

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 2023/24-08 at 4 locations within various wards across the borough

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

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Ward(s) affected: Crouch End, St Anns, Bruce Castle, White Hart Lane

**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 6th March to 27th March 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:

- 3.1 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 (a) through to (j) as detailed in Table 1 section 6.3 which includes the following:
- Introducing parking place changes on the following roads: Beaufoy Road N17, Flexmere Road N17, Palace Road N8, Terront Road N15
 - Introducing changes to waiting restrictions on Palace Road N8
- 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 Note that three objections were received to item 3 of the proposed parking changes in Table 1. The main themes of the objections were;
- loss of parking,
 - proposed waiting restrictions were unnecessary.
 - That it was a safety concern due to powered two wheelers

This proposal was at the request of resident who stated her access to her off street parking has frequently been obstructed. In reviewing of the historic parking place, we note that it **does not meet current good parking design guidance as detailed in DfT's traffic signs manuals**. Which would have led to frequent over hanging of the bay and obstruction to off street parking. Due to the placement of the road closure access is restricted if a vehicle were to overhang. Therefore, officer recommend to proceed with the parking bay removal and the installation of a single yellow line (timed parking restriction for the hour of operation for the CPZ) in its place. This will allow local resident to park outside of the 2 hours the CPZ operates (10am to 12noon Monday to Friday).

- 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.

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

- 6.2 Table 1 below lists 4 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 design changes for each location are set out within **Appendix 1**.

Table 1

Ref	Location	Description	Operation Hours	Reason For Proposal
1	Beaufoy Road N17	Convert 13 metres of pay by phone bay to loading bay	Loading only – at any time Pay to park Monday – sat 8am – 6.30pm Max stay 3h, no return 2h Event days Mon-fri 8am - 8.30pm Sat - 8am-8pm sun - 12pm - 8pm max stay 1h no return 1h	To provide safe loading facilities to nearby businesses
2	Flexmere Road N17	Install keep clear fire hydrant box 3 metres x 1 metre around fire hydrant	At any time	To provide safer access for fire hydrant
3	Palace Road N8	Remove existing parking bay and extend single yellow lines	At any time	To provide access to off street parking. Existing parking bay beside dropped kerb is too small to accommodate a regular car and these overhang obstructing access.
4	Terront Road N15	Convert 3 doctor bays into pay to park bays	Mon-fri 8am-6.30pm max stay 2h no return 2h	To provide nearby parking facilities to local residents and visitors

Statutory Consultation

6.3 Statutory notification commenced on 6th March 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 27th March 2024.

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

6.4 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

- 6.5 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. 3 objections were received in relation to the proposals listed in Table 1 under section 6.
- 6.6 After considering the statutory consultation submissions and noting that 3 objections were received. Having reviewed the grounds of each objection and noting these have not been upheld it is recommended to proceed with the proposed works to provide visibility and access outside 28 Palace Road.
- 6.7 Table 2

Reference	Response	Officer Recommendation
Palace Road N8	<p>To whom it may concern We at (address removed) totally object to the removal of the parking bay outside no 28 Palace Road Crouch End N8 8QL.</p> <p>Context The parking bay, which is for one car only, has been there since 2009 – it is before a barrier, which has been in our road since the early 1980s - this barrier was put there to prevent cars using it as a short cut to access either Middle Lane or Park Road. We have lived here for 40 years & it is very sad that time and emotional energy is taken regarding focusing on the removal of a parking bay.</p> <p>Traffic Barrier This barrier has access points on either side for bicycles, mopeds, and motorbikes. However, properties no 36, 34, 32, 30 & 26, which are near to the barrier have dropped kerbs / ‘car ports’ in their front gardens so two wheeled vehicles travel at faster speeds before and after the one access point.</p> <p>The removal of this car bay, which currently by default’ slows down motorcycles – mopeds – bikes, will enable them to speed through, thus</p>	<p>In reviewing the objection for the proposed removal of a singular parking bay the grounds cited have not been upheld.</p> <p>The current parking bay is less than the minimum guidance length of 4.5m which means in most cases there will be a degree of overhang which is affecting access to and from the existing off street parking provision.</p> <p>The existing barrier is there to stop all motorised traffic including mopeds, motorcycles etc. As these powered two wheelers are using these gaps the parking team will liaise with the enforcement team to undertake targeted enforcement to help remedy the any existing infringements occurring.</p> <p>The request to ensure accessibility has been received by frontages directly affected by this parking bay.</p> <p>The Highway authority has a duty of care to ensure access is provided to those with existing off street parking and the removal of this parking bay and the introduction of a single yellow line will haled address the concerns of the resident request.</p>

Reference	Response	Officer Recommendation
	<p>endangering children & pedestrians who are in the road.</p> <p>The access points on the uneven numbers side of the barrier are rarely used, because there are no car ports/dropped kerbs in the residents front gardens and residents can park their cars.</p> <p>The removal of the parking bay will be a health and safety hazard.</p> <p>Residents and others who use this parking bay are mindful to ensure that properties no's 30 and 26 are not obstructed or inconvenienced when parking – car wheels are within the white markings so that they can reverse out of their car ports.</p> <p>Transparency, regarding the removal of parking bay outside no 28</p> <p>We can only assume that property no 30 wants to remove the car bay, evidenced by the fact that since January 2024 they or a friend (who doesn't even live here) have been parking their cars in this parking bay thus not allowing any other cars to park there.</p> <p>Since January 2024 no 28 have been having building works and this bay is never available, meaning the skips and building materials have had to be positioned across the road, necessitating extra effort and inconvenience for the builders.</p> <p>We live at (address removed), opposite to no's 26/28, so can evidence what has been happening. Originally no 30 agreed to a skip being placed in this parking bay but then they or a friend park their car there.</p> <p>Parking is already tight at times, and we can ill afford to lose another space.</p> <p>In summary there is absolutely no rationale for removing this parking bay & the cost for doing this would be better spent within the Council on</p>	

Reference	Response	Officer Recommendation
	urgent road health & safety matters such as hazardous pavements etc.	
Palace Road N8	<p>Dear Haringey Parking Permit Department</p> <p>REF 2024-T12</p> <p>We are writing from 13 Palace Road N8 8QL to object in the strongest possible terms to the revoking of the Residents' Parking Bay outside No. 28 in our street.</p> <p>HISTORY</p> <p>We have lived in Palace Road for more than 45 years and brought up three children here. We were part of the group of residents who negotiated with Haringey Council many years ago to put a barrier in the road in the 1980s as it was becoming a dangerous 'rat run' between Middle Lane and Park Road. So we know the history and current workings of the road very well. The following are our points of objection:</p> <p>SAFETY</p> <p>Motorbikes, scooters, cycle couriers are able to use the access points at the side of the barrier. A car parked in the bay in question causes these vehicles to slow down to get through the narrow gap. Removing this obstacle will enable them to race through very close to the pavement edge constituting a danger to pedestrians.</p> <p>COMMUNITY CONSIDERATION</p> <p>We all use this bay from time to time and all of us are very careful to ensure that we do not obstruct the bays of numbers 30 or 26. We all double check that we are within the marked area to enable these residents to reverse out of their parking areas.</p> <p>UNREASONABLE</p> <p>We can see no justifiable reason for revoking a parking bay in a street which is already extremely short of bays. No</p>	<p>In reviewing the objection for the proposed removal of a singular parking bay the grounds cited have not been upheld.</p> <p>The current parking bay is less than the minimum guidance length of 4.5m which means in most cases there will be a degree of overhang which is affecting access to and from the existing off street parking provision.</p> <p>The existing barrier is there to stop all motorised traffic including mopeds, motorcycles etc. As these powered two wheelers are using these gaps the parking team will liaise with the enforcement team to undertake targeted enforcement to help remedy the any existing infringements occurring.</p> <p>The request to ensure accessibility has been received by frontages directly affected by this parking bay.</p> <p>The Highway authority has a duty of care to ensure access is provided to those with existing off street parking and the removal of this parking bay and the introduction of a single yellow line will haled address the concerns of the resident request.</p>

Reference	Response	Officer Recommendation
	<p>reason has been given for this intended action and we cannot see how the cost of doing so can be justified when there are so many demands on what little money is available for road safety/repairs.</p> <p>Please give these points your utmost attention.</p>	
<p>Palace Road N8</p>	<p>Dear Sir/Madam,</p> <p>We live at 28 Palace Road, London N8 8QJ and wish to set our strong objection to the proposed removal of the parking bay in front of our house.</p> <p>Please see below our reasons for our strong objection. We are convinced there are no valid grounds to revoke the existing parking bay and urge you to visit the road in person so we can demonstrate why this is the case.</p> <p>Please note that the 3rd point listed below is only applicable if your proposal to revoke the parking bay was caused by a concern originating from a resident, in particular from 30 Palace Road. If this was not the case please disregard the 3rd point. If this proposal is based on a complaint from a neighbour of ours, we would like to share our deep disappointment that Haringey Council has chosen to spend its scarce time/resources on this matter, and in so doing causing unnecessary stress both to us and to many of our neighbours.</p> <p>There is not enough parking on the road currently, so this parking bay is much needed and used by us and other residents.</p> <p>Removing the parking bay would reduce safety for us and our small children: The Statement of Reasons states that “inconsiderate and obstructive parking can be a cause of concern to road users of all types”. In fact, the opposite is true here, i.e. the parking bay makes Palace Road safer.</p>	<p>In reviewing the objection for the proposed removal of a singular parking bay the grounds cited have not been upheld.</p> <p>The current parking bay is less than the minimum guidance length of 4.5m which means in most cases there will be a degree of overhang which is affecting access to and from the existing off street parking provision.</p> <p>The existing barrier is there to stop all motorised traffic including mopeds, motorcycles etc. As these powered two wheelers are using these gaps the parking team will liaise with the enforcement team to undertake targeted enforcement to help remedy the any existing infringements occurring.</p> <p>The request to ensure accessibility has been received by frontages directly affected by this parking bay.</p> <p>The Highway authority has a duty of care to ensure access is provided to those with existing off street parking and the removal of this parking bay and the introduction of a single yellow line will haled address the concerns of the resident request.</p>

Reference	Response	Officer Recommendation
	<p>Next to the parking bay there is a barrier to stop cars from driving through. Only cyclists/motor cyclists/delivery drivers can pass alongside the barrier at present. The frequently drive onto the pavement at present to get around the barrier and quicken their journey down Palace Road. (See pictures 1,2,3). The parking bay helps to create an “obstacle” so that the road users have to slow down. If the parking bay is gone as proposed, drivers would pass by even faster, which is a grave safety concern. The footpath is much used by pedestrians, including young children on their way to Priory Park and Rokesly School nearby. As parents of young children ourselves, this of great concern to us. Again, this is an actual fact and we are happy to have someone from the council to come over to convince her/himself that this is the case.</p> <p>Furthermore, if we cannot park in that parking bay we would likely need to park on the opposite side of the road. This would mean that both us and our children would need to cross the road resulting in reduced safety for our children.</p> <p>Looking at the Statement of Reasons document we are concerned that this is based on a “concern originating from” a resident and that this has been tabled by a neighbour who has a history of harassment towards us and other neighbours, and is aimed solely at causing negative impact and stress towards us and other neighbours. For further information, please contact our Community Police Officer Lucia Popovici who is aware of the situation and can confirm (07785632835 (Crouch End Ward Phone), Lucia.popovici@met.police.uk)</p> <p>(For background: The neighbour claims that she cannot park her car in front of her house if someone is parked on the parking bay in front of 28. She usually uses her horn (sometimes for minutes) until the car parked in the parking bay is moved. There is clearly enough</p>	

Reference	Response	Officer Recommendation
	<p>space (see Pictures 4,5). In case required, we can provide further photo or video evidence to show instances where she claimed there is not enough space.) As the most regular users of the parking space at no 28, we have never received any other comments or concerns from any other parties that our parking is any way inconsiderate or obstructive. If this is a genuine concern of Haringey Council, we would urge you to speak to other neighbours in Palace Road to get a true picture of the situation.</p> <p>Best regards,</p>	

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 £5000, 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) = £604.85	All items to be completed by July 2024
Table 1 - Item (1)	£247.22		
Table 1 - Item (2)	£114.35		
Table 1 - Item (3)	£58.69		
Table 1 - Item (4)	£184.59		

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

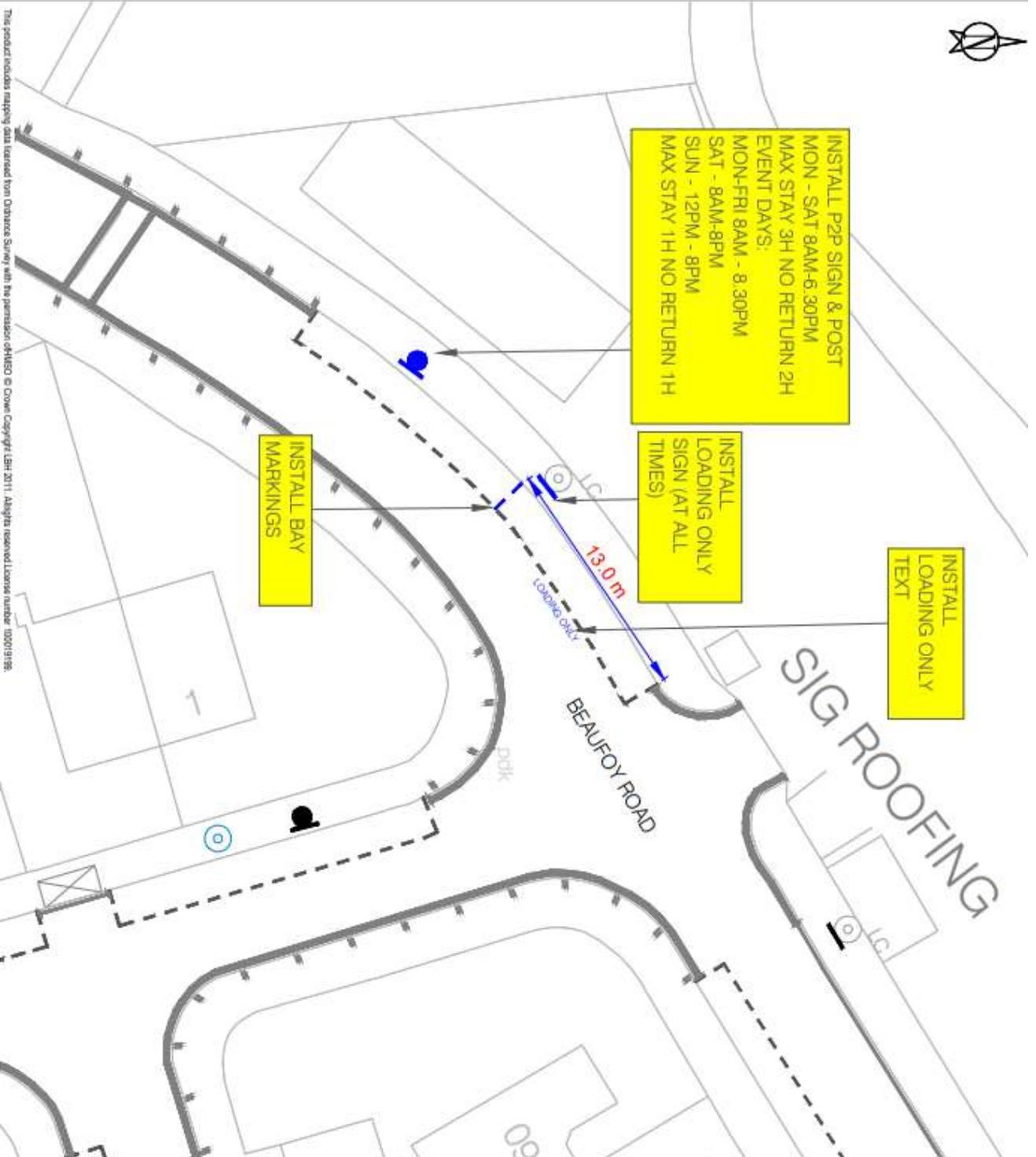
Appendix 1 – Detailed designs showing the extents of the proposals stated in table 1 and table 2 section 3.

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.

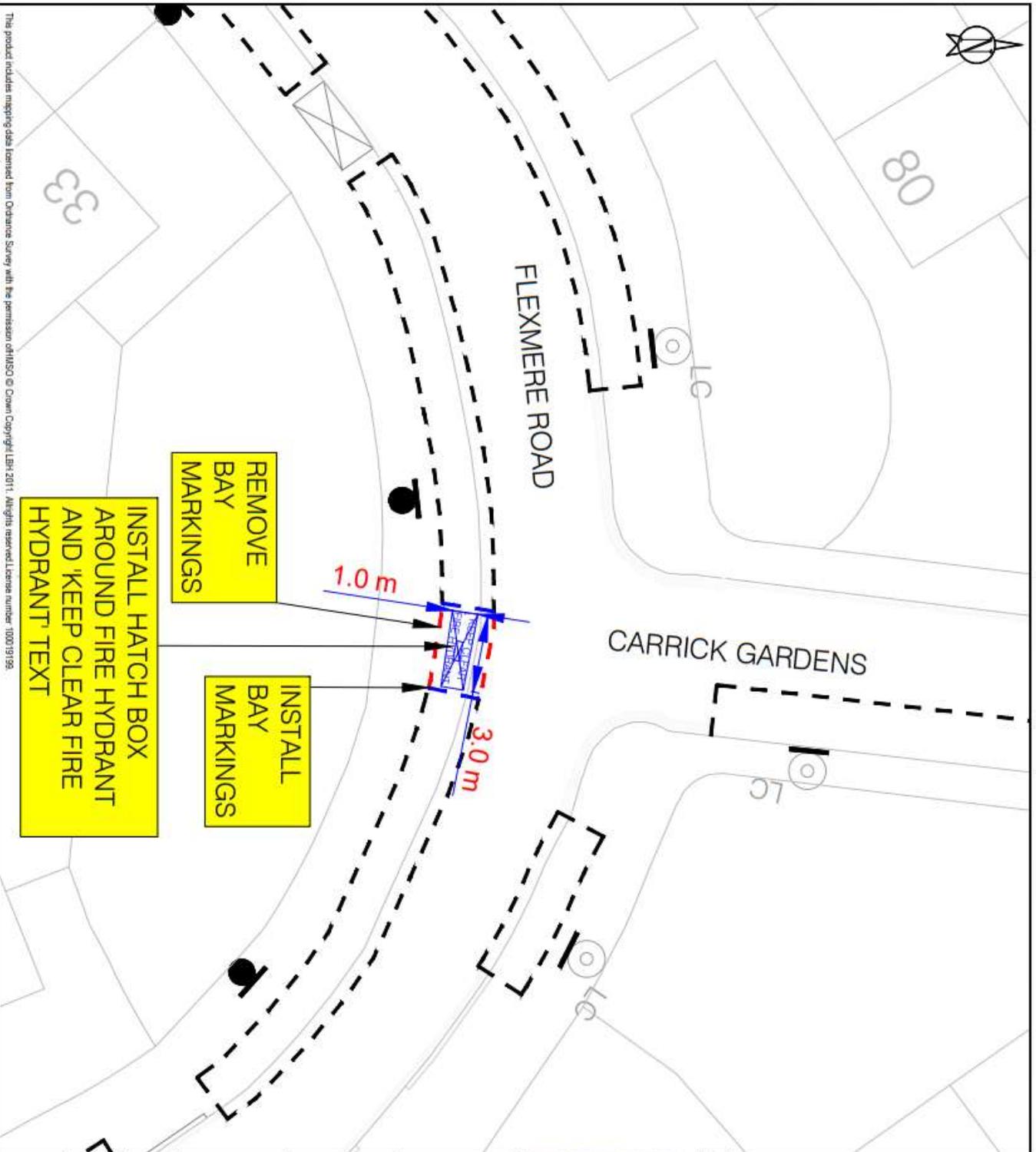
Appendix 4 – Statutory Full objections/comments received to the statutory consultation with officer comments.

APPENDIX 1



<p>KEY</p> <ul style="list-style-type: none"> NEW SINGLE YELLOW LINE NEW DOUBLE YELLOW LINE NEW SINGLE KERB BE P/ MARKING NEW DOUBLE KERB BE P/ MARKING NEW PARKING BAY MARKINGS NEW SCHOOL KEEP CLEAR RESTRICTION NEW TRAIL POST WITH SIGN REMOVE SINGLE YELLOW LINE REMOVE DOUBLE YELLOW LINE REMOVE KERB BE P/ MARKING REMOVE PARKING BAY MARKINGS REMOVE TRAIL POST WITH SIGN EXISTING LAMP COLUMN EXISTING TREE EXISTING DRIPED ROOF/DRISDRONE 	
<p>LOCATION PLAN</p>	
<p>SITE LOCATION</p> <p>OUTSIDE SIG ROOFING ENTRANCE</p>	
<p>WORKS</p> <p>INSTALL BAY MARKINGS AND LOADING ONLY TEXT. INSTALL LOADING BAY 13M. CONVERT EXISTING SIGN TO LOADING SIGN. INSTALL NEW POST AND SIGN.</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>15/02/2024</p>	
<p>DRAWING NO.</p> <p>MW-2023-08</p>	

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KEY

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



SITE LOCATION
OPPOSITE JUNCTION WITH CARRICK GARDENS

WORKS
INSTALL KEEP CLEAR FIRE HYDRANT BOX 3 METRES X 1 METRE AROUND FIRE HYDRANT
INSTALL BAY MARKINGS 0.2M FROM BOX

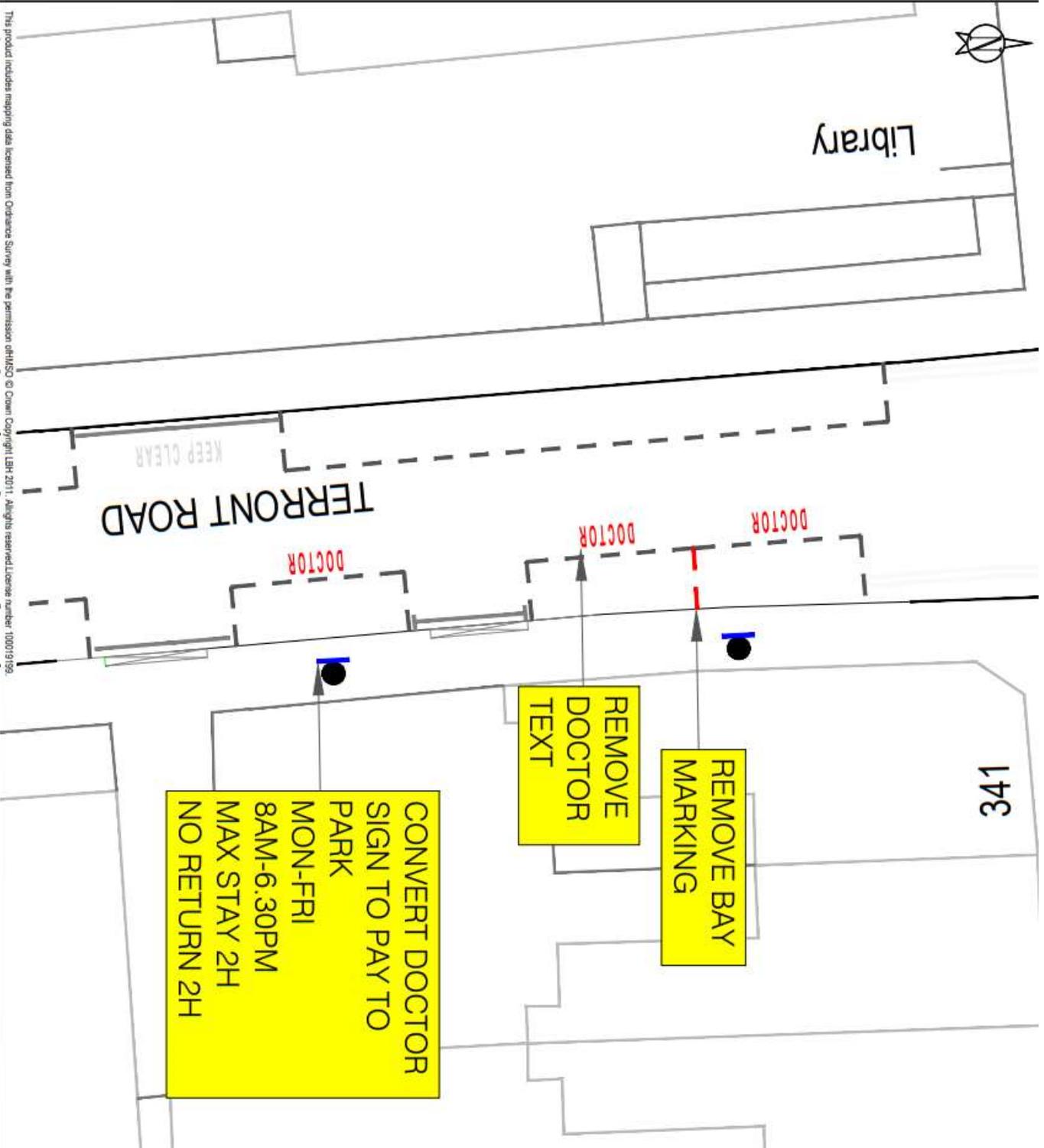
ENVIRONMENT AND NEIGHBORHOODS
PARKING SCHEMES
4th FLOOR ALEX HOUSE, 10 STATION ROAD
WOOD GREEN, LONDON N22 7TR

SCALE
NTS

DRAWN	CHECK	DATE DRAWN
JB	AB	16/02/2024

DRAWING NO.
MW-2023-08





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<p>KEY</p> <ul style="list-style-type: none"> NEW SINGLE YELLOW LINE NEW DOUBLE YELLOW LINE NEW SINGLE KERB BLIP MARKING NEW DOUBLE KERB BLIP MARKING NEW PARKING BAY MARKINGS NEW SCHOOL, KEEP CLEAR RESTRICTION NEW TRAM POST WITH SIGN REMOVE SINGLE YELLOW LINE REMOVE DOUBLE YELLOW LINE NEW KERB BLIP MARKING REMOVE KERB BLIP MARKING REMOVE PARKING BAY MARKINGS REMOVE TRAM POST WITH SIGN EXISTING LAMP COLUMN EXISTING TREE EXISTING DROPPED KERBCROSSOVER 		<p>LOCATION PLAN</p>
<p>SITE LOCATION</p> <p>FLANK WALL OF WEST GREEN DOCTOR SURGERY, ALONG WEST GREEN ROAD AND TERRONT ROAD JUNCTION</p>		
<p>WORKS</p> <p>CONVERT EXISTING DOCTOR BAYS TO PAY TO PARK BAYS REMOVE DOCTOR TEXT AND BAY MARKING INSTALL PAY TO PARK SIGNS</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>20/02/2024</p>
<p>DRAWING NO.</p> <p>MM-2023-08</p>		

APPENDIX 2

PROPOSED INTRODUCTION/AMENDMENT/REMOVAL OF WAITING AND LOADING RESTRICTIONS – VARIOUS LOCATIONS – MINOR WORKS BATCH 2023 NO.8

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*

T12

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
Beaufoy Road N17	To convert 13 metres at the eastern end of the existing Pay by Phone parking bay west of the entrance to Sig Roofing to a <u>Loading Only bay</u> operating at all times.
Flexmere Road N17	To remove 3 metres of Permit Holder Only parking directly opposite Carrick Gardens N17 in order to provide clearance around a fire hydrant box.
Palace Road N8	To revoke the existing Resident Permit <u>Holder Only bay</u> outside No.28 and join up the adjacent Single Yellow Lines.
Terront Road N15	To convert all the Doctor Permit Holders Only bays adjacent to No.341 West Green Road to Pay by Phone parking operating Monday-Friday 8am-6:30pm with a maximum stay and no return period of 2 hours.

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-T12**, by **27th March 2024**.

Dated: 6th March 2024

Ann Cunningham
Head of Highways and Parking

APPENDIX 4

OBJECTION 1:

To whom it may concern

We at (address removed) totally object to the removal of the parking bay outside no 28 Palace Road Crouch End N8 8QL.

1.0 Context

The parking bay, which is for one car only, has been there since 2009 – it is before a barrier, which has been in our road since the early 1980s - this barrier was put there to prevent cars using it as a short cut to access either Middle Lane or Park Road. We have lived here for 40 years & it is very sad that time and emotional energy is taken regarding focusing on the removal of a parking bay.

1.1 Traffic Barrier

This barrier has access points on either side for bicycles, mopeds, and motorbikes. However, **properties no 36, 34, 32, 30 & 26, which are near to the barrier have dropped kerbs / 'car ports'** in their front gardens so two wheeled vehicles travel at faster speeds before and after the one access point.

1.2 The removal of this car bay, which currently 'by default' slows down motorcycles – mopeds – bikes, will enable them to speed through, thus endangering children & pedestrians who are in the road.

The access points on the uneven numbers side of the barrier are rarely used, because there are no car ports/ dropped kerbs in the residents front gardens and residents can park their cars.

1.3 The removal of the parking bay will be a health and safety hazard.

Residents and others who use this parking bay are mindful to ensure that properties no's 30 and 26 are not obstructed or inconvenienced when parking – car wheels are within the white markings so that they can reverse out of their car ports.

2.0 Transparency, regarding the removal of parking bay outside no 28

We can only assume that property no 30 wants to remove the car bay, evidenced by the fact **that since January 2024 they or a friend (who doesn't even live here) have been parking their cars** in this parking bay thus not allowing any other cars to park there.

2.1 Since January 2024 no 28 have been having building works and this bay is never available, meaning the skips and building materials have had to be positioned across the road, necessitating extra effort and inconvenience for the builders.

2.2 We live at (address removed), **opposite to no's 26/28, so can evidence what has been happening.** Originally no 30 agreed to a skip being placed in this parking bay but then they or a friend park their car there.

3.0 Parking is already tight at times, and we can ill afford to lose another space.

In summary there is absolutely no rationale for removing this parking bay & the cost for doing this would be better spent within the Council on urgent road health & safety matters such as hazardous pavements etc.

Comment 1:

In reviewing the objection for the proposed removal of a singular parking bay the grounds cited have not been upheld.

The current parking bay is less than the minimum guidance length of 4.5m which means in most cases there will be a degree of overhang which is affecting access to and from the existing off street parking provision.

The existing barrier is there to stop all motorised traffic including mopeds, motorcycles etc. As these powered two wheelers are using these gaps the parking team will liaise with the enforcement team to undertake targeted enforcement to help remedy the any existing infringements occurring.

The request to ensure accessibility has been received by frontages directly affected by this parking bay.

The Highway authority has a duty of care to ensure access is provided to those with existing off street parking and the removal of this parking bay and the introduction of a single yellow line will haled address the concerns of the resident request.

Objection 2:

Dear Haringey Parking Permit Department

REF 2024-T12

We are writing from (address removed) to object in the strongest possible terms to the revoking of the Residents' Parking Bay outside No. 28 in our street.

HISTORY

We have lived in Palace Road for more than 45 years and brought up three children here. We were part of the group of residents who negotiated with Haringey Council many years ago to put a barrier in the road in the 1980s as it was becoming a dangerous 'rat run' between Middle Lane and Park Road. So we know the history and current workings of the road very well. The following are our points of objection:

SAFETY

Motorbikes, scooters, cycle couriers are able to use the access points at the side of the barrier. A car parked in the bay in question causes these vehicles to slow down to get through the narrow gap. Removing this obstacle will enable them to race through very close to the pavement edge constituting a danger to pedestrians.

COMMUNITY CONSIDERATION

We all use this bay from time to time and all of us are very careful to ensure that we do not obstruct the bays of numbers 30 or 26. We all double check that we are within the marked area to enable these residents to reverse out of their parking areas.

UNREASONABLE

We can see no justifiable reason for revoking a parking bay in a street which is already extremely short of bays. No reason has been given for this intended action and we cannot see how the cost of doing so can be justified when there are so many demands on what little money is available for road safety/repairs.

Please give these points your utmost attention.

Comment 2:

In reviewing the objection for the proposed removal of a singular parking bay the grounds cited have not been upheld.

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The Highway authority has a duty of care to ensure access is provided to those with existing off street parking and the removal of this parking bay and the introduction of a single yellow line will haled address the concerns of the resident request.

Objection 3:

Dear Sir/Madam,

We live at 28 Palace Road, London N8 8QJ and wish to set our strong objection to the proposed removal of the parking bay in front of our house.

Please see below our reasons for our strong objection. We are convinced there are no valid grounds to revoke the existing parking bay and urge you to visit the road in person so we can demonstrate why this is the case.

Please note that the 3rd point listed below is only applicable if your proposal to revoke the parking bay was caused by a concern originating from a resident, in particular from 30 Palace Road. If this was not the case please disregard the 3rd point. If this proposal is based on a complaint from a neighbour of ours, we would like to share our deep disappointment that Haringey Council has chosen to spend its scarce time/resources on this matter, and in so doing causing unnecessary stress both to us and to many of our neighbours.

There is not enough parking on the road currently, so this parking bay is much needed and used by us and other residents.

Removing the parking bay would reduce safety for us and our small children: The Statement of Reasons states that **“inconsiderate and obstructive parking can be a cause of concern to road users of all types”**. In fact, the opposite is true here, i.e. the parking bay makes Palace Road safer. Next to the parking bay there is a barrier to stop cars from driving through. Only cyclists/motor cyclists/delivery drivers can pass alongside the barrier at present. The frequently drive onto the pavement at present to get around the barrier and quicken their journey down Palace Road. (See pictures 1,2,3). The parking bay helps to create an **“obstacle”** so that the road users have to slow down. If the parking bay is gone as proposed, drivers would pass by even faster, which is a grave safety concern. The footpath is much used by pedestrians, including young children on their way to Priory Park and Rokesly School nearby. As parents of young children ourselves, this of great concern to us. Again, this is an actual fact and we are happy to have someone from the council to come over to convince her/himself that this is the case.

Furthermore, if we cannot park in that parking bay we would likely need to park on the opposite side of the road. This would mean that both us and our children would need to cross the road resulting in reduced safety for our children.

Looking at the Statement of Reasons document we are concerned that this is based on a **“concern originating from” a resident and that this has been tabled by a neighbour who has a history of harassment towards us and other neighbours, and is aimed solely at causing negative impact and stress towards us and other neighbours.** For further information, please contact our Community Police Officer Lucia Popovici who is aware of the situation and can confirm (07785632835 (Crouch End Ward Phone), Lucia.popovici@met.police.uk)

(For background: The neighbour claims that she cannot park her car in front of her house if someone is parked on the parking bay in front of 28. She usually uses her horn (sometimes for minutes) until the car parked in the parking bay is moved. There is clearly enough space (see Pictures 4,5). In case required, we can provide further photo or video evidence to show instances where she claimed there is not enough space.) As the most regular users of the parking space at no 28, we have never received any other comments or concerns from any other parties that our parking is any way inconsiderate or obstructive. If this is a genuine concern of Haringey Council, we would urge you to speak to other neighbours in Palace Road to get a true picture of the situation.

Best regards,

Comment 3:

In reviewing the objection for the proposed removal of a singular parking bay the grounds cited have not been upheld.

The current parking bay is less than the minimum guidance length of 4.5m which means in most cases there will be a degree of overhang which is affecting access to and from the existing off street parking provision.

The existing barrier is there to stop all motorised traffic including mopeds, motorcycles etc. As these powered two wheelers are using these gaps the parking team will liaise with the enforcement team to undertake targeted enforcement to help remedy the any existing infringements occurring.

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