

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-2025-01

Report authorised by: Matt Davies, Parking Policy and Projects Manager

Report Author/s: Bethlehem Girma, Senior Engineer - Traffic & Parking

Ward(s) affected: Alexandra Park, Bruce Castle, Crouch End, Harringay, Hermitage & Gardens, Highgate, Hornsey, Noel Park, Northumberland Park, South Tottenham, St Ann's, Stroud Green, Tottenham Central, Tottenham Hale, White Hart Lane, Woodside

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

1 Describe the issue under consideration

1.1 To report on the statutory consultation undertaken from 20th August 2025 to 10th September 2025 on the proposals to install, relocate or conversion to dedicated disabled bays in the street listed in table 1 of this report.

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

2 Cabinet Member Introduction

2.1 N/A.

3 Recommendations

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

3.2 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.

3.3 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.

3.4 Approve the making of the traffic management orders pursuant to powers in the Road Traffic Regulation Act 1984 (RTRA 1984), including its publication regarding its making, to implement the proposed changes to disabled parking at 43 locations detailed in Table 1, which includes the following:

- 34 new dedicated disabled bays
- 9 conversions of existing disabled bays to dedicated disabled permit bays
- Remove controlled parking zone restrictions where the introduction of new dedicated disabled bays is approved.
- Introduce waiting restriction extensions at some locations

4 Reasons for decisions

- 4.1 The introduction and removal of dedicated, and general use disabled parking places, as set out in Table 1 Section 6 of this report is in accordance with the Council's Parking Strategy and the Resident Engagement Policy for Parking Schemes.
- 4.2 14 objections were received to 12 out of the 43 proposed changes; a summary of these, and officer recommendations can be found in Table 2 of this report.
- 4.3 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 (article 12.03 of the Constitution).

5 Alternative options considered

- 5.1 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).

6 Background

- 6.1 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.
- 6.2 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.

6.3 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.

6.4 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.

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

6.6 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.

6.7 Table 1 below lists 43 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)	24 Gladesmore 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

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(2)	opposite No.105/107 Birkbeck 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	Y
(3)	Opposite Roseland Close on Cavell 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
(4)	11 Milton Park, N6	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)	194 Devonshire Hill 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
(6)	17 Coleridge 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

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(7)	28 Grove Park 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
(8)	5 Hanover 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
(9)	76 Henningham 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
(10)	91 Morley Avenue, N22 why is this highlighted?	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)	Adjacent to No.157 Lordship Lane on Lordsmead 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	Y

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(12)	No.17 Granville 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	Y
(14)	No.61 Gospatrick 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
(15)	Adjacent to No.27/29 Salisbury Road on Moselle 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
(16)	34 Wellington Avenue, 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
(17)	8 Chesthunte 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

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(18)	26 Princes 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
(19)	opposite No.71/79 Tamar Way on Chesnut 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
(20)	75 Ferme Park 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
(21)	Adjacent to No.419 High Road (Space apartments) on Myddleton Road 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
(22)	125 Hewitt Road, N8	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)
(23)	11 Cadoxton Avenue, 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
(24)	55 Hanover 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
(25)	24 Outram Road, 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
(26)	Opposite No.2/4 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
(27)	Boyton Road N8 from the northern property boundary of No.43	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)
(28)	159 Morley 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
(29)	165 The Roundway, 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
(30)	23 Glendish 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
(31)	58 Hampden Road, N8	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
(32)	33/35 Clifton Gardens, 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

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(33)	45 Woodstock 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
(34)	No.21-43 Tiverton 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
(35)	127 St Loys Road, N17	Convert existing residential bay to 6.6 metre Dedicated Disabled	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(36)	88 Upper Tollington Park, 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
(37)	at the northern end of Myddelton Road N8 (eastern nose-in bay opposite flats 1 to 12 Boyton Road)	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)
(38)	43 Brantwood 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
(39)	56, Hanbury 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
(40)	122 Wightman 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
(41)	Winkfield Road, from the southern property boundary of No.68 Winkfield Road N22 heading south	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
(42)	102 Gloucester 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

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(43)	37 Culvert 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

Statutory Consultation

- 6.8 Statutory notification commenced on 20th August 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 10th September 2025.
- 6.9 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.
- 6.10 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 the **Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ("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

- 6.11 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 14 objections were received for 12 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
<p>Item (23) Table 1 11 Cadoxton Avenue N15</p>	<p>1 objection - the objector stated that double-yellow lines and a Controlled Parking Zone (CPZ) and two electric vehicle charging bays introduced, drastically limited the availability of parking. The proposed installation of a dedicated disabled bay would further reduce already-scarce parking availability.</p> <p>Flawed Consultation Process: The consultation is only accessible via a QR code, which effectively excludes many residents — particularly older individuals or those without smartphones or internet access.</p>	<p>Officers considered the objection and it has not been upheld.</p> <p>The applicant for the dedicated disabled parking bay passed all criteria required. Not installing the proposed bay would breach the Council Policy for Disabled Parking Places as the applicant meets the required eligibility criteria.</p> <p>The Council should proceed with the proposal.</p> <p>Regarding the consultation process, the Council provides various means for residents to submit their responses, as outlined in the consultation document distributed. A copy of this document can be found in Appendix 2 of this report.</p> <p>Residents can respond to the consultation via the Portal, email and post at the addresses stated on the letter.</p>	<p>The objector has been notified via e-mail that their objection/comments have been recorded and will be considered as part of the reporting process. The outcome of the decision report will be available to share with the objectors once a decision has been taken.</p>
<p>Item (34) Table 1 21-43 Tiverton Road N15</p>	<p>1 objection - The family which has been given these disability parking spaces have no physical needs and they have no family member with disability.</p>	<p>Officers considered the objection and it has not been upheld.</p> <p>The applicant for the dedicated disabled parking bay passed all criteria required. Not installing the proposed bay would breach the Council Policy for Disabled Parking Places as the applicant meets the required eligibility criteria.</p> <p>The Council should proceed with the proposal</p>	<p>The objector has been notified via e-mail that their objection/comments have been recorded and will be considered as part of the reporting process. The outcome of the decision report will be available to share with the objectors once a decision has been taken.</p>

Reference	Objection Theme	Officer Recommendation	Officer Response
Item (27) Table 1 Boyton Road N8 near No.43	2 objections – we do not support the proposed dedicated bay at No. 43 Boyton Road because it's not required by the owner of the house and was not requested.	Officers considered the objection, and it has not been upheld. The dedicated disabled bay is proposed to be installed in the area north of No. 43 and will not be located directly outside that property. The bay is intended for use of another resident in the street. The Council should proceed with the proposal	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 (18) Table 1 26 Princes Avenue, N22	1 objection – I do not support and object to the proposal We have an autistic son with an EHCP and a disability badge. The bays in Princes Avenue are very important to us and we aware of at least two other families with badges that share the bays.	Officers considered the objection, and it has not been upheld. The applicant for the dedicated disabled parking bay passed all criteria required. Not installing the proposed bay would breach the Council Policy for Disabled Parking Places as the applicant meets the required eligibility criteria. The Council should proceed with the proposal. For use of other blue badge holders, the council will investigate other spaces in the street for the possibility of introducing a standard disabled bay.	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 76 Henningham Road N17	2 objection – strongly oppose having another dedicated disabled parking bay. Please find another spot for this bay, this would be the second one if this goes ahead in close proximity opposite each other. Another bay is not necessary on this street parking is at a premium on this street.	Officers considered the objections, and they have not been upheld. The applicant for the dedicated disabled parking bay passed all criteria required. Not installing the proposed bay would breach the Council Policy for Disabled Parking Places as the applicant	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

Reference	Objection Theme	Officer Recommendation	Officer Response
	There is also a dedicated parking bay opposite the bay number DB326 that hasn't been used in over one year, this bay takes up roughly two car spaces this doesn't make any sense, nobody can park there if it's not in use as it a dedicated bay.	meets the required eligibility criteria. The Council should proceed with the proposal. With regards the existing bay DB326, the council has a removal programme if a bay is not in use /not required. We will add this to programme to investigate and action accordingly.	once a decision has been taken.
Item (40) Table 1 122 Wightman Road N4	1 objection - I am also disabled and a blue badge holder. If the bays outside my house are designated to specific cars rather than being generic or general disabled bays this will make it difficult for my carers and family who care for me to park outside my residence. My carers visit 4 times a day and it is already a struggle for them to find parking. My family who also visit daily to support me also struggle to park.	Officers considered the objection, and its not been upheld. Disabled bays are intended to support Blue Badge holders by providing easier access for essential journeys. They are not designed for the long-term parking of multiple vehicles outside a residence. The applicant for the dedicated disabled parking bay passed all criteria required. Not installing the proposed bay would breach the Council Policy for Disabled Parking Places as the applicant meets the required eligibility criteria. Officers therefore recommended that the Council proceeds with the proposed installation of the bay.	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 (29) Table 1 165 The Roundway N17	1 objection - The proposed location is unsafe and unsuitable. It sits on a busy dual carriageway where vehicles are not meant to stop or park. Forcing drivers to pull over here	Officers considered the objection; the objection is not upheld. Parking is currently taking place at this location, and the bay is necessary to	The objector has been notified via e-mail that their objection/comments have been recorded and will be considered as part of

Reference	Objection Theme	Officer Recommendation	Officer Response
	<p>would endanger the driver, their passengers, cyclists, and other motorists. This is particularly concerning for anyone with mobility issues, as getting in and out of a vehicle under such conditions is highly unsafe.</p>	<p>support a disabled resident who requires accessible parking close to their home.</p> <p>The applicant for the dedicated disabled parking bay passed all criteria required. Not installing the proposed bay would breach the Council Policy for Disabled Parking Places as the applicant meets the required eligibility criteria.</p> <p>Officers therefore recommended that the Council proceeds with the proposed installation of the bay.</p>	<p>the reporting process. The outcome of the decision report will be available to share with the objectors once a decision has been taken</p>
<p>Item (24) Table 1 55 Hanover Road N15</p>	<p>2 objections- to enforcing another additional disabled parking bay. Two new disabled parking bays have already been allocated to Hanover Road at the beginning of the road, these bays are not used by disabled residents and normal vehicles park there which they have every right to as they used to park originally in that space. A further few additional bays is going to reduce the space for normal bays and drivers.</p>	<p>Officers considered the objections, and they have not been upheld.</p> <p>The applicant for the dedicated disabled parking bay passed all criteria required. Not installing the proposed bay would breach the Council Policy for Disabled Parking Places as the applicant meets the required eligibility criteria.</p> <p>The Council should proceed with the proposal.</p>	<p>The objector has been notified via e-mail that their objection/comments have been recorded and will be considered as part of the reporting process. The outcome of the decision report will be available to share with the objectors once a decision has been taken.</p>
<p>Item (4) Table 1 Milton Road N6</p>	<p>1 objection- completely in agreement with disabled bays if there are residents who require them, the council however has recently decreased the parking spaces available in the area.</p>	<p>Officers considered the objections, and they have not been upheld.</p> <p>The applicant for the dedicated disabled parking bay passed all criteria required. Not installing the proposed bay would breach the Council Policy for Disabled Parking Places as the applicant meets the required eligibility criteria.</p>	<p>The objector has been notified via e-mail that their objection/comments have been recorded and will be considered as part of the reporting process. The outcome of the decision report will be available to share with the objectors</p>

Reference	Objection Theme	Officer Recommendation	Officer Response
		The Council should proceed with the proposal.	once a decision has been taken.
Item (43) Table 1 37 Culvert Road N15	1 objection - stating we are practically fighting for parking spots as it is on our road (particularly in the evenings and weekends), and to be able to park as near as possible to our house - this proposal would be highly inconvenient and would worsen an existing issue for the majority of residents on our road.	<p>Officers considered the objections, and they have not been upheld.</p> <p>The applicant for the dedicated disabled parking bay passed all criteria required. Not installing the proposed bay would breach the Council Policy for Disabled Parking Places as the applicant meets the required eligibility criteria.</p> <p>The Council should proceed with the proposal.</p>	The objector has been notified via e-mail that their objection/comments have been recorded and will be considered as part of the reporting process. The outcome of the decision report will be available to share with the objectors once a decision has been taken.
Item (28) Table 1 91 Morley Avenue N22	<p>1 objection – I am also registered disabled with a Motability vehicle.</p> <p>I object to this plan as there are limited spaces available to myself anyway.</p> <p>I would also like to be allocated space myself also</p>	<p>Officers have considered the objection raised. However, not been upheld.</p> <p>The applicant has met all the eligibility criteria required for a dedicated disabled parking bay. Not proceeding with the installation would be contrary to the Council's Policy for Disabled Parking Places, which mandates provision where criteria are met.</p> <p>Should any other resident wish to apply for a dedicated disabled parking bay outside their property, they are entitled to do so. Their application will be assessed in line with the same eligibility criteria.</p> <p>Officers therefore recommended that the Council proceeds with the proposed installation of the bay.</p>	<p>The objector has been notified via e-mail that their objection/comments have been recorded and will be considered as part of the reporting process. The outcome of the decision report will be available to share with the objectors once a decision has been taken.</p> <p>Officers will also advice the resident on how they can apply for a dedicated disabled bay if they wish to.</p>

- 6.12 After considering the comments received to the statutory consultation officers recommend that no alterations are made to the 43 proposals listed in **Table 1**.
- 6.13 It is noted that regulation 9 of 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.
- 6.14 The council is not required to hold a public inquiry prior to the making of these TMOs due to the exemption set out in Regulation 9 (4)(a) which applies where an order *“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.”*
- 6.15 **Officers also do not consider that the proposals will impact on peoples' human rights and their enjoyment of their possession/use of their home.**
- 6.16 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.
- 6.17 The proposals are aimed at securing reasonable access to premises for Blue Badge Holders and does not hinder the passage of public service vehicles. These 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.

7 Contribution to strategic outcomes

- 7.1 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.
- 7.2 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.
- 7.3 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.**

8 Carbon and Climate Change

8.1 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.

9 Comments of the Chief Financial Officer

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

9.2 The cost to implement the proposed changes is estimated to be approximately £11K 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.**

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

10 Comments of the Director of Legal Services and Governance

10.1 The Head of Highways and Parking is asked to approve the recommendations at paragraph 3 and to consider the objections received following statutory consultation to the proposals to introduce new or relocate disabled parking bays listed in Table 1, by way of TMOs made under the RTRA 1984.

10.2 **The Head of Highways and Parking is authorised to make this decision under the Council's Constitution (Part 3, Section E) as delegated to them within the Director of Environment & Resident Experience's Scheme of Authorisation dated 14 October 2024.**

10.3 The Council's powers to make TMOs in respect of disabled parking spaces/bays and regulating vehicular traffic on the highway are contained in sections 6, 45, 46 and 49 of the RTRA 1984.

10.4 When determining what paying parking places are to be designated on its highway, such as disabled parking bays 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 and relocating the disabled parking spaces and regulating vehicular traffic on the highway is set out in paragraph 6.17 of this report (in light of officers' consideration of the duty under s122 of the RTRA 1984).

10.5 **Officers have considered the Council's statutory duty pursuant to section 122 of the RTRA 1984 at paragraphs 6.16 and 6.17 and recommend that the TMOs be made to install or relocate the disabled parking spaces.**

10.6 Before deciding whether to implement the proposals in this report, the Council must undertake consultation in accordance with the LATOR. Officers have carried out statutory consultation as set out in paragraphs 6.8 to 6.12. The Head of Highways and Parking must take into account the consultation responses before deciding whether to implement the measures and make the necessary TMOs.

11 Equalities Comments

- 11.1 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
- 11.2 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 apply to the first part of the duty.
- 11.3 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.
- 11.4 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".

12 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

13 Background Papers

Haringey Parking Strategy

Parking Schemes – Resident Engagement Policy