrolled areas. While priority has been given to areas requiring controls, attention also needs to be given to the review of long standing permanent controlled parking zones. Additional funding has been made available to respond to those demands and an accelerated delivery programme is underway.
- 1.3. This is therefore an appropriate time to review and update our policy. This report sets out a proposed controlled parking zone policy, which in the main formalises existing arrangements, with updated design principles and a built-in review process.

2. Cabinet Member Introduction

- 2.1. The Council is committed to implementing measures that reduce congestion on the road network, improving road safety, while reducing emissions from vehicles and improving air quality for residents.
- 2.2. Controlled parking zones are an important tool in achieving this while ensuring easy and safe access to parking by residents, visitors and business. The proposals in this report formalise many of our existing arrangements with improved design principles to support cycle parking and spaces for electric vehicles. It also ensures that needs of residents

residing in long standing controlled parking zones are not overlooked and that arrangements in those areas are reviewed periodically to ensure they remain appropriate.

3. Recommendations

- 3.1. It is recommended that Cabinet approve the Controlled Parking Zone Policy attached as Appendix 1.

4. Reasons for decisions

- 4.1. Parking is an extremely complex issue and plays a dynamic role in the delivery of several of the Council's Strategic Objectives. This reflects the complex and challenging linkages between parking and transport, environmental, economic, health and planning issues. A clear controlled parking zone policy position not only aids the prioritisation of works, but helps decision making, ensuring appropriate linkages to the Council's Strategic Objectives.

5. Alternative options considered

- 5.1. Consideration was given to not revising the policy. As policy had not been revised for years this was not considered to be appropriate.
- 5.2. When revising the policy consideration was given to rolling out controlled parking zones in all remaining uncontrolled parts of the borough. This would be more efficient than current arrangements and would also address the issue of displacement. However, residents do not always share the same opinion of controlled parking. Decisions on whether to consult on the introduction of CPZs should remain at local level and be ultimately determined by residents and Ward Councillors.

6. Background Information

- 6.1. Good parking and traffic management is an important tool that contributes towards wider policy objectives for delivering better road network management, reduced road danger, less motor traffic and pollution, improved conditions for walking, cycling and public transport use, raising the quality and amenity in the borough's public spaces.
- 6.2. At present approximately 75% of the borough is subject to controlled parking arrangements, including event day controls. This provides over 45,000 on-street and 800 council operated off-street parking spaces. The remaining uncontrolled areas of the borough is made up of an estimated 25,000 parking spaces.

- 6.3. The Council maintains a reactive position to parking problems and is driven by complaints and expressions of interest before consulting residents about the need for parking controls. However, while supporting the incremental approach, the current approach gives due consideration to displacement that may arise from the implementation of new scheme. In recognition of possible displacement to roads on the boundary of any proposed scheme, those residents are consulted on proposals. However, the introduction of controls are generally only favoured in situations where residents are experiencing difficulties in parking at the time of consultation.

7. Scheme Consultation

- 7.1. The consultation area is determined by parking surveys and expressions of interest received from residents and agreed by Ward Councillors, who play a key role in controlled parking zone implementation. Parking occupancy of 80% and above would suggest pressures and would warrant the implementation of controls. Residents of roads on the boundary of the consultation area who may be at risk of any displacement, will also be consulted on proposals and offered the option of inclusion in any scheme subsequently implemented.
- 7.2. Schemes are progressed where at least 51% of respondents are in favour of proposals. There may be rare and exceptional circumstances where controls need to be implemented in situations where there is less than 51% response in favour of proposals. These decisions will be taken by a senior officer in consultation with the relevant Cabinet Member and will reflect the views of Ward Councillors.
- 7.3. The Council normally achieves a response rate of between 10% and 20% to parking consultations. A response rate below 10% is deemed inconclusive and a scheme will not be progressed without further engagement with the community.
- 7.4. As part of design consultation, residents and other stakeholders are offered a range of operational times. This allows schemes to be tailored to local needs, however these hours need to be limited to a time range that is appropriate for the area and does not fail to take into consideration attractions such as transport hubs or retail facilities.
- 7.5.

8. Design principles

- 8.1. The Council's Borough Plan, Transport Strategy and Air Quality Action plan (AQAP) set out the Council's commitment to improving air quality. Transport is one of the main contributors to poor air quality and as such

our controlled parking zones should be designed to ensure free flow of traffic and manage kerbside space, but to discourage short trips and encourage walking and cycling.

- 8.2. The size of a controlled parking zone should consequently be such that allows residents easy and safe access to parking near their homes but deters inter zone commuting that creates pressures at places of interest such as transport hubs, large venues and retail facilities.
- 8.3. It is therefore recommended that where possible a CPZ will not comprise of more than 30 roads as recommended in national guidance.
- 8.4. The operational hours of controlled parking zones will be determined by consultation outcomes. Where the consultation fails to deliver a clear preference, decisions on operational hours will be made in consultation with Ward Councillors. There may also be exceptional circumstances where the Council will need to implement hours that are not favoured by the majority of residents, in order to discharge the Council's duties under section 122 of the Road Traffic Regulation Act 1984.
- 8.5. The Council will ensure that within a controlled parking zone all available road space will be used for the specific needs of communities. It will determine the best use of the on-street parking areas and distribute these between cars, electric vehicles, disabled parking, cycle parking and improving the local environment.

9. Review process

- 9.1. The Council will introduce a programme of review of all permanent controlled parking zones. This will include an assessment of the parking provision within existing zones to ensure it still works for residents, businesses and visitors whilst also encouraging walking, cycling and the use of more sustainable forms of transport by those that need to travel across the Borough. The programme will be developed with the intention that all permanent controlled parking zones are reviewed every 5 years. There may be exceptional circumstances where the review of more recently implemented controlled parking zones may take priority due to pending developments in the area

10. Contribution to strategic outcomes

- 10.1. The Controlled Parking Policy will contribute to the delivery of two Themes within the Borough Plan 2019-2023 – People and Place.
- 10.2. **People Theme;** Our vision is a Haringey where strong families, strong networks and strong communities nurture all residents to live well and achieve their potential. A shift to sustainable modes of transport

including walking and cycling will contribute to specific Outcomes within this Theme including:

- Ensuring children have the best start in life e.g. less pollution and better air quality and improved road safety.
- All children in the borough will be happy and healthy as they grow up e.g. less pollution and better air quality and improved road safety.
- All adults are able to live healthy and fulfilling lives, with dignity, staying active and connected in their communities e.g. prioritised parking for local residents and their visitors, accessible junctions to promote walking & cycling. Dedicated disabled bays for residents who need them.

10.3. **Place Theme;** A place with strong, resilient & connected communities where people can lead active and healthy lives in an environment that is safe, clean and green. Proposals in this report will contribute to specific Outcomes within this Theme including:

- A healthier, active and greener place. Discouraging private car use and promoting active travel, will improve air quality and reduce carbon emissions.
- A cleaner, accessible and attractive place e.g. better managed parking leading to more attractive streetscape, with improved accessibility for pedestrians.

11. Consultation

11.1. The Secretary of State for Transport recommends in its operational guidance on parking policy and enforcement that local authorities should consult on its parking policies. However, the Council is not consulting on the attached Controlled Parking Zone policy, as it mainly formalises arrangements that have been in place for several years. Informal and statutory consultation is undertaken on the implementation of Controlled Parking Zones in the Borough.

11.2. These consultations provide local businesses and residents with an opportunity to influence whether or not controls are introduced as well as contributing to the design of the scheme and will also include facilitation and engagement for communities wishing to request a Controlled Parking Zone in their area. Local businesses and residents' views will therefore be taken into considered when deciding whether a Controlled Parking Zone should be implemented. Consultations with residents and businesses will be formulated to ensure maximum engagement, so that all communities within the borough can take part in any consultation.

12. Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance, Equalities)

13. Finance

- 13.1. There are no direct financial implications emanating from this Policy document however consultation costs form part of the existing service budgetary resources as they involve part of annual operations.
- 13.2. The existing Capital Programme has earmarked specific funding to cover the cost of implementing new CPZ's over the next 5 years.
- 13.3. The projects be closely monitored on a monthly basis and variations reported back through the normal corporate governance process.

14. Procurement

- 14.1. There are no procurement considerations arising from recommendations in this report.

15. Legal

- 15.1. The Controlled Parking Zone Policy is a non-statutory document that sets out the Council's policy for managing parking in the Borough.

Guidance

- 15.2. Operational guidance on parking policy and enforcement has been prepared by the Department for Transport. This guidance is not statutory guidance that the Council must have regard to, but it is recommended in statutory guidance that the operational guidance be read by local authorities.
- 15.3. Council officers have read the operational guidance and consider that local businesses and residents will not be adversely affected by not being consulted about the policies in the Controlled Parking Zone as regard will be had to their views when the Council decides whether to introduce a Controlled Parking Zone in its Borough.

Power to authorise the proposed Controlled Parking Zone Policy

- 15.4. The exercise of powers contained in the Road Traffic Regulation Act 1984 (the "1984 Act") are executive functions.
- 15.5. The making of policy for managing parking in the Borough will facilitate the discharge of the Council's parking functions under the Road Traffic

Regulation Act 1984 (the “1984 Act”), and so is authorised under section 111 of the Local Government Act 1972.

- 15.6. The making of policy to facilitate the discharge of the Council’s parking functions under the 1984 Act is an executive decision to be taken by the Cabinet in accordance with the Council’s Constitution.

16. Equality – Hugh Smith, Policy and Equalities Officer

- 16.1. 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.

- 16.2. 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.

- 16.3. The decision is to approve the Controlled Parking Zone Policy report is to discourage private car use and to encourage modal shift to more sustainable modes of transport, thereby delivering improvements to the health of Haringey residents.

- 16.4. Improvements in air quality are likely to benefit older people, younger people, those with disabilities and/or long-term health conditions, and BAME communities who are overrepresented among residents of areas with high levels of air pollution.

- 16.5. Should decisions be taken to implement CPZs where there is not a majority support, it is unlikely to have a negative impact on those with a protected characteristic as parking controls benefit the community as a whole. Arrangements already exist for disabled residents in the form of a Disabled Blue Badge and access to a dedicated parking space for those requiring it. Older residents also benefit from concessionary visitor permit charges to ensure that they can receive as many visitors as they require.

- 16.6. This decision relates to Haringey Council’s Transport Strategy, which was approved by Cabinet in March 2018 and was accompanied by an Equalities Impact Assessment, which is accessible via the following link;

https://www.haringey.gov.uk/sites/haringeygovuk/files/haringey_transport_strategy_2018.pdf

17. Appendices

- 17.1. Appendix 1 – Controlled Parking Policy
- 17.2. Local Government (Access to Information) Act 1985
 - Haringey Transport Strategy 2018-2028:
 - Air Quality Action Plan
 - Carbon Reduction Plan

Appendix 1 Controlled Parking Zone Policy

Background

A parking and traffic management policy is an important tool which contributes towards wider policy objectives. Such objectives include a less congested road network, improved road safety and a reduction in vehicle emissions, leading to improved air quality for residents.

Better managed kerb space will also benefit Haringey's residents with improved road conditions for walking, cycling and journey times on the local transport network. It also ensures the distribution of allocated disabled parking bays reflecting the necessary requirements within specific parking zones and shopping areas in the borough. The policy ensures the provision of visitor parking facilities to support local business and community groups including those on our local high streets, shopping areas and places of worship.

Controlled Parking Zones (CPZs)

This policy sets out the factors that will be considered when determining whether to implement parking restrictions as part of a controlled parking zone ("CPZ") for the first time in the whole or part of the Borough.

CPZ Area

The area of the Borough where it is intended to implement parking restrictions will be determined by parking stress surveys and expressions of interest received from residents and agreed by Ward Councillors. Parking occupancy of 80% and above would suggest pressure. Residents of roads on the boundary of an area, who may be at risk of displacement if a CPZ is subsequently implemented, will also be consulted on proposals and offered the opportunity of inclusion in the zone.

Consultation

An informal public consultation will be undertaken in addition to the statutory requirements set out in legislation.

Consultation Stages

Stage 1 – Informal Consultation

As part of the design consultation residents and other stakeholders will be consulted regarding the operational times and days in the form of a questionnaire. This will allow schemes to be tailored to local needs, however these hours need to be limited to a time range that is appropriate for the area and does not fail to take into consideration the effect of attractions such as transport hubs or retail facilities. The minimum operational hours that will be considered are two-hour zones. The

operational times proposed will be agreed with Ward Councillors prior to consultation commencing.

The results of the first stage consultation will be considered on an area wide basis, with the collective response of the area determining whether a CPZ is introduced. In order to ensure CPZs are coherent, they need to reflect residents' views, but also reflect the local geography, including neighbouring CPZs, potential future development, nearby areas of parking pressures such as large venues and new housing and business development parking attractors, and the impact on main roads. The implementation area will be finalised following the consultation process taking account of these factors.

While an area may share the same parking problems, its residents may not share the same opinion of controlled parking. A CPZ will therefore be introduced based on the overall response from the area consulted or sub-areas of the consulted area, achieving at least 51% vote in favour of controls unless there are exceptional circumstances, such as a major development planned for the area.

This means that some streets may vote against a CPZ, but if surrounded by roads that support controls, they will be included to ensure that the zone is workable. Where this happens, the rationale will be made available to residents.

If there are roads on the periphery of a proposed controlled parking zone area are not in favour of parking restrictions being implemented, their roads may be removed from the proposed zone where practicable. Part roads will not be included in a CPZ.

Schemes will be progressed where at least 51% of respondents are in favour of proposals. There may be exceptional circumstances where controls need to be implemented in situations where there is less than 51%. These decisions will be taken by the Head of Operations in consultation with the relevant Cabinet Member and Ward Councillors.

The operational hours of controlled parking zones will be determined by the outcome of consultation. Where the consultation fails to deliver a clear preference, decisions on operational hours will be made in consultation with Ward Councillors. There may be exceptional circumstances where the Council will implement operational hours required to discharge the Council's duties under section 122 of the Road Traffic Regulation Act 1984

The Council should receive a response rate of between 10% and 20% to consultations. A response rate below 10% is deemed inconclusive and a scheme will not be progressed without further engagement with the community and achieving a response rate no less than 10%.

Stage 2 – Detailed Design

This is the formal statutory consultation stage where the proposals are advertised in the local press and notices are placed on lamp posts in the area. The period of consultation is normally 21 days where people can comment on the designs. However, this period is sometimes extended to take in to account public and school holidays. This consultation does not give the option if whether or not a CPZ should be implemented and simply takes account of measures that need to be taken on the highway to give effect to scheme implementation.

Review Stage

The Council will introduce a programme of review of all permanent controlled parking zones. This will involve an assessment of the parking provision within existing zones to ensure it still works for residents, businesses and visitors whilst also encouraging walking, cycling and more sustainable forms of transport for those that need to travel across the Borough. The review programme will be developed with the aim that all permanent CPZs are reviewed every 5 years or in response to representations from residents and Ward Councillors. It is recognised that there will be exceptions where the review of more recently implemented CPZs will take priority due to pending developments in the area.

Design principles

The Council's Borough Plan, Transport Strategy and Air Quality Action plan (AQAP) sets out the Council's commitment to improving air quality. Transport is one of the main contributors to poor air quality and as such our controlled parking zones should be designed not only to deter all day parking associated with commuters, but to discourage short trips and encourage walking and cycling.

The Traffic Management Act (TMA) 2004 is a key piece of legislation for parking management. The TMA requires that arrangements should be based on the principles of fairness, consistency and transparency. The associated guidance requires authorities to design arrangements with regard to:

- Managing the expeditious movement of traffic,
- Improving the local environment,
- Improving road safety,
- Improving the quality & accessibility of public transport,
- Meeting the needs of disabled people,
- Managing & reconciling the competing demands for kerb space.

In order to support local business loading restrictions will only be introduced where they are required to maintain road safety and protect against congestion on key routes.

The size of a controlled parking zone should consequently be such that allows residents easy and safe access to parking near their homes but deters short trips and interzone communicating that creates pressures at places of interest such as transport hubs and near retail facilities. It is therefore recommended that where possible a CPZ will not comprise of more than 30 roads as recommended in national guidance.