Report for: Head of Service for Highways and Parking

Title: Minor Works – Batch 2024-04

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

Report Author/s: Matthew Davies, Principal Engineer - Parking Projects

Ward(s) affected: South Tottenham, Muswell Hill, Hermitage & Gardens, Northumberland Park, Fortis Green, Highgate, Noel Park, Crouch End, White Hart Lane, St Anns

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

1 Describe the issue under consideration

1.1 To report on the feedback of statutory consultation carried out from 19th February to 12th March 2025 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 7.1.

1.2 To request approval to implement all proposals, (including a revised proposal for Palace Road, N8), having taken all objections into consideration.

2 Cabinet Member Introduction

2.1 N/A

3 Recommendations

The Head of Service for Highways and Parking is asked to:

3.1 Consider the objections in appendix 4 to this report submitted during the statutory consultation on the proposals, as well as officer mitigations and responses to those objections in table 2 in section 8.2 of this report.

3.2 Agree that the Council exercise its discretion and not cause a public inquiry to be held for the reasons set out in paragraph 9.3 of this report.

3.3 Approve the making of the traffic management order, including its publication regarding its making, to implement the proposals (1) through to (15) as detailed in Table 1 section 7.1 which includes the following:

- Introducing parking place changes on the following roads: Creighton Avenue N10, Dashwood Road N8, Eade Road N4, Finsbury Park Avenue N4, Hermitage Road N4, North Hill N6, Saxon Road N22, Tavistock Road, N4, Vale Grove, N4, Vale Road, N4
- Introducing changes to waiting restrictions on the following roads: La Rose Lane N15 and Western Road, N22.
- Introducing loading changes on the following roads: Craven Park Road N15, and La Rose Lane N15.

3.4 Approve the implementation of a revised proposal for Palace Road as shown in Appendix 2. The revised proposal reduces the parking bay by 1m instead of 4m which will result in no loss of parking.

3.5 Approve 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 the requirements of the Traffic Sign Regulations & General Directions 2016 and to make minor changes to parking and loading to meet needs of residents, visitors, shoppers and business owners where possible.

4.2 5 objections were received to the proposed changes for Palace Road listed in Table 1 section 7.1 and one general objection (see Appendix 5 for details).

4.3 The proposals contained within Table 1 section 7.1 will impact on communities living and working in 2 or more wards, however in assessing the proposals officers conclude that the proposed changes are not likely to be significant in terms of the proposals effects on those communities. The proposals will also not result in significant expenditure being incurred or savings being made nor any virements and so the decisions in this report to make the relevant traffic management orders and implement the proposals in Table 1 are not key decisions.

5 Alternative options considered

5.1 A “Do Nothing” approach was considered but not recommended due to the Councils network management duty to manage 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.

6.3 To address safety at junctions, the council is embarking on a junction protection programme which involves installing double yellow lines providing additional visibility at all junctions where deemed necessary.

7 Proposals

7.1 Table 1 below lists 16 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 consulted upon. Proposed designs

changes to address responses to the consultation for each location are set out within Appendix 1 and 2.

Table 1

Ref	Location	Description	Operation Hours	Reason for proposal
1	Craven Park Road N15	No loading restrictions	At any time	Traffic safety/flow and pedestrian visibility
2	Creighton Avenue N10	Reduce parking bay	At any time	Traffic safety/flow and pedestrian visibility
3	Dashwood Road N8	Remove SYL and extend parking bay	At signed times	More opportunities for residents to park
4	Eade Road N4	Install resident permit and resident permit & pay for parking	At signed times	More opportunities for residents to park
5	Finsbury Park Avenue N4	Extend parking restrictions and install resident permit bay	At signed times	More opportunities for residents to park
6	Hermitage Road N4	Install hatch markings around fire hydrant	At any time	Safe access for fire hydrant in emergency
7	La Rose Lane N15	Loading and parking restrictions	At any time	To allow enforcement of illegal parking during school drop off times
8	North Hill N6	Extend parking restrictions and cut parking bay back	At signed times	Traffic safety/obstruction
9	Saxon Road N22	Reduce parking bay and extend parking restrictions	Varied times	Traffic safety/flow and pedestrian visibility
10	Springfield Avenue N10	Extend disabled bay	Varied times	Improve access for disabled users
11	Tottenham Green East N15	No loading restrictions	At any time	Traffic safety/flow and pedestrian visibility
12	Tavistock Road N4	Introduce permit only and pay to park parking bay	At signed times	More opportunities for business permit holders to park
13	Vale Grove N4	Introduce permit only and pay to park parking bay	At signed times	More opportunities for business permit holders to park
14	Vale Road N4	Introduce permit only and pay to park parking bay	At signed times	More opportunities for business permit holders to park
15	Western Road N22	Introduce school keep clear and	Varied times	Traffic safety/flow and pedestrian visibility

		parking restrictions		
16	Palace Road N8	Cut back resident parking bay	At signed times	To improve access to their driveway for one resident

8 Statutory Consultation

8.1 Statutory notification commenced on 19 February 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 was 12 March 2025.

*See **Appendix 3** for copies of the statutory notice of proposals that were advertised.

8.2 As part of the statutory process, the following statutory bodies were consulted, some as required by LATOR:

- AA
- London Transport
- Police (local)
- Fire Brigade
- London Ambulance Service
- Freight Transport Association
- Road Haulage Association
- RAC
- Metropolitan Police (traffic)
- London Travel Watch
- Haringey Cycling Campaign

*See **Appendix 4** for a copy of e-mail sent to the above.

9 Responses to Consultation

9.1 The statutory consultation requirements were followed with the installation of street notices and newspaper adverts to notifying users of the proposals and how they could object should they wish. 6 objections were received in relation to the proposals listed in Table 1 under section 7.1.

9.2 Five of the objections to the consultation related to the proposed reduction in resident parking on Palace Road. The other single objection was a complaint about LTNs from a resident not on one of the roads in Table 1. Having considered all objections and responded to them as shown in Table 2 below, officers recommend proceeding with the implementation of all proposals but with a revision of the proposal for Palace Road, N8.

Table 2

Reference	Response	Officer Recommendation
1) Palace Road N8	Very recently a parking bay was removed next to the barrier opposite to no. 21 and we cannot see the necessity of removing a further 4 metres of parking space	Following further consultation with the resident who originally asked the change, it has been clarified that the request was to only reduce by 1 metre the resident parking bay on opposite side to the resident's property. A revised proposal is

Reference	Response	Officer Recommendation
	on what is already a very tight parking area. We strongly object to losing more parking space without a given reason/justification.	therefore recommended for implementation, which will preserve the current parking capacity. The bay will continue to accommodate six resident vehicles, ensuring no loss of parking for local residents.
2) Palace Road N8	We strongly object to the removal of parking spaces and placement of double yellow lines outside numbers 19 and 21 on Palace Road, N8. This will reduce the parking spaces and create increased Health and Safety challenges at the barrier outside Number 30 Palace Rd.	Please see response to objection 1 above.
3) Palace Road N8	Extending the double yellow lines by 4 metres is ludicrous and takes away a car space, when they are already frequently under pressure. Mopeds would then be able to speed through, as they now do on the opposite side of the road. There is simply no obstruction and no change needed or wanted.	Please see response to objection 1 above.
4) Palace Road N8	We can't see the rationale for a double yellow line outside no 19 & 21 since we have evidence that cars / vans can reverse & successfully carry out two/three point turns using the space already provided by the existing double yellow lines outside most of 21 even when a car is parked within the bay outside no 19	Please see response to objection 1 above.
5) Palace Road N8	The Council has provided no evidence or reasoned argument as to why the yellow lines in Palace Road should be extended and two parking places removed. Parking places in Palace Road are already at a premium and in 2024 the two parking places opposite 21 and 19 palace road were removed. As a result of this reduction in parking spaces access to private driveways became easier and vehicles were	Please see response to objection 1 above.

Reference	Response	Officer Recommendation
	able to turn in the road by the barrier without risk of damage or accident.	

9.3 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 as the implementation of the waiting, loading and parking measures recommended in this report in Table 1 in section 7.1 will contribute towards improved safety and accessibility and that holding a public inquiry would lead to expense and delay while being unlikely to alter the ultimate decision.

9.4 The Council, as a traffic authority for the borough, has a duty under section 122 of the Road Traffic Regulation Act 1984 (RTRA) 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 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".

9.5 The Council as a local traffic authority must also 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.

9.6 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.
c) 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).

9.7 Section 122 and network management duty involve a balancing exercise which officers need to consider when implementing the minor parking proposals in table 1 in this report. Officers consider that maintaining the safe and convenient movement of vehicles and pedestrians across its road network are important factors that the proposals in the table 1 (noting that proposal 16 is recommended not to be implemented) in this report will achieve.

10 Contribution to strategic outcomes

10.1 The minor parking changes recommended in this report supports the delivery of the "Responding to the Climate Emergency" theme of the Corporate Delivery Plan. We are committed to ensuring a just transition, where the shift towards a more sustainable and low-carbon economy is fair and equitable for all. This theme sets out our ambition to reduce carbon consumption, improve our climate resilience, and improve the quality of air that we breathe.

It also contributes to high-level outcomes contained within the “Responding to the Climate Emergency” theme:

- High Level Outcome “A zero carbon and climate resilient Haringey”
- High Level Outcome “A Greener Haringey”

11 Carbon and Climate Change

11.1 Parking controls contribute positively to carbon emission reduction and mitigate climate change in the following ways:

- Reduced vehicle emissions - managed parking reduces congestion.
- 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.

12 Comments of the Chief Financial Officer

12.1 This report seeks Head of Highways and Parking approval for the implementation of waiting and loading restrictions and parking place changes.

12.2 The cost to implement the recommended proposals is estimated to be £7000, which includes costs for processing traffic orders. This will be funded from the Council’s approved Capital Programme within capital scheme 305 - The Borough Parking Implementation Plan budget provision.

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

13 Comments of the Director of Legal Services and Governance

13.1 This report seeks approval for the proposed changes to waiting, loading and parking on the public highway set out in Table 1 in section 7 of the report (proposal 16 has been revised) to secure the safe movement of traffic/pedestrians and provision of parking facilities under sections 6, 45 and 46 of the RTRA.

13.2 Before restrictions on waiting, loading and parking are implemented, the Council must undertake a consultation in accordance with the LATOR which is explained in section 8 of this report.

13.3 When a consultation has been undertaken 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 5 to this report and officers’ consideration of the same set out in table 2 in section 9.2 of this report which must be taken into account before the decision whether to make the necessary traffic management order to implement the waiting, loading and parking measures 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.

13.4 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.

13.5 The factors which have pointed in favour of introducing waiting, loading and parking measures when considering the section 122 and network management duties are set out in paragraphs 9.4 to 9.7 of this report.

13.6 The decision to implement the waiting, loading and parking measures is an executive decision that the Head of Highways and Parking can take in accordance with the Council's Constitution and delegation given by the Corporate Director of Environment and Resident Experience in this scheme of delegation dated 14 October 2024.

14 Equalities Comments

14.1 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.

14.2 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.

14.3 The proposal to recommend proceeding with the proposed changes listed in section 7, Table 1 (including a revision of proposal 16) at various locations in the borough offer a range of positive impacts on Haringey residents. The changes to improve traffic safety are likely to positively impact on all pedestrians and particularly those who are more vulnerable when crossing the road i.e. children, older people and disabled people. Additionally, the changes to improve congestion will have a positive impact on air quality, in turn benefiting the same groups.

Use of Appendices

Appendix 1 – Detailed designs showing the extents of the proposals stated in Table 1.

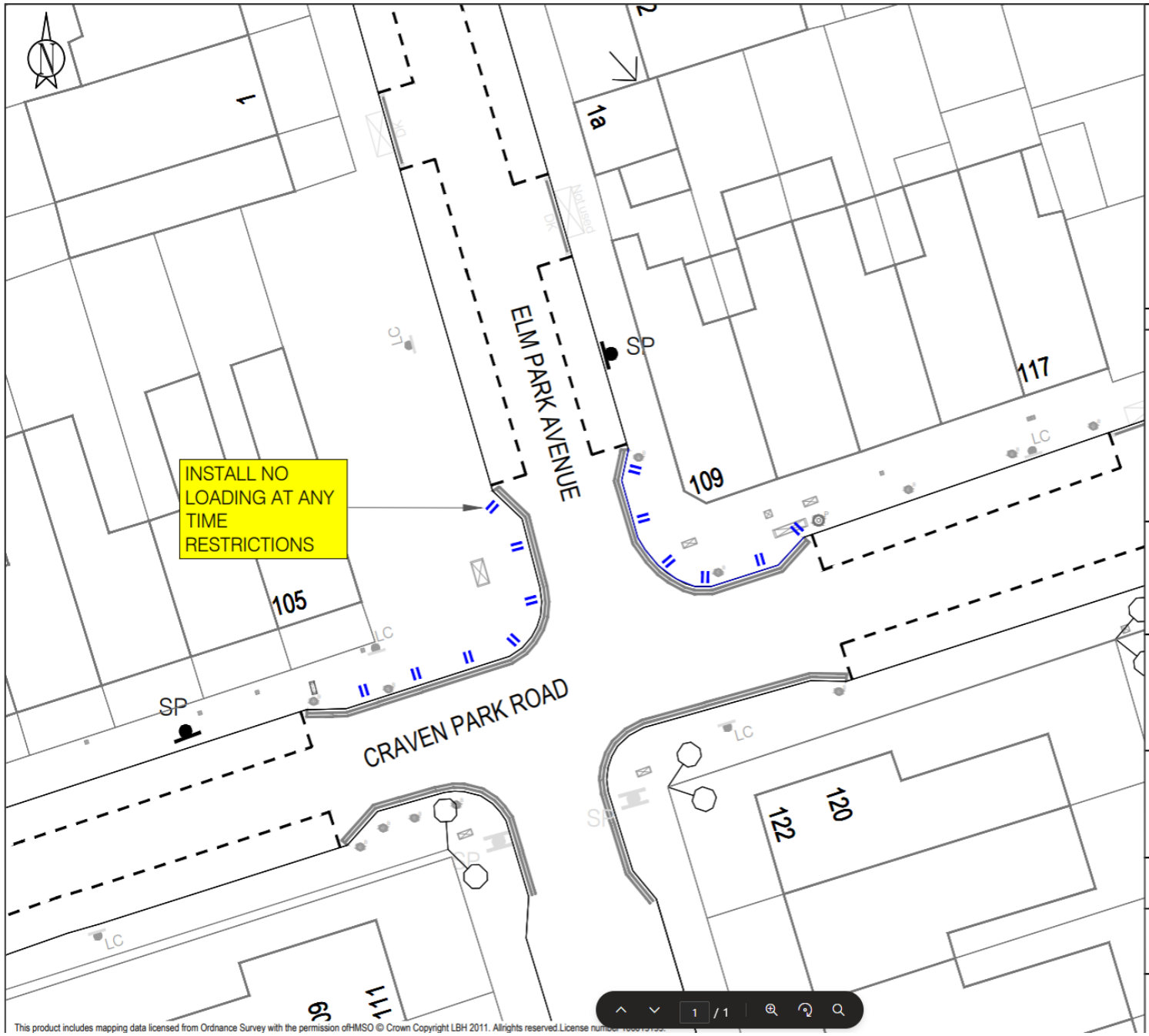
Appendix 2 - A revised plan for proposal 16 (Palace Road, N8)

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

Appendix 4 – Statutory Consultation notification email sent to statutory bodies stated in section 8.

Appendix 5 – Copy of full objection text with resident details removed.

APPENDIX 1



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- REMOVE PARKING BAY MARKINGS
- REMOVE 76MM POST WITH SIGN
- EXISTING LAMP COLUMN
- EXISTING DROPPED KERB/CROSSOVER
- EXISTING TREE

LOCATION PLAN

SITE LOCATION

ALONG CRAVEN PARK ROAD AT JUNCTION WITH ELM PARK AVENUE, NORTH SIDE

WORKS

INTRODUCE AT ANY TIME LOADING RESTRICTIONS ALONG EXISTING AT ANY TIME PARKING RESTRICTIONS

ENVIRONMENT AND NEIGHBOURHOODS
PARKING PROJECTS

4th FLOOR ALEX HOUSE, 10 STATION ROAD
WOOD GREEN, LONDON N22 7TR

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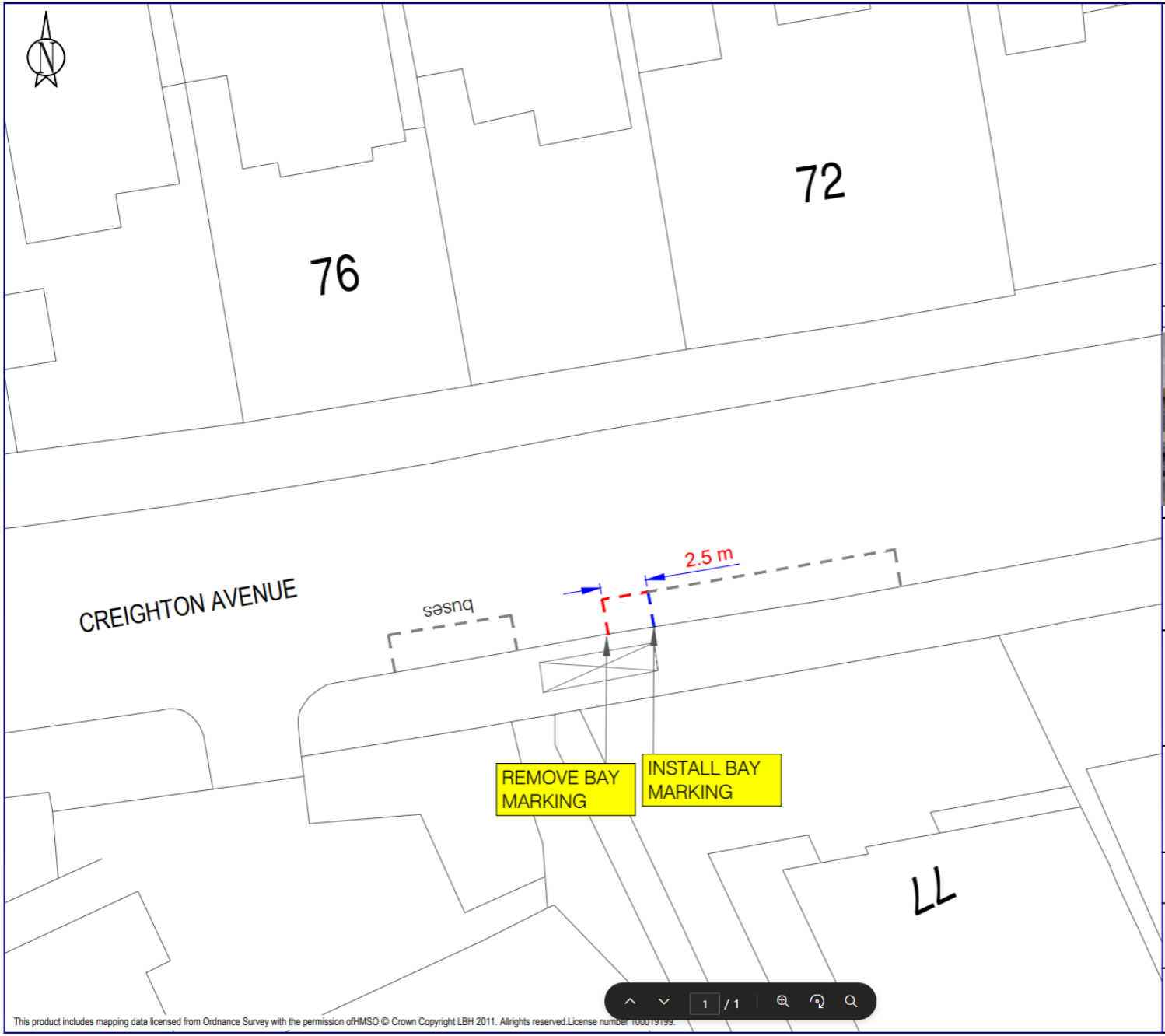

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- EXISTING DROPPED KERB/CROSSOVER
- EXISTING TREE

LOCATION PLAN

SITE LOCATION

OUTSIDE 77 CREIGHTON AVENUE

WORKS

REDUCE FREE PARKING BAY BY 2.5 METRES ALONG DROPPED KERB

ENVIRONMENT AND NEIGHBOURHOODS
PARKING PROJECTS

4th FLOOR ALEX HOUSE, 10 STATION ROAD
WOOD GREEN, LONDON N22 7TR

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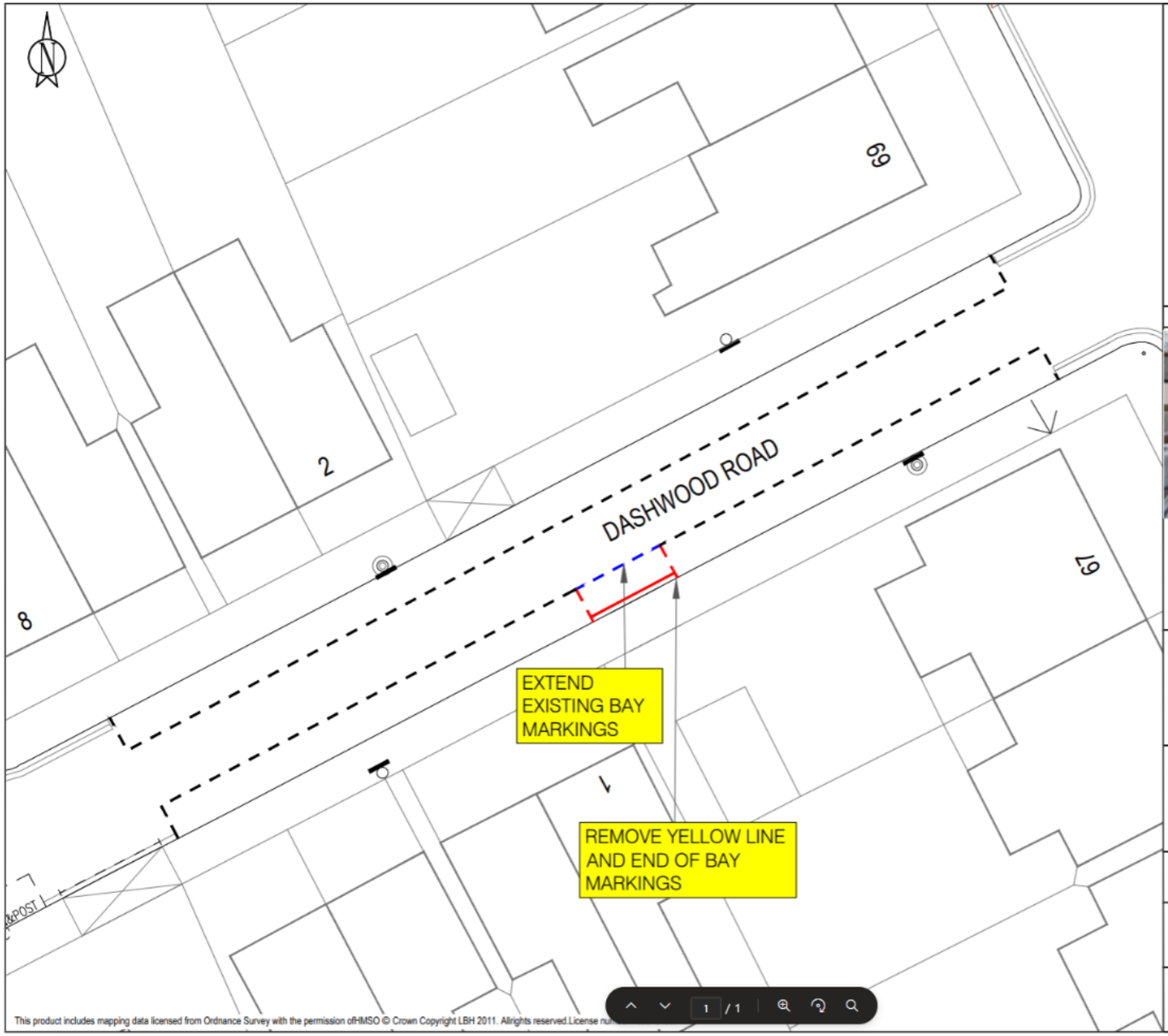

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- EXISTING DROPPED KERB/CROSSOVER
- EXISTING TREE

LOCATION PLAN

SITE LOCATION

OUTSIDE FLANK WALL OF 67 FERME PARK ROAD, ALONG DASHWOOD ROAD

WORKS

REMOVE SINGLE YELLOW LINE AND END OF BAY MARKINGS
EXTEND EXISTING BAY MARKINGS

ENVIRONMENT AND NEIGHBOURHOODS
PARKING PROJECTS

4th FLOOR ALEX HOUSE, 10 STATION ROAD
WOOD GREEN, LONDON N22 7TR

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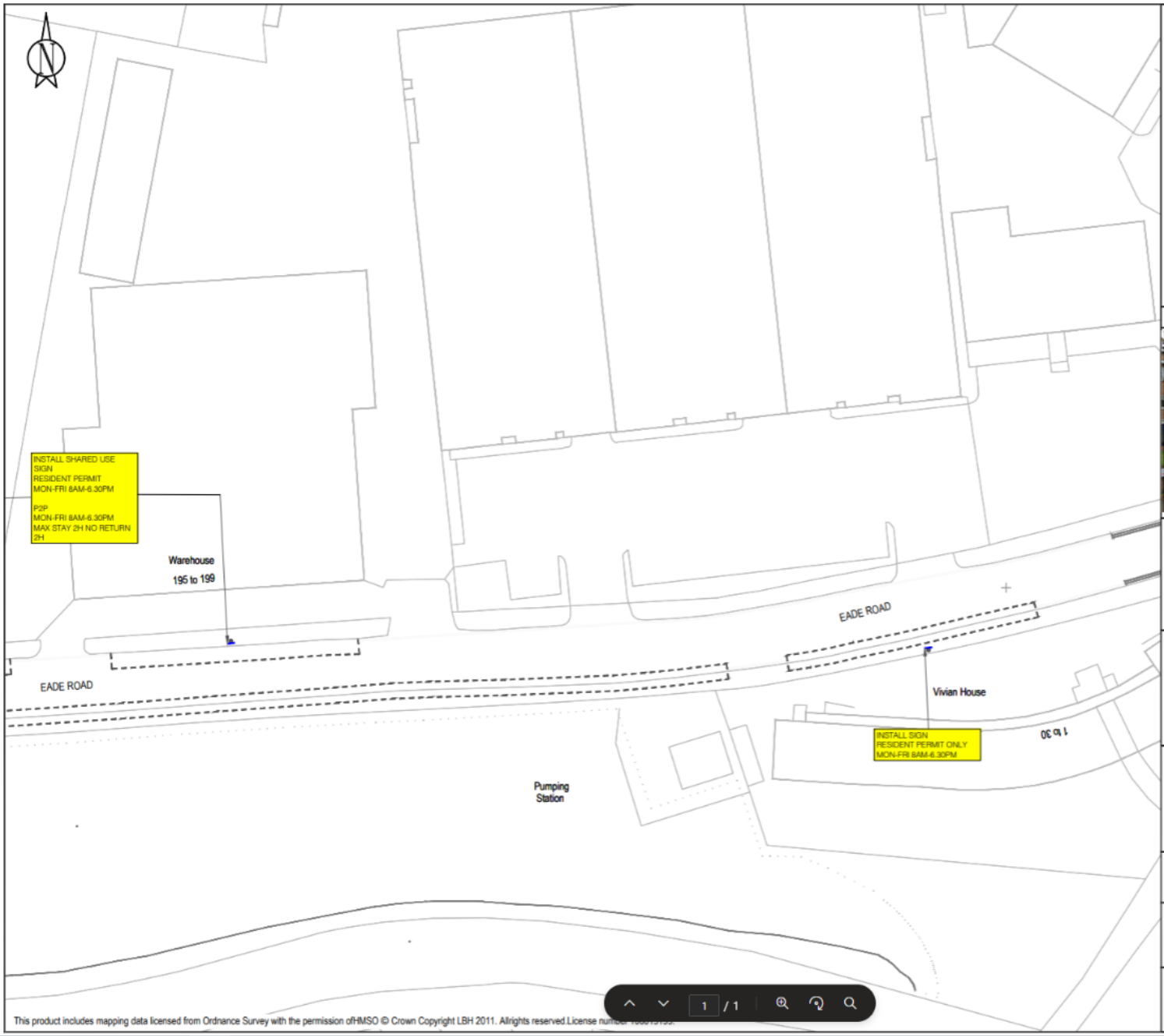

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- EXISTING DROPPED KERB/CROSSOVER
- EXISTING TREE

LOCATION PLAN

SITE LOCATION

OUTSIDE 1-30 VIVIAN HOUSE, EADE ROAD AND OUTSIDE 195-199 EADE ROAD

WORKS

INSTALL RESIDENT PERMIT SIGN AND X2 SHARED USE RESIDENT PERMIT AND P2P SIGN

ENVIRONMENT AND NEIGHBOURHOODS
PARKING PROJECTS

4th FLOOR ALEX HOUSE, 10 STATION ROAD
WOOD GREEN, LONDON N22 7TR

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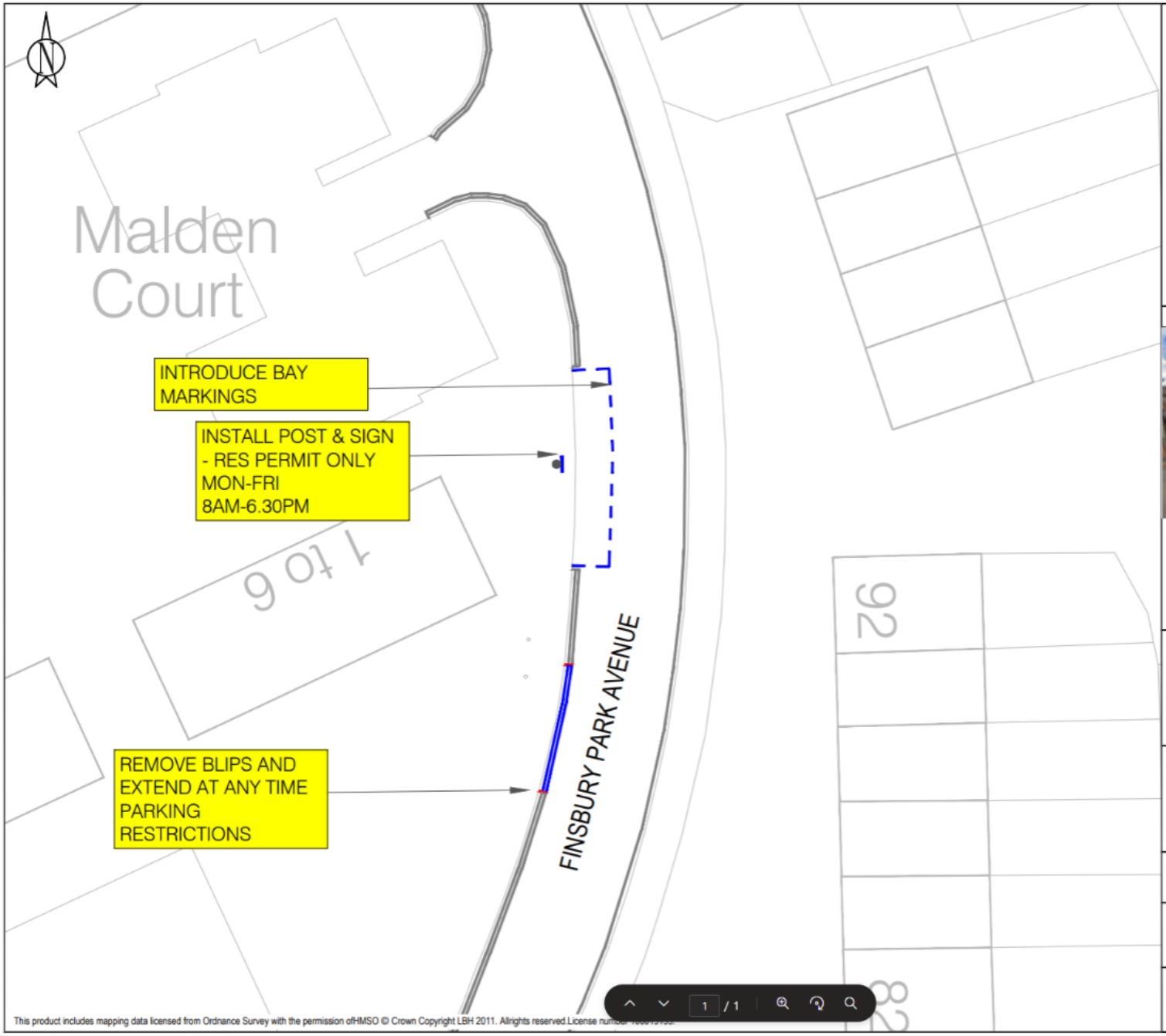

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- EXISTING TREE

LOCATION PLAN

SITE LOCATION

OUTSIDE FLANK WALL OF 1-9 FLATS 'MALDEN COURT'

WORKS

INTRODUCE RES PERMIT PARKING BETWEEN DOUBLE YELLOWS, EXTEND EXISTING DOUBLE YELLOW RESTRICTIONS

ENVIRONMENT AND NEIGHBOURHOODS
PARKING PROJECTS

4th FLOOR ALEX HOUSE, 10 STATION ROAD
WOOD GREEN, LONDON N22 7TR

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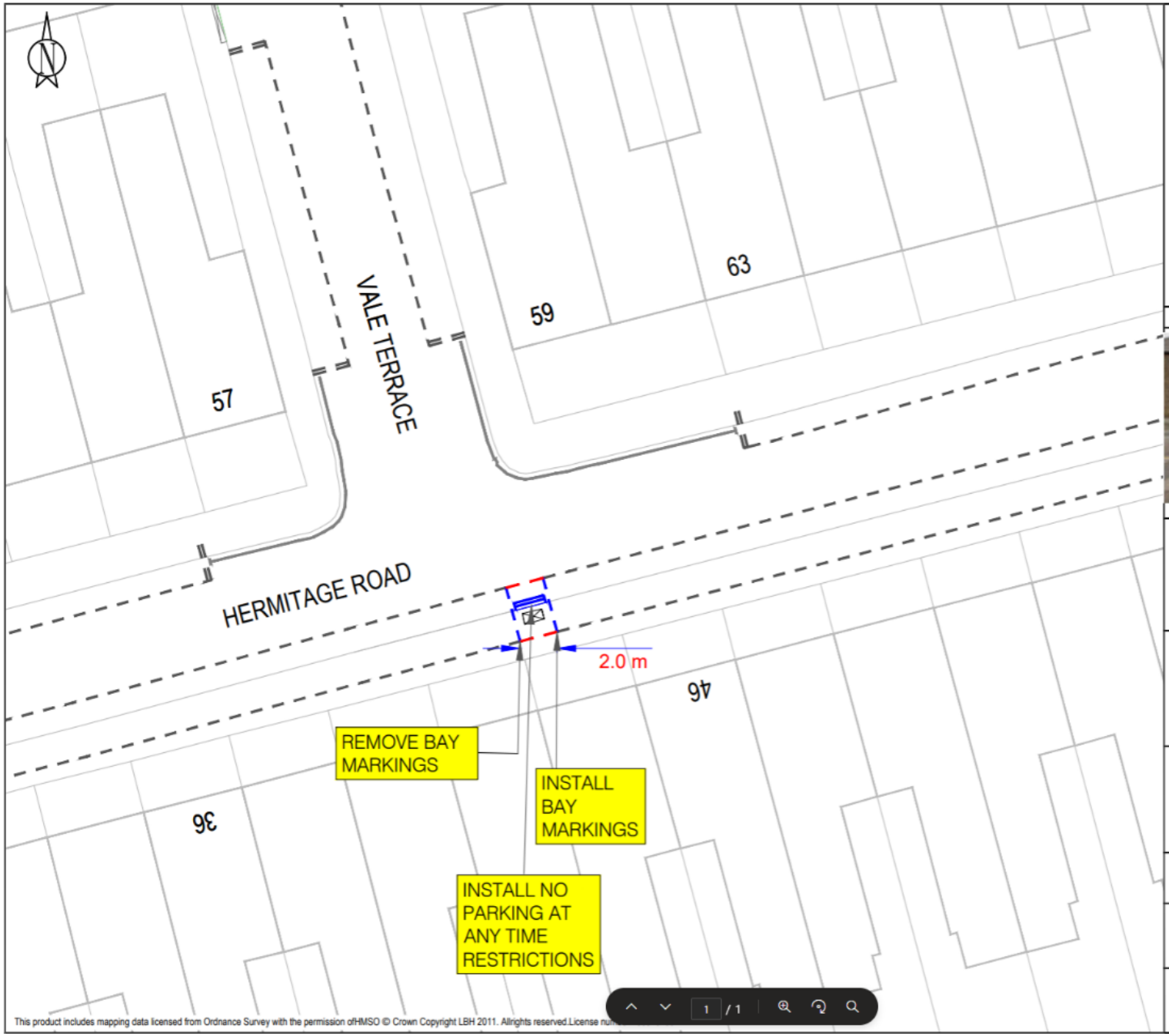

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- EXISTING TREE

LOCATION PLAN

SITE LOCATION

ALONG HERMITAGE ROAD AT JUNCTION WITH VALE TERRACE

WORKS

INSTALL BAY MARKINGS 0.5 METRES EACH SIDE OF FIRE HYDRANT. INSTALL NO PARKING AT ANY TIME RESTRICTIONS

ENVIRONMENT AND NEIGHBOURHOODS
PARKING PROJECTS

4th FLOOR ALEX HOUSE, 10 STATION ROAD
WOOD GREEN, LONDON N22 7TR

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- EXISTING TREE

LOCATION PLAN

SITE LOCATION

ALONG LA ROSE LANE, FROM BUS STOP PAST ETHERLEY ROAD JUNCTION TO ZEBRA CROSSING

WORKS

INSTALL NO LOADING AT ANY TIME RESTRICTIONS AND CONVERT EXISTING WAITING RESTRICTIONS TO AT ANY TIME

ENVIRONMENT AND NEIGHBOURHOODS
PARKING PROJECTS

4th FLOOR ALEX HOUSE, 10 STATION ROAD
WOOD GREEN, LONDON N22 7TR

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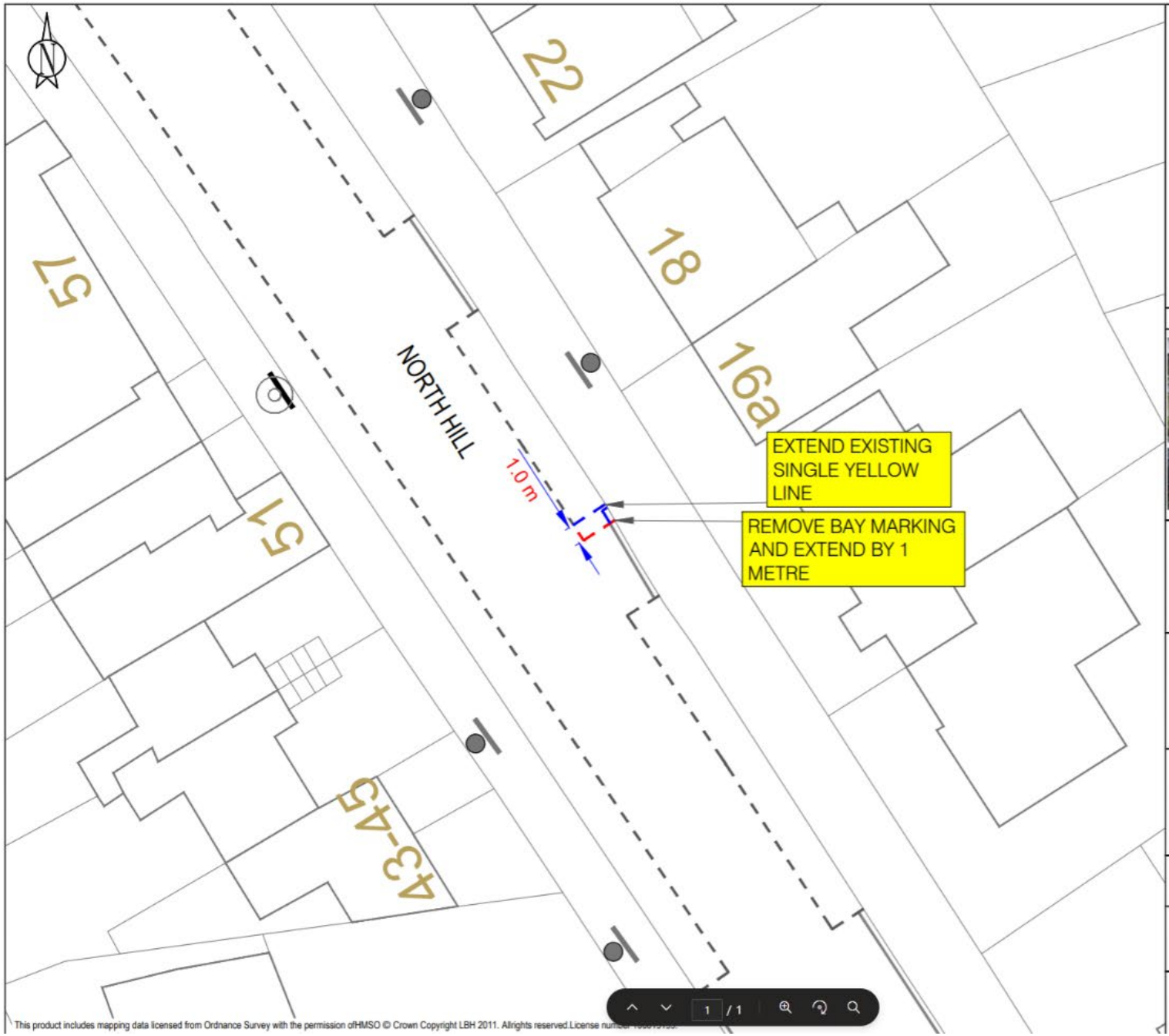

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- EXISTING TREE

LOCATION PLAN

SITE LOCATION

OUTSIDE 16/16A NORTH HILL, BY SINGLE YELLOW LINE/TREE

WORKS

EXTEND EXISTING BAY MARKINGS/SINGLE YELLOW LINE BY 1 METRE

ENVIRONMENT AND NEIGHBOURHOODS
PARKING PROJECTS

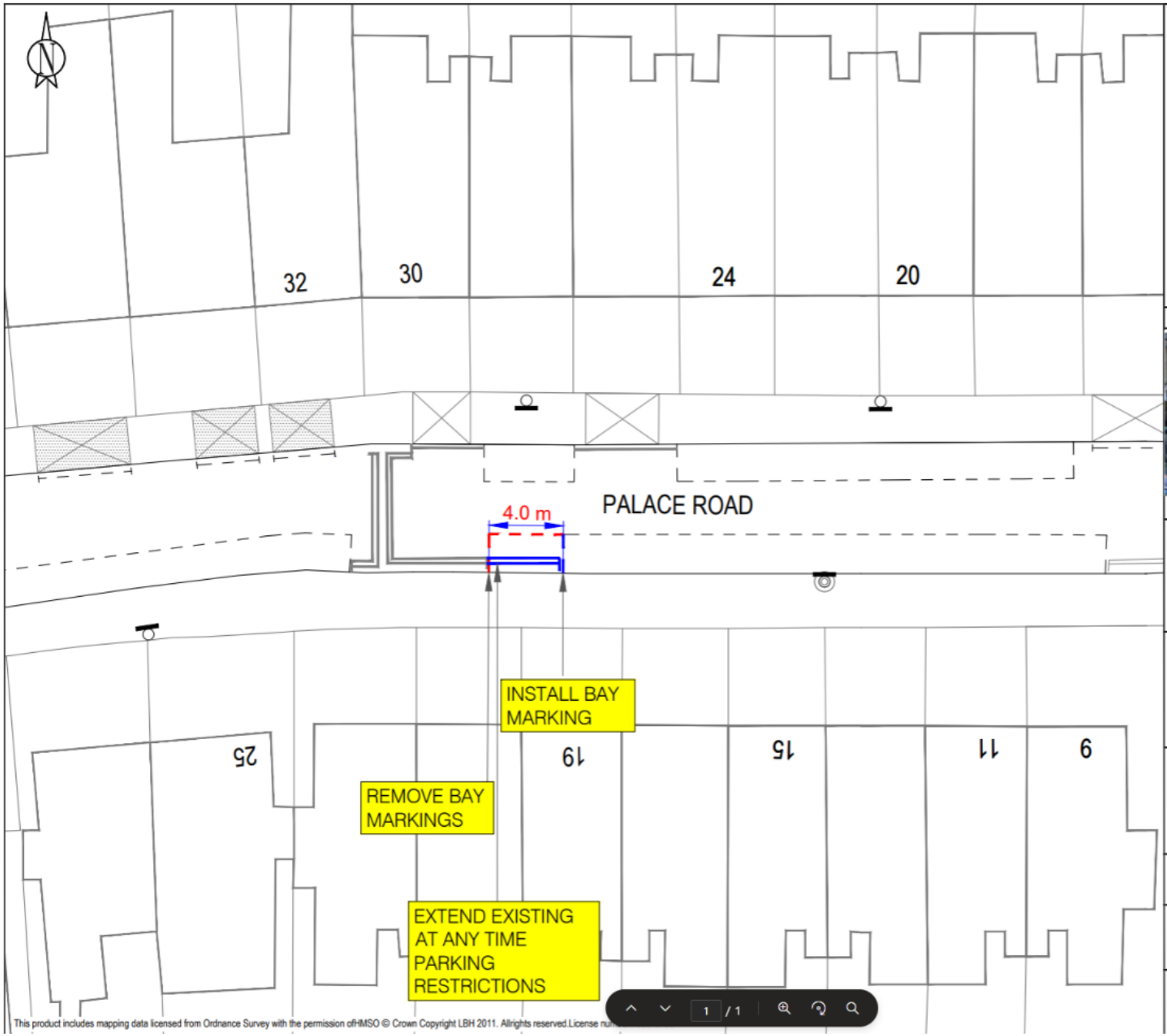
4th FLOOR ALEX HOUSE, 10 STATION ROAD
WOOD GREEN, LONDON N22 7TR

SCALE
1:200 @ A3

DRAWN	CHECK	DATE DRAWN
JB	AB	07/01/2025

DRAWING NO.
MW-2024-04

Haringey LONDON



KEY

- NEW SINGLE YELLOW LINE
- NEW DOUBLE YELLOW LINE
- NEW SINGLE KERB BLIP MARKING
- NEW DOUBLE KERB BLIP MARKING
- NEW PARKING BAY MARKINGS
- NEW SCHOOL KEEP CLEAR RESTIRCTION
- NEW 76MM POST WITH SIGN
- REMOVE SINGLE YELLOW LINE
- REMOVE DOUBLE YELLOW LINE
- REMOVE KERB BLIP MARKING
- REMOVE KERB BLIP MARKING
- REMOVE PARKING BAY MARKINGS
- REMOVE 76MM POST WITH SIGN
- EXISTING LAMP COLUMN
- EXISTING DROPPED KERB/CROSSOVER
- EXISTING TREE

LOCATION PLAN

SITE LOCATION

OUTSIDE 19-21 PALACE ROAD

WORKS

REDUCE BAY MARKINGS BY 4 METRES,
INSTALL NEW BAY MARKING
EXTEND EXISTING DYL

ENVIRONMENT AND NEIGHBOURHOODS
PARKING PROJECTS

4th FLOOR ALEX HOUSE, 10 STATION ROAD
WOOD GREEN, LONDON N22 7TR

SCALE
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DRAWN	CHECK	DATE DRAWN
JB	AB	07/01/2025

DRAWING NO.
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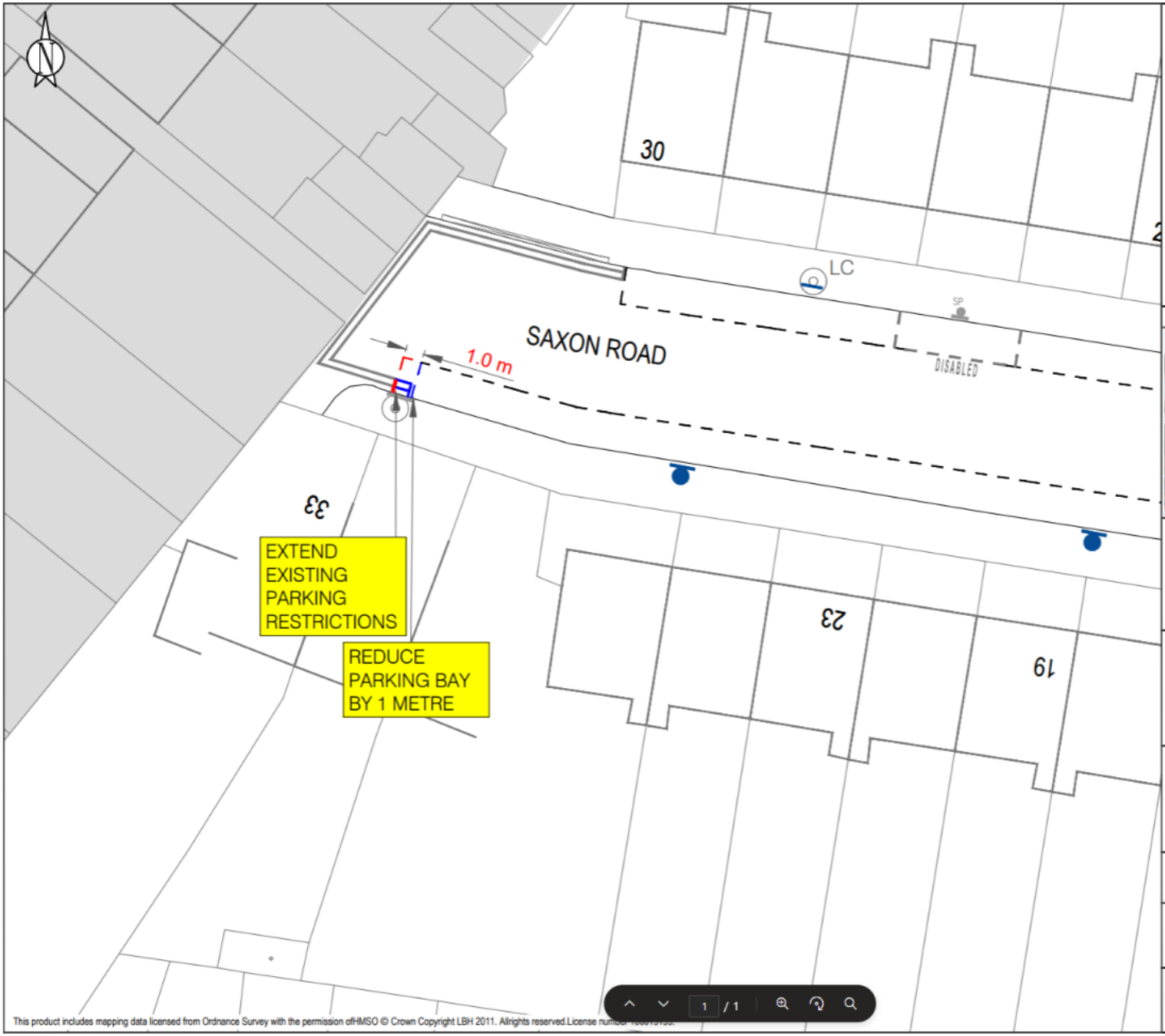
Haringey LONDON



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- REMOVE KERB BLIP MARKING
- REMOVE PARKING BAY MARKINGS
- REMOVE 76MM POST WITH SIGN
- EXISTING LAMP COLUMN
- EXISTING DROPPED KERB/CROSSOVER
- EXISTING TREE

LOCATION PLAN

SITE LOCATION

OUTSIDE 33 SAXON ROAD

WORKS

EXTEND EXISTING DOUBLE YELLOW LINES AND REDUCE EXISTING PARKING BAY BY 1 METRE

ENVIRONMENT AND NEIGHBORHOODS
PARKING SCHEMES

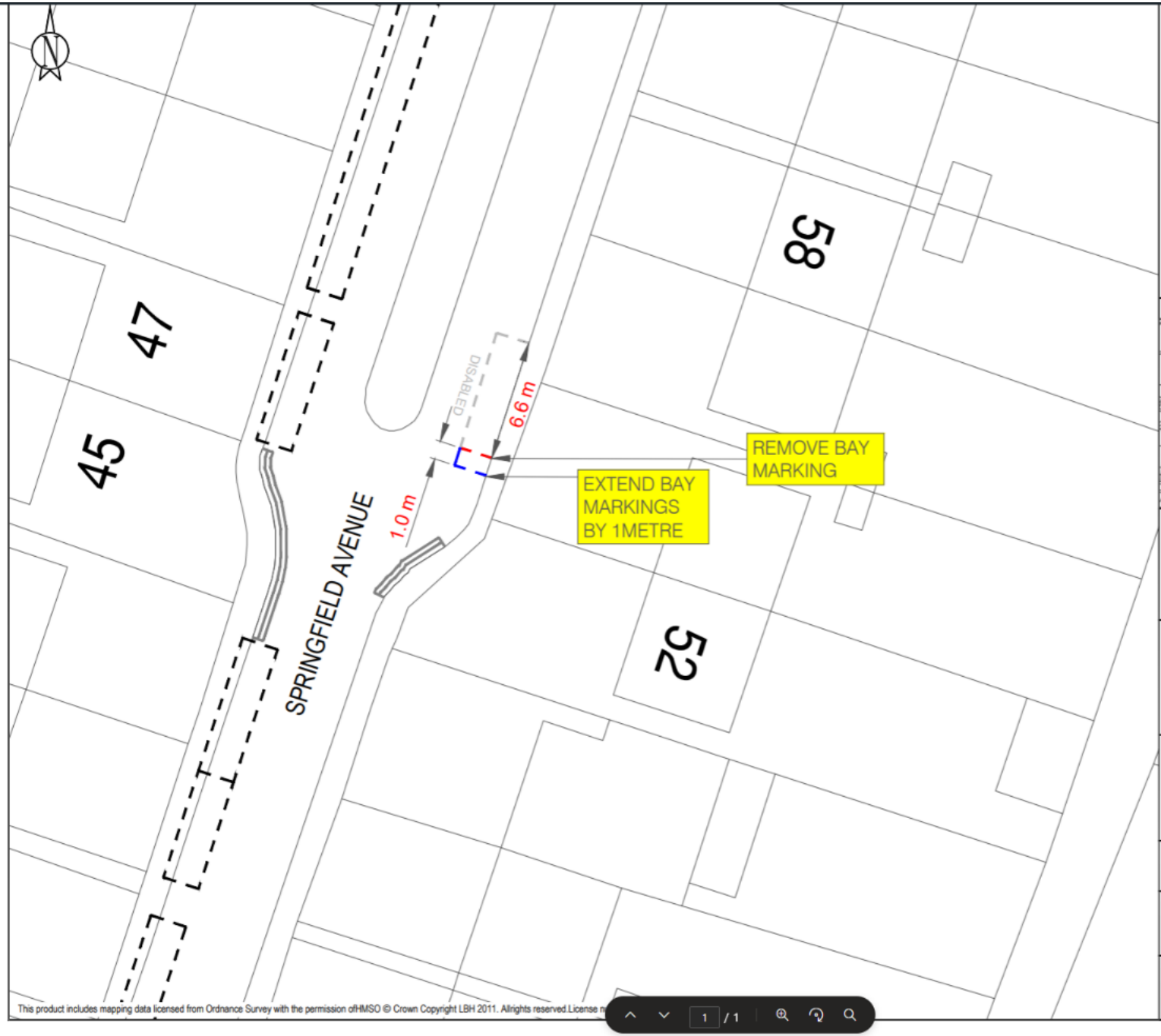
4th FLOOR ALEX HOUSE, 10 STATION ROAD
WOOD GREEN, LONDON N22 7TR

SCALE
1:250 @ A3

DRAWN	CHECK	DATE DRAWN
JB	AB	27/01/2025

DRAWING NO.
MW-2024-04

Haringey LONDON



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- REMOVE 76MM POST WITH SIGN
- EXISTING LAMP COLUMN
- EXISTING DROPPED KERB/CROSSOVER
- EXISTING TREE

LOCATION PLAN

SITE LOCATION

OUTSIDE 54 SPRINGFIELD AVENUE BY DISABLED BAY

WORKS

EXTEND EXISTING DISABLED BAY BY 1 METRE TO INCREASE TOTAL BAY LENGTH TO 7.6METRES

ENVIRONMENT AND NEIGHBORHOODS
PARKING SCHEMES

4th FLOOR ALEX HOUSE, 10 STATION ROAD
WOOD GREEN, LONDON N22 7TR

SCALE
1:250 @ A3

DRAWN	CHECK	DATE DRAWN
JB	AB	27/01/2025

DRAWING NO.
MW-2024-04

Haringey LONDON

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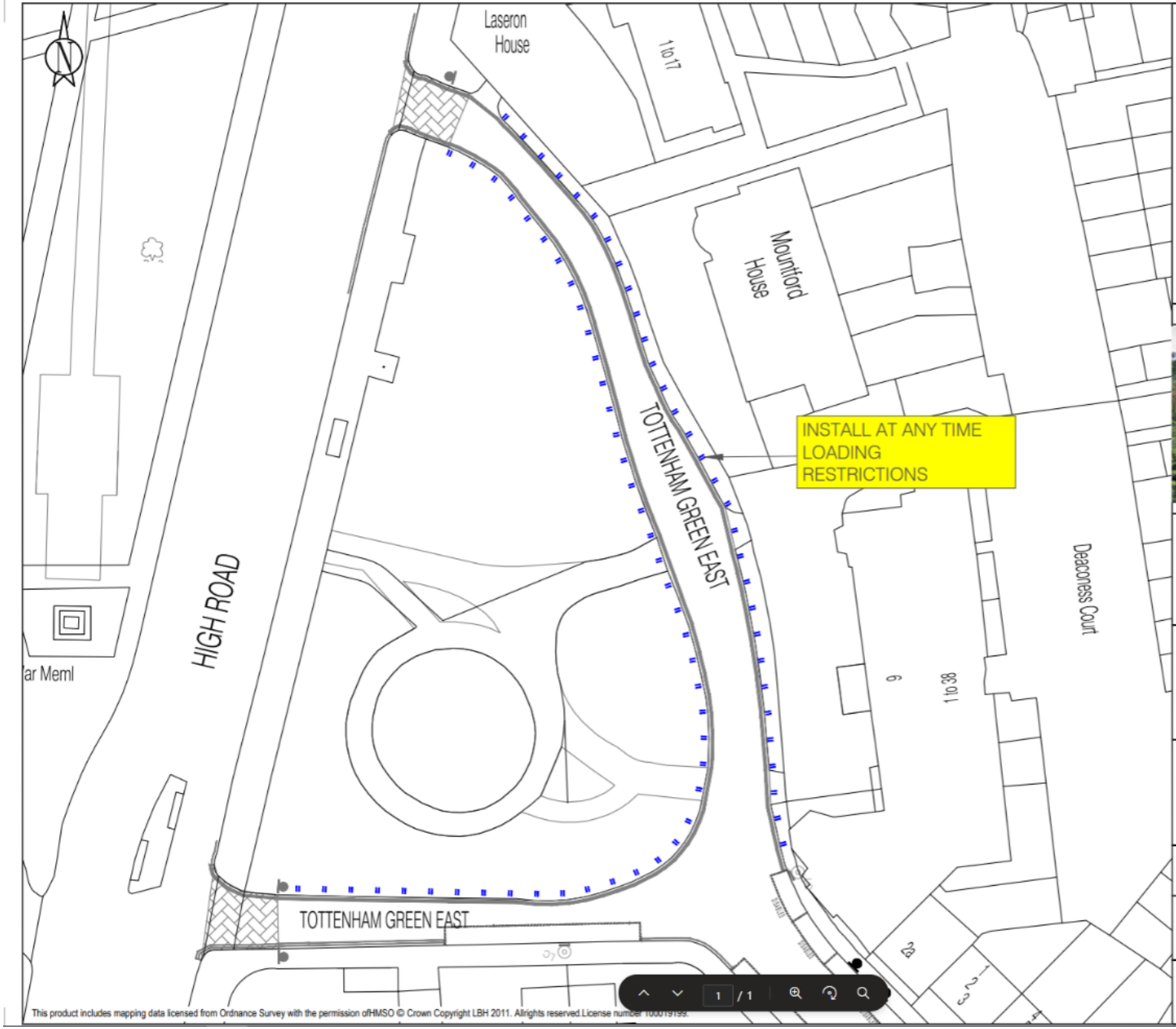

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- EXISTING TREE

LOCATION PLAN

SITE LOCATION

ALONG ENTIRITY OF TOTTENHAM GREEN EAST FROM DB TO START OF RED ROUTE

WORKS

INSTALL AT ANY TIME LOADING RESTRICTIONS

ENVIRONMENT AND NEIGHBORHOODS
PARKING SCHEMES

4th FLOOR ALEX HOUSE, 10 STATION ROAD
WOOD GREEN, LONDON N22 7TR

SCALE
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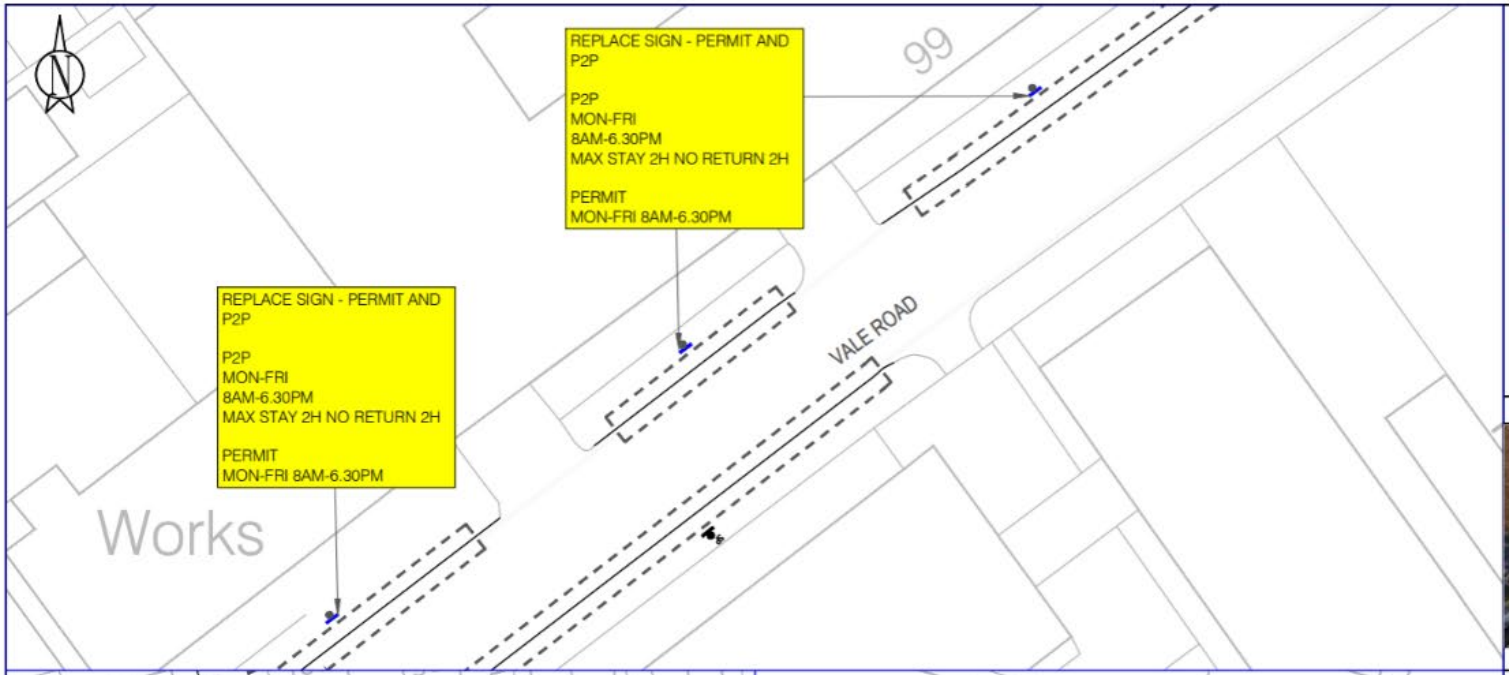
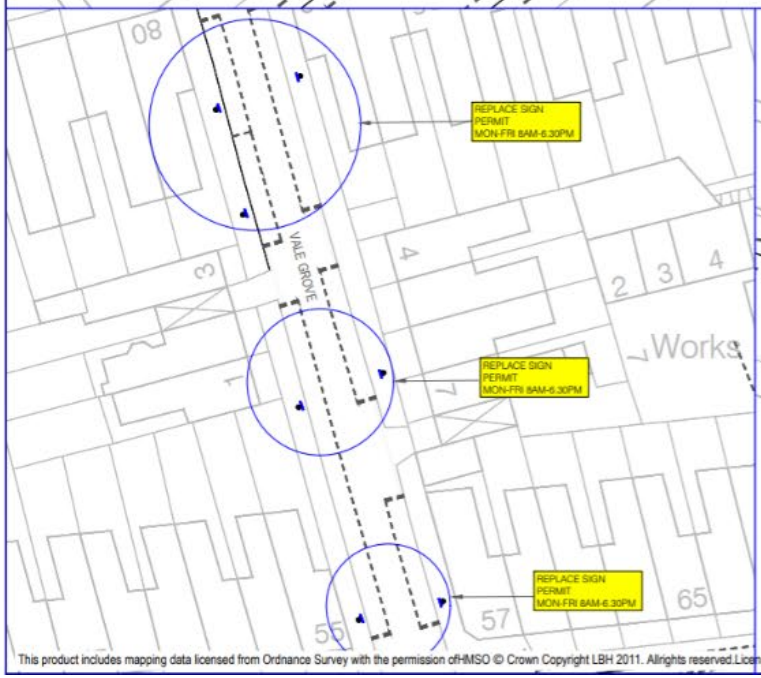
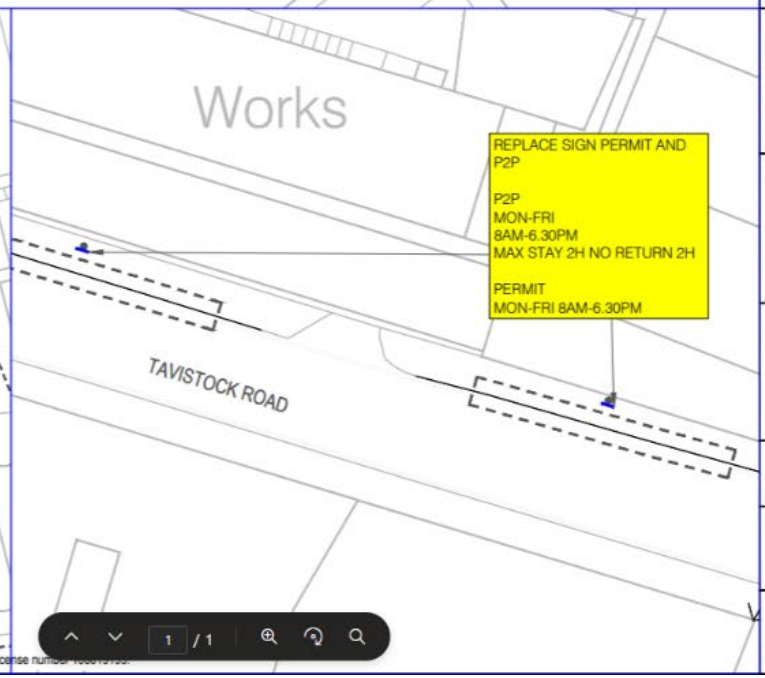
DRAWN	CHECK	DATE DRAWN
JB	AB	27/01/2025

DRAWING NO.
MW-2024-04

Haringey LONDON







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- EXISTING TREE

LOCATION PLAN

SITE LOCATION

ALONG ENTIRITY OF TAVISTOCK ROAD
ALONG ENTIRITY OF VALE GROVE
ALONG 99 VALE ROAD

WORKS

REPLACE EXISTING RESTRICTIONS:
PERMIT ONLY ON VALE GROVE
SHARED USE PERMIT & P2P ON TAVISTOCK AND VALE ROAD

ENVIRONMENT AND NEIGHBOURHOODS
PARKING PROJECTS

4th FLOOR ALEX HOUSE, 10 STATION ROAD
WOOD GREEN, LONDON N22 7TR

SCALE
NTS

DRAWN	CHECK	DATE DRAWN
JB	AB	17/01/2025

DRAWING NO.
MW-2024-04

Haringey LONDON

KEY:

Rev	Description	Checked	Date

Project
ALEXANDRA PRIMARY SCHOOL - WESTERN ROAD

Title
LINE MARKING
OUTSIDE ALEXANDERA PRIMARY

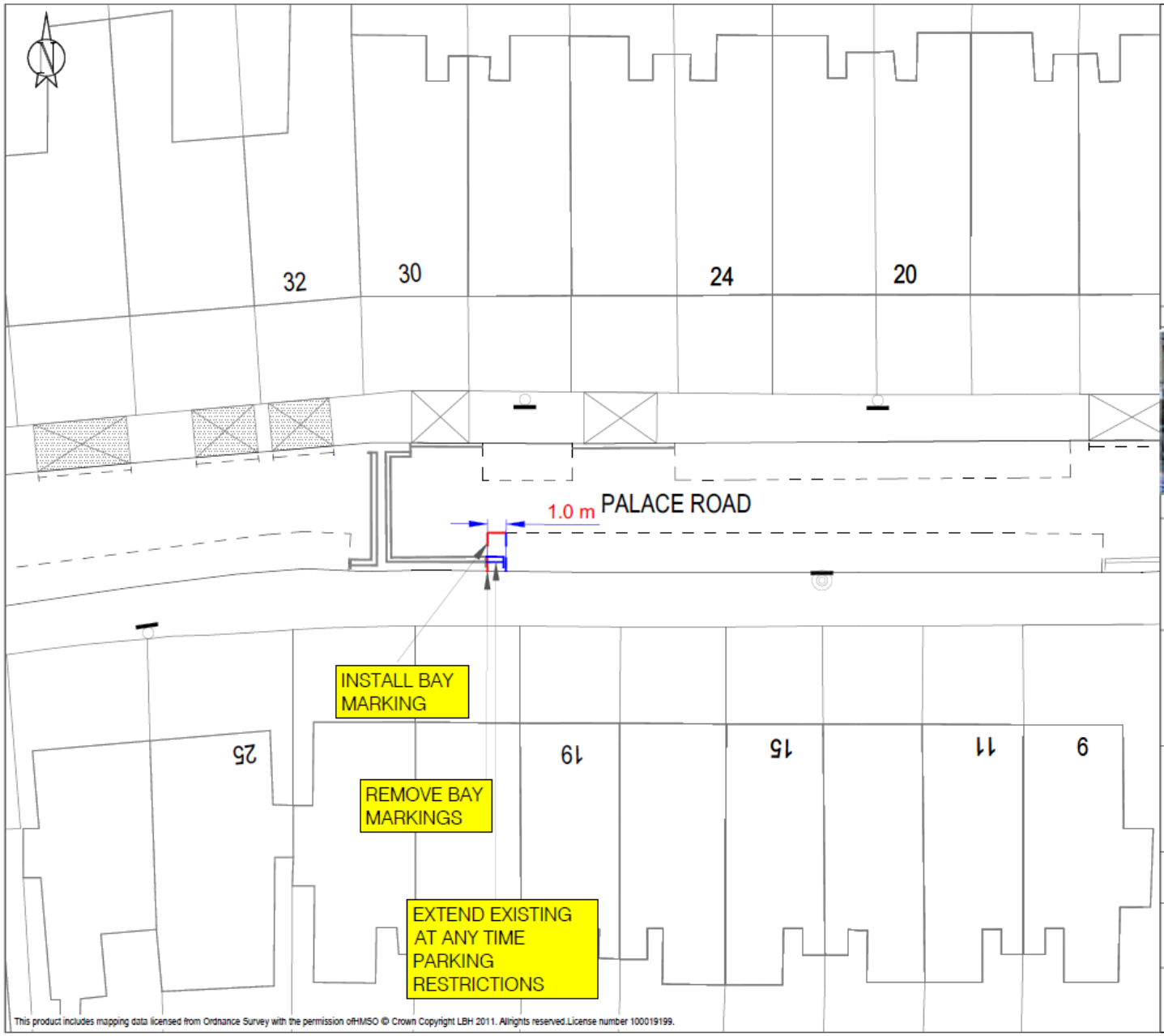
Designed	Drawn	Checked
AI	AI	YK

Scale	Date Drawing Created
1:250	

Dwg. No	Rev
HEARTLANDS/100/007	-

Haringey

APPENDIX 2



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- EXISTING TREE

LOCATION PLAN

SITE LOCATION

OUTSIDE 19-21 PALACE ROAD

WORKS

REDUCE BAY MARKINGS BY 1 METRE,
INSTALL NEW BAY MARKING
EXTEND EXISTING DYL

ENVIRONMENT AND NEIGHBOURHOODS
PARKING PROJECTS

4th FLOOR ALEX HOUSE, 10 STATION ROAD
WOOD GREEN, LONDON N22 7TR

SCALE
1:200 @ A3

DRAWN	CHECK	DATE DRAWN
MD	SS	30/9/2025

DRAWING NO.

MW-2024-04-Pr16 - REV A

Haringey LONDON

APPENDIX 3

PROPOSED INTRODUCTION/AMENDMENT/REMOVAL OF WAITING AND LOADING RESTRICTIONS – VARIOUS LOCATIONS – MINOR WORKS BATCH NO.4

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***

T56

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 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
Craven Park Road/Elm Park Avenue N15	To install double kerb blips (no loading at any time) on the existing double yellow lines outside and adjacent to No.105 & No.109 Craven Park Road N15.
Creighton Avenue N2	To shorten the west side of the free parking bay outside No.77 by 2.5 metres.
Dashwood Road N8	To remove the single yellow line outside No.1a and join up the adjacent resident permit holders only parking bays.
Eade Road N4	1. To convert the section of free parking outside No.1 to 30 Vivian House to resident permit holders only parking operating Monday-Friday 8am-6:30pm. 2. To convert the pay by phone parking bay outside No.195-199 (New River Studios) to shared use pay by phone/resident permit holders only. The operational times will remain the same.
Finsbury Park Avenue N4	1. To install approximately 7 metres of double yellow lines opposite No.86-90. 2. To install approximately 11 metres of resident permit holders only opposite No.92/106-108 operating Monday-Friday 8am-6:30pm.
Hermitage Road N4	To replace 2 metres of resident permit holders only parking with double yellow lines outside No.44 (western side of property boundary).
La Rose Lane N15	1. To replace single yellow line with double yellow line the east side from opposite No.99 to opposite No.119. 2. To install double kerb blips (no loading at any time) on the east side of from the end of the pedestrian crossing (approximately 18 metres south from the junction with Etherley Road) to a point opposite No.71 Cranleigh Road.
North Hill N6	To shorten the existing resident permit holders only bay by extending the adjacent single yellow line north-eastwards outside No.16a by 1 metre.
Palace Road N8	To shorten the existing resident permit holders only bay by extending the adjacent double yellow lines eastwards outside No.19/21 by 4 metres.
Saxon Road N22	To shorten the existing resident permit holders only bay by extending the adjacent double yellow lines eastwards outside No.33 by 1 metre.
Springfield Avenue N10	To extend the existing disabled parking bay outside No.54 south by 1 metre.
Tottenham Green East/Tottenham Green East South Side N15	To install double kerb blips (no loading at any time) on existing double yellow lines on both sides of Tottenham Green East between the northern arm of its junction with High Road and Tynemouth Road and on the north side of Tottenham Green East South Side between the southern arm of its junction with High Road and Tottenham Green East (opposite No.2).
Tavistock Road N4	To convert all shared use resident permit/pay by phone parking bays to permit holders/pay by phone bays. The operational times will remain the same.
Vale Grove N4	To convert all resident permit and business permit bays to permit holder only bays. The operational times will remain the same.
Vale Road N4	To convert x3 shared use resident permit/pay by phone parking bays to permit holders/pay by phone bays outside No.97-99. The operational times will remain the same.
Western Road N22	To install 12 metres of double kerb blips (no loading at any time) on the south side opposite the access to New River Path (between school keep clear 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 refence **2024-T56**, by **12th March 2025.**

Dated: 19th February 2025

Ann Cunningham
Head of Highways and Parking

APPENDIX 4

2024-T56 - Minor Works Batch 4 - Statutory Consultation

Reply | Reply All | Forward

RL Rio Lovett

To RSEUNorth@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; northwestareasupportteam@london-fire.gov.uk; Poteliakhoff@tiscali.co.uk; communications@londonambulance.nhs.uk; mannrs.london@arriva.co.uk; **+11 others**

Tue 18/02/2025 10:1

Retention Policy Haringey Global Retention (9 years) Expires 16/02/2034

2024-T56 - Minor Works Batch 4 - Consultation Document.zip
8 MB

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 Enfield & Haringey Independent on 19th February 2025 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 is also 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 12th March 2025.

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

APPENDIX 5

Objection 1	I am owner of a house in Palace Road in the permit holders only bay that is due to be shortened. We were part of the group that initially requested the barrier across Palace Road many years ago and it has served its purpose very well over the years, preventing the road from becoming a rat run where cars were speeding dangerously between Park Road and Middle Lane. Very recently a parking bay was removed next to the barrier opposite to no. 21 and we cannot see the necessity of removing a further 4 metres of parking space on what is already a very tight parking area. I have requested an appointment to visit Station Road to see the reasoning behind this new arrangement but have had no response. There is no reason given that I can find on line. It is perfectly possibly to turn a large car or van in the space beside the barrier if necessary and many large vehicles use the area successfully every day. With a wider gap around the barrier motorbikes and electric bikes will be able to cut through at speed with the likelihood of causing a collision. We strongly object to losing more parking space without a given reason/justification.
Objection 2	Consultation Document about the extension of double yellow lines on Palace Rd N8. We strongly object to the removal of parking spaces and placement of double yellow lines outside numbers 19 and 21 on Palace Road, N8. This will reduce the parking spaces and create increased Health and Safety challenges at the barrier outside Number 30 Palace Rd. We could not determine exactly why this request was submitted, so I will speak generally about this area. I am concerned that Haringey has been asked to use its limited financial resources for this change, which, as residents, we do not understand and seems an unnecessary use of vital council funds and its limited resources. We recently lost a parking bay outside number 28 to allow residents to reverse out of their driveway. This new change puts additional stress on parking for residents who are already paying for parking permits for very limited parking places. Those using this driveway, including large vans, have no trouble parking or leaving the property easily. Unfortunately, the rise in the use of delivery motorbikes, electric bikes and electric scooters using this cut-through has compromised this safety. Moreover, some teenagers enjoy repeatedly riding the E-Bikes at high speeds through the gap in the gate for fun, endangering themselves and others. I have helped several children after they clipped the bollards and came off their bikes; luckily, they left without injury. I think the removal of the parking places will create additional empty road space for young people to congregate and gather, creating further problems at this pinch point. Pedestrian safety is a significant concern on this busy walkway used by primary and secondary school children travelling east and west. This issue is especially critical for individuals with pushchairs and wheelchair users on the north side, as they are pushed towards the drop curb adjacent to the bike pathways due to vehicles hanging over the pavement. Additionally, refuse bins are often left on the pavement at the barrier, reducing the accessible width of the pavement and further complicating the situation. This results in a troubling converging point where the Emergency Gate, bike passageway, drop kerb, car overhang, refuse bins and pedestrians moving in both directions converge, posing risks for pedestrians and road users. Our hope is that the road will remain in its current state and that we will continue to enjoy living here.

Objection 3	2024-T56 - Minor Works Batch 4 Resident permit holders parking place (Crouch End 'A' CPZ (CEA)) I Mon-Fri 10:00-12:00 Existing Double Yellow Line extended to include no 19 Palace Road N8 8QL Please note we have emailed TMO (10 days and sent again & telephoned Haringey Council to get specific details about the need for the double yellow lines. However, we have had no response despite Haringey Customer Service providing another email address to the one on the notice, so we can only make assumptions about the request. Generic details on the note are not sufficient to justify the extension of existing double yellow lines. Our objections are as follows: We can't see the rationale for a double yellow line outside no 19 & 21 since we have evidence that cars / vans can reverse & successfully carry out two/three point turns using the space already provided by the existing double yellow lines outside most of 21 even when a car is parked within the bay outside no 19. Please see attached video. The only 'obstructions' are when the refuse is collected – Royal Mail – delivery vans – ambulance service. We have lived in our house for many years – just after the barrier was installed to prevent cars going from Middle Lane to Park Road or vice versa. An excellent TMO. On either side of the barrier are spaces for bikes, motorbikes and mopeds to go through – some travelling through at great speed hence our objection regarding the removal of the parking bay outside no 28 which prevented this happening.. The result is, as predicted, mopeds and specifically Lime bikes going through at alarming speeds. There have been near misses & we hope that there will not be serious accidents something which has happened in Crouch End. However the parking bay outside no 28 was removed so that the resident at no 30 can more easily reverse from their parking space in their front garden. We live at no ## and the removal of yet another parking bay will cause us additional stress / problems when we park. We have had various medical issues in recent years that require us both to drive and a car is essential. We also pay £203 a year for parking between 1000-1200. The unnecessary financial cost should be seriously considered and put to essential safety concerns. In summary we strongly object to the double yellow lines & can only hope that awareness , understanding, equity & a risk assessment, a well as fairness will recognise that the extension of existing yellow lines are NOT required.
Objection 4	extension of yellow lines in Palace Road The Council has provided no evidence or reasoned argument as to why the yellow lines in Palace Road should be extended and two parking places removed. Parking places in Palace Road are already at a premium and in 2024 the two parking places opposite 21 and 19 palace road were removed. As a result of this reduction in parking spaces access to private driveways became easier and vehicles were able to turn in the road by the barrier without risk of damage or accident. There is already a significant difference in the length of yellow lines from the barrier to the start of parking spaces on the south side of the road. The existing yellow lines on the east of the barrier are already considerably longer than those on the west and the current proposals will exacerbate this lack of equity.

	We both of us experience mobility problems.. Doubtless the reduction of available parking spaces will worsen my situation.
Objection 5	Resident permit holders parking place (Crouch End ‘A’ CPZ (CEA)) I Mon-Fri 10:00-12:00 As nobody has responded to my wife’s request for details, I must assume this proposal is as a response to a request from a resident, and presumably the same one who has already made previous demands, which have already impinged on our parking. The gap between the barrier and parking bay is 5.5 metres. The “plaintiff’s” car is huge….but still only 1.93 metres wide; surely this is more than enough for any driver. Said person’s car sits daily approx 2 feet onto the pavement. Is that legal? Isn’t the most obvious thing to do is get a smaller car? Additionally, extending the double yellow lines by 4 meters is ludicrous and takes away a car space, when they are already frequently under pressure. Mopeds would then be able to speed through, as they now do on the opposite side of the road. There is simply no obstruction and no change needed or wanted.
Objection 6	We have an Ltn so to say that you are improving safety where you have an Ltn is laughable. Does this mean that you concede that the Ltn is not working. It can't be both. So remove the Ltn. There is no traffic problem on some off the roads.