

Public Engagement Pavement (Footway) Parking Removal – Durnford Street

Introduction

Over time, as London's population has grown, the number of cars has also increased on our streets, and this has put more pressure on finding a safe place to park.

Like many other Councils in London, Haringey has in the past allowed cars to park either fully or partially (half-on half-off) on the pavement. This was allowed along 107 streets in Haringey.

Haringey's Transport Strategy puts pedestrians at the top in terms of importance. Haringey has many other policies and strategies that prioritise walking and cycling. As more people are choosing to walk and cycle, there is less need to have so many cars on our roads. Less cars can mean;

- Better air quality because road transport is the leading source of pollution in Haringey.
- Improved road safety as cars have been involved in most of the road traffic collisions (accidents) in Haringey where pedestrians, cyclists and motor cyclists have been injured.
- Making it easier and more pleasant to walk, cycle and use public transport.

Allowing parking on the pavement means drivers are pulling in and out of parking spaces and this sometimes means they are not parking their car fully within the parking bay. This together with their mirrors (when they are not folded) means there is even less space for pedestrians to use who also might need to move around lamp columns, signposts and trees. Where the pavement space next to the parked car is too narrow, the person walking or wheeling (this includes the elderly, those pushing a buggy or pram, using walking aids, or have a sight or hearing impairment) may be forced to go on the road putting their safety at risk. This is also important where pavements are used by large numbers of pedestrians including children.

Allowing parking on pavements means more money spent by the council to repair damage done to the pavement and this could include damage done to the pipes and cables underneath the pavement.

Pedestrians, whether walking or wheeling and those pushing prams or buggies should be able to move along and pass each other safely and comfortably. This also means providing enough space for an adult and child to walk side by side.

The latest guidance published by Government discusses the amount of space that should be allowed for pedestrians. We have looked at this and to make sure we prioritise pedestrians, we have decided to adopt this policy and produced our own Footway (Pavement) Parking Policy which was approved by Cabinet in 2023.

So far, we have made changes to 6 roads where pavement parking was allowed, they now meet our footway (pavement) parking policy.

Pavement parking is allowed on Durnford Street but it does not meet our policy for space allowed for pedestrians. This needs to change and will have an impact on the amount of parking that we can allow on this road.

The following pages will give you information about our Pavement (Footway) Parking Policy and option/s for Durnford Street that we are asking your view on. Please see our proposals on the following pages.

Haringey's Pavement (Footway) Parking Policy

In 2023 the Council approved the new pavement (footway) parking policy, which sets out that the Council will:

- Not introduce new pavement parking anywhere in the borough that does not meet Government guidance.
- That all existing pavement parking not meeting current Government guidance will be removed.

The latest Government guidance on Inclusive Mobility states that a provision of 2 metres should be given for pavements as this allows two wheelchairs to pass one another comfortably. Where this is not possible because of physical constraints, a minimum of 1.5 metres should be provided, giving sufficient space for a wheelchair user and a walker to pass one another. The absolute minimum, where there is an obstacle, for example a tree, 1 metre clear space should be provided for a maximum length of 6 metres.

Haringey's new pavement (footway) parking policy can be found on our web site by using the following link: <https://www.minutes.haringey.gov.uk/documents/s138669/Appendices%20A-D.pdf>

To meet the pavement (footway) parking policy, Haringey Council will consider the following options for each road where pavement parking is allowed:

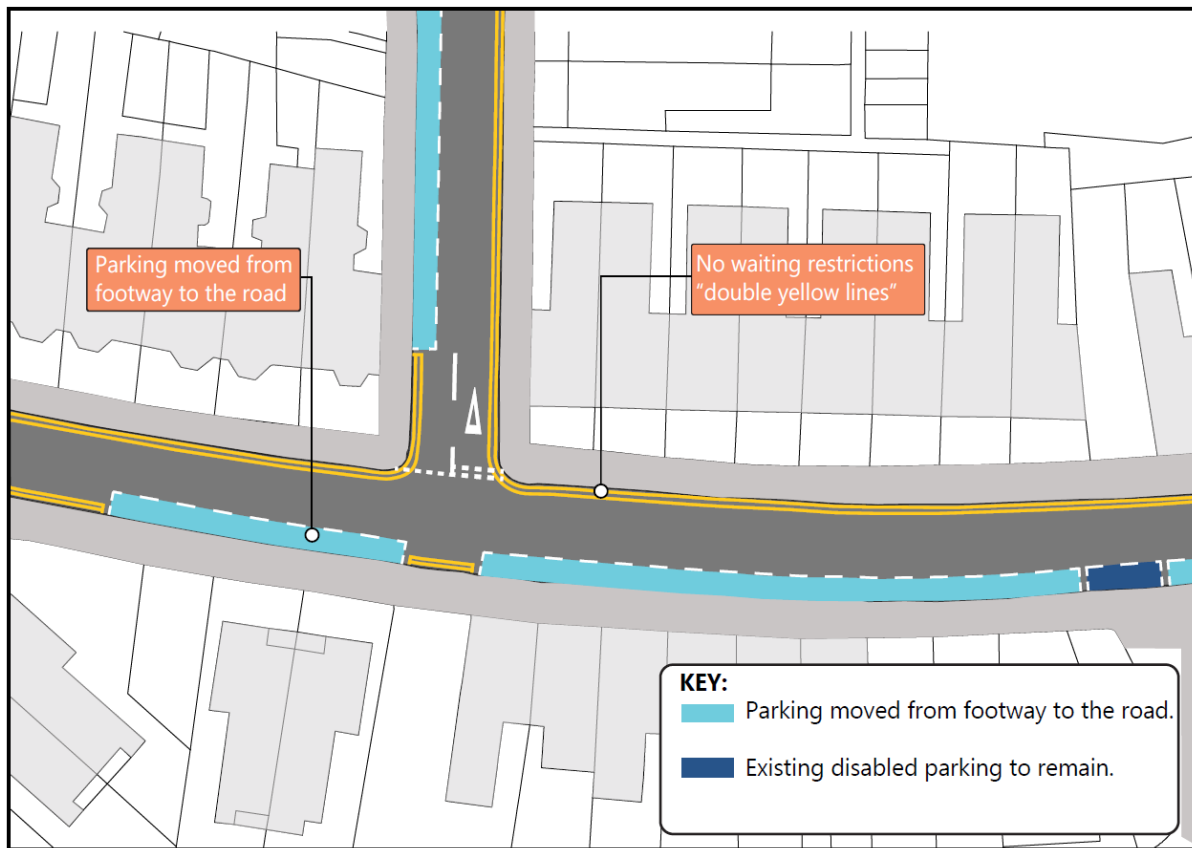
1. Move all parking from the pavement onto the road (subject to available road width).
2. Remove all pavement parking and provide parking on one side of the road only (subject to available road width).
3. Remove all pavement parking and provide some parking on both sides of the road in a staggered arrangement (subject to available road width).
4. Keep some pavement parking (subject to pavement width).
5. Remove pavement parking completely (subject to road and pavement width)

Proposals for Durnford Street

We have measured the pavements (footways) and road widths and observed how pedestrians, cyclists and motor vehicles use the street.

Of the five options we have in our Policy, we consider that the following options are best for this road.

Option 2: Move parking from the pavement onto one side of the road and remove pavement parking from opposite side of road (subject to available road width).



This option is proposed because pavements are less than 2 metres wide, and the road is not wide to move all parking onto both sides of the road. Parking is proposed on the side of the road that best meets demand and is safe.

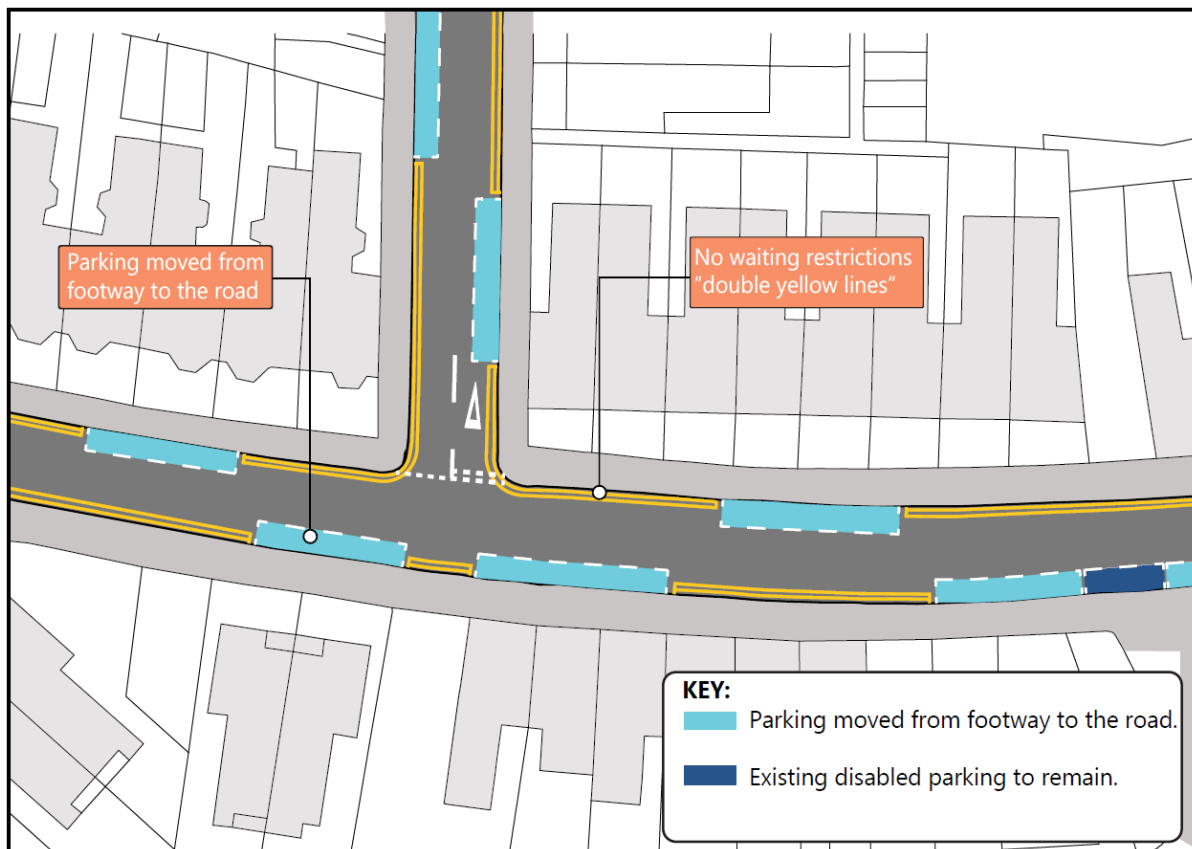
Benefits:

- This option allows pedestrians to use the whole pavement, as parking on the pavement would be removed.
- Taking parking away from the pavement means pedestrians are less at risk as they won't be faced with cars taking more room on the pavement to pull in and out of a parking space.
- Provides more room for pedestrians making their journey more comfortable.

Dis-benefits:

- Limited road width will mean about half of existing parking will be lost.
- Reduced parking on the street will mean some people will have to find parking elsewhere.

Option 3: Remove pavement parking and provide some parking on both sides of the road in a staggered arrangement (subject to available road width).



This option is proposed because pavements are less than 2 metres wide, and the road is not wide to move all parking onto both sides of the road. Parking on the road is proposed on both sides for limited lengths and staggered along the road.

Benefits:

- This option allows pedestrians to use the whole pavement, as parking on the pavement would be removed.
- Taking parking away from the pavement means pedestrians are less at risk as they won't be faced with cars taking more room on the pavement to pull in and out of a parking space.
- Provides more room for pedestrians making their journey more comfortable.

Dis-benefits:

- Limited road width will mean about half of existing parking will be removed.
- Reduced parking on the street will mean some people will have to find parking elsewhere.

How will the Council decide?

This first engagement exercise is to find out which option is preferred. We will then take forward that option and produce a drawing of the whole road showing the proposed parking layout, and the improvements this layout will provide for pedestrians.

We will then undertake a second engagement exercise asking for your comments on the proposed layout. The Council will consider your feedback and decide the next steps.

Have your say

We want to know your preference from the two options provided above. There may be other parking related issues that you want us to know about and we would like to hear about those.

To help us, we have prepared a survey which we would like you to fill in and send back to us. You can do this via online, email or post and your completed survey must reach us no later than **27 September 2024** if you want your views considered. Details on how to respond are provided next.

Online: fill in the survey for the proposed removal of pavement (footway) parking for Durnford Street which you will find by accessing this link:

<https://online1.snapsurveys.com/Durnford>

Or by scanning the Quick Response (QR) code below:



Email: fill in the survey and email it to frontline.consultation@haringey.gov.uk

Post – fill in your paper copy of the survey and return it to us using the Freepost envelope provided.

Please Note: If you are responding on behalf of an organisation only one reply will be accepted. You must give your full postal address when responding to this public engagement if you want us to consider your views.

What happens next?

Our estimated timeline to progress this project is detailed below.

- **November 2024:** Council Officers will prepare a decision report. The report will include officer recommendations on proposed changes to parking to be progressed to the next stage which would be formal consultation. A key officer of the Council will decide on this after consulting with the relevant Cabinet Member.
- **December 2024:** We will write to you to update you on the Council's decision and if approved, when statutory consultation will likely take place. This letter will include a proposed parking arrangement for stakeholder comment to fine tune the proposed arrangement before formal statutory consultation takes place.

With thanks for your attention, we look forward to hearing from you.

Pavement (Footway) Parking Removal Survey – Durnford Street

Q1 Please tell us your road name and house number

Personal details will not be published and will remain confidential.

Q2 Who are you?

Resident

Business

Local Group

Other

If a Group or Other, please provide details including number of registered members if relevant

Q3 Which proposed parking arrangement do you prefer? (Tick only one)

Option 2

Option 3

Q4 Please use this space for any further comments you may have