

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

Title: Disabled Parking Bays Batch DPB-2024-05

Report

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

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Ward(s) affected: Finsbury Park, Green Lanes, Muswell Hill, Hornsey, South Tottenham,
Tottenham, White Hart Lane,

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

Describe the issue under consideration

To report on the statutory consultation undertaken from 26th February 2025 to 19th March 2025 on the proposals to install, relocate or convert to dedicated disabled bays in the street listed in table 1 of this report.

To approve the recommendations outlined in section 3 of this report.

[Cabinet Member Introduction](#)

N/A.

Recommendations

Head of Service for Highways and Parking is asked to, -

Consider the objections received to the consultation in Appendix 4 attached to this report, including officer recommendations set out in Table 2 in paragraph 6.11.

Agree that the Council exercise its discretion and not cause a public inquiry to be held for the reasons set out in paragraph 6.14 of this report.

Approve the making of the traffic management order, including its publication regarding its making, to implement the proposed changes to disabled parking at 28 locations detailed in Table 1, which includes the following:

- 22 new dedicated disabled bays
- 6 conversions of existing general use disabled bays to dedicated disabled person's parking bays
- Remove controlled parking zone restrictions where the introduction of new dedicated disabled bays is approved.

Reasons for decisions

The introduction and removal of dedicated, and general use disabled parking places, as set out in Table 1 Section 6 and compliance with the Council's Parking Strategy and the Resident Engagement Policy for Parking Schemes.

4 objections were received to 3 out of the 28 proposed changes; a summary of these, and officer recommendations can be found in Table 2 of this report.

The decision to approve the proposals contained within Table 1 section 6.7 will impact on communities living and working in 2 or more wards, however when assessing those impacts officers have concluded that they are not likely to be significant in terms of their effects on those communities. The decision will also not result in significant expenditure being incurred or savings being made nor any virements. The decision to approve the proposal, make the relevant traffic management orders and implement the proposals in Table 1 is not therefore a key decision.

Alternative options considered

An alternative considered was not to undertake the requested introduction of new, upgrade and extend existing or remove disabled and dedicated disabled bays listed in Table 1. This is not recommended as it doesn't align with our Parking Strategy and our Resident Engagement Policy for Parking Schemes, and guidance issued by Department for Transport (DfT).

Background

Blue Badge holders in Haringey are entitled to make an application for a dedicated disabled persons' parking bay. Such bays required to be located close to the applicant's home.

A dedicated disabled persons parking bay (for the sole use by one vehicle) may be recommended if the applicant meets the following criteria (including conversion of a standard disabled persons parking bay to a dedicated disabled persons permit parking bay):

- The applicant must be the holder of a current blue badge issued under the Disabled Persons (Badges for Motor Vehicles) Regulations 2000.
- The applicant must reside permanently at the address; or be able to nominate another driver who also resides permanently at the same address.
- The applicant, or the nominated driver, must have a driver's licence that is registered at the address where the bay is to be provided.
- The applicant must be able to provide written consent (medical consent form) for the Council to access their Blue Badge mobility assessment form and gather evidence to show the applicant has considerable difficulty in walking.
- The applicant has no access to alternative off-street parking. Applications are unlikely to be approved if the applicant has access to off-street parking areas such as a garage, a driveway or an area of hardstanding within their property. Exceptions may be considered if facilities can be demonstrated as being unsuitable for the use of a disabled person due to the nature of their disability.
- The applicant is in receipt of the higher rate of the Mobility Component of the disability living allowance elements of the Blue Badge Eligibility criteria; or
- Scores 12 points or more under the 'moving around' activity of the mobility component of Personal Independence Payment (PIP); or
- Is in receipt of the higher rate Attendance Allowance (aged 64 and over) or
- Is in receipt of the mobility component of PIP and has obtained 10 points specifically for Descriptor E under the "planning and following journeys" activity on the grounds that

they are unable to undertake any journey because it would cause them overwhelming psychological distress; or

- Receives a War Pensioner's Mobility Supplement (WPMS); or
- Has been both awarded a lump sum benefit at tariffs 1-8 of the Armed Forces Compensation Scheme and certified as having an enduring and substantial disability which causes the inability to walk or very considerable difficulty in walking; or
- Can provide written evidence from a professional medical consultant (not a general practitioner) providing reasons why a disabled dedicated parking bay is required.

A disabled persons parking bay or dedicated disabled persons parking bay may also be recommended for removal:

- If an individual's circumstances change, whereby the applicant no longer meets the criteria listed in Section 6.2.
- The applicant; or the applicant's relatives, friends, or neighbours; advise the Council that a bay is no longer in use or required.

Occasionally, the Council receive requests to amend existing disabled persons' parking bays or dedicated disabled persons' parking bays where:

- An applicant would like a bay moved closer to their property or facility.

In all cases, Council officers will conduct an assessment and undertake statutory consultation on proposed changes; the outcome of both helps inform the recommendations.

Due to the volume of applications the Council receives, undertaking each application on an individual basis would not be cost-effective. To efficiently process requests, applications are assessed and progressed in batches.

Table 1 below lists 28 locations where changes are proposed, and these have undergone statutory consultation. The changes proposed are where the applicant meets the criteria set out under paragraph 6.2. See **Appendix 1** for detailed drawings:

Table 1

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(1)	Elsden Road N17	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(2)	Albert Road N15	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	Y
(3)	Queens Road N11	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(4)	Trulock Road N17	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(5)	Fairfax Road N8	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(6)	Kitchener Road N17	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(7)	Middle Lane N8	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(8)	Birchington Road N8	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(9)	Mayfair Gardens N17	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(10)	Marriott Road N10	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(11)	Cavendish Road N4	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(12)	Holcombe Road N17	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(13)	Risley Avenue N17	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(14)	Nelson Road N8	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(15)	Beresford Road N8	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(16)	Rutland Gardens N4	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(17)	Harringay Road N15	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(18)	Lordship Lane N17	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(19)	Northumberland Park N17	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(20)	St Anns Road N15	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(21)	Lymington Avenue N22	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(22)	Fairfax Road N8	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(23)	Curzon Road N10	Convert existing standard 6.6 metre disabled bay to Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(24)	Henningham Road N17	Convert existing standard 6.6 metre disabled bay to Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(25)	White Hart Lane N22	Convert existing standard 6.6 metre disabled bay to Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(26)	Rutland Gardens N4	Convert existing standard 6.6 metre disabled bay to Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(27)	Blythwood Road N4	Convert existing standard 6.6 metre disabled bay to Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(28)	Gladstone Avenue N22	Convert existing standard 6.6 metre disabled bay to Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N

Statutory Consultation

Statutory notification commenced on 26th February 2025 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 19th March 2025

In addition to the above, letters informing of the proposed changes were hand delivered to all properties in proximity to the proposed changes. **Appendix 2** contains copies of the letters delivered to affected frontages.

See **Appendix 3** for a copy of the statutory 'notice of proposal' advertised. As part of the statutory process, the views of the following statutory bodies were also sought, 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

Responses to Statutory Consultation

The Legal requirement of statutory consultation was followed with the instalment of street notices and newspaper adverts to notify the public of the statutory consultation and how they could object should they wish to. A total of 4 objections were received for 3 of the proposals in Table 1. The objections received to the statutory consultation, along with officer recommendations, can be found in Table 2 below.

Table 2

Reference	Objection Theme	Officer Recommendation	Officer Response
Item (6) Table 1 Kitchener Road N17	2 objections - the objectors stated that there are already several disabled bays on the road and parking availability for residents is becoming an issue.	The applicant meets the Council's eligibility criteria for the dedicated disabled parking bay. Not installing the proposed bay would breach the Council's Policy for Disabled Parking Places as the applicant meets the required eligibility criteria. The Council should proceed with the proposal.	The objectors have been notified via e-mail that their objection/comments have been recorded and will be considered as part of the reporting process. The outcome of the decision report will be available to share with the objectors once a decision has been taken.
Item (12) Table 1 Holcombe Road N17	1 objection - I don't object to the bay in principle, but I would like it to be shortened in length to minimise as far as possible the overlap with the front of 48 Holcombe Road. I think shortening the bay in this way is reasonable.	Under the Traffic Signs Regulations and General Directions 2016 there is requirement for the disabled bay to be a minimum length of 6.6m. Reducing the size will make the bay non-complaint and the recommendation is therefore to implement as proposed.	The objector has been notified via e-mail that their objection/comments have been recorded and will be considered as part of the reporting process. The outcome of the decision report will be available to share with the objectors once a decision has been taken.
Item (9) Table 1 Mayfair Gardens N17	1 objection – the objector stated that the proposed dedicated disabled bay would: • Further reduce already scarce parking spaces. • Increase financial burdens on residents	Whilst the Council understands the parking pressures especially during event day, the applicant meets the Council's eligibility criteria for the dedicated disabled parking bay. Not installing the proposed bay would	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

Reference	Objection Theme	Officer Recommendation	Officer Response
	who already pay high permit fees. • Worsen event day parking restrictions, making it even harder to park. • Ignore the issue of improper driveway parking and illegal bay reservations. • Fail to address previous refusals of drop kerb applications. And strongly urged for the council to reconsider	breach the Council Policy for Disabled Parking Places as the applicant meets the required eligibility criteria. Event day restrictions in this area will be considered as part of CPZ review. The Council should proceed with the proposal	be available to share with the objectors once a decision has been taken.

After considering the comments received to the statutory consultation officers recommend that no alterations are made to the 28 proposals listed in **Table 1**.

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, 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.

The council does not need to hold a public inquiry prior to the making of a TMO due to the exemption set out in Regulation 9 (4)(a) which *“authorises the use of part of a road as a parking place, or designates a parking place on a road, for the use of a disabled person's vehicle as defined by section 142(1) of the 1984 Act”*;

Officers also do not consider that the proposals will impact on peoples' human rights and their enjoyment of their possession/use of their home.

By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic, including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters: -

- The desirability of securing and maintaining reasonable access to premises.
- The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenities.
- The national air quality strategy.
- Facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
- Any other matters appearing to the Council to be relevant.

The proposals are aimed at securing reasonable access to premises and does not hinder the passage of public service vehicles. The above factors are also the factors that officers considered will secure the expeditious movement of traffic on its road network as required under section 16 of the Traffic Management Act 2004.

Contribution to strategic outcomes

The introduction and management of disabled parking places align with the Council's Theme 2: Responding to the climate emergency in the Corporate Delivery Plan –2024-2026. The delivery of this change to disabled parking will ensure that the Council manages parking for local residents on the public highway. This will improve access to disabled parking and provide managed street space.

The eligibility for the introduction of disabled and dedicated disabled parking places is clearly defined by the criteria set out in section 6.2 of this report.

Section 149 of the Equality Act 2010 (the Public Sector Equality Duty ('PSED')) requires the Council to have due regard to the need to eliminate discrimination, harassment, victimisation, advance equality of opportunity between persons who share a relevant protected characteristic (including people with a disability) and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it when deciding whether to approve the proposals in this report. Officers' consideration of the discharge of the PSED in relation to the approval of the proposals in this report are set out in section 11 of this report.

Carbon and Climate Change

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.

Comments of the Chief Financial Officer

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

The cost to implement the proposed changes is estimated to be approximately £9K and this includes costs for processing traffic orders. This will be funded from the Council's approved Capital Programme within capital scheme 332 – Disabled Parking budget provision.

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

Comments of the Director of Legal Services and Governance

The Council's powers in relation to the making of traffic management orders to introduce, relocate, etc., disabled parking spaces and regulating vehicular traffic on the highway are contained in sections 45 and 46, of the Road Traffic Regulation Act 1984.

When determining what paying parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners

and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.

- The factors which have pointed in favour of introducing, relocating, etc., the disabled parking spaces and regulating vehicular traffic on the highway when considering the section 122 duty in the Road Traffic Regulation Act 1984 is set out in paragraph 6.14[] of this report.

Before deciding whether to implement the proposals in this report, the Council must undertake a consultation in accordance with the Local Authorities' Traffic Orders (Procedure)(England and Wales Regulations 1996 which is explained in paragraphs 6.8 to 6.11 of this report has been done.

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 sent out in Appendix 4 to this report and officers' consideration of the same set out in Table 2 in paragraph 6.11 of this report which must be taken into account before the decision whether to implement the speed reduction measures /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.

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.

The decision to approve the introduction, relocation, etc., of the disabled parking spaces and regulating vehicular traffic on the highway is an executive decision that can be exercised by the Head of Highways and Parking in accordance with the Council's Constitution and delegation given by the Corporate Director of Environment and Resident Experience in his scheme of delegation dated 14 October 2024.

Equalities Comments

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

The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status apply to the first part of the duty.

The Council must, when carrying out the Council's functions (which includes making decisions), have due regard to the needs set out in section 149 of the Equality Act 2010 (the Public Sector Equality Duty ('PSED')). This duty includes having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic (including people with a disability) and persons who do not share it.

S149 (4) of the Equality Act 2010 stresses the public sector equality duty strongly in respect of disabled persons and extends the meaning of 'due regard' to include the steps involved in meeting the needs of disabled persons in particular "steps to take account of disabled person's disabilities".

The proposal to recommend the lengthening of disabled parking places at various locations in the borough is a necessary step that recognises and takes account of the parking needs of Haringey's disabled residents. It accords with meeting the Council's public sector equality duty in regard to the protected characteristic of disability.

Use of Appendices

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

Appendix 2 – Statutory Consultation notification letters delivered to properties

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

Appendix 4 – List of Responses Received to the consultation

Background Papers

Haringey Parking Strategy

Parking Schemes – Resident Engagement Policy