

## Exempt Information

### Local Government Act 1972 Schedule 12A

#### Part 1: Descriptions of Exempt Information

1. Information relating to any individual.
2. Information which is likely to reveal the identity of an individual.
3. Information relating to the financial or business affairs of any person (including the authority holding that information).
4. Information relating to any consultations or negotiations or contemplated consultations or negotiations in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority.
5. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.
6. Information which reveals that the authority proposes -
  - (a) To give under any enactment a notice under or by virtue of which requirements are imposed on a person; or
  - (b) To make an order or direction under any enactment.
7. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.

**Note: It is insufficient to simply identify a category of exemption, you must also conduct a public interest test on the basis specified in the Act as follows:**

Information falling within categories 1-7 is exempt if and so long as in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

## Confidential Decisions

1. The decision contains information provided by a Government department on a non disclosure basis
2. There is a Court order against disclosure

**Report for:** Head of Service for Highways and Parking in consultation with Cabinet Member for Tackling Inequality and Resident Services

**Title:** Proposed waiting and loading restrictions and parking place changes, batch 2023-03 at 15 locations within various wards across the borough

**Report authorised by:** Ann Cunningham, Head of Service for Highways and Parking

**Report Author/s:** Andrew Bourke, Team Manager Parking Schemes

Jamie Bingham Technical Officer Parking Schemes

**Ward(s) affected:** Crouch End, Northumberland Park, South Tottenham, Muswell Hill, Bounds Green

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

## 1 Describe the issue under consideration

To report on the feedback of statutory consultation carried out from 2<sup>nd</sup> August to 23<sup>rd</sup> August 2023 on the proposal to introduce waiting and loading restrictions and parking place changes at various locations across the borough, as detailed in Table 1 Section 6.

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

## 2 Cabinet Member Introduction

- 2.1 N/A

## 3 Recommendations

It is recommended that the Head of Service for Highways and Parking in consultation with the Cabinet Member for Tackling Inequality and Resident Services:

Notes approval granted by Cabinet in March 2022 to the Parking Investment Plan which gives delegated authority to the Head of Highways and Parking

- To make decisions relating to scheme design and implementation.
  - To carry out consultations and report any significant or substantial objections or concerns raised to the Cabinet Member for Tackling Inequality and Resident Services; and
  - To make traffic management orders, having had due regard to any prior consultation, to give effect to those schemes
- 3.1 To consider the objections submitted during the statutory consultation on the proposals, as well as officer mitigations and responses to those objections.
- 3.2 Approve proposals the introduction of proposed changes as detailed (a) through to (o) in table 1 section 6.3 which includes the following:
- Introducing parking place changes on the following roads: Asplins Road N17, Colles Road N15, Crescent Road N8, Dorset Road N22, Foyle Road N17, Grand Avenue N10, Halefield Road N17, Pembroke Road N15, Poynton Road N17, Wycombe Road N17

- Introducing changes to waiting restrictions on the following roads: Ashmount Road N15, Asplins Road N17, Colles Road N15, Crescent Road N8, Dorset Road N22, Earlsmead Road N15, Foyle Road N17, Grand Avenue N10, Halefield Road N17, Page Green Terrace N15, Pembroke Road N15, Poynton Road N17, Springfield Avenue N10, St Michaels Terrace N22, Wycombe Road N17
- Note that 24 objections were received from residents of Springfield Avenue. In response, the proposed measures have been scaled back to only retain essential measures to ensure access for refuse collections and emergency service accessibility.

3.3 Approves adjustment to existing parking place restrictions to enable the introduction of the above changes.

#### 4 Reasons for decisions

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

4.2 26 objections were received to the proposed changes listed in table 1 section 6.

4.3 24 of the objections received related to changes on Springfield Avenue. The proposed at any time waiting restrictions were a result of access being impaired for a key council service for refuse collections. Proposed extent of restrictions will be reduced to retain only the key areas necessary to ensure access for refuse collection and emergency service access.

4.4 Remaining two objections were based on loss of access to on street parking. The proposed extension to junction protection aligns with the Road Danger Reduction Programme.

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

4.6 Note some roads have more than one proposed change, hence the variance between number of proposals and number of roads.

#### 5 Alternative options considered

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

#### 6 Background Information

6.1 The Council receives many requests to introduce new, or to amend existing parking restrictions to address concerns relating to parking pressures including inconsiderate and obstructive parking. These concerns may originate from a variety of sources such

as residents, businesses, elected representatives, community groups and other public service providers, or the emergency services.

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

### Proposals

- 6.3 Table 1 below lists 15 locations where concerns or requests have been raised with regards to parking restrictions or parking places. Each location has been investigated and assessed; the table below outlines the proposals we are seeking to approve. Proposed designs changes for each location are set out within **Appendix 1**.

**Table 1**

Ref	Location	Description	Operation hours	Reason for proposal
(a)	Ashmount road N15	Replace single yellow line with double yellow line along entirety of road	At any time	Allow safer access to parking, improve footway safety for pedestrians
(b)	Asplins road N17	Convert single yellow line to double yellow lines , replace parking bay with double yellow line, extend double yellow line by 5.8m on charlgrave junction, remove signs	At any time	Allow safer access to parking, improve footway safety for pedestrians
(c)	Colless road N15	Removing parking bays and extend double yellow lines on Colless road by 4.5m towards wakefield road junction	At any time	Allow safer access to parking, improve footway safety for pedestrians
(d)	Crescent road N8	Extend existing double yellow line towards single yellow line, remove existing parking bay	At any time	Allow safer access to parking, improve footway safety for pedestrians

Ref	Location	Description	Operation hours	Reason for proposal
(e)	Dorset road N22	Convert existing single yellow line to a double yellow line, extend existing double yellows by 2.2 metres and reduce parking bay.	At any time	Allow safer access to parking, improve footway safety for pedestrians
(f)	Earlsmead road N15	Convert existing single yellow line to double yellow line	At any time	Allow safer access to parking, improve footway safety for pedestrians
(g)	Foyle road N17	Reduce parking bays and extend double yellow lines	At any time	Allow safer access to parking, improve footway safety for pedestrians
(h)	Grand avenue N10	Remove existing parking bay and install single yellow line	Monday – Friday 11am – 1pm	Allow safer access to parking, improve footway safety for pedestrians
(i)	Halefield road N17	Extend double yellow line on junction by 4 metres, replace both single yellow lines outside school with double yellow lines	At any time	Allow safer access to parking, improve footway safety for pedestrians
(j)	Page green terrace N15	Change existing single yellow lines to double yellow lines	At any time	Allow safer access to parking, improve footway safety for pedestrians
(k)	Pembroke road N15	Remove bay markings extend double yellow lines on junction w page green terrace & wakefield rd, relocate sign to lamppost, change single yellow line to double yellow line outside#7	At any time	Allow safer access to parking, improve footway safety for pedestrians

Ref	Location	Description	Operation hours	Reason for proposal
(i)	Poynton road N17	Convert single to double yellow line and extend by 9.1metres, remove bay markings remove single yellow line and join bay	At any time	Allow safer access to parking, improve footway safety for pedestrians
(m)	Springfield avenue N10	Introduce double yellow lines at various areas	At any time	Allow safer access to parking, improve footway safety for pedestrians
(n)	St Michaels terrace	Change existing single yellow line to double yellow line	At any time	Allow safer access to parking, improve footway safety for pedestrians
(o)	Wycombe road N17	Remove existing bay markings install double yellow lines install new bay markings	At any time	Allow safer access to parking, improve footway safety for pedestrians

### Statutory Consultation

6.4 Statutory notification commenced on 2<sup>nd</sup> August and lasted for a period of 21 days. The process consisted of a Notice of Proposal published in the London Gazette, Enfield and Haringey Independent and the notice erected on site in the affected streets. The closing date for representations and comments being 23 August 2023.

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

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

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

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

## Responses to Consultation

- 6.6 The Legal requirement of statutory consultation was followed with the installation of street notices and newspaper adverts to notifying users of the proposed locations of the statutory consultation and how they could object should they wish to. 26 objections were received to the proposals listed in Table 1 under section 6.
- 6.7 After considering the objections and submissions to the statutory consultation it is recommended that a reduction of the proposed at any time waiting restrictions be made to the Springfield Avenue proposals that received 24 objections as detailed in section 4. No other alterations are recommended to the proposals listed in Table 1 of section 6. Details of objections and officer recommendations can be found in Table 2 below.
- 6.8 Table 2

Reference	Response	Officer Recommendation
<p><b>Springfield Avenue</b></p>	<p>Good afternoon Notices have been put up on our street saying the council propose to add double yellow lines at certain points.</p> <p>The notices give us a website (appyway) where we can see the proposals in detail but I can find nothing on it about Springfield Avenue.</p> <p>I would like to object strongly that, from the information given on the notices, these parking restrictions would be both unnecessary and a burden on the council tax-paying householders on this street: unnecessary because there's nothing to gain by keeping those parts of the street clear, and a burden because we already struggle to find space at this end of Springfield for residents' vehicles, and this would only make a bad situation worse.</p> <p>Please let me know when this appyway site has proposals that can be viewed.</p>	<p>Amend plan to take into account resident feedback.</p> <p>Recommended new proposed parking restrictions to cover corners of road. 5.9 metres and 4.3 metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 metres opposite.</p> <p>These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.</p>

Reference	Response	Officer Recommendation
<p><b>Springfield Avenue</b></p>	<p>I wish to make an appointment to review the documents at Alexandra Hse relating to the proposed works (new stretches of double yellow lines) in Springfield Ave.N10 (ref 2023-T38). Please confirm a date and time asap.</p> <p>I live at No 78 and I object to the proposal. The existing parking on the street is perfectly satisfactory as it is and I can usually park outside my house or nearby. The proposed double yellow lines will significantly reduce the amount of parking available on the street and there is barely enough parking as it is to accommodate the number of cars in the street.</p> <p>I also object on safety grounds as the street is very dark. I am a 69 year old woman with rheumatoid arthritis. I would not feel safe coming home after dark if I have to park far from my house or on a different street.</p> <p>Please ensure my objections are recorded.</p>	<p>Amend plan to take into account resident feedback.</p> <p>Recommended new proposed parking restrictions to cover corners of road. 5.9 metres and 4.3 metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 metres opposite.</p> <p>These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.</p>
<p><b>Foyle Road N17</b></p>	<p>To whom it may concern,</p> <p>I'm writing to object to the proposed removal of parking bays at both ends of Foyle Road, N17.</p> <p>It's not clear to me why this is required and this will limit the space currently available to residents and our visitors.</p> <p>I don't think this has been sufficiently advertised amongst residents as the only notification I've seen about this is a sheet of A4 hanging off of a street lamp. I haven't received a letter about this proposal (I live on Foyle Road).</p> <p>Separately, the online portal where I should be able to log this objection has no record of this proposal under 'active' or 'in review'.</p>	<p>Recommended to proceed. Measurements provided in the proposal achieves the councils aim of 10 metre double yellow lines on necessary junctions to provide safer visibility for pedestrians and safer access for any large vehicles such as emergency vehicles and refuse vehicles.</p>

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	<p>I expect the Council will go ahead with this anyway as they have become very adept at ignoring residents, however would like this objection noted in any case.</p> <p>I would be grateful for confirmation that this email has been received.</p>	
<p><b>Springfield Avenue</b></p>	<p>Further to the visit by two members of the traffic orders team at 10 am on Wednesday, 9 August 2023, when it was agreed that they would send revised drawings to Marianne Davey for circulation to residents of our road, I am writing because, to date, I have not received copies of the revised, proposed double yellow lines at six locations on our road.</p> <p>As stated during the visit, I am concerned about the impact of the scheme on parking on our road and that having less parking, might cause some vehicles to drive and turn faster than they are currently able to do.</p> <p>I note on Haringey's website that it says that the consultation period has closed. However, the notices displayed at intervals on our road state that consultation ends on 23rd August as per the attached photo. Therefore, I would be grateful if my objection could be taken onboard and to receive a response to my email.</p> <p>I look forward to hearing from you.</p>	<p>Amend plan to take into account resident feedback.</p> <p>Recommended new proposed parking restrictions to cover corners of road. 5.9 metres and 4.3 metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 metres opposite.</p> <p>These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.</p>
<p><b>Halefield Road</b></p>	<p>To whom it may concern I attach a picture of a public notice on a post in halefield road Tottenham and it states that the single yellow line North side of halefield road opposite no 29 will be turned Into a double yellow line the single yellow line is ACROSS MY DRIVE WAY TO MY PROPERTY where I have a horse stabled I need to</p>	<p>Recommended to proceed. The resident response is in relation to an alternative location and not the proposed changes. the proposed changes should have no affect on ability to park across their drive.</p> <p>Proposed changes are outside Harris Primary School gates to provide safer</p>

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	<p>park ACROSS MY DRIVE WAY EVERY DAY when I feed,water and exercise my horse I also need to park ACROSS MY DRIVE when I unload my horses food and load the bags of horse manure and I appeal against a double yellow line ACROSS MY DRIVE which I also attach pictures of with the single yellow line and I wish to thank you inadvance for your help and cooperation in this matter</p>	<p>visibility for pedestrians, as well as on junction with Wycombe Road as per the councils aim of 10 Metre parking restrictions on junctions for safer pedestrian visibility and safer access for large vehicles such as emergency and refuse vehicles.</p>
<p><b>Springfield Avenue N10</b></p>	<p>Hello,</p> <p>I am objecting to the proposal for additional double yellow lines on Springfield Avenue, London N10.</p>	<p>Amend plan to take into account resident feedback.</p> <p>Recommended new proposed parking restrictions to cover corners of road. 5.9 metres and 4.3 metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 metres opposite.</p> <p>These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.</p>
<p><b>Springfield Avenue N10</b></p>	<p>Dear Traffic Orders,</p> <p>I object to the proposed plan to put double yellow lines around corners in Springfield Avenue, N10, on the grounds that they would reduce available parking spaces in the road and are unnecessary.</p>	<p>Amend plan to take into account resident feedback.</p> <p>Recommended new proposed parking restrictions to cover corners of road. 5.9 metres and 4.3 metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 metres opposite.</p> <p>These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.</p>

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Springfield Avenue	I object to the yellow line proposal for Springfield Avenue N10. Thanks	<p>Amend plan to take into account resident feedback.</p> <p>Recommended new proposed parking restrictions to cover corners of road. 5.9 metres and 4.3 metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 metres opposite.</p> <p>These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.</p>
Springfield Avenue N10	We object strongly to the proposed yellow lines in Springfield Avenue, N10 3SY	<p>Amend plan to take into account resident feedback.</p> <p>Recommended new proposed parking restrictions to cover corners of road. 5.9 metres and 4.3 metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 metres opposite.</p> <p>These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.</p>
Springfield Avenue N10	The proposed yellow lines in Springfield Ave are at present too long. There are apparently some revised plans which allow for fewer parking spots to be lost. Please ensure the amended plans are used	<p>Amend plan to take into account resident feedback.</p> <p>Recommended new proposed parking restrictions to cover corners of road. 5.9 metres and 4.3 metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 metres opposite.</p> <p>These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately</p>

Reference	Response	Officer Recommendation
		make the necessary movements to turn around in the road.
<b>Springfield Avenue N10</b>	I a writing to object to the yellow line proposals that are being proposed (ref 2023-T38) on the basis that they are in their present form disproportionate. Springfield Avenue is already serving as overflow parking for commuters, estate agents and the Palace, and any proposal to modify parking arrangements exacerbates the problem and needs to be more carefully devised and undertaken with full knowledge of the local situation that residents can provide.	Amend plan to take into account resident feedback.  Recommended new proposed parking restrictions to cover corners of road. 5.9 metres and 4.3 metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 metres opposite.  These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.
<b>Springfield Avenue N10</b>	Dear Haringey  I object to the double yellow line proposal on our street, as there are no sight issues where they are proposed and it would create more issues rather than reduce them.	Amend plan to take into account resident feedback.  Recommended new proposed parking restrictions to cover corners of road. 5.9 metres and 4.3 metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 metres opposite.  These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.
<b>Springfield Avenue N10</b>	I object to the double yellow lines that have been proposed for Springfield Avenue.  Springfield Avenue is not a thoroughfare but it is the only place where the residents can park. The unnecessary length of the proposed	Amend plan to take into account resident feedback.  Recommended new proposed parking restrictions to cover corners of road. 5.9 metres and 4.3 metres outside 45 and

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	<p>lines would take away at least 8 parking spaces in an already congested road. I am a Blue Badge holder and should I have to find another road to park in it would make life extremely difficult as I am unable to walk long distances.</p>	<p>52 retrospectively. 1.7 Metres outside 71 and 2.3 metres opposite.</p> <p>These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.</p>
<p><b>Springfield Avenue N10</b></p>	<p>Dear Traffic Planning Team,</p> <p>We object to the proposed plans for yellow lines on Springfield Avenue as proposed in the notices displayed in our street.</p>	<p>Amend plan to take into account resident feedback.</p> <p>Recommended new proposed parking restrictions to cover corners of road. 5.9 metres and 4.3 metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 metres opposite.</p> <p>These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.</p>
<p><b>Springfield Avenue N10</b></p>	<p>I am contacting you to raise my objections to the double yellow lines on Springfield avenue. I understand you have had a further consultation and wish residents views.</p>	<p>Amend plan to take into account resident feedback.</p> <p>Recommended new proposed parking restrictions to cover corners of road. 5.9 metres and 4.3 metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 metres opposite.</p> <p>These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.</p>

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Springfield Avenue N10	<p>We object to the proposed new yellow lines on Springfield Avenue, and understand that LBH engineer Daniel Bingham has agreed to alter them as requested by residents.</p>	<p>Amend plan to take into account resident feedback.</p> <p>Recommended new proposed parking restrictions to cover corners of road. 5.9 metres and 4.3 metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 metres opposite.</p> <p>These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.</p>
Springfield Avenue N10	<p>To whom it may concern, As residents at noXX Springfield avenue, we are writing to object to the proposition to add double yellow lines to our street. We have no objection to shorter yellow lines, on the bends on the road, but strongly oppose the plans as they stand, that will remove several parking spaces (including the space we need to charge our electric car), without having any safety benefit. We request that you revise the plans.</p>	<p>Amend plan to take into account resident feedback.</p> <p>Recommended new proposed parking restrictions to cover corners of road. 5.9 metres and 4.3 metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 metres opposite.</p> <p>These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.</p>
Springfield Avenue N10	<p>I am writing to object to the proposal put double yellow lines on further parts of Springfield Avenue: there is already insufficient space for resident parking and this will worsen the situation.</p>	<p>Amend plan to take into account resident feedback.</p> <p>Recommended new proposed parking restrictions to cover corners of road. 5.9 metres and 4.3 metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 metres opposite.</p> <p>These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately</p>

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		make the necessary movements to turn around in the road.
Springfield Avenue N10	<p>Myself (Artem Boiko) and my wife (Sara Boiko) would like to register our objection to the current proposal of the stretching of the double yellow lines in Springfield Avenue (ref 2023-T38). The existing arrangements are perfectly adequate and introduction of new lines (as is currently planned and before discussions about revision with Daniel Bingham, the Parking Schemes Project Engineer for Haringey) will do little for safety but will only serve to increase parking congestion on our street.</p>	<p>Amend plan to take into account resident feedback.</p> <p>Recommended new proposed parking restrictions to cover corners of road. 5.9 metres and 4.3 metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 metres opposite.</p> <p>These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.</p>
Springfield Avenue N10	<p>We strongly object to the proposed yellow lines in Springfield Avenue N10 3SY</p> <p>This is my second email, in the first one I forgot to add our house number.</p>	<p>Amend plan to take into account resident feedback.</p> <p>Recommended new proposed parking restrictions to cover corners of road. 5.9 metres and 4.3 metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 metres opposite.</p> <p>These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.</p>
Springfield Avenue N10	<p>Dear Sir, Madam,</p> <p>I would like to register my objection to the proposed double yellow lines in Springfield Avenue.</p>	<p>Amend plan to take into account resident feedback.</p> <p>Recommended new proposed parking restrictions to cover corners of road. 5.9 metres and 4.3 metres outside 45 and</p>

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		<p>52 retrospectively. 1.7 Metres outside 71 and 2.3 metres opposite.</p> <p>These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.</p>
<p><b>Springfield Avenue N10</b></p>	<p>To whom it may concern, As a residence of above road I object to proposed plans for double yellow lines at Springfield avenue N10.</p>	<p>Amend plan to take into account resident feedback.</p> <p>Recommended new proposed parking restrictions to cover corners of road. 5.9 metres and 4.3 metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 metres opposite.</p> <p>These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.</p>
<p><b>Springfield Avenue N10</b></p>	<p>We are writing to strongly object to Traffic Order 202 T38 and the double yellow lines proposed in the cul-de-sac in front of our property no 71 and in front of no.78 and further down the street around the Island.</p> <p>The changes that are proposed would result in the loss of approximately 10 parking spaces in the street. There is already a shortage of parking spaces and this removal of amenity will cause extreme hardship to residents - particularly those who are elderly or vulnerable such as ourselves.</p> <p>My family have lived here over 40 years. My husband is in his late 70s. To remove our ability to park outside</p>	<p>Amend plan to take into account resident feedback.</p> <p>Recommended new proposed parking restrictions to cover corners of road. 5.9 metres and 4.3 metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 metres opposite.</p> <p>These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.</p>

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	<p>our property is distressing.</p> <p>The current layout and parking in the cul-de-sac has natural traffic calming as it requires drivers to slow down and drive cautiously when turning round.</p> <p>We consider that allowing drivers more space to turn round will encourage reckless driving.</p> <p>There are currently no access problems in the cul-de-sac - we receive regular garbage collection and deliveries. In recent times, police, fire service and ambulances have all entered the cul-de-sac and parked. We believe the proposed restrictions are excessive and counterproductive.</p>	
<p><b>Springfield Avenue N10</b></p>	<p>To whom it may concern.</p> <p>I object to the additional yellow line proposals in Springfield Avenue N10.</p>	<p>Amend plan to take into account resident feedback.</p> <p>Recommended new proposed parking restrictions to cover corners of road. 5.9 metres and 4.3 metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 metres opposite.</p> <p>These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.</p>
<p><b>Springfield Avenue N10</b></p>	<p>I object to the yellow lines no 46 The yellow lines on Springfield avenue n10</p>	<p>Amend plan to take into account resident feedback.</p> <p>Recommended new proposed parking restrictions to cover corners of road. 5.9 metres and 4.3 metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 metres opposite.</p> <p>These are the minimum parking restrictions that would allow safe</p>

Reference	Response	Officer Recommendation
		<p>manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.</p>
<p><b>Springfield Avenue N10</b></p>	<p>Dear Sir/Madam</p> <p>Tonight we have gone on the website sited on the poster that has been put up on a lamppost near our house to input into the consultation only to find that the papers, proposals and plans are not on there. This is very disappointing as the consultation runs until today.</p> <p>We live at *** and wish to strongly object to the proposals to introduce double yellow lines in parts of the road. The proposed changes will mean a loss of many parking spaces. There are already not enough parking spaces so we are extremely alarmed that the proposals seek to take away already scarce parking spaces.</p> <p>We live at the bottom of the road in the cul de sac and already often come back to find nowhere to park. These proposals will exacerbate this situation. As an older woman I already have to cope with having to park on occasion way down at the other end of the road and this is especially disconcerting when I come back late at night and have to then walk the length of the road on my own in the dark. This will be the case for others and especially for the elderly and vulnerable. We would question whether these proposals have had an equality impact assessment made on them.</p> <p>We really do not understand why these proposals have been put forward. We heard it might be because of access. There is good</p>	<p>Amend plan to take into account resident feedback.</p> <p>Recommended new proposed parking restrictions to cover corners of road. 5.9 metres and 4.3 metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 metres opposite.</p> <p>These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.</p>

Reference	Response	Officer Recommendation
	<p>access on the road for rubbish collections and we have had all emergency services - police, ambulance and fire - access the road and the cul de sac.</p> <p>We find these proposals extremely disturbing and urge you not to go ahead with them</p>	

## 7 Contribution to strategic outcomes

- 7.1 The introduction and management of parking places along with waiting and loading restrictions supports Theme 2: Responding to the climate emergency in the Corporate Delivery Plan.
- 7.2 Delivery of the proposed changes in section 6, Table 1 will help the Council to prove safer travel by improving sightlines, visibility and traffic flow for pedestrians, cyclists and other road users and to provide additional parking opportunities for residents, visitors, shoppers and business owners where possible.
- 7.3 This will also allow the Council to manage valuable kerbside space and reduce the **amount of commuter and 'short trip' car journeys more effectively**. This will help enable the Council to prioritise kerb space more easily for electric vehicle, charging points and cycle hangar storage, as well as to reduce parking where there is need for improvements to walking, cycling and other sustainable means of travel.

## 8 Comments of the Chief Financial Officer

- 8.1 This report seeks Head of Highways and Parking in consultation with the Cabinet Member for Tackling Inequality and Resident Services approval for the implementation of waiting and loading restrictions and parking place changes.
- 8.2 The full cost of this scheme is estimated to be £7000 + sum of table including community engagement; inventory of existing site conditions; design and implementation. **This will be funded from the Council's approved Capital Programme** as it was included within the Parking Implementation Plan.
- 8.3 Once implemented the future operation cost will be funded from the existing service revenue budgets.
- 8.4 A breakdown of individual material and labour costs for each location can be seen in Table 3 below.

Table 3

Reference	Estimated Cost (any road markings or posts)	Estimated Total Cost (any road markings or posts)	Projected Completion
Table 1 - Item (a)	<b>£88.79</b>	Total cost for implementation of batch (including 10% contingency) = £874.18	All items to be completed by September 2023
Table 1 - Item (b)	<b>£99.17</b>		
Table 1 - Item (c)	<b>£27.26</b>		
Table 1 - Item (d)	<b>£19.92</b>		
Table 1 - Item (e)	<b>£22.38</b>		
Table 1 - Item (f)	<b>£20.14</b>		
Table 1 - Item (g)	<b>£61.04</b>		
Table 1 - Item (h)	<b>£20.13</b>		
Table 1 - Item (i)	<b>£19.43</b>		
Table 1 - Item (j)	<b>£101.32</b>		
Table 1 - Item (k)	<b>£115.28</b>		
Table 1 - Item (l)	<b>£35.73</b>		
Table 1 - Item (m)	<b>£27.30</b>		
Table 1 - Item (n)	<b>£74.81</b>		
Table 1 – Item (o)	<b>£141.48</b>		

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

- 9.1 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) ("RTRA") and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended) ("the Regulations"). All representations received must be properly considered in the light of administrative law principles, human rights law and the relevant statutory powers.

- 9.2 The Council's powers in relation to the making of traffic management orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 paragraphs 1-22 the RTRA
- 9.3 The power of a local authority to make an order regulating or controlling vehicular and other traffic is contained within the scope of section 6 of the RTRA.
- 9.4 When determining what paying parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.
- 9.5 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters: -
- the desirability of securing and maintaining reasonable access to premises.
  - the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
  - the national air quality strategy.
  - facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
  - any other matters appearing to the Council to be relevant.
- 9.6 The legal position in relation to traffic management orders and the statutory requirements in respect of consultation are set out in section 9.1 through 9.5 of this report. Public and Statutory Public consultation has been undertaken and due consideration given to representations by the public. The Council would be acting in accordance with the law were it to proceed with the proposals set out in this report.

## 10 Equalities Comments

- 10.1 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.
- 10.2 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and

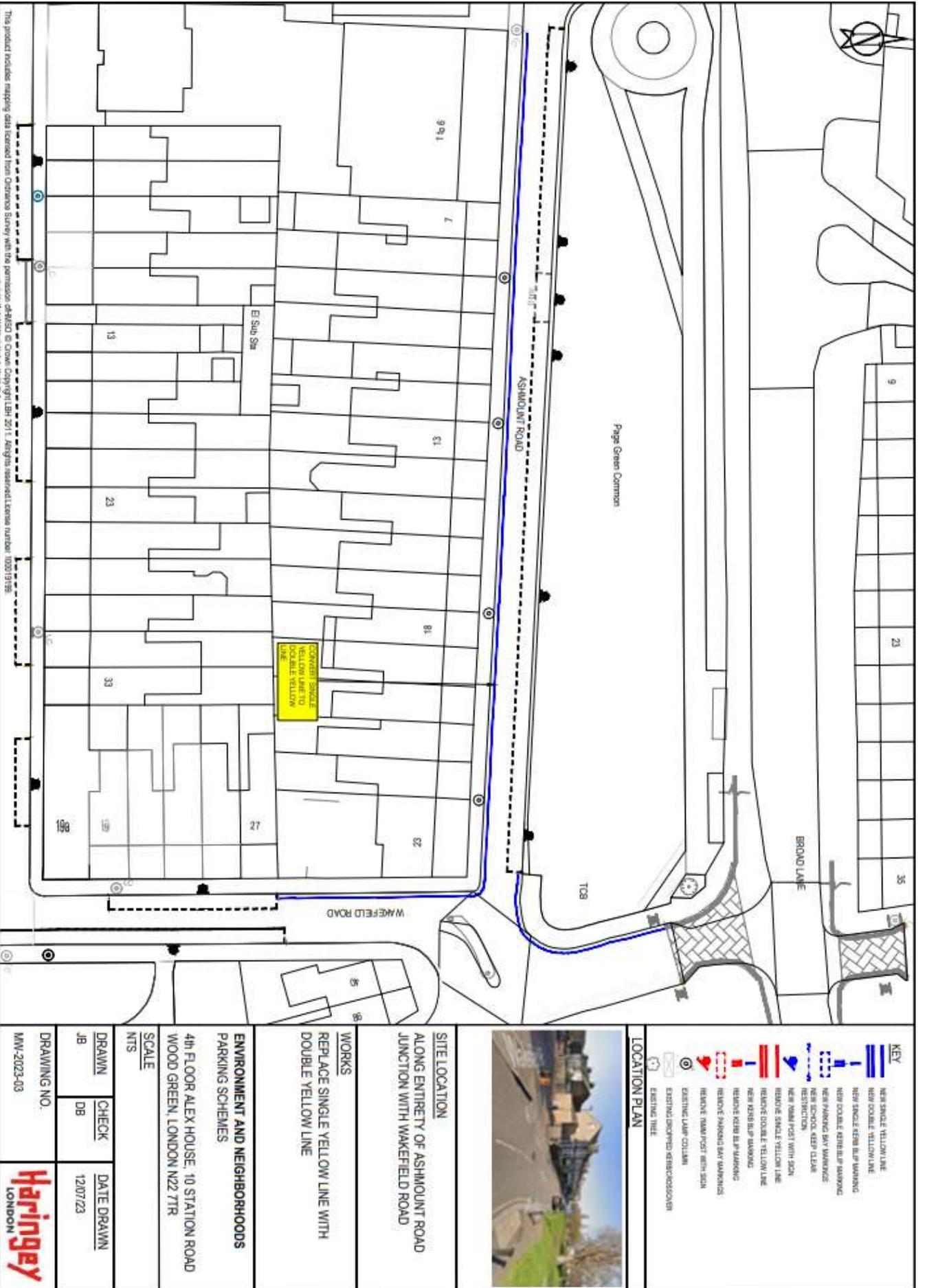
sexual orientation. Marriage and civil partnership status apply to the first part of the duty.

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

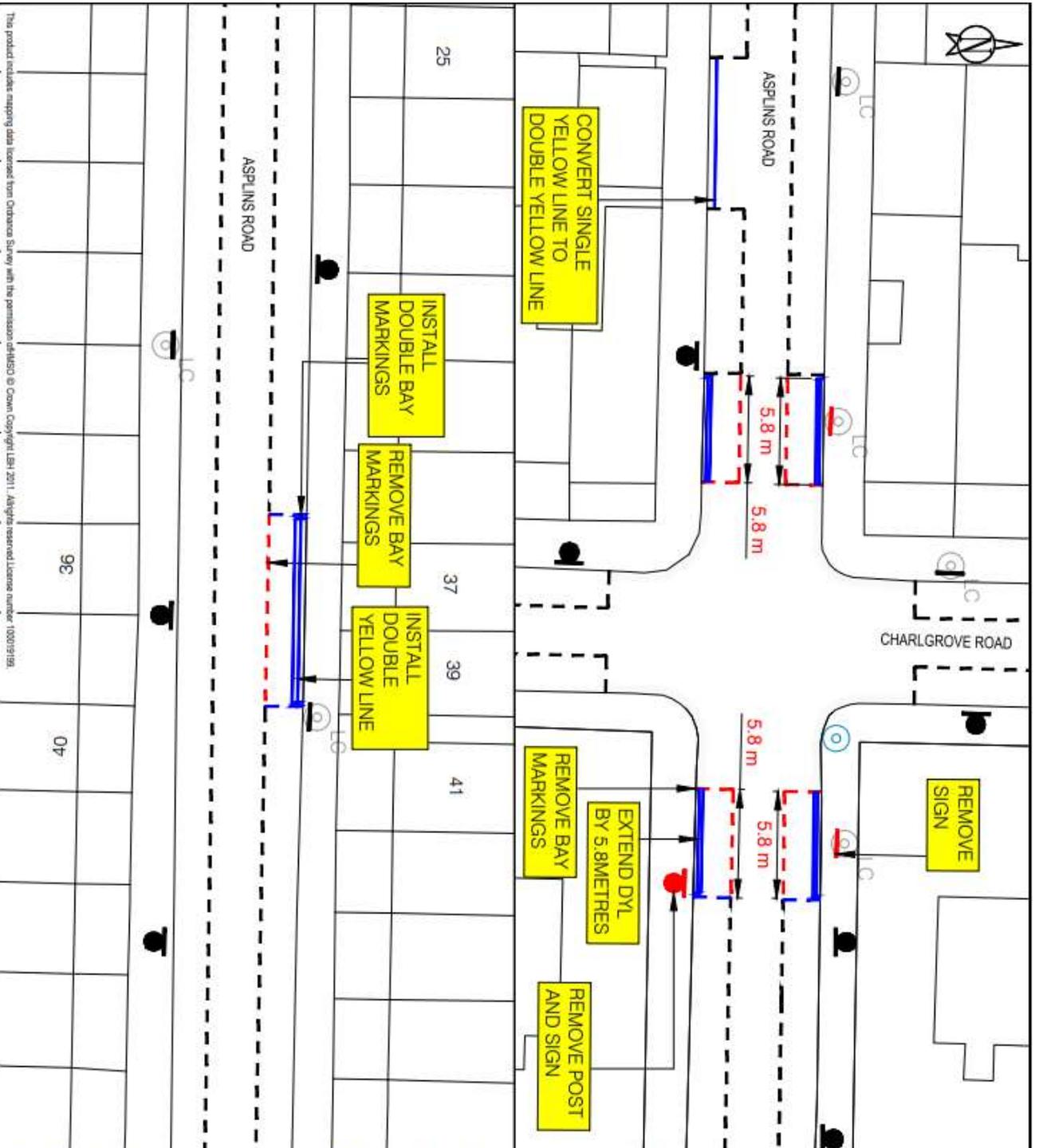
## 11 Use of Appendices

- Appendix 1 – Detailed designs showing the extents of the proposals stated in table 1 and table 2 section 3.
- Appendix 2 - Statutory Consultation Notice of Proposal, advertising the proposals stated in table 1 section 3.
- Appendix 3 – Statutory Consultation notification email sent to statutory bodies stated in section 4.
- Appendix 4 – Statutory Full objections/comments received to the statutory consultation with officer comments.

# APPENDIX 1

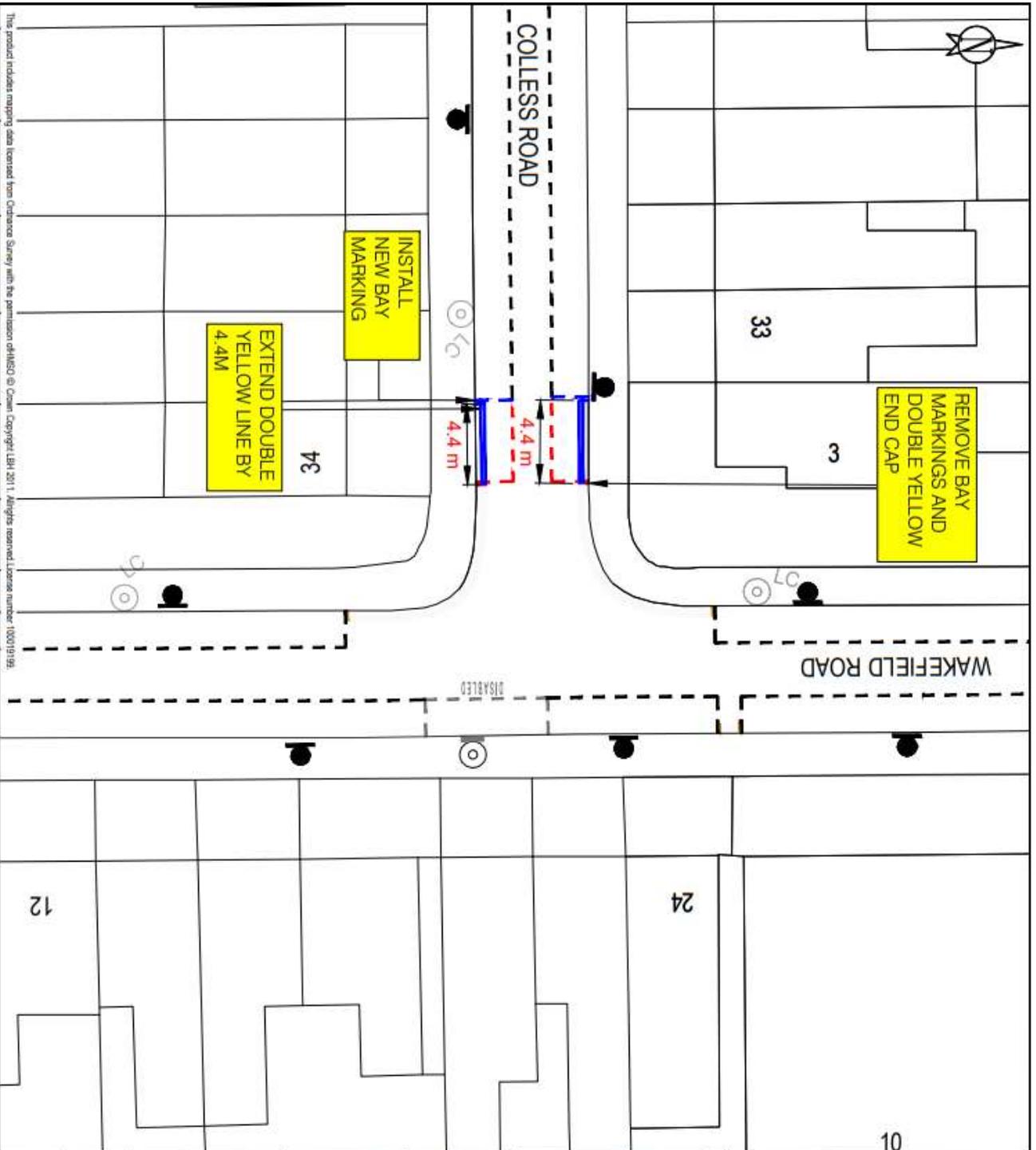


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<p><b>KEY</b></p> <ul style="list-style-type: none"> <li> NEW SINGLE YELLOW LINE</li> <li> NEW DOUBLE YELLOW LINE</li> <li> NEW SINGLE KERB BAY MARKING</li> <li> NEW DOUBLE KERB BAY MARKING</li> <li> NEW PARKING BAY MARKINGS</li> <li> NEW SCHOOL KEEP CLEAR RESTRICTION</li> <li> NEW NARROWPOST WITH SIGN</li> <li> REMOVE SINGLE YELLOW LINE</li> <li> REMOVE DOUBLE YELLOW LINE</li> <li> NEW KERB BAY MARKING</li> <li> REMOVE KERB BAY MARKING</li> <li> REMOVE PARKING BAY MARKINGS</li> <li> REMOVE NARROWPOST WITH SIGN</li> <li> EXISTING LAMP COLUMN</li> <li> EXISTING DIMMED REFLECTOR/SOVER</li> <li> EXISTING TREE</li> </ul>	<p><b>LOCATION PLAN</b></p>
<p><b>WORKS</b></p> <p>CONVERT SYL TO DYL, REPLACE PARKING BAY WITH DYL, EXTEND DYL BY 5.8M ON CHARLGROVE JUNCTION, REMOVE SIGNS</p>	<p><b>SITE LOCATION</b></p> <p>OUTSIDE 37 AND 39 ASPPLINS ROAD ON JUNCTION WITH CHARLGROVE ROAD</p>
<p><b>SCALE</b></p> <p>1:200 @ A3</p>	<p><b>DRAWING NO.</b></p> <p>MM-2023-03</p>
<p><b>DRAWN</b></p> <p>JB</p>	<p><b>CHECK</b></p> <p>DB</p>
<p><b>DATE DRAWN</b></p> <p>26/07/23</p>	

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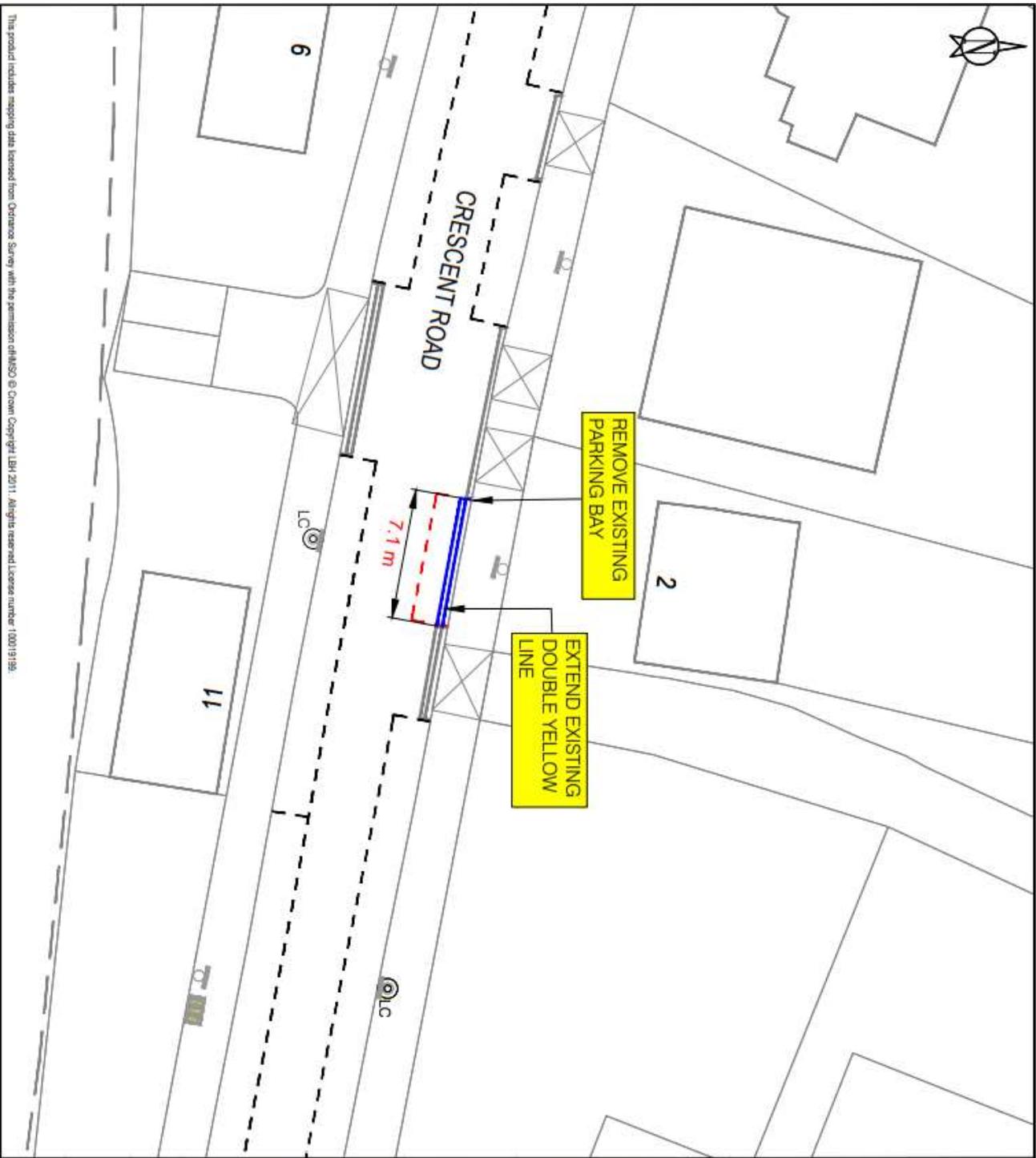
**KEY**

- NEW SINGLE YELLOW LINE
- NEW DOUBLE YELLOW LINE
- NEW SINGLE KERB BLP MARKING
- NEW DOUBLE KERB BLP MARKING
- NEW PARKING BAY MARKING
- NEW SCHOOL KEEP CLEAR RESTRICTION
- NEW TRAM POST WITH SIGN
- REMOVE SINGLE YELLOW LINE
- REMOVE DOUBLE YELLOW LINE
- NEW KERB BLP MARKING
- REMOVE KERB BLP MARKING
- REMOVE PARKING BAY MARKINGS
- REMOVE TRAM POST WITH SIGN
- EXISTING LAMP COLUMN
- EXISTING DROPPED KERB/CROSSOVER
- EXISTING TREE



<b>SITE LOCATION</b> JUNCTION WITH COLLESS ROAD AND WAKEFIELD ROAD	
<b>WORKS</b> REMOVE PARKING BAY LINES EXTEND DOUBLE YELLOW LINES	
<b>ENVIRONMENT AND NEIGHBORHOODS</b> PARKING SCHEMES 4th FLOOR ALEX HOUSE, 10 STATION ROAD WOOD GREEN, LONDON N22 7TR	
<b>SCALE</b> 1:200 @ A3	
<b>DRAWN</b> JB	<b>CHECK</b> DB
<b>DRAWING NO.</b> MW-2023-03	<b>DATE DRAWN</b> 13/07/23





**KEY**

- NEW SINGLE YELLOW LINE
- NEW DOUBLE YELLOW LINE
- NEW SINGLE KERB B/LP MARKING
- NEW DOUBLE KERB B/LP MARKING
- NEW PARKING BAY MARKINGS
- NEW SCHOOL KEEP CLEAR RESTRICTION
- NEW TRAM POST WITH SIGN
- REMOVE SINGLE YELLOW LINE
- REMOVE DOUBLE YELLOW LINE
- REMOVE KERB B/LP MARKING
- REMOVE PARKING BAY MARKINGS
- REMOVE TRAM POST WITH SIGN
- REMOVE TRAM POST WITH SIGN
- EXISTING LAMP COLUMN
- EXISTING DROPPED KERB/CROSSOVER
- EXISTING TREE



**LOCATION PLAN**

SITE LOCATION  
OUTSIDE 2 CRESCENT ROAD

**WORKS**

- EXTEND EXISTING DOUBLE YELLOW TOWARDS SYL
- REMOVE EXISTING PARKING BAY

**ENVIRONMENT AND NEIGHBORHOOD PARKING SCHEMES**

4th FLOOR ALEX HOUSE, 10 STATTON WOOD GREEN, LONDON N22 7TR

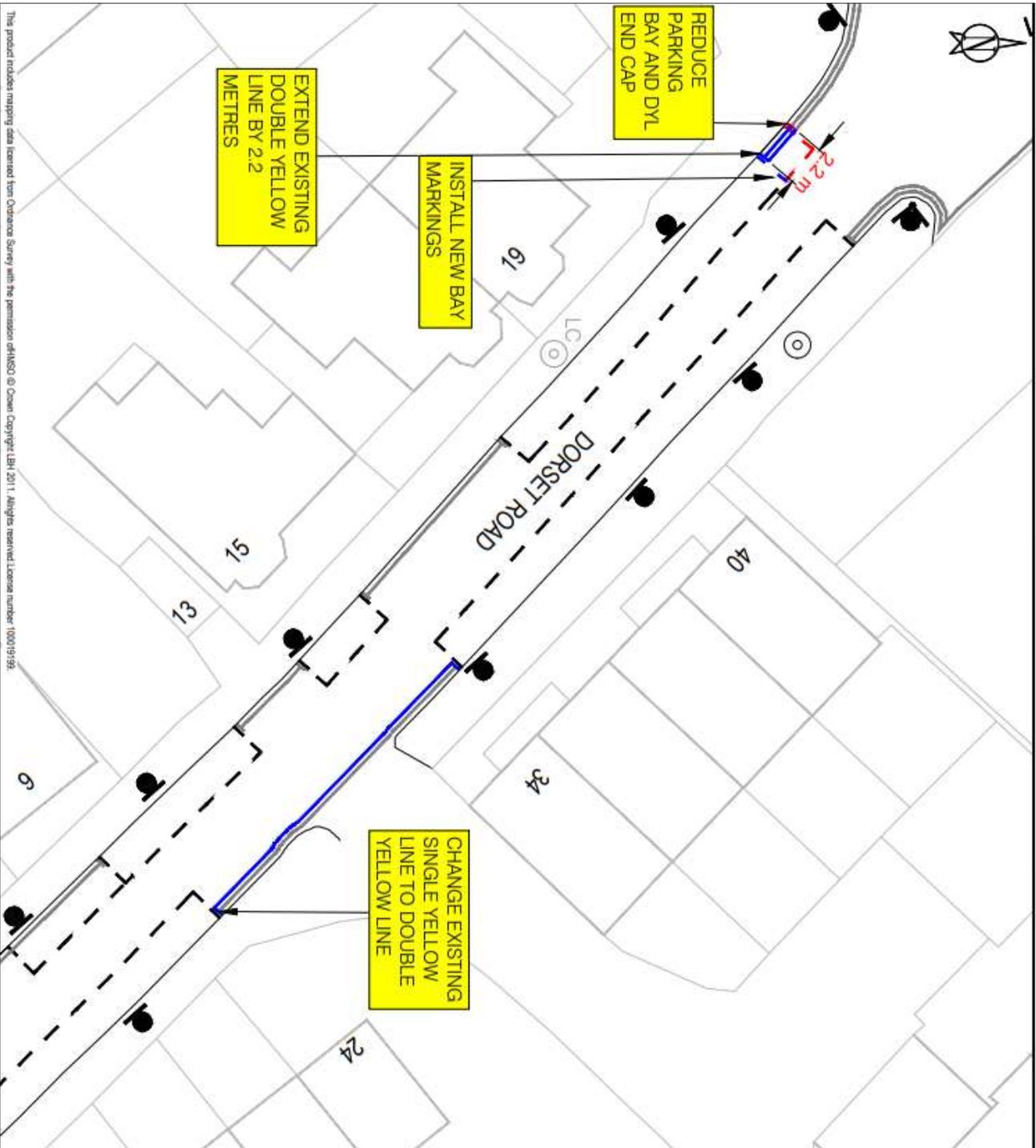
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1:200 @ A3

<b>DRAWN</b>	<b>CHECK</b>	<b>DATE DR</b>
JB	DB	12/07/23

**DRAWING NO.**  
MM-2023-03

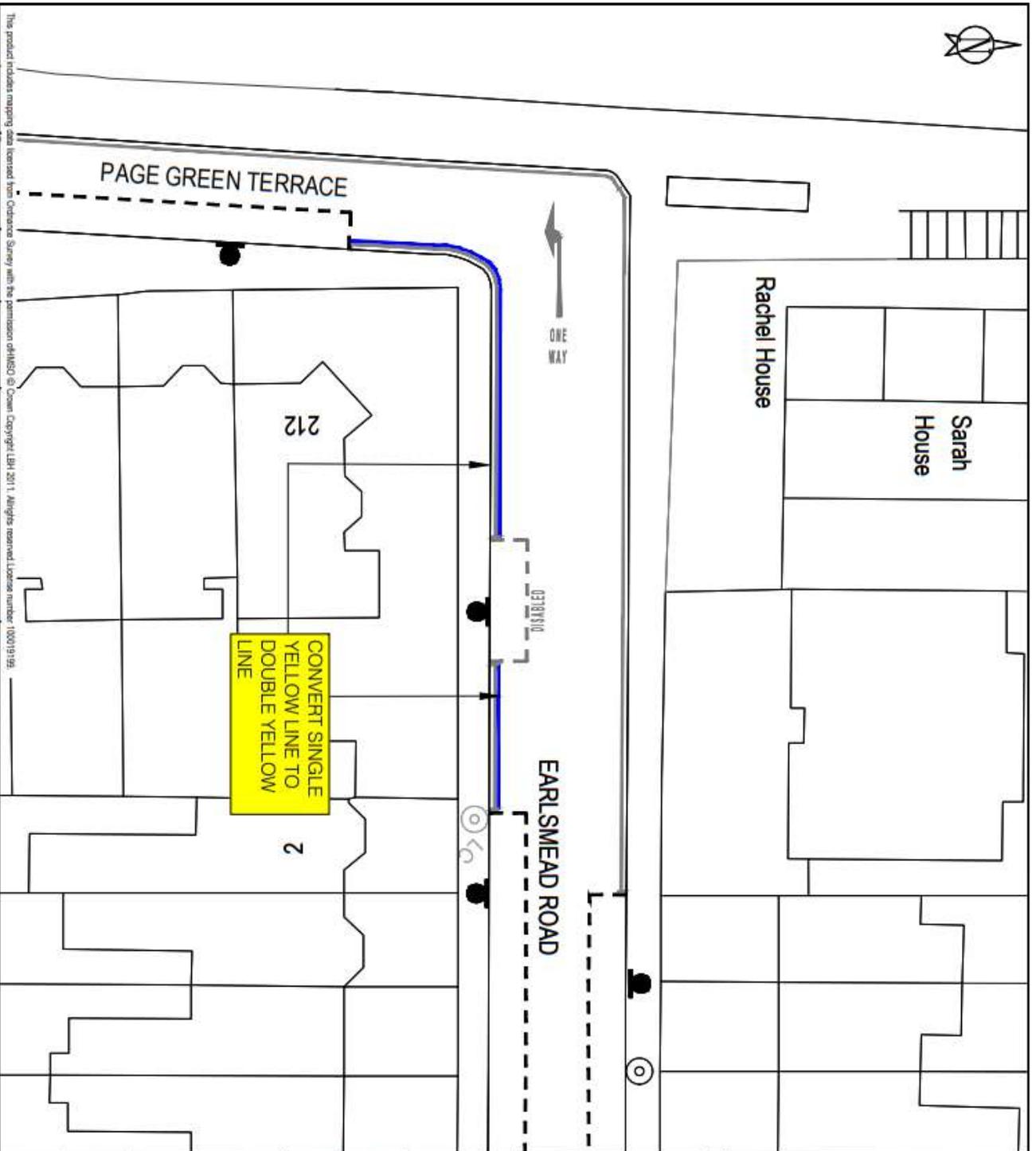
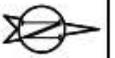
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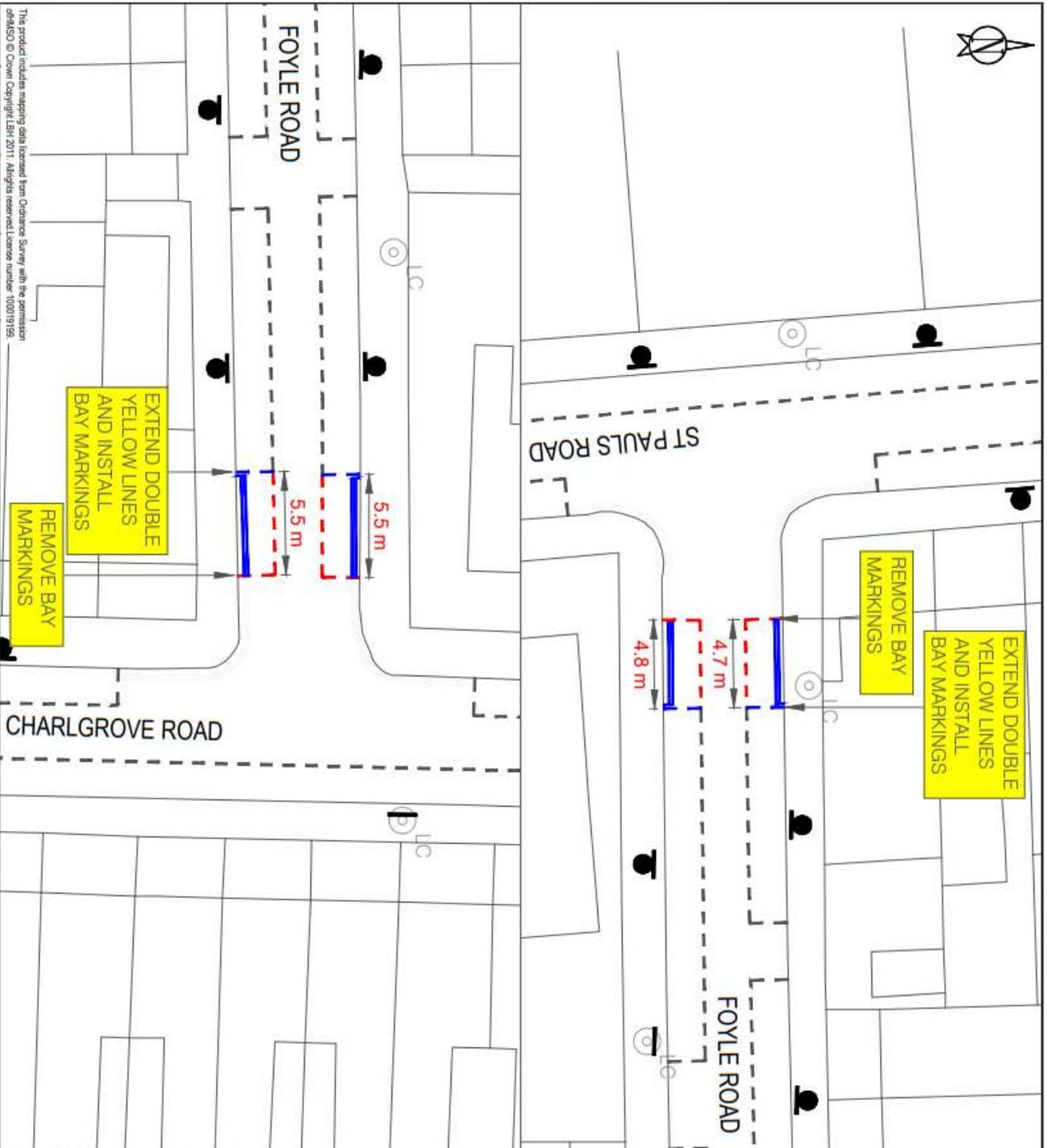
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<b>KEY</b> 	<b>KEY</b> NEW SINGLE YELLOW LINE NEW DOUBLE YELLOW LINE NEW SINGLE KERB NEW DOUBLE KERB NEW PARKING BAY MARKING NEW SCHOOL KEEP RESTRICTION NEW TRAM POST WITH RESTRICTION REMOVE SINGLE YELLOW LINE REMOVE DOUBLE LINE REMOVE BLUE MARKING REMOVE KERB REMOVE PARKING BAY REMOVE TRAM POST EXISTING LAMP COLUMN EXISTING DROPPED KERB EXISTING TREE
	<b>LOCATION PLAN</b> 
<b>SITE LOCATION</b> BETWEEN 24 AND 34 L.A. ADJACENT TO WOODMILL DEPOT	<b>WORKS</b> REPLACE SYL WITH DOUBLE YELLOW LINE EXTEND DOUBLE YELLOW LINE REMOVE PARKING BAY INSTALL NEW BAY MARKINGS
<b>ENVIRONMENT AND NEIGHBOURHOOD</b> 4th FLOOR ALEX HOUSE WOOD GREEN, LONDON	<b>SCALE</b> 1:200 @ A3
<b>DRAWN</b> JB	<b>CHECK</b> DB
<b>DRAWING NO.</b> MW-2023-03	

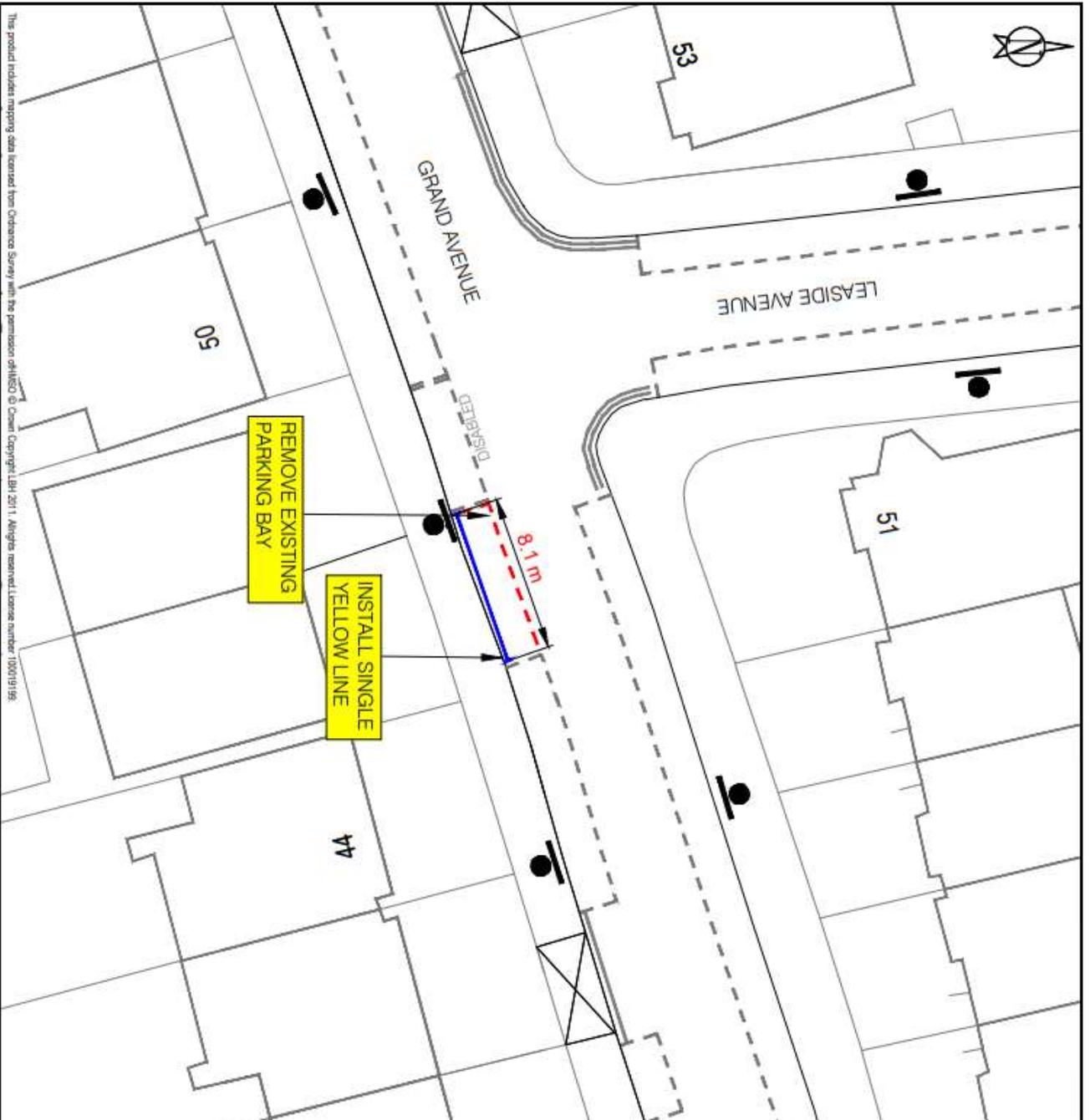


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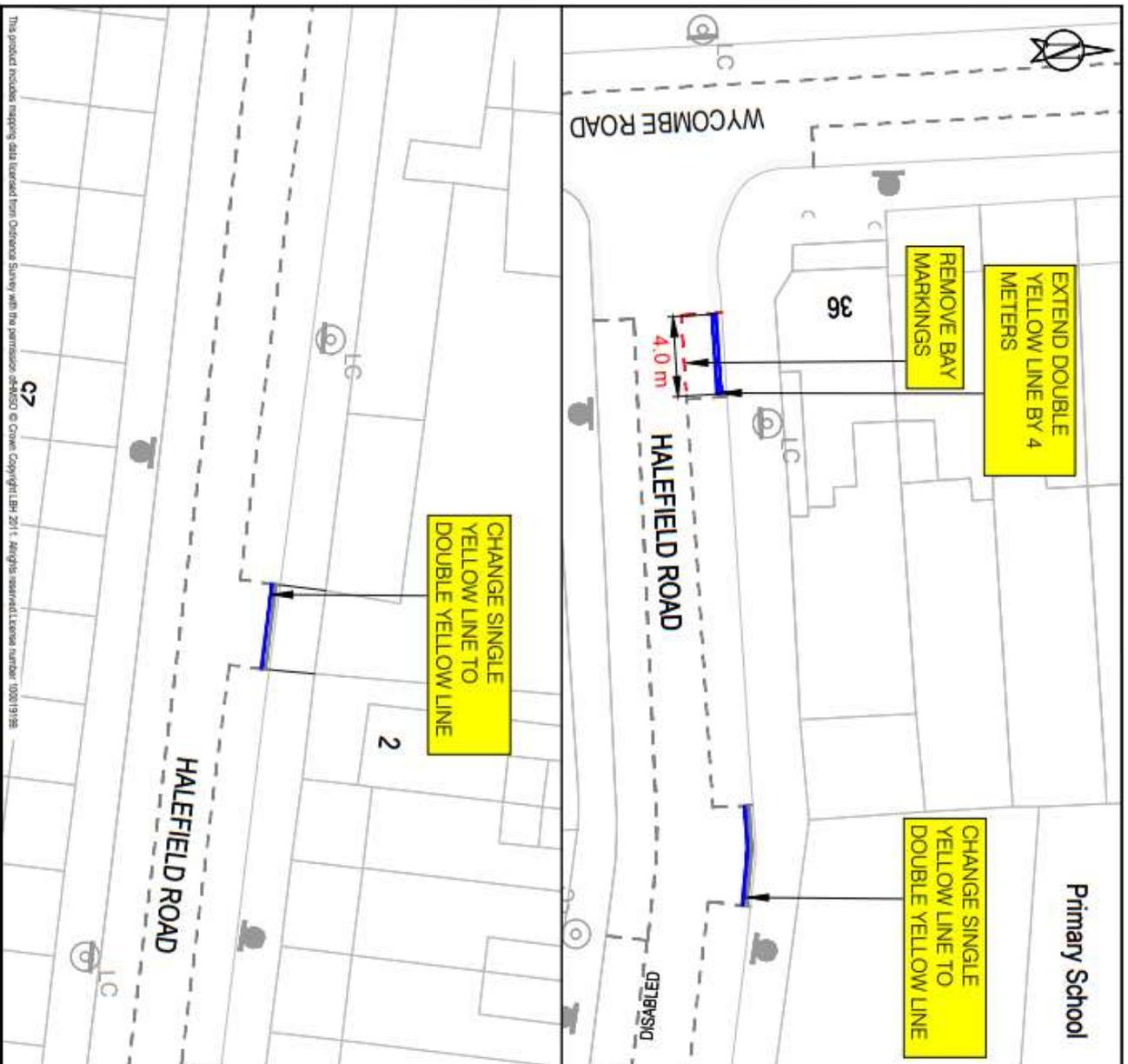
KEY		LOCATI		SITE LOC FLANK O OUTSIDE	WORKS CONVER YELLOW	ENVIROI PARKIN	4th FLOOR WOOD 0	SCALE 1:200 @ A DRAWN JB DRAWN MMW-2023
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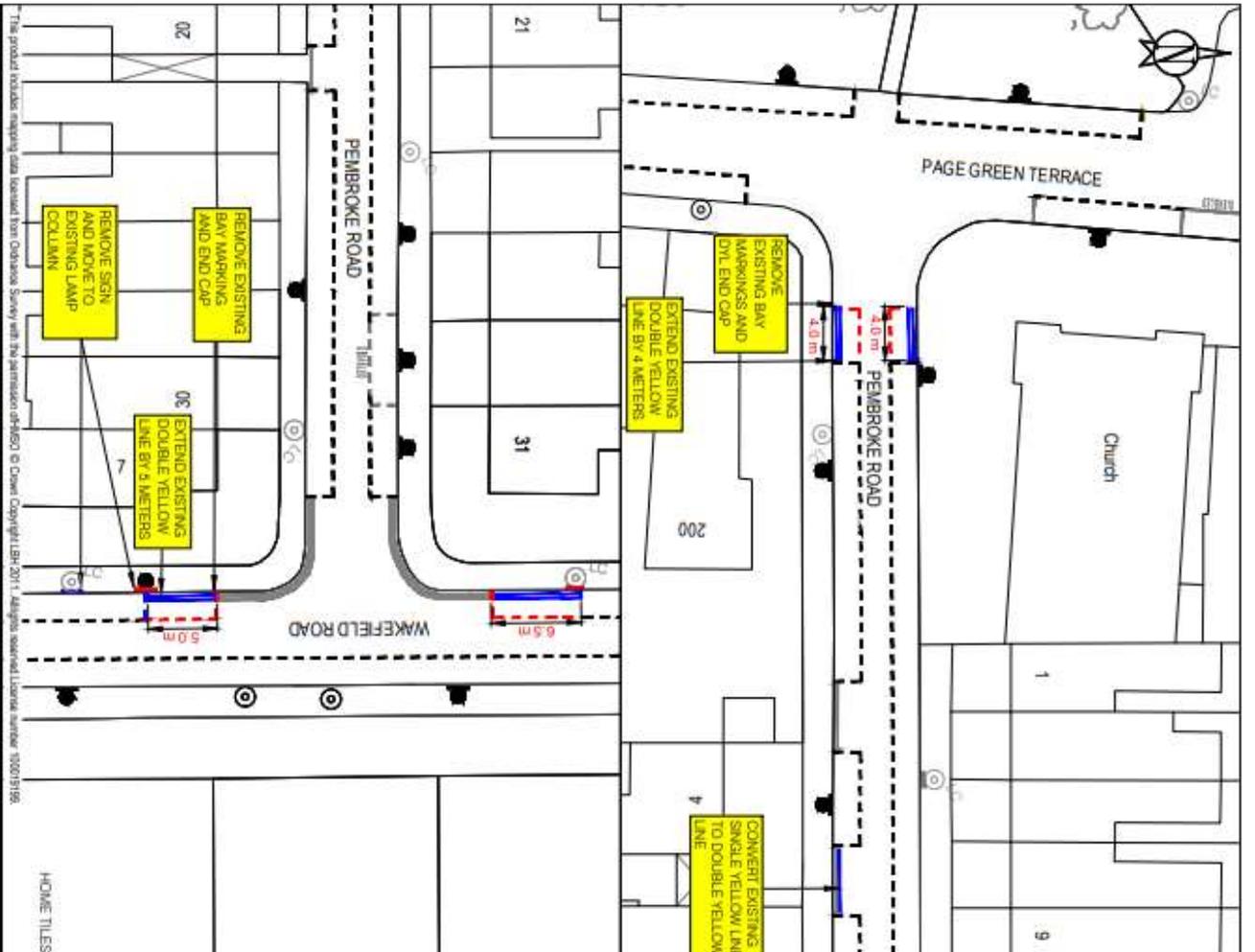


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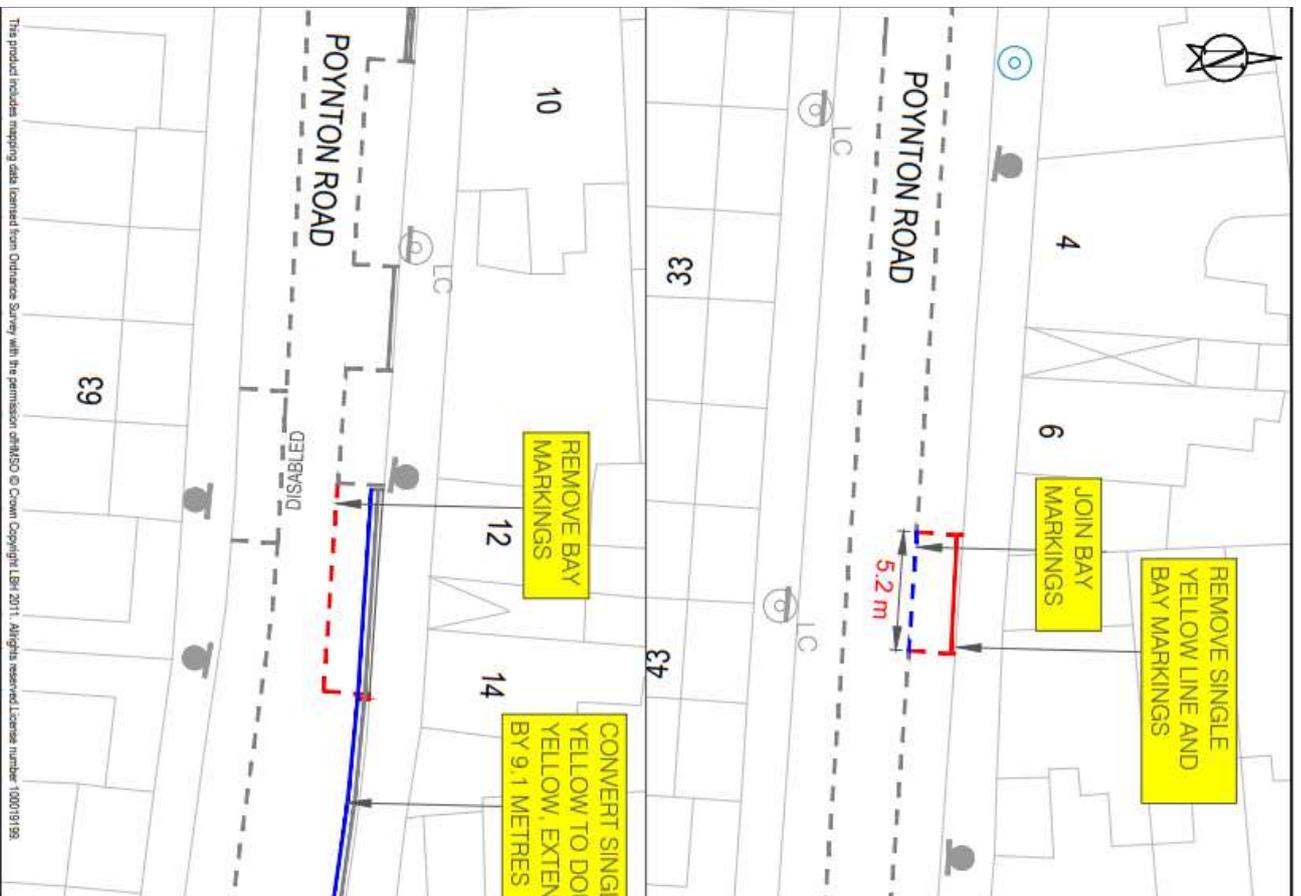


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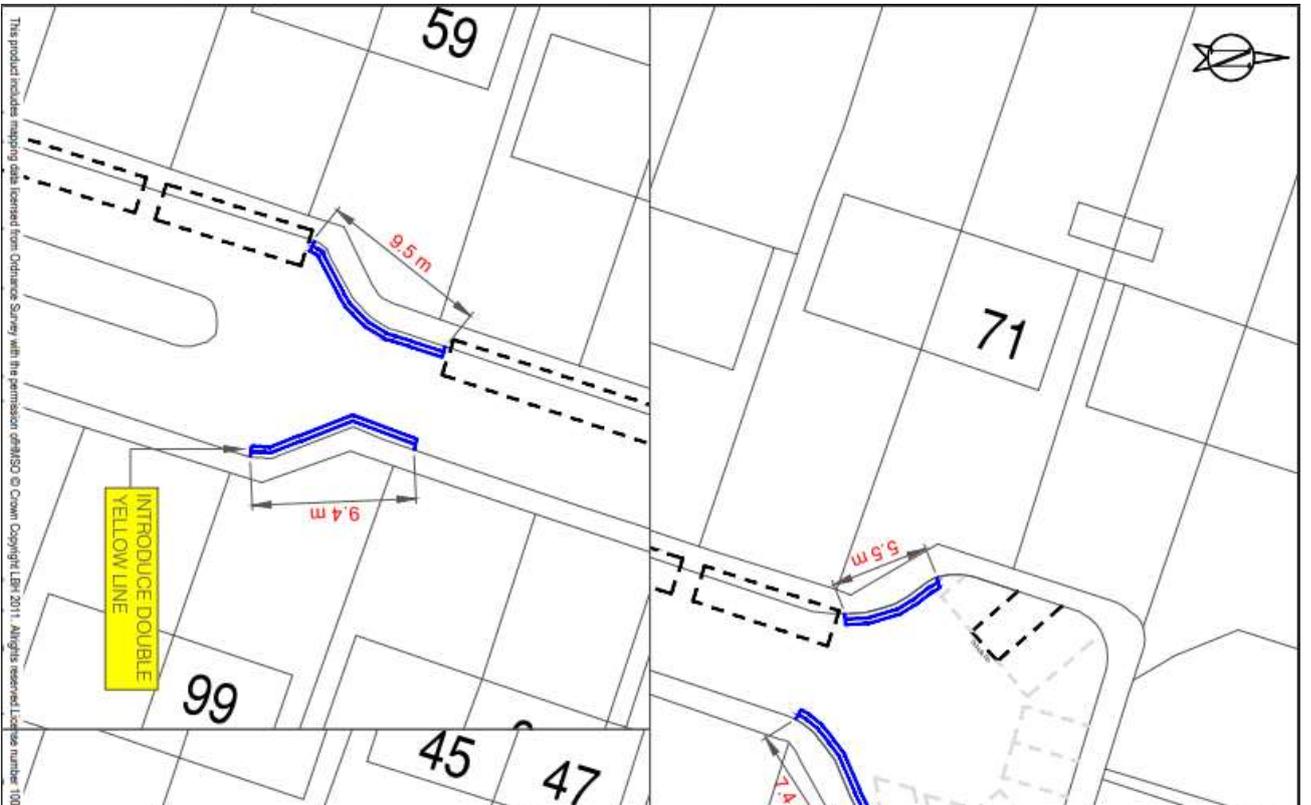




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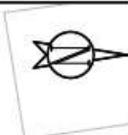


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REMOVE BAY  
MARKINGS

REMOVE SIGN  
FROM LC

INSTALL DOUBLE  
YELLOW LINES

1

37



## APPENDIX 2

# Public Notice



**PROPOSED INTRODUCTION/AMENDMENT/REMOVAL OF WAITING AND LOADING RESTRICTIONS AND PARKING PLACES – VARIOUS LOCATIONS – MINOR WORKS BATCH NO.3**

**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\*  
T38**

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

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

Road	Description
Ashmount Road N15	To convert all the existing Single Yellow Lines on Ashmount Road N15 to Double Yellow Lines.
Asplins Road N17	1.To extend the existing Double Yellow Lines and shorten the adjacent Permit Holders Only parking bays on both sides of Asplins Road N17: a. At its western junction with Chalcrope Road N17. west by approximately 5.8 metres.

## APPENDIX 3

/Madam

For your information a copy of the Public Notice relating to the above proposal which will appear in the London Gazette and Erisel & Harroley Independent on 2<sup>nd</sup> August 2023 as required by the Local Authority Traffic Orders (Procedure) (England and Wales) Regulations 1996. Attach copies of the draft Order, Statement of Reasons and map(s) illustrating the proposal. The scheme will also be available to view through our online portal <https://consultation.sppwww.com/harroley> during the 21 day statutory consultation period. We would be grateful if you could please forward any comments you may wish to make on these proposals by 23<sup>rd</sup> August 2023.

Yours faithfully,  
[Signature]

Order Maker  
Indra House 4th Floor,  
High Road N22 8HQ  
  
on  
@harroley.gov.uk  
@harroleycouncil  
book.com/harroleycouncil

## APPENDIX 4

### **Objections 1**

Good afternoon

Notices have been put up on our street saying the council propose to add double yellow lines at certain points.

The notices give us a website (appyway) where we can see the proposals in detail but I can find nothing on it about Springfield Avenue.

I would like to object strongly that, from the information given on the notices, these parking restrictions would be both unnecessary and a burden on the council tax-paying householders on this street: unnecessary because there's nothing to gain by keeping those parts of the street clear, and a burden because we already struggle to find space at this end of Springfield for residents' vehicles, and this would only make a bad situation worse.

Please let me know when this appyway site has proposals that can be viewed.

### **Comments 1**

Officers met with residents on site and discussed their concerns, however bare in mind at key pinch points in the road it is mandatory for emergency vehicles and core essential council services to have suitable and safe access. A turning head is recommended to allow these larger vehicles to turn safely.

Recommended to proceed but with an amended plan to take into account resident feedback. Recommended new proposed parking restrictions to cover corners of road. 5.9 Metres and 4.3 Metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 Metres opposite. These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.

### **Objections 2**

I wish to make an appointment to review the documents at Alexandra Hse relating to the proposed works (new stretches of double yellow lines) in Springfield Ave.N10 (ref 2023-T38). Please confirm a date and time asap.

I live at \*\*\* and I object to the proposal. The existing parking on the street is perfectly satisfactory as it is and I can usually park outside my house or nearby. The proposed double yellow lines will significantly reduce the amount of parking available on the street and there is barely enough parking as it is to accommodate the number of cars in the street.

I also object on safety grounds as the street is very dark. I am a 69 year old woman with rheumatoid arthritis. I would not feel safe coming home after dark if I have to park far from my house or on a different street.

Please ensure my objections are recorded.

### **Comments 2**

Officers met with residents on site and discussed their concerns, however bare in mind at key pinch points in the road it is mandatory for emergency vehicles and core essential council services to have suitable and safe access. A turning head is recommended to allow these larger vehicles to turn safely.

Recommended to proceed but with an amended plan to take into account resident feedback. Recommended new proposed parking restrictions to cover corners of road. 5.9 Metres and 4.3 Metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 Metres opposite.

These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.

### **Objections 3**

To whom it may concern,

I'm writing to object to the proposed removal of parking bays at both ends of Foyle Road, N17.

It's not clear to me why this is required and this will limit the space currently available to residents and our visitors.

I don't think this has been sufficiently advertised amongst residents as the only notification I've seen about this is a sheet of A4 hanging off of a street lamp. I haven't received a letter about this proposal (I live on Foyle Road).

Separately, the online portal where I should be able to log this objection has no record of this proposal under 'active' or 'in review'.

I expect the Council will go ahead with this anyway as they have become very adept at ignoring residents, however would like this objection noted in any case.

I would be grateful for confirmation that this email has been received.

### **Comments 3**

The extension of double lines on junctions with St Pauls Road and Charlesgrove Road were proposed as part of the Councils aim of having 10 Metre parking restrictions on junctions to provide safer visibility of pedestrians as well as provide safe and easy access for emergency vehicles and other vehicles such as refuse vehicles.

Recommended to proceed with changes as the measurements provided in the proposal will achieve this aim of 10 Metre parking restrictions on both junctions.

### **Objections 4**

Hi,

Further to the visit by two members of the traffic orders team at 10 am on Wednesday, 9 August 2023, when it was agreed that they would send revised drawings to Marianne Davey for circulation to residents of our road, I am writing because, to date, I have not received copies of the revised, proposed double yellow lines at six locations on our road.

As stated during the visit, I am concerned about the impact of the scheme on parking on our road and that having less parking, might cause some vehicles to drive and turn faster than they are currently able to do.

I note on Haringey's website that it says that the consultation period has closed. However, the notices displayed at intervals on our road state that consultation ends

on 23rd August as per the attached photo. Therefore, I would be grateful if my objection could be taken onboard and to receive a response to my email.

I look forward to hearing from you.

#### **Comments 4**

Officers met with residents on site and discussed their concerns, however bare in mind at key pinch points in the road it is mandatory for emergency vehicles and core essential council services to have suitable and safe access. A turning head is recommended to allow these larger vehicles to turn safely.

Recommended to proceed but with an amended plan to take into account resident feedback. Recommended new proposed parking restrictions to cover corners of road. 5.9 Metres and 4.3 Metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 Metres opposite. These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.

#### **Objections 5**

To whom it may concern I attach a picture of a public notice on a post in halefield road Tottenham and it states that the single yellow line North side of halefield road opposite no 29 will be turned Into a double yellow line the single yellow line is ACROSS MY DRIVE WAY TO MY PROPERTY where I have a horse stabled I need to park ACROSS MY DRIVE WAY EVERY DAY when I feed,water and exercise my horse I also need to park ACROSS MY DRIVE when I unload my horses food and load the bags of horse manure and I appeal against a double yellow line ACROSS MY DRIVE which I also attach pictures of with the single yellow line and I wish to thank you inadvance for your help and cooperation in this matter

Yours sincerely

#### **Comments 5**

Halefield road

I can confirm that no works are currently planned at the rear gate of property 158 Shelbourne Road.

Works are being carried out to convert the existing single yellow outside both gates of Harris Primary School to double yellow lines to prevent vehicles from blocking these gates and allow safer visibility for pedestrians, as well as on junction with Wycombe Road as per the councils aim of 10 Metre parking restrictions on junctions for safer pedestrian visibility and safer access for large vehicles such as emergency and refuse vehicles.

Recommended to proceed in light of the above recommendations, resident driveway access should not be affected by proposed changes.

#### **Objections 6**

Hello,

I am objecting to the proposal for additional double yellow lines on Springfield Avenue, London N10.

Yours,

**Comments 6**

Officers met with residents on site and discussed their concerns, however bare in mind at key pinch points in the road it is mandatory for emergency vehicles and core essential council services to have suitable and safe access. A turning head is recommended to allow these larger vehicles to turn safely.

Recommended to proceed but with an amended plan to take into account resident feedback. Recommended new proposed parking restrictions to cover corners of road. 5.9 Metres and 4.3 Metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 Metres opposite. These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.

**Objections 7**

Dear Traffic Orders,

I object to the proposed plan to put double yellow lines around corners in Springfield Avenue, N10, on the grounds that they would reduce available parking spaces in the road and are unnecessary.

Yours sincerely,

**Comments 7**

Officers met with residents on site and discussed their concerns, however bare in mind at key pinch points in the road it is mandatory for emergency vehicles and core essential council services to have suitable and safe access. A turning head is recommended to allow these larger vehicles to turn safely.

Recommended to proceed but with an amended plan to take into account resident feedback. Recommended new proposed parking restrictions to cover corners of road. 5.9 Metres and 4.3 Metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 Metres opposite. These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.

**Objections 8**

I object to the yellow line proposal fir Springfield Avenue N10.

Thanks

**Comments 8**

Officers met with residents on site and discussed their concerns, however bare in mind at key pinch points in the road it is mandatory for emergency vehicles and core essential council services to have suitable and safe access. A turning head is recommended to allow these larger vehicles to turn safely.

Recommended to proceed but with an amended plan to take into account resident feedback. Recommended new proposed parking restrictions to cover corners of road. 5.9 Metres and 4.3 Metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 Metres opposite. These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.

### **Objections 9**

We object strongly to the proposed yellow lines in Springfield Avenue, N10 3SY

### **Comments 9**

Officers met with residents on site and discussed their concerns, however bare in mind at key pinch points in the road it is mandatory for emergency vehicles and core essential council services to have suitable and safe access. A turning head is recommended to allow these larger vehicles to turn safely.

Recommended to proceed but with an amended plan to take into account resident feedback. Recommended new proposed parking restrictions to cover corners of road. 5.9 Metres and 4.3 Metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 Metres opposite. These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.

### **Objections 10**

The proposed yellow lines in Springfield Ave are at present too long. There are apparently some revised plans which allow for fewer parking spots to be lost. Please ensure the amended plans are used

### **Comments 10**

Officers met with residents on site and discussed their concerns, however bare in mind at key pinch points in the road it is mandatory for emergency vehicles and core essential council services to have suitable and safe access. A turning head is recommended to allow these larger vehicles to turn safely.

Recommended to proceed but with an amended plan to take into account resident feedback. Recommended new proposed parking restrictions to cover corners of road. 5.9 Metres and 4.3 Metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 Metres opposite. These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.

### **Objections 11**

I a writing to object to the yellow line proposals that are being proposed (ref 2023-T38) on the basis that they are in their present form disproportionate. Springfield Avenue is already serving as overflow parking for commuters, estate agents and the Palace, and any proposal to modify parking arrangements exacerbates the problem and needs to be more carefully devised and undertaken with full knowledge of the local situation that residents can provide.

### **Comments 11**

Officers met with residents on site and discussed their concerns, however bare in mind at key pinch points in the road it is mandatory for emergency vehicles and core essential council services to have suitable and safe access. A turning head is recommended to allow these larger vehicles to turn safely.

Recommended to proceed but with an amended plan to take into account resident feedback. Recommended new proposed parking restrictions to cover corners of road. 5.9 Metres and 4.3 Metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 Metres opposite. These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.

### **Objections 12**

Dear Haringey

I object to the double yellow line proposal on our street (springfield avenue), as there are no sight issues where they are proposed and it would create more issues rather than reduce them.

Faithfully yours,

### **Comments 12**

Officers met with residents on site and discussed their concerns, however bare in mind at key pinch points in the road it is mandatory for emergency vehicles and core essential council services to have suitable and safe access. A turning head is recommended to allow these larger vehicles to turn safely.

Recommended to proceed but with an amended plan to take into account resident feedback. Recommended new proposed parking restrictions to cover corners of road. 5.9 Metres and 4.3 Metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 Metres opposite. These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.

### **Objections 13**

Ref 2023-T38

I object to the double yellow lines that have been proposed for Springfield Avenue.

Springfield Avenue is not a thoroughfare but it is the only place where the residents can park. The unnecessary length of the proposed lines would take away at least 8 parking spaces in an already congested road. I am a Blue Badge holder and should I have to find another road to park in it would make life extremely difficult as I am unable to walk long distances.

Please reconsider your plans.

### **Comments 13**

Officers met with residents on site and discussed their concerns, however bare in mind at key pinch points in the road it is mandatory for emergency vehicles and core essential council services to have

suitable and safe access. A turning head is recommended to allow these larger vehicles to turn safely.

Recommended to proceed but with an amended plan to take into account resident feedback. Recommended new proposed parking restrictions to cover corners of road. 5.9 Metres and 4.3 Metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 Metres opposite. These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.

#### **Objections 14**

Dear Traffic Planning Team,

We object to the proposed plans for yellow lines on Springfield Avenue as proposed in the notices displayed in our street.

Thank you,

#### **Comments 14**

Officers met with residents on site and discussed their concerns, however bare in mind at key pinch points in the road it is mandatory for emergency vehicles and core essential council services to have suitable and safe access. A turning head is recommended to allow these larger vehicles to turn safely.

Recommended to proceed but with an amended plan to take into account resident feedback. Recommended new proposed parking restrictions to cover corners of road. 5.9 Metres and 4.3 Metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 Metres opposite. These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.

#### **Objections 15**

I am contacting you to raise my objections to the double yellow lines on Springfield avenue. I understand you have had a further consultation and wish residents views.

Thanks

#### **Comments 15**

Officers met with residents on site and discussed their concerns, however bare in mind at key pinch points in the road it is mandatory for emergency vehicles and core essential council services to have suitable and safe access. A turning head is recommended to allow these larger vehicles to turn safely.

Recommended to proceed but with an amended plan to take into account resident feedback. Recommended new proposed parking restrictions to cover corners of road. 5.9 Metres and 4.3 Metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 Metres opposite. These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.

**Objections 16**

We object to the proposed new yellow lines on Springfield Avenue, and understand that LBH engineer Daniel Bingham has agreed to alter them as requested by residents.

**Comments 16**

Officers met with residents on site and discussed their concerns, however bare in mind at key pinch points in the road it is mandatory for emergency vehicles and core essential council services to have suitable and safe access. A turning head is recommended to allow these larger vehicles to turn safely.

Recommended to proceed but with an amended plan to take into account resident feedback. Recommended new proposed parking restrictions to cover corners of road. 5.9 Metres and 4.3 Metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 Metres opposite. These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.

**Objections 17**

To whom it may concern,

As residents at \*\*\* Springfield avenue, we are writing to object to the proposition to add double yellow lines to our street. We have no objection to shorter yellow lines, on the bends on the road, but strongly oppose the plans as they stand, that will remove several parking spaces (including the space we need to charge our electric car), without having any safety benefit.

We request that you revise the plans.

Thank you,

**Comments 17**

Officers met with residents on site and discussed their concerns, however bare in mind at key pinch points in the road it is mandatory for emergency vehicles and core essential council services to have suitable and safe access. A turning head is recommended to allow these larger vehicles to turn safely.

Recommended to proceed but with an amended plan to take into account resident feedback. Recommended new proposed parking restrictions to cover corners of road. 5.9 Metres and 4.3 Metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 Metres opposite. These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.

**Objections 18**

I am writing to object to the proposal put double yellow lines on further parts of Springfield Avenue: there is already insufficient space for resident parking and this will worsen the situation.

**Comments 18**

Officers met with residents on site and discussed their concerns, however bare in mind at key pinch points in the road it is mandatory for emergency vehicles and core essential council services to have suitable and safe access. A turning head is recommended to allow these larger vehicles to turn safely.

Recommended to proceed but with an amended plan to take into account resident feedback. Recommended new proposed parking restrictions to cover corners of road. 5.9 Metres and 4.3 Metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 Metres opposite. These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.

### **Objections 19**

Hi,

Myself (\*\*\*) and my wife (\*\*\*) would like to register our objection to the current proposal of the stretching of the double yellow lines in Springfield Avenue (ref 2023-T38). The existing arrangements are perfectly adequate and introduction of new lines (as is currently planned and before discussions about revision with Daniel Bingham, the Parking Schemes Project Engineer for Haringey) will do little for safety but will only serve to increase parking congestion on our street.

We reside in \*\*\* Springfield Avenue, N10 3SU. If you have any questions or would like to discuss, please do not hesitate to get in touch.

Kind regards,

### **Comments 19**

Officers met with residents on site and discussed their concerns, however bare in mind at key pinch points in the road it is mandatory for emergency vehicles and core essential council services to have suitable and safe access. A turning head is recommended to allow these larger vehicles to turn safely.

Recommended to proceed but with an amended plan to take into account resident feedback. Recommended new proposed parking restrictions to cover corners of road. 5.9 Metres and 4.3 Metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 Metres opposite. These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.

### **Objections 20**

We strongly object to the proposed yellow lines in Springfield Avenue N10 3SY  
This is my second email, in the first one I forgot to add our house number.

### **Comments 20**

Officers met with residents on site and discussed their concerns, however bare in mind at key pinch points in the road it is mandatory for emergency vehicles and core essential council services to have suitable and safe access. A turning head is recommended to allow these larger vehicles to turn safely.

Recommended to proceed but with an amended plan to take into account resident feedback. Recommended new proposed parking restrictions to cover corners of road. 5.9 Metres and 4.3 Metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 Metres opposite. These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.

**Objections 21**

Dear Sir, Madam,

I would like to register my objection to the proposed double yellow lines in Springfield Avenue.

Yours faithfully,

**Comments 21**

Officers met with residents on site and discussed their concerns, however bare in mind at key pinch points in the road it is mandatory for emergency vehicles and core essential council services to have suitable and safe access. A turning head is recommended to allow these larger vehicles to turn safely.

Recommended to proceed but with an amended plan to take into account resident feedback. Recommended new proposed parking restrictions to cover corners of road. 5.9 Metres and 4.3 Metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 Metres opposite. These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.

**Objections 22**

To whom it may concern,

As a residence of above road I object to proposed plans for double yellow lines at Springfield avenue N10.

**Comments 22**

Officers met with residents on site and discussed their concerns, however bare in mind at key pinch points in the road it is mandatory for emergency vehicles and core essential council services to have suitable and safe access. A turning head is recommended to allow these larger vehicles to turn safely.

Recommended to proceed but with an amended plan to take into account resident feedback. Recommended new proposed parking restrictions to cover corners of road. 5.9 Metres and 4.3 Metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 Metres opposite. These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.

**Objections 23**

Dear Sir/Madam

We are the residents of \*\*\* Springfield Avenue.

We are writing to strongly object to Traffic Order 202 T38 and the double yellow lines proposed in the cul-de-sac in front of our property \*\*\* and in front of \*\*\* and further down the street around the Island.

The changes that are proposed would result in the loss of approximately 10 parking spaces in the street. There is already a shortage of parking spaces and this removal of amenity will cause extreme hardship to residents - particularly those who are elderly or vulnerable such as ourselves.

My family have lived here over 40 years. My husband is in his late 70s. To remove our ability to park outside our

property is distressing.

The current layout and parking in the cul-de-sac has natural traffic calming as it requires drivers to slow down and drive cautiously when turning round.

We consider that allowing drivers more space to turn round will encourage reckless driving.

There are currently no access problems in the cul-de-sac - we receive regular garbage collection and deliveries. In recent times, police, fire service and ambulances have all entered the cul-de-sac and parked. We believe the proposed restrictions are excessive and counterproductive.

Kind regards

### **Comments 23**

Officers met with residents on site and discussed their concerns, however bare in mind at key pinch points in the road it is mandatory for emergency vehicles and core essential council services to have suitable and safe access. A turning head is recommended to allow these larger vehicles to turn safely.

Recommended to proceed but with an amended plan to take into account resident feedback. Recommended new proposed parking restrictions to cover corners of road. 5.9 Metres and 4.3 Metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 Metres opposite. These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.

### **Objections 24**

To whom it may concern.

I object to the additional yellow line proposals in Springfield Avenue N10.  
I live at \*\*\* Springfield Avenue.

Regards

### **Comments 24**

Officers met with residents on site and discussed their concerns, however bare in mind at key pinch points in the road it is mandatory for emergency vehicles and core essential council services to have suitable and safe access. A turning head is recommended to allow these larger vehicles to turn safely.

Recommended to proceed but with an amended plan to take into account resident feedback. Recommended new proposed parking restrictions to cover corners of road. 5.9 Metres and 4.3 Metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 Metres opposite. These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.

### **Objections 25**

I object to the yellow lines no \*\*\*

The yellow lines on Springfield avenue n10

**Comments 25**

Officers met with residents on site and discussed their concerns, however bare in mind at key pinch points in the road it is mandatory for emergency vehicles and core essential council services to have suitable and safe access. A turning head is recommended to allow these larger vehicles to turn safely.

Recommended to proceed but with an amended plan to take into account resident feedback. Recommended new proposed parking restrictions to cover corners of road. 5.9 Metres and 4.3 Metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 Metres opposite. These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.

**Objections 26**

Dear Sir/Madam

Tonight we have gone on the website sited on the poster that has been put up on a lamppost near our house to input into the consultation only to find that the papers, proposals and plans are not on there. This is very disappointing as the consultation runs until today.

We live at 77 Springfield Avenue and wish to strongly object to the proposals to introduce double yellow lines in parts of the road. The proposed changes will mean a loss of many parking spaces. There are already not enough parking spaces so we are extremely alarmed that the proposals seek to take away already scarce parking spaces.

We live at the bottom of the road in the cul de sac and already often come back to find nowhere to park. These proposals will exacerbate this situation. As an older woman I already have to cope with having to park on occasion way down at the other end of the road and this is especially disconcerting when I come back late at night and have to then walk the length of the road on my own in the dark. This will be the case for others and especially for the elderly and vulnerable. We would question whether these proposals have had an equality impact assessment made on them.

We really do not understand why these proposals have been put forward. We heard it might be because of access. There is good access on the road for rubbish collections and we have had all emergency services - police, ambulance and fire - access the road and the cul de sac.

We find these proposals extremely disturbing and urge you not to go ahead with them

Yours faithfully

**Comments 26**

Officers met with residents on site and discussed their concerns, however bare in mind at key pinch points in the road it is mandatory for emergency vehicles and core essential council services to have suitable and safe access. A turning head is recommended to allow these larger vehicles to turn safely.

Recommended to proceed but with an amended plan to take into account resident feedback.  
Recommended new proposed parking restrictions to cover corners of road. 5.9 Metres and 4.3 Metres outside 45 and 52 retrospectively. 1.7 Metres outside 71 and 2.3 Metres opposite.  
These are the minimum parking restrictions that would allow safe manoeuvrability of large vehicles, such as refuse trucks, to be able to adequately make the necessary movements to turn around in the road.