

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

**Title:** Community Disabled Bays – Batch 2 Pharmacies 2024

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

**Report Author/s:** Andrew Bourke, Parking Policy and Project Manager

**Ward(s) affected:** Borough wide

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

## **1 Describe the issue under consideration**

- 1.1 To report feedback to statutory consultation from 6 November 2024 to 27 November 2024 on the proposals to install disabled parking bays outside Pharmacies, to improve access for those with mobility restrictions.

## **2 Cabinet Member Introduction**

- 2.1 N/A.

## **3 Recommendations**

- 3.1 The Head of Service for Highways and Parking, in consultation with the Cabinet Member for Tackling Inequality and Resident Services, having considered proposals, the single objection to the statutory consultation, officer recommendations and having due regard to the needs set out in Section 149 of the Equality Act 2010, approve the implementation of the proposed 46 disabled parking bays at 26 locations detailed within Table 1 Section 6,
- 3.2 Approve the adjustment or removal of existing parking bays or restrictions where new disabled parking bays are being introduced.
- 3.3 Approve the disabled parking bays be introduced with a maximum stay of 1 hour and a no return period of 1 hour.
- 3.4 Approve the total estimated implementation cost of £20k which includes consultation, inventory survey, design, traffic management orders, supply, and installation of the parking bays. To be funded from the Council's approved Capital Programme.

## **4 Reasons for decisions**

- 4.1 The introduction general 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 one objection in response to the statutory consultation undertaken. This objection related to the proposed loss of general parking on the public highway. Having carefully considered the objection, and the Council's duty under the Equality Act this objection was not upheld.
- 4.3 Officers therefore recommend proceeding with all 46 proposed disabled parking bays, at 26 locations detailed in Table 1 in Section 6 of this report.
- 4.4 A summary of objection received from 3 of the locations, and officer recommendations can be found in Table 2 of this report.

- 4.5 No objections were received to the remaining 23 proposals set out in the Table 1 in Section 6 of this report.
- 4.6 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 A “Do Nothing” approach was considered but not recommended as it would be against the Councils current disabled person parking policy, having due regard to the needs set out in Section 149 of the Equality Act 2010 and legal requirements set by Department for Transport (DfT).

## 6 Background

- 6.1 The Council aims to improve access to doctor's surgeries, chemists and other public buildings and amenities for people with severe mobility restrictions
- 6.2 This statutory consultation forms part of the wider disabled parking programme, delivering improvements to accessible parking in all communities across the borough.
- 6.3 In all cases, Council officers will conduct an assessment, which will inform the recommendations in Section 4 of this report.
- 6.4 To proceed with recommendations to introduce a disabled parking bay the Council must follow the required statutory process.

### Proposals

- 6.5 Table 1 below lists locations of proposed disabled parking bays to improve access to Pharmacies across the borough, See **Appendix 2** for detailed drawings:

**Table 1**

Reference	Type of Parking Bay	Number of 6.6m Bays	Road Name/Location	Post Code
1	Disabled Parking Bay	2	No.110, Alexandra Park Road	N10
2	Disabled Parking Bay	2	Etheldene Avenue, adjacent to No.205A, Park Road	N10
3	Disabled Parking Bay	2	Nos.8-10 Crouch End Hill	N8
4	Disabled Parking Bay	2	Crouch Hall Road, adjacent to the flank wall of Nos. 35-39 The Broadway	N8
5	Disabled Parking Bay	2	Hewitt Road, adjacent to the flank wall of No.553 Green Lanes	N8

6	Disabled Parking Bay	1	No. 13 High Street	N8
7	Disabled Parking Bay	2	Kimberley Gardens, adjacent to the flank wall of No.23 Green Lanes	N4
8	Disabled Parking Bay	2	Nos.141-149 Muswell Hill Broadway,	N10
9	Disabled Parking Bay	2	Princes Avenue, adjacent to the flank wall of No.122 Fortis Green Road	N10
10	Disabled Parking Bay	1	Nos.7-8 Queens Parade	N11
11	Disabled Parking Bay	1	Shanklin Road, adjacent to the flank wall of No.49 Park Road	N8
12	Disabled Parking Bay	2	Stanhope Gardens, adjacent to the flank wall of No.67 Green Lanes	N4
13	Disabled Parking Bay	1	No.11 The Broadway	N8
14	Disabled Parking Bay	2	Nos.111-113 Turnpike Lane	N8
15	Disabled Parking Bay	2	Nos.110-112 West Green Road	N15
16	Disabled Parking Bay	2	Nos.335-337 West Green Road	N15
17	Disabled Parking Bay	2	Nos.1-3 Boreham Road	N22
18	Disabled Parking Bay	2	Nos. 2-2A Hanover Road	N15
19	Disabled Parking Bay	2	Montague Road, N8, adjacent to the flank wall of No.93 Tottenham Lane	N8
20	Disabled Parking Bay	2	Nos.6-10 St Loy's Road	N17
21	Disabled Parking Bay	2	at the intersection of Alexandra Road, N22 and Hazel Mews	N22
22	Disabled Parking Bay	1	No.2 Cranbrook Park,	N22
23	Disabled Parking Bay	2	Nos.1 to 28 Vryan Court, Park Road	N8
24	Disabled Parking Bay	1	Nos.1 to 8 Southwood Mansions, Southwood Lane	N6
25	Disabled Parking Bay	2	No.4, Portland Road	N15
26	Disabled Parking Bay	2	Nos.1-6, Sailsbury Mansion, St Ann's Road	N15

Statutory Consultation

- 6.6 Statutory notification commenced on from 6 November 2024 for a period 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 November 2024.
- 6.7 See **Appendix 1** 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

#### Responses to Consultation

- 6.8 The Legal requirement of statutory consultation was followed with the instalment of street notices and newspaper adverts to notify users of the proposed disabled parking places statutory consultation and how they could object should they wish to. A Total of one objection was received for 46 proposed disabled parking bays at 26 locations set out in table 1 of section 6. The objection 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 1, 18 & 19 Table 1	<p>The objector claims to introduce disabled parking bays on their road would significantly affect their ability to park due to limited parking on their road.</p> <p>also stated that if the proposals are meant for enabling access to Pharmacies, the restrictions should only apply to the pharmacy opening hours.</p>	<p>Introduce disabled parking bays as proposed to meet the needs of those visiting local pharmacies whilst also improving access to parking for those with blue badges in Alexandra Park Road, Montague Road, and Hanover Road</p>	<p>Not installing the proposed disabled bays would breach the Council's responsibilities under the Equality Act.</p> <p>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 objector once a decision has been taken.</p>

6.9 After considering the statutory consultation responses it is therefore recommended that no alterations are made to the 46 proposals at 26 locations listed in **Table 1**.

6.10 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, 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.

## 7 Contribution to strategic outcomes

7.1 The delivery of disabled parking places set out 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"

7.3 use of disabled 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.

## **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 disabled bays detailed in Table 1.
- 9.2 The full cost of this scheme is estimated to be approximately £20K 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.
- 9.3 Once implemented, the future operational costs will be funded from the existing service revenue budgets.

**Table 3**

Reference from Table 1	Cost Items	Total Cost	Projected Completion
46 bays at 26, Locations,	Road Markings £3000 Signs and Posts £5000 TMO cost £4000	£12000.00	To be completed by end of March 2024

- 9.4 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 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."
- 10.2 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).

- 10.3 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.
- 10.4 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”
- 10.5 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.
- 10.6 This report seeks approval for the proposed changes to waiting, loading and parking on the public highway as set out in section 6 of this 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.
- 10.7 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 - Statutory Consultation Notice of Proposal, advertising the proposals Detailed in Table 1 in Section 6

Appendix 2 - Detailed Plans for the proposed bays

## Appendix 1 - Statutory Consultation Notice of Proposal,

**PROPOSED COMMUNITY DISABLED BAYS - PHARMACIES  
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\***



**Notice is hereby given that** the Council of the London Borough of Haringey proposes to make the above-mentioned Orders under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, and of all other powers.

**The General Effects of the Orders would be:**

- (i) **To introduce Disabled Bays**, operating at any time, measuring a length of 6.6 metres, outside (unless stated otherwise) the following properties in the London Borough of Haringey: No.110, **Alexandra Park Road**, N10 (2 bays); **Etheldene Avenue**, N10, adjacent to No.205A, Park Road (A1201) (2 bays).
- (ii) **To convert existing Paid Bays to Disabled Bays**, operating at any time, measuring a length of 6.6 metres, outside (unless stated otherwise) the following properties in the London Borough of Haringey: Nos.8-10 **Crouch End Hill**, N8 (2 bays) (Single Yellow Line on the northern side of the bay will be shortened by 3.2 metres); **Crouch Hall Road**, N8, adjacent to the flank wall of Nos. 35-39 The Broadway (2 bays); **Hewitt Road**, N8, adjacent to the flank wall of No.553 Green Lanes (2 bays); No. 13 **High Street**, N8 (1 bay) (Double Yellow Line on the east side of the bay will be extended by 7.16 metres); **Kimberley Gardens**, N4, adjacent to the flank wall of No.23 Green Lanes (2 bays); Nos.141-149 **Muswell Hill Broadway**, N10 (2 bays); **Princes Avenue**, N10, adjacent to the flank wall of No.122 Fortis Green Road (2 bays); Nos.7-8 **Queens Parade**, N11 (1 bay); **Shanklin Road**, N8, adjacent to the flank wall of No.49 Park Road (A1201) (1 bay measuring 9.5 metres in length) (Double Yellow Line and single yellow kerb marking on the northern side of the bay will be extended by 2.3 metres); **Stanhope Gardens**, N4, adjacent to the flank wall of No.67 Green Lanes (2 bays); No.11 **The Broadway**, N8 (1 bay operating around existing no waiting/no loading restriction); Nos.111-113 **Turnpike Lane**, N8 (2 bays); Nos.110-112 **West Green Road**, N15 (2 bays operating around existing no waiting restriction) Nos.335-337 **West Green Road**, N15 (2 bays).
- (iii) **To convert existing Resident Bays to Disabled Bays**, operating at any time, measuring a length of 6.6 metres, outside (unless stated otherwise) the following properties in the London Borough of Haringey: Nos.1-3 **Boreham Road**, N22 (2 bays); Nos. 2-2A **Hanover Road**, N15 (2 bays, 1 bay measuring 5.5 metres in length).
- (iv) **To convert existing Permit Bays to Disabled Bays**, operating at any time, measuring a length of 6.6 metres, outside (unless stated otherwise) the following properties in the London Borough of Haringey: **Montague Road**, N8, adjacent to the flank wall of No.93 Tottenham Lane (2 bays) (Double Yellow Line on the west side of the bay will be extended by 2.5 metres); Nos.6-10 **St Loy's Road**, N17 (2 bays).
- (v) **To convert existing Shared use Bays to Disabled Bays**, operating at any time, measuring a length of 6.6 metres, outside (unless stated otherwise) the following properties in the London Borough of Haringey: at the intersection of **Alexandra Road**, N22 and Hazel Mews (2 bays) (converting Resident Permit holders/Pay by Phone bays); No.2 **Cranbrook Park**, N22 (1 bay) (converting Resident Permit holders/Pay by Phone bay); Veyan Court, **Park Road**, N8 (2 bays) (converting Permit holders/Pay by Phone bays); opposite No.141 **Southwood Lane**, N6 (1 bay) (converting Resident Permit holder Bay/Pay by Phone bays).
- (vi) **To convert existing Business Permit Holders Bays to Disabled Bays**, operating at any time, measuring a length of 6.6 metres, outside (unless stated otherwise) No.4, **Portland Road**, N15 (2 bays); Nos.1-6, **St Ann's Road**, N15 (2 bays) (10 metres of adjacent permit holder only bays will be installed outside No.7 to 12).
- (v) To make the following map-based changes to ensure the Council's internal map-based records match the restrictions on the ground (no changes will be made to the restrictions on site):
  - (a) on **Hanover Road**, N15:
    - (i) opposite No. 3a, extend the Single Yellow Line southwards by 2.4 metres; and
  - (b) on **Portland Road**, N15, adjacent to No. 4, relocate the business bay northwards by 1.4 metres (shortening the single yellow line).
  - (c) on **High Street N8** extend the bus stop outside No.1-11 eastwards by 6 metres.

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](mailto: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](mailto:traffic.orders@haringey.gov.uk) or write to Traffic Management Group, Alexandra House, 4th floor, 10 Station Road, Wood Green, N22 7TR quoting reference **2024-T30**, by **27<sup>th</sup> November 2024**.

Dated: 6<sup>th</sup> November 2024

Ann Cunningham, Head of Highways & Parking