

## NOTICE OF MEETING

# CABINET MEMBER SIGNING

**Tuesday, 12<sup>th</sup> December 2023, 1.30 pm - Podium South , River Park House 225 High Road London N22 8H (watch the live meeting [Here](#))**

**Councillor Seema Chandwani**

**Quorum: 1**

### **1. FILMING AT MEETINGS**

Please note that this meeting may be filmed or recorded by the Council for live or subsequent broadcast via the Council's internet site or by anyone attending the meeting using any communication method. Although we ask members of the public recording, filming or reporting on the meeting not to include the public seating areas, members of the public attending the meeting should be aware that we cannot guarantee that they will not be filmed or recorded by others attending the meeting. Members of the public participating in the meeting (e.g. making deputations, asking questions, making oral protests) should be aware that they are likely to be filmed, recorded or reported on. By entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings.

The chair of the meeting has the discretion to terminate or suspend filming or recording, if in his or her opinion continuation of the filming, recording or reporting would disrupt or prejudice the proceedings, infringe the rights of any individual or may lead to the breach of a legal obligation by the Council.

### **2. APOLOGIES FOR ABSENCE**

To receive any apologies for absence.

### **3. URGENT BUSINESS**

The Chair will consider the admission of any late items of Urgent Business. (Late items of Urgent Business will be considered under the agenda item where they appear. New items of Urgent Business will be dealt with under agenda item 8).

### **4. DECLARATIONS OF INTEREST**

A member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:

- (i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and
- (ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Register of Members' Interests or the subject of a pending notification must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal interests and prejudicial interests are defined at Paragraphs 5-7 and Appendix A of the Members' Code of Conduct

## **5. DEPUTATIONS/PETITIONS/QUESTIONS**

To consider any requests received in accordance with Part 4, Section B, paragraph 29 of the Council's constitution.

## **6. CONTRACT VARIATION OF THE PARKING IT CONTRACT WITH TARANTO SYSTEMS LIMITED (PAGES 1 - 10)**

## **7. WEST GREEN ROAD WAITING AND LOADING PROPOSED CHANGES (PAGES 11 - 38)**

## **8. NEW ITEMS OF URGENT BUSINESS**

Bhavya Nair , Principal Committee Co-ordinator  
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Head of Legal & Governance (Monitoring Officer)  
George Meehan House, 294 High Road, Wood Green, N22 8JZ

Monday, 04 December 2023

**Decision Making Report Cover Sheet****Report Title:** Contract Variation of the Parking IT Contract with Taranto Systems Limited**Date of Decision:** 12<sup>th</sup> December 2023**Report Author:** Abdul SahedContact No: [abdul1.sahed@haringey.gov.uk](mailto:abdul1.sahed@haringey.gov.uk)

<b>*Legal Comments Provided by:</b>	<b>Oliver Higgins</b>
<b>*Financial Comments Provided by:</b>	<b>Solomon Afuffo</b>
<b>*Equalities Comments Reviewed by:</b>	<b>Elliot Sinnhuber</b>
<b>*Procurement Comments Provided by:</b>	<b>Peter Capp</b>
<b>Number of Appendices included</b>	None
<b>In the Background</b> - This section of the report includes outlining consultation with partners/stakeholders, service users, residents more generally, business, other public bodies, interest groups, government, staff or statutory consultees. Please indicate if this has happened and who has been consulted. Also, include how consideration has been given to the Haringey Deal and to hearing the voices that are too often overlooked	Cabinet Report of 10 <sup>th</sup> September 2019 entitled "Extension of Civica Parking System Contract and award of contract for the provision of a replacement system"
<b>Date considered by Cabinet Member</b> Please note that if your report impacts or relates to two or more Cabinet portfolios, you will need to also arrange a further briefing meeting with the Cabinet members before submission of the report to Informal CAB.	N/A
<b>Dates considered by Officer Internal Boards</b>	Strategic Parking Board – 8 <sup>th</sup> November 2023
<b>Date considered by Council Leadership Team</b> Politically sensitive strategic key decisions would need to be considered by .] Please contact Ben Hunt on x1164 if you have any queries about which meeting your report should be considered at. Meetings table place on a Thursday morning	N/A
<b>Date considered by informal CAB</b>	No

Please consider if a wider briefing on this key decision is required at <b>Labour Group / Liberal Democrat Group meetings</b> ? When?	No
Is the decision compliant with the <b>Council's Budget and Policy Framework as</b> set out in Part Four Section E of the Constitution?	Yes



**Report for:** Cabinet Member for Tackling Inequality and Resident Services –  
12<sup>th</sup> December 2023

**Title:** Contract Variation of the Parking IT Contract with Taranto  
Systems Limited

**Report  
authorised by:** Barry Francis, Director of Environment & Resident Experience

**Lead Officer:** Ann Cunningham, Head of Highways and Parking  
[ann.cunningham@haringey.gov.uk](mailto:ann.cunningham@haringey.gov.uk)

Abdul Sahed  
[abdul1.sahed@haringey.gov.uk](mailto:abdul1.sahed@haringey.gov.uk)

**Ward(s) affected:** All

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

**1. Describe the issue under consideration.**

- 1.1. The Council awarded a Parking Management IT System (PMIS) Contract to Taranto Systems Limited (TSL) in 2019 (formerly WSP), with a contract value of £2.91m for ten (10) years, with an option to extend for a further five (5) years for an additional £1.44m. There is a need to vary this contract to deal with a significant growth in traffic schemes within the service, which exceeds what was originally anticipated when the contract was awarded.
- 1.2. The contract comprises of fixed and variable costs. The variable costs, which predominantly relate to administering Penalty Charge Notices (PCNs) and associated statutory processes, are significantly higher than anticipated. This is due to an 81% growth related to introducing new traffic management schemes, which, coupled with the natural increase of PCN issuance, has resulted in a significant financial overrun on the contract.
- 1.3. This report seeks approval to vary the contract value by 50% in accordance with Regulation 72 (1)(c) of the Public Contract Regulations (PCR) 2015 to allow contractual payments to be made. Concurrently, working closely with the council's procurement and legal team, Parking Services will be investigating and establishing a permanent solution to ensure the contract's continued financial viability.

**2. Cabinet Member Introduction**

N/A

**3. Recommendations**

The Cabinet Member for Tackling Inequality and Resident Services is asked to approve:

- 3.1. Modifying the existing Parking Management IT System (PMIS) Contract with Taranto Systems Limited as per Regulations 72 (1)(c) of the Public Regulations 2015, a necessary interim measure to manage the significant growth in variable costs.
- 3.2. Further to recommendation 3.1, a financial modification that adjusts the original contract value by an increase of 50% representing expenditure of £1.44m additional to the original contract value of £2.91m agreed by Cabinet in 2019. This will take the total contract value to £4.35m.

#### **4. Reasons for decision**

##### **Compliance with legal and procurement guidelines**

- 4.1. The decision to invoke Regulation 72 (1)(c) complies with procurement guidelines, which allow for contract modification, in response to significant growth in parking schemes. The decision is also supported by the need for expert legal and procurement advice to navigate the complexities of the contract modification process.

##### **Addressing parking scheme growth**

- 4.2. Due to the implementation of new parking schemes including several low traffic neighbourhood schemes (LTNs) and School Streets, there has been a significant surge in PCN volumes, which was not anticipated in the original contract financial model. As a result, it has become necessary to modify the contract to accommodate this growth and ensure that it accurately reflects the current reality.

##### **Alignment with the Council's Transport Strategy**

- 4.3. The decision is aligned with the Council's broader strategic objectives, including effective traffic management, promoting sustainable transport, and providing quality services to residents. The contract modification ensures these objectives are not compromised.

##### **Ensuring service continuity**

- 4.4. Implementing the proposed contract modification is crucial to maintaining parking enforcement services, which are essential for safely managing parking in the borough. Without this modification, there is a risk of interruption in enforcement operations, leading to increased illegal parking, decreased public safety.
- 4.5. Adjusting the contract to service future variable costs is also a decision to preserve public trust by ensuring that the Parking Service functions effectively, upholds high service standards and meet statutory responsibilities.

##### **Protecting income streams**

- 4.6. The Council's ability to process PCNs and parking permit payments relies on the PMIS Contract. The Parking Management IT System is forecast to process £23.5m in PCN payments and £6.5m from parking permit sales in the 23/24

financial year. The growth impact and the increase in the contract value will be met through the budgets for the Highways and Parking Service.

4.7. With regards to specific delivery of services, the PMIS:

- Enables the enforcement of parking regulations and removal of abandoned vehicles, improperly parked, or problematic vehicles from public roads and car parks. This is a critical function for the Council, as it ensures public safety and addresses concerns raised by residents.
- Provides an 'Online Permit System', allowing residents and businesses to purchase parking permits and manage their parking arrangements.
- Provides an Online Case Management System for parking representations and appeals, allowing motorists to exercise their statutory right to challenge/appeal a PCN.
- Enables the management of Blue Badge and concessionary travel casework.
- Enables using "cashless" parking via the RingGo service for short-term parking on-street and in car parks and supports many other ancillary parking services.

## **5. Alternative options considered.**

### **Doing nothing**

5.1. It is crucial to take action as failure to meet monthly financial obligations according to the contract could result in the supplier terminating the contract. If the PMIS Contract is terminated, it would disrupt day-to-day operations and pose a significant risk to public safety and the Council's statutory duties in traffic management. Therefore, inaction is not an acceptable option.

### **Development of future options to follow legal advice.**

5.2. The contract variation sought is an interim solution. It will not allow this contract to run its entire duration if the volume of parking transactions and activities remains as is or increases further. The Parking Service is closely collaborating with the Council's legal and procurement departments to thoroughly review all future contract options, ensuring compliance with best practices, and achieving the best value for the Council.

### **The necessity for immediate contract modification**

5.3. In the immediate term, the Council is constrained to seeking a contract modification invoking Regulation 72 (1)(c) of PCR 2015. This contract modification, proposing a 50% increase in the contract value, is crucial to prevent parking enforcement and management service disruption. This step is necessary to sustain the Council parking operations while long-term solutions are formulated with procurement and legal services.

5.4. The proposed contract variation with Taranto Systems Limited (TSL) is expected to have the following outcomes:

- a) Short-term financial stability - The contract modification aims to stabilise the finances of the Parking Service by accommodating the unforeseen increase in the issuance of penalty charge notices (PCNs).

- b) Continuity of services - The approval will ensure that parking enforcement services continue uninterrupted, ensuring public safety and compliance with parking regulations.
- c) Strategic alignment - The modification aligns with the Council's strategic objectives, promoting sustainable transport and effective traffic management.
- d) Income protection - Adjusting the contract terms will enable the Council to continue to discharge its statutory duties.
- e) Future planning - The contract modification will provide time to investigate and establish a permanent solution to ensure the financial viability of the Parking Management IT System (PMIS) Contract.
- f) Public trust - The Council will be able to uphold high service standards, meet statutory responsibilities, and maintain public trust.

## **6. Background information**

- 6.1. In 2019, following an open tender procurement process and pursuant to CSO 9.07.1d, Cabinet approved the award of a new Parking Management IT System (PMIS) Contract to Taranto Systems Limited (TSL) (formally known as WSP) for ten (10) years at a cost of £2.91m with an option to extend for an additional five (5) years, exercisable at the sole discretion of the Council, at a further cost of £1.44m for a total cost of £4.35m.
- 6.2. The tender documents state that the bid selection and award process considered the expected processing volume. The commercial model was based on these volumes, which helped determine all bidders' price submissions. However, recent developments in local transport strategy, such as implementing LTNs and School Streets initiatives, have led to significant growth within the service and beyond that projected in the original contract.
- 6.3. Considering recent developments, the Parking Service has reached a point where reviewing and modifying the contract terms and cost structure is necessary. The aim is to ensure that the borough's parking and transportation requirements are met efficiently and that the contract remains viable within the Council's budgetary limitations.

### **Financial Implications**

- 6.4. The data presented in Table 1 below highlights the significant growth in PCN issuance since the introduction of LTNs in September 2022. The increase in PCN income is directly linked to the growth in PCN volumes. In concise terms:
  - a) Overall, there has been an increase of 81% in the number of PCNs issued since the 2021/22 financial year.
  - b) CCTV PCN issuance is forecasted to treble this financial year compared to 2021/22. This is directly attributable to the introduction of LTNs, which went live in September 2022 (and, to a lesser extent, School Street enforcement).
  - c) Overall, the service is forecasting an increase of 81% in the number of PCNs issued since 2021/22.
  - d) The service is also forecasting an organic growth of around 16% in the number of on-street PCNs issued.



6.5. Table 2 below shows PCN charges and its correlations with the increase in PCN issuance, particularly tied to LTNs and School Street enforcement.

- a) Charges from CCTV PCNs is forecast to reach nearly £13m in 2023/24, up from £4.5m in 2021/22.
- b) Overall PCN charge is forecast to exceed £23m this year, a 77% increase since 2021/22.

**Table 1 - Volume of PCNs Issued**

	<b>CCTV Volumes</b>	<b>On-street Volumes</b>	<b>Total</b>	<b>% Increase in PCN Issue since 2021/22</b>
2021/22	76,502	171,009	<b>247,511</b>	0
2022/23	202,251	182,444	<b>384,695</b>	55%
2023/24 Projection	248,000	200,000	<b>448,000</b>	81%

**Table 2 - PCN Charge**

	<b>CCTV Charges (£)</b>	<b>On-Street Charges (£)</b>	<b>Total (£)</b>	<b>% Increase in PCN charges since 2021/22</b>
2021/22	£4,584,246	£8,717,608	<b>£13,301,854</b>	0
2022/23	£7,385,507	£9,946,673	<b>£17,332,180</b>	30%
2023/24 Projection	£12,902,400	£10,683,040	<b>£23,585,440</b>	77%

### **Forecasted Contract Expenditure Run Rate**

- 6.6. Based on current forecasts, there is an anticipated spend of £101k per month on variable costs, with an annual fixed cost payment of £158k due every April.
- 6.7. To continue the contract beyond September 2024, an additional £1.44m in funding is required for the contract to continue for another 12 months.
- 6.8. The extra £1.44 million requested in this report will not cover the 10-year contract. As such, it is imperative to establish a contract solution by September 2024. To this end, the Parking Service is seeking procurement and legal advice, which may recommend an entire procurement exercise.

## **7. Contribution to the Corporate Delivery Plan 2022-2024 High-level Strategic outcomes**

- 7.1. Replacing paper parking permits with “virtual” ones helps contribute to Theme 1: Resident experience, collaboration, and participation, especially Positive Resident Experience, with the PMIS allowing customers to access their permit accounts online. Theme 2: “Responding to the Climate Emergency,” is also contributed to by encouraging virtual permits to replace paper options wherever possible.

- 7.2. Theft of Blue Badges from vehicles parked in Haringey has been reduced by the introduction of “Virtual Blue Badge” permits supported by the PMIS – which contributes to Theme 6: “Safer Borough”.
- 7.3. Abandoned and nuisance vehicles can adversely affect the environment and reduce the quality of life. Processing the removal of abandoned vehicles is a key part of the TSL solution and contributes to Theme 2: “Responding to the Climate Emergency”, and Theme 4: “Safer Borough”, by ensuring that such vehicles, which both present a safety hazard and are a potential target for vandalism, are dealt with as quickly as possible.

## **8. Carbon and Climate Change**

- 8.1. The Council's ability to enforce parking regulations, contributes to the safety and accessibility and smooth operation of the borough's roads. Illegally parked vehicles may be parked unsafely, obstructing the highway and impeding traffic flow, increasing vehicle emissions.
- 8.2. Abandoned vehicles which may have been left in a dangerous, hazardous and/or unsightly condition need to be enforced against or removed. Abandoned vehicles can result from or lead to crime, take up valuable parking space and be dangerous when vandalised or filled with hazardous waste.

## **9. Statutory Officers' comments**

### **Finance**

- 9.1. The recommendation of the report is to modify the existing contract with TSL Ltd. If the recommendation is accepted, the contract value will rise from £2.91m to £4.35m. The expenditure under the revised contract will be treated as part of the cost-of-service delivery and will be contained within the Highways and Parking Service budgets. As the expenditure under the contract is directly related to PCN issuance, the exact amount of expenditure incurred may vary.
- 9.2. There is enough funding within the authority's Highways and Parking revenue budgets to accommodate the revised contract value.

### **Strategic Procurement**

- 9.3. CSO 10.02.1b) permits the Cabinet to vary a contract where the value is greater than £500,000 and that the variation is compliant with Public Contract Regulations 2015, Regulation 72.
- 9.4. Regulation 72(1)(c) provided the conditions where the variation is permitted and the Background Information in section 6 of this report evidences the compliance with this regulation. The variation is compliant with CSOs and Public Contract Regulations.
- 9.5. Strategic Procurement has been consulted in the preparation of this report and supports the recommendations in section 3.

### **Head of Legal & Governance**

- 9.6 The Head of Legal and Governance (Monitoring Officer) has been consulted in drafting the report.
- 9.7 Pursuant to CSO 10.02.1b), Cabinet has authority to approve the variation of contract which this report relates to. Pursuant to CSO 16.02, the Leader may allocate such decision to the Cabinet Member with the relevant portfolio responsibilities.
- 9.8 Strategic Procurement has confirmed the variation of contract which this report relates to is compliant with the CSOs and the Public Contract Regulations 2015.
- 9.9 The Head of Legal and Governance (Monitoring Officer) sees no legal reasons preventing the Cabinet Member for Tackling Inequality and Resident Services from approving the recommendations in the report.

### **Equality**

- 9.10. The Council has a Public Sector Equality Duty 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.
- 9.11. 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.
- 9.12. Although the legislation does not enforce it as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.
- 9.13. The report seeks approval for the uplift the value of the existing Parking Management IT System Contract with Taranto Systems Ltd. by 50%
- 9.14. While the proposed uplift of the value of this contract has no direct equality implications, it is notable that in the operation of this service, the supplier will be required to have due regard to the need to achieve the three aims of the Public Sector Equality Duty, noted above. Haringey Council will monitor this service for any disproportionate impact on any individuals or groups with protected characteristics and take appropriate mitigating measures if undue negative impact is identified.

## **10. Use of Appendices**

None

**11. Background papers**

None

**12. Local Government (Access to Information) Act 1985**

12.1. This report contains non-exempt information.

Report Cover Sheet

**Report Title: West Green Road Waiting and Loading Proposed Changes**  
**Date of Decision: 12 December 2023 Report Author: Simi Shah / Alex Djan**  
**Contact No:**  
**Corporate Board Lead (and date report agreed): Barry Francis 04/12/2023**

<b>Report Title</b>	<b>Answer/comments</b>
<b>*Legal Comments Provided by:</b>	Matthew Barrett
<b>*Financial Comments Provided by:</b>	Emmanuel Atuanya
<b>*Equalities Comments Provided by:</b>	Dipastri Basu
<b>*Procurement Comments Provided by:</b>	N/A
<b>Number of Appendices included</b>	TBC
<b>*Background documents listed that are available for public inspection or web links exists?</b> <b>[These are the documents that have been relied upon to a material extent in the preparation of the report. Any background papers that are listed must be retained and accessible for public inspection for a period of 6 years. It is the responsibility of the report author to ensure this is done.]</b>	Yes. See section 10 "Access to Information" for links
<b>Date considered by Corporate Board or Priority Board</b> <b>[Key decisions which are implementing MTFS agreed savings or are part of an overarching Council Policy would normally go to Priority Board meetings. Politically sensitive strategic key decisions would need to be considered by Corporate Board .] Please contact Ben Hunt on x1164 if you have any queries about which meeting your report should be considered at.</b>	Not required
<b>Date considered by CAB</b> <b>[Politically sensitive strategic key decisions would need consideration at CAB – Please contact James Huckle on ext 1627 with any queries about CAB.]</b>	Not required
<b>Is a briefing on this key decision required at Labour Group / Liberal Democrat Group meetings? When?</b>	No
<b>Is the decision compliant with the Council's Budget and Policy Framework as set out in Part Four Section E of the Constitution?</b>	Yes

\* Statutory requirements



**Report for:** Cabinet Member for Tackling Inequality and Resident Services

**Title:** West Green Road Waiting and Loading Proposed Changes

**Report authorised by:** Barry Francis, Director of Environment & Resident Experience

**Report Author:** Simi Shah, Group Manager Traffic and Parking Projects  
[Simi.Shah@haringey.gov.uk](mailto:Simi.Shah@haringey.gov.uk)

Alex Djan, Haringey Streets for People Programme Manager  
[Alex.Djan@haringey.gov.uk](mailto:Alex.Djan@haringey.gov.uk)

**Ward(s) affected:** St Ann's, West Green

**Report for Key/**

**Non-Key Decision: Key decision**

**1 Describe the issue under consideration.**

- 1.1 To report on the outcome of the statutory consultation carried out between 18 October 2023 and 24 November 2023 on the proposed parking and loading changes along parts of West Green Road to ease congestion on narrow sections of road. The report makes recommendations for the making of permanent traffic orders where appropriate following the statutory traffic order making consultation.
- 1.2 To note the effect on parking loss of the changes detailed in 3.2 below and shown in the plans in Appendix A:
- Loss of 3 permit holder spaces (15 metres in length)
  - Loss of 2 resident permit/ paid for parking spaces (10 metres)
  - Loss of single yellow line parking after restricted hours (237 metres)
- 1.3 To request approval to proceed to implementation having taken objections into consideration.

**2 Cabinet Member Introduction**

2.1 N/A

**3 Recommendations**

It is recommended that the Cabinet Member for Tackling Inequality and Resident Services:

- 3.1 Notes the summary of responses received to the statutory consultation for the waiting and loading changes in West Green Road.
- 3.2 Approves the making of permanent traffic management orders and the implementation of works giving effect to the changes in West Green Road detailed in Section 6.16

#### **4 Reasons for decision**

- 4.1 The proposals are aimed at addressing delays that buses are experiencing when travelling along West Green Road as sections of this corridor are narrow. The recommendations - which include removing sections of parking and loading along this corridor - will help mitigate the delay to buses (some of which has been experienced following the introduction of the low traffic neighbourhoods (LTNs) in St Anns and Bruce Grove West Green) whilst benefiting all motor vehicles using this corridor, including servicing vehicles.
- 4.2 Under the Traffic Management Act 2004, Haringey Council has a 'network management duty' under section 16 in its capacity as local traffic authority. In simple terms, the duty is to secure "the expeditious movement of traffic including pedestrians and cyclists on the authority's road network".
- 4.3 To address the identified problems, a traffic management order under the Road Traffic Regulation Act 1984 has been proposed. Under Section 122 of that Act, in carrying out that function, the Council must seek 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 and have particular regard to (Section 122 (2)):
- a) the desirability of securing and maintaining reasonable access to premises;
  - b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) 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;
  - (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
  - c) 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
  - d) any other matters appearing to the local authority to be relevant.
- 4.4 Before reaching a decision to make the necessary traffic management order to implement changes to parking restrictions and parking places, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act 1984 (as amended).

#### **5 Alternative options considered.**

- 5.1 Do nothing.

This option was rejected as it would be against the Council's network management duty and the Cabinet's commitment to carry out review of the impacts of the LTNs.

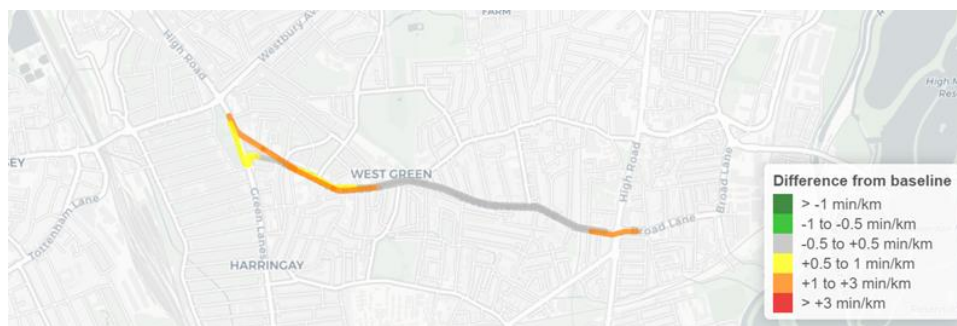
#### **6 Background Information**

- 6.1 Cabinet in December 2021 approved the proposal for the introduction of St Ann's LTN and Bruce Grove West Green LTN.



- 6.2 The traffic monitoring undertaken includes regular traffic count surveys carried out by automatic traffic counters (ATCs) before and after the LTNs' introduction. Formal monitoring is supported by observations on site by officers, and their investigations following concerns of traffic congestion resulting from feedback received from residents, local businesses and bus service operators. The full LTN interim monitoring results were presented to Cabinet on 11 July 2023.
- 6.3 A comparison of before and after traffic flows shows that the western end of West Green Road has experienced an average increase in traffic (ATC surveys near the junction with Etherley Road). This compares 24 hr daily flows data from 2021, before the introduction of the LTN's with 2022 data, captured after both St Ann's and Bruce Grove West Green LTN's were implemented. West Green Road to the east of Philip Lane junction is not impacted to the same extent.
- 6.4 Transport for London has monitored the traffic impacts on bus journey times since the LTNs were introduced. Figure 1 below shows the change in bus journeys (minutes per km travelled) during a week in May 2023, when compared with the same pre-LTN baseline journey. Bus travel is negatively impacted at the western and eastern ends of West Green Road. The waiting and loading changes proposed in Section 6.16 are designed to mitigate against delays that bus passengers have experienced and evidenced by TfL data, and the information the Council receives directly from the bus operating companies.

**Figure 1. Bus Journey Time Heat Map**



- 6.5 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 buses, emergency services, waste collection and larger delivery vehicles.
- 6.6 Site observations by officers were done weekly between January and March 2023. This, together with the ATC surveys, enabled officers to come to a view concerning the suggested parking mitigations. The proposed parking changes were reviewed with the Cabinet Member for the Environment and Climate Action in the context of the interim review of the LTNs' performance and impacts on West Green Road being a joint boundary road. They were also discussed with ward councillors for the area.
- 6.7 Parking mitigations were also discussed with Transport for London (TfL) in March and their related impacts for bus services agreed in advance.

- 6.8 The total cost of the parking changes is £5,600 which is secured in the financial year - 2023/24 via capital within the Walking and Cycling Action Plan (WCAP) LTN delivery.

### **Engagement**

- 6.9 An engagement exercise was carried out on 5 September 2023 with businesses fronting the affected areas of West Green Road. The businesses were approached face to face by officers who explained the detailed proposals for changes to waiting and loading, their aims and the potential impact on day-to-day kerb-side space activity. The feedback received is shown in Appendix B. However, there were no objections received by those business members who expressed an opinion.

### **Statutory Consultation**

- 6.10 The statutory TMO consultation took place between 18 October and 8 November 2023. The process consisted of a notice of proposal being published in the London Gazette, Enfield, and Haringey Independent and the notice being erected on site in the affected part of West Green Road. The closing date for objections and representations was 8 November 2023. Appendix C shows the statutory TMO notice.
- 6.11 It is not a legal requirement to provide statutory notification letters. However, a letter to residents and business informing of the proposals and process, was also posted to affected frontages located within the proposed West Green Road waiting and loading change areas. Appendix D shows the residents letter informing of the statutory consultation delivered to affected residential frontages. A total of 90 properties were notified of the statutory consultation with a letter detailing proposals and how they could object, should they wish to do so. The deadline for responses to be received was until 24 November 2023.
- 6.12 As part of the statutory process, the following statutory bodies were also notified:

- 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

### **Responses to Consultation**

- 6.13 One response to the statutory 21-day consultation notice was received. This was from the Metropolitan Police Service (MPS) stating that the MPS had no objection to the proposal. No objections were received from residents and businesses.
- 6.14 Before making an order, the Council should consider whether to hold a public inquiry, but in the light of the extensive consultation process and the fact that only

one response and no objections were received, it is recommended that the Council proceeds without holding an inquiry.

6.15 After considering the statutory consultation responses and noting that there were no objections to the proposals, it is recommended that the proposed waiting and loading changes in West Green Road as detailed in Table 1 below should be introduced with no further changes.

**Proposals**

6.16 Table 1 is a summary of the proposed changes.

**Table 1 Proposed Changes to Waiting and Loading**

Reference Drawing	Location	Description	Reason for proposal and operational hours	Changes to waiting/loading restriction required? Y/N
002	Outside 12 -13 Wordsworth Parade	Convert shared residents permit holder/ pay for parking bay, to double yellow line with double kerb blips.	The removal of the bay will ensure vehicles turning around the bend have adequate space to approach the junction in 2 lanes.	Y
	a) South side of Alfoxton Avenue near No.22 b) West Green Road to Wordsworth Parade junction with Green Lanes c) West Green Road, Alfoxton Avenue to Willow Walk	Convert single yellow line to double yellow line with double blips adjacent to green space.	To prevent any parking to keep the carriageway clear for buses.	
	Outside 22 Alfoxton Avenue	Single yellow line to be converted to double yellow line with single blips (No loading 7-10am and 4-6:30pm)	This is to keep the bend clear during peak hours.	

Reference Drawing	Location	Description	Reason for proposal and operational hours	Changes to waiting/loading restriction required? Y/N
	From 22 Alfoxton Avenue to 14 Alfoxton Avenue	Existing double yellow lines to now include double blips (no waiting or loading at any time)	To keep the bend clear of vehicles to ensure the approach to the junction is kept unobstructed.	
009	Opposite 222 - 224 West Green Road	Convert permit holder spaces to double yellow line with double blips	This section is currently a narrow point which has observed to be a struggle for two-way movement	Y
013	<p>(a) Junction of Bedford Road/West Green Road both sides.</p> <p>(b) West Green Road from Bedford Road to No. 146.</p> <p>(c) West Green Road from Bedford Road to No. 144.</p> <p>(d) West Green Road Elmar Road to opposite No. 146.</p>	Double blips to be lined adjacent to existing double yellow lines.	The carriageway is narrow along this stretch; therefore, this would ensure it is kept unobstructed for two-way moving traffic.	Y
	Outside 146 West Green Road	Convert a permit holder parking space to double yellow line with double blip.	This space is currently very close to the bus cage on the opposite side of the road and removing this space would allow space for passing traffic.	

Reference Drawing	Location	Description	Reason for proposal and operational hours	Changes to waiting/loading restriction required? Y/N
	Outside 144 to 142 West Green Road	Single yellow line to be converted to double yellow line with double blips.	This section is currently a narrow point and not sufficient for two-way movement if there is a vehicle stopped/loading. The changes would ensure the carriageway is unobstructed.	
016	Outside No. 3- 7 West Green Road (Sainsburys) to No. 1a – 1b (Tottenham Wine)	Single yellow line to be converted to double yellow line with single blips (No loading 7am - 10am & 4pm – 6:30pm)	This will ensure this area is kept clear during peak hours in order to allow for two-way movement for all vehicles.	

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

7.1 Low Traffic Neighbourhoods are specifically identified within the ‘Responding to the Climate Emergency’ theme of the Corporate Delivery Plan, under the following high-level strategic outcomes:

- A Greener and Climate Resilient Haringey: Reduced through traffic leading to safer, cleaner and more pleasant streets for people to walk, wheel, cycle and gather.
- A Low Carbon Place: it is expected that LTNs will help achieve a built environment that supports carbon reduction – through transport modal shift - and climate adaptation – through the planting of street trees.

7.2 The introduction and management of parking places along with waiting and loading restrictions aligns with the Council’s current Transport Strategy (section 3.2) and CPZ policy. The proposed waiting and loading changes to West Green Road will support the objectives set out in these documents as well as the wider

initiatives to improve air quality and support the health of residents as per the Council's [Climate Change Action Plan](#).

7.3 The changes proposed in Section 6 Table 1 align with the Council's Transport Strategy 'aims' of:

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

7.4 Delivery of the proposed changes in Section 6, Table 1 will help the Council to provide safer travel by improving sightlines, visibility and traffic flow for pedestrians, cyclists and other road users. A later review in 6 months will consider the effectiveness of the proposed waiting and loading changes and changes considered where appropriate.

## **8 Carbon and Climate Change**

8.1 The work also supports the **Responding to the Climate Emergency** Theme in the Corporate Delivery Plan. The proposals will improve bus journey flow through the corridor through prioritising kerb space helping promotion of use of buses as a sustainable travel mode.

## **9 Statutory Officers' comments**

Comments of the Chief Financial Officer

9.1 This report seeks the approval for the implementation after completing statutory consultation of changes to waiting and loading in West Green Road which form a boundary road between Bruce Grove West Green LTN and St Ann's LTN at a cost of £5,600. The cost of this proposal will be fully met by the budget provision of £1.2m earmarked under capital scheme 4014 - Walking and Cycling Action Plan (WCAP) LTN delivery.

Comments of the Head of Legal Services and Governance

9.2 The report sets out the main statutory obligations and powers. Achieving the aims of the report requires a traffic management order and it is important to note that, before making that (or carrying out any other function under the Road Traffic Regulation Act 1984), the Council has to consider the factors set out in Section 122. It is crucial that the Council properly considers the Section 122 aims.

9.3 In this case, at the least, the aim in Section 122 (2)(c) is clearly engaged and that in (bb) is also relevant.

9.4 Regulation 8 of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 requires a Council proposing to make an order to invite objections and the report sets out that the Council has exceeded the statutory minimum requirement in that regard. Regulation 9 requires that the Council considers holding a public inquiry. That issue is addressed in the report and due to the total absence of any objections a decision to proceed without an inquiry is fully justified.

- 9.5 As an ancillary to this, the Council must execute any works (including the placing, erection, maintenance, alteration and removal of marks and traffic signs) required in connection with a parking restriction.

### Equality Comments

- 9.6 The Council has a Public Sector Equality Duty 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

- 9.7 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status apply to the first part of the duty.

- 9.8 Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

- 9.9 The proposal to recommend proceeding with the proposed changes listed in section 6, Table 1 at various locations in West Green Road is a necessary step that recognises and takes account of the health and safety and parking needs of Haringey's residents, visitors, shoppers and businesses and public transport providers. The engagement was carried out during the initial design stage affording frontagers the opportunity to comment before the statutory TMO consultation.

- 9.10 The consultation notice was provided to all relevant residents and businesses and there were no objections received from individuals holding protected characteristics. We anticipate no negative impacts on such individuals from the decision at this time. However, should the Council receive any feedback over the next 6 months, it shall be considered in the later review as given in 7.4 and mitigations provided.

## 10 Use of Appendices

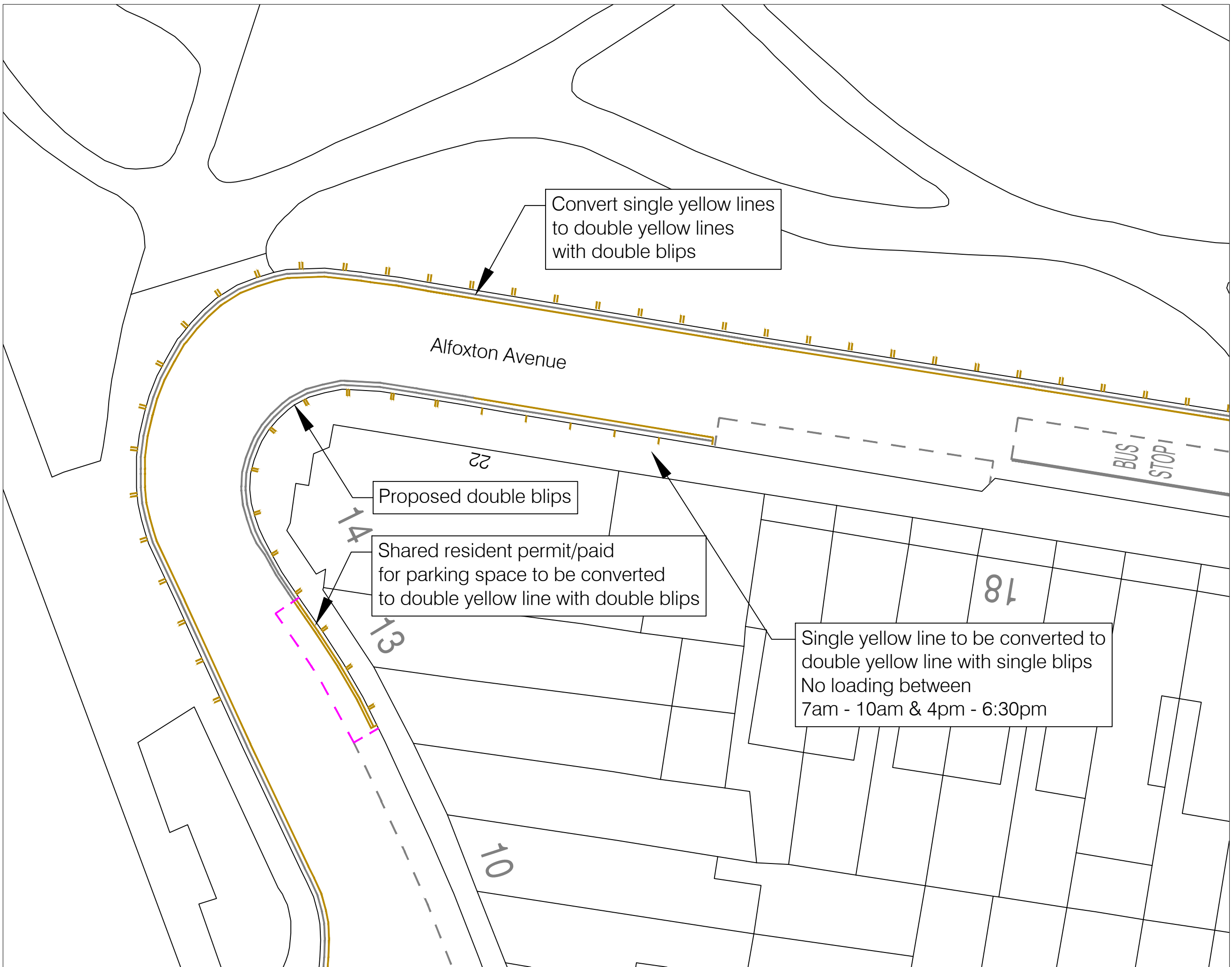
- Appendix A – Parking changes plans
- Appendix B – Engagement with business comments received
- Appendix C – West Green Road pre and post LTN traffic counts
- Appendix D – Residents and business letter

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NOTES:

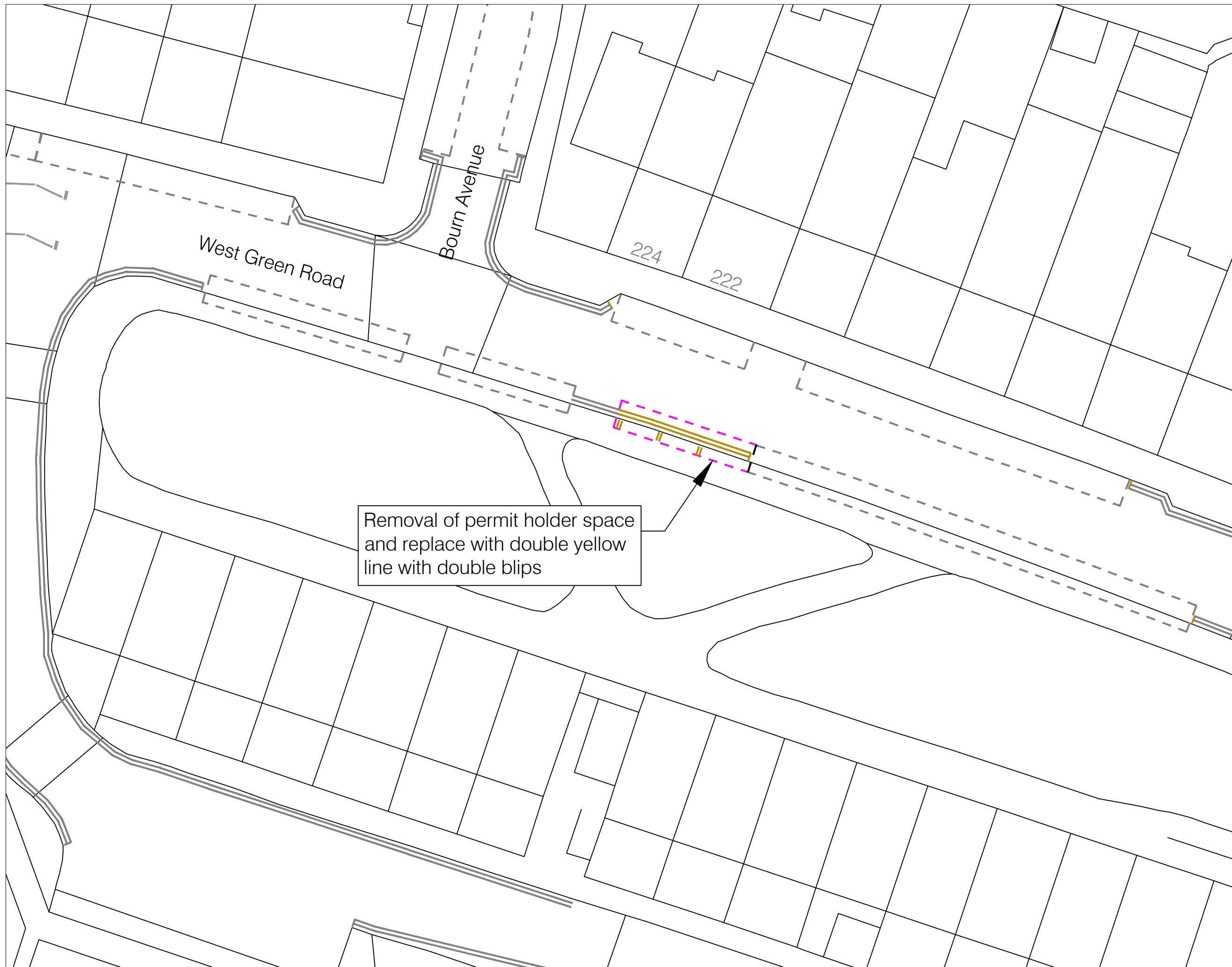
- EXISTING ROAD MARKINGS
- PROPOSED ROAD MARKINGS
- REMOVAL OF PARKING SPACE (SEE DRAWING FOR MORE DETAILS)



Rev	Description	Checked	Date
Project: WEST GREEN ROAD			
Title: ROAD SAFETY IMPROVEMENT MEASURES			
Path:			
Designed:		Checked:	YK
Scale:		Date Drawing Created:	
DWG. No:	22-23/SC/BTM/002	Rev:	-

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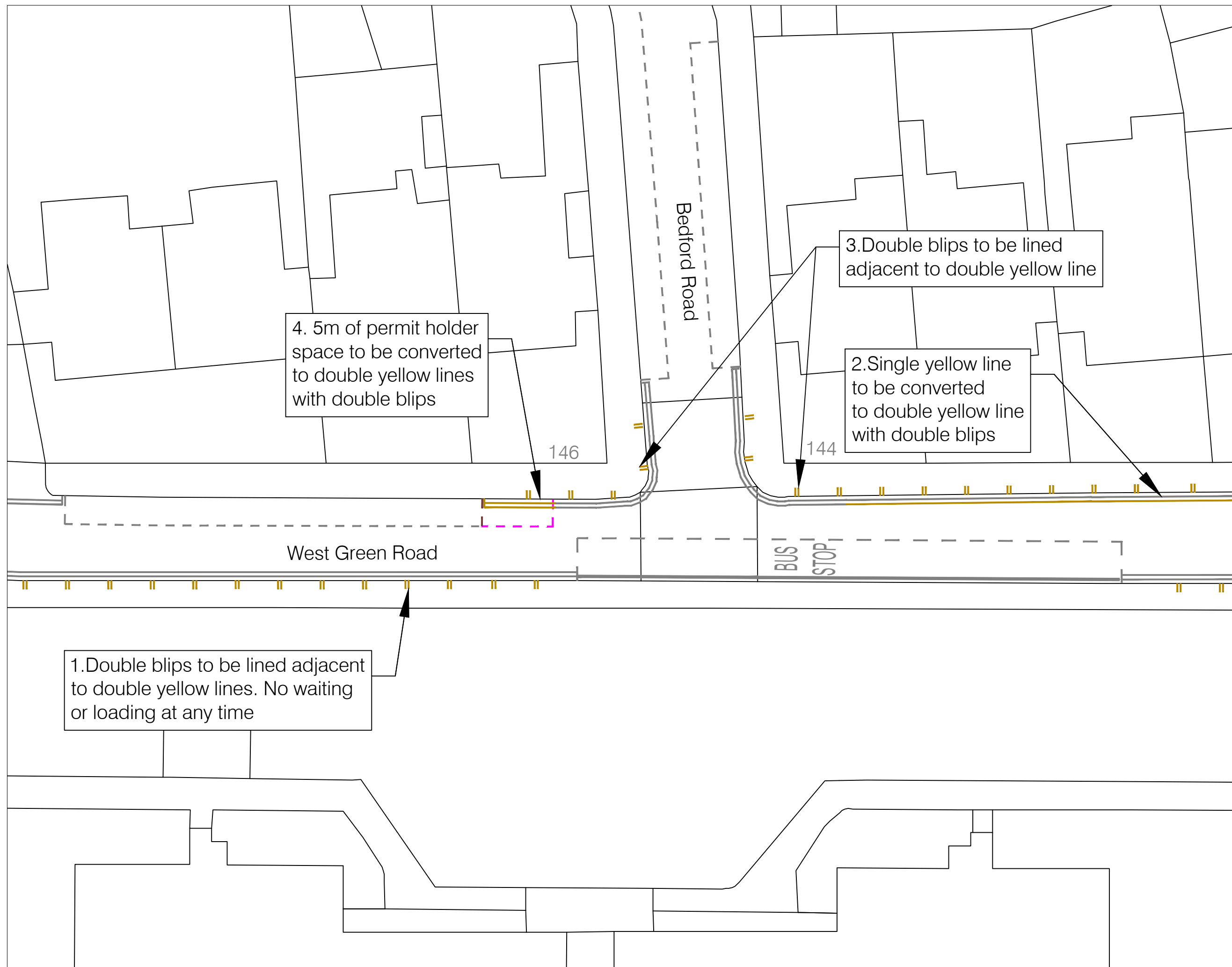
Removal of permit holder space and replace with double yellow line with double blips

- NOTES:
- EXISTING ROAD MARKINGS
  - PROPOSED ROAD MARKINGS
  - REMOVAL OF PERMIT HOLDER SPACE

Rev	Description	Checked	Date
Project: WEST GREEN ROAD			
Title: ROAD SAFETY IMPROVEMENT MEASURES			
Path:			
Designed: AL	Drawn:	Checked: YK	
Scale: 1:250	Date Drawing Created:		
DWG No: 22-23/SC/BTM/009	Rev: -		



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NOTES:

- EXISTING ROAD MARKINGS
- ▬ PROPOSED ROAD MARKINGS
- ▬ REMOVAL OF PARKING SPACE (SEE DRAWING FOR MORE DETAILS)

1. Double blips to be lined adjacent to double yellow lines. No waiting or loading at any time

4. 5m of permit holder space to be converted to double yellow lines with double blips

2. Single yellow line to be converted to double yellow line with double blips

3. Double blips to be lined adjacent to double yellow line

Rev	Description	Checked	Date
Project: WEST GREEN ROAD			
Title: ROAD SAFETY IMPROVEMENT MEASURES			
Path:			
Designed: A1	Checked: YK		
Date: 22-23	Date Drawing Created:		
Dwg. No: 22-23/SC/BTM/013			Rev: -

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- NOTES:
- EXISTING ROAD MARKINGS
  - PROPOSED ROAD MARKINGS
  - REMOVAL OF PARKING SPACE (SEE DRAWING FOR MORE DETAILS)

Rev	Description	Checked	Date

Project:		WEST GREEN ROAD	
Title:		ROAD SAFETY IMPROVEMENT MEASURES	
Path:			
Designed:		Checked:	YK
Scale:		Date Drawing Created:	
Dwg. No:		22-23/SC/BTM/016	
Rev:		-	

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## Appendix B – Business Frontage Engagement September 2023

Reference	Consultee Address	Comments
016 - Amendments to Waiting and Loading Restrictions outside Sainsburys	Business 1, London N15 5BX	Manager stated they have one delivery at 6am everyday. Therefore the proposals would not affect them
	Business 2, London N15 5BX	<p>Manager has a vehicle entrance adjacent to the shop.</p> <p>He has requested exemption to park outside the shop for when he arrives to the shop at 9:30-10am as he does get tickets for leaving the vehicle unaccompanied whilst opening the shutters.</p>
002 - Alfoxton / Wordsworth Parade	Business 3, London N8 0SJ	Owner agrees it is the right idea and agreed with the proposals. He has seen many accidents occur around the bend
	Business 4, London N8 0SJ	Worker has stated they have no issues with the proposals. There delivery drivers usually park near Frobisher Road and walk so they are not affected.

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Appendix C – TMO Notice

**ROAD SAFETY IMPROVEMENT MEASURES – ALFOXTON AVENUE, BEDFORD ROAD, WORDSWORTH PARADE,  
WEST GREEN ROAD N8/N15**

**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\***

**T50**

**Notice is hereby given** that the Council of the London Borough of Haringey proposes to make the above mentioned Orders under sections 6, 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:-**

1. To convert shared resident permit holders bay/pay to park bay to double yellow line/double kerb blip on the north east side of Wordsworth Parade N15 outside property No.12 & 13, a length of 10 metres.
2. To convert single yellow line (no waiting Mon-Sat 8am-6.30pm) to double yellow line (no waiting at any time) and single kerb blip (no loading 7am - 10am & 4pm – 6.30pm) on the south side of Alfoxton Avenue N15 outside property No.22, a length of 12.5 metres.
3. To introduce double kerb blips on the south side of Alfoxton Avenue N15 and north east side of Wordsworth Parade, from outside property No.22 Alfoxton Avenue to outside property No,14 Wordsworth Parade, a length of 33 metres.
4. To convert single yellow line (no waiting Mon-Sat 8am-6.30pm) to double yellow line and double kerb blip (no waiting/no loading at any time) on the south west side of West Green Road N15 from its junction with Alfoxton Avenue, north west to a point opposite its junction with Willow Walk, a length of 28.6 metres.
5. To convert single yellow line (no waiting Mon-Sat 8am-6.30pm) to double yellow line/double kerb blip (no waiting/no loading at any time) on the north side of Alfoxton Avenue N15 from its junction with West Green Road to Wordsworth Parade.
6. To convert single yellow line (no waiting Mon-Sat 8am-6.30pm) to double yellow line and double kerb blip (no waiting/no loading at any time) on the south west side of Wordsworth Parade N15 from Alfoxton Avenue to its junction with Green Lanes.
7. To convert permit holders only parking to double yellow line and double kerb blip (no waiting/no loading at any time) on the south west side of West Green Road N15, opposite property No.224 to a point opposite property No.220, a length of 10 metres.
8. To introduce double kerb blips on both side of Bedford Road N15 from its junction with West Green Road, north for 7.7 metres adjacent to property No.146 West Green Road and north for 9 metres adjacent to property No.144 West Green Road.
9. To introduce double kerb blips (no loading at any time) to the existing double yellow lines on the north side of West Green Road N15 from its junction with the western kerb of Bedford Road, west to a point outside property No.146, a length of 6.8 metres.
10. To convert permit holders only parking to double yellow line/double kerb blip (no waiting/no loading at any time) on the north side of West Green Road N15 outside property No.146, a length of 5 metres.
11. To introduce double kerb blips (no loading at any time) to the existing double yellow lines on the north side of West Green Road N15 from its junction with the eastern kerb of Bedford Road, east to a point outside property No.144, a length of 4.1 metres.
12. To convert single yellow line (no waiting Mon-Sat 8am-6.30pm) to double yellow line and double kerb blip (no waiting/no loading at any time) on the north side of West Green Road N15 from a point outside property No.144 to a point outside No.142 where the existing pedestrian crossing zigzags begin, a length of 8.3 metres.
13. To introduce double kerb blips on the south side of West Green Road N15 from its junction with the eastern kerb of Elmar Road up to the bus stop cage markings located at a point opposite No.146, a length of 45.2 metres in total.
14. To convert single yellow line/single kerb blip (no waiting/no loading Mon-Sat 8-10am and 4.30-6.30pm) to double yellow line (no waiting at any time) and single kerb blip (no loading 7am - 10am & 4pm – 6.30pm) on the south side of West Green Road N15 from a point outside Sainsburys (No.3-7) to a point outside Tottenham Wine (No.1a/1b), a length of 27.3 metres.

A copy of the proposed Orders, a copy of this notice, a copy of the Council's statement of reasons for making the proposed Orders and plan(s) showing the locations and effects of the Orders can be viewed via the online consultation portal <https://consultation.appyway.com/haringey> Alternatively, an appointment can be made, by emailing [traffic.orders@haringey.gov.uk](mailto:traffic.orders@haringey.gov.uk) to inspect these documents during normal office hours at the reception desk of Alexandra House, 10 Station Road, Wood Green, N22 7TR. Appointments to inspect the documents will be available until the end of a period of 6 weeks from the date on which the Orders are made or the Council decides not to make the Orders.

Any person wishing to object to the proposed Orders or make other representation should send grounds for their objection via the online portal <https://consultation.appyway.com/haringey> or alternatively email [traffic.orders@haringey.gov.uk](mailto:traffic.orders@haringey.gov.uk) or write to Parking Team, Alexandra House, 4<sup>th</sup> floor, 10 Station Road, Wood Green, N22 7TR quoting reference **2023-T50**, by 8<sup>th</sup> November 2023.

Dated: 18<sup>th</sup> October 2023  
Ann Cunningham  
Head of Highways & Parking

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## Operations

Ann Cunningham: Head of Service for Highways and Parking



9 November 2023

## Proposed Parking Changes on West Green Road

Dear Resident,

Haringey Council is proposing to make changes to parking arrangements on West Green Road, outside 146/144 West Green Road. The changes include:

1. Double blips to be lined adjacent to double yellow lines on the westbound lane in front of the bus stop.
2. 8.3m of single yellow line to be converted to double yellow line with double blips outside 144 West Green Road
3. Double blips to be lined around existing double yellow lines on West Green Road junction with Bedford Road
4. 5m of permit holder space to be converted to double yellow line with double blips

This section of the road is narrow and by keeping it free of any vehicles during the busy periods of the day will help buses and larger vehicles pass through easily.

### Next Steps

To enable any parking controls to be legally enforceable, we are required to carry out statutory consultation on these changes (legal process whereby the proposals are advertised in the local newspapers and notices placed on the street). The statutory process is to ensure that anyone wishing to object to the proposals will have their views considered when taking a decision. You can send us your objection or submission via the online portal <https://consultation.appyway.com/haringey> or email [traffic.orders@haringey.gov.uk](mailto:traffic.orders@haringey.gov.uk). Alternatively, you can write to us at the postal address shown on this letter. Please ensure that you put both "West Green Road" and 'WGR/013' within the subject title of your email or letter. The closing date for objections and submissions to be received by the Council via email or post is 24 November 2023.

### What Happens Next

After 24 November 2023, all objections, and submissions received will be considered by the council before a decision is made. If a decision is made to proceed with the changes to parking controls, we will then send you a further notice informing you when works will commence on site.

Yours faithfully,  
Ann Cunningham

Highways and Parking  
Alexandra House, 4th floor  
10 Station Road, Wood Green  
London N22 7TR  
[www.haringey.gov.uk](http://www.haringey.gov.uk)

## Highways and Parking

Ann Cunningham: Head of Service for Highways and Parking



9 November 2023

### Proposed Waiting and Loading changes on West Green Road

Dear Resident and Business,

Haringey Council is proposing to make amendments to waiting and loading changes on West Green Road outside 3-7 West Green Road. The proposal consists of converting existing single yellow lines to double yellow lines with single blips. This will mean loading or unloading will not be allowed Monday to Sunday between 7am – 10am and 4pm – 6:30pm. This section of the road is narrow and by keeping it free of any vehicles during the busy periods of the day will help buses and larger vehicles pass through easily.

#### Next Steps

To enable any parking controls to be legally enforceable, we are required to carry out statutory consultation on these changes (legal process whereby the proposals are advertised in the local newspapers and notices placed on the street). The statutory process is to ensure that anyone wishing to object to the proposals will have their views considered when taking a decision. You can send us your objection or submission via the online portal <https://consultation.appyway.com/haringey> or email [traffic.orders@haringey.gov.uk](mailto:traffic.orders@haringey.gov.uk). Alternatively, you can write to us at the postal address shown on this letter. Please ensure that you put both “West Green Road” and ‘WGR/016’ within the subject title of your email or letter. The closing date for objections and submissions to be received by the Council via email or post is 24 November 2023.

#### What Happens Next

After 24 November 2023, all objections, and submissions received will be considered by the council before a decision is made. If a decision is made to proceed with the changes to parking controls, we will then send you a further notice informing you when works will commence on site.

Yours faithfully,

Ann Cunningham

Highways and Parking  
Alexandra House, 4th floor  
10 Station Road, Wood Green  
London N22 7TR  
[www.haringey.gov.uk](http://www.haringey.gov.uk)

## Operations

Ann Cunningham: Head of Service for Highways and Parking



**9 November 2023**

### **Proposed Parking and Waiting and Loading changes on Alfoxton Avenue and Wordsworth Parade**

Dear Resident and Business,

Haringey Council is proposing to make amendments to make parking and waiting and loading changes on Alfoxton Avenue and Wordsworth Parade. The changes include:

1. 10m of shared permit holder/paid for parking space to be converted to double yellow lines with double blips outside 13 Wordsworth Parade.
2. Single yellow line to be converted to double yellow line with single blips (No loading between 7am – 10am & 4pm – 6:30pm) outside 22 Alfoxton Avenue
3. Single yellow line to be converted to double yellow line with double blips adjacent to green space on Alfoxton Avenue and Wordsworth Parade (No waiting or loading at any time)
4. Double blips to be lined adjacent to existing double yellow around the bend between 14 Wordsworth parade and 22 Alfoxton Avenue.

This section of the road is narrow and by keeping it free of any vehicles during the busy periods of the day will help buses and larger vehicles pass through easily.

#### **Next Steps**

To enable any parking controls to be legally enforceable, we are required to carry out statutory consultation on these changes (legal process whereby the proposals are advertised in the local newspapers and notices placed on the street). The statutory process is to ensure that anyone wishing to object to the proposals will have their views considered when taking a decision. You can send us your objection or submission via the online portal <https://consultation.appyway.com/haringey> or email [traffic.orders@haringey.gov.uk](mailto:traffic.orders@haringey.gov.uk). Alternatively, you can write to us at the postal address shown on this letter. Please ensure that you put both "West Green Road" and 'WGR/002' within the subject title of your email or letter. The closing date for objections and submissions to be received by the Council via email or post is 24 November 2023.

#### **What Happens Next**

After 24 November 2023, all objections, and submissions received will be considered by the council before a decision is made. If a decision is made to proceed with the changes to parking controls, we will then send you a further notice informing you when works will commence on site.

Yours faithfully,  
Ann Cunningham

Highways and Parking  
Alexandra House, 4th floor  
10 Station Road, Wood Green  
London N22 7TR  
[www.haringey.gov.uk](http://www.haringey.gov.uk)

## Operations

Ann Cunningham: Head of Service for Highways and Parking



**9 November 2023**

## **Proposed Parking Changes on West Green Road**

Dear Resident,

Haringey Council is proposing to make changes to parking arrangements on West Green Road, opposite 222 West Green Road. The proposals consist of converting 10m of permit holder space to double yellow lines with double blips (No waiting or loading at any time).

This section of the road is narrow and by keeping it free of any vehicles during the busy periods of the day will help buses and larger vehicles pass through easily.

### **Next Steps**

To enable any parking controls to be legally enforceable, we are required to carry out statutory consultation on these changes (legal process whereby the proposals are advertised in the local newspapers and notices placed on the street). The statutory process is to ensure that anyone wishing to object to the proposals will have their views considered when taking a decision. You can send us your objection or submission via the online portal <https://consultation.appyway.com/haringey> or email [traffic.orders@haringey.gov.uk](mailto:traffic.orders@haringey.gov.uk). Alternatively, you can write to us at the postal address shown on this letter. Please ensure that you put both "West Green Road" and 'WGR/009' within the subject title of your email or letter. The closing date for objections and submissions to be received by the Council via email or post is 24 November 2023

### **What Happens Next**

After 24 November 2023, all objections, and submissions received will be considered by the council before a decision is made. If a decision is made to proceed with the changes to parking controls, we will then send you a further notice informing you when works will commence on site.

Yours faithfully,

Ann Cunningham

Highways and Parking  
Alexandra House, 4th floor  
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London N22 7TR  
[www.haringey.gov.uk](http://www.haringey.gov.uk)