

**Footway Parking Policy  
London Borough of Haringey**

## 1. INTRODUCTION

- 1.1 This footway parking policy has been developed to support the Council's aim to provide a safe and accessible walking environment for those who live, work, shop or study in Haringey.
- 1.2 The Council's transport policies and strategies rank pedestrians highest in the road user hierarchy, reflecting the principle that walking is the most sustainable (and healthiest) mode of travel.
- 1.3 At present footway parking is permitted in 102 borough roads. This represents 6.5% of all borough roads and allows parking wholly or partially on the footway. While limiting space for all pedestrians, it can be particularly detrimental to older people, those using wheelchairs and walking aids, and those with visibility or hearing impairments, as well as those using prams and push chairs.
- 1.4 Vehicle using those parking arrangements often encroach onto the area of footway retained for pedestrians, further limiting access, as well as damaging footways, and presenting actual risk through driver behaviour and trip hazards. It also leads to increased Council spending on footway maintenance.

## 2. THE POLICY

- 2.1 This policy has been developed with residents and other stakeholder groups, to ensure that it reflects their lived experience, as well as their views on how footways across the borough should look and work for them. It also reflects legislation and Government Guidance.
- 2.2 The two main policy positions adopted are that Haringey:
- Will not introduce new footway parking anywhere in the borough that does not meet Government guidance.
  - That all existing footway parking not meeting current Government guidance will be removed.
- 2.3 Government design guidance dictates that a provision of 2 metre footway width is the ideal width, with 1.5m allowable for pinch points (for a defined maximum length of 5 metres. If due to existing site conditions (highway configuration) a minimum of 1.5m cannot be achieved, footway parking will be removed. In those instances, new infrastructure such as commercial or residential waste, store advertising etc will not be permitted.
- 2.4 The resident engagement sessions identified that vehicles which park on the footway are likely to treat the footway as they would a normal parking space and therefore may assume they have priority. This often puts pedestrian's safety at risk. Any vehicles that park on footways, whether it is four wheels or two wheels, needs to consider pedestrians first to ensure they do not treat the footway as a road.
- 2.5 The safety of the pedestrians needs to be at the forefront of design of footway parking, and the behaviour of drivers must change to reduce the perceived and actual danger of road users affecting the safety of pedestrians using footways.
- 2.6 Residents and stakeholders suggested the following solution Remove/ partially remove footway parking
- Introduce permit capping in Haringey
  - Maintain damaged footways
  - Maintain shrubs and foliage
  - Remove waste
  - Introduce breaks within footway parking
- 2.7 It is acknowledged that a blanket approach to removing existing permitted footway parking is unlikely to succeed, as not all footway parking can be removed. Several other measures can be implemented to improve the condition and usability of footways. These include maintaining damaged footways, maintaining trees and foliage, removing waste, and introducing breaks within footway parking.
- 2.8 The Council will review each of the 102 roads with footway parking and determine the appropriate solution based on existing site arrangements, available space, and adherence to design guidance.

### 3. PROPOSED ASSESSMENT METHODOLOGY - RED, AMBER, GREEN (RAG)

3.1 The Council’s policy position regarding new footway parking is clear and unequivocal and the Council will not introduce any new footway parking in the borough. The Council also has the strong desire to remove all existing footway parking in a pragmatic way.

3.2 A ‘Red, Amber, Green’ (RAG) assessment method will be undertaken by the Council when looking at roads with footway parking. This assessment method aligns well with local, regional and national policy and will help the Council work towards removing all footway parking in the Borough.

3.3 The existing footway parking would be assessed looking at three linked elements:

**Q1 - Does the existing footway parking meet DfT Guidance for 2 metres of clear footway?**

<b>Green</b>	Yes, the available footway width is at least 2 metres
<b>Amber</b>	The available footway is between 1.5m and 2.0m
<b>Red</b>	The available footway is below 1.5m

**Q2 - Can the footway parking realistically be reallocated to the road?**

<b>Green</b>	Yes, a high percentage (greater than 75%) of existing parking provision can be reallocated to the road
<b>Amber</b>	Partially (there would be some loss of parking)
<b>Red</b>	No (there would be a complete loss of parking)

**Q3 – The ease of delivery.**

<b>Green</b>	Only minimal physical changes needed (e.g., lines & signs)
<b>Amber</b>	Some change to the built environment would be necessary (e.g., footway reconstruction due to damage or change in streetscape)
<b>Red</b>	Significant change to the built environment would be necessary (e.g., new inset parking with changes to kerb lines, utilities require moving, new drainage and carriageway construction)

- 3.4 Based on the RAG assessment results, priority will be primarily based on possible speed and ease of delivery and where removal of existing footway parking would have the most positive benefit.
- 3.5 The individual roads will be considered and – where appropriate – roads (or sections of road) may be adjusted higher or lower in priority level in-light of site-specific practicalities and to ensure the outcomes of the policy are delivered efficiently and consistently.

*Figure 6: Example of Priority Levels Based on RAG Scores*

Q1	Q2	Q3	Initial Priority Level
Green	Green	Green	LOW
Green	Green	Orange	LOW
Green	Orange	Orange	LOW
Green	Orange	Green	LOW
Orange	Orange	Green	MEDIUM
Orange	Orange	Orange	MEDIUM
Red	Orange	Green	MEDIUM
Red	Red	Orange	MEDIUM
Green	Green	Red	HIGH
Green	Red	Red	HIGH
Green	Orange	Red	HIGH
Orange	Orange	Red	HIGH
Green	Red	Red	HIGH
Red	Red	Red	HIGH

#### 4. EXISTING PARKING CRITERIA

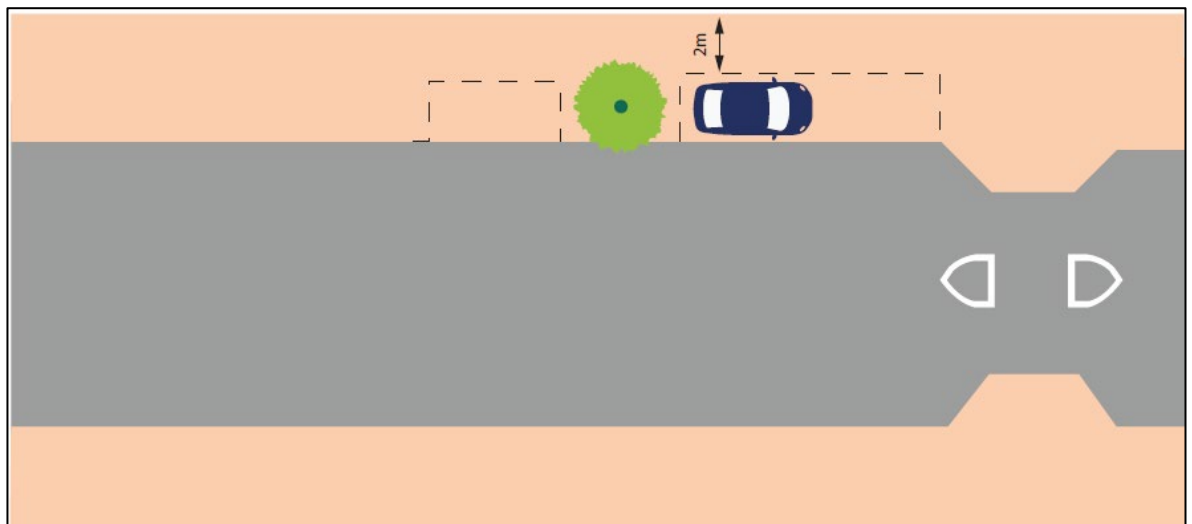
4.1 There are three main types of existing parking criteria within the Borough. These include:

- Full footway parking (4 wheels on footway)
- Half on/half off footway parking (2 wheels on footway)
- On street parking (4 wheels on street)

4.2 The half on/ half off footway parking varies throughout the borough depending on the width of the road available.

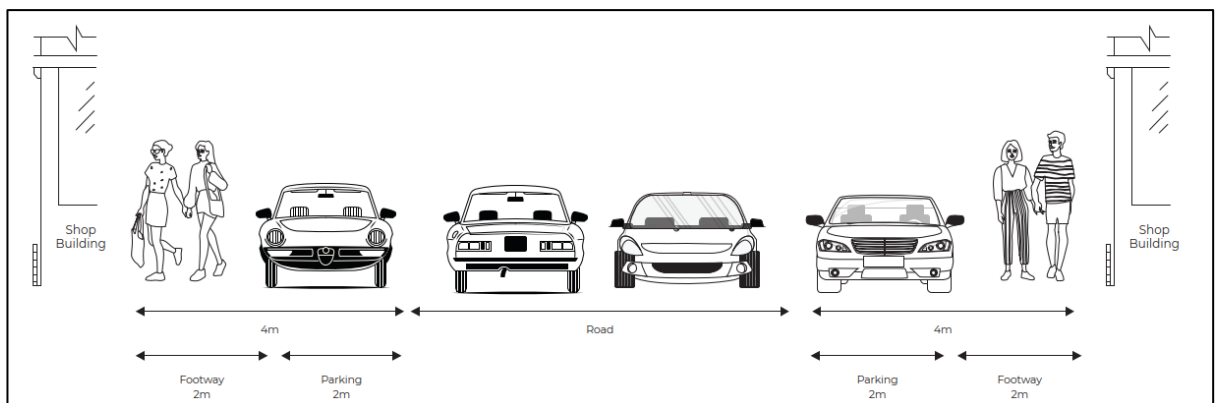
4.3 The following layout demonstrates an example of full footway parking, with 2m clear footway width available for pedestrians.

*Figure 7 Full Footway Parking:*



4.4 The streetscape below illustrates the space available for pedestrians, parking, and road users for full footway parking.

*Figure 1: Full Footway Parking Streetscape*



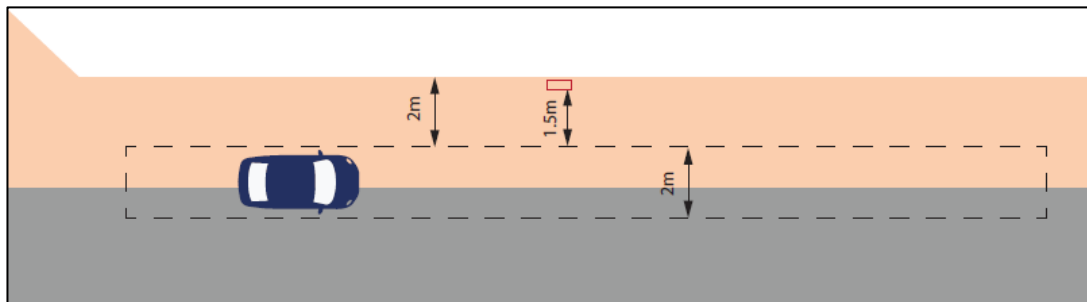
4.5 Priory Road within the Borough currently accommodates footway parking on both sides of the road due to the existing bus routes and presence of a bus lane. There are however wide footways presented on both sides and therefore the footway parking may be considered to be acceptable when assessed at the detailed stage.

Figure 2: Priory Road



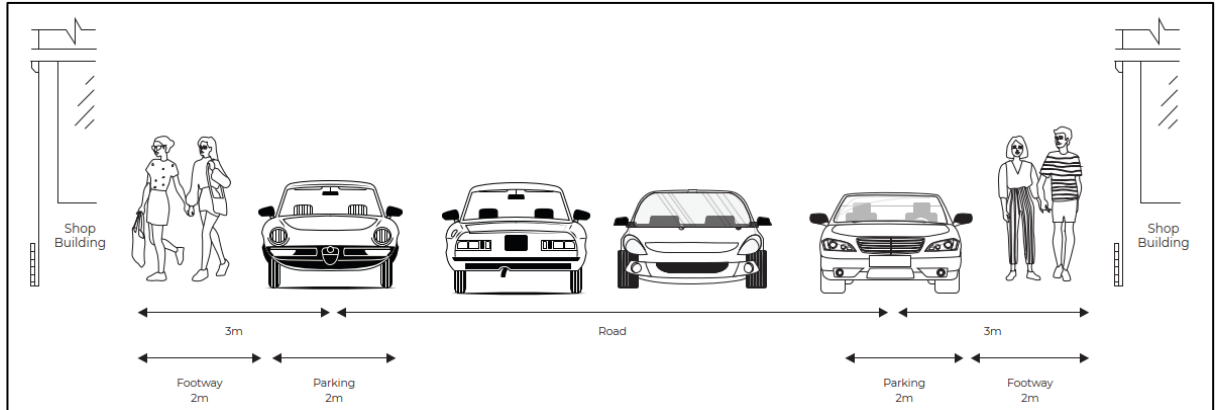
- 4.6 The following layout demonstrates an example of two wheels on the footway and two wheels on the carriageway. This street example shows where half on/ half off parking could be accommodated whilst maintaining a sufficient footway width.

Figure 3: Half on/ Half off Footway Parking



- 4.7 This street example shows where footway parking could be revised as street furniture is causing pinch points.
- 4.8 Where there is insufficient road width to accommodate parking on street, half on/ half off footway parking may be permitted with further improvements to the existing footway.
- 4.9 The streetscape below illustrates the space available for pedestrians, parking, and road users for half on half off-footway parking.

Figure 4: Half on/ Half off Footway Parking Streetscape



- 4.10 The streetscape illustrates a minimum of 2m width for pedestrians whilst still maintaining parking on the footway. This may be reduced to 1.5m where appropriate but only for limited distances of around 5metres
- 4.11 Heybourne Road within the Borough currently accommodates half on/ half off parking on both sides of the western section of the road, and parking on the northbound side of the road only for the eastern section of the road.

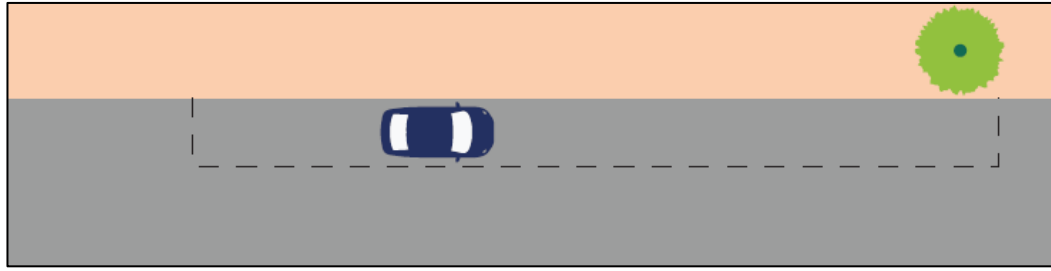
Figure 5: Heybourne Road



- 4.12 The following layout demonstrates an example of all four wheels on the highway, maintaining a sufficient footway width. Where there is ample highway width parking is encouraged to be undertaken on street instead of on the footway.

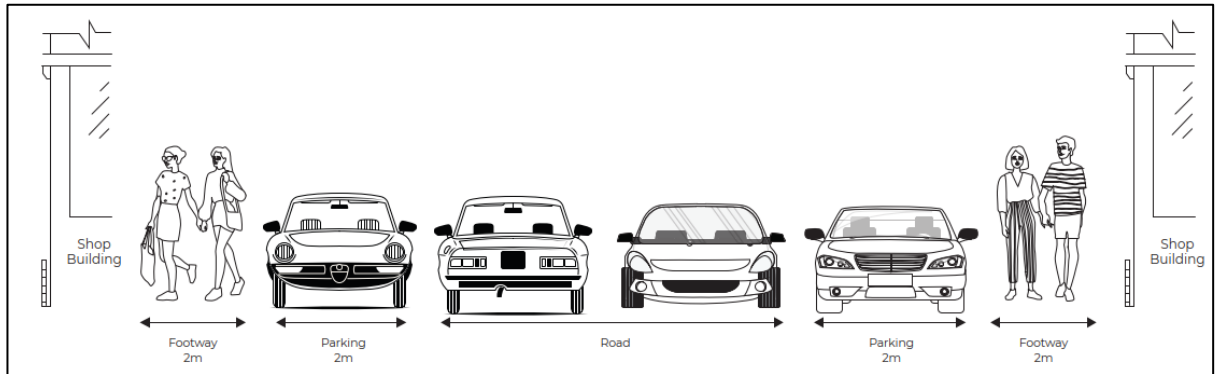


Figure 6: On Street Parking



4.13 The streetscape below illustrates the space available for pedestrians, parking, and road users for on street parking.

Figure 7: On Street Parking Streetscape



4.14 Springfield Avenue within the Borough currently accommodates parking on both sides of the highway, as there is sufficient space on the road to accommodate parking.

Figure 8: Springfield Avenue



## 5. ROADS OF KEY CONCERN

- 5.1 The roads which were highlighted as key concerns during the stakeholder engagement sessions have been summarised therein.



*Figure 9: South Close, Highgate*

- 5.2 South Close was raised as a road of particular concern by the group engaged with. Figure 14 illustrates some of the key accessibility issues that this road possesses. Overtly, car parking on the footway greatly restricts the use of the footway, especially to those considered to be less able. Not only does it affect those physically challenged, but the lack of wayfinding may present difficulties for mental disabilities. The absence of footway results in individuals diverting their trips onto the road which presents obvious road safety dangers.
- 5.3 South Close presents a narrow carriageway and therefore it is unlikely that footway parking can be reallocated on street.

*Figure 10: Springfield Avenue, Muswell Hill*



- 5.4 Springfield Avenue is another road which was highlighted as an issue by residents. Here the footway parking presents less of a barrier to accessibility than South Close, however, a common issue discussed by residents pertains to cluttering of footways leading to inaccessibility. On Springfield Avenue, the presence of bins results in restricted space for pedestrians, especially those who require mobility aids. In conjunction, footways are cracked and may cause discomfort to those less mobile.

*Figure 11: Palace Gates Road*



- 5.5 Palace Gates Road was raised as an area of particular concern amongst one of the stakeholders during the second engagement session held by WSP. In conjunction with some of the previously mentioned footway parking issues, this road was felt to show substantial risks to pedestrians from car doors being opened by drivers without due concern. This issue is often present with all footway parking.
- 5.6 Hermitage Road was visited in the in-person stakeholder session are illustrated below. Narrow footways are present along with cracked footways, tree roots protruding and overhanging shrubs.

*Figure 12: Hermitage Road*



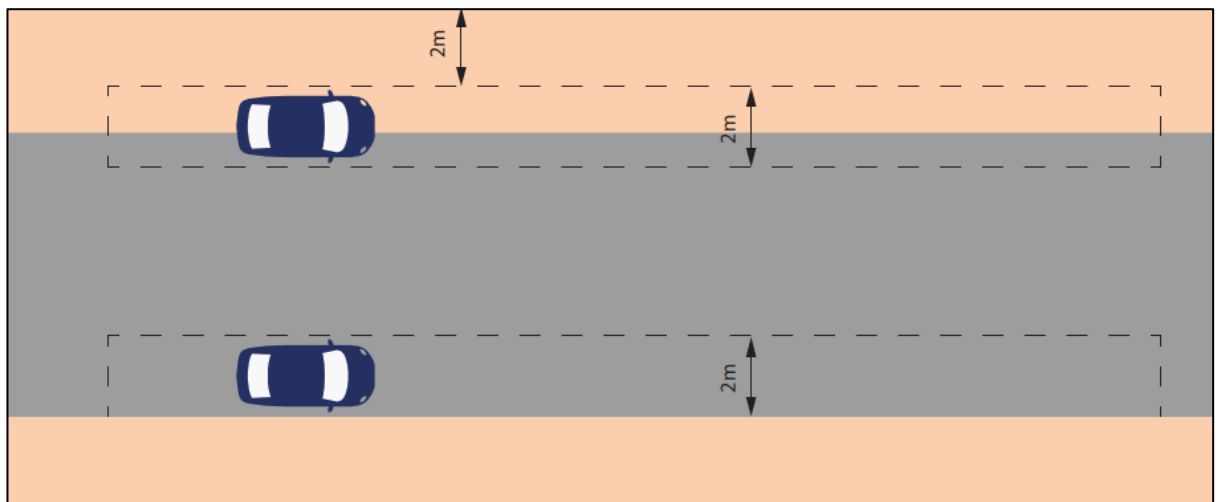
## 6. PROPOSALS FOR FOOTWAY PARKING

6.1 Various options to improve parking are listed below:

- Relocate one side of footway parking onto the carriageway (dependent on carriageway width) Figure 18;
- Relocate both sides of footway parking onto the carriageway (dependent on carriageway width) Figure 19;
- Alternating parking on either side of the road (New Fig xx)
- Creating a gap between footway parking allow vulnerable pedestrians to cross the road Figure 20;
- Remove parking (dependent on demand in area)

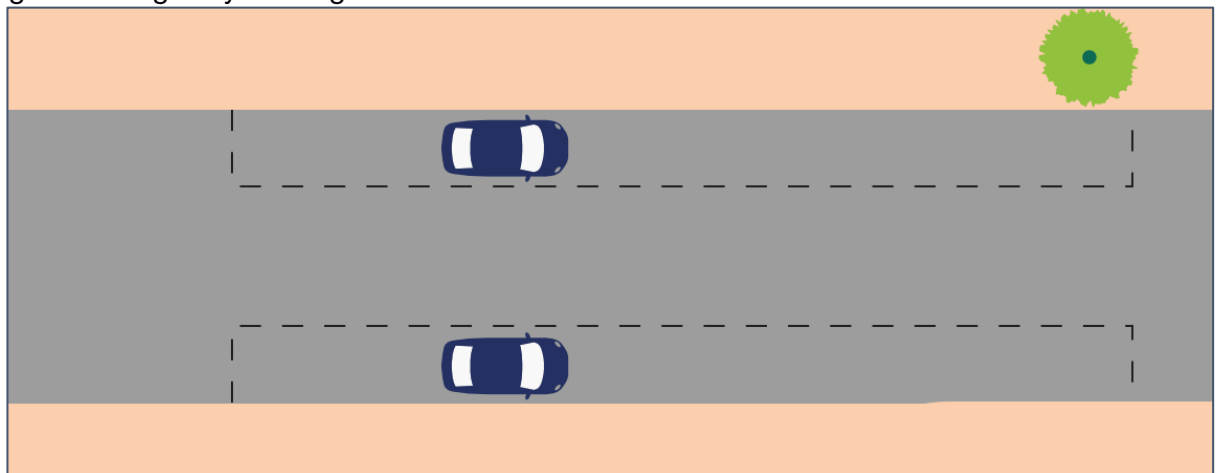
6.2 Figure 18 illustrates parking reallocated onto the carriageway on one side only, and therefore maintaining the footway parking on the remaining side, as there is insufficient carriageway width to relocate both.

*Figure 13: Footway Parking and Highway Parking Option*



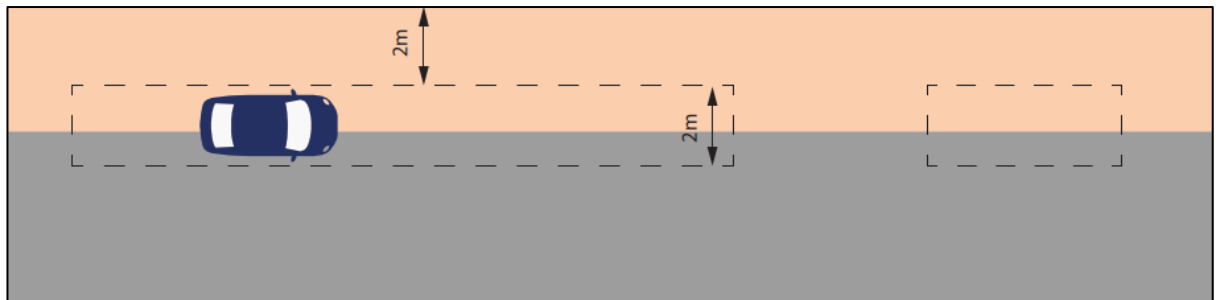
6.3 Alternatively Figure 19 illustrates where parking could be moved onto the road on both sides where there is sufficient carriageway width).

Figure 14: Highway Parking



- 6.4 Where there is footway parking on both sides of the road there is an option to move the parking to the carriageway but alternate parking on either side for a more even spread of bays, as illustrated in Fig 19.
- 6.5 Where there is not scope to remove the parking from both or one of the sides into the carriageway, a gap is proposed in-between parking bays with dropped kerbs/ stepped down arrangement to allow vulnerable pedestrians to cross the road to reduce journey time as illustrated in Figure 20.
- 6.6 Where there is reduced parking demand or the carriageway width is not sufficient for parking on one or more sides, there may be the potential to remove car parking altogether.

*Figure 15: Footway Parking with a Gap*



- 6.7 These options demonstrate the potential proposals for footway parking as discussed within this policy document. These changes will help to achieve the overall transport strategy outcomes detailed in Chapter 3.
- 6.8 Where footway parking is retained, consideration should be given to strengthening the footway as per council specification, in areas where there is likely footway overrun.

Next Steps – Delivering the Policy

