

## 1. Introduction

1.1. The Council is seeking to improve parking conditions in the Borough. This Parking and Enforcement Plan (PEP) has been developed to provide a strong policy framework to guide the Council's parking management activities. The overall aim of the PEP is to help support a better and safer environment for the Borough.

1.2. The PEP identifies the overall policy basis which will guide the Council's parking-related decisions and presents a series of policy recommendations. The PEP is based on prioritising clearly identified parking needs, such as the needs of people with disabilities, local residents and businesses. This will help to manage parking in the Borough on a fair and consistent basis.

1.3. The PEP is intended to provide the policy and strategy framework linking the boroughs parking and enforcement issues with the aims of the London Plan and the Mayor's Transport Strategy (MTS).

1.4. The PEP will provide the policy framework for effective parking management, which is supportive of strategic objectives for integrated land use and transport planning, environment, social inclusion, economic prosperity and regeneration: all ingredients of sustainable development. It will also be a forward plan for the parking service that will maximize efficiency and continue to drive improvements.

1.5. A PEP is a clear policy requirement set out in the Mayor's Transport Strategy (July 2001). Proposal 4G.17 of the Transport Strategy requires London boroughs to submit a Parking and Enforcement Plan as an integral part of their Local Implementation Plan (LIP). A PEP is expected to fully reflect the objectives of the Transport Strategy and, in particular:

- *be comprehensive, including consideration of parking provision, charging regimes, on-street controls and parking standards;*
- *be co-ordinated and compatible with surrounding authorities;*
- *provide a clear strategy for effective enforcement;*
- *support the economic viability of town centres, whilst reducing the overall availability of long-stay parking;*
- *ensure that the needs of disabled people, motorcycles, buses, coaches, business and freight are taken into account, along with loading and signing issues in relation to parking; and*

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- *demonstrate how the provision, location, safety and security of public car parks will deliver the objectives of the strategy.*

The scope of this PEP is necessarily broad, in part reflecting the complex and challenging linkages between parking and transport, environmental, economic and planning issues. It examines all factors that influence performance, from infrastructure on the ground to the policies and practices and methods of service provision. It draws on good practice from other London boroughs and aims to build an infrastructure that facilitates effective enforcement allowing Haringey to maximize efficiency and achieve sustainable transport goals for the borough.

1.6. The importance of complementary parking policies between the emerging Local Development Framework (formerly UDP) and the PEP is recognised in the London Plan (February 2004), which states that an, 'integrated approach is needed in boroughs, parking policies in UDPs, in exercising their development control functions, and in boroughs' Local Implementation Plans' (3.210).

1.7. The PEP is a statement of the future direction of parking policies in the Borough. The main outputs of this PEP are proposals for parking that support economic regeneration consistent with constraining overall traffic volumes within levels which do not jeopardise environmental objectives. The PEP balances all parking needs and demonstrate how they may be met against clear policy objectives and indicate supporting measures that the Council can take.

1.8. The Borough falls within the North London sub-region, as defined in the London Plan which designates the Haringey Heartlands/Wood Green and parts of Tottenham Hale in the East of the borough as 'Areas of Regeneration', for which clear significant targets have been set for growth in jobs and new homes. Other key areas of change that have been identified in the UDP are: Tottenham High Road Regeneration Corridor; The Bridge New Deal for Communities; Finsbury Park; and Neighbourhood Plan Areas.

1.9. In June 2003 the Council prepared a report entitled, 'Parking Service Developments' outlining a three year Forward Parking Plan for the Borough. Some of the PEP policy recommendations draw directly from this document.

### **Policy Plan Structure**

1.10. Following this introductory section, Section 2 discusses the general context of the Haringey Parking and Enforcement Plan. Section 3 identifies the PEP objectives and priorities.

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1.11. Good parking management is underpinned by robust parking data and information technology and informs the decision-making process. Section 4 describes the policy with regard to data collection and management.

1.12. The following sections give policies for a range of parking management topic areas, comprising: on- and off-street parking supply (Section 5); on- and off-street parking charges (Section 6); the Council's CPZ Strategy (Section 7); disabled parking, including Blue Badges (Section 8); parking permits and charges (Section 9); parking enforcement (Section 10); non-car modes such as cycles, powered two-wheel vehicles (Section 11); coach parking (Section 12); parking guidelines for new developments (Section 13) and customer satisfaction, including consultation (Section 14).

1.13. Finally, supporting policy mechanisms, such travel plan initiatives and the management of the Transport for London Road Network (TLRN) are discussed in Section 15. The appendix provides details of current car and cycle parking standards.

### **Summary of Parking and Enforcement Plan Policies**

P1 The Council will assess the need for parking controls at junctions

P2 The Council will allocate on-street kerb space in accordance with the Council's defined hierarchy of parking need

P3 The Council will monitor, manage and review on-street pay and display parking to help manage long-stay commuter parking and promote short stay shopper and visitor parking

P4 The Council will review and minimise footway parking in the Borough; the introduction of new footway parking will be discouraged

P5 The Council will undertake a comprehensive review of on-street pay and display charges.

P6 The Council own a number of off-street car parks and is seeking to improve off-street parking in the Borough.

P7 The Council will maximise the use of existing off-street parking facilities in the Borough's main town centres.

P8 The Council will not support the provision of additional public off-street car parks. Improvement of existing car parks will be undertaken, subject to resources.

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P9 The Council will undertake a comprehensive review of off-street pay and display charges.

P10 The Council will develop transparent criteria for use in considering further CPZs

P11 The Council is committed to full consultation on new or extended CPZs and adopted a consultation strategy in June 2002.

P12 The Council will undertake a review of new CPZs one year after implementation and will undertake a rolling review of all CPZs in the Borough every 5 years.

P13 The Council will introduce 'Stop & Shop' pay & display facilities in key areas;

P14 The Council will develop and update a dispensation scheme for builders and other workers with commercial vehicles; and

P15 Replace free bays with Pay and Display facilities to ensure turnover and improve enforceability.

P16 The Council will review the current procedures for allocating a disabled bay.

P17 The Council will not introduce dedicated disabled bays.

P18 The Council will review the criteria for the allocation of disabled bays

P19 The Council will restrict residents permits to one per adult vehicle using member of a household

P20 The Council will review the cost of residents parking permits.

P21 The Council will review the visitor's voucher scheme including charges, but the Council acknowledges the need for the Scheme

P22 The Council will only allocate business permits to businesses who can demonstrate a genuine need for a car to carry out their daily employment duties.

P23 The Council will adopt the policy of varying business charges taking account of local demand. A premium will be charged for second and subsequent business permits. A discount will be provided for electric vehicles and for "green" fuelled vehicles

P24 The Council will withdraw the Essential Worker Permit scheme and replace it with an alternative scheme with strict limitations.

P25 The Council will investigate linking charges for doctor's permits to the proposed charging structure for business permits.

P26 The Council will provide enforcement that supports a fair, consistent, transparent, policy-driven and quality-led enforcement regime.

P27 The Council will work in partnership with the Metropolitan Police and other agencies to achieve a safer, more attractive street scene.

P28 The Council will maximise road safety throughout the Borough through the fair and consistent enforcement of parking regulations.

P29 The Council will continue to use clamping and removal to enforce parking restrictions

P30 The Council will ensure that secure and conveniently located cycle parking and storage facilities are provided across the Borough especially in areas of high demand.

P31 The Council will ensure that several secure, conveniently located and free powered two wheeler parking facilities are provided across the Borough, especially in areas of high demand.

P32 The Council will ensure there is secure, convenient cycle parking and storage facilities are provided in areas of high demand across the Borough.

P33 The Council will maximise linkages between the PEP and the Council's emerging Travel Plan, and identify mechanisms to deliver a range of sustainable travel initiatives, including Car Clubs, car sharing, car and bike pools within the context of travel plans for existing and new development in the Borough.

P34 The Borough will encourage the development of Car Clubs by providing, subject to criteria, free on and off street parking for approved schemes.

## **2. Context**

2.1. Haringey is a diverse Borough undergoing change and faces a mixture of inner and outer London problems creating a unique environment.

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- 2.2. Parking services within Haringey have been continuously developing and expanding since 1994. Its primary aims are to reduce the increase in car journeys ensuring that traffic can move more safely and efficiently through the borough and to make the borough’s roads safer and street environment more pleasant for all users. This is achieved by a fair and equitable enforcement of parking controls.
- 2.3. The Parking service now includes all aspects of the on street parking functions and abandoned vehicles; this includes enforcement, notice processing, cash handling, permit administration, debt recovery, representations and appeals, lines, signs and equipment maintenance. The service also manages the Council car parks and manages the Council’s public safety CCTV monitoring.
- 2.4. Transport for London (TfL) is responsible for the Transport for London Road Network (TLRN). The Council is responsible for all other public streets in the Borough.
- 2.5. Car ownership information for both 1991 and 2001 for the London Borough of Haringey is summarised in Table 1.

**Table 1 Haringey 1991 and 2001 Car Ownership Levels**

No. Cars/Vans Per Household	No.% Haringey Households by Car Ownership and Year			
	1991		2001	
	No.	%	No.	%
0	42,598	49.9	43,000	47
1 <sup>(1)</sup>	32,681	38.3	38,000	41
2	8,588	10.1	9,600	10
3+	1,414	1.7	1,650	2.0
All	85,281	100.0	91,900	100.0

(Source: Local Area Statistics from 1991 and 2001 Census, [www.Haringey.gov.uk](http://www.Haringey.gov.uk))  
 1. 1991 data available for 0 to 3+ cars/vans per household only.

- 2.6. The Census results for the last two decades indicate that the level of car ownership has increased in the Borough over time. In 1991 approximately 49.9% of Borough households did not own a car. By 2001 this figure had fallen to 47%. An increase in multiple car ownership is also evident in Table 1. Relative to other inner London boroughs, Haringey’s car ownership levels are still low.
- 2.7. Local evening and night time economies are expanding in particular areas, notably Wood Green Crouch End and Tottenham High Road Areas. This growth can exacerbate on street parking conflicts between local residents and visitors to these vibrant areas.

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2.8. The PEP takes on board the diverse range of both internal and external challenges to the Borough, particularly the need to balance economic, social and environmental objectives. The growing demands for car ownership and access within the Borough threaten air quality objectives and undermine the maintenance of a safe and efficient road network. Change is the main challenge facing Haringey and this will place an increasing emphasis on the need for effective parking management to resolve potential policy and practical conflicts.

2.9. The PEP is a strategic policy instrument, with a firm basis in transport policy, which sets out in a clear and transparent way in which parking management within the Borough will progress over the coming years.

2.10. There are a number of key parking issues which are addressed in the PEP. The PEP will:

- provide a clear framework for the possible expansion of CPZs within the Borough;
- take into account planning, land use and transportation issues;
- ensure that a clear parking enforcement strategy is developed;
- take into account inter-borough car parking enforcement issues;
- ensure that a clear framework which addresses parking for disabled persons within the Borough, as well as mechanisms for dealing with fraud of the Blue Badge Scheme;
- ensure that the PEP is consistent with the Council's overarching strategic policies and strengthens linkages with the cross cutting services, for example Parking Services – in targeting abandoned and untaxed vehicles and allowing access to street cleaning and refuse vehicles; and
- develop a coherent and transparent policy for different types of parking permits, including a rational underpinning of the pricing structure of permits.

2.11. The Policy Plan provides the strategic policy framework for the PEP and presents a series of policy recommendations to guide the overall direction of parking management in the Borough.

2.12. The PEP forms one element of the Council's wider traffic and transportation policies feeding into the Local Implementation Plan, which together have the common aims of reducing the need to travel by private car, improving alternative travel modes, linking land use and

transport planning whilst supporting initiatives to increase economic activity and community and environmental regeneration throughout the Borough. It is recognised that parking initiatives in isolation are insufficient to achieve wider transport, environmental, social and economic benefits and must be assisted by a range of supporting mechanisms.

### **3. Plan Priorities and Objectives**

- 3.1. The Policy Plan provides the basis for a strongly policy-led PEP, which reflects parking policies across the national, regional, London-wide and local policy tiers. The PEP Policy Plan will be reviewed in order to keep up to date with relevant emerging policies and best practice.
- 3.2. Parking management can influence how and when people travel by car and other transport modes and, therefore, affects a wide range of people, organisations and places in Haringey. Parking policies, from the national to local level, seek to restrain unnecessary private car travel, especially for local trips within the Borough, and encourage sustainable travel choices, such as public transport, walk and cycle.
- 3.3. The supply, location and pricing of parking can influence travel choice, including car use and, ultimately, car ownership. Parking policies are generally used to reduce unnecessary car trips, for example by deterring long-stay commuter parking in town centre areas with good public transport accessibility, such as Wood Green, Crouch End and Tottenham.
- 3.4. Parking policies therefore can help achieve the Council's traffic reduction targets, as well as National Air Quality Strategy objectives to reduce vehicle emissions and improve local air quality in the Borough. The Council also aims to provide for short-stay shoppers through the 'Stop and Shop' Scheme and other visitor parking in the Borough's main retail areas to support town centre regeneration initiatives.
- 3.5. It can be helpful to define a clear hierarchy of parking need for the Borough to assist overall parking management and prioritisation. This can be from both a road user and vehicle type perspective, as shown in Table 2 below.
- 3.6. A clearly defined hierarchy of parking need helps to balance the use of street space in the Borough and create a safe and pleasant street scene. Parking management should take specific account of pedestrian needs and access as a priority and generally improve the walking environment.

**Table 2 Hierarchy of Parking Need**

Hierarchy Type	Priority
Road User	<ul style="list-style-type: none"> <li>• local disabled resident parking need</li> <li>• non-local disabled parking need</li> <li>• local resident parking need</li> <li>• local business essential parking/servicing need</li> <li>• short-stay shopper/visitor parking need</li> <li>• long-stay shopper/visitor parking need</li> <li>• long-stay commuter parking need</li> </ul>
Vehicle Type	<ul style="list-style-type: none"> <li>• emergency vehicle</li> <li>• cycle</li> <li>• bus</li> <li>• public service vehicle</li> <li>• powered two-wheeler</li> <li>• coach</li> <li>• taxi</li> <li>• shared/pool car</li> <li>• cleaner/greener private car</li> <li>• conventional private car</li> </ul>

## 4. Objectives

4.1. This section identifies both Strategic Objectives and Parking Objectives to provide a robust policy framework for the PEP. The Strategic Objectives are drawn from strategic policy guidance, as well as the 2004 Revised Deposit Unitary Development Plan (UDP) and will deliver high-level strategic policies in relation to the broader transport environment. The Parking Objectives are more specific and provide guidance for parking management in the Borough.

### Strategic Objectives:

4.2. The PEP Strategic Objectives (S1 to S5) are:

- S1 To reduce the need to travel, especially by car, and encourage more sustainable patterns of travel.
- S2 To manage overall traffic levels in the Borough to reduce traffic congestion and realise environmental and safety benefits.
- S3 To encourage the development of an efficient and effective transport system which maximises regeneration opportunities.

S4 Promote the social and economic revitalization of the Borough's town centres and other centres by improving accessibility for all modes of travel.

S5 To support Borough initiatives to improve air quality.

### **Parking Objectives**

4.3. Beneath the strategic objectives are number of objectives relating to specific aspects of the PEP. These are:

a) the Council will meet the needs of all road users by:

- managing the overall parking supply and demand to allocate space based on parking need and priorities
- supporting the legitimate parking and loading requirements of businesses
- supporting safe and efficient operation of public transport services in the Borough

b) the Council will support effective parking management by:

- co-ordinating the management and charging of on-and off-street parking to ensure a comprehensive and complementary approach
- allocating parking permits based on transparent principles giving priority in accordance with a defined hierarchy of parking need

c) the Council will seek to improve sustainable access by:

- seeking the provision of cycle parking in new developments
- providing secure cycle parking especially in areas of high demand
- ensuring that parking management is supportive of sustainable travel initiatives such as travel plans, car clubs and car free developments

d) the Council will meet environmental objectives by:

- ensuring that parking management is supportive of local environmental improvement initiatives

## **5. Parking Supply and Charges**

5.1. Parking supply, especially on-street road side space, is limited and under increasing pressure as car ownership (and multiple car ownership) grows in the Borough. An effective parking policy

framework is therefore essential in order to manage potentially competing and intensifying parking demands in the Borough.

- 5.2. Charging policies for both on- and off-street parking can significantly influence parking demand, parking space turnover and, ultimately, car use and ownership. Parking charges are also a highly sensitive subject and are often the result of political judgment, rather than being the outcome of defined pricing criteria.

### **On-street Supply**

- 5.3. On-street parking is a serious problem in many areas around the Borough particularly around rail stations where commuter parking creates local accessibility problems. Extensive lengths of Haringey's roads are covered by waiting and loading restrictions. These were introduced over several decades mainly for the purposes of relieving congestion on the main traffic routes, ensuring that kerbside space is available for deliveries or to maintain visibility and standards of safety. The speed and reliability of bus services in particular are adversely affected by illegal and inconsiderate parking. Such parking can present a considerable hazard to pedestrians and cyclists.

P1 The Council will assess the need for parking controls at junctions.

- 5.4. In Haringey just under 20 percent of the Borough's area is presently controlled, i.e. has a controlled parking zone (CPZ) in place (CPZs are discussed further in Section 7). Outside of these CPZs, generally in the uncontrolled areas to the north and east of the Borough, only limited lengths of kerbside waiting and loading restrictions or yellow lines are in place on-street.
- 5.5. Where the Council has introduced CPZs, different types of on-street parking bays are put in place (e.g. resident's bay, business permit bay, pay and display bay and shared use bay) to meet specific local parking needs.
- 5.6. Shared use bays can be introduced in CPZs to meet a range of local parking needs. These bays can be used by any parking permit holder and also offer pay and display parking for visitors. Shared use bays are therefore a flexible form of parking suitable for areas with competing on-street parking demands.
- 5.7. However, in some parts of the Borough, especially outside public buildings long-stay parking activity by parking permit holders in shared use bays reduces the availability of short-stay and pay and display parking. In these circumstances there is a need for pay and display only bays to meet short-stay on-street parking demands.

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- 5.8. In parts of the Borough footway parking currently takes place. In these areas parked vehicles dominate the street scene and can cause obstruction to other road users, such as parents with push chairs and disabled people. This contravenes the Highway Code, which requires drivers to show consideration for all road users.
- 5.9. Footway parking is not permitted in London under Section 15 of the Greater London Council (General Powers) Act, 1974. Exceptions are in designated streets for which Traffic Management Orders (TMOs) are published that regulate such activity. There is very limited designated footway parking across the Borough.
- 5.10. On-street disabled parking policy is specifically examined in Section 8. On-street powered two-wheel vehicle and cycle parking policies are examined in Section 10.
- 5.11. As competing parking demands intensify and conflict, the need for skilled and effective on-street parking management based on clearly defined priorities increases. It is essential that this management process is guided by a firm understanding of variations in on-street parking supply and demand across the Borough.
- 5.12. The designation or allocation of on-street road side space therefore needs to accord with the parking need hierarchy set out in Section 2 (see Table 1).

P2 The Council will allocate on-street kerb space in accordance with the Council's defined hierarchy of parking need

- 5.13. The Council can vary the supply, location and charging of on-street kerb side space to both encourage or discourage specific parking demands, e.g. giving priority to short stay shopper/visitor parking in the Borough's six main town centres of Wood Green, Bruce Grove/Tottenham High Road, Crouch End, Green Lanes, West Green Road/Seven Sisters and Muswell Hill to support the local retail economy.

P3 The Council will monitor, manage and review on-street pay and display parking to help manage long-stay commuter parking and promote short stay shopper and visitor parking

- 5.14. Footway parking results in higher maintenance costs for the Council. Footways are not designed to take the weight of motor vehicles and, as such, damage to the pavement can occur. Transport policies emphasise the need to prioritise pedestrians, reduce the dominance of the car and, in doing so, improve the street environment. The Council should therefore minimise footway parking in the Borough

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to ensure that local pedestrian access and amenity is not adversely affected.

P4 The Council will review and minimise footway parking in the Borough; the introduction of new footway parking will be discouraged and space for parking taken from the carriageway wherever feasible

5.15. The Council should review on-street parking supply in a clear, consistent and transparent manner. This review process should be informed by robust data generated by the data management strategy, as well as local consultation. The review process is important to identify local parking supply and demand and, in doing so, help to meet and manage local on-street parking needs.

5.16. There is no robust information on the amount of on-street

### 6. On-street Charges

P5 The Council will undertake a comprehensive review of on-street pay and display charges.

6.1. The Council's current on-street pay and display charges vary depending on the area, the business concentration, and the demand for parking in the area. This establishes the principle of variation in parking charges across the Borough to reflect local parking conditions.

6.2. Pay and display charges will reflect local on-street parking demand and turnover of spaces. Where demand for short-stay parking is high (e.g. around busy shopping areas and public buildings), the pricing mechanism (in parallel with the maximum length of stay) will be used to encourage rapid turnover of spaces.

### Off-street Supply

6.3. Publicly-available off-street parking is an important element of the total parking stock and, similarly to on-street provision, its availability influences the overall number of car trips. The management of off-street car parks can therefore be an important tool in discouraging non-essential car-based trips, such as commuter journeys, where there are alternative and more sustainable travel choices realistically available.

P6 The Council own a number of off-street car parks and is seeking to improve off-street parking in the Borough.

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6.4. The Council owns a limited number of small publicly-available off-street car parks located in Muswell Hill, Crouch End, Wood Green, Seven Sisters and Tottenham High Road areas. Details of these are shown in Table 3 below.

**Table 3: Council Owned Off-street Public Car Parks**

Location	Operating Hours	No. Spaces	No. Disabled Spaces
Stoneleigh Rd 'A' car park N17	Mon – Sat 8am – 6.30pm	50	2
Stoneleigh Rd 'B' car park N17	Mon – Sat 8am – 6.30pm	33	2
Stoneleigh Rd 'C' car park N17	Mon – Sat 8am – 6.30pm	35	
Crouch Hall Rd car park N8	Mon – Sat 8am – 6.30pm	31	2
Bury Road car park (multi storey) N22	Mon – Sat 8am – 8.30pm Sun 11am – 5pm	500	6
Summerland Gardens car park N10	Mon – Sat 8am – 6.30pm	90	2
Westerfield Rd car park N15	Mon – Sat 8am – 6.30pm	71	4
Brunswick Rd car park N15	Mon – Sat 8am – 6.30pm	52	
Somerset Rd car park N17 (aka. Rawlinson Tce)	Mon – Sat 7.30am – 6.30pm	45	
		<b>907</b>	<b>18</b>

6.5. There are four large privately-operated public off-street car parks in the Borough. It is estimated that there are approximately 2,740 spaces in total in the Borough's privately-operated and council owned off-street car parks.

6.6. A number of significant improvements were carried out to the Bury Road car park in 2000-01, but much remains to be done. The two main lifts serving Sainsbury's store are becoming increasingly expensive to maintain, are in poor condition, and require replacement at a cost estimated at £350,000 - 400,000.

6.7. The Bury Road car park is about 60% under-utilised due to a number of factors, primarily poor location and difficult access. The added complication of complex lease arrangements with three longstanding

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businesses impedes disposal of this car park. Once those issues have been resolved, the long term arrangements may be considered.

- 6.8. The Council's ability to intervene in the private operations of public car parks is severely limited, in the absence of site-specific planning conditions relating to, for example, the annual review of parking charges.
- 6.9. The Council aspires to improve off-street public parking facilities in the Borough. There is potential to negotiate public use of new off-street car parks associated with new development (e.g. supermarkets), to maximise shared parking facilities in the Borough's main town centres. In order to minimise the environmental impact of attracting additional traffic for full use of existing public off-street car parks, measures will be undertaken to make town centres more attractive to non-car users through the area-based scheme programme for the Borough's town centres.

P7 The Council will maximise the use of existing off-street parking facilities in the Borough's main town centres.

P8 The Council will not support the provision of additional public off-street car parks. Improvement of existing car parks will be undertaken, subject to resources.

### **Off-street Charges**

- 6.10. Through the pricing mechanism, the Council can encourage short-stay parking with rapid turnover of spaces and deter long-stay parking. The Council will also seek to encourage the use of publicly available off-street paid parking facilities, over the use of on-street pay and display parking.

P9 The Council will undertake a comprehensive review of off-street pay and display charges.

### **Level of Usage of On-street Parking and Off-street Car Parks**

- 6.11. The table below summarises the level of usage of pay and display parking within controlled parking zones and in the Council's own off-street car parks for 2005/6

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Controlled Parking Zones/On-street Pay and Display	Average Weekly Usage
Seven Sisters	1207
Green Lanes	4836
Finsbury Park	377
Highgate	179
Wood Green	5658
White Hart Lane	514
St Ann's Road	171
Off-street Car Parks	
Somerset Road	166
Westerfield Road	1072
Summerland Gardens	2950
Bury Road	1296
Crouch Hall Road	823
Stoneleigh Road A car park	954

## Financial Performance

6.12. Annual income and expenditure data for the last three years is provided in the table below:

	2003/4 [£k]	2004/5 [£k]	2005/6 [£k]
Income	7,705	9,520	10,494
Expenditure	5,725	7,058	8,735
Surplus	1,980	2,462	1,759

## 7. CPZ Strategy

7.1. A Controlled Parking Zone (CPZ) is an area within which specified hours of parking control are applied to the public highway; CPZ controls do not apply to private roads. CPZs are designed and implemented to assist areas suffering from parking stress

7.2. Policy 4G.5 of the Mayor of London's Transport Strategy specifically supports the expansion of CPZs in Inner London. The Council recognises the need for a robust, systematic framework for future CPZ implementation in the Borough.

P10 The Council will develop transparent criteria for use in considering further CPZs
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P11 The Council is committed to full consultation on new or extended CPZs and adopted a consultation strategy in June 2002.

7.3. The Council believes that there are clear benefits in developing new or extended CPZs. These benefits can be summarised as:

- 1) Improved road safety through control of dangerous parking such as on corners
- 2) Improved road safety through discouraging unnecessary traffic
- 3) Improved accessibility for essential traffic such as buses, delivery vehicles and emergency services
- 4) Support for the viability of town centres and other centres
- 5) Restraint of unnecessary car traffic to, within and through the Borough, particularly car commuter traffic
- 6) Discourage use of the car although the Council recognises that residents wish to own cars and, where possible, will provide reasonable parking facilities
- 7) Improve street scene by discouraging unnecessary on-street parking
- 8) More effective and efficient enforcement of parking controls
- 9) Provide funding for introducing transport measures such as traffic calming and 20mph zones
- 10) Provide funding for enforcement against dangerous and obstructive parking
- 11) Support for Council initiatives to improve air quality
- 12) To address boundary issues with CPZs being developed in adjoining Boroughs
- 13) To address specific parking issues in relation to major destinations such as football grounds

### **CPZ Coverage**

7.4. The Council has introduced a total of five CPZs to date. These are listed in Table 4. There are also two proposed areas that are being consulted on at present with residents and businesses. Figure 1 shows existing and proposed CPZs.

7.5. The current penalty charge band areas are as follows:

Wood Green – Band A

All bus lanes – Band A

Green Lanes, Finsbury Park, Seven Sisters, The Hale and Highgate  
– Band B

**Table 4 Existing Controlled Parking Zones (CPZs)**

<b>Area</b>	<b>Hours of Control</b>
Wood Green	Mon – Sun 8am – 10pm
Highgate	Mon – Fri 10am – 12pm
Green Lanes (Zone A)	Mon – Sun 8am – 10pm
Green Lanes (Zone B)	Mon – Sat 8am – 6.30pm
Seven Sisters	Mon – Sat 8am – 6.30pm
The Hale	Mon – Fri 8.30am – 6.30pm

7.6. The expansion of CPZs in neighbouring boroughs increases the pressure for further parking controls in Haringey, as a result of cross-boundary, displaced on-street parking activity. The Council is currently considering implementing a CPZ in the Fortis Green area to address the displacement arising from a scheme put in by LB Barnet around East Finchley underground station. Previously, there were CPZ patrolling problems between the London Borough of Islington and Haringey along the Stroud Green Road as the boundary between the two boroughs ran through the centre of the road which is in a CPZ zone. However, these issues have now been resolved by a joint borough patrol for the road.

## Zone Review

P12 The Council will undertake a review of new CPZs one year after implementation and will undertake a rolling review of all CPZs in the Borough every 5 years.

7.7. The current hours of control for the Council's five existing CPZ's are shown in Table 4 above. Having implemented new parking controls, the Council will subsequently review the CPZ to ensure that it is operating effectively and to assess the need for scheme modifications, if required.

7.8. The review process will include full consultation with both local residents and local businesses in the zone. This will involve an assessment of the success of the CPZ and include an evaluation of the design and bay allocation and other scheme adjustments, as required. In addition, other smaller-scale issues brought to the Council's attention by local residents and businesses, will be addressed on an on-going basis.

7.9. The review will take into account the impact of CPZ parking controls on the local resident and business community and other regeneration factors which support the sustainability of the local area. Also, the CPZ review process will include an assessment of displaced parking activity in the surrounding area. The review will consult local residents and businesses in streets adjacent to existing CPZs to identify the need for additional parking controls in adjacent streets to relieve local parking stress areas

## Extension of existing restrictions

P13 The Council will introduce 'Stop & Shop' pay & display facilities in key areas;

P14 The Council will develop and update a dispensation scheme for builders and other workers with commercial vehicles; and

P15 Replace free bays with Pay and Display facilities to ensure turnover and improve enforceability.

7.10. In many parts of the borough there is increasing parking stress in shopping areas. It is therefore proposed to introduce 'Stop & Shop' pay-&-display parking to address these pressures and regulate parking.

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- 7.11. There are currently over 2000 free car parking bays within the existing CPZs. These are difficult and costly to enforce, and at times result in all day free parking.
- 7.12. Waiting and loading restrictions in busy areas are currently being extended to include public holidays.
- 7.13. There is an increasing demand from builders and other workers with commercial vehicles to access sites. A dispensation scheme currently exists but requires updating.
- 7.14. Schemes for 'Stop and Shop' pay and display are being introduced in 2006/7 and evaluated to measure the benefits of this type of parking. The studies would be assessed to determine other areas within the borough where they can be applied.
- 7.15. Free bays in the borough should where possible be converted into paid parking which guarantees a turnover of parking spaces and will aid enforcement.
- 7.16. The parking needs of builders and other workers with commercial vehicles can be facilitated by, at a charge, suspending parking places and permitting parking (with appropriate dispensation) on yellow lines where possible to do so safely.
- 7.17. The programme for 2006/7 is shown in Table 5 below.

**Table 5 Parking Plan Programme for 2006/7**

Scheme location	Estimated expenditure £k
<i>Proposed new schemes</i>	
Harringay station	60
Hornsey station	60
Bounds Green/Bowes Park stations	80
Spurs matchday	70
Fortis Green [East Finchley station]	70
<i>Review of existing schemes</i>	
Wood Green	60
Highgate station	40
Seven Sisters	60
Green Lanes	60
<i>Pay and display parking</i>	
Expansion of shopping pay and display bays	270
<i>Parking lines and signs</i>	80
<i>Project management</i>	124
<b>Total</b>	<b>1034</b>

7.18. Our future programme seeks to mitigate the impact of parking particularly commuter parking around rail stations. We are looking to introduce schemes around Alexandra Palace, White Hart Lane and Bruce Grove stations from 2007/8.

## **8. Disabled Parking**

8.1. Many disabled people rely on the private car as a main mode of transport. The ease with which they can reach their destination is largely dependent on whether they can park close to that destination. The availability of conveniently located disabled parking bays at key destinations, e.g. place of residence, workplace, shops and public buildings, is therefore vital.

8.2. Disabled access is enshrined in law. Part III of the Disability Discrimination Act (DDA) 1995 requires service providers to take reasonable steps to ensure that disabled people do not find it impossible, or unreasonably difficult, to enjoy the service on the same basis as non-disabled people.

8.3. The priority accorded to disabled parking needs, particularly local resident disabled parking needs, is also reflected in the Borough's parking need hierarchies (see Table 1 above). This section considers both disabled parking permits and the supply of on-street disabled parking bays in the Borough.

### **Disabled Permits**

8.4. The Parking Service administers the disabled parking permit system in the Borough, under the National Disabled Persons' Parking Badge Scheme, known as the Blue (formerly Orange) Badge Scheme. The Orange Badge Scheme elapsed at the end of March 2003.

8.5. The Blue Badge Scheme allows badge holders considerable flexibility regarding where they can park on-street. Badge holders can park free of charge without time limit in residents' bays, pay and display bays and shared use bays, provided a valid Blue Badge is displayed, the bay has not been suspended and the vehicle is being used to transport the Blue Badge holder. Blue Badge holders are also allowed to park for a maximum of 3 hours on single and double yellow lines, except where there is a loading ban or where a bus or cycle lane is in operation.

## Eligibility

8.6. The Blue Badge application process is fairly basic and the guidelines are broad. Applicants qualify automatically for a Blue Badge if they meet any one of the following criteria:

- *receive the higher rate of the mobility component of the Disability Living Allowance;*
- *use a vehicle supplied by a government health department;*
- *are registered blind;*
- *receive a War Pensioners' Mobility Supplement; or*
- *have a severe disability in both upper limbs, regularly drive a motor vehicle but cannot turn the steering wheel of a motor vehicle by hand, even if that wheel is fitted with a turning knob.*

8.7. There is an additional discretionary criterion under which a Blue Badge can be issued. The applicant must have a permanent or substantial disability that means they are unable to walk or have very considerable difficulty in walking up to 50 metres. The Council requires a letter from the applicant's GP under this criterion. The Council is currently setting up an independent panel to assess applications under this criteria.

8.8. There is an appeals process in place, and few Blue Badge applications are ultimately rejected by the Council. The renewal process is currently on a biennial basis.

## Fraud

8.9. Since the introduction of CCS, Blue Badge applications to the Council have rapidly increased (Blue Badge holders are eligible for a 100% CCS discount). The Council, like many other London boroughs and local authorities elsewhere, experiences extensive fraudulent use of Blue Badges, to the extent that the level of fraud actually undermines the scheme itself.

8.10. Parking Services report that approximately 46 new badges are issued each week, four of which are to replace lost or stolen badges. Of the 2,392 badges issued annually, 208 are duplicates, which equates to 8.7% of badges lost or stolen annually. 12,863 Blue/Orange Badges were issued between 1 April 2000 and 31 Dec 2004. Of these 1875 were duplicates issued to replace lost or stolen badges. Disabled drivers interviewed by the panel were of the view that all applicants reporting a stolen badge should obtain a crime

number. Repeated requests for duplicate badges should be thoroughly investigated.

8.11. Such problems are not unique to the Borough and there are some issues that the Council has no direct control over; reports on the BBC and elsewhere indicate that this is a large national problem. Notwithstanding this, there are a number of measures that could be introduced to improve the current situation.

8.12. In response to the range of Blue Badge problems identified above, the Disabled Person Transport Advisory Committee (DPTAC) has undertaken a comprehensive review of the Blue Badge Scheme.

### **Companion Scheme**

8.13. Unlike the national Blue Badge Scheme, independent concessionary schemes, such as the ones operated by the central/inner London boroughs require disabled badges to be referenced to a specific vehicle with registered details clearly displayed on the badge. Such schemes have far lower levels of fraud associated with them since the 'companion' borough car badge is worthless on the 'market'.

8.14. Tower Hamlets' companion borough badge scheme has been attributed with devaluing the 'street' value of a Blue Badge in the borough. It has resulted in a 25% reduction in car break-ins for Blue Badges over the first 3 months of the scheme.

8.15. This scheme requires the display of both a Blue Badge and a resident's parking permit to give priority to local Blue Badge holders. Non-local Blue Badge holders have extensive rights to park on-street (see para. 8.5 above) and it is considered that the scheme does not prejudice their ability to park conveniently in the borough.

### **Disabled Bays**

P16 The Council will review the current procedures for allocating a disabled bay.

P17 The Council will not introduce dedicated disabled bays.

P18 The Council will review the criteria for the allocation of disabled bays

8.16. The Council has approximately 1477 on-street disabled parking bays across the Borough. There is no time restriction on these disabled bays.

8.17. The DDA (1995) aims to end the discrimination which many disabled people face by giving them employment, access to goods, facilities and

services and other areas. Part III of the DDA gives disabled people important rights of access to everyday services that others take for granted. Under these DDA requirements, the Council should ensure that adequate, conveniently located disabled parking facilities are provided close to public buildings in the Borough.

- 8.18. Currently there is no policy for the provision of dedicated disabled bays. Some boroughs in London place a limit or a specific proportion on the number of bays allocated in each residential street. The need to prioritise on-street space for local disabled residents is recognised. It is acknowledged that non-local Blue Badge holders have extensive rights to park on-street (e.g. on single and double yellow lines) and it is considered that this prioritisation does not prejudice their ability to park conveniently in the Borough.
- 8.19. The introduction of a companion badge scheme, described above, would assist the management of on-street disabled bays.
- 8.20. A priority for disabled drivers is the provision of disabled bays at key locations. Consultation with the Mobility Forum has shown these locations to be Tottenham Hale station and other interchanges, shopping centres, particularly Wood Green, public buildings such as Wood Green Crown Court and Council offices and cinemas and libraries.

## **9. Parking Permits and Charges**

- 9.1. The number and type of parking permits issued by the Council can have a significant impact on parking demand across the Borough. Parking permit policies (primarily through the pricing mechanism) can also influence car ownership patterns. Consequently, parking permits are a vital parking management tool to help achieve stated PEP policy objectives.
- 9.2. Parking permits are issued by the Council for the use of designated parking places in the Borough's CPZs. Parking permits are currently issued to several groups of users, including residents, visitors, businesses, essential users and doctors. However, provision will soon be made to restrict permit issue on the grounds of payment contravention. Permits will not be issued to those residents and/or business users who have outstanding parking fines which are neither at appeals stage or indicated as being in the process of payment.
- 9.3. The residential permit scheme was reviewed in terms of charges in 2001. In 2004 the Council prepared a draft report entitled, 'Review of Permit Policy and Charges within the Borough'. The PEP policies for permits draw directly from this document. Table 6 outlines the current permit charges in Haringey.

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**Table 6: Current Parking Charges - Haringey**

Permit Type	Charge
Resident permits	£25 per annum
Business permit	£225 per annum
Car park season ticket	£120 per annum
Short stay visitor's permit	2 hour scratch card – 30p (Concessionary rate – disabled or pension age – 15p)
Doctor's permit	£45 per annum
Essential service permit – Public Sector	<u>All Haringey</u> Any request - £60 Specific request - £50  <u>East or West Haringey</u> Any request - £30 Specific request - £25
Essential service permit – Commercial Sector	<u>All Haringey</u> Any request - £250 Specific request - £200  <u>East or West Haringey</u> Any request - £125 Specific request - £100
Suspension and dispensation	1 day - £12 1 to 3 consecutive days - £20 1 to 7 consecutive days - £30 1 to 30 consecutive days - £100  <u>Skips and Building materials (for 28 days)</u> Skips - £30 Building materials - £30 Combined skip and materials - £50
Pay & Display	Wood Green CPZ - £2 per hour All other CPZ's - £1.20 per hour  <u>Car parks</u> Up to 1 hour – 80p 1 to 2 hours - £1.60 2 to 3 hours - £2.40 3 to 4 hours - £3.20 Over 4 hours - £6
Penalty Charge Notices	Band A and Bus Lanes - £100 Band B - £80 Removal - £150 Clamp - £65

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9.4. The Council's Parking Enforcement Service administers parking permits for disabled people under the Blue Badge Scheme, which is discussed separately in Section 8.

### Residents' Permits

9.5. Parking space is at a premium in parts of the Borough. Currently, the Council does not place a limit on the number of parking permits issued to each household. This conflicts with the Council's policies to discourage car use and growth in traffic volumes. It is proposed to restrict permits to one per adult member of a household [provided they keep and use a vehicle].

P19 The Council will restrict residents permits to one per adult vehicle using member of a household

P20 The Council will review the cost of residents parking permits.

9.6. The review of the residents parking permits charges will take into account the type of vehicle and the engine size. It is proposed that a discount on the standard residents parking permit is given for electric vehicles, for vehicles powered by "green" fuels such as LNG, LPG and hybrid cars and for smaller engined conventionally fuelled vehicles. Conversely it is proposed that a premium be charged for larger engined conventionally fuelled vehicles. The aim of this policy is to encourage the use of more environmentally friendly vehicles to support air quality improvement objectives in the Council's Air Quality Action Plan.

9.7. Part IV of the Environment Act 1995 requires local authorities to monitor air quality in their area. If a local authority identifies a local air quality problem, the authority is required to declare an Air Quality Management Area (AQMA) and prepare a Local Air Quality Action Plan to improve local air quality in the designated AQMA. PEP policies have an important contribution to make with respect to improving local air quality in the Borough.

9.8. Residential Permit charges were reviewed in 2001, when the annual cost of a permit was reduced by 50% to £25. The same rates for resident's permit charges apply to all zones across the Borough (i.e. a flat rate). Charges for second and subsequent resident's permits are the same as those for the first.

### Visitors Permits

P21 The Council will review the visitor's voucher scheme including charges, but the Council acknowledges the need for the Scheme

9.9. On-street visitor parking in the Borough's CPZs is controlled through the issue of visitor's vouchers. The current allocation of visitors' permits is 240 permits to residents aged over 18 to 60 years. Residents over 60 and those who are disabled may purchase 480 permits. This is now allocated in quarterly entitlements for residents. It is recognised that both the number of, as well as need for, visitors varies by household, with specific visitor needs for households with elderly and/or disabled residents. Limiting the number of visitor vouchers issued per household could therefore adversely impact some of the Borough's residents. The Council does not currently require powered two-wheel vehicles to display visitor vouchers, as displayed vouchers are vulnerable to theft.

Table 7 indicates Haringey's visitor parking charges in comparison with neighbouring boroughs.

**Table 7: Current Parking Charges – Visitors**

	<b>Charges</b>
Barnet	Book of 10 scratch cards – £5 Temporary 3 month permit - £35
Islington	Book of 20 - 0.5 hour scratch cards - £6 Book of 10 - 3 hour scratch cards - £18
Camden	<u>All day</u> £5.25 (max 10 per annum)  <u>Short stay</u> 40p per hour for 1 <sup>st</sup> 40 hours 80p per hour for next 40 hours £1.20 per hour for last 40 hours
Hackney	Book of 10 - £8
Waltham Forest	10 x 5 hour permits - £7 20 x 2 hour permits - £6 30 x 1 hour permits - £5
Haringey	<u>Standard:</u> 12 x 2 hour permits - £3.60 20 x 2 hour permits - £6 Weekend permits - £5 Two week permits - £8 <u>Concessionary (disabled or people over 60):</u> 12 x 2 hour permits - £1.80 20 x 2 hour permits - £3 Weekend permits - £2 Two week permits - £3

**Business Permits**

P22 The Council will only allocate business permits to businesses who can demonstrate a genuine need for a car to carry out their daily employment duties.

P23 The Council will adopt the policy of varying business charges taking account of local demand. A premium will be charged for second and subsequent business permits. A discount will be provided for electric vehicles and for “green” fuelled vehicles

- 9.10. The Business permit scheme is intended to support those who need to use their vehicle to carry out their business. Each business applicant must satisfy the Council of that need.
- 9.11. Business permit charges are the same for each zone and charges for a second and third permit is the same as those for the first. There is a strong case to vary charges when more than one permit is issued per Business. Demand for business permits vary between zones and it is reasonable for the cost to vary according to demand. Table 8 shows that this is consistent with practice in other boroughs.
- 9.12. The permit does not allow vehicles to park all day in the bays provided as by the nature of the scheme the vehicle will be involved in activity for the greater part of the day. Vehicles are limited to parking for a maximum of three hours at any one time.

**Table 8 Example of charging structures in other boroughs**

Haringey [current charge]	Islington	Hackney	Tower Hamlets	Wandsworth	Barnet
£225 per annum	£250 per annum	Limited Zones £800 per annum	£450 per annum Multi Permit £450 for first £160 for 2 <sup>nd</sup> to 5 <sup>th</sup> £350 for 6 <sup>th</sup>	All Zones £450 individual zones [with discount for green fuel] ranging from £350 to £88	South of Euston Road £770 [for installation] + £180 for permit. North of Euston Road £190

### **Essential Worker's Permits**

P24 The Council will withdraw the Essential Worker Permit scheme and replace it with an alternative scheme with strict limitations.

9.13. The Essential service permit scheme was introduced in 1999 and revised in 2003. The scheme was introduced to facilitate the delivery of personnel services for the benefit of residents within controlled parking zones and is widely used by a range of public and commercial sector service providers. At present there are approximately 1,800 permits issued to Council staff.

### **Doctor's Permits**

P25 The Council will investigate linking charges for doctor's permits to the proposed charging structure for business permits.

9.14. The Council currently issues annual doctor's parking permits. A total of 72 doctor's permits were issued in 2002/03 and 101 permits from January 2004 to date. Doctors' permits allow doctors to park in designated doctors bays. There are currently 32 doctors' bays in Haringey. The annual fee payable for a doctor's parking bay is £45 and the charge is based on the number of parking bays, not the number of permits issued.

### **Suspension of Parking Bays**

9.15. The Council will suspend the use of parking bays in certain circumstances for example to allow building operations, domestic removals, filming. This is done by placing appropriate warning notices on the nearest parking sign.

9.16. The charge currently payable for suspensions is £12 per day, 1 to 3 days £20, 1 to 7 days £30, 1 to 30 days £100. Table 9 compares the parking bay suspension charges with those of other boroughs.

**Table 9: Charges for Parking Bay Suspension**

Hackney	Hammersmith & Fulham	Lambeth	Wandsworth	Kensington & Chelsea	Barnet
£12 / £23	£25 per space	£40 per suspension	£21 per 5 metre length of carriageway	£20 per space	£5 - £12
Admin fee £105	Admin fee £55	Admin fee £60			Admin fee £35

## 10. Enforcement

P26 The Council will provide enforcement that supports a fair, consistent, transparent, policy-driven and quality-led enforcement regime.

P27 The Council will work in partnership with the Metropolitan Police and other agencies to achieve a safer, more attractive street scene.

P28 The Council will maximise road safety throughout the Borough through the fair and consistent enforcement of parking regulations.

P29 The Council will continue to use clamping and removal to enforce parking restrictions

- 10.1. Parking management includes the enforcement of on-street parking regulations. Illegal parking is inconsiderate; and it can be dangerous. The Council is directly responsible for on-street enforcement in the Borough, with the exception of the Transport for London Road Network (TLRN), which remains the responsibility of Transport for London.
- 10.2. The aim of enforcement is to maximise compliance with regulations to make Haringey’s streets safer for all road users, particularly vulnerable road users such as school children; to prevent obstruction and delays (especially for buses and emergency vehicles); to ensure that parking bays are available for their intended use and to improve the general street scene.
- 10.3. The Council has entered into a Service Level Agreement [SLA] with TfL to provide effective enforcement on bus lanes in the Borough. We have an ongoing maintenance programme for all parking infrastructure lines and signs including bus lanes. TfL surveys bus lanes every six months to ensure compliance with their requirements and provide feedback of the results to the Council. The Council

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provides details to TfL of its actions in relation to these surveys. Figure 2 shows the location of cameras in the Borough.



10.4. Successful enforcement is delivered through partnership working. Together with the Metropolitan Police, the Council has developed new and innovative protocols being incorporated within the new contract and monitored through a specific Key Performance Indicator. The Council’s Parking Service has, and continues to, assist the Metropolitan Police in crime awareness and reporting initiatives.

10.5. The majority of abandoned vehicles are untaxed and unregistered. The Council has introduced a clamping and removal operation from July 2004 including a new car pound Western Road, N22 to deal with nuisance vehicles. This included illegally parked and untaxed vehicles. Performance to date is detailed in the table below.

Offence	Clamped	Removed	Disposals
Illegally parked	8711	8128	856
Untaxed	633	2736	1137

This operation has led to an improvement in the parking recovery rate, indicating that there are less unregistered vehicles on our streets. Performance in relation to road safety has also improved. The Parking Service has won a British Parking Award – the joined up thinking category, for its work in ridding the Borough of illegally parked, untaxed and abandoned vehicles.

## 11. Non-Car Modes

P30 The Council will ensure that secure and conveniently located cycle parking and storage facilities are provided across the Borough especially in areas of high demand.

P31 The Council will ensure that several secure, conveniently located and free powered two wheeler parking facilities are provided across the Borough, especially in areas of high demand.

11.1. The Mayor of London’s Transport Strategy recognises that the needs of all road users have to be continually balanced as part of the management of London’s streets. In Section 2 above (see Table 1), the PEP identifies a parking need hierarchy which gives priority to non-car modes.

## Cycle Parking

P32 The Council will ensure there is secure, convenient cycle parking and storage facilities are provided in areas of high demand across the Borough.

11.2. The difficulty of finding a safe and secure place to park a cycle is identified in the Mayor of London's Transport Strategy as one of the biggest obstacles to cycling in London (4J.19). Proposal 4J.7 of the Transport Strategy expects London boroughs to require developers, wherever practicable, to:

- provide good cycle access to the development;
- install secure cycle parking; and
- provide showers, lockers and changing facilities.

11.3. Cycle parking too can obstruct the footway. Where there is a high demand for cycle parking and available footway space is limited, the Council will consider introducing secure on-street cycle parking within the carriageway.

## Powered Two-Wheel Vehicle Parking

11.4. Strategic policy guidance emphasises the air quality and traffic congestion benefits that may arise from the use of certain types of powered two-wheel vehicles (PTWs), e.g. mopeds and small motorcycles (under 800cc). This is if they substitute for car use, although not if people switch from walking, cycling or public transport. The relatively low pollutant emissions and effective use of road and kerb side space are recognised, e.g. a single on-street car space can accommodate up to five PTWs.

11.5. Currently PTW parking facilities in the borough are an informal arrangement. PTW are encouraged to fit into the end of parking bays as no on street facilities have been provided in the borough for PTW.

11.6. The Council will seek to introduce on-street PTW parking facilities in the Borough, in a few areas of high demand, such as the Borough's main commercial areas and around key public transport interchanges. This on-street parking should be free and without time limit.

11.7. The specific location of PTW parking facilities needs to be carefully planned. These facilities need to be highly visible, allowing the opportunity for public surveillance to minimise the risk of theft. In

current CPZs no specific provision is provided for PTW. It is assumed PTW will share parking bays with vehicles.

## 12. Coaches

- 12.1. Coach parking is not a significant issue in general for Haringey. The main demand for coach parking is related to Spurs football ground. The Council is currently developing a scheme for a match CPZ which aims to minimise disruption to local residents through traffic and parking demand generated by the football ground. The issue of provision of coach parking is being considered as part of this proposal.

## 13. New Development

- 13.1. Parking standards prescribe the amount of off-street parking space by vehicle type (e.g. car, cycle etc.) to be provided for new development in the Borough.
- 13.2. The Council's parking standards have not been comprehensively reviewed since June 1995. More recent planning policy guidance has stressed the need for local authorities to review parking standards and develop maximum, restraint-based standards, supported by location policies and travel plans. The aim is to reduce reliance of the private car and encourage sustainable travel choices in areas with good public transport accessibility.

### London Plan Parking Standards

- 13.3. Policy 3C.22 of the London Plan (February 2004) seeks to, 'ensure that on-site car parking at new developments is the minimum necessary and that there is no over-provision that could undermine the use of more sustainable non-car modes'. Specifically, the London Plan requires London boroughs to:
- adopt on- and off- street parking policies that encourage access by sustainable means of transport, assist in limiting the use of the car and contribute to minimising road traffic;
  - adopt the maximum parking standards set out in the annex on parking standards (Annex 4) where appropriate, taking account of local circumstances and allowing for reduced car parking provision in areas of good transport accessibility;
  - recognise the needs of disabled people and provide adequate parking for them; *and*
  - take account of the needs of business for delivery and service movements.

13.4. Following on from this, Policy 3C.23 of the London Plan requires London boroughs to specifically set out appropriate parking standards for town centres. These should, help the attractiveness of town centres and reduce congestion; they should also take into account:

- the standards set out in Annex 4;
- the current vitality and viability of the town centres;
- regeneration and town centre management objectives;
- existing on- and off-street parking provision and control;
- public transport provision and the need to reduce travel by car; *and*
- pedestrian and cycle access.

13.5. The Council has reviewed its parking standards and developed revised standards in its 2004 UDP Revised Deposit which is in accord with the requirements set out in the London Plan and which take into account local circumstances.

13.6. The London Plan acknowledges that parking standards are only one mechanism or policy instrument to limit car use and achieve wider objectives. The London Plan states that parking standards, 'should be used in conjunction with other transport and spatial integration mechanisms, including location polices and travel plans' (3.201).

### **Parking Standards Policy**

13.7. The development and application of Haringey's revised parking standards set out in the Revised Deposit Unitary Development Plan September 2004 in Haringey meet the requirements set out in the London Plan, and have specific regard to a number of policy objectives.

13.8. The Council's revised parking standards should contribute to the delivery of new development in the Borough which:

1. *Supports the Council's road traffic reduction targets, as prescribed by the Road Traffic Reduction Act (1997);*
2. *Encourages the efficient use of land by avoiding over-provision of (under-used) parking space, which is an inefficient, unattractive and wasteful use of the Borough's land;*
3. *Supports higher density, better designed new development in the Borough;*

4. *Meets the car-based access/car parking needs of disabled people, in accordance with the DDA the Mayor of London's emerging Supplementary Planning Guidance (SPG) Accessible London: Achieving an Inclusive Environment;*
5. *Meets the operational requirements of new development in the Borough with respect to maintenance, servicing and deliveries;*
6. *Recognises the specific access needs of parts of the Borough currently characterised by poor transport accessibility;*
7. *Facilitate sustainable low-car/car-capped and/or car-free development in parts of the Borough characterised by good transport accessibility and the presence of parking controls; and*
8. *Restrain car use, to reduce congestion, to improve road safety, to give priority to essential users and people with disabilities, to improve the environment, to improve local accessibility and to encourage sustainable regeneration.*

The appendix to this Plan gives details of the Council's car and cycle parking standards.

#### **14. Customer Care and Consultation**

14.1. The Council recognises the importance of involving its citizens and key stakeholders in mapping out the future of the Borough. The Council has produced a Corporate Consultation Framework and an associated Consultation Guide which it used for all CPZs and all other formal Highways and Parking consultation procedures. The Council's four desired consultation outcomes are specified in Haringey's 2004 Consultation Guide :

- *To inform*
- *To publicise*
- *A vote*
- *An expression of opinion*

#### **15. Supporting Mechanisms**

15.1. The PEP is one element of the Council's traffic and transportation policies, which together have shared strategic aims to reduce the need to travel by private car, whilst supporting initiatives to increase social inclusion and economic activity in the Borough. It is recognised that parking initiatives in isolation are insufficient to achieve wider transport,

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economic, social and environmental benefits and must be accompanied by supporting policies or mechanisms.

### **Travel Plan and Sustainable Travel Initiatives**

P33 The Council will maximise linkages between the PEP and the Council's emerging Travel Plan, and identify mechanisms to deliver a range of sustainable travel initiatives, including Car Clubs, car sharing, car and bike pools within the context of travel plans for existing and new development in the Borough.

15.2. The Council is developing its own Travel Plan. The Council is seeking to introduce a range of measures that will encourage staff to switch from the private car (especially single occupancy vehicle trips) to alternative, more sustainable travel modes. The Council's Travel Plan, when adopted, will provide 'best practice' for future travel plans in the Borough.

P34 The Borough will encourage the development of Car Clubs by providing, subject to criteria, free on and off street parking for approved schemes.

15.3. Measures to be adopted include Car Clubs, car sharing, pool cars and pool bikes that come under the umbrella of a comprehensive travel plan. The Council's emerging Travel Plan, along with other travel plans implemented across the Borough, will support the delivery of the PEP Policy Plan objectives.

## Appendix

### Car and Cycle Parking Standards

#### 1. Introduction

- 1.1 In assessing the parking provision of development proposals the Council will have regard to Policies UD9 and M6, SPG10d, the key objectives outlined in paragraph 7.3 of the Movement Chapter, and these standards.
- 1.2. This appendix provides guidance regarding the following:
- Application of standards
  - Scope of standards
  - Public transport accessibility
  - Mixed uses
  - Absence of a standard
  - Provision for people with disabilities
  - Servicing
  - Cycle parking
  - Transport assessment
  - Parking standards (by Use Class)
    - A1 shops
    - A2 financial and professional services
    - A3 - food and drink
    - B1 business B2 general industrial and B8 storage and distribution
    - C1 hotels and Sui Generis Hotels
    - C2 residential institutions
    - C3 dwelling houses
    - Sheltered housing
    - Car parking for conversions
    - D1 non-residential institutions
    - D2 leisure use
    - Sui generis

#### 2. Application of Standards

2.1. The Council's parking standards relate to the Town and Country Planning (Use Classes) Order and are set out in the tables below. National Guidance requires Boroughs to reduce the number of parking spaces in new developments and to promote sustainable transport. The Council has set out maximum parking standards with the aim of decreasing the number of trips made by private cars whilst seeking to maintain and enhance the

viability of existing economic centres and support sustainable regeneration. Minimum parking standards will only be set for disabled parking and for cycle parking.

### 3. Scope of Standards

- 3.1. Parking standards will apply to new buildings, extensions to new buildings and conversions to create additional units.

### 4. Public Transport Accessibility

- 4.1. The Council has categorised the Borough into 6 levels of public transport accessibility, which are indicated on the accompanying Map A.1 Public Transport Accessibility Levels. As access to public transport is an important factor affecting peoples means of travel some parking standards relate to how well a site is served by public transport. Public transport will be a particularly important factor in determining the viability of sites for car-free developments. For the sake of simplicity three levels of accessibility have been defined for the purpose of determining parking provision:

Low	Levels 1-2
Medium	Levels 3-4
High	Levels 5-6

- 4.2. Although map A.1 provides a broad indication of public transport accessibility across the Borough, it may be necessary to carry out specific calculations where, for example, a site straddles two different levels and there has been significant new transport developments. Public transport accessibility may change in response to future developments. Further guidance on the application of the methodology should be sought from the Council's Transportation Planning Team.

### 5. Mixed Uses

- 5.1. Where several different land uses are included in a proposal the parking standards should be applied to each land use. Where possible the dual use of parking will be encouraged.

### 6. Absence of a Standard

- 6.1. If a development is not specifically covered by a standard, the level of parking will be determined by the nature of the development and the likely level of demand generated, taking into account the level of public transport accessibility, the presence of on-street parking controls and other local characteristics.

## **7. Provision for People with Disabilities**

- 7.1. Parking specifically for disabled people will be required on site in addition to other parking provision. Bays should be located as close as possible to main pedestrian entrances and there should be no obstruction, such as a raised kerb, between the parking bays and the building entrance. Advice on the design and layout of disabled parking bays is provided in SPG 4: Access for all –Mobility Standards. The disabled parking standard is a minimum.

## **8. Servicing**

- 8.1. All developments will need to take into account their loading/unloading and servicing needs and adequate space should be provided within the curtilage of the site. Exceptions may be made for small-scale developments where it can be demonstrated that visits by large vehicles would be infrequent and there would be no adverse impact if servicing were possible from the highway. Specific minimum standards are provided for B1, B2-B7 and B8 Use Classes to prevent loading from adjacent roads. For developments of several units within the same Use Class order communal operational areas based on the combined gross floor area should be provided. The minimum bay size for units greater than 500m<sup>2</sup> is 3m x 15m.

## **9. Cycle Parking**

- 9.1. The Council's cycle parking standards aim to encourage more cycling to developments and is a minimum standard. Cycle parking for employees and visitors should be provided under cover, located close to building entrances and must be secure. Normally parking should be provided in the form of "Sheffield" type stands although other equivalent or better types of cycle parking would be acceptable. A commuted payment may be sought where adequate cycle parking cannot be provided within the curtilage of the site.

## **10. Transport Assessment**

- 10.1. A Transport Assessment (TA) would need to be submitted for developments attracting a high level of trips or if a development is likely to have a significant impact on the local highway network. Each application will be considered individually and the need for the TA determined by the Council. However, as a guide, a TA is likely to be required if a development generates over 1000 person trips per day or provides more than 2500m<sup>2</sup>. Parking provision would be

determined through this process. (Details concerning TA's are set out in SPG 7d)

### 11. Car Free Residential Developments

11.1 The Council will support proposals for new residential developments without provision of car parking in appropriate locations and where there are effective mechanisms in place preventing car ownership. The Council will support such proposals where there are alternative and accessible means of transport available and where a Controlled Parking Zone is in existence or planned within the time scale of the proposed development. The first car free residential developments will be carefully assessed to see how well they perform.

### 12. Alternative Fuel Infrastructure

12.1 Alternative fuel cars can make a contribution to improving the environment, particular air quality. In order to facilitate the greater use of alternative fuel cars, Council supports and encourages the provision of electric charging points in developments in association with the parking provided.

### 13. Parking Standard (by Use Class)

13.1. Please consult map A.1 for the public transport accessibility level.

A. A1 Shops

A.1 Car Parking for Food Retail

Maximum number of car parking spaces

Size (m <sup>2</sup> GFA)	Public Transport Accessibility		
	Low	Medium	High
Up to 1000	1 space per 30m <sup>2</sup>	1 space per 50m <sup>2</sup>	1 space per 75m <sup>2</sup>
1000 to 2500	1 space per 20m <sup>2</sup>	1 space per 35m <sup>2</sup>	1 space per 45m <sup>2</sup>
2500 & above	Through the Transport Assessment		

A.2 Car Parking for Non-Food Retail

Maximum number of car parking spaces

Size (m <sup>2</sup> GFA)	Public Transport Accessibility		
	Low	Medium	High
Up to 2500	1 space per 25m <sup>2</sup>	1 space per 35m <sup>2</sup>	1 space per 40m <sup>2</sup>
2500 & above	Through the Transport Assessment		

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A.3 Disabled Parking

Minimum number of car parking spaces

Size	No. Spaces
Up to 1000m <sup>2</sup>	2
Over 1000m <sup>2</sup>	2 per 1000m <sup>2</sup>

A.4 Cycle Parking

Minimum number of cycle parking spaces

Type of Store	No. Spaces
Food	1 space per 150m <sup>2</sup>
Non-Food	1 space per 350m <sup>2</sup>

B. A2 FINANCIAL AND PROFESSIONAL SERVICES

B.1. Developments of this land use should be located in town centres with no on-site parking provided. Where such developments are proposed outside town centres the standard for B1 Business will apply.

C. A3 – FOOD AND DRINK

C.1 Car and Cycle Parking

Type	Public Transport Accessibility Maximum number of car parking spaces			Disabled Parking	Cycle Parking
	Low	Medium	High	Minimum spaces	Minimum spaces
Take Away less than 20 seats	None			None	1 space per 15 seats of part thereof
Take away more than 20 seats/fast food/café	1 space per 5 seats	1 space per 8 seats	None	2 spaces where customer parking is provided	
Pub restaurant	1 space per 10m <sup>2</sup> GFA			2 spaces	1 space per 30m <sup>2</sup> GFA
Public House	1 space per 15m <sup>2</sup> GFA	1 space per 30m <sup>2</sup> GFA	1 space per 60m <sup>2</sup> GFA	2 spaces	
Restaurant	1 space per 12m <sup>2</sup> GFA	1 space per 15m <sup>2</sup> GFA	1 space per 20m <sup>2</sup> GFA	2 spaces	

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D. B1 BUSINESS, B2 GENERAL INDUSTRIAL AND B8 STORAGE AND DISTRIBUTION

D.1 Car and Cycle Parking

D.1.1 For larger developments a Transport Assessment will be required (see Policy UD1 and Table 2.1A). The standards set out below apply to all scales of development.

D.1.2 A financial contribution for the implementation of a Controlled Parking Zone around a development site may be sought to mitigate the adverse impact of a development proposal on on-street parking. Further details on planning obligations are set out in SPG14 Improvements to Transport Infrastructure and Services.

Public Transport Accessibility Maximum Number of Car Parking Spaces			Disabled Parking	Cycle Parking
Low	Medium	High	Minimum spaces	Minimum spaces
1 space per 600m <sup>2</sup> GFA	1 space per 800m <sup>2</sup> GFA	1 space per 1000m <sup>2</sup> GFA	2 per 1000m <sup>2</sup> GFA or part thereof	2 per 500m <sup>2</sup> GFA or part thereof

D.2 Goods Vehicle Parking and Servicing

Size (m <sup>2</sup> GFA)	Minimum Spaces
Up to 100m <sup>2</sup>	Not normally required
100 – 500m <sup>2</sup>	1 space
Over 500m <sup>2</sup>	1 extra space for every 500m <sup>2</sup> . The minimum bay size for units greater than 500m <sup>2</sup> is 3m x 15m.

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E. C1 HOTELS AND SUI GENERIS HOSTELS

E.1 Car and Cycle Parking

Type	Maximum number of car parking spaces	Minimum number of disabled parking bays	Minimum number of cycle parking spaces
Hotel	2 spaces per 3 bedrooms	1 bay per 20 rooms or part thereof	1 space per 20 members of staff should be provided that can also be used by guests.
Hostels	1 space per 7 bedrooms for student hostels		1 space for 20 students in student hostels
	1 space per 10 bedrooms for other hostels		1 space per 30 bedrooms for other hostels

E.2 Coach and Taxi Parking

Hotel Size	Minimum number of spaces
Up to 50 bedrooms	None
50 – 100 bedrooms	1 coach and 1 taxi bay
Over 100 bedrooms	Individual assessment

F. C2 RESIDENTIAL INSTITUTIONS

F.1. Car and Cycle Parking

Type	Maximum number of car spaces	Minimum number of disabled parking	Minimum number of cycle parking spaces
Hospitals	Individual Assessment		
Elderly Persons' Home	1 space per 10 occupants + 1 spaces per 3 staff	10% of total provision or part thereof	1 per 20 members of staff
Nursing/ Convalescence Home	1 space per 5 occupants + 1 spaces per 3 staff	10% of total provision or part thereof.	1 per 20 members of staff

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G. C3 DWELLING HOUSES

G.1 Car and Cycle Parking

G.2. It is desirable that parking spaces be located directly adjacent to the dwelling and within the curtilage of the development. Where common parking areas are unavoidable these should be conveniently situated to the entrance and overlooked by dwellings.

G.3. Where appropriate, developments should include the provision of car parking spaces for people with disabilities.

G.4. The tables below give the Council's parking standards for new residential development.

- a.) Public Housing Standards may also be applied to the developments of a registered Housing Association.
- b.) Private Category 1 Sheltered Housing describes self-contained dwellings for one or two active elderly persons. Private Category 2 describes grouped flatlets for the less active elderly, accompanied by communal facilities and supervised by a resident warden. In both cases the development would be conditional upon a commitment for the dwelling to be restricted solely for the use of elderly persons.
- c.) The Parking Standards given include space for visitors.
- d.) Planning permission will normally be restricted to sheltered housing and no other form of C3 use.

Maximum number of car parking spaces

Type	Detached and semi-detached houses	Terraced houses and flats (2 or more bedrooms)	Flats/Bedsits (1 bedroom)
Private / Public	1.5 spaces per unit	1 space per unit	0.33 spaces per unit

Cycle Parking

1 space per residential unit should be provided where possible. The cycle parking can be either internal or external to the residential dwelling provided it is secure, safe and undercover.

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H. Sheltered Housing

H1. Private 1 Sheltered Housing describes self-contained dwellings for one or two active elderly persons with communal facilities and a resident warden. Private 2 Sheltered housing describes grouped dwellings for less active elderly persons with communal facilities and a resident warden.

Type	Maximum number of spaces
Private Sheltered Housing 1	0.66 spaces per unit
Private Sheltered Housing 2	1 space per 2/3 bedroom units
Local Authority	1 space per 5 units

H.2 Disabled Parking

Dwelling Houses	Only required for wheelchair accessible housing.
Sheltered Housing	All space for residents should have a minimum width of 3.3m. Waiting and turning space should be available for ambulances, dial-a-ride vehicles, etc.

I. Car Parking for Conversions in Restricted Conversion Areas

I.1. Conversions specifically designed for wheel chair users should provide car-parking space within the curtilage of the site wherever possible.

I.2. Provision for cycle storage should be made within conversions wherever possible.

I.3. The parking standards for new dwellings (above) are applicable to proposals for residential conversions in areas that do not fall within Restricted Conversion Areas (see First Deposit Consultation UDP Policy HSG 10). The following standards apply to new residential builds and residential conversion within Restricted Conversion Areas, where the only reason for otherwise refusing planning permission would have been due to the inability to provide parking.

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Number of car parking spaces

Type	No. of Bedrooms			
	1	2	3	4 plus
Private	1 per unit	1.2 per unit	1.5 per unit	2 per unit
Public	0.7 per unit	0.9 per unit	1.1 per unit	1.5 per unit

J. D1 NON-RESIDENTIAL INSTITUTIONS

J.1. For larger developments a Transport Assessment will be required. Parking provision will be assessed on an individual basis as part of this process. The standard set out below relate to smaller developments.

Car Parking, Disabled Parking and Cycle Parking

Type	Public Transport Accessibility			Disabled Parking (minimum)	Cycle Parking (minimum)
	Low	Medium	High		
Doctors, Dental, Veterinary Surgery, Group Practice	2 spaces per practitioner 1 space per 2 auxiliary staff	2 spaces per practitioner 1 space per 2 auxiliary staff	None	1 space	1 space per practitioner

K. D2 LEISURE USE

K.1. The type and scale of leisure uses vary greatly. The parking provision will be assessed on an individual basis and for large developments a Transport Assessment might be required, in which case it would inform the parking provision.

K.2 Disabled Parking

K.3. 5% of total provision

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### K.4 Coach and Taxi Parking

K.5. For D2 uses likely to attract coaches and taxis, adequate space must be provided to allow them to wait and turn within the curtilage of the site.

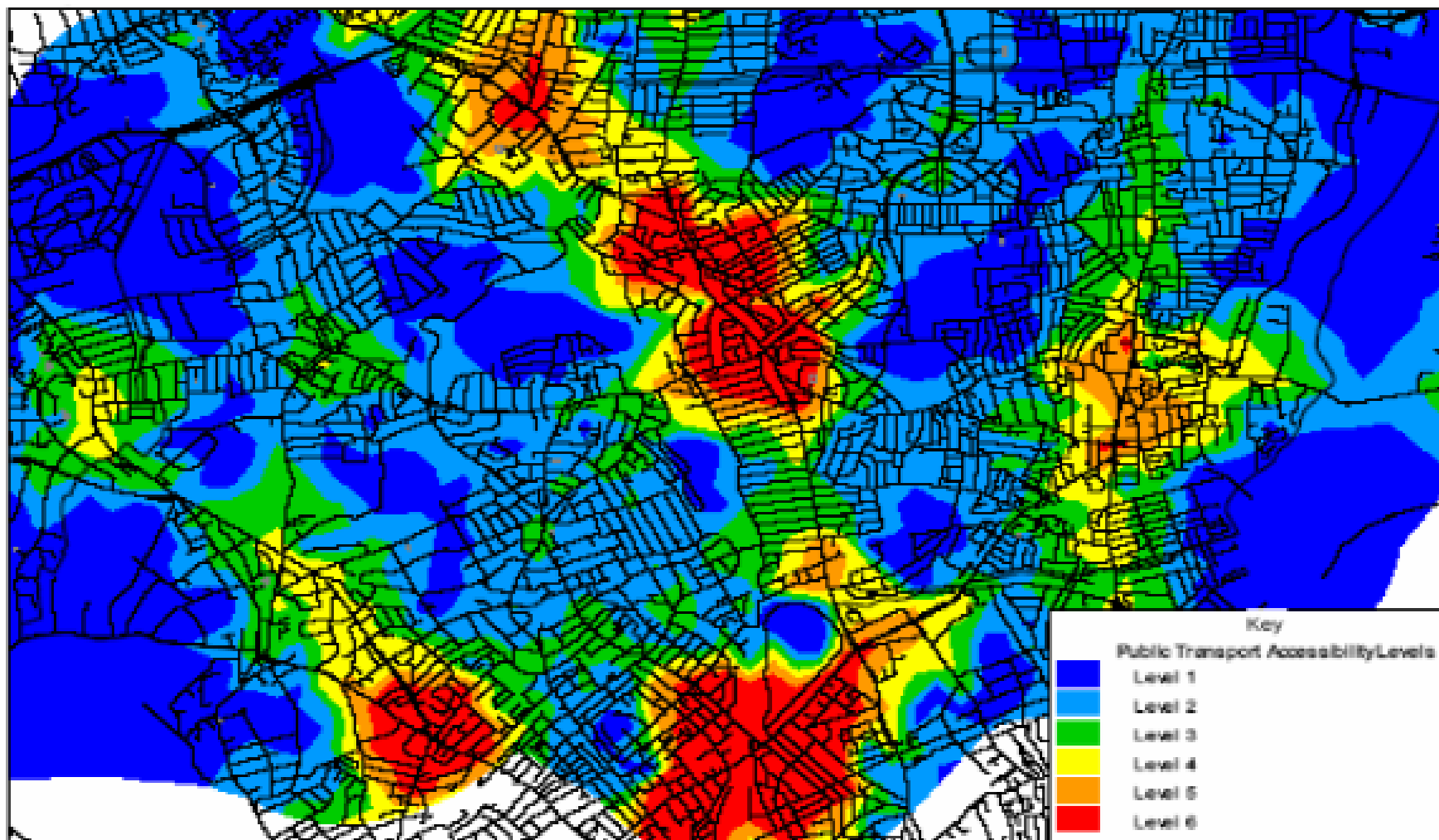
### K.6 Cycle Parking

K.7. The level of cycle parking required will be assessed as part of the Individual Assessment.

### L. SUI GENERIS

Type of Use	No. of spaces
Car repair workshops and garages	Parking provision needs to be assessed on an individual basis
Hostels	See above, in section with Use C1 hotels

Map A1: Public Transport Accessibility



Public Transport Accessibility Levels in Haringey

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