

Report for: Head of Service for Highways and Parking

Title: Proposed waiting and loading restrictions and parking place changes, batch 2024-01 at 5 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: Muswell Hill, Seven Sisters, Hermitage & Gardens, 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 8th May to 29th May 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 (e) as detailed in Table 1 section 6.3 which includes the following:
- Introducing parking place changes on the following roads: Fladbury Road N15, St Ann's Road N15
 - Introducing changes to waiting restrictions on the following roads: Cranley Gardens N10, Glasslyn Road N8, Woodside Avenue N10
- 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 1 objection was 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 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 designs changes for each location are set out within **Appendix 1**.

Table 1

Ref	Location	Description	Operation hours	Reason for proposal
1	Cranley Gardens N10	Replace white line markings with 50mm Double Yellow Line	At any time	To provide safer accessibility for pedestrians and vehicles
2	Fladbury Road N15	Convert existing doctors bay to resident parking bay	MON - FRI 8AM - 6.30PM	To provide nearby parking facilities to local residents and visitors

Ref	Location	Description	Operation hours	Reason for proposal
3	Glasslyn Road N8	Install single yellow line outside dropped kerb	At any time	To improve traffic flow and provide safer visibility for pedestrians and vehicles along Glasslyn Road
4	St Ann's Road N15	Convert 13 Metre shared use pay to park and permit to Loading Bay outside 'Best Supermarket' along St Ann's Road and junction with Plevna Crescent	MON-FRI 8AM - 6.30PM MAX STAY 2H NO RETURN 1H	To improve traffic flow and safety by providing nearby loading facilities to local businesses
5	Woodside Avenue N10	Remove white markings and install double yellow lines	At any time	To improve traffic flow and provide safer visibility for pedestrians at crossing on Woodside Avenue

Statutory Consultation

6.4 Statutory notification commenced on 8th May 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 29th May 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. 1 objection was 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 1 objection to the consultation, it is recommended to proceed with the proposed works.
- 6.8 Table 2

Reference	Objection	Officer Response
<p>Cranley Gardens N10</p>	<p>I object to the proposed installation of two stretches of double yellow lines on the Cranley Gardens highway for 5 metres outside 2 Treeside Place and for 8 metres outside 3 / 4 Treeside Place crossovers. Both should be cancelled for the following reasons:</p> <p>1. There is no problem which needs to be solved.</p> <p>I have lived in Cranley Gardens for 28 years. The 2, 3 and 4 Treeside Place houses have been built where previously there had been a garden centre. That garden centre business used both off-street and on-street parking for its customers and also, frequent deliveries including HGVs. A white line across the drop kerb for its vehicle entrance was ample for its purposes. It's perverse to suggest that what was sufficient for the comings and goings of a garden centre business is not also sufficient for the now owner-occupied houses called 2, 3 and 4 Treeside Place, which replace it.</p> <p>I have investigated whether installing extra double yellow lines in response to owner occupiers' requests is appropriate or not. See point 9 for the evidence I've gathered. It demonstrates that introducing double yellow lines for crossovers to 2 and 3 / 4 Treeside Place is not appropriate.</p> <p>The maxim 'if it isn't broken don't fix it' applies in the No 2 and No 3 / 4 Treeside Place case.</p> <p>2. The Public Notice is not factually correct. It states "To replace the existing white line markings with Double Yellow Lines outside No 2 Treeside Place for 5 metres and outside No 3 / 4 Treeside Place for 8 metres" as the description of the work. It is a matter of fact however, that there are not existing white line markings outside either of the</p>	<p>The historical solid white parking lines are not enforceable parking controls.</p> <p>White parking lines were historically in place to notify of the presence of dropped kerbs</p> <p>The Council received a resident request for the installation of double yellow lines to enable better enforcement to stop vehicles obstructing their off street access</p> <p>The double yellow line has been proposed to ensure safe access to the driveways of 2 and 3-4 Treeside Place. With the presence of a dropped kerb it is important for the council to ensure this kerb is kept clear of any obstructing vehicles as requested by residents of these properties</p> <p>The proposed double yellow lines have been proposed at a narrower width (50mm) to ensure they are inline with the road markings of the Muswell Hill area.</p> <p>The Council has a duty under the RTRA 1984 and TMA 2004 to ensure safe and secure access and free movement on the public highway and to ensure clear access to off street parking. Resident requests notes that their access has been obstructed many times and whilst we appreciate your observations we note this is over short period of time and may not capture events that have happened previously.</p> <p>White bar markings are no longer supported by the Council and when roads are resurfaced or road markings refreshed, white bar</p>

	<p>sites. The Public Notice should therefore be deemed invalid.</p> <p>3. Haringey Council wrote “I can confirm that the proposed double yellow lines are approximately the same length as the pre-existing white bar markings. They are likely to be slightly longer to ensure the accesses are kept clear of vehicle over hang obstructing accessibility”. (23/5/2024 email Andy Bourke, Parking Policy & Projects Manager to another consultee)</p> <p>4. That Haringey Council as Local Highways Authority is using language like they “likely to be slightly longer” suggests that the proposal has not been designed in full detail, and that in any event, detail doesn’t matter. Given that on-street parking amenity which is valuable for the rest of the community is at stake here, I strongly object to this casual, unprofessional approach by the Local Highways Authority.</p> <p>5. “They are likely to be slightly longer to ensure the accesses are kept clear of vehicle over hang obstructing accessibility.” (23/5/2024 email Andy Bourke, Parking Policy & Projects Manager to another consultee, highlight added to emphasise the relevant phrase)</p> <p>Parking on double yellow lines would be enforceable if any part of a vehicle over hung the double yellow line. Accordingly, “to ensure the accesses are kept clear of vehicle over hang obstructing accessibility” should not serve as grounds for introducing longer lines than the pre-existing ones.</p> <p>There can be no grounds for the proposed double yellow lines not being equal lengths to the corresponding pre-existing white H bar markings.</p> <p>6. “Slightly longer” lines will mean slightly less on-street parking spaces at this location which would disadvantage the wider community.</p> <p>7. The scope of 2024-T14 in Cranley Gardens is attributed to Haringey Council having received requests from the residents to have double yellow lines introduced. “Up to Late 2023 the white bar markings were present on Cranley Road when we received requests from residents of these properties to have double yellow lines introduced as they were experiencing</p>	<p>marking are not reintroduced or refreshed.</p>
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	<p>problems with people obstructing their access to off street parking.” (14/5/2024 email Andy Bourke, Parking Policy & Projects Manager to another consultee). The Parking Policy and Project Manager’s email also included a photograph showing that the pre-existing white line outside the crossover for 2 Treeside Place was worn away.</p> <p>Receiving a request for double yellow lines on the public highway from owner-occupiers should not form the basis for Haringey Council as Local Highways Authority accepting that request and also deciding to lengthen the lines without thoroughly investigating whether there is in fact a problem.</p> <p>8. “In late 2023 the road was resurfaced which the white bar markings were not replaced at our request as it may have been abortive work that could potentially be replaced by the proposed yellow line restrictions.” (14/5/2024 email Andy Bourke, Parking Policy & Projects Manager to another consultee, highlight added to emphasise the relevant phrase)</p> <p>It would have been expedient and reasonable to repaint the white bars by the two crossovers in this proposal at the time when other line markings on the street were reinstated following the resurfacing works.</p> <p>9. “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.” (Description section of the online consultation)</p> <p>I strongly object if all residents have to do is send a request for a new double yellow line to Haringey Council and they’ll get a longer and double yellow line on demand without investigation by the Local Highways Authority to ensure that the request merits the intervention. In this case white H bar markings had served well for many years and would normally have been repainted anyway</p>	
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in the course of the 2023 highway resurfacing work.

10. Investigation is necessary and should have been carried out by Haringey Council. My home overlooks both the proposed double yellow lines for Treeside Place residents and I surveyed from 9th to 27th May to record incidents I witnessed of parking where the white H bar markings used to be. Here are my findings:

Parking across drop kerbs of Treeside Place houses 2 and 3 / 4 9 th May to 27 th May No lines painted on highway	Number of incidents of vehicles being parked where white H bars used to be.
2 Treeside Place, N10 3AR	0
3 Treeside Place, N10 3AR	0
4 Treeside Place, N10 3AR	0

I am at home much of the time and so managed frequent sampling many times daily during the survey period. Haringey Council's statement "Inconsiderate and obstructive parking can be a cause of concern to road users of all types." (Description section of the online consultation) would be relevant to the request for the introduction of double yellow lines if inconsiderate and obstructive parking was occurring. During the period of my survey however, I witnessed zero incidence of this. And I emphasise, this survey was carried out at a time when no line markings were present by the two crossovers as Cranley Gardens as recently been resurfaced.

11. The position is that at the top of Cranley Gardens there is demand for on-street parking mainly for cars which are brought to and parked at the top of Cranley Gardens for a variety of reasons. In addition to residents' cars, their visitors and visitors to the businesses at the parade of shops on Muswell Hill Road, and users of Highgate Wood also use these parking spaces. The on-street parking amenity is therefore an asset to many stakeholders.

12. It is foreseeable that demand for on-street parking at the top end of

	<p>Cranley Gardens will increase once flats on Home for Haringey's Cranwood site are occupied. Future residents there who will be in social housing will also be disadvantaged.</p> <p>In summary, on-street parking is a valuable asset because it enables different users to share the same spaces. Whilst I see no problem in installing double yellow lines for safety (such as around corners), installing double yellow lines on request by individual residents would be inappropriate. The pre-existing white lines worked fine for over a decade, and my investigation demonstrates that even with no white lines marking the crossovers, the assertion that the residents have a problem is incorrect. It is perverse that the Local Highways Authority would despite an absence of evidence of need, provide longer double yellow lines outside the crossovers to residents off-street parking on demand.</p> <p>To be clear, I would have no objection to replacement of the previously existing white H lines to mark these crossovers. That would be more neighbourly, and I would ask Haringey Council to reconsider and withdraw the proposal for introducing double yellow lines.</p>	
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6.9 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) = £348.58	All items to be completed by August 2024
Table 1 - Item (1)	£13.44		
Table 1 - Item (2)	£79.99		
Table 1 - Item (3)	£175.61		
Table 1 – Item (4)	56.59		
Table 1 – Item (5)	22.95		

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

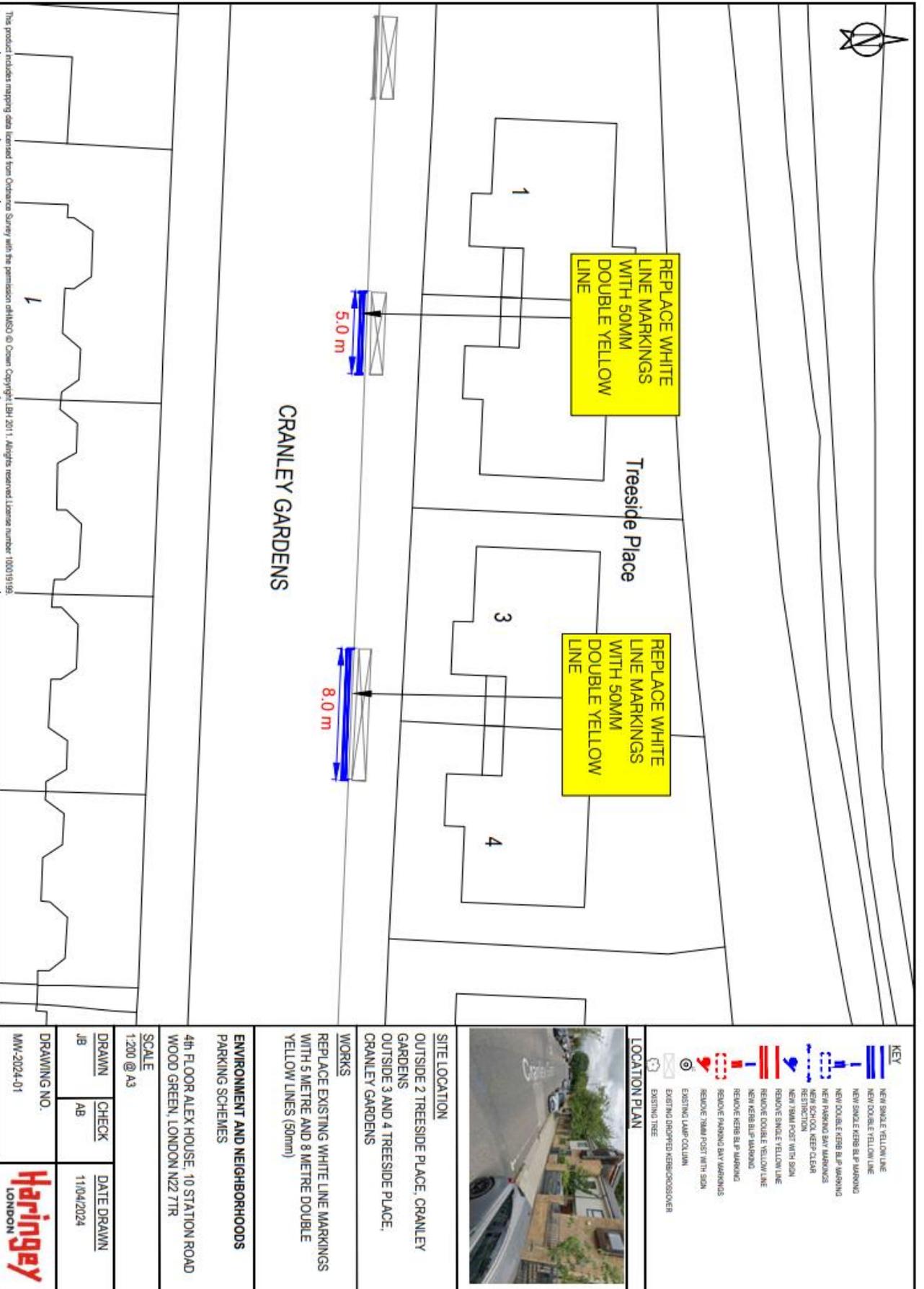
Appendix 1 – Detailed designs showing the extents of the proposals stated in table 1 and table 2 section 3.

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

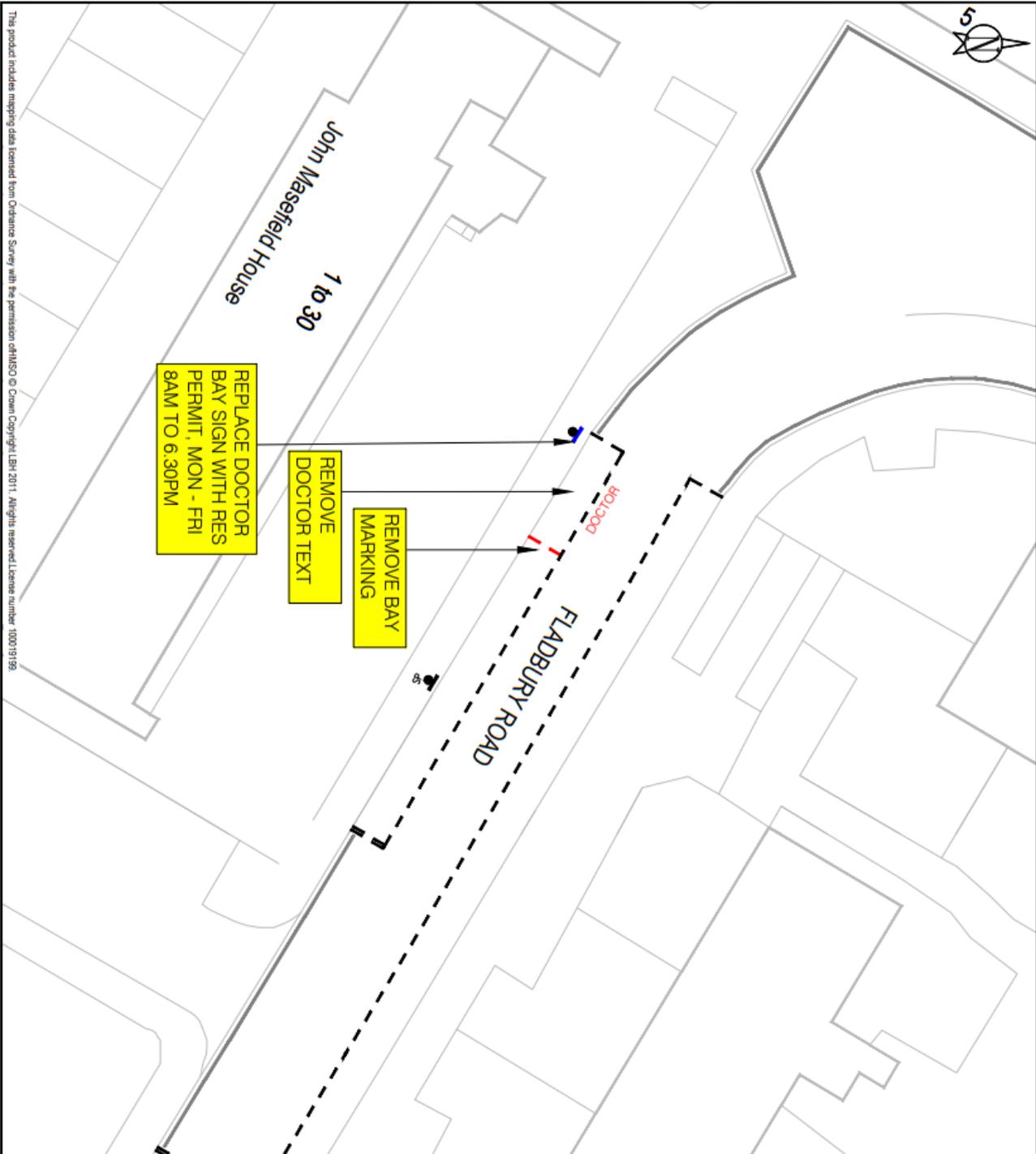
Appendix 3 – Statutory Consultation notification email sent to statutory bodies stated in section 4.

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

APPENDIX 1



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



LOCATION PLAN

SITE LOCATION
Outside 1-30 John Masefield House, along Fladbury Road

WORKS
CONVERT EXISTING DOCTOR BAY INTO RES PERMIT BAY

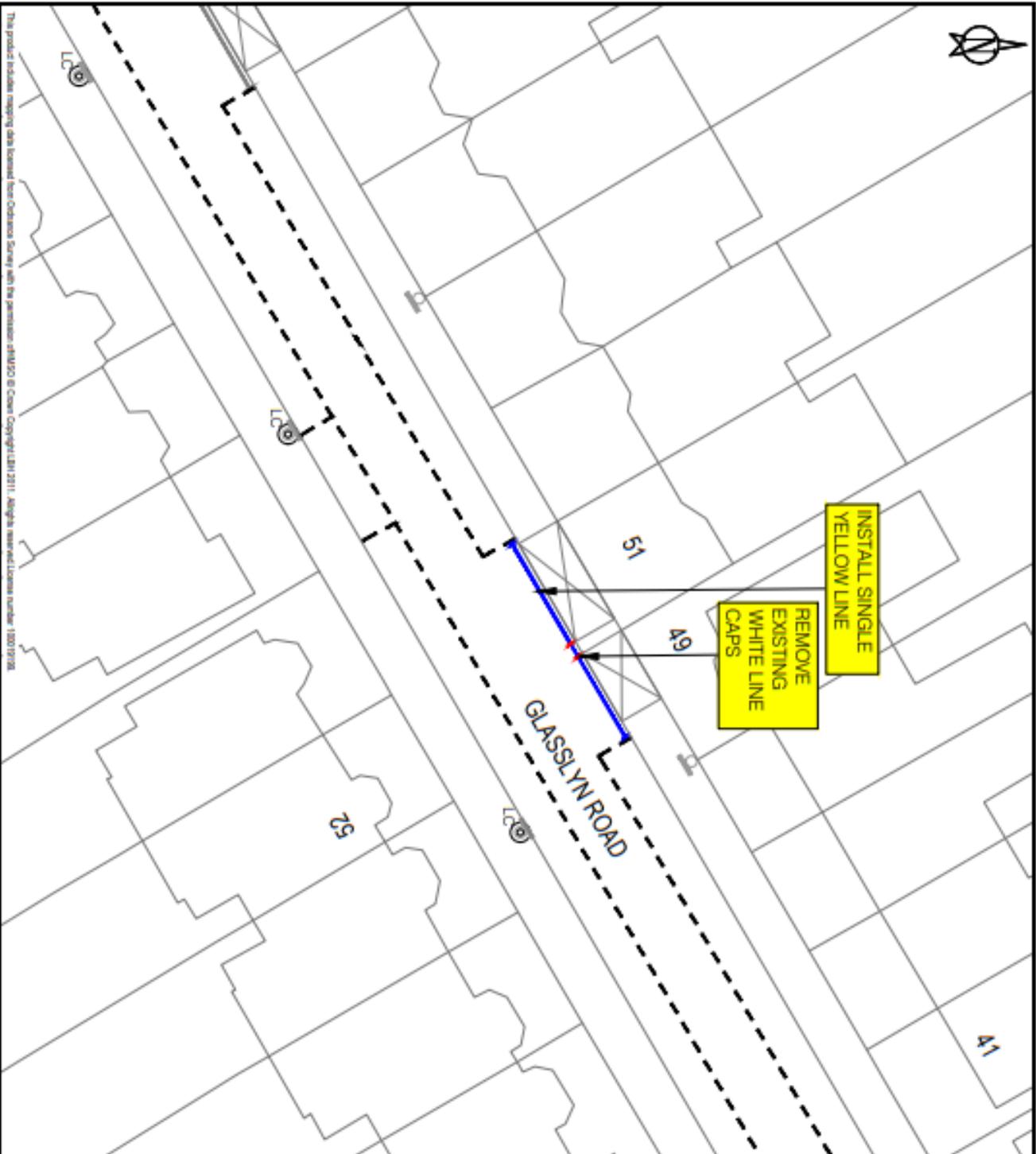
ENVIRONMENT AND NEIGHBORHOODS
PARKING SCHEMES
4th FLOOR ALEX HOUSE, 10 STATION ROAD
WOOD GREEN, LONDON N22 7TR

SCALE
1:200 @ A3

DRAWN	CHECK	DATE DRAWN
JB	AB	10/04/2024

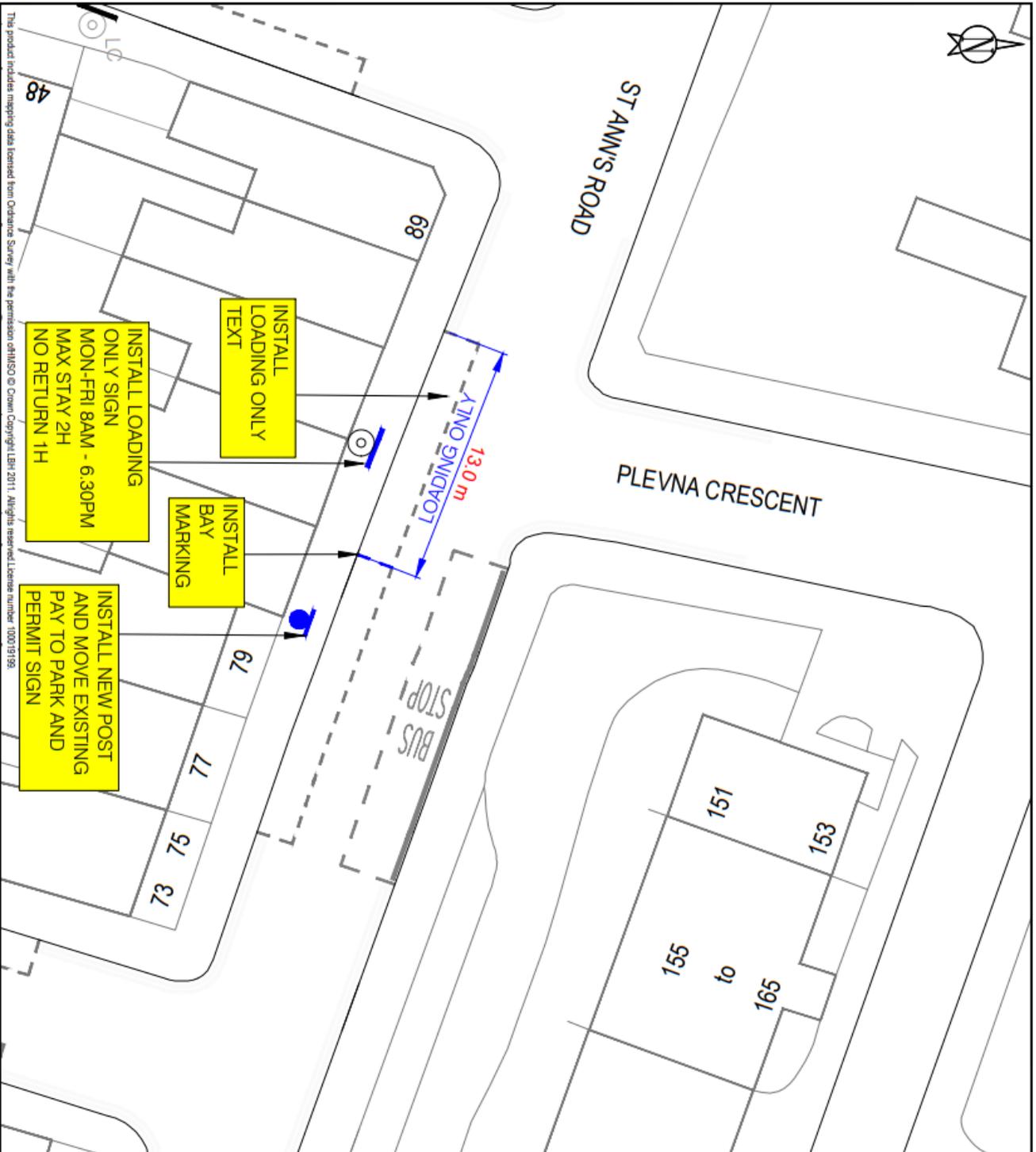
DRAWING NO.
MW-2024-01





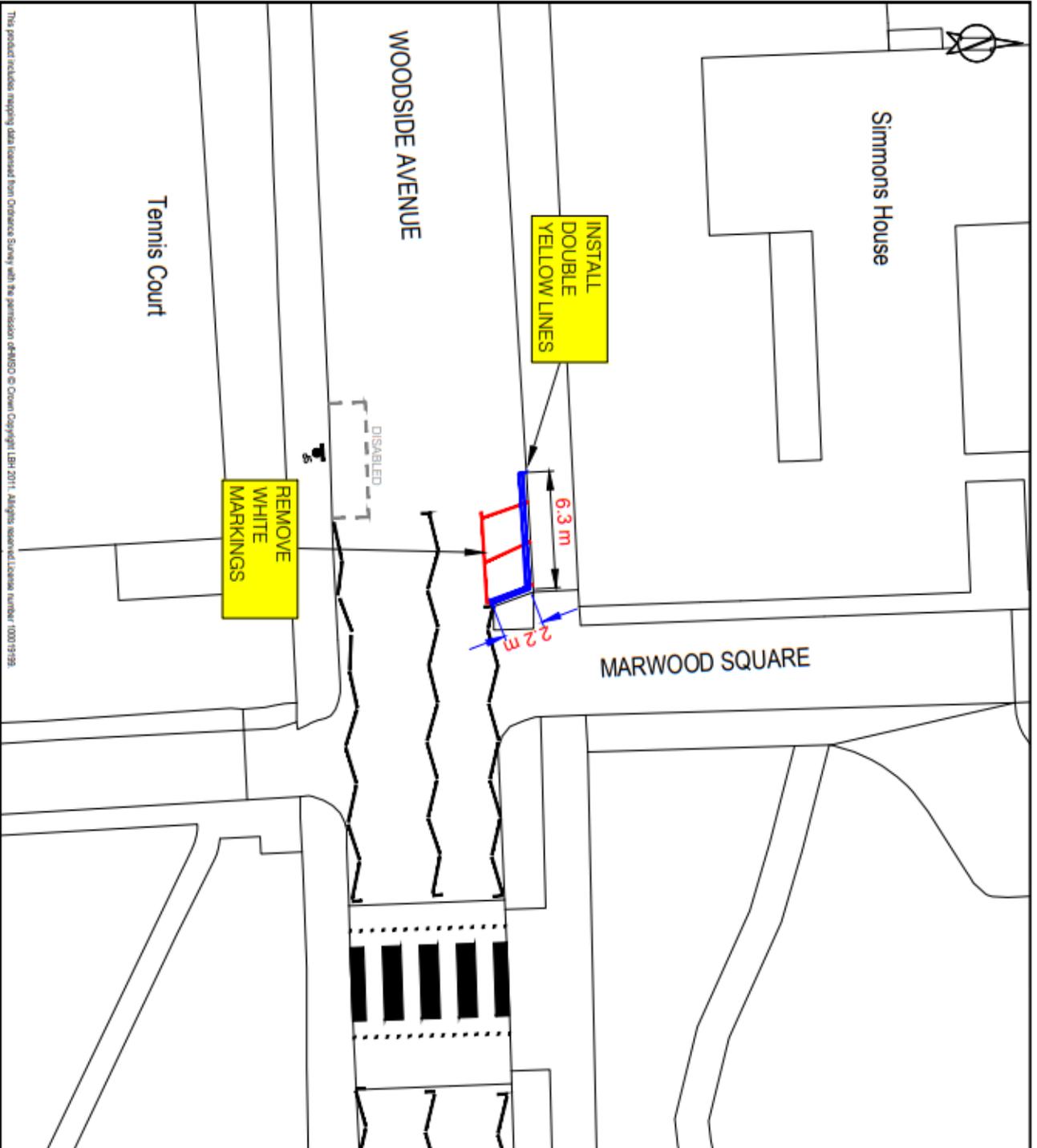
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<p>KEY</p> <ul style="list-style-type: none"> NEW SINGLE YELLOW LINE NEW DOUBLE YELLOW LINE NEW SINGLE RED/BP MARKING NEW DOUBLE RED/BP MARKING NEW MARKING MARKINGS NEW SCHOOL KEEP CLEAR MARKING NEW MARKING WITH SIGN NEW SINGLE YELLOW LINE NEW DOUBLE YELLOW LINE NEW RED/BP MARKING NEW DOUBLE RED/BP MARKING NEW MARKING WITH SIGN NEW MARKING WITH SIGN EXISTING LAMP COLUMN EXISTING LAMP COLUMN EXISTING MARKING EXISTING SIGN 	
<p>LOCATION PLAN</p>	
<p>SITE LOCATION</p> <p>OUTSIDE 51 AND 49 GLASSLYN ROAD</p>	
<p>WORKS</p> <p>CONVERT EXISTING WHITE LINE OUTSIDE 51 AND 49 GLASSLYN ROAD TO SINGLE YELLOW LINE</p>	
<p>ENVIRONMENT AND NEIGHBOURHOODS</p> <p>PARKING SCHEMES</p> <p>4th FLOOR ALEX HOUSE, 10 STATION ROAD WOOD GREEN, LONDON N22 7TR</p>	
<p>SCALE</p> <p>1:250 @ A3</p>	
<p>DRAWN</p> <p>JB</p>	<p>CHECK</p> <p>AB</p>
<p>DATE DRAWN</p> <p>18/04/2024</p>	
<p>DRAWING NO.</p> <p>MW-2024-01</p>	



<p>KEY</p> <ul style="list-style-type: none"> NEW SINGLE YELLOW LINE NEW DOUBLE YELLOW LINE NEW SINGLE KERB BLP MARKING NEW DOUBLE KERB BLP MARKING NEW PARKING BAY MARKINGS NEW SCHOOL KEEP CLEAR RESTRICTION NEW SIGN POST WITH SIGN REMOVE SINGLE YELLOW LINE REMOVE DOUBLE YELLOW LINE NEW KERB BLP MARKING REMOVE KERB BLP MARKING REMOVE PARKING BAY MARKINGS REMOVE SIGN POST WITH SIGN EXISTING LAMP COLUMN EXISTING DROPPED KERB/CROSSOVER EXISTING TREE 	
<p>LOCATION PLAN</p>	
<p>SITE LOCATION</p> <p>ALONGSIDE ST ANN'S ROAD AND PLEVNA CRESCENT JUNCTION, OUTSIDE 81 BEST SUPERMARKET</p>	
<p>WORKS</p> <p>INSTALL 13 METRE LOADING BAY OUTSIDE BEST SUPERMARKET</p> <p>MOVE EXISTING SHARE USE SIGN TO NEW POST, INSTALL LOADING ONLY SIGN ON LC</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>04/04/2024</p>
<p>DATE DRAWN</p> <p>04/04/2024</p>	
<p>DRAWING NO.</p> <p>MW-2024-01</p>	

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<p>KEY</p> <ul style="list-style-type: none"> NEW SINGLE YELLOW LINE NEW DOUBLE YELLOW LINE NEW SINGLE KERB BUMP MARKING NEW DOUBLE KERB BUMP MARKING NEW PARKING BAY MARKINGS NEW SCHOOL KEEP CLEAR NEW SCHOOL KEEP CLEAR WITH SIGN NEW TRAM POST WITH SIGN REMOVE SINGLE YELLOW LINE REMOVE DOUBLE YELLOW LINE NEW KERB BUMP MARKING REMOVE KERB BUMP MARKING REMOVE PARKING BAY MARKINGS REMOVE TRAM POST WITH SIGN EXISTING LAMP COLUMN EXISTING UNPAVED BIKELANE/SCOOTER EXISTING TREE 	<p>LOCATION PLAN</p>	
	<p>SITE LOCATION</p> <p>OUTSIDE SIMMONS HOUSE, WOODSIDE AVENUE, JUNCTION WITH MARWOOD SQUARE</p>	<p>WORKS</p> <p>REMOVE WHITE MARKINGS INSTALL DOUBLE YELLOW LINE, 6.3 METRES AND 2.2 METRES ACROSS</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>19/04/2024</p>
<p>DRAWING NO.</p> <p>MM-2024-01</p>		<p>Haringley LONDON</p>

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APPENDIX 2

PROPOSED INTRODUCTION/AMENDMENT/REMOVAL OF WAITING AND LOADING RESTRICTIONS – VARIOUS LOCATIONS – MINOR WORKS BATCH NO.1

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*

T14

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
Cranley Gardens N10	To replace the existing white line markings with Double Yellow Lines outside No.2 <u>Treeside Place</u> for 5 metres and outside No.3/4 <u>Treeside Place</u> for 8 metres.
<u>Fladbury Road</u> N15	To remove the existing Doctor Permit Holders Only bay outside 1 to 30 John Masfield House by extending the adjacent Resident Permit Holders Only bay.
<u>Glasslyn Road</u> N8	To install Single Yellow Lines operating Monday-Friday 2pm-4pm outside No.49/51.
St Anns Road N15	To convert 13 metres of the existing shared <u>use</u> Pay by Phone/Permit Holders Only bay from outside No.87 to No.81 to a Loading Only bay operating Monday-Friday 8am-6:30pm with a maximum stay period of 2 hours and no return with 1 hour.
Woodside Avenue N10	To install a total of 8.5 metres of Double Yellow Lines from the existing build-out at the west side of the access to Marwood Square (replaces white hatch markings).

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-T14, by 29th May 2024.

Dated: 8th May 2024

Ann Cunningham
Head of Highways and Parking

From: Rio Lovett

Sent: Wednesday, May 1, 2024 1:56 PM

To: TMO <TMO@haringey.gov.uk>; like.herning@met.police.uk; trafficordersection@streetmanagement.org.uk; harun.khan@tfl.gov.uk; sara.shoukris@tfl.gov.uk; trafficordersection@tfl.gov.uk; info@londontravelwatch.org.uk; OSDDataTeam@onesearchdirect.co.uk; northwestreasupporteam@londonfire.gov.uk; PteIahoff@hscall.co.uk; communications@londonambulance.nhs.uk; namni.s.london@arrva.co.uk; trafficorder.london@tfa.co.uk; adamc@nialbox.org; headoffice@tfa.uk.net; H3GroupMgmtTeam@lond-amb.nhs.uk; intelligence@os.uk; KEITH.WILSON@london-fire.gov.uk; **Jamie Bingham** <Jamie.Bingham@haringey.gov.uk>

Subject: 2024-T4 - Minor Works Batch 1 - Statutory Consultation

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 Ertfield & Haringey/Independent on 8th May 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(s) illustrating the proposal. The scheme will also be available to view through our online portal <https://consultation.appyway.com/haringey> during the consultation period.

I should be grateful if you could please forward any comments you may wish to make on this proposal by 29th May 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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APPENDIX 4

OBJECTION 1:

2024-T14

The text below this email is my consultation response to be added to the 2024-T14 statutory record.

Kind regards

I object to the proposed installation of two stretches of double yellow lines on the Cranley Gardens highway for 5 metres outside 2 Treeside Place and for 8 metres outside 3 / 4 Treeside Place crossovers. Both should be cancelled for the following reasons:

1. There is no problem which needs to be solved.

I have lived in Cranley Gardens for 28 years. The 2, 3 and 4 Treeside Place houses have been built where previously there had been a garden centre. That garden centre business used both off-street and on-street parking for its customers and also, frequent deliveries including HGVs. A white line across the drop kerb for its vehicle entrance was ample for its purposes. It's perverse to suggest that what was sufficient for the comings and goings of a garden centre business is not also sufficient for the now owner-occupied houses called 2, 3 and 4 Treeside Place, which replace it.

I have investigated whether installing extra double yellow lines in response to owner occupiers' requests is appropriate or not. See point 9 for the evidence I've gathered. It demonstrates that introducing double yellow lines for crossovers to 2 and 3 / 4 Treeside Place is not appropriate.

The maxim 'if it isn't broken don't fix it' applies in the No 2 and No 3 / 4 Treeside Place case.

2. The Public Notice is not factually correct. It states "To replace the existing white line markings with Double Yellow Lines outside No 2 Treeside Place for 5 metres and outside No 3 / 4 Treeside Place for 8 metres" as the description of the work. It is a matter of fact however, that there are not existing white line markings outside either of the sites. The Public Notice should therefore be deemed invalid.
3. Haringey Council wrote "I can confirm that the proposed double yellow lines are approximately the same length as the pre-existing white bar markings. They are likely to be slightly longer to ensure the accesses are kept clear of vehicle over hang obstructing accessibility". (23/5/2024 email Andy Bourke, Parking Policy & Projects Manager to another consultee)

That Haringey Council as Local Highways Authority is using language like they "likely to be slightly longer" suggests that the proposal has not been designed in full detail, and that in any event, detail doesn't matter. Given that on-street parking amenity which is valuable for the rest of the community is at stake here, I strongly object to this casual, unprofessional approach by the Local Highways Authority.

4. "They are **likely to be slightly longer** to ensure the accesses are kept clear of vehicle over hang obstructing accessibility." (23/5/2024 email Andy Bourke, Parking Policy & Projects Manager to another consultee, highlight added to emphasise the relevant phrase)

Parking on double yellow lines would be enforceable if any part of a vehicle over hung the double yellow line. Accordingly, "to ensure the accesses are kept clear of vehicle over hang obstructing accessibility" should not serve as grounds for introducing longer lines than the pre-existing ones.

There can be no grounds for the proposed double yellow lines not being equal lengths to the corresponding pre-existing white H bar markings.

5. "Slightly longer" lines will mean slightly less on-street parking spaces at this location which would disadvantage the wider community.
6. The scope of 2024-T14 in Cranley Gardens is attributed to Haringey Council having received requests from the residents to have double yellow lines introduced. "Up to Late 2023 the white bar markings were present on Cranley Road when we received requests from residents of these properties to have double yellow lines introduced as they were experiencing problems with people obstructing their access to off street parking." (14/5/2024 email Andy Bourke, Parking Policy & Projects Manager to another consultee). The Parking Policy and Project Manager's email also included a photograph showing that the pre-existing white line outside the crossover for 2 Treeside Place was worn away.

Receiving a request for double yellow lines on the public highway from owner-occupiers should not form the basis for Haringey Council as Local Highways Authority accepting that request and also deciding to lengthen the lines without thoroughly investigating whether there is in fact a problem.

7. "In late 2023 the road was resurfaced which **the white bar markings were not replaced at our request** as it may have been abortive work that could potentially be replaced by the proposed yellow line restrictions." (14/5/2024 email Andy Bourke, Parking Policy & Projects Manager to another consultee, highlight added to emphasise the relevant phrase)
It would have been expedient and reasonable to repaint the white bars by the two crossovers in this proposal at the time when other line markings on the street were reinstated following the resurfacing works.

8. "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." (Description section of the online consultation)
I strongly object if all residents have to do is send a request for a new double yellow line to Haringey Council and they'll get a longer and double yellow line on demand without investigation by the Local Highways Authority to ensure that the request merits the intervention. In this case white H bar markings had served well for many years and would normally have been repainted anyway in the course of the 2023 highway resurfacing work.

9. Investigation is necessary and should have been carried out by Haringey Council. My home overlooks both the proposed double yellow lines for Treeside Place residents and I surveyed from 9th to 27th May to record incidents I witnessed of parking where the white H bar markings used to be. Here are my findings:

Parking across drop kerbs of Treeside Place houses 2 and 3/4 9 th May to 27 th May No lines painted on highway	Number of incidents of vehicles being parked where white H bars used to be.
2 Treeside Place, N10 3AR	0
3 Treeside Place, N10 3AR	0
4 Treeside Place, N10 3AR	0

I am at home much of the time and so managed frequent sampling many times daily during the survey period. Haringey Council's statement "Inconsiderate and obstructive parking can be a cause of concern to road users of all types." (Description section of the online consultation) would be relevant to the request for the introduction of double yellow

lines if inconsiderate and obstructive parking was occurring. During the period of my survey however, I witnessed zero incidence of this. And I emphasise, this survey was carried out at a time when no line markings were present by the two crossovers as Cranley Gardens as recently been resurfaced.

10. The position is that at the top of Cranley Gardens there is demand for on-street parking mainly for cars which are brought to and parked at the top of Cranley Gardens for a variety of reasons. In addition to residents' cars, their visitors and visitors to the businesses at the parade of shops on Muswell Hill Road, and users of Highgate Wood also use these parking spaces. The on-street parking amenity is therefore an asset to many stakeholders.
11. It is foreseeable that demand for on-street parking at the top end of Cranley Gardens will increase once flats on Home for Haringey's Cranwood site are occupied. Future residents there who will be in social housing will also be disadvantaged.

In summary, on-street parking is a valuable asset because it enables different users to share the same spaces. Whilst I see no problem in installing double yellow lines for safety (such as around corners), installing double yellow lines on request by individual residents would be inappropriate. The pre-existing white lines worked fine for over a decade, and my investigation demonstrates that even with no white lines marking the crossovers, the assertion that the residents have a problem is incorrect. It is perverse that the Local Highways Authority would despite an absence of evidence of need, provide longer double yellow lines outside the crossovers to residents off-street parking on demand.

To be clear, I would have no objection to replacement of the previously existing white H lines to mark these crossovers. That would be more neighbourly, and I would ask Haringey Council to reconsider and withdraw the proposal for introducing double yellow lines.

Comment 1:

The historical solid white parking lines are not enforceable parking controls.

White parking lines were historically in place to notify of the presence of dropped kerbs. The Council received a resident request for the installation of double yellow lines to enable better enforcement to stop vehicles obstructing their off street access.

The double yellow line has been proposed to ensure safe access to the driveways of 2 and 3-4 Treeside Place. With the presence of a dropped kerb it is important for the council to ensure this kerb is kept clear of any obstructing vehicles as requested by residents of these properties. The proposed double yellow lines have been proposed at a narrower width (50mm) to ensure they are inline with the road markings of the Muswell Hill area.

The Council has a duty under the RTRA 1984 and TMA 2004 to ensure safe and secure access and free movement on the public highway and to ensure clear access to off street parking. Resident requests notes that their access has been obstructed many times and whilst we appreciate your observations we note this is over short period of time and may not capture events that have happened previously.

White bar markings are no longer supported by the Council and when roads are resurfaced or road markings refreshed, white bar marking are not reintroduced or refreshed.