

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

Title: New Red Route along A105 Wood Green Road between Bounds Green Road and Turnpike Lane.

Report

Authorised by: Simi Shah, Group Engineer, Traffic and Parking Projects

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Ward(s) affected: Noel Park and Woodside

Report for Key/

Non-Key Decision: Non-Key decision

1 Describe the decision under consideration.

- 1.1 To report on the feedback from the public engagement that took place from 9 August to 13 September 2024 on proposals to introduce Red Route restrictions on A105 Wood Green High Road between the junctions of A504 Turnpike Lane and A109 Bounds Green Road. Community engagement packs were hand delivered to all properties along the proposed Red Route and 100 metres on adjoining side roads. In addition, information posters were placed on lamp columns along the Red Route corridor. The full engagement pack was made available on the Councils web page, allowing feedback to be submitted directly. Appendix 1 shows proposed changes for Wood Green High Road.
- 1.2 To seek approval to proceed to statutory consultation, after considering feedback to the public engagement exercise undertaken.

2 Cabinet Member Introduction

N/A

3 Recommendations

- 3.1 That the Head of Highways and Parking, following consultation with the Cabinet Member for Tackling Inequality and Resident Services:
- 3.2 Consider all feedback received regarding the public engagement carried out from 9 August to 13 September 2024 set out in Appendix 4, on the proposals outlined in Appendix 1, **together with officers' views regarding that feedback set out in table 1 in paragraph 6.11 and paragraphs 6.15 and 6.16 of this report**
- 3.3 Agree to proceed to statutory consultation on the introduction of a new Red Route along A105 Wood Green Road between the junctions of A504 Turnpike Lane and A109 Bounds Green Road and
- 3.4 To authorise officers at the same time to conduct statutory consultation on the review of parking arrangements to increase loading / unloading provision where possible on side roads intersecting Wood Green High Road.

4 Reasons for decisions

4.1 The measures proposed will ensure clear access for two-way traffic, public transport (buses), and emergency services is essential on this A-class road, which facilitates vital north-south movements within the borough. At present, clear access is hindered by illegal or poor parking practices, leading to congestion, and raising safety concerns for pedestrians where vehicles obstruct the footway.

4.2 These changes align with Haringey's:

- Corporate Delivery Plan
- Transport Strategy
- Adopted Walking and Cycling Action Plan
- **Mayor for London's transport strategy**
- Footway parking policy
- Resident engagement and parking schemes policy

5 Alternative options considered

5.1 One alternative considered was not to proceed with the statutory consultation to establish a Red Route along A105 Wood Green High Road. However, this option is not recommended. While public engagement indicated that a majority of respondents did not support the introduction of this measure, there remains a critical need to address movement and accessibility challenges. Ensuring clear access for two-way traffic, public transport (buses), and emergency services is essential on this A-class road, which facilitates vital north-south movements within the borough. At present, clear access can be hampered by illegal or poor parking practices, leading to congestion, and raising safety concerns for pedestrians where vehicles obstruct the footway.

5.2 The introduction of these changes will contribute to Haringey Council achieving objectives set out in policies and strategies, such as;

- reducing car ownership,
- improving access to green travel options,
- reducing carbon dependency

Whilst also meeting the Council's responsibilities as the highway authority, to ensure ease of traffic flow and maintain safe roads. This will include introducing measures that are not supported by the Local Authority.

6 Background Information

6.1 Wood Green High Road A105 is well-known for problems related to bad or inappropriate parking practices affecting the safety and accessibility of pedestrians. These poor parking behaviours can also negatively impact through movement of vehicles. Site visits by Council officers and parking studies have been undertaken to understand the extent and probable causes to the issues being experienced.

6.2 To improve visitor experience to the local environment and tackle the known historical congestion, poor parking habits and associated impact to shopping experience, Wood Green High Road was included in the Council's 2024/2025

Parking Investment Programme to fund the proposed Wood Green High Road Red Route.

- 6.3 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.

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”

Public Engagement

- 6.4 A public engagement exercise commenced on 09 August 2024 on the implementation of new Red Route restrictions along A105 High Road in Wood Green. This provided residents, businesses and other interested stakeholders five weeks to provide their feedback. Responses and comments could be provided via online submission, email or via post. The engagement exercise ended on the 13th of September 2024, however, to accommodate any postal delays, feedback received up to 5 working days later was considered.
- 6.5 The community engagement pack was hand delivered to all properties along the entire length of the proposed Red Route and encompassing 100 metres on adjoining side roads. In addition, information posters were placed on lamp columns on along the proposed Red Route corridor. The full engagement pack was made available on the Councils web page, which also allowed feedback to be submitted directly through a digital response form.
- 6.6 When developing the engagement area, consideration was given to the wider community, with special attention given to neighbouring roads that may be affected by future changes. The extent of the engagement area is provided in [Appendix 2](#)
- 6.7 Following the public engagement, a meeting was held with the Wood Green BID (Business Improvement Districts) representatives, on the proposed Red Route restrictions, providing them with an opportunity to discuss concerns about the proposed changes. Representatives supported measures and felt this was a constructive step by the Council toward addressing historic disruptive parking behaviours through enhanced enforcement. Business representatives agreed that these changes could contribute to improving the overall visitor experience for those shopping or visiting Wood Green High Street, encouraging a more accessible and welcoming environment.

Feedback from Public Engagement

- 6.8 A total of 3170 registered properties within the proposed Wood Green Red Route area, were provided with an engagement pack.

6.9 The Council received a total of 196 responses to the public engagement exercise.

6.10 The following sets out the preferences of those responding to the public engagement exercise. To the question

(Q3) *Do you support making the A105 High Road, N22 into a Red Route?*

- 59% (116) No.
- 41% (80) Yes

Summary of Feedback to Public Engagement:

6.11 Public engagement resulted in 196 responses being received. Of those who responded, the majority, 116 respondents, (59%) indicating they did not support the proposed Red Route, and 80 respondents, (41%) indicating support for the introduction of a Red Route on the Wood Green High Road.

6.12 The majority of respondents did not support the proposed changes aimed to improve, pedestrian experience, poor parking behaviour, bus journey times, accessibility for road users and safety for pedestrians.

As part of the public engagement the Council received comments from the 196 responses received. These comments have been reviewed and arranged into themes. These themes have been summarised below (Table 1) with officer responses provided to each.

Table 1: Summary of responses:

Table of 'comment themes' provided to the proposed Wood Green High Road Red Route arrangements			
Type	Total	Themes of Submissions	Officer's Response
Comment	12	In favour of the Red Route: Requested additional design elements included, such as: <ul style="list-style-type: none">• Include dedicated cycle lanes• Improve pedestrian space (widen footways)• Improve signal junctions• Red Route should be 24/7• Provide more business parking	The scope of the current proposals does not contemplate all the mentioned enhancements, as the scheme budget is limited. However, the council will carefully consider the idea of providing additional loading and unloading facilities to support local businesses. While we recognise the importance of dedicated cycle lanes, widened footways, improved signal junctions, these measures will need further assessment in terms of feasibility, funding, and their alignment with broader transport and environmental strategies
Comment	43	In favour of Red Route:	The Council agrees that these changes are expected to bring important benefits to public

Table of 'comment themes' provided to the proposed Wood Green High Road Red Route arrangements			
Type	Total	Themes of Submissions	Officer's Response
		stating the proposed changes are expected to bring significant improvements to public transportation and enhance overall safety in the area.	transport and overall safety in the area. By improving bus journey times, reducing illegal parking, and enhancing accessibility for all road users, the Red Route will help create a more efficient and safer travel experience for everyone.
Comment	8	<p>Opposed to Red Route:</p> <p>Stating the Council's proposals are driven by a desire to generate revenue.</p>	The main purpose of the scheme is to improve road safety, reduce congestion, and enhance the overall accessibility of the area for all road users. Those measures will drive compliance and therefore income generation is not an objective. Any revenue generated through enforcement is reinvested into maintaining and improving the transport infrastructure, ensuring better services and safety for the community
Comment	20	<p>Opposed to Red Route:</p> <p>Requesting removal of LTNs and school streets</p>	The removal or introduction of schemes such as LTNs (Low Traffic Neighbourhoods) or school streets falls outside the scope of this Red Route proposal. This scheme is specifically focused on improving road safety, reducing congestion, and enhancing accessibility for all road users in the designated area.
Comment	25	<p>Opposed to Red Route:</p> <p>Stating there is no need for a red route, things are fine as they are. Implementing a red route would not bring any benefits to residents or businesses.</p>	The proposed Red Route aims to address several ongoing challenges in the area, such as illegal parking, traffic congestion, and delays to public transportation. By improving bus journey times, enhancing road safety, and ensuring better accessibility for all road users, the scheme is designed to bring significant benefits to both residents and businesses.

Table of 'comment themes' provided to the proposed Wood Green High Road Red Route arrangements			
Type	Total	Themes of Submissions	Officer's Response
Comment	46	<p>Opposed to Red Route:</p> <p>Stating the red route will negatively affect local businesses by restricting parking and loading options</p>	There has been an assumption by these stakeholders the current parking arrangements are being changed, thus making it more difficult for those who need to park, load/unload. As detailed in the plans provided in the public engagement it clearly states and shows that all existing parking arrangements for disabled, loading & motorcycle are to be remain unchanged
Comment	10	<p>Noted that they opposed to the red route</p> <p>Want an alternative scheme not the red route or noted they wanted other changes to other roads across the borough.</p>	These comments were related to different schemes and proposals and falls outside the scope of this Red Route proposal.
Comment	2	<p>Opposed to Red Route:</p> <p>Stating the area simply needs effective enforcement.</p>	While we agree that effective enforcement is important, hence the introduction of the more robust measures to manage arrangements.
Comment	30	No comments provided	
Total	196		

- 6.13 Wood Green High Road plays a crucial role in facilitating North-South traffic flow within the Borough. This thoroughfare is particularly significant for those traveling by public transport, as it ensures efficient and streamlined movement through this busy high street. **Wood Green High Road's** strategic position and infrastructure, make it an indispensable route for daily commuters and visitors alike, contributing to the overall connectivity, accessibility and community vibrancy of the Borough
- 6.14 Implementing a red route on Wood Green High Road would notably enhance the efficiency of traffic flow, particularly for public transport. By restricting stopping and improved enforcement of parking, the red route would minimise congestion, thus ensure a smoother and faster journey for buses and other public transport vehicles. This would improve overall connectivity and accessibility, benefiting daily commuters and visitors alike.
- 6.15 Having a smoother, less congested network will also benefit those who may choose to cycle, wheel or walk. With less cars parked dangerously restricting footways creating bottle necks for pedestrians, cyclists and vehicles alike, the

proposed Red Route will provide more responsive enforcement, thus footways and carriageways will be kept clear of poor parking, enabling safer smoother travel for all along Wood Green High Road.

- 6.16 Whilst the majority of those responding for **‘both residents and businesses’ do not support** the proposed changes on Wood Green High Road. It is the view of officers that these changes are seen to be an essential intervention for this key North / South connective corridor, thus ensuring it provides the essential safe, reliable and efficient means to move through the Borough. Ensuring smooth and safe travel on the public highway is a key Council responsibility as the highway authority set out by Government in the Traffic Management Act 2004, which states:

It is the duty the network management authority (Haringey Council) to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives—

- a) securing the expeditious movement of traffic on the authority's road network; and*
- b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.*

The authority may take any action which they 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.*

- 6.17 Haringey Council by introducing the proposed changes will provide a road network that is smoother, more efficient, and safer for all users, whilst also creating a more pleasant environment for those visiting businesses by removing poor and inconsiderate parking.

- 6.18 In reviewing comments made by many of those opposed to the introduction of the proposed Red Route the main theme of these oppositions was a loss to parking. As set out in the engagement material the proposal does not include removal or reduce parking on Wood Green High Road. The proposal will only convert existing no waiting and no loading to a red route no stopping at any time.

7 Contribution to the Corporate Delivery Plan 2024-2026 high-level strategic outcomes

- 7.1 This Red Route **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.

Statutory Officers’ comments

9 Finance

- 9.1 This report seeks approval to proceed with statutory consultation to implement the new A105 Wood Green High Road Red Route.
- 9.2 The full cost of this scheme is estimated to be £35k, including community engagement; inventory of existing site conditions; design and implementation, which will require repair of footway surfacing where footway parking is to be removed. This will be funded from the Council's approved Capital Programme as approved within the 2024/2025 Parking Investment Plan.
- 9.3 Once implemented, the future operational costs will be funded from the existing service revenue budgets.

Legal

- 9.4 The Council has power to make an order under section 6 of the RTRA for the purpose of prohibiting motor vehicles stopping on a highway.
- 9.5 Before making an order under section 6 of the RTRA, the Council must undertake **a consultation in accordance with the Local Authorities’ Traffic Orders (Procedure)(England and Wales Regulations 1996** which includes consulting with the parties listed in regulation 6 of the Regulations and placing/publishing notice of the proposal(s) and making the draft order/notice available for inspection.
- 9.6 When a consultation has been undertaken, even where the consultation has not been undertaken because of a statutory requirement to do so, the Council must take into account the representations received in response to that consultation

when taking a decision. The consultation responses received are set out in Appendix 4 **to this report and officers' consideration of the same set out in table 1** in paragraph 6.11 and paragraphs 6.15 and 6.16 of this report which must be taken into account before the decision whether to implement the restrictions/make the necessary traffic orders is taken. A judgment is to be exercised as to how much weight each representation should carry and whether or not to approve any of the measures in the proposals in light of those representations.

- 9.7 The Courts have held that a decision maker must consider consultation responses with 'a receptive mind' and be prepared to change course if persuaded by a response but is not under a duty to adopt the views of consultees.
- 9.8 Section 122 of the RTRA requires the Council to have regard to factors pointing in favour of imposing a restriction on the movement of traffic and those pointing in favour of securing the convenient and safe movement of such traffic, balancing the various considerations and concluding that the restrictions represent an appropriate outcome.
- 9.9 The factors which have pointed in favour of imposing restrictions on the movement of traffic are set out in paragraphs 6.13 through 6.18 of this report.
- 9.10 In considering whether to impose restrictions on the movement of traffic, regard **has to be given to any interference with an owner's enjoyment of their property.** Interference will be proportionate where it is in accordance with the law and is necessary to pursue a legitimate purpose including the prevention of disorder or crime.
- 9.11 It is stated in paragraph 6.16 of this report that introducing the proposed changes prohibiting motor vehicles stopping on the A105 Wood Green High Road will amongst other things provide a road that is safer for all users with improved enforcement of parking, minimised congestion thus ensuring a smoother and faster journey for buses and other public transport vehicles. This would improve overall connectivity and accessibility, benefiting daily commuters and visitors alike.
- 9.12 This report seeks approval for the undertaking of a statutory consultation to introduce a Red Route on Wood Green High Road regarding prohibiting motor vehicles stopping on the A105 Wood Green High Road which is a Non-key decision that Head of Highways and Parking following consultation with the Cabinet Member for Tackling Inequality and Resident Services in accordance with **the Council's Constitution.**

10 Equality

- 10.1 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.
- Foster good relations between people who share those characteristics and people who do not.

10.2 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 applies to the first part of the duty.

10.3 The Parking Investment Plan is an agreement in principle to proceed with the proposed projects detailed in Section 6 which vary in size from localised changes to impacting on multiple wards. As individual schemes come forward, detailed equalities analysis will be taken on the substance of each one before proceeding with a final decision. This is an important factor given the potentially significant differences between demographics for specific areas and the resulting impact on protected groups.

10.4 Feedback from residents including those with protected characteristics will be taken into account to ensure that the Council is upholding its obligations under the Public Sector Equality Duty. If deemed necessary an Equality Impact Assessment (EqIA) on an individual workstream or scheme within the programme will be considered on a case-by-case basis, allowing for any adjustments deemed necessary to meet obligations for those with protected characteristics.

11 Use of Appendices

Appendix 1: Plan showing the creation of a Red Route along A105 Wood Green High Road

Appendix 2: Extent of the engagement area of public engagement

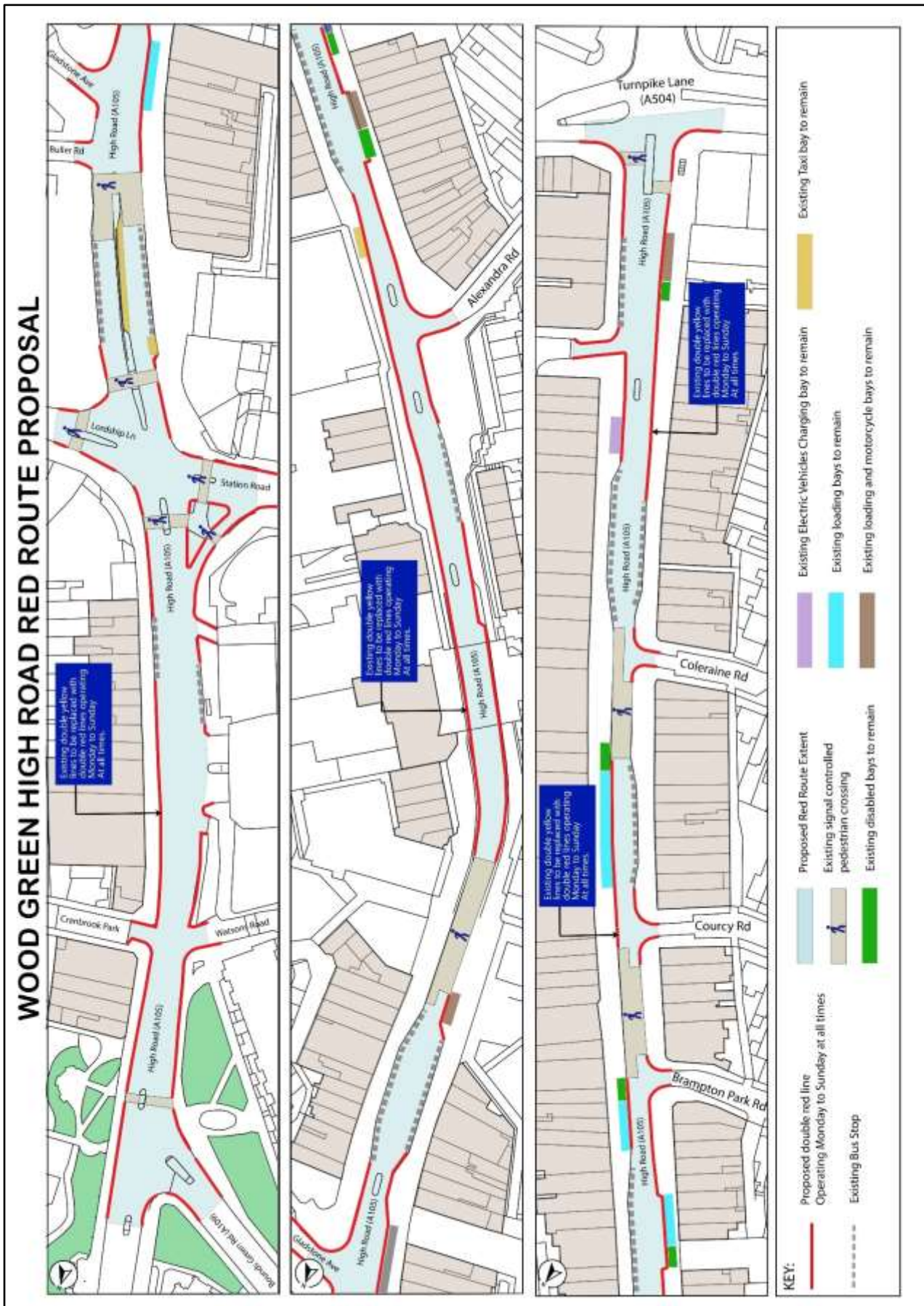
Appendix 3: Public engagement letter and questionnaire

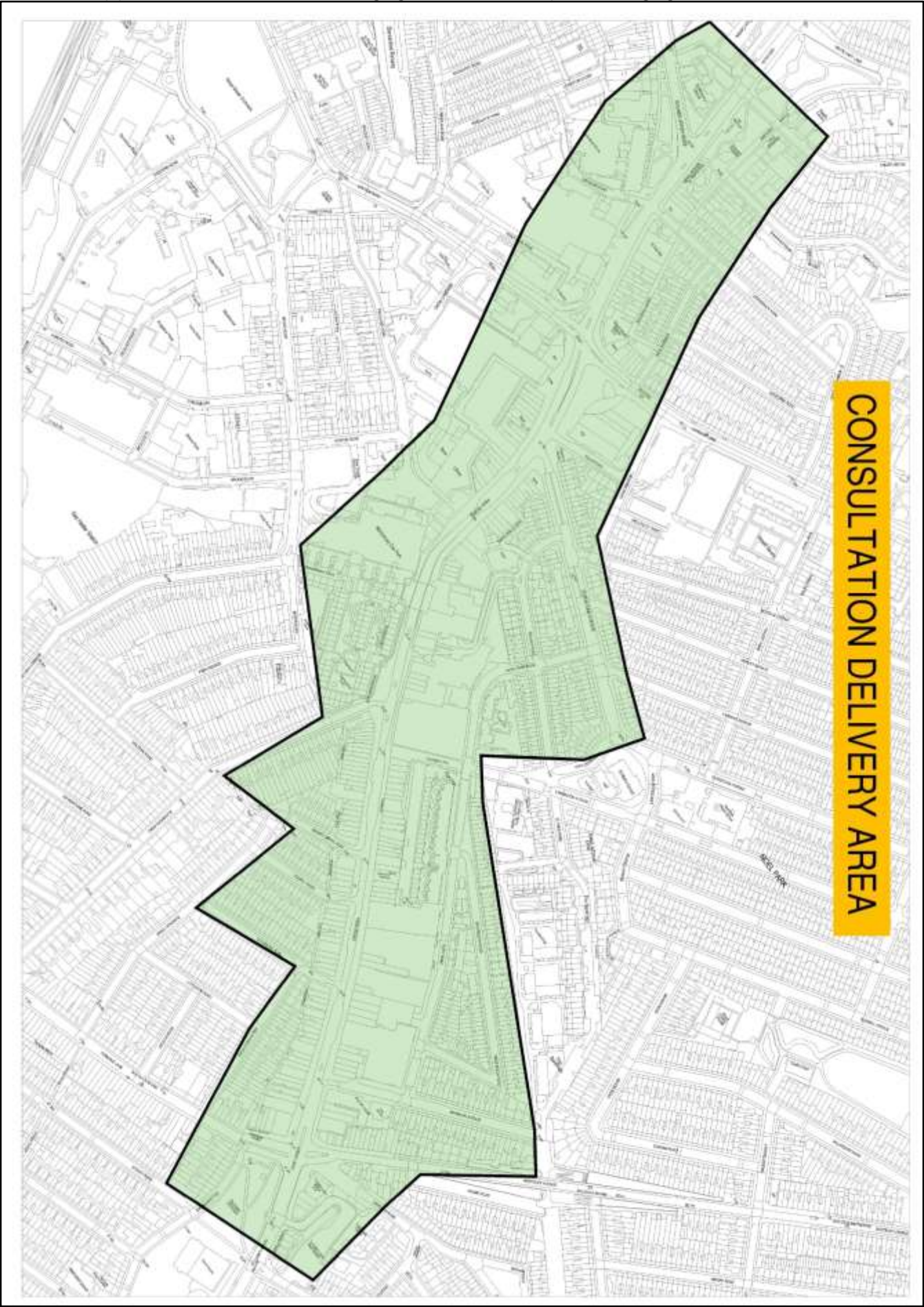
Appendix 4: Public engagement responses

12 Background Papers

- [Haringey Transport Strategy](#)
- [Controlled Parking Policy](#)
- [Haringey's Corporate Delivery Plan](#)
- [Haringey's adopted Walking and Cycling Action Plan](#)
- [Mayor of London's transport strategy](#)

Appendix 1: Plan showing the creation of a Red Route along A105 Wood Green High Road





Environment and Neighbourhoods

Ann Cunningham: Head of Service for Highways and Parking



09 August 2024

Public Engagement on proposals to create a Red Route along A105 High Road in Wood Green, N22

Introduction

We are writing to ask for your views on the Council's proposals to make A105 High Road, N22 in Wood Green, between Bounds Green Road and Turnpike Lane into a Red Route. We are not proposing to remove or reduce any marked parking bays.

What is a Red Route?

Double or single red lines painted on the road are typically seen on the Transport for London (TfL) road network and do not allow any loading, waiting, or stopping by motor vehicles. Since 2016, a change in the law has allowed London boroughs to introduce Red Routes on their roads.

Haringey like all London boroughs usually have painted yellow lines, and these can only be enforced by community enforcement officers (CEOs) who patrol the area on foot. Red Routes however can be enforced by CEOs and remotely through CCTV cameras.

How does a Red Route help manage A105 High Road, N22?

Wood Green High Road is a busy street with a mix of shops, restaurants, clubs, and a cinema. It is served well by public transport through Wood Green and Turnpike Lane underground stations and the route is very well served by buses. It is therefore a very busy high street used by motor traffic and pedestrians during day and night.

Parking bays have been provided along this street, some to allow safe places for loading/unloading to serve businesses and for disabled blue badge holders to park. To ensure emergency services and buses travel through quickly and safely, it is important that enforcement is undertaken effectively.

Enforcement by CCTV cameras is easier as it can encourage better compliance of areas where parking is not allowed as drivers are less likely to pull in and simply drive away when a CEO approaches on foot only to return a few minutes later. This behaviour can affect safety along the road as it could obstruct visibility of pedestrians crossing nearby or cyclists passing through. The behaviour can also impact on traffic as it might stop two buses or other large vehicles passing each other which can lead to traffic congestion. Improved enforcement will aid the Council reducing illegal and nuisance parking, helping to improve traffic movement and ensure footways are kept clear of illegal parking, prioritising them for pedestrians.

A more efficient way of enforcing this busy high street will help make the area more pleasant to shop in improving the experience of those working, living or visiting.

How would a Red Route work on A105 High Road, N22?

The road would be converted to a **No Stopping Zone** with all yellow lines converted to red. This means stopping is NOT allowed for any motor vehicle except emergency services and for licenced taxi (Black Cabs) to stop to pick up or to set down passengers. A driver of a vehicle displaying a blue badge (or a virtual blue badge permit linked to their vehicle) can stop to pick up or set down a disabled passenger but cannot park.

Parking is only allowed in parking bays which are signed for who can park there and for what purpose. These will remain painted in white and continue to operate as present, however enforcement may also be undertaken remotely through CCTV cameras.

Enforcement of a Red Route allows for fines to be issued without waiting for a period of observation.

Camera enforcement works by capturing the images of anyone stopping on the red lines or parking and the footage is then checked by Council officers before any fines are issued.

Engagement approach

In April 2023 Haringey Council approved a Parking Schemes and Resident Engagement Policy, which set out the approach the Council will take when engaging on new Red Routes. This engagement follows the policy which can be found here:

<https://www.minutes.haringey.gov.uk/documents/s138688/Parking%20Schemes%20and%20Resident%20Engagement%20Policy-March%202023%201%201.pdf>

Have your say

We would like to know if you support the proposed change. To help us, we have prepared a survey which we would like you to fill in and send back to us. You can do this via online, email or post and your completed survey must reach us no later than **13 September 2024** if you want your views considered. Details on how to respond are provided next.

Online: fill in the survey for the proposed Red Route which you will find by clicking this link

<https://www.haringey.gov.uk/current-parking-consultations>

Or by scanning the Quick Response (QR) code below:



Email: fill in the survey and email it to frontline.consultation@haringey.gov.uk

Post – fill in your paper copy of the survey and return it to us using the Freepost envelope provided.

Please Note: If you are responding on behalf of an organisation only one reply will be accepted. You must give your full postal address when responding to this public engagement if you want us to consider your views.

What will happen next?

- **September / October 2024:** Council Officers will complete analysis of all responses received to the survey and prepare a report. The report will include officer recommendation on whether a Red Route should be implemented. A key officer of the Council will decide on next steps after consulting with the relevant Cabinet Member.
- **November 2024:** We will write to you to update you on the outcome of the public engagement and the Council's decision.
- **December 2024:** If approved, formal (statutory) consultation will be undertaken which will mean advertising the necessary changes in the local newspapers allowing anyone to object to the proposals. You will be informed of when this will take place and when any decision will be taken. With thanks for your attention, we look forward to hearing from you

Red Route Proposal – A105 High Road Wood Green, N22 Survey

Q1 Who are you?

☐

Resident

☐

Business

☐

Local Group

☐

Other

If a Group or Other, please provide details including number of registered members if relevant

Q2 Please tell us your road name and post code (if business please provide your business details) Personal details will not be published and will remain confidential.

Q3 Do you support making the A105 High Road, N22 into a Red Route? (Tick only one)

☐

Yes

☐

No

Q4 Please give your reasons for selecting your answer to Q3.

Q5

Please use this space for any comments you want to make including any alternative proposal which you feel may work better for the High Road, N22.