

**Report for:** Head of Service for Highways and Parking.

**Title:** Proposed waiting and loading restrictions and parking place changes, 'Batch 2023-05' at ten locations within various wards across the borough

**Report authorised by:** Simi Shah, Group Engineer Traffic and Parking

**Report Author/s:** Andrew Bourke, Team Manager Parking Schemes  
Jamie Bingham Technical Officer Parking Schemes

**Ward(s) affected:** Highgate, South Tottenham, Northumberland Park, St Anns, Bruce Castle, Stroud Green, Muswell Hill, Hornsey, Tottenham Central

**Report for Key/ Non-Key Decision:** Non-Key decision

## 1 Describe the issue under consideration

To report the feedback to statutory consultation carried out from 25 October to 15 November 2023 on proposals to introduce waiting and loading restrictions and parking place changes at various locations across the borough, as detailed in Table 1 Section 6.

- 1.1 To request approval to proceed to implementation, having taken any objections into consideration.

## 2 Cabinet Member Introduction

- 2.1 N/A

## 3 Recommendations

It is recommended that the Head of Service for Highways and Parking

Notes approval granted by Cabinet in March 2023 to the Parking Investment Plan which gives delegated authority to the Head of Highways and Parking

- To make decisions relating to scheme design and implementation.
- To carry out consultations and report any significant or substantial objections or concerns raised to the Cabinet Member for Tackling Inequality and Resident Services; and
- To make traffic management orders, having had due regard to any prior consultation, to give effect to those schemes

- 3.1 Consider the objections submitted during the statutory consultation on the proposals, and officer responses to each objection set out in table 2 section 6 of this report.

- 3.2 Approve the implementation of proposals (1) through to (9) as detailed in Table 1 section 6.3 which includes the following:

- Introducing parking place changes on the following roads: Conway Road N15, Garman Road N17, Highgate Highstreet N6, Northwood Road N6, Spurs Road N15, Staple Road N15, Tottenham Lane N8

- Introducing changes to waiting restrictions on the following roads: Garman Road N17, Highgate Highstreet N6, Muswell Hill Road N10, Northwood Road N6, Stainby Road N15, Stapleton Hall N4
- Introducing loading changes on the following roads: Beaufoy Road N17, Highgate Highstreet N6, Muswell Hill Road N10, Stainby Road N15

3.3 Approve not to proceed with item 10 of table 1 (Tottenham Lane) as parking place is subject to existing planning conditions.

3.4 Approve adjustments to existing parking place restrictions to enable the introduction of the above changes.

## 4 Reasons for decisions

4.1 To improve the visibility, sightlines and traffic flow for pedestrians, cyclists and other road users by ensuring changes to the parking restrictions in Haringey meet required TSR&GD 2016 regulations and to provide additional parking opportunities for residents, visitors, shoppers and business owners where possible.

4.2 One objection was received to item 10 of the proposed changes listed in Table 1 section 6. This objection has been upheld with officers recommending not to progress with the proposed change advertised in 2023-T54 - Minor Works Batch 5.

4.3 The proposals contained within Table 1 section 6.3 impact 2 or more wards, however in assessing the proposals officers conclude that the proposed changes are not likely to be significant in terms of its effects on communities living or working in the area. Therefore, approval is being sought through Delegated Authority to make the relevant traffic management orders and implement the recommendations.

4.4 It is noted that some roads have more than one proposed change, hence the variance between number of proposals and number of roads.

4.5 Details of the 1 Objection can be found at the bottom of this document in **Appendix 4**.

## 5 Alternative options considered

5.1 A “Do Nothing” approach was considered but not recommended due to the Councils obligations under the network management act to manage the safety and access across the network.

## 6 Background Information

6.1 The Council receives many requests to introduce new, or to amend existing parking restrictions to address concerns relating to parking pressures including inconsiderate and obstructive parking. These concerns may originate from a variety of sources such as residents, businesses, elected representatives, community groups and other public service providers, or the emergency services.

6.2 Inconsiderate and obstructive parking can be a cause of concern to road users of all types. As well as affecting other motorists, it can result in reduced sight lines contributing to an increased risk of collisions impacting on the road safety of pedestrians and cyclists. Poorly parked vehicles may impede access and contribute to road congestion. This can impact on the movement of emergency services, public transport, waste collection and larger delivery vehicles.

## Proposals

- 6.3 Table 1 below lists ten locations where concerns or requests have been raised with regards to parking restrictions or parking places. Each location has been investigated and assessed; the table below outlines the proposals we are seeking to approve. Proposed designs changes for each location are set out within **Appendix 1**.

**Table 1**

Ref	Location	Description	Operation hours	Reason for proposal
1	Beaufoy Road N17	Install no loading at any time restrictions along sections of Beaufoy Road	At any time	To provide access to loading facilities for local business whilst retaining pay to park facilities for local community
2	Conway Road N15	Change existing business permit sign to permit sign	At any time	To provide additional parking facilities to nearby residents
3	Garman Road N17	Remove on-foot parking and install no loading or parking restrictions	At any time	Improve footway safety for pedestrians
4	Highgate Highstreet N6	Remove parking bays and install no loading or parking restrictions	At any time	To improve safety on junction with Highgate Highstreet and Cholmeley Park
5	Muswell Hill Road N10	Extend no parking restrictions and install no loading restrictions	At any time	To improve traffic flow and safety alongside Muswell Hill Road
6	Northwood Road N6	Remove parking bay and install no parking or loading restrictions	At any time	To improve traffic flow and safety alongside Northwood Road
7	Spurs Road N15	Convert doctors bay into permit holders only (SA CPZ)	Monday – saturday 8am to 6.30 pm	To provide additional parking facilities for residents with permits to park
8	Stainby Road N15	Install no parking or loading restrictions	At any time	To improve traffic flow and safety alongside Stainby Road

Ref	Location	Description	Operation hours	Reason for proposal
9	Stapleton Hall Road N4	Remove parking restrictions and install parking bay	At any time	To provide additional parking facilities outside 218 Stapleton Hall Road
10	Tottenham Lane N8	Convert "police" only bay to permit holders bay	At any time	To provide additional parking facilities to nearby residents

### Statutory Consultation

6.4 Statutory notification commenced on 25<sup>th</sup> October 2023 for a period of 21 days. The process consisted of a Notice of Proposal published in the London Gazette, Enfield and Haringey Independent and the notices erected on site in the affected streets. The closing date for representations and comments being 15 November 2023.

\*See **Appendix 2** for copies of the statutory notice of proposals that were advertised.

6.5 As part of the statutory process, the views of the following statutory bodies were also sought:

- AA
- London Transport
- Police (local)
- Fire Brigade
- London Ambulance Service
- Freight Transport Association
- Road Haulage Association
- RAC
- Metropolitan Police (traffic)
- London Travel Watch
- Haringey Cycling Campaign

\*See **Appendix 3** for a copy of e-mail sent to the above statutory bodies.

### Responses to Consultation

6.6 The Legal requirement of statutory consultation was followed with the installation of street notices and newspaper adverts to notifying users of the proposed locations of the statutory consultation and how they could object should they wish to. One objection was received in relation to item 10 of the proposals listed in Table 1 of section 6.

6.7 After considering the statutory consultation and noting one objection was received to the statutory consultation. It is recommended that due to conflict in proposed use set out in the planning conditions of the nearby development, not to progress the advertised change. Full details of the objection and officer recommendation can be found in Table two below.

6.8 Table 2

Reference	Response	Officer Recommendation
<p><b>Tottenham Lane N8</b></p>	<p>I am writing with regards to the proposed traffic order as referenced above, specifically in relation to the councils proposal to replace the existing Police bay outside Hornsey Police Station by extending the adjacent permit holders bay.</p> <p>We have recently been granted planning permission to re-develop the police station as per application ref: HGY/2022/2116. Included in this consent is the conversion of this particular area into a loading bay (please see attached).</p> <p>This has also been approved by the council's highways department through in depth discussions with Maurice Richards. We would also encourage you to speak to our case officer to verify this.</p> <p>Please respond to this email and confirm that the area in question will not be converted by extending the permit holders bay.</p>	<p>We recommend upholding this objection due to the agreed planned works for the change of the old police station. We recommend not progress the proposed change of parking place.</p>

6.9 It is noted that LATOR provides local authorities with the discretion of whether or not to hold a public inquiry prior to the making of a TMO. This report does not include the recommendation to hold a public inquiry on account of: the effect of the order (see paragraphs 7.4 and **Error! Reference source not found.**), the relatively small number of objections, the wider support for the project, that the project will contribute towards achieving a number of policy objectives and that holding a public inquiry would lead to expense and delay while being unlikely to alter the ultimate decision.

## 7 Contribution to strategic outcomes

7.1 The minor parking changes in this report supports the delivery of the “Responding to the Climate Emergency” theme of the Corporate Delivery Plan, under High Level Outcome 2 - “A Just Transition.” This outcome relates to ensuring the transition to a low carbon economy is just, equitable and benefits everyone by improving air quality, road casualty reduction, improved disabled parking facilities.

7.2 It also contributes to other high-level outcomes contained within the “Responding to the Climate Emergency” theme:

- High Level Outcome 1 “A Greener and Climate Resilient Haringey”
- High Level Outcome 3 “A Low Carbon Place”

## 8 Carbon and Climate Change

8.1 Parking controls contribute positively to carbon emission reduction and mitigate climate change in the following ways:

- 8.2 Reduced vehicle emissions - managed parking reduces congestion. Parking controls including Red Route controls will help ease congestion, leading to a decrease in emissions and therefore decrease in carbon footprint.
- 8.3 Removal of footway parking, provides improved accessibility for those walking and wheeling, encouraging more walking. This not only reduces greenhouse gas emissions but also promotes a healthier lifestyle, which, in the long run, can reduce healthcare-related conditions linked to sedentary lifestyles.
- 8.4 Modal change: Managed parking arrangements can also support modal change. When motorised access is restricted, motorists may choose alternative transportation modes, reducing the number of vehicles on the road and associated emissions. Over time, this can lead to a shift in commuting habits with lasting environmental benefits.

## 9 Comments of the Chief Financial Officer

- 9.1 This report seeks Head of Highways and Parking approval for the implementation of waiting and loading restrictions and parking place changes.
- 9.2 The full cost of this scheme is estimated to be £7000, which includes community engagement; inventory of existing site conditions; design and implementation. This will be funded from the Council's approved Capital Programme as it was included within the Parking Implementation Plan.
- 9.3 Once implemented the future operation cost will be funded from the existing service revenue budgets.
- 9.4 A breakdown of individual material and labour costs for each location can be seen in Table 3 below.

**Table 3**

Reference	Estimated Cost (any road markings or posts)	Estimated Total Cost (any road markings or posts)	Projected Completion
		Total cost for implementation of batch (including contingency) = £1568.56	All items to be completed by March 2024
Table 1 - Item (1)	£318.07		
Table 1 - Item (2)	£49.70		
Table 1 - Item (3)	£68.14		
Table 1 - Item (4)	£239.02		
Table 1 - Item (5)	£157.26		
Table 1 - Item (6)	£372.27		
Table 1 - Item (7)	£11.47		

Table 1 - Item (8)	£159.60		
Table 1 - Item (9)	£12.64		

## 10 Comments of the Head of Legal Services and Governance

- 10.1 The Council, as a traffic authority for the borough, has a duty under section 122 of the Road Traffic Regulation Act (RTRA) 1984 to (in summary) *“secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway having regard to securing and maintaining access to premises, preserving or improving the amenities of the areas, national air quality, facilitating the passage of public service vehicles and safety and convenience of people using such vehicles as far as practicable.”*

The Council as a local traffic authority must under section 16(1) of the Traffic Management Act 2004 manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the objective of securing the expeditious movement of traffic, including pedestrians, on the Council’s highway network and facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority. Section 16(2) of the 2004 Act refers to action which the authority may take in performing the network management duty. This includes, in particular, any action which the authority consider will contribute to securing–

- a) the more efficient use of their road network; or
- b) the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority;

and may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in the road network (whether or not the power was conferred on them in their capacity as a traffic authority).

- 10.2 When exercising its functions under the RTRA the Council must under section 122(1) so far as practicable have regard to the matters specified in subsection (2) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

The “matters specified” in subsection (2) are (1) the desirability of securing and maintaining reasonable access to premises; (2) the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run; (3) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy); (4) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles and (5) any other matters appearing to the local authority to be relevant”

- 10.3 Section 122 of the RTRA involves a balancing exercise and the Council’s officers must bear that duty in mind when implementing the minor parking projects

- 10.4 This report seeks approval for the proposed changes to waiting, loading and parking on the public highway as set out in section 6 of the minor parking programme batch five report to secure the safe movement of traffic/pedestrians and provision of parking facilities which

is a decision that head of service for highways and parking: can take in accordance with the Council's Constitution.

10.5 The legal position in relation to traffic management orders and the statutory requirements in respect of consultation are set out in section 10.1 through 10.4 of this report. Public and Statutory Public consultation has been undertaken and due consideration given to representations by the public. The Council would be acting in accordance with the law were it to proceed with the proposals set out in this report.

## **11 Equalities Comments**

11.1 The council has a Public Sector Equality Duty (PSED) under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act.
- Advance equality of opportunity between people who share those protected characteristics and people who do not.
- Foster good relations between people who share those characteristics and people who do not.

11.2 The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

11.3 The proposal to recommend proceeding with the proposed changes listed in section 6, Table 1 at various locations in the borough is a necessary step that recognises and takes account of the health and safety, equality and parking needs of Haringey's residents, visitors, shoppers and businesses.

## **12 Use of Appendices**

Appendix 1 – Detailed designs showing the extents of the proposals stated in table 1 and table 2 section 3.

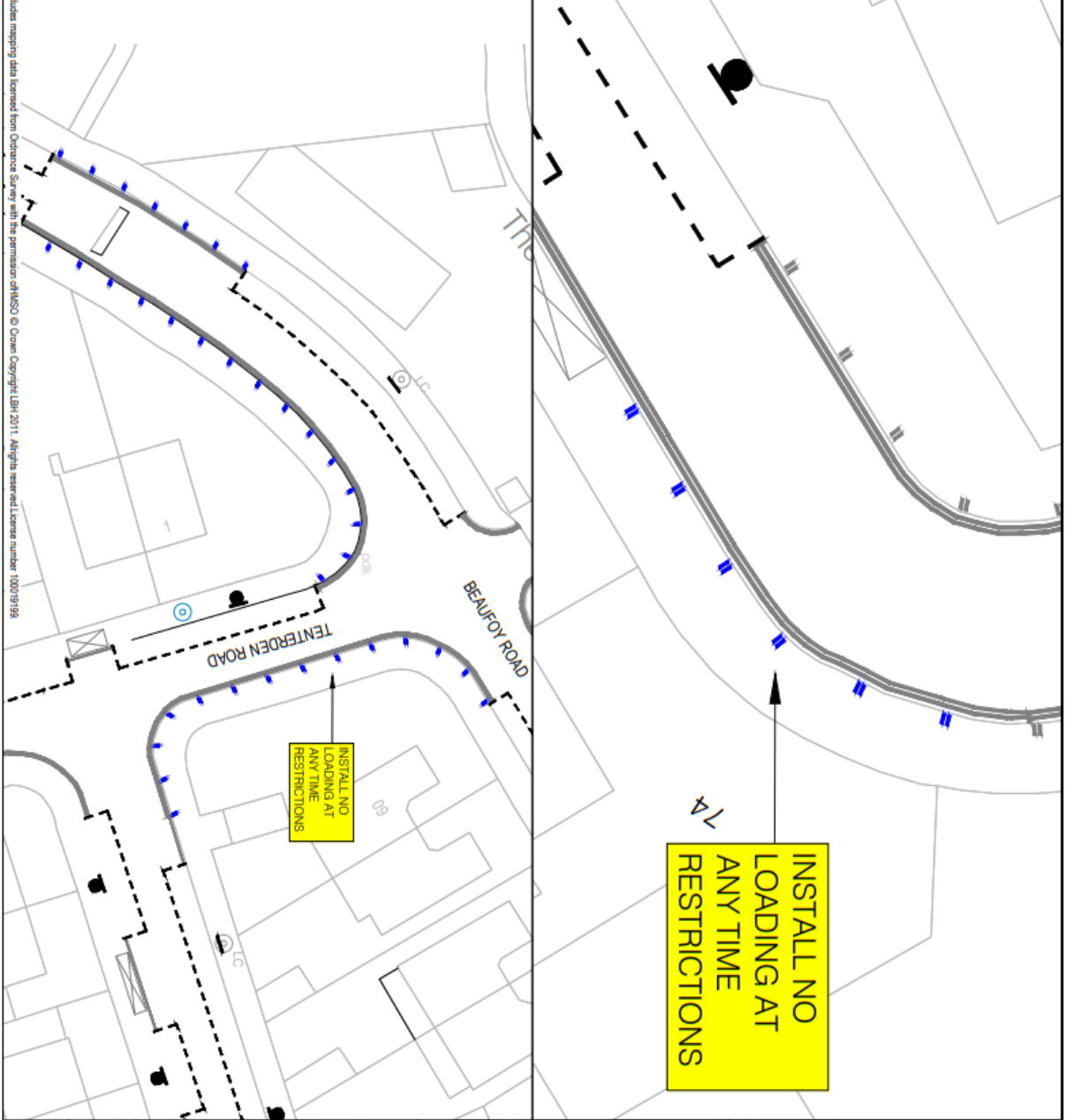
Appendix 2 - Statutory Consultation Notice of Proposal, advertising the proposals stated in table 1 section 3.

Appendix 3 – Statutory Consultation notification email sent to statutory bodies stated in section 4.

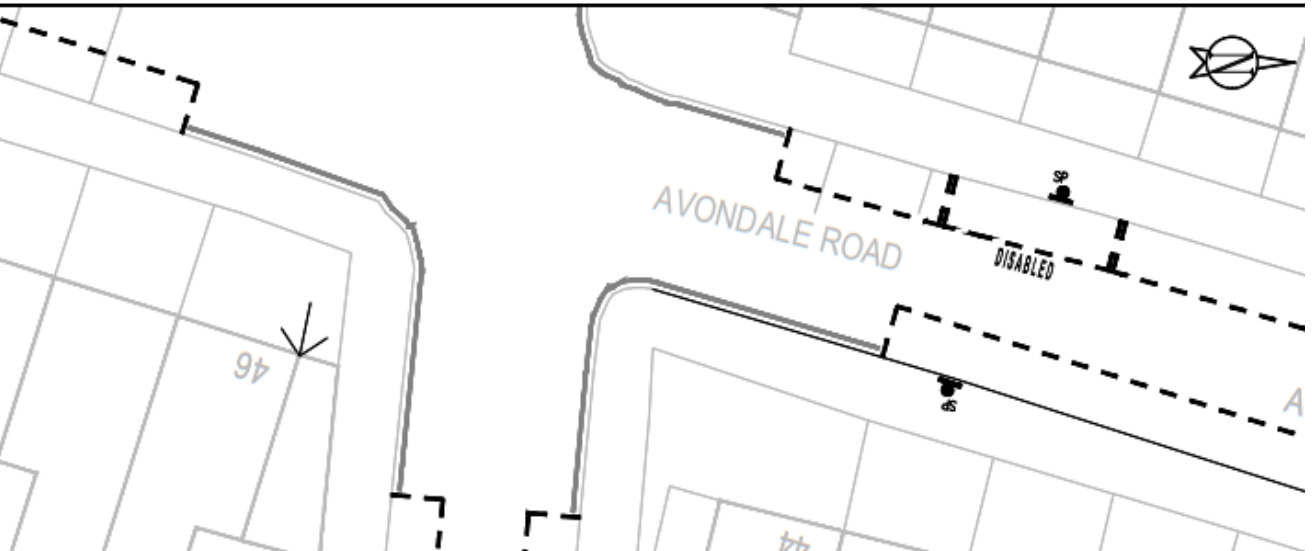
Appendix 4 – Statutory Full objections/comments received to the statutory consultation with officer comments.

# **APPENDIX 1**



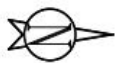


<b>KEY</b> NEW SINGLE YELLOW LINE NEW DOUBLE YELLOW LINE NEW SINGLE KERB SLIP WARNING NEW DOUBLE KERB SLIP WARNING NEW PARKING BAY WARNING NEW SCHOOL KEEP CLEAR RESTRICTION NEW TRAM POST WITH SIGN REMOVE SINGLE YELLOW LINE REMOVE DOUBLE YELLOW LINE REMOVE KERB SLIP WARNING REMOVE PARKING BAY WARNING REMOVE TRAM POST WITH SIGN EXISTING LAMP COLUMN EXISTING DROPPED KERB/CROSSOVER EXISTING TREE	<b>LOCATION PLAN</b> 
	<b>SITE LOCATION</b> Northern side of Beaufoy Road, along with junction with Tenterden Road
<b>WORKS</b> INSTALL NO LOADING AT ANY TIME RESTRICTIONS ALONG SECTIONS OF BEAUFLOY ROAD	<b>ENVIRONMENT AND NEIGHBORHOODS</b> PARKING SCHEMES 4th FLOOR ALEX HOUSE, 10 STATION ROAD WOOD GREEN, LONDON N22 7TR
<b>SCALE</b> NTS	
<b>DRAWN</b> JB	<b>CHECK</b> DB
<b>DATE DRAWN</b> 03/10/2023	
<b>DRAWING NO.</b> MW-2023-05	

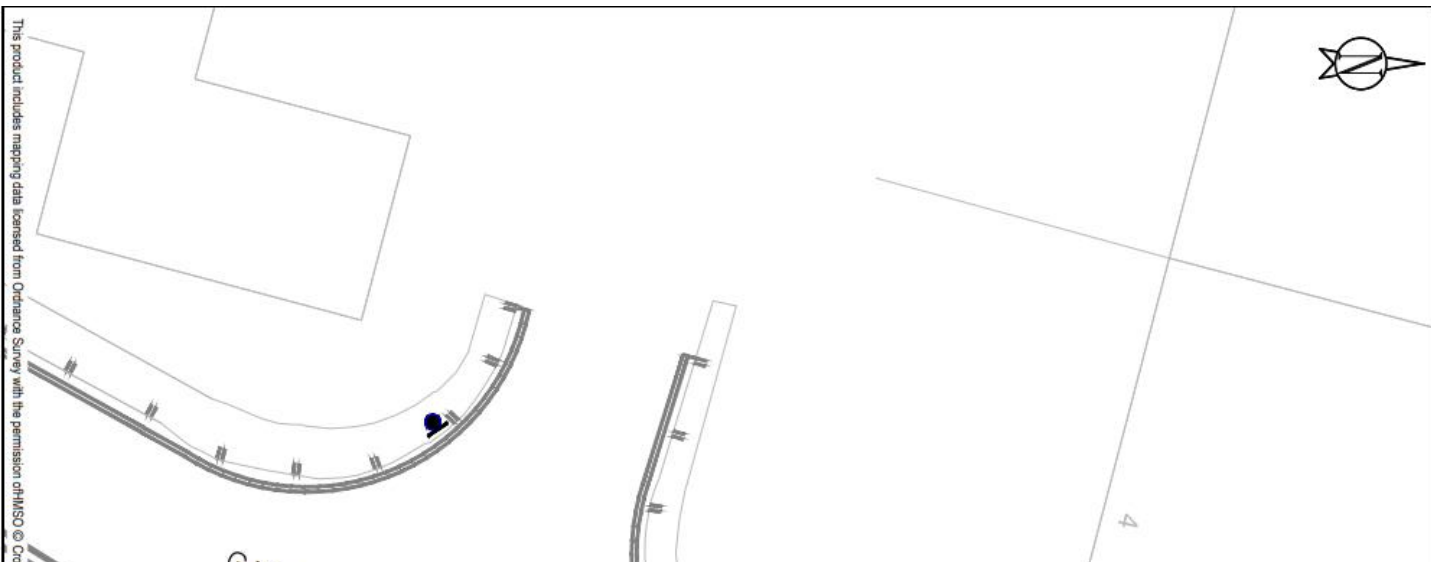


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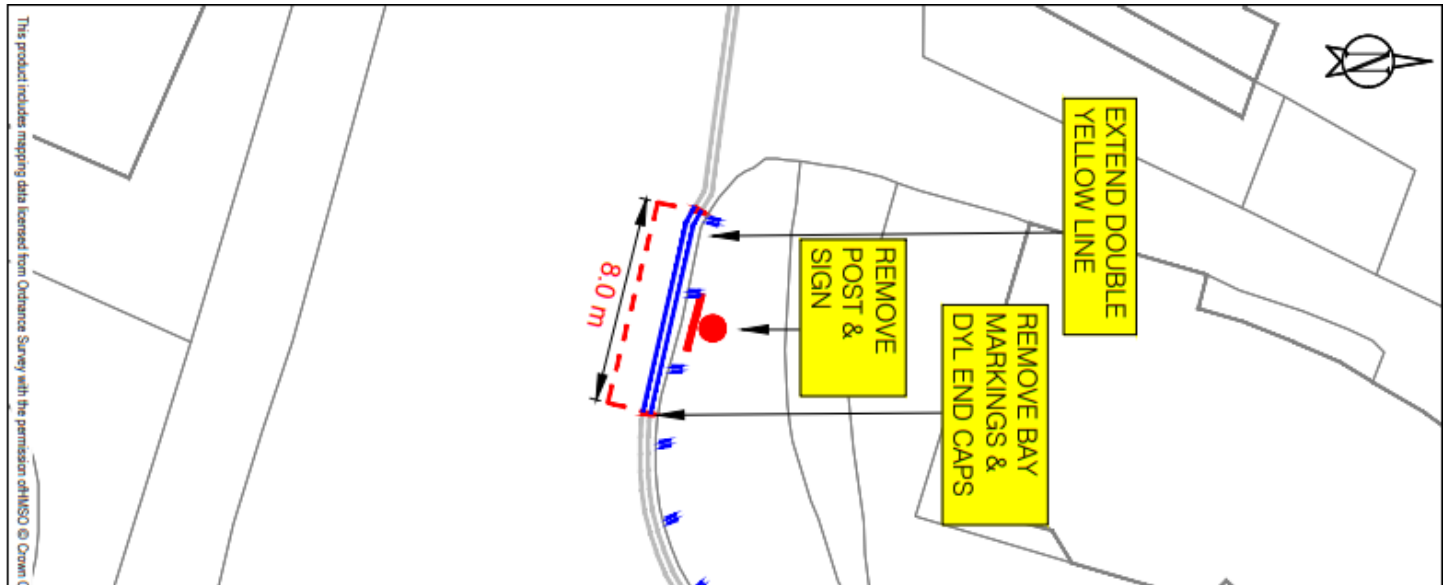


EXTEND DOUBLE  
YELLOW LINE

REMOVE BAY  
MARKINGS &  
DYL END CAPS

REMOVE  
POST &  
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8.0 m



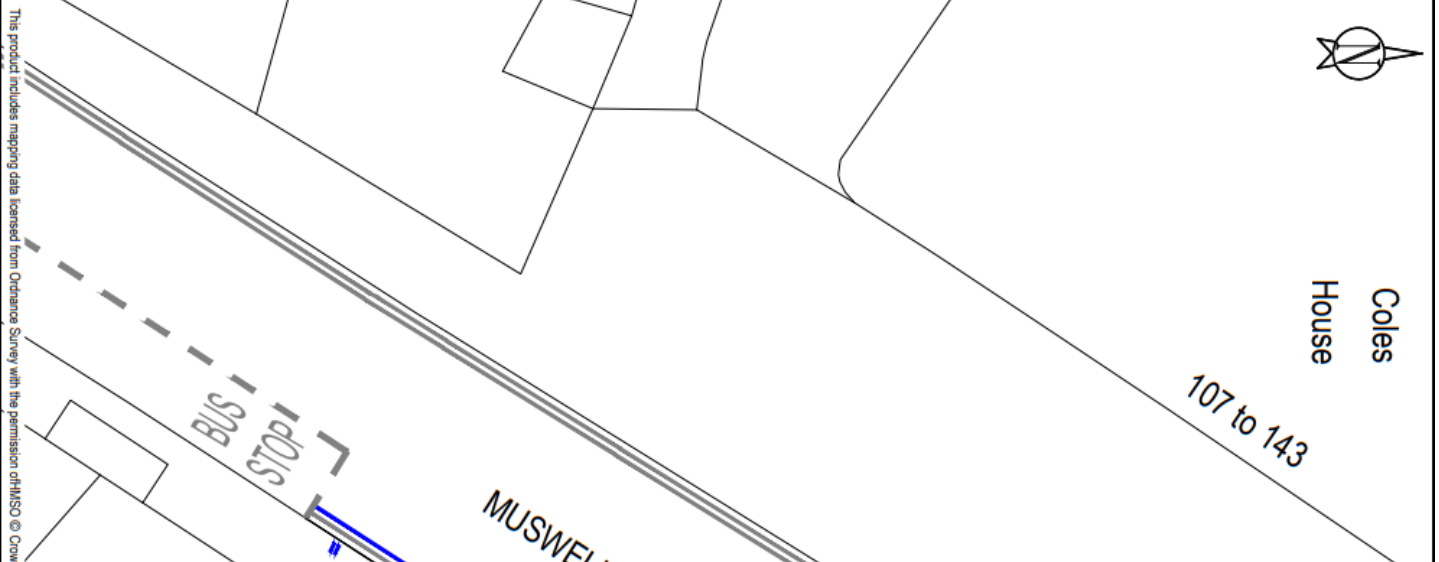


Coles  
House

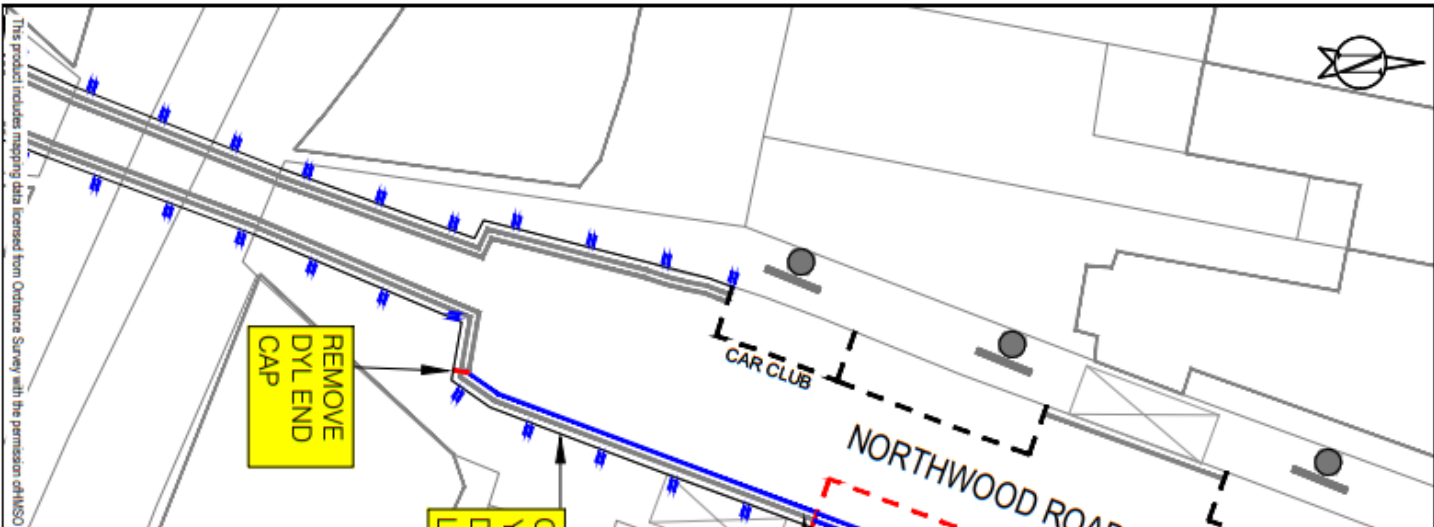
107 to 143

MUSWELL

BUS  
STOP

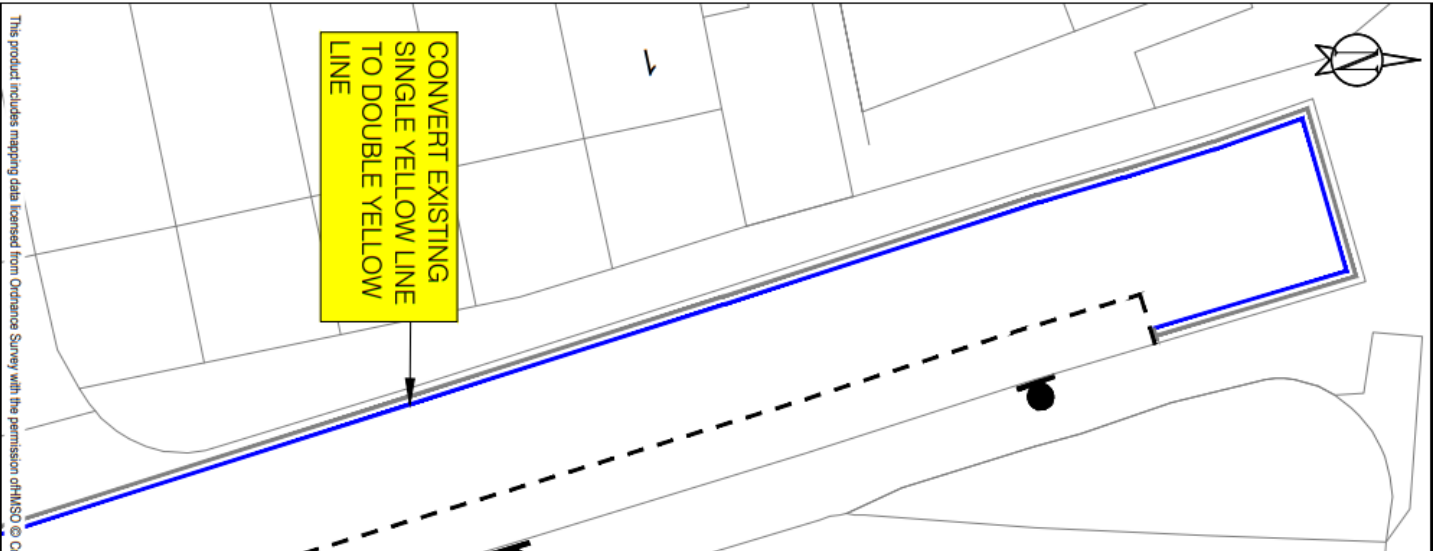


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CONVERT EXISTING  
SINGLE YELLOW LINE  
TO DOUBLE YELLOW  
LINE



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REMOVE BAY  
MARKING

REMOVE  
POLICE

REPLACE PARKING  
BAY MARKINGS

98

## APPENDIX 2

**PROPOSED INTRODUCTION/AMENDMENT/REMOVAL OF WAITING AND LOADING RESTRICTIONS – VARIOUS LOCATIONS – MINOR WORKS BATCH NO.5**

**The Haringey (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No.\*\*\*) Order 202\***

**The Haringey (Charged-For Parking Places) (Amendment No. \*\*\*\*) Order 202\***

T54

Notice is hereby given that the Council of the London Borough of Haringey proposes to make the above mentioned Orders under sections 6, 35, 45, 46 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.

The general effect of the Orders would be: To make the following changes to the locations listed below:

Road	Description
Beaufoy Road N17	1. To install Double Kerb Markings (No Loading at Any Time) on the existing Double Yellow Line restrictions: a. On both sides adjacent to the flank wall/rear of No.1 <del>Tenterden</del> Road N17. b. On the east side adjacent to the flank wall of No.60 Beaufoy Road on <del>Tenterden</del> Road N17.

## APPENDIX 3

Information a copy of the Public Notice relating to the above proposal which will appear in the London Gazette and Enfield & Haringey Independent on 25<sup>th</sup> October 2023 as required by the Local Authority Traffic Orders (Procedure) (England and Wales) Regulations 1996. The draft Order, Statement of Reasons and map illustrating the proposal. The scheme will also be available to view through our online portal <https://consultation.appyway.com/Haringey> during the 21 day statutory consultation period. You could please forward any comments you may wish to make on these proposals by 15<sup>th</sup> November 2023. Thank you for your assistance in this matter.

4th Floor,  
22 BHO

Enfield Council  
Haringey Council

## APPENDIX 4

### **Objection 1**

Hello,

I am writing with regards to the proposed traffic order as referenced above, specifically in relation to the council's proposal to replace the existing Police bay outside Hornsey Police Station by extending the adjacent permit holders bay.

We have recently been granted planning permission to re-develop the police station as per application ref: HGY/2022/2116. Included in this consent is the conversion of this particular area into a loading bay (please see attached).

This has also been approved by the council's highways department through in depth discussions with Maurice Richards. We would also encourage you to speak to our case officer to verify this.

Please respond to this email and confirm that the area in question will not be converted by extending the permit holders bay.

Kind regards,

**Comment 1**

Due to agreed planned works for this location, we are removing it from the batch and will not go ahead with these works.