

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

Title: Disabled Bay Batch DPB-2023-05

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

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Ward(s) affected: Bruce Castle, White Hart Lane, Hornsey, Woodside, Tottenham Hale, Highgate, Tottenham Central, South Tottenham, Seven Sisters, Alexandra Park, Northumberland Park, Stroud Green, Fortis Green, Harringay, West Green, Bounds Green, Muswell Hill, Harringay.

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

1 Describe the issue under consideration

To report on the feedback of statutory consultation from 6 March 2024 to 27 March 2024 on the proposals to install, relocate or conversion to dedicated and standard disabled bays, removal of **'general use' disabled** bays identified as no longer required: Fairview Rd N15, Bishopswood Rd N6, Langford Close N15, Hillfield Avenue N8, Jallicoe Rd N17, Queens Rd N11, Sperling Rd N17, Woodside Rd N22, North View Rd N8, Crawley Rd N22, Rosebery Rd N10, Rosebery Avenue N17, Spondon Rd N15, Frome Rd N22, Muswell Hill Place N10, Woodside Rd N22, Grand Avenue N10, Saxon Rd N22, Falkland Rd N8, Morteyne Rd N17, Weston Park N8, Dunbar Rd N22, Tetherdown N10, Eldon Rd N22, Maryland Rd N22, Everington Rd N10, Langham Rd N15, Stirling Rd N22, Gloucester Rd N17, Grand Avenue N10, Elms Avenue N10, Eastfield Rd N8, Cornwall Avenue N22, Denmark Street N17, Park Lane N17, Warham Rd N4, Chesnut Rd N17, Chester Rd N17.

2 Cabinet Member Introduction

2.1 N/A.

3 Recommendations

3.1 That the Head of Service for Highways and Parking, in consultation with the Cabinet Member for Tackling Inequality and Resident Services: -

3.2 Having considered proposals, objections to the statutory consultation, officer recommendations and having due regard to the needs set out in Section 149 of the Equality Act 2010.

3.3 Approve the implementation of the proposed changes to disabled parking at 43 locations detailed in Table 1. A summary of recommendations includes the following:

- 9 new standard disabled bays
- 2 relocations of existing dedicated disabled bay
- 24 relocations of existing standard disabled bay

- 8 dedicated disabled bays removals. The bays are no longer required due to residents moving away or request for the.
- Remove controlled parking zone restrictions where the introduction of new dedicated disabled bays is approved.
- Reinstate resident parking places or waiting restrictions where removal of disabled parking bays is approved.

4 Reasons for decisions

- 4.1 The introduction and removal of dedicated, and general use disabled parking places, as set out in Table 1 Section 6, contributes to the Council meeting its obligations for disabled parking set out in section 149 of the Equality Act 2010 (the Public Sector Equality Duty 'PSED').
- 4.2 The Council received seven objections against four proposals in response to the statutory consultation undertaken during the public consultations. The objections questioned the validity of the applications received and cited the lack of available parking as a reason for not introducing the disabled bays. This is in opposition to the current dedicated disabled parking bay policy which prioritises parking for those who meet the agreed dedicated disabled parking bay criteria.
- 4.3 Having carefully considered each of the seven objections received to items 9,10,13,14 and 27 in table 1 and following their full review, no grounds were determined for which the objections should be upheld.
- 4.4 The main theme of objections was loss of available parking for personal vehicle parking or loss of parking close to their place of residence.
- 4.5 With no apparent valid grounds provided with objections received, officers recommend proceeding with all forty-three proposed dedicated and general disabled parking bay proposed introductions, changes or removals as detailed in Table 1.
- 4.6 A summary of objections received, and officer recommendations can be found in Table 2 of this report.
- 4.7 No objections were received to the remaining 38 proposals set out in Table 1.
- 4.8 Compliance with the Council's [disabled-parking-place-policy.pdf \(haringey.gov.uk\)](https://www.haringey.gov.uk/sites/default/files/2022-03/disabled-parking-place-policy.pdf).
- 4.9 The proposals contained within Table 1 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.

5 Alternative options considered

- 5.1 An alternative considered was to 'not undertake the requested introduction of new, upgrade of existing, the extension of existing or removal of no longer required disabled and dedicated disabled bays listed in Table 1. However, this is not recommended as it would be against the Council's current disabled person parking policy and legal requirements set by Department for Transport (DfT).

6 Background

- 6.1 Blue Badge holders in Haringey are entitled to make an application for a dedicated disabled persons' parking bay. These are required to be located close to the applicant's home.
- 6.2 A dedicated disabled persons parking bay (for the sole use by one vehicle) may be recommended if the applicant meets the following criteria (including conversion of a standard disabled persons parking bay to a dedicated disabled persons permit parking bay):
- The applicant must be the holder of a current blue badge issued under the Disabled Persons (Badges for Motor Vehicles) Regulations 2000.
 - The applicant must reside permanently at the address; or be able to nominate another driver who also resides permanently at the same address.
 - The applicant, or the nominated driver, must have a driver's licence that is registered at the address where the bay is to be provided.
 - The applicant must be able to provide written consent (medical consent form) for the Council to access their Blue Badge mobility assessment form and gather evidence to show the applicant has considerable difficulty in walking.
 - The applicant has no access to alternative off-street parking. Applications are unlikely to be approved if the applicant has access to off-street parking areas such as a garage, a driveway or an area of hardstanding within their property. Exceptions may be considered if facilities can be demonstrated as being unsuitable for the use of a disabled person due to the nature of their disability.
 - The higher rate of the Mobility Component of the disability living allowance elements of the Blue Badge Eligibility criteria; or
 - Score 12 points or more under the 'moving around' activity of the mobility component of Personal Independence Payment (PIP); or
 - The higher rate Attendance Allowance (aged 64 and over)
 - The mobility component of PIP and has obtained 10 points specifically for Descriptor E under the "planning and following journeys" activity on the grounds that they are unable to undertake any journey because it would cause them overwhelming psychological distress; or
 - A War Pensioner's Mobility Supplement (WPMS); or
 - Has been both awarded a lump sum benefit at tariffs 1-8 of the Armed Forces Compensation Scheme and certified as having an enduring and substantial disability which causes the inability to walk or very considerable difficulty in walking; or
 - Provide written evidence from a professional medical consultant (not a general practitioner) providing reasons why a disabled dedicated parking bay is required.
- 6.3 Haringey London Borough Council (hereafter known as 'the Council') continue to provide disabled persons parking bays on the public highway near locations such as hospitals, doctor's surgeries, outside chemists or other public buildings and amenities.
- 6.4 For a person to be eligible to utilise a disabled persons parking bay they must be the holder of a current blue badge issued under the Disabled Persons (Badges for Motor Vehicles) Regulations 2000.
- 6.5 A disabled persons parking bay or dedicated disabled persons parking bay may also be recommended for removal:
- If an individual's circumstances change, whereby the applicant no longer meets the criteria listed in Section 2.2.

- The applicant; or the applicant's relatives, friends or neighbours; advise the Council that a bay is no longer in use or required.
- 6.6 Occasionally, the Council receive requests to amend existing disabled persons' parking bays or dedicated disabled persons' parking bays where:
- An applicant would like a bay moved closer to their property or facility.
 - An applicant would like a bay to be extended if they feel an existing bay does not or no longer meets their current needs.
- 6.7 In all cases, Council officers will conduct an assessment, which will inform the recommendations in Section 4 of this report.
- 6.8 To proceed with recommendations to introduce, change, relocate or remove a disabled persons parking bay or dedicated disabled persons parking bay, the Council must follow a statutory process.
- 6.9 Due to the volume of applications the Council receives, undertaking each application on an individual basis would not be cost-effective. To efficiently process requests, applications are assessed and progressed in batches covering a period of approximately 2 months.

Proposals

During the most recent period, the Council received 43 requests for

- Introduction of nine new standard disabled parking bays,
- Relocation of two dedicated disabled bays
- Relocation of twenty-four general use disabled parking bays
- Removals of eight dedicated disabled bays

- 6.10 Table 1 below lists locations consisting proposed changes, See **Appendix 1** for detailed drawings:

Table 1

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(1)	Bishopswood Road N6 – outside Highgate Junior School	Convert two existing residential bays to 6.6 metre Standard Disabled Permit Bays	To provide a dedicated parking facility to qualifying disabled resident At all times	N

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(2)	Langford Close N15 – outside no. 2	Convert two existing residential bays to 6.6 metre Standard Disabled Permit Bays	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(3)	Eldon Road N22 – outside no. 47	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(4)	Eastfield Road N8 – opposite no. 1	Convert two existing residential bays to 6.6 metre Standard Disabled Permit Bays	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(5)	Park Lane N17 – outside no. 142	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(6)	Warham Road N4 – outside no. 108	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(7)	Rycroft Way N17 – from 21 Chesnut Grove to adjacent no. 1 Rycroft Way	Relocate existing 6.6 metre dedicated disabled permit bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(8)	Chester Road N17 – outside no. 68 to 66	Relocate existing 6.6 metre dedicated disabled bay to 4.5m north	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(9)	Hillfield Avenue N8 – outside no. 75 to no. 67	Relocate existing 6.6 metre standard disabled bay	To provide a general use disabled parking facility to residents At all times	N
(10)	Jellicoe Road N17 – outside no. 26 to no. 15	Relocate existing 6.6 metre standard disabled bay	To provide a general use disabled parking facility to residents At all times	N
(11)	Sperling Road N17 – outside no. 37 to no. 29	Relocate existing 6.6 metre standard disabled bay	To provide a general use disabled parking facility to residents At all times	N
(12)	Woodside Road N22 – outside no. 32 to no. 40	Relocate existing 6.6 metre standard disabled bay	To provide a general use disabled parking facility to residents At all times	N
(13)	North View Road N8 – outside no. 13 to no. 27	Relocate existing 6.6 metre standard disabled bay	To provide a general use disabled parking facility to residents At all times	N

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(14)	North View Road N8 – outside no. 17 to no. 37	Relocate existing 6.6 metre standard disabled bay	To provide a general use disabled parking facility to residents At all times	N
(15)	Crawley Road N22 – outside no. 3 to no. 14	Relocate existing 6.6 metre standard disabled bay	To provide a general use disabled parking facility to residents At all times	N
(16)	Roseberry Avenue N17 – outside no. 140 to no. 142	Relocate existing 6.6 metre standard disabled bay	To provide a general use disabled parking facility to residents At all times	N
(17)	Spondon Road N15 – outside no. 23 to no. 36	Relocate existing 6.6 metre standard disabled bay	To provide a general use disabled parking facility to residents At all times	N
(18)	Frome Road N22 – outside no. 22 to no. 1	Relocate existing 6.6 metre standard disabled bay	To provide a general use disabled parking facility to residents At all times	N
(19)	Muswell Hill Place N10 – outside no. 79 to no. 83	Relocate existing 6.6 metre standard disabled bay	To provide a general use disabled parking facility to residents At all times	N
(20)	Woodside Road N22- outside no. 54 to no. 26	Relocate existing 6.6 metre standard disabled bay	To provide a general use disabled parking facility to residents At all times	N

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(21)	Saxon Road N22 – outside no. 31 to no. 19	Relocate existing 6.6 metre standard disabled bay	To provide a general use disabled parking facility to residents At all times	N
(22)	Morteyne Road N17 – outside no. 27 to adjacent 14 De Quincey Rd	Relocate existing 6.6 metre standard disabled bay	To provide a general use disabled parking facility to residents At all times	N
(23)	Weston Park N8 – outside no. 81 to Union Church & Community Centre	Relocate existing 6.6 metre standard disabled bay	To provide a general use disabled parking facility to residents At all times	N
(24)	Dunbar Road N22 – outside no. 80 to no. 100	Relocate existing 6.6 metre standard disabled bay	To provide a general use disabled parking facility to residents At all times	N
(25)	Maryland Road N22 – outside no. 40 to adjacent no. 332	Relocate existing 6.6 metre standard disabled bay	To provide a general use disabled parking facility to residents At all times	N
(26)	Everington Road N10 – outside no. 17 to no. 7	Relocate existing 6.6 metre standard disabled bay	To provide a general use disabled parking facility to residents At all times	N

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(27)	Langham Road N15 – outside no. 200 to no. 184	Relocate existing 6.6 metre standard disabled bay	To provide a general use disabled parking facility to residents At all times	N
(28)	Stirling Road N22 – outside no. 26 to adjacent 36 Berwick Rd	Relocate existing 6.6 metre standard disabled bay	To provide a general use disabled parking facility to residents At all times	N
(29)	Gloucester Road N17 – outside no. 77 to no. 109	Relocate existing 6.6 metre standard disabled bay	To provide a general use disabled parking facility to residents At all times	N
(30)	Cornwall Avenue N22 – outside no. 5 to opposite no. 2	Relocate existing 6.6 metre standard disabled bay	To provide a general use disabled parking facility to residents At all times	N
(31)	Warham Road N4 – outside no. 94 to no. 112	Relocate existing 6.6 metre standard disabled bay	To provide a general use disabled parking facility to residents At all times	N
(32)	North View Road N8 – outside no. 6 to adjacent 161 Nightingale Lane	Relocate existing 6.6 metre standard disabled bay	To provide a general use disabled parking facility to residents At all times	N
(33)	Fairview N15 – outside no. 82	Remove dedicated disabled permit bay of 6.6 metre length and reinstate Resident Permit Holder Parking	No longer required by allocated residents. CPZ hours	N

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(34)	Queens Road N11 – outside no. 58	Remove dedicated disabled permit bay of 6.6 metre length and reinstate Resident Permit Holder Parking	No longer required by allocated residents. CPZ hours	N
(35)	Roseberry Road N10 – outside no. 70	Remove dedicated disabled permit bay of 6.6 metre length and reinstate Resident Permit Holder Parking	No longer required by allocated residents. CPZ hours	N
(36)	Falkland Road N8 – outside no. 122	Remove dedicated disabled permit bay of 6.6 metre length and reinstate Resident Permit Holder Parking	No longer required by allocated residents. CPZ hours	N
(37)	Tetherdown N10 – outside no. 20	Remove dedicated disabled permit bay of 6.6 metre length and reinstate Resident Permit Holder Parking	No longer required by allocated residents. CPZ hours	N
(38)	Grand Avenue N10 – outside no. 32	Remove dedicated disabled permit bay of 6.6 metre length and reinstate Resident Permit Holder Parking	No longer required by allocated residents. CPZ hours	N
(39)	Elms Avenue N10 – outside no. 30	Remove dedicated disabled permit bay of 6.6 metre length and reinstate Resident Permit Holder Parking	No longer required by allocated residents. CPZ hours	N
(40)	Denmark Street N17 – outside no. 6	Remove dedicated disabled permit bay of 6.6 metre length and reinstate Resident Permit Holder Parking	No longer required by allocated residents. CPZ hours	N

- 6.11 Statutory notification commenced on 6 March 2024 for periods of 21 days. The process consisted of Notice of Proposals being published in the London Gazette, Enfield and Haringey Independent and street notices being placed in each of the affected streets. The closing date for representations and comments was 27 March 2024.
- 6.12 In addition to the above, letters informing of the proposed changes were hand delivered to all properties in proximity to the proposed changes. **Appendix 2** contains copies of the letters delivered to affected frontages.
- 6.13 See **Appendix 3** for a copy of the statutory 'notice of proposal' advertised. 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 4** for a copy of e-mail sent to the above statutory bodies.

Responses to Consultation

- 6.14 The Legal requirement of statutory consultation was followed with the instalment of street notices and newspaper adverts to notify users of the disabled bays of the statutory consultation and how they could object should they wish to. A Total of 8 objections were received for 5 proposals in Table 1. The objections received to the statutory consultation, along with officer recommendations, can be found in Table 2 below.

Table 2

Reference	Objection Theme	Officer Recommendation	Officer Response
Item (27) Table 1	The objector claims designated disabled parking bay outside their home. They cite several reasons for their opposition: needing close parking due to young children, running a baking business that requires transporting heavy ingredients, and the inconvenience of the location compared to alternative spots on the street.	Objector misunderstood the proposal. Not installing the proposed standard disabled bay would breach the Council Policy for Disabled Parking Places. The Council should proceed with the proposal.	The objector has been notified via e-mail that their objection/comments have been recorded and will be considered as part of the reporting process. The outcome of the decision report will be available to share with the objectors once a decision has been taken.
Item (9) Table 1	Objectors claims that given the scarcity of parking and the	Not relocating the proposed dedicated disabled bay would	The objector has been notified via e-mail that their objection/comments have

Reference	Objection Theme	Officer Recommendation	Officer Response
	underutilised existing bay, the creation of a new one appears to prioritise removing a regular parking space rather than addressing a genuine need for additional disabled parking.	breach the Council Policy for Disabled Parking Places as the applicant meets the required eligibility criteria and has valid ground for the existing dedicated disabled bay to be relocated. The Council should proceed with the proposal.	been recorded and will be considered as part of the reporting process. The outcome of the decision report will be available to share with the objectors once a decision has been taken.
Item (14) Table 1	Objector claims the resident of mentioned property; nor her son appear to have mobility issues, as evidenced by the resident's frequent walks and lack of a blue badge.	Not relocating the proposed dedicated disabled bay would breach the Council Policy for Disabled Parking Places as the applicant meets the required eligibility criteria and has valid ground for the existing dedicated disabled bay to be relocated. The Council should proceed with the proposal.	The objector has been notified via e-mail that their objection/comments have been recorded and will be considered as part of the reporting process. The outcome of the decision report will be available to share with the objectors once a decision has been taken.
Item (14) Table 1	Objector claims that the parking spaces are already scarce on North View Road, and there are elderly residents who could benefit more from the additional parking space rather than a disabled bay that may not be utilized.	Not relocating the proposed dedicated disabled bay would breach the Council Policy for Disabled Parking Places as the applicant meets the required eligibility criteria and has valid ground for the existing dedicated disabled bay to be relocated. The Council should proceed with the proposal.	The objector has been notified via e-mail that their objection/comments have been recorded and will be considered as part of the reporting process. The outcome of the decision report will be available to share with the objectors once a decision has been taken.
Item (14) Table 1	Objectors claims that the property in question is up for sell and there's	Not relocating the proposed dedicated disabled bay would breach the Council	The objector has been notified via e-mail that their objection/comments have been recorded and will be

Reference	Objection Theme	Officer Recommendation	Officer Response
	enormous parking pressure on the road.	Policy for Disabled Parking Places as the applicant meets the required eligibility criteria and has valid ground for the existing dedicated disabled bay to be relocated. The Council should proceed with the proposal.	considered as part of the reporting process. The outcome of the decision report will be available to share with the objectors once a decision has been taken.
Item (13) Table 1	Objectors claims that the resident of mentioned property possesses a blue badge for their son, highlighting their need for accessible parking. The proposed change would prevent them from parking in front of their own home, causing significant inconvenience.	Objector misunderstood the proposal. Not installing the proposed standard disabled bay would breach the Council Policy for Disabled Parking Places. The Council should proceed with the proposal.	The objector has been notified via e-mail that their objection/comments have been recorded and will be considered as part of the reporting process. The outcome of the decision report will be available to share with the objectors once a decision has been taken.
Item (10) Table 1	Objectors urge to reconsideration of the location and request a solution that accommodates both the need for accessible parking and their driveway access requirements. They are open to discussing alternative options.	Objector misunderstood the location for proposed relocation. Not relocating the proposed dedicated disabled bay would breach the Council Policy for Disabled Parking Places as the applicant meets the required eligibility criteria and has valid ground for the existing disabled bay to be relocated. The Council should proceed with the proposal.	The objector has been notified via e-mail that their objection/comments have been recorded and will be considered as part of the reporting process. The outcome of the decision report will be available to share with the objectors once a decision has been taken.

6.15 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 6.11 and 6.13), the relatively small number of objections, 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.

6.16 After considering the statutory consultation responses it is therefore recommended that no alterations are made to the forty proposals listed in **Table 1**.

7 Contribution to strategic outcomes

7.1 The introduction and management of disabled parking places align with the Council's supports Theme 2: Responding to the climate emergency in the Corporate Delivery Plan 2023-2024. The delivery of this change to disabled parking will ensure that the Council manages parking for local residents and businesses on the public highway. This will improve access disabled parking and provide managed street space.

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”

7.3 The eligibility for the introduction of disabled and dedicated disabled parking places is clearly defined by the current [disabled-parking-place-policy.pdf \(haringey.gov.uk\)](#).

7.4 The use of disabled parking and dedicated parking places contributes to the Council meeting its obligations for disabled parking set out in section 149 of the Equality Act 2010 (the Public Sector Equality Duty ('PSED')). This duty includes having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic (including people with a disability) and persons who do not share it.

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 approval from the Head of Service for Highways and Parking to implement the proposed measures for dedicated disabled bays detailed in Table 1.

9.2 The full cost of this scheme is estimated to be approximately £28K in addition to the physical costs 'as detailed in table 3 below'; this cost includes community engagement; inventory of existing site conditions; design, traffic management orders and

implementation. To be funded from the Council's approved Capital Programme included within the Parking Implementation Plan.

Table 3

Reference from Table 1	Cost Items	Total Cost	Projected Completion
36 locations (1) - (36)	Road Markings £3420 Signs and Posts £4235 TMO cost £3655	£11,310	To be completed by end of June 2024

9.3 Once implemented the future operation cost will be funded from the existing service revenue budgets.

10 Comments of the Head of Legal Services and Governance

10.1 Before reaching a decision to make the necessary traffic management order to implement changes to existing disabled and dedicated disabled bays, 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.

10.2 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

10.3 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.

10.4 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.

10.5 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.

- 10.6 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.
- 10.7 The proposals contained within this report impact 2 or more wards, however the proposed changes are not "likely to be significant in terms of its effects on communities living or working in an area". Therefore, approval will be 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 changes.

11 Equalities Comments

- 11.1 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
- 11.2 Foster good relations between people who share those characteristics and people who do not.
- 11.3 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.
- 11.4 The Council must, when carrying out the Council's functions (which includes making decisions), have due regard to the needs set out in section 149 of the Equality Act 2010 (the Public Sector Equality Duty ('PSED')). This duty includes having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic (including people with a disability) and persons who do not share it. The Council must consider the duty, which is personal to decision makers.
- 11.5 S149 (4) of the Equality Act 2010 stresses the public sector equality duty strongly in respect of disabled persons and extends the meaning of 'due regard' to include the steps involved in meeting the needs of disabled persons in particular "steps to take account of disabled person's disabilities".
- 11.6 The proposal to recommend the lengthening of disabled parking places at various locations in the borough is a necessary step that recognises and takes account of the parking needs of Haringey's disabled residents. It accords completely with meeting the Council's public sector equality duty in regard to the protected characteristic of disability.

12 Use of Appendices

Appendix 1 – Detailed designs showing the extent of the proposals stated in table 1 Section 6

Appendix 2 – Statutory Consultation notification letters delivered to properties/business

Appendix 3 – Statutory Consultation Notice of Proposal, advertising the proposals Detailed in Table 1 in Section 6

Appendix 4 – Statutory Consultation notification e-mail sent to statutory bodies stated in Section 6

Appendix 5 – Received objections in full