

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

**Title:** Proposed Parking Amendments on Stamford Road and Constable Crescent, N15

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**Ward(s) affected:** South Tottenham

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

## 1 Describe the issue under consideration

- 1.1 To determine if the proposed parking arrangements on Stamford Road and Constable Crescent N15, should be introduced following the S278 housing development at 52-68 Stamford Road, N15.
- 1.2 To request approval to proceed to make the necessary traffic management orders, after considering objections and officer response to those objections and to proceed with implementation.

## 2 Cabinet Member Introduction

- 2.1 N/A

## 3 Recommendations

The Head of Highways and Parking is asked to:

- 3.1 Consider all feedback to the statutory consultation carried out from 22 November to 13 December 2023, on the proposals outlined in Appendix A.
- 3.2 Agree that the Council shall not cause a public inquiry to be held for the reasons set out in paragraph 8.2.
- 3.3 Approve the proposed parking amendments on Stamford Road and Constable Crescent N15, as set out in paragraph 6.3 and on the plan in Appendix A and for all necessary traffic management orders to be made to give effect to the measures approved in this recommendation.

## 4 Reasons for decision

- 4.1 The Council is required to consider the feedback received during the statutory notification period, in particular any objections to the proposals, prior to introducing the parking amendments on Stamford Road and Constable Crescent, N15.
- 4.2 The reason that this is a non-key decision is because it will not result in expenditure of £500,000 or more. It also will not be significant in terms of its effects on communities

living or working in the area or electoral divisions in the area of the local authority, hence is unlikely to result in substantial public interest or social, economic or environmental risk.

## 5 Alternative options considered

- 5.1 Do nothing: This option was rejected as it would not deliver an improvement to road safety and does not allow the Council to meet its legal duty of a statutory duty under section 39 of the 1988 Road Traffic Act to “take steps both to reduce and prevent accidents”.

## 6 Background Information

- 6.1 As part of the S278 housing development at 52-68 Stamford Road N15, the Council recently carried out footway resurfacing works in the vicinity of the housing development.
- 6.2 The Council is now proposing to amend the parking arrangements on Stamford Road and Constable Crescent N15, to provide adequate intervisibility between pedestrians and vehicles, which will assist in tackling road danger and improving road safety.
- 6.3 Funding has now been secured to amend the parking arrangements on Stamford Road and Constable Crescent N15, as detailed on the plan in Appendix A. The proposals include the following:

To remove the Business Permit Holders parking bays on the east side of Stamford Road N15 opposite No.69-61. This will be replaced with the following:

- Shared use Loading bay Mon-Fri 10am-16pm/Pay by Phone Mon-Fri 8-10am, 4-6.30pm max stay 2hrs no return in 1hr located on the east side of Stamford Road N15 opposite No.63-61, measuring a length of 8 metres approx. 2 car lengths.
- Shared use Loading bay Mon-Fri 10am-16pm/Pay by Phone Mon-Fri 8-10am, 4-6.30pm max stay 2hrs no return in 1hr located on the east side of Stamford Road N15 opposite No.67-65, measuring a length of 7.7 metres approx. 2 car lengths.
- Double yellow lines on the east side of Stamford Road N15 opposite the shared boundary of No.65/63, measuring a length of 4.4 metres.
- Double yellow lines on the east side of Stamford Road N15 opposite No.71-67, measuring a length of 8.9 metres.
- To convert the existing single yellow line to double yellow line on the east side of Stamford Road N15 from opposite No.71 to its junction with Constable Crescent.
- To convert the existing single yellow line to double yellow line on the east side of Stamford Road N15 from opposite No.97/99 to its junction with Constable Crescent.
- To convert the existing single yellow line to double yellow line on both sides of Constable Crescent N15 from its junction with Stamford Road north east for 17 metres.
- To reduce the length of the shared use Permit Holders parking bays/Pay by Phone parking bays on the north west side of Constable Crescent outside the new Park North development to 9.8 metres. This will allow the following to be introduced:
- Double yellow line measuring 6.6 metres in length to replace the eastern part of the shared use Permit Holders parking bays/Pay by Phone parking bay opposite Industrial & Marine Supplies Ltd, Warehouse.
- Disabled parking bay measuring 6.6 metres in length to be located on the west side of the new double yellow lines-

These parking places and waiting and loading changes are required to improve road safety and facilitate free movement of traffic along Stamford Road and Constable Crescent following the development of 52-68 Stamford Road.

## 7 Consultation

7.1 Legal notices were placed on-street and in the local newspaper. A copy of the legal notice is shown in Appendix B.

7.2 As part of the statutory process, the following statutory bodies were also consulted:

- 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
- AA

## 8 Responses to Consultation

8.1 The Council received no responses during the statutory consultation period.

8.2 **The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996** (as amended) ("LATOR") provides that the traffic order making authority shall hold a public inquiry prior to the making of a TMO if the conditions in Regulations 9(3) applies otherwise the authority has the discretion of whether or not to hold a public inquiry prior to the making of a TMO. There have been no objections received. This report does not include the recommendation for the Council to exercise its discretion to hold a public inquiry on account of no objections received, that the proposals will contribute towards improving road safety, road danger reduction and that holding a public inquiry would lead to expense and delay while being unlikely to alter the ultimate decision.

## 9 Contribution to the Corporate Delivery Plan 2022-2024 high-level strategic outcomes

9.1 This report supports Theme 2: Responding to the climate emergency in the Corporate Delivery Plan. The proposed changes will result in improved road safety, whilst allowing free movement of traffic along Stamford Road and Constable Crescent. The proposed parking arrangement will also help manage traffic congestion and therefore influencing choice of transport. Waiting and Loading restrictions on these roads will contribute towards improved road safety and may help encourage the use of more sustainable forms of transport.

9.2 The changes proposed align with the Council's Transport Strategy 'aims' of:

- An improved air quality and a reduction in carbon emissions from transport and
- A well-maintained road network that is less congested and safer

### **Statutory Officers' comments**

10 Comments of the Chief Financial Officer

10.1 This report seeks the approval for the implementation of the proposed amendment to parking places for a total cost of circa £1k. The cost of this proposal will be fully met from the council's S278 funding allocated for the development at Stamford Road.

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

11.1 Before reaching a decision to make the necessary traffic management order to implement a CPZ scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act 1984 (as amended) ("RTRA") and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended) ("the Regulations"). All representations received must be properly considered in the light of administrative law principles, human rights law and the relevant statutory powers.

11.2 The Council's powers in relation to the making of traffic management orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 paragraphs 1-22 the RTRA

11.3 The power of a local authority to make an order regulating or controlling vehicular and other traffic is contained within the ambit of section 6 of the RTRA.

11.4 When determining what paying parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.

11.5 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as 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. These powers must be exercised so far as practicable having regard to the following matters: -

- the desirability of securing and maintaining reasonable access to premises.
- the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
- the national air quality strategy.
- facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
- any other matters appearing to the Council to be relevant.

11.6 Regulation 9(1) of LATOR sets out when an authority must hold a public inquiry before making an order and when it has a discretion to hold one. Where Regulation 9(3) applies and the objection has not been withdrawn then the public inquiry must be held unless the exceptions apply. No objections were received to the proposals so there is no obligation for a public inquiry to be held. Paragraph 8.2 of this report sets out the reasons why the Council should not exercise its discretion for a public inquiry on this occasion.

## 12 Equality Comments

12.1 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 protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not

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.

12.2 The proposed measures, while enhancing local environment and road safety for the community, involve the removal of 19.9 meters of parking to accommodate double yellow lines and the installation of a new disabled bay. This would benefit and improve safety and better serve the needs of disabled individuals. Improved road safety and local environment would also benefit residents in the area, especially those with particular protected characteristics like pregnant women, women with infants, and families with children.

### 13 Use of Appendices

- Appendix A – Plan
- Appendix B – Legal Notice