

Report for: Head of Service for Highways and Parking

Title: Proposed waiting and loading restrictions and parking place changes, batch 2023-07 at 7 locations within various wards across the borough

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

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

Ward(s) affected: South Tottenham, Bruce Castle, West Green, Crouch End

**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 24th January to 14th February 2024 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 Note that no objections were received during the statutory consultation on the proposals.

3.2 Approve proposals (1) through to (7) as detailed in Table 1 section 6.3 which includes the following:

- Introducing parking place changes on the following roads: Edison Road N8, Ferndale Road N15, Langham Road N15, Queen Street N17, Rostrevor Avenue N15, Wellington Avenue N15
- Introducing changes to waiting restrictions on the following roads: Ferndale Road N15, Park Road N8, Rostrevor Avenue N15, Wellington Avenue N15

- Introducing loading changes on the following roads: Langham Road N15

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 No objections were received to the proposed changes listed in Table 1 section 6.

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

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

Table 1

Ref	Location	Description	Operation hours	Reason for proposal
1	Edison Road N22	Convert Doctors Bay Sign to new operation hours	Monday – Friday 8AM – 8PM	To formalise the 2 doctor bays to be under identical operation hours
2	Ferndale Road N15	Remove single yellow lines and extend existing parking bay markings	At any time	To provide nearby parking facilities to local residents
3	Langham Road N15	Convert 11 metres of existing pay to park to loading only bay	Monday – Sunday 8AM – 6.30PM Max Stay 2H No Return 1H	To improve traffic flow and provide safety for pedestrians and vehicles along Langham Road
4	Park Road N8	Remove double yellow line	At any time	To provide nearby parking facilities to local residents
5	Queen Street N17	Convert existing pay to park to resident permit	At any time	To provide nearby parking facilities to local residents
6	Rostrevor Avenue N15	Remove 4.7 metres of parking bay and replace with single yellow line across dropped kerb	At any time	To improve visibility and safety for dropped kerb outside Rostrevor Avenue as well as junction with Fairview Road
7	Wellington Avenue N15	Remove 4.7 metres of parking bay and replace with single yellow line across dropped kerb	At any time	To improve visibility and safety for dropped kerb outside Wellington Avenue as well as junction with Fairview Road

Statutory Consultation

- 6.4 Statutory notification commenced on 24th January 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 14th February 2024.

*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. No objections were received in relation to the proposals listed in Table 1 under section 6.

6.7 After considering the statutory consultation results and noting that there was no objections to the consultation, it is recommended to proceed with the proposed works.

6.8 It is noted that LATOR provides local authorities with the discretion of whether or not to hold a public inquiry prior to the making of a TMO. This report does not include the recommendation to hold a public inquiry on account of: the effect of the order (see paragraphs 6.4 and **Error! Reference source not found.**), the relatively small number of objections, the wider support for the project, that the project will contribute towards achieving a number of policy objectives and that holding a public inquiry would lead to expense and delay while being unlikely to alter the ultimate decision.

7 Contribution to strategic outcomes

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

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

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

8 Carbon and Climate Change

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

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

9 Comments of the Chief Financial Officer

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

Table 3

Reference	Estimated Cost (any road markings or posts)	Estimated Total Cost (any road markings or posts)	Projected Completion
		Total cost for implementation of batch (including contingency) = £351.92	All items to be completed by June 2024
Table 1 - Item (1)	£49.70		
Table 1 - Item (2)	£20.97		
Table 1 - Item (3)	£112.76		
Table 1 - Item (4)	£12.19		
Table 1 - Item (5)	£98.83		
Table 1 - Item (6)	£13.80		
Table 1 - Item (7)	£11.68		

10 Comments of the Head of Legal Services and Governance

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

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

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

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

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

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

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

- 10.4 This report seeks approval for the proposed changes to waiting, loading and parking on the public highway as set out in section 6 of the minor parking programme batch five report to secure the safe movement of traffic/pedestrians and provision of parking facilities which is a decision that head of service for highways and parking in consultation with the Cabinet Member for Tackling Inequality and Resident Services: can take in accordance with the **Council’s Constitution.**

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

11 Equalities Comments

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

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

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

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

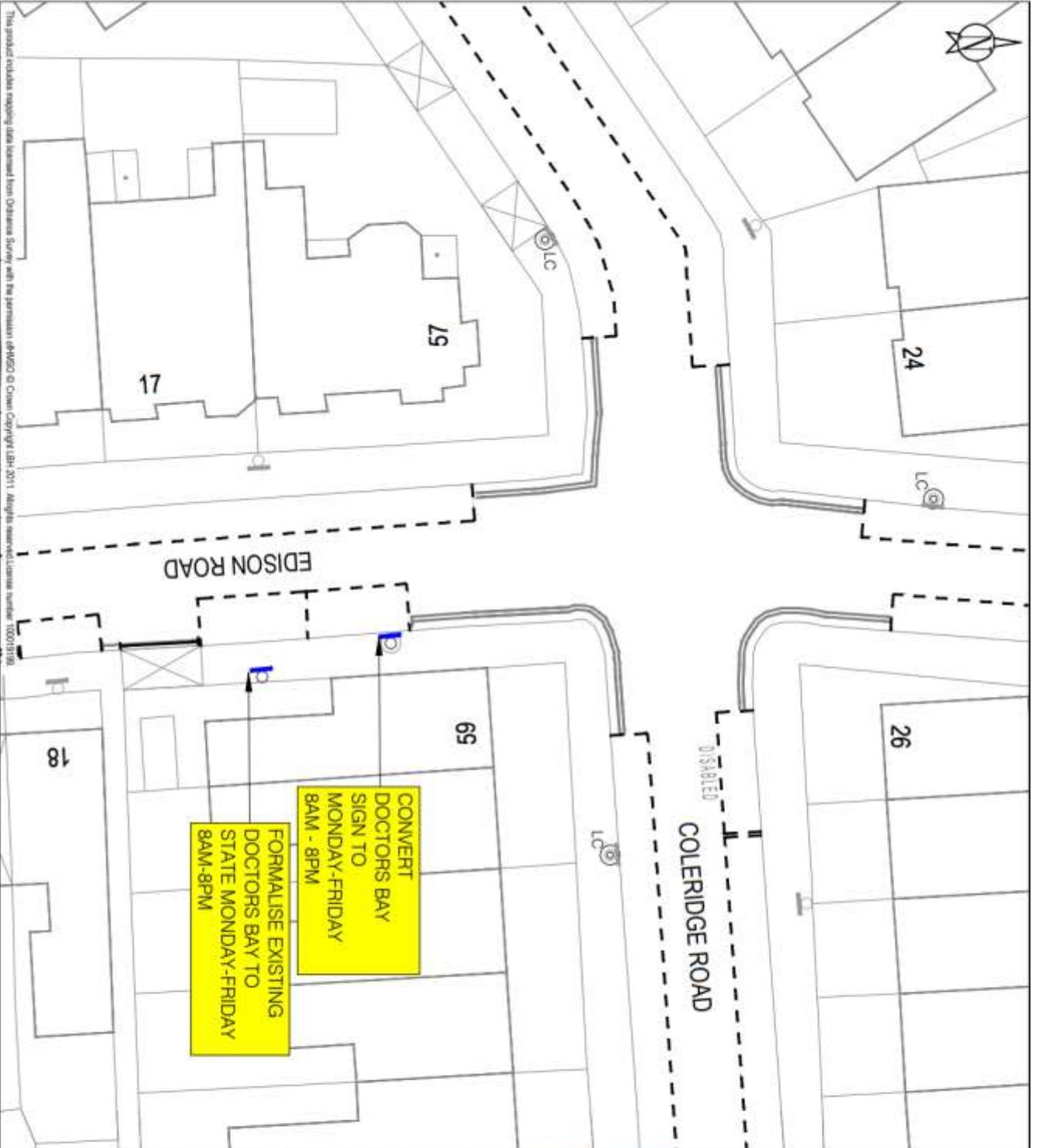
12 Use of Appendices

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

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

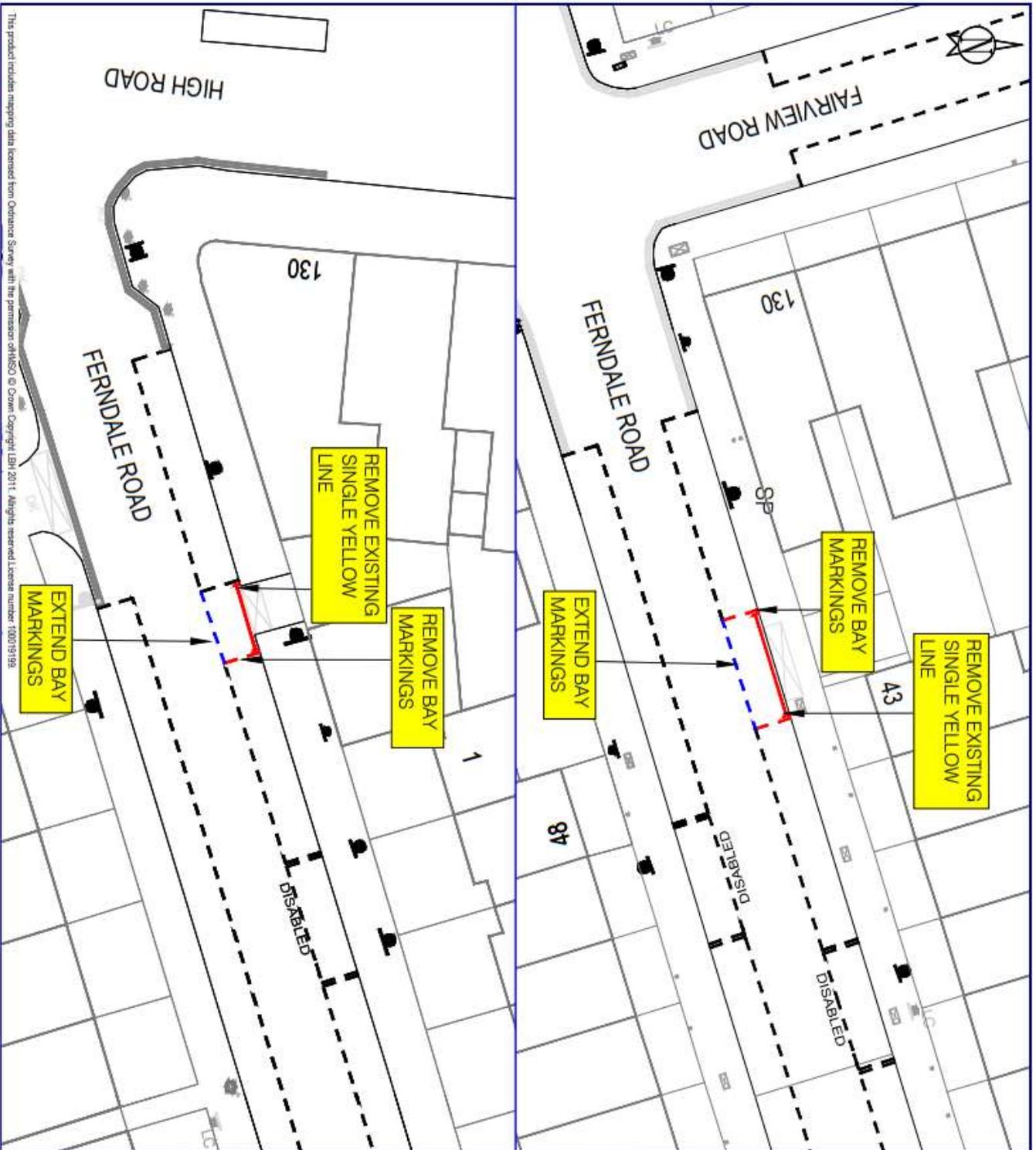
Appendix 3 – Statutory Consultation notification email sent to statutory bodies stated in section 4.

APPENDIX 1



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<p>LOCATION PLAN</p>	
<p>SITE LOCATION</p> <p>FLANK WALL OF 59 COLERIDGE ROAD</p>	
<p>WORKS</p> <p>CHANGE EXISTING DOCTORS BAY SIGN TO MONDAY TO FRIDAY 8AM TO 8PM</p> <p>FORMALISE EXISTING DOCTORS BAY TO MONDAY TO FRIDAY 8AM TO 8PM</p>	
<p>ENVIRONMENT AND NEIGHBORHOODS</p> <p>PARKING SCHEMES</p> <p>4th FLOOR ALEX HOUSE, 10 STATION ROAD WOOD GREEN, LONDON N22 7TR</p>	
<p>SCALE</p> <p>1:200 @ A3</p>	
<p>DRAWN</p> <p>JB</p>	<p>CHECK</p> <p>AB</p>
<p>DATE DRAWN</p> <p>09/01/2024</p>	
<p>DRAWING NO.</p> <p>MM-2023-07</p>	

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KEY

- NEW SINGLE YELLOW LINE
- NEW DOUBLE YELLOW LINE
- NEW SINGLE KERB B.P. MARKING
- NEW DOUBLE KERB B.P. MARKING
- NEW PARKING BAY MARKINGS
- NEW SCHOOL KEEP CLEAR RESTRICTION
- NEW SWAY POST WITH SIGN
- REMOVE SINGLE YELLOW LINE
- REMOVE DOUBLE YELLOW LINE
- NEW KERB B.P. MARKING
- REMOVE KERB B.P. MARKING
- REMOVE PARKING BAY MARKINGS
- REMOVE SWAY POST WITH SIGN
- EXISTING LAMP COLUMN
- EXISTING PROPOSED KERB CROSSOVER
- EXISTING TREE



SITE LOCATION

FLANK WALL OF 130 FAIRVIEW ROAD,
NEARBY TO 43 FERNDALE ROAD
FLANK WALL OF 130 HIGH ROAD
NEARBY TO 1 FERNDALE ROAD

WORKS

- REMOVE SINGLE YELLOW LINE
- REMOVE BAY MARKINGS
- EXTEND EXISTING BAY MARKINGS

ENVIRONMENT AND NEIGHBORHOODS

PARKING SCHEMES

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

SCALE

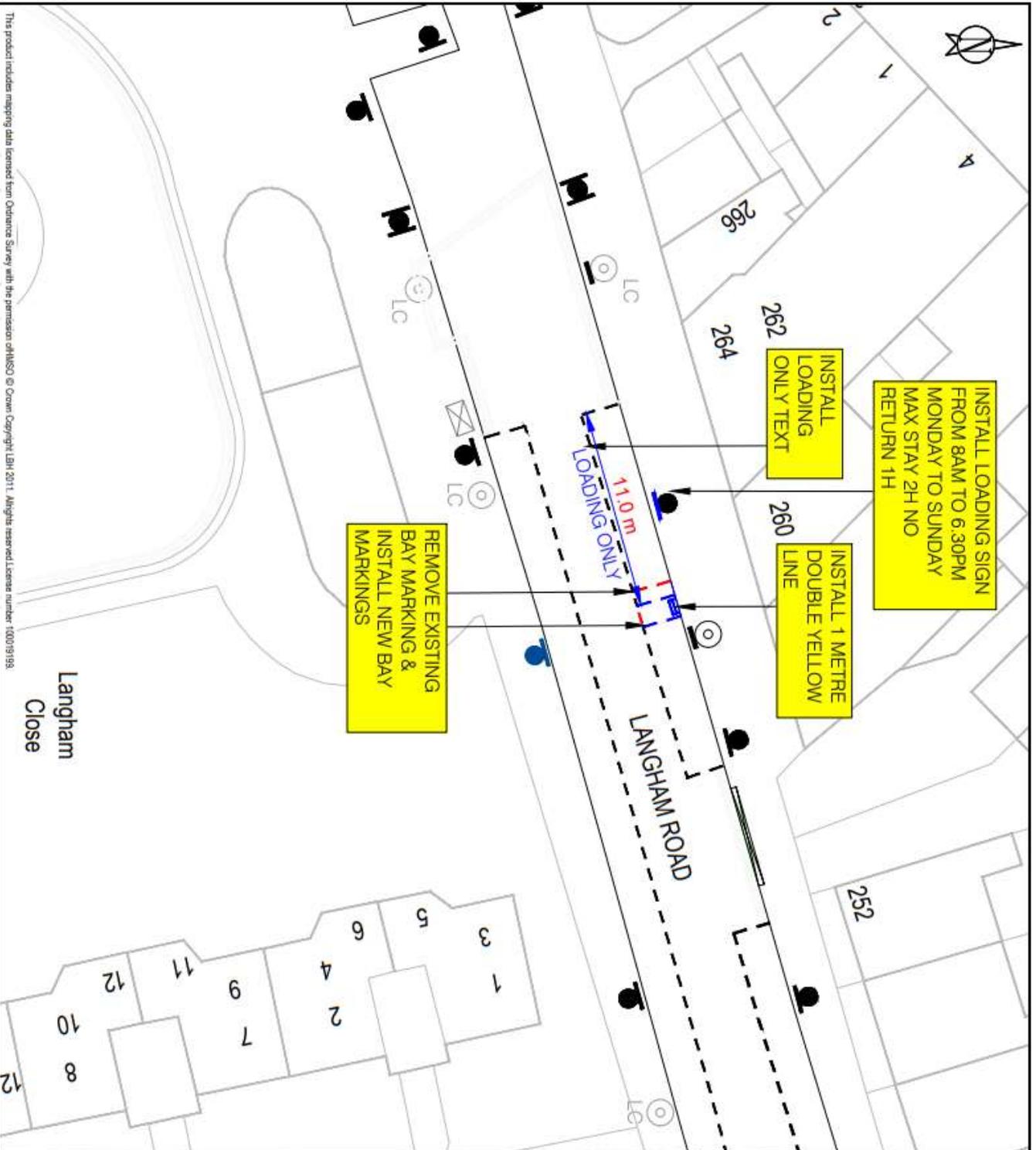
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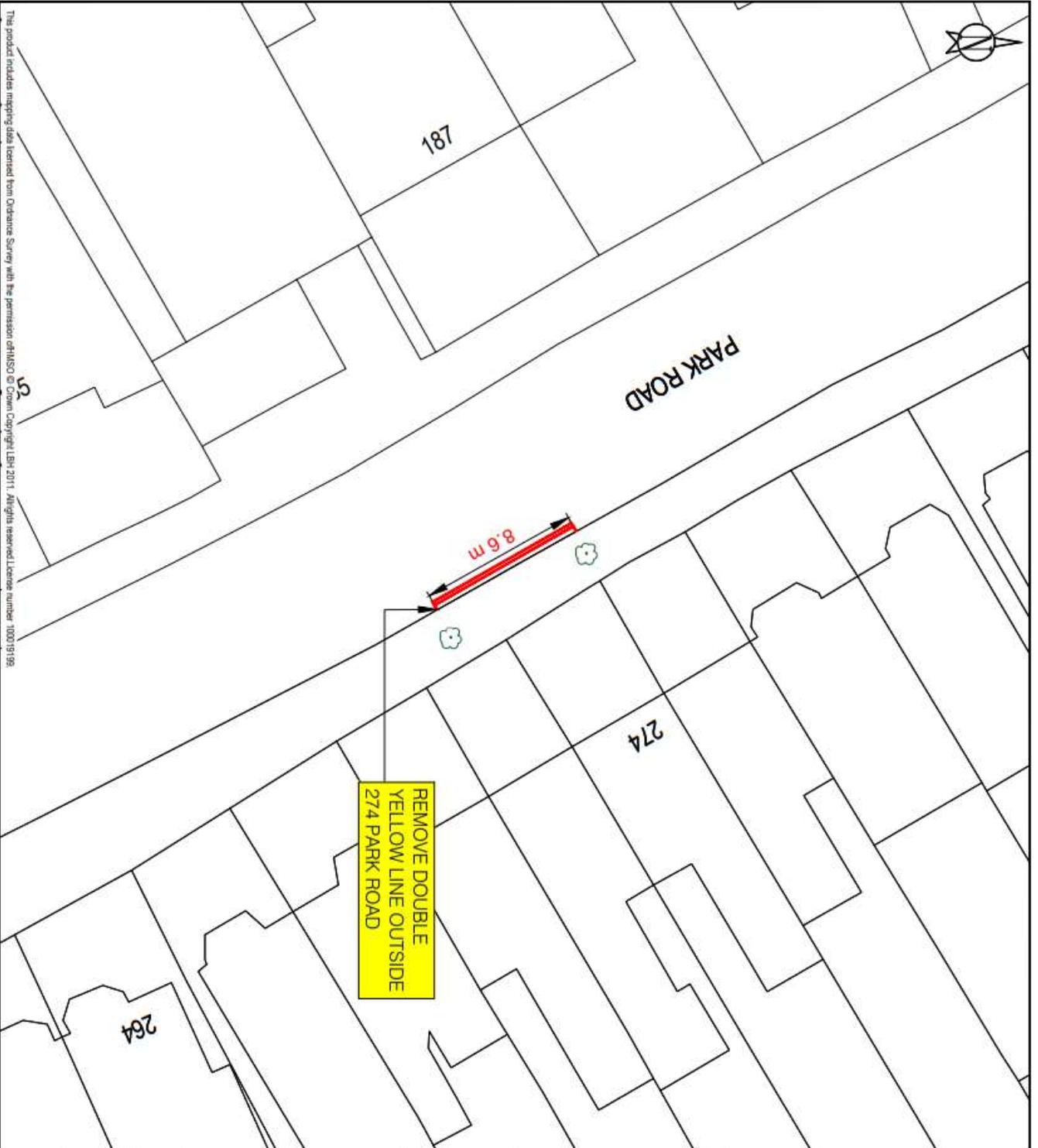




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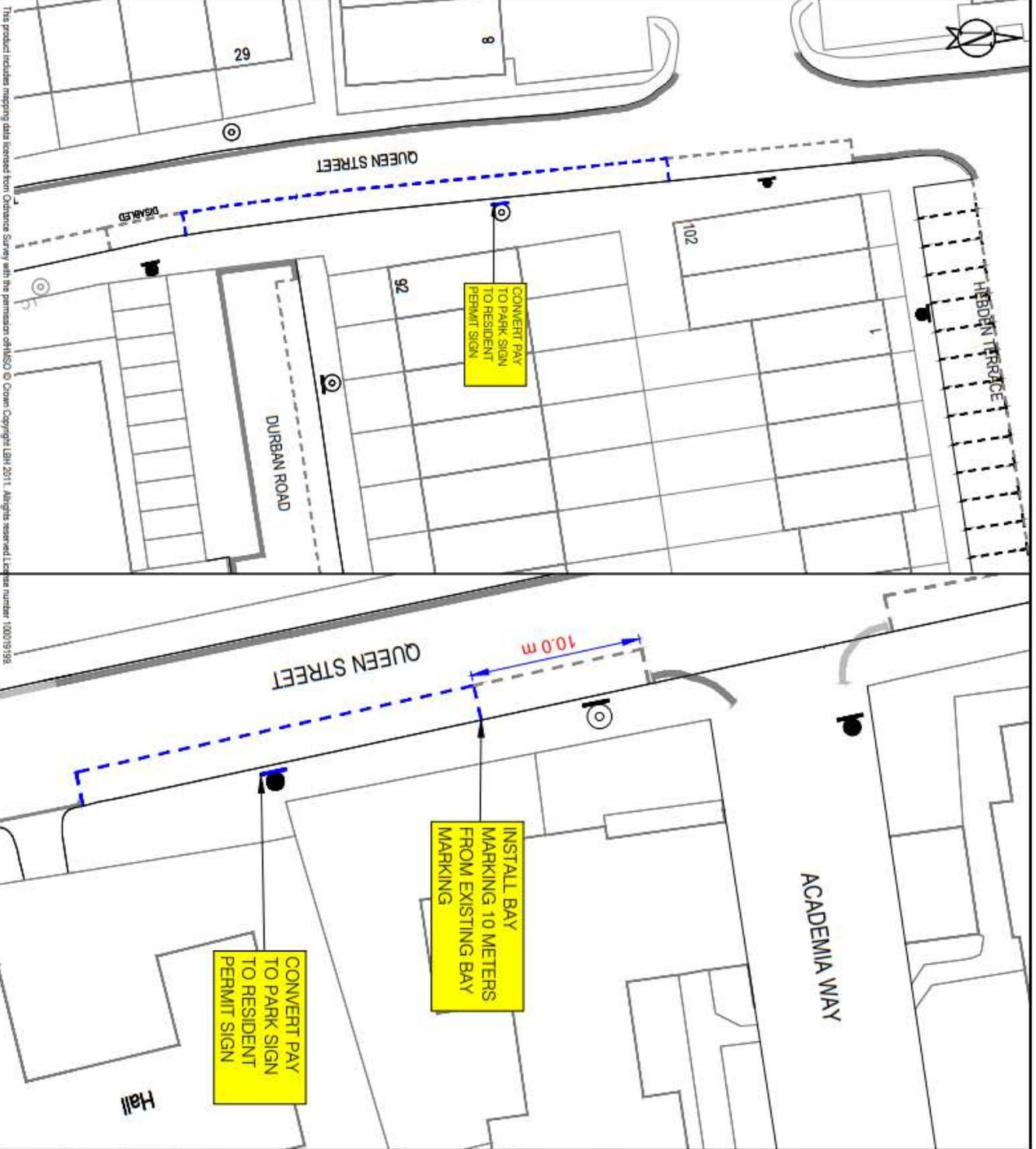
Langham Close

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<p>WORKS</p> <p>CONVERT 11METRES OF EXISTING PAY TO PARK BAY TO LOADING ONLY BAY, FROM 8AM TO 6.30PM MONDAY TO SUNDAY</p> <p>INSTALL 1 METRE DOUBLE YELLOW LINES</p>		
<p>ENVIRONMENT AND NEIGHBORHOODS</p> <p>PARKING SCHEMES</p> <p>4th FLOOR ALEX HOUSE, 10 STATION ROAD WOOD GREEN, LONDON N22 7TR</p>		
<p>SITE LOCATION</p> <p>OUTSIDE 260-264 LANGHAM ROAD</p>		
<p>SCALE</p> <p>1:200 @ A3</p>		
<p>DRAWN</p> <p>JB</p>	<p>CHECK</p> <p>AB</p>	<p>DATE DRAWN</p> <p>08/01/2024</p>
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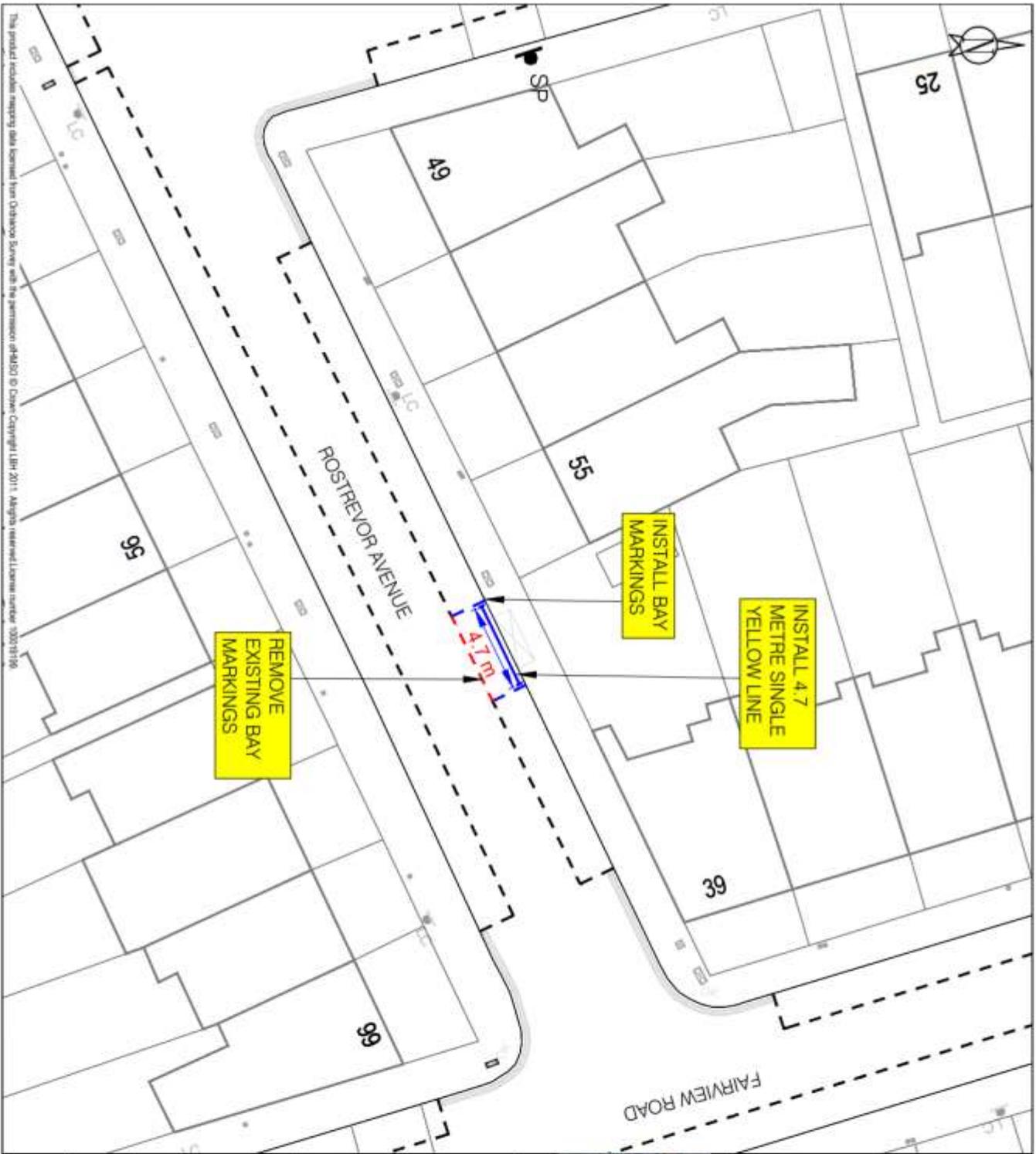
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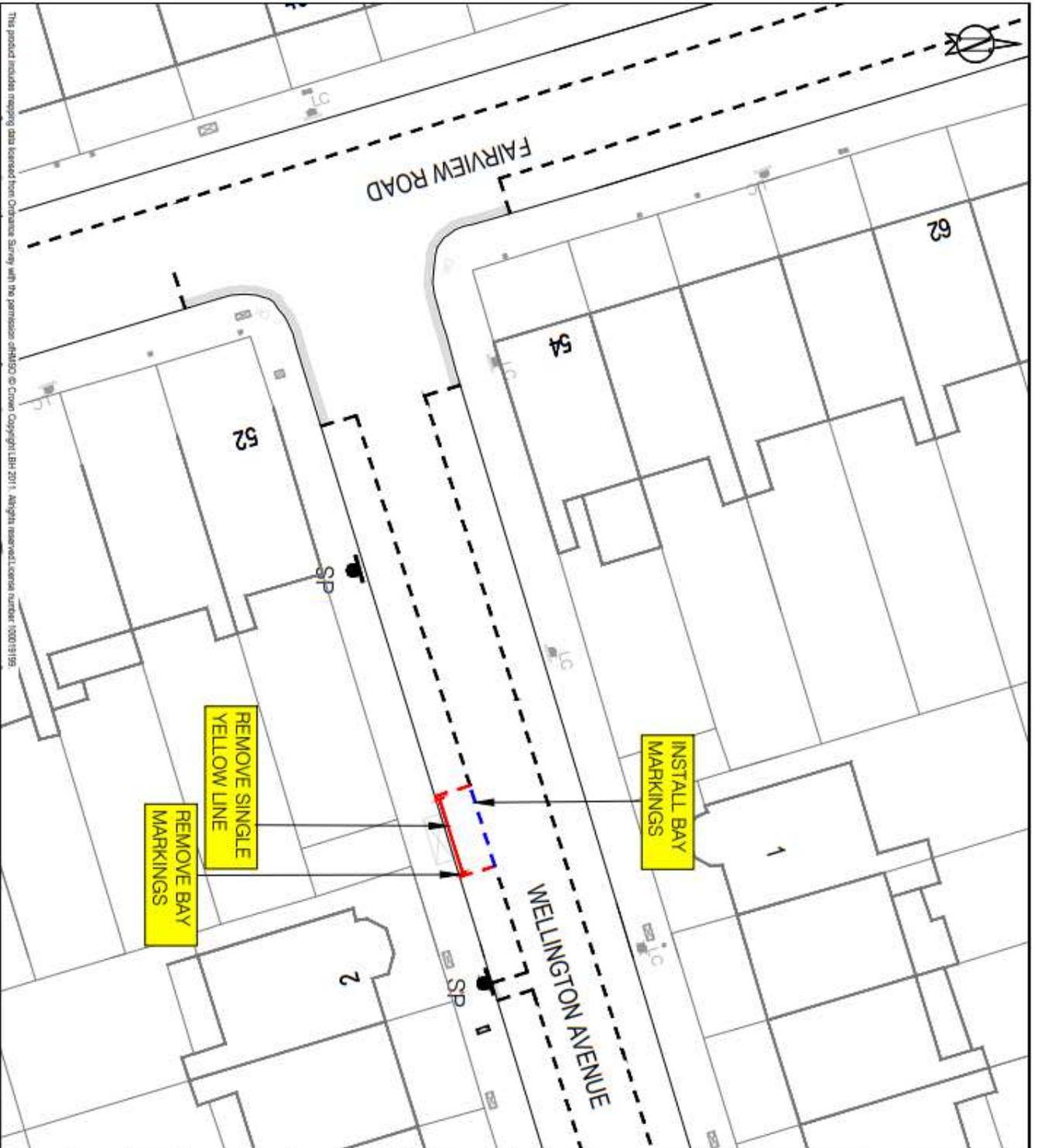
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<p>SITE LOCATION</p> <p>FLANK WALL OF 92 DURBAN ROAD & OPPOSITE 29 QUEEN STREET OPPOSITE 1 TO 9 QUEEN STREET</p>		
<p>WORKS</p> <p>CONVERT EXISTING PAY TO PARK TO RESIDENT PERMIT PARKING INSTALL BAY MARKING 10 METERS FROM EXISTING BAY MARKING</p>		
<p>ENVIRONMENT AND NEIGHBORHOODS PARKING SCHEMES</p> <p>4th FLOOR ALEX HOUSE, 10 STATION ROAD WOOD GREEN, LONDON N22 7TR</p>		
<p>SCALE</p> <p>NTS</p>		
<p>DRAWN</p> <p>JJB</p>	<p>CHECK</p>	<p>DATE DRAWN</p> <p>13/12/2023</p>
<p>DRAWING NO.</p> <p>MM-2023-07</p>		



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KEY	
	NEW SINGLE YELLOW LINE
	NEW DOUBLE YELLOW LINE
	NEW SINGLE KERB BAY MARKING
	NEW DOUBLE KERB BAY MARKING
	NEW PARKING BAY MARKINGS
	NEW SCHOOL KEEP CLEAR
	NEW SCHOOL KEEP CLEAR
	NEW ROAD PUSHER WITH SIGN
	REMOVE SINGLE YELLOW LINE
	REMOVE DOUBLE YELLOW LINE
	NEW KERB BAY MARKING
	REMOVE KERB BAY MARKING
	REMOVE PARKING BAY MARKINGS
	REMOVE ROAD PUSHER WITH SIGN
	REMOVE TRANSPOST WITH SIGN
	EXISTING LAMP COLUMN
	EXISTING DOWNPIPE KERBSIDE/ROOFS/CHIMNEY
	EXISTING TREE



LOCATION PLAN

SITE LOCATION
 FLANK WALL OF FAIRVIEW ROAD, NEARBY
 TO 2 WELLINGTON AVENUE

WORKS

- REMOVE EXISTING SINGLE YELLOW LINE
- REMOVE BAY MARKINGS
- EXTEND EXISTING PARKING BAY MARKINGS

ENVIRONMENT AND NEIGHBORHOODS

PARKING SCHEMES

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

SCALE	
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21/12/2023	MW-2023-07



APPENDIX 2

PROPOSED INTRODUCTION/AMENDMENT/REMOVAL OF WAITING AND LOADING RESTRICTIONS – VARIOUS LOCATIONS – MINOR WORKS BATCH 2023 NO.7

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*

T02

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:

Location	Description
Edison Road N8	To amend the Doctor Permit Holders Only bays on the east side of the carriageway adjacent to the flank wall of No.59 Coleridge Road so that they both operate Monday-Friday 8am-8pm.
Ferndale Road N15	1. To remove the Single Yellow Line outside No.43 and join up the adjacent Permit Holders Only bays. 2. To remove the Single Yellow Line on the north side of the carriageway opposite No.2 by extending the adjacent shared use Pay by Phone/Permit Holders Only bay in the remaining space.
Langham Road N15	To convert 11 metres of the existing shared <u>use</u> Pay by Phone/Loading Only bay outside No.260-264 to a Loading Only bay operating Monday-Sunday 8am-6:30pm with a maximum stay period of 2 hours and no return within 1 hour. 1 metre of adjacent Double Yellow Line will be installed on the east side of the Loading Only bay.
Queen Street N17	To convert the following sections of Pay by Phone parking to Resident Permit Holders Only parking operating Monday-Friday 8am-8pm and on Event Days Monday-Friday 8am-8:30pm, Saturday-Sunday 12pm-8pm: 1. On the east side of the carriageway adjacent to the flank wall of No.92 Durban Road. 2. On the east side of the carriageway opposite No's.1 to 7. The 10 metres at the northern end of this section will remain Pay by Phone parking.
Rostrevor Avenue N15	To replace 4.7 metres of Permit Holders Only parking with Double Yellow Lines adjacent to the rear flank wall of No.39 Fairview Road.
Wellington Avenue N15	To remove the Single Yellow Line adjacent to the rear flank wall of No.52 Fairview Road and join up the adjacent Permit Holders Only bays.

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

Any person wishing to object to the proposed Orders or make other representation should send grounds for their objection via the online portal <https://consultation.appyway.com/haringey> or alternatively email traffic.orders@haringey.gov.uk or write to Traffic Management Group, Alexandra House, 4th floor, 225, 10 Station Road, Wood Green, N22 7TR quoting reference 2024-T02, by 14th February 2024.

Dated: 24th January 2024

Ann Cunningham
Head of Highways and Parking



Dear Sir/Madam

I attach for your information a copy of the Public Notice relating to the above proposal which will appear in the London Gazette and Enfield & Haringey Independent on 24th January 2024 as required by the Local Authority Traffic Orders (Procedure) (England and Wales) Regulations 1996.

I also attach copies of the draft Order, Statement of Reasons and map illustrating the proposal. The scheme will also be available to view through our online portal <https://consultation.appyway.com/haringey> during the 21 day statutory consultation period.

I should be grateful if you could please forward any comments you may wish to make on these proposals by 14th February 2024.

Thank you in anticipation of your assistance in this matter.

Yours Faithfully

Rio Lovett
Traffic Order Maker
Alexandra House 4th Floor,
225 High Road N22 8HQ



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