



Streetspaces Bid 17 – Removing Footway Parking

Project Name

Removing footway parking

Location (inc. coordinates)

Various locations

Project ID

LBH_LSP_011_footpark

Amount of funding requested

Design and PM Fees

£58,000

Implementation Costs

£187,000

Monitoring

£5,000

Borough funding contribution (if applicable)

£0

TOTAL FUNDING REQUIRED

£250,000

Type of intervention

Strategic Cycle Route

No

Low traffic neighbourhoods

No

Space at town centres

Yes

Description:

Haringey Council has 99 streets across the borough which provide an allocation of permitted footway parking. The majority of these sites are within our Controlled Parking Zones (CPZs), and some within uncontrolled areas. It is the Council's intention to remove footway parking in the borough, which supports TfL's objectives as set out in the Streetspace plan.

Examples of locations with footway parking are:

- Ferme Park Road N4
- Crescent Road N22
- Hermitage road N4
- Park Ave N22
- Gospatrick Road N17

Removing footway parking will provide pedestrians with wider footways and allow social distancing in line with government guidance. The curbs will be replaced with double yellow lines. The loss of footway parking will inevitably impact on parking availability. There will be a requirement to review adjacent roads and redesign parking due to the loss of this provision, and also support those that would be impacted by these changes.

We will prioritise roads in high footfall areas, such as town centres, stations, shopping centres, sports venues, roads surrounding schools and public service areas.

We are seeking funding for the removal of footway parking across the borough, to accommodate social distancing and to support environmental aspirations by reducing car parking in the borough.

Is this an existing scheme and/or previously funded by TfL?

No.

High level programme information

Construction Start Date

June 2020

Construction end date

August 2020

Impacts to traffic signals (as per Figure 1)

No

Impacts to bus assets or operations

Bus routes affected

No bus routes affected

Bus journey time impacts

No bus journey times impacted

Bus stops affected

Improved space for pedestrians queuing at bus stops

Benefits to bus assets or operations

None

Impact on freight (servicing and delivery)

Any impacts on servicing and delivery will be minimised through discussions with residents, businesses during the design development and implementation.

Connections to strategic cycle routes

Boroughs Connected to

N/A

Routes connected to

N/A

Impacts on protected groups

Removing footway parking will provide positive impacts for those with limited mobility and those using pushchairs etc. All measures will be designed to ensure they do not negatively impact those with limited mobility and visual impairments.

Consideration on crime reduction

Additional walking and activity increases natural surveillance thereby positively contributing to crime reduction