

NOTICE OF MEETING

AGENDA FOR THE CABINET MEMBER SIGNING

Tuesday, 13th October, 2026, 11.30 am - Alexandra House, Station Road, N22 7TY.

Watch the meeting live [here](#) or view all of our meetings on [Youtube](#)

Members of the public are welcome to attend this meeting. If you wish to speak at the meeting please register by emailing the Democratic Services Officer. Contact details can be found at the end of the agenda front sheet.

Elected Members:: Gio Iozzi

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. 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

4. 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).

5. DEPUTATIONS / PETITIONS / QUESTIONS

6. PROPOSED RED ROUTE ON A105 HIGH ROAD WOOD GREEN (PAGES 1 - 26)

Democratic Services Contact: Richard Plummer Committees Manager
Telephone: 020 8489 4319
Email: richard.plummer@haringey.gov.uk

Fiona Alderman
Director of Legal & Governance (Monitoring Officer)
George Meehan House, 294 High Road, Wood Green, N22 8JZ

Monday, 05 October 2026

Public Questions

Any resident, council tax payer or national non domestic rate payer of the Borough may ask the Chair of any Committee or its sub bodies any question on anything for which the Committee is responsible at any ordinary meeting. Notice of questions

must be given in writing to the Democratic Services Manager by 10 a.m. on such day as shall leave three clear days before the meeting (e.g. Tuesday for a meeting on the following Monday). The notice must give the name and address of the sender. Should a question be rejected, the questioner will receive a written response advising of this, including the reasons for the rejection.

Deputations

A deputation may only be received by a Committee or its sub bodies if a requisition signed by not less than ten residents of the Borough, stating the object of the deputation, is received by the Democratic Services Manager not later than 10am to leave three clear days prior to the Committee meeting.

Accessibility Requirements

If you would like to attend and you have any special requirements, please email Richard Plummer Committees Manager at richard.plummer@haringey.gov.uk. Please note that public seating is limited and will be allocated on a first come first served basis.

Advice To Members On Declaring Interests

Information on declaring an interest is set out in the Council's Constitution in Part 5 Section A. However, you may need to obtain specific advice on whether you have an interest in a particular matter.

If you need advice, you can contact:

- Monitoring Officer
- the Legal Adviser to the Committee; or
- Democratic Services.

If at all possible, you should try to identify any potential interest you may have before the meeting so that you and the person you ask for advice can fully consider all the circumstances before reaching a conclusion on what action you should take.

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Report for: Cabinet Member for Climate Action and Transport

Title: Proposed Red Route on A105 High Road Wood Green

Report authorised by: Barry Francis, Corporate Director of Environment and Resident Experience

Report Author/s: Simi Shah, Head of Highways and Traffic
Simi.Shah@haringey.gov.uk

Matthew Davies, Parking Policy and Projects Manager
Matthew.davies@haringey.gov.uk

Ward(s) affected: Noel Park and Woodside

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

1 Describe the issue under consideration

- 1.1 To report on the feedback of statutory consultation carried out from 17 September to 8 October 2025, on the proposed Red Route along A105 High Road Wood Green between A504 Turnpike Lane and A109 Bounds Green Road
- 1.2 To seek approval to proceed to implementation, having considered objections received to the statutory consultation.

2 Cabinet Member Introduction

- 2.1 N/A

3 Recommendations

- 3.1 The Cabinet Member for Climate Action and Transport is asked to:
- 3.2 Consider the objections received to the consultation in Appendix 5 attached to this report, including the officer response to those objections and recommendations set out in Table 2 in paragraph 7.7.
- 3.3 Agree that the Council exercise its discretion and not cause a public inquiry to be held for the reasons set out in paragraph 7.13 of this report.
- 3.4 Approve the implementation of the proposed Red Route along A105 High Road Wood Green between A504 Turnpike Lane and A109 Bounds Green Road by way of Traffic Management Orders (TMOs) as set out in section 7 of this report.

4 Reasons for decisions

- 4.1 The Council is required to consider the feedback received during the Statutory Notification period, in particular any objections to proposals, prior to proceeding to implementation. The measures proposed will ensure clear access for two-way traffic, public transport (buses), and emergency services. This is essential on this A-class road, which facilitates vital north-south movements within the borough. At present, clear access is hindered by illegal or poor parking practices, leading to congestion, and raising safety concerns for pedestrians, where vehicles obstruct the footway.
- 4.2 Red Routes are a proven traffic management tool designed to reduce congestion, improve road safety, and enhance bus reliability on strategic routes. The proposed restrictions will help maintain traffic flow on key corridors, reduce illegal stopping that causes delays, and support sustainable transport objectives. These measures align with the Council's Network Management Duty under the Traffic Management Act 2004 and contribute to achieving local and regional transport policies, including the Mayor's Transport Strategy.
- 4.3 These changes also align with Haringey's:
- Corporate Delivery Plan
 - Transport Strategy
 - Walking and Cycling Action Plan
 - Mayor for London's Transport Strategy
 - Footway parking policy
 - Parking Schemes – Resident Engagement Policy
- 4.4 The introduction of these changes will contribute to Haringey Council achieving objectives set out in policies and strategies, such as:
- reducing car ownership,
 - improving access to green travel options,
 - reducing carbon dependency.

Whilst also meeting the Council's responsibilities as the highway and traffic authority, to ensure ease of traffic flow and maintain safe roads.

5 Alternative options considered

- 5.1 An alternative would be to not implement a red route- this will not help address the issues of illegal parking obstructing the carriageway which makes it difficult for buses and emergency services to navigate the corridor.

6 Background Information

- 6.1 A105 High Road Wood Green is well-known for problems related to bad or inappropriate parking practices affecting the safety and accessibility of

pedestrians. These poor parking behaviours can also negatively impact through movement of vehicles. Site visits by Council officers and parking studies have been undertaken to understand the extent and probable causes to the issues experienced.

- 6.2 To improve access to the area for visitors and tackle the known historical congestion, poor parking habits and impact on traffic flow and bus journey reliability, the A105 High Road Wood Green was included in the Council's 2025/2026 Parking Investment Programme to fund the proposed Red Route.

Public Engagement

- 6.3 An initial public engagement exercise commenced on 09 August 2024 on the implementation of new Red Route restrictions along A105 High Road in Wood Green. This provided residents, businesses and other interested stakeholders five weeks to provide their feedback. Responses and comments could be provided via online submission, email or via post. The engagement exercise ended on the 13 of September 2024, however, to accommodate any postal delays, feedback received up to 5 working days later was considered.
- 6.4 Public engagement resulted in 196 responses being received. Of those who responded, the majority, 116 respondents, (59%) indicated they did not support the proposed Red Route, and 80 respondents, (41%) indicated support for the introduction of a Red Route on the A105 High Road Wood Green.
- 6.5 In reviewing comments made by many of those opposed to the introduction of the proposed Red Route, the main theme of these oppositions was a perceived loss of parking. More than half of the objections received during the public engagement were based on the incorrect perception that the proposal would remove or reduce parking and loading facilities to accommodate the red route. As set out in the engagement material, the proposal does not include removal or reduction of parking on A105 High Road, Wood Green. The proposal will only convert existing "no waiting and no loading" restrictions to a red route "no stopping at any time."
- 6.6 Whilst the majority of those responding—both residents and businesses—did not support the proposed changes on A105 High Road, Wood Green, it is the view of officers that these changes are an essential intervention for this key North–South connective corridor, ensuring it provides a safe, reliable, and efficient means to move through the Borough. Given that a significant proportion of objections were based on a misunderstanding of the impact on parking and loading, the Council considered it appropriate to proceed to statutory consultation to provide clarity and allow for formal representations. Ensuring smooth and safe travel on the public highway is a key Council responsibility as the traffic authority, as set out in the Traffic Management Act 2004.
- 6.7 Haringey Council by introducing the proposed changes will provide a road network that is smoother, more efficient (particularly for bus users), and safer for all users, whilst also creating a more pleasant environment for those visiting businesses by removing poor and inconsiderate parking.

7 Statutory Consultation

- 7.1 Based on that public engagement exercise, approval was granted under delegated authority on 21 January 2025 to proceed to statutory consultation on the introduction of the proposed Red Route along A105 High Road Wood Green between A504 Turnpike Lane and A109 Bounds Green Road.
- 7.2 Statutory consultation is not a referendum on proposed parking measures, or a repeat of the public engagement exercise, but provides the opportunity for any interested party to formally object to proposals.
- 7.3 Statutory consultation commenced on 17 September 2025 for a period of 21 days. In accordance with the statutory requirements notices of proposal were published in the London Gazette, Enfield, and Haringey Independent and street notices were erected on lamp columns along the A105 High Road Wood Green. The closing date for objections and comments was 8th October 2025. Letters detailing the results of the public engagement along with information specific to the statutory consultation for the Red Route, were hand-delivered to properties within the proposal area. A copy of the letter was loaded to the Council's website to ensure access by all interested parties. Members of the public were also able to inspect TMO plans at the Council's reception and provide objections via email or by writing to the Council. Copies of the statutory notification letter and plan detailing the extent of the proposed Red Route is available in Appendices 1 and 2.
- 7.4 In line with approved procedures, the proposal was also loaded into Appyway, the Council's TMO GIS system. This enables anyone to inspect the proposals from any digital device. Submissions and objections could be made directly through the system.
- 7.5 The views of the following statutory bodies were also sought, some as required by the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ("LATOR"):
- 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
- 7.6 The Council received a total of 44 responses to the statutory consultation. A breakdown of these responses can be found in the table below.

Table 1

Response Stance	Total no. of responses
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Support	18 (41%)
Partly Support	7 (16%)
Neutral	1 (2%)
Partially Object	1 (2%)
Object	17 (39%)
Total	44

7.7 A more detailed analysis of the feedback received from the statutory consultation including detailed themes for each feedback categories is shown in the table below.

Table 2

Feedback Category	Response Count	Detailed Themes	Council Responses to the objections
Support	18	• Safety: Reduce illegal stopping, improve pedestrian & cyclist safety. • Traffic: Ease congestion, improve bus journey times. • Environmental: Lower emissions by reducing idling. • Parking: Better enforcement of rules. • Access: Maintain disabled bays and accessibility.	N/A
Partly Support	7	• Parking: Ensure disabled parking provision. • Traffic: Support flow but want extra measures. • Safety: Add cycle lanes, shared spaces. • Environmental: Positive impact but needs active travel focus. • Access: Protect vulnerable users.	The additional measures suggested by those who partly support the red route fall outside the scope of the current Red Route proposals, so have not been considered as part of this scheme.
Neutral	1	I don't see any details of traffic lights on the map. Will they still be in the same places? Safe	The traffic signalised junctions and pedestrian crossings were not shown on the plan as there are no changes. All existing crossings will remain.

		crossings are important to me.	
Partly Object	1	• Businesses need early morning deliveries (2–3 am) for safety and efficiency. • Few loading bays near the area; distant bays make heavy goods transport unsafe. • Proposed 24-hour Red Route would block deliveries, increase theft risk, and raise costs. Could cause unsafe roadside stops, disrupting traffic and pedestrians. • Suggested alternatives: enforce Red Route 6 am–10 pm and add a loading bay near Wood Green Station.	• The Red Route proposal aims to improve traffic flow and safety throughout the day. Loading bays will remain available, and the Council will review options for additional bays. • Existing loading bays will not be removed. The Council acknowledges demand and will explore adding more bays in strategic locations to reduce risks and improve convenience for businesses. • The intention is not to prevent deliveries but to stop illegal stopping that causes congestion and safety hazards. The Council will consider operational adjustments and enforcement policies to ensure businesses can continue to receive goods safely. • Red Routes are designed to reduce unsafe stopping by providing clear rules and consistent enforcement, improving safety for all road users, including pedestrians and cyclists.
Object	17	Minimal traffic benefit: Red Route will not ease congestion; High Road is the only major north-south route and already carries diverted traffic from Low Traffic Neighbourhoods (LTNs). Negative community impact: Seen as hostile, reducing community cohesion and harming local businesses. Revenue motive suspicion: Belief that proposal is primarily for generating fines via CCTV. Lack of evidence: Requests for data on parked vehicles blocking traffic and Red Route effectiveness.	• Red Routes keep traffic moving by preventing illegal stopping and obstruction, supporting bus reliability and emergency access. • Aim is to improve safety and accessibility for all road users while supporting businesses through clearer loading arrangements. • Enforcement focuses on compliance and safety, not revenue. CCTV deters illegal stopping and meets statutory duties. • Evidence from other boroughs shows Red Routes reduce illegal stopping and improve journey times; local data informed proposal.

		Pedestrian safety concerns: Fear of increased vehicle speeds and fewer crossing points.	Pedestrian crossings remain; Red Routes reduce unsafe stopping, improving visibility and safety.
		Parking and accessibility issues: Parking scarce; 24/7 restrictions harm residents and businesses; disabled access harder.	Marked parking bays remain; Blue Badge holders retain access; Council will review options for more loading/disabled bays.
		Business concerns: Reliance on deliveries; limited loading bays; fear stricter enforcement harms trade.	Loading bays remain; Council will consider adding more so that the road is clear except where loading or parking is permitted.
		Risk of discouraging visitors and damaging Wood Green's reputation.	Proposal aims to make High Road safer and more accessible, supporting football and public transport reliability.
		Existing regulations already manage traffic.	Current enforcement is limited; Red Routes allow consistent CCTV enforcement to tackle persistent illegal stopping.
		Complaints about poor communication and majority opposition ignored.	Consultation extended; all responses considered alongside statutory duties and borough-wide transport objectives.
		Alternative priorities suggested: Calls for cleanliness, graffiti removal, and community initiatives instead.	These issues have been passed to the appropriate council services for addressing; Red Route focuses on transport safety and efficiency.
		Perception Council forces through unpopular schemes (like LTNs).	Council follows statutory consultation processes and considers feedback including objections before decisions.
		Safety risks from illegal stops: Concern drivers will stop in traffic for pickups/drop-offs.	Red Routes reduce unsafe stopping by providing clear rules and enforcement, improving safety.
		Area described as 'ghost town'; frustration with Council priorities.	Proposal aims to improve accessibility and safety, supporting local businesses and community vitality.

7.8 When considering those who Support and Partly Support the proposed Red Route together then there is 57% support for this proposal. Those that only partly support the scheme, support the red route but want the Council to go further by adding extra measures to improve active travel like cycle lanes. However, this isn't part of the proposed scheme, which is only to introduce a Red Route. This compares to 41% Objections when combined with the single Partial Objection.

7.9 Overall analysis of the statutory consultation feedback show a majority of respondents support the proposed Red Route along A105 High Road Wood Green.

7.10 The proposed Red Route will be introduced by way of TMOs made under powers conferred by the Road Traffic Regulation Act 1984 (RTRA). 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.

7.11 Officers consider that the factors which have pointed in favour of implementing the proposed Red Route are:

- Improving traffic flow and reducing delays along Wood Green High Road.
- Improving bus journey time reliability and public transport performance.
- Reducing congestion caused by stopping, waiting and loading activity.
- Improving road safety for all highway users.
- Supporting the efficient movement of people, goods and emergency vehicles.
- Supporting the Council's transport and regeneration objectives for Wood Green.
- Providing clearer and more effective kerbside management arrangements.
- Delivering wider benefits to the surrounding highway network.

7.12 The Council is not required to hold a public inquiry prior to the making of these TMOs because the effect of the order does not prohibit loading or unloading at any time or restrict the passage of public service vehicles (regulation 9(3) LATOR).

7.13 Officers note however that regulation 9 of 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 a recommendation to hold a public inquiry as the Wood Green High Road red route will reduce congestion, improve road safety, and enhance bus reliability on a strategic route, and that holding a public inquiry would lead to expense and delay.

8 Contribution to the Corporate Delivery Plan 2024-2026 high-level strategic outcomes

8.1 Responding to the Climate Emergency - Outcome Areas

- A greener Haringey
- A zero carbon and climate resilient Haringey
- Expanding active travel
- Better air quality in Haringey

8.2 The proposed red route supports the efficient operation of the local highway network by reducing obstruction from parked vehicles and improving the movement and reliability of bus services along the corridor. The scheme also improves visibility at junctions and crossing points, helping to create safer conditions for pedestrians and cyclists.

8.3 The Council is committed to becoming a **net-zero carbon borough by 2041** and to delivering a **just transition**, ensuring that the move towards a more sustainable and lower-carbon transport network is fair and equitable for all residents. By supporting more reliable public transport and creating safer conditions for walking and cycling, the scheme contributes to the Corporate Delivery Plan objectives of expanding active travel, improving air quality and supporting a greener and more climate-resilient Haringey.

9 Carbon and Climate Change

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

9.2 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.

9.3 Removal of illegal 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.

9.4 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.

Statutory Officers' comments

10 Comments of the Chief Financial Officer

10.1 This report seeks Cabinet Member approval for the implementation of a Red Route along A105 High Road Wood Green between Turnpike Lane and Bounds Green Road.

10.2 The full cost of this scheme is estimated to be £197k, including community engagement; inventory of existing site conditions; design and implementation. This includes the cost for supply and installation of the enforcement cameras is £170,576.

10.3 This will be funded from the Council's approved Capital Programme as approved within the 2025/26-2029/30 Parking Investment Plan and subject to agreement from the Better Bus Partnership Bid secured from TfL.

11 Comments of the Director of Legal and Governance

11.1 The Cabinet Member for Climate Action and Transport is asked to consider the objections received following the statutory consultation on the proposed Red Route along A105 High Road Wood Green between Turnpike Lane and Bounds Green Road and, having done so, approve the recommendations set out in paragraph 3, including the making of all necessary traffic management orders under the RTRA to enable implementation of the proposal.

11.2 The decision is a key decision and has been included on the Forward Plan in accordance with the Council's Constitution.

11.3 The Cabinet Member for Climate Action and Transport is authorised to make this key decision pursuant to Part 3, Section C of the Council's Constitution.

11.4 The Council's powers to make traffic management orders to control and regulate vehicular traffic (and other traffic including pedestrians) on the highway are contained in section 6 of the RTRA.

11.5 Officers have considered the Council's statutory duty pursuant to section 122 of the RTRA at paragraphs 7.10 and 7.11 and recommend that the relevant TMOs be made.

11.6 Before deciding whether to implement the proposals in this report, the Council must undertake consultation in accordance with the LATOR. Officers have carried out statutory consultation as set out in paragraph 7. The Cabinet Member for Climate Action and Transport must take into account the consultation responses before deciding whether to implement the proposed Red Route and make the necessary TMOs.

12 Equalities 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 those protected characteristics and people who do not.
- Foster good relations between people who share those characteristics and people who do not.

12.2 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 applies to the first part of the duty.

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

12.4 Alongside the statutory consultation, residents, businesses and key stakeholders were afforded an opportunity to comment on the proposals and raise any concerns during the preliminary public engagement phase.

12.5 The Council does not anticipate any negative impacts on groups with protected characteristics at this time. Although a number of matters were raised during the public engagement and statutory consultation, no objections were received that identified impacts on protected characteristic groups relevant to the proposals set out in this report.

12.6 The proposals are also expected to have positive impacts by improving road safety, reducing obstruction on the highway network, and supporting the reliable operation of bus services. These measures are likely to benefit a range of users, including older people, disabled people, children and those with mobility impairments, by helping to provide a safer and more accessible environment for travelling, accessing services and making essential journeys. The Council will continue to have due regard to its duties under the Equality Act 2010 in the implementation and operation of the scheme.

13 Use of Appendices

- Appendix 1 – Statutory consultation document
- Appendix 2 – Consultation area
- Appendix 3 - Legal Notice of Proposal
- Appendix 4 – Details of Comments received during Statutory Consultation

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Highways & Parking

Ann Cunningham: Head of Service for Highways & Parking



17th September 2025

Statutory Consultation

Proposed Red Route along A105 High Road in Wood Green, N22

Dear Resident or Business,

You may recall that in August of last year (2024) we wrote to you to ask for your views on the Council's proposals to make A105 High Road, N22 in Wood Green, between Bounds Green Road and Turnpike Lane into a Red Route. I want to take this opportunity to thank everyone who participated in this engagement process; your views are very important as they help us decide how to move forward.

This letter is to inform you that after considering all feedback the Council has decided to progress implementing the Red Route, subject to the outcome of the next stage which is Statutory Consultation.

A summary of the feedback received during the Public Engagement process is provided below.

3170 properties were sent the information. We received 196 responses. These responses were split as follows:

- 80 (41%) support the introduction of a red route
- 116 (59%) do not support the introduction of a red route.

46 out of 116 respondents who didn't support the red route stated their reason for not supporting was because there would be a loss of parking. This is not the case as we are not proposing to remove or reduce any marked parking bays. The proposal involves changing all double yellow painted lines (no waiting and no loading) to double red lines (no stopping at any time).

Full details of the outcome of the public engagement are detailed in the Delegated Authority Report) which is available on the council's website at:

<https://www.minutes.haringey.gov.uk/ieDecisionDetails.aspx?id=3223&LLL=0>

Red Route and enforcement

Haringey like all London boroughs usually have painted yellow lines, and these can only be enforced by community enforcement officers (CEOs) who patrol the area on foot. Red Routes (painted double red lines) however can be enforced by CEOs and remotely through CCTV cameras.

Enforcement by CCTV cameras is easier as it can encourage better compliance of areas where parking is not allowed as drivers are less likely to pull in and simply drive away when a CEO approaches on foot only to return a few minutes later. Enforcing via CCTV will help the Council tackle poor and inconsiderate parking making the area more pleasant and improving the experience for those working, living or visiting this busy high street.

Statutory Consultation

The Council is now progressing the statutory consultation to introduce Red Route controls on High Road between Bounds Green Road and Turnpike Lane as set out on the attached plan.

The statutory consultation on these changes will begin on **Wednesday 17th September 2025**. This provides a 21-day period for anyone wishing to object or respond to those proposals. To view these proposals in detail, please see the attached plans or visit our online portal here:

<https://consultation.appyway.com/haringey> and click on the 'proposals in consultation' tab and search for reference **2025-T08 – A105 High Road Wood Green Red Route**. To just view the proposals, you can find them at this link:

<https://haringey.gov.uk/parking/consultations-parking>.

Alternatively, you can also use the QR code below, where you can view the proposals:



If you are unable to view these online you can request a copy of the proposals by emailing frontline.consultation@haringey.gov.uk.

The easiest way to send us your objection or submission is via the online portal (as set out above). Alternatively, you can email traffic.orders@haringey.gov.uk or write to us at the postal address shown on this letter. Please ensure that **Proposed A105 High Road Wood Green Red Route** is included within the subject title of your email or letter.

The closing date for objections and submissions to be received by the Council via portal, email or post is **Wednesday 8th October 2025**.

If you have any questions regarding the scheme, please contact us at frontline.consultation@haringey.gov.uk.

What Happens Next?

At the end of the statutory consultation period, all objections and representations will be considered by the Council before a decision is made on whether to introduce Red Route controls along A105 High Road. I will write to you again to inform you of this decision and timescales for implementing the Red Route should it be approved.

Yours faithfully,

A handwritten signature in dark ink, appearing to read 'A Cunningham', written over a light blue circular official stamp.

Head of Highways and Parking

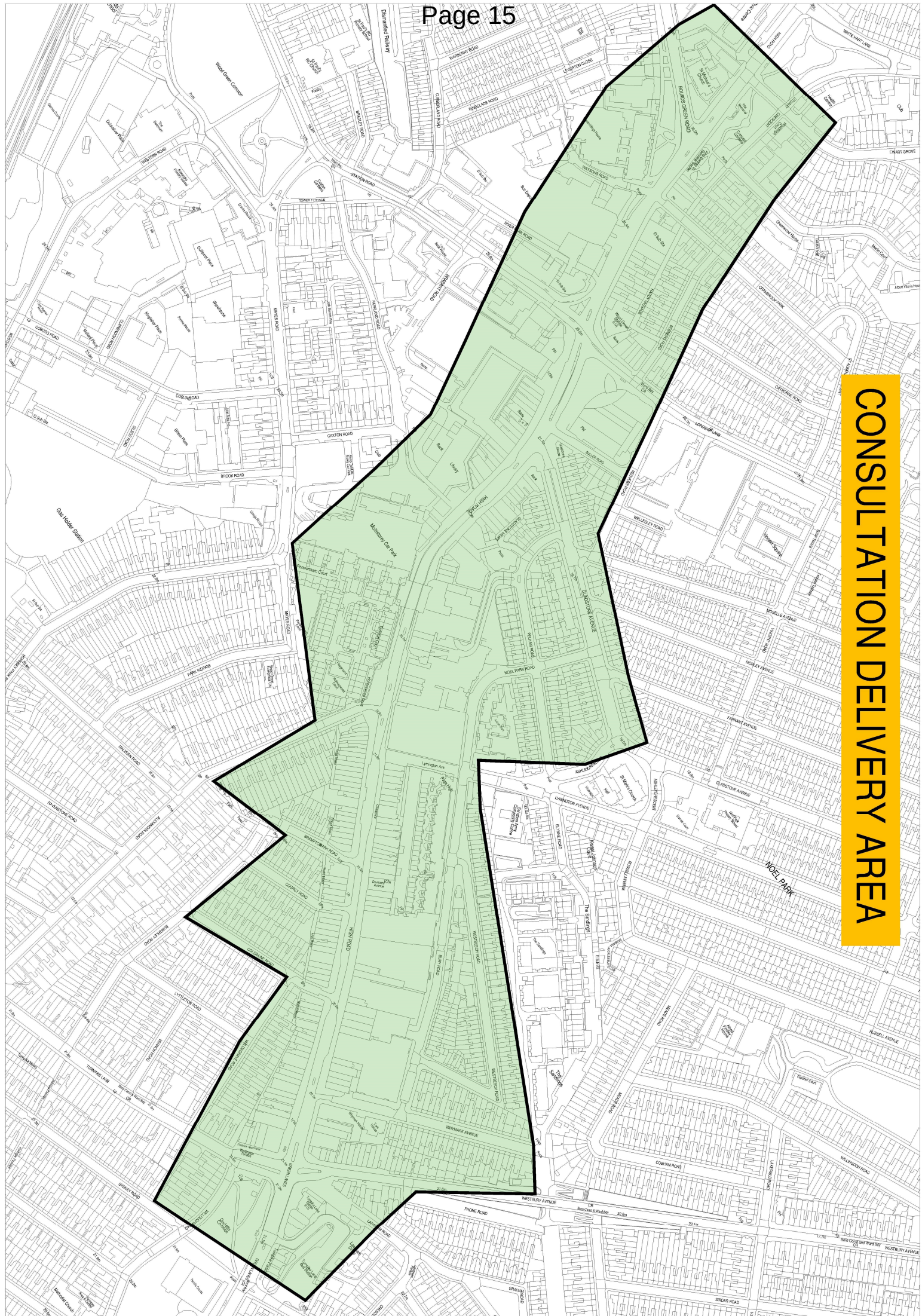
Highways and Parking

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CONSULTATION DELIVERY AREA



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Public Notice

A105 HIGH ROAD WOOD GREEN – PROPOSED RED ROUTE

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

T08

NOTICE IS HEREBY GIVEN that the Council of the London Borough of Haringey proposes to make the above mentioned Order under sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.

THE GENERAL EFFECT OF THE ORDER will be to introduce a Red Route no stopping at any time restriction except in signed bays on A105 High Road, Wood Green N22 and on adjacent side roads, as detailed in full below:

- i) Conversion of existing no waiting/no loading restrictions to red route with no stopping at any time restrictions except in signed bays on the following roads.
 - a) **A105 High Road N22** – Both sides: from its junction with Green Lanes/Turnpike Lane to a point approximately 12 metres north from the northern kerb line of its junction with Bounds Green Road.
 - b) **A109 Bounds Green Road N22** – Both sides: from its junction with A105 High Road, northwest for approximately 17 metres.
 - c) **Watsons Road N22** - From its junction with A105 High Road, west for approximately 11 metres (north side) and 2 metres (south side) (up to existing single yellow lines).
 - d) **Cranbrook Park N22**: from its junction with A105 High Road east for approximately 7.9 metres (north side) and 13.5 metres (south side).
 - e) **River Park House Car Park Access Road N22** – Both sides: from its junction with A105 High Road west for approximately 7 metres.
 - f) **Station Road N22**:
 - i. Main carriageway (Both sides): From its junction with A105 High Road west for approximately 31 metres.
 - ii. South to northern arm with A105 High Road (both sides): For the entire length including all existing waiting restrictions around the entirety of the pedestrian refuge island outside River Park House.
 - g) **Lordship Lane N22** – From its junction with A105 High Road, east for approximately 15 (north side) and 8 metres (south side).
 - h) **Buller Road N22** – Both sides: From its junction with A105 High Road, east for approximately 11 metres.
 - i) **Gladstone Avenue N22** - Both sides: from its junction with A105 High Road, southeast for approximately 24 metres (up to parking bays).
 - j) **Alexandra Road N8** - Both sides: from its junction with A105 High Road, southwest for approximately 21.7 metres.
 - k) **Brampton Park Road N22** - Both sides: from its junction with A105 High Road, southwest for approximately 13.1 metres.
 - l) **Courcy Road N22/N8** – Both sides: From its junction with A105 High Road, southwest for approximately 18.5 metres.
 - m) **Coleraine Road N8** – Both sides: From its junction with A105 High Road, southwest for approximately 15 metres.
 - n) **Whymark Avenue N22** – Both sides: From its junction with A105 High Road, northeast for approximately 14 metres.
 - o) **Turnpike Lane N8** – Northwest side: Adjacent to No.679 Green Lanes (approximately 7 metres).
 - p) **Westbury Avenue N22** – Northwest side: Outside No.1 and 3 (approximately 16 metres).
- ii) To install a new section of red route with no stopping at any time restrictions on the west side of **A105 High Road N22** from outside No.12a-12d to outside the boundary of No.14/15 The Broadway (approximately 20 metres).
- iii) To amend the operating hours for the 2x existing bus stops on **A105 High Road N22** outside and opposite No.199-201 (Morrisons) to operate at any time.
- iv) To formalise approximately 5 metres of motorcycle parking bay on the north side of **Buller Road N22** (in the footway adjacent to Wetherspoon). This is a map-based amendment which will result in no physical changes on site.

Any existing marked parking bay and their operational hours located within the lengths of road specified above are to remain unchanged and will operate as free parking outside their existing restricted hours.

A copy of the proposed Order, a copy of this notice, a copy of the Council's statement of reasons for making the proposed Order and plan(s) showing the locations and effects of the Order 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 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 Order.

Any person wishing to object to the proposed Order 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 or write to Traffic Management Group, Alexandra House, 4th floor, 225, 10 Station Road, Wood Green, N22 7TR quoting reference **2025-T08**, by **8th October 2025**.

Dated: 17th September 2025

Ann Cunningham
Head of Highways and Parking

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Appendix 4 – A105 Wood Green High Road Red Route Statutory Consultation Comments

Support	I understand the red route will reduce congestion and, in turn, this will reduce the amount of time vehicles remain idling with the engines turned on. This should have a positive impact on the environment so I am supportive. I remain concerned, however, that the stretch of green lanes south of Wood Green station is perilous for bikes and disincentivises green travel.
Support	I support this proposal.
Support	I regularly take the bus and walk on West Green Road. I am disturbed by the traffic congestion and pollution. I would hope that making it a red route would reduce congestion and pollution. It would, I hope, make walking and shopping a healthier and more pleasant experience. And make bus journeys easier
Support	Self-evidently a good idea.
Support	I support the creation of this red route to prevent people parking and blocking the road.
Support	I support this initiative
Support	Fully support, would also love to have cycle lanes on the high road
Support	I support better enforcement of the existing parking and stopping rules to improve safety and traffic flow
Support	I approve of the plan but am disappointed that the pavement parking remains, impeding pedestrians for a tiny privileged few to have parking when the multistories are so nearby
Support	I dont drive, but getting the bus down that rosd takes forever - anything to speed it up gets my stamp of approval
Support	Increasing safety is my only concern.
Support	I moved to Haringey 9 years ago from Islington, where I lived for 40 years. During that time I became disabled and have a Blue Badge - I use it for my work and day to day life so I am familiar with roads, traffic, parking etc. Driving is what stops me becoming housebound and allows me still to work. I have been driving in London, gratefully, since I was 19 years old. So I have witnessed and experienced issues with London traffic and driving over many years - I count myself as an expert. Briefly I totally support this plan because I have witnessed how well it works on congested routes, like Holloway Road, Upper Street, Camberwell and areas all over London. It vastly improves flow - it makes parking SO MUCH BETTER - for everyone but also Disabled people. Parking on opposite sides of the road works better, there's less cheating - this should be the whole of Green Lanes right up to Wood Green.
Support	It feels very unsafe cycling through this area, although there is a good safe network up to this point, then it is mayhem.
Support	As a commuter down green Lanes and user of the shops, I think it will make it more cycle friendly and better for business and the environment.

Support	Support this as there's a constant gridlock on this street
Support	I agree. Ensure to keep disabled bays.
Support	I think this is a good idea
Support	As a resident of Wood Green High Road, I would fully support the proposal to make it a red route. There is so much illegal parking which disrupts traffic flow and bus reliability etc. There is also a lot of speeding which causes endless accidents and near misses. The enforcement of red routes would help with this. However, I am disappointed that it is not proposed all the way along the High Road up until the North Circular, where the problems would remain. Whilst going to the trouble to make these changes, why not make them all along the High Road, as the issues don't stop where you're proposing to end the red route? If anything, they get worse the closer one gets to the North Circular Road, which is one of the busiest roads in London.
Total	18 Support

Partly Support	Car's dominate Wood Green and in order to make this a more pleasant a safer place to be a pedestrian or other participant in active travel, these measure are a step in the right direction. However, I would be more in favour of segregated cycle lanes and more space given over to pedestrians. cycling along this road is so dangerous and not for the faint hearted. cars constantly stopping to park, taking up space, parking on the pavement etc. it really need to be addressed. if people need to visit Wood Green shopping centre by car there is an enormous multi story car park that they can use.
Partly Support	I wholly support the red route, but wish the measures would go further in reducing traffic on the high road in order to improve the high street for pedestrians. For example, raising the level of the road so that it feels like a more shared space, or making the traffic one-way only and widening the pavements.
Partly Support	Yes, more needs to be done to improve the traffic flow along high road. Particularly on weekends, the traffic is so slow moving and can be very problematic for residents. Bus services particularly the 123 and 243 are always impacted by it and are always delayed on weekends. If it can improve on this I'm highly supportive. Other initiatives on managing dangerous bikes should also be introduced, they are a menace who regularly run red lights along high road and other parts of Haringey.
Partly Support	Support with additional consideration that it doesn't have downstream negative impacts

Partly Support	I think the proposal is broadly a very good one and will improve the flow of traffic both private vehicles and busses. I know there are several disabled parking bays already in Wood Green High Road but I wonder if one or two could be introduced in the Bounds Green Road part of the route, to enable better access for disabled people there. I would not want any of our lovely trees to be disturbed or flower beds removed but perhaps there are some already tarmaced spots on this part of the route that could perhaps be considered. I have a disabled relative and I know how useful these bays are.
Partly Support	I am a retired resident in the N22 area, do not have a car and often need to take buses through Wood Green to various local locations, often for medical appointments. The traffic at many times of day is extremely slow and it is hard to plan a journey and be sure to arrive at important medical appointments on time. Although I appreciate local businesses might fear the proposed red route will affect their ability, and their suppliers' ability to park, this does not seem to be likely to happen if I understand the proposal correctly. It is illegal parking that will have stricter enforcement. As a public transport user and frequent local pedestrian, I would like buses and pedestrians to be prioritised over vehicles, which would help local businesses too as we are customers of Wood Green High Street. I have mobility issues and would like to travel to and walk around my local shopping hub with fewer delays, more ease of movement and more safety.
Partly Support	This proposal prioritises the car again - there is no provision for cyclists or safety. Parking is protected over any measures to improve safety or active travel. When will the council take any action to implement its own active travel strategy?
Total	7 Partly Support

Neutral	I don't see any details of traffic lights on the map. Will they still be in the same places? Safe crossings are important to me.
Total	1 Neutral

Partly Object	As your initial consultation document highlights, “Wood Green High Road is a busy street with a mix of shops, restaurants, clubs, and a cinema”. Many of these premises require daily deliveries of goods during the early hours of the morning, a time which is necessitated by suppliers while also being the most efficient and safe time to deliver while road and walkway traffic is light. Loading/unloading bays are sparse on the High Road north of Wood Green Underground Station (from 192 High Road onwards). The closest loading bays are on Cranbrook Park or Lordship Lane. The pavements are at a gradient, making the distance between the limited loading bays and our site, unsafe to transport heavy goods, which are precisely the type of goods we receive in the early hours of the morning usually between 2am - 3am. These goods are for 25+ cartons of milk and 30+ kilos of coffee, for example. Besides the unsafe distance for transportation, due to time and staffing limitations of delivery teams, it is likely that the front door of our premises will be left unlocked while delivery personnel are returning to the loading bay to collect more goods from their vehicle for delivery. This leaves us exposed to unauthorised entry and theft in an area with high levels of crime. Further, if delivery vehicles are issued with tickets, suppliers will refuse delivery to our premises or will pass the cost onto us, a cost we cannot afford as a small, independent business. An inevitable bi-product of the proposed Red Route would be vehicles stopping in the road, for example to drop off passengers for the underground station in order to avoid an automatic ticket, causing untold and unsafe disruption to traffic, cyclists and pedestrians. This is in direct contradiction to the intention of the proposal. We urge Haringey Council to reconsider the introduction of the proposed 24 hours Red Route to avoid a significant and detrimental impact to the hundreds of businesses which bring life and character to Wood Green, as well as from a safety standpoint of delivery personnel and pedestrians. Fundamental issues are not being addressed – Where will waste removal vehicles stop? How many accidents are currently caused by vehicles pulling in briefly at the road side? An alternative would be to enforce the Red Route during the hours of 6am – 10pm, allowing a grace period during the quiet morning and night-time hours. Haringey Council could also introduce an additional loading bay on the High Road between Wood Green Underground Station and Cranbrook Park to ease the demand on the existing insufficient loading bays, as well as allowing for safer delivery of goods. To this end, if the Red Route is to be implemented, I urge Haringey Council on behalf of my own business and the dozens of others along the High Road, to revise the times that the Red Route would be in place to allow for deliveries during the quiet morning and night-time hours. If vehicles are not permitted to stop 'at all times' as proposed, this would be at a considerable
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	and detrimental impact and cost to our business operations, as well as for the countless other businesses along the High Road.
Total	1 Partial Objection

Object	I appose the red route due to it having a very low impact on the high volume of traffic that flows through it. As the high road is surrounded by low traffic neighbourhoods, the flow of traffic is naturally directed towards the high road, all other routes are not possible to easily use. There is no other north south route in the area. The impact of a red route on wood green high road is likely to be negative due to the hostile nature of red routes. Community togetherness will have a negative impact also. It feels like another blow to vehicle users who are mostly local residents . It would be usefull to have figures of how often the parking of vehicles on the high road, has blocked or slowed traffic and how effective the implementation of the red route on that as it's the main reason for implementinga red route. Is this proposal a money generating idea mostly?
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Object	To whom it may concern, It has come to my attention that the red route proposal has already been met with opposition from local residents and businesses in Wood Green, N22. It is understood that the implementation of the red route on Wood Green High Road, as proposed by Haringey Council, could potentially have adverse effects on access to local businesses and may discourage visitors from coming to Wood Green, N22. It is believed that the primary beneficiary of the red route would be Haringey Council, as it would facilitate the remote issuance of penalty fines through the use of security CCTV, which, ideally, should be utilized for public safety and crime prevention purposes. Instead of pursuing the red route, it is suggested that Haringey Council address the significant issues affecting Wood Green, N22, such as maintaining street cleanliness, removing unsightly graffiti from properties, and, most importantly, promoting Wood Green as a desirable destination for visitors. Furthermore, it is recommended that Haringey Council offer increased support to all local businesses.
Object	It is unclear whether my earlier response was submitted - so I shall repeat. My concern is for the safety of pedestrians if a red route is installed. A red route is likely to increase the speed of traffic thorough the High Road. It is currently possible for pedestrians to cross the road at traffic islands, I feel this would not be possible with a red route and would reduce the number of possible pedestrian crossings. I cannot identify a concern with the flow of traffic in the High Road, if there is problem is is more likely linked to traffic density or road works. From my observation cars are not parked on the High Road but on designated areas just off the High Road. In summary a red route would likely increase the speed of traffic and impact of pedestrian safety.
Object	We haven't have road to drive nor street to park on around this area. The area is becoming a ghost town and not great for businesses. Parking is almost non existent in the area
Object	A red route will not in anyway ease the congestion and general inconvenience caused by the ridiculous low traffic neighborhood restrictions. Save your money and spend it on a new town hall. You know you deserve it
Object	https://chatgpt.com/share/68d058e8-5fbc-8001-81e4-df3ee0cee1ba The evidence (see link) suggests a negative impact for the surrounding community of red routes.
Object	I object to the proposed red route. I believe that the evidence I have seen on red routes suggests that they negatively affect areas in all possible ways. Environmental, social, economic, traffic flow. Either pedestrianise or leave as they are.
Object	It will have a very negative impact on businesses and whole community

Object	I don not think a red route is necessary - it's just another way for the council to have a revenue stream.
Object	It is completely unnecessary. Parking on the high road is not an issue.
Object	Don't agree with the proposed consultation, but knowing how the LTN ones will push through, I'm sure this one will be as well as you guys force everything upon your residents
Object	This proposal will cause massive traffic and make drivers (specifically PCO drivers) do on road pick ups and drop offs. This will compromise safety. Also parking after hours will be affected as this is 24/7. This will affect businesses and local economy in the area.
Object	Not a good idea for residents living in the area
Object	I am writing to formally object to the proposed introduction of a Red Route along A105 High Road, Wood Green. I am the owner of a fragrance store located on Wood Green High Road. My business relies heavily on regular deliveries of stock, which often arrive in multiple large and heavy boxes. Currently, there are only three loading bays available on the High Road, and they are almost always occupied. This makes it extremely difficult to secure a space for unloading. In addition, enforcement of loading is already too strict and unreasonable. On several occasions, I have received tickets even while unloading within 20 minutes. A few times, I was issued a penalty at the loading bay outside McDonald's within just 5 minutes, despite clearly unloading multiple heavy boxes for my store. If Red Route controls are introduced, this problem will only worsen, leaving businesses like mine with no realistic way to bring stock into our shops. This would have a severe negative impact on my ability to trade and would harm the wider local economy. I respectfully request that the Council reconsider this proposal. At the very least, additional dedicated loading bays and fairer enforcement policies for genuine business deliveries must be introduced to ensure practical access. Without these changes, the Red Route would create unnecessary hardship for traders and damage Wood Green's reputation as a thriving shopping area.
Object	I would like to register my opposition to the proposals for the implementation of a Red Route on the A105 High Rd Wood Green. The regulations and controls currently in place are enough. The new proposals add nothing towards enabling the easy flow of traffic and generally serve to drive fear, distress, intolerance and instability to local people, businesses, pedestrians and road Users.

Object	I am writing on behalf of a local healthcare practice in Wood Green N22. I have just had sight of your extended consultation paperwork dated 22nd September 2025. This is the first paperwork we seem to have received in this regard. We have been serving the Wood Green Community for 34 years. I worked here 34 years ago and I have seen some of our patients still returning after all of this time. Many of them elderly now who do not necessarily have the luxury of being able to use black cabs and may whom have mobility issues, young and old. I believe we are the biggest practise in the area serving approximately 14,000 patients in the borough. Occasionally we may have emergency medical supplied delivered and although patients being dropped or urgent medical supplies wouldn't necessarily constitute as loading as it is for such a short time, there are many neighbouring businesses which have been here just as long that I believe may be affected this proposed red route for the purposes of their loading. I note from your figures in the paperwork of 17th September 2025 that the majority 116 people out of though 196 whom responded were opposed to these plans, with 80 in support. I'm no maths genius and although the response wasn't huge, it's still evident that the majority have voted against the proposed Red Route. I'll also add again that this is the first piece of paperwork I have seen relating to this and did not see anything last year, so I'm also wondering if any other addresses missed out too. I want to state that we are OPPOSED to these plans, so please ensure that our vote is counted (if majority votes count as they do not seem to according to the correspondence you have sent). I look forward to receiving an update on the outcome of this extended consultation.
Object	I just wanted to say that I think the High Road restrictions is a really bad idea. Especially for people who are severely disabled. I have Epilepsy and there are days when I am not able to walk and I feel like you are not thinking about those people. Some suffer with physical disabilities who need to be dropped off closer to the shopping centre and shops surrounding it. Instead of adding unnecessary road restrictions why don't you work on fixing up up wood green and make it a cheaper, more happier place to go!! Shops are struggling, bring back a weekly market, make it easier for small businesses!!! Make it a place of community!!!!!!!
Total	17 Objections