

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

**Title:** Disabled Parking Bays Batch DPB-2025-03

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

**Report Author/s:** James Grimsdale, Senior Engineer Traffic & Parking

**Ward(s) affected:** Bounds Green, Finsbury Park, Highgate, Hornsey, South Tottenham, Tottenham, Wood Green

**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 4 February 2026 to 25 February 2026 regarding proposals to install, relocate or convert standard disabled bays into dedicated disabled bays in the streets 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 (TMOs) 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 24 locations detailed in Table 1, which includes the following:

- 16 new dedicated disabled bays
- 6 conversions of existing disabled bay to dedicated disabled permit bays
- 2 relocations of existing disabled bays
- Remove controlled parking zone restrictions where the introduction of new dedicated disabled bays is approved.

3.5 Approve the total estimated implementation cost of approximately £12,000, 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.

## 4 Reasons for decisions

- 4.1 The introduction and removal of dedicated, and general use disabled parking places, as set out in Table 1 of this report is in accordance with the Council' **Parking Strategy and the Resident Engagement Policy for Parking Schemes**.
- 4.2 17 objections were received to 8 out of the 26 proposed changes; a summary of these, and officer recommendations can be found in Table 2 of this report.
- 4.3 The proposed bays for Item (16) 107 North Hill and Item (15) 8 Pemberton Road will not be progressed, as the applicants have either moved address or are now deceased.
- 4.4 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 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 26 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)	Flat 3 Greaves Court, Fairfax Road	Convert existing stretch of double yellow line to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident  At all times	Y
(2)	15 Cranleigh 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
(3)	16 Cranleigh 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
(4)	47 Birkbeck 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
(5)	12 Rathcoole Avenue	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)
(6)	30 Henningham Road	Convert existing disabled bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident  At all times	N
(7)	197 The Avenue	Convert existing disabled bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident  At all times	N
(8)	17 Kitchener 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
(9)	93 Nightingale Road	Convert and relocate existing Disabled Bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident  At all times	N
(10)	48 Allison 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)
(11)	87 Greyhound Road	Convert existing disabled bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident  At all times	N
(12)	9 Carysfort 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
(13)	24 Fryatt 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
(14)	28 Ringslade 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
(15)	8 Pemberton 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	Dedicated bay is no longer required

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(16)	107 North Hill	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	Dedicated bay is no longer required
(17)	8 Coleraine 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	Y
(18)	16 Durnsford Road	Convert existing disabled bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident  At all times	N
(19)	51 Hanover 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
(20)	75 Farrant Avenue	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)
(21)	Opposite 10 Redvers 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
(22)	55 Lansdowne Road	Convert existing disabled bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident  At all times	N
(23)	80 Hill Road	Introduce 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident  At all times	N
(24)	2 Bounds Green 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
(25)	Rowan Court, Remington Road	Convert existing disabled 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)
(26)	79 Compton Crescent	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 4 February 2026 for periods 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 25 February 2026.
- 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 18 objections were received for 8 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 (17) Table 1 8 Coleraine Road N8	1 objection – Resident reports there is already severe parking pressure and that they are against the cost of parking permits when there is no parking available in the near vicinity to their property. Resident also gives concern that the existing disabled bay outside no.13 is under-used and unnecessary.	<p>Officers considered the objection, and it has not been upheld.</p> <p>The applicant for the dedicated disabled parking bay has been assessed and 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 review whether the existing standard disabled bay outside no.13 Coleraine Road is still required</p>	The objector has been notified via e-mail that their objection/comment 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 (20) Table 1 75 Farrant Avenue N22	3 objections - All respondents report that parking is already extremely limited and competitive. Residents comment that the applicant has multiple cars and may be using the application to secure permanent exclusive parking rather than for disability need. One resident comments that the bay would encroach on private frontage and restrict access. Another resident states that there is an unused disabled bay on the road that has never been reassessed and questions the council's removal procedures.	<p>Officers have considered the objections; however, they have not been upheld.</p> <p>The proposed disabled parking bay is 6.6 metres in length, which is the minimum standard required under the Traffic Regulations. Due to its size, part of the bay will extend slightly in front of the neighbouring property because of the bay is longer than the width of the property.</p> <p>The dedicated disabled parking bay is being proposed for a resident who has met all the required eligibility criteria. Failure to install the bay would breach the <b>Council's Policy for Disabled Parking Places</b>, as the applicant fully</p>	The objectors have been notified via e-mail that their objections/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.

Reference	Objection Theme	Officer Recommendation	Officer Response
		<p>satisfies the necessary requirements.</p> <p>Therefore, the Council should proceed with the implementation of the proposal and review whether the existing standard disabled bay outside no.30 Farrant Avenue is still required.</p>	
<p>Item (13) Table 1 24 Fryatt Road, N17</p>	<p>1 objection – Belief that proposed applicant does not meet mobility criteria. Concern raised that an existing disabled bay (outside 22 Fryatt Road) is disused due to the previous resident passing away years prior. Request for reassessment and removal of unused bays. Resident also requested for the bay outside no.13 Fryatt Road to be relocated.</p>	<p>Officers considered the objection, and it has not been upheld.</p> <p>The applicant for the dedicated disabled parking bay has been assessed and 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 existing dedicated disabled parking bay outside No. 13 measures 6.6 metres in length, meeting the minimum standard required under the relevant Traffic Regulations. Due to spatial constraints at this location, a portion of the bay extends slightly in front of the neighbouring property. The bay has been positioned at the end of the parking area to ensure it remains as close as possible to the registered user, and this location represents the most practical and suitable arrangement within the available space.</p> <p>The Council should proceed with the proposal and review whether the</p>	<p>The objector has been notified via e-mail that their objection/comment 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
		existing standard disabled bay outside no.22 Fryatt Road is still required.	
Item (23) Table 1 80 Hill Road N10	1 objection – Respondent comments that parking capacity is already heavily constrained due to long bays, widened restrictions, and driveways. Resident gives concern that new requests may arise from inconvenience rather than medical necessity. Comment requests that the council consider whole-street impact before approving further bays.	Officers considered the objection, and it has not been upheld.  The applicant for the dedicated disabled parking bay has been assessed and 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.	The objector has been notified via e-mail that their objection/comment 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 (16) Table 1 107 North Hill N6	6 objections- <b>Not required</b> - Multiple respondents state that the disabled resident tied to the proposal is no longer living at the address. <b>Location</b> - Several objections commented that the location is unsuitable for a disabled bay due to it being a one-way slip road with railings and high kerb making entry/exit difficult for disabled drivers. <b>Parking Pressure</b> - Objections comment that a new apartment block and rehab centre at Mary Feilding Guild is expected to further reduce parking availability. <b>Safety Concerns</b> - Close proximity to Highgate Primary School; belief that additional parking restriction will worsen congestion during school drop-off/pick-up	Officers have considered the objections, and the objections have been upheld.  The disabled resident linked to this proposal is no longer living at the address.  Therefore, the Council should not proceed with the implementation of the proposal.	The objectors have been notified via e-mail that their objections/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.

Reference	Objection Theme	Officer Recommendation	Officer Response
Item (15) Table 1 8 Pemberton Road N4	1 objection - Intended user has passed away; spouse no longer drives. Bay would unnecessarily worsen already limited parking supply.	<p>Officers have considered the objections, and the objections have been upheld.</p> <p>The intended dedicated disabled bay user has passed away.</p> <p>Therefore, the Council should not proceed with the implementation of the proposal.</p>	The objector has been notified via e-mail that their objection/comment 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 (14) Table 1 28 Ringslade Road N22	<p>4 objections – Several objections were received with general concerns that the road is already under intense parking pressure and that council staff parking exacerbates this.</p> <p><b>Street positioning</b> - Requests for a greater distance between two proposed bays close to one property.</p> <p><b>Objection to the bay extension outside no.38</b> commenting that the extension is unnecessary and that the resident does not require mobility aids.</p>	<p>Officers have considered the objections; however, they have not been upheld.</p> <p>The proposed disabled parking bays are 6.6 metres in length, which is the minimum standard required under the Traffic Regulations. Due to its size, it is inevitable that part of the bay will extend slightly in front of the neighbouring property because of the limited space available.</p> <p>Dedicated disabled parking bays are installed as close as reasonably possible to the registered <b>resident's address in</b> order to support their mobility needs.</p> <p>Both dedicated disabled parking bays have been proposed for residents who have met all the required eligibility criteria. Failure to install the bay would breach the <b>Council's Policy for Disabled Parking Places</b>, as the applicants fully satisfy the necessary requirements.</p>	The objectors have been notified via e-mail that their objections/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.

Reference	Objection Theme	Officer Recommendation	Officer Response
		Therefore, the Council should proceed with the implementation of the proposals.	

6.12 After considering the comments received to the statutory consultation officers recommend that no alterations are made to the 26 proposals listed in **Table 1**.

6.13 However, it is recommended that the proposed dedicated disabled bays at 107 North Hill (Item 16) and 8 Pemberton Road (Item 18) are not progressed, as the applicants have either moved away or are deceased.

6.14 The council is not required to hold a public inquiry prior to the making of a TMO 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 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.

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

6.17 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.

6.18 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 £12,000 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 Of the £305k 2025/26 capital budget, the quarter three capital budget monitoring is projecting £137k forecast spend, leaving a remaining budget balance amounting to £168k.

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

## 10 Comments of the Director of Legal 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 install, relocate, or convert bays into dedicated disabled bays at the locations listed in Table 1 of this report 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 6.18 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 6.17 and 6.18 and recommend that the TMOs be made to install or relocate the, or convert bays to, dedicated 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. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.
- 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 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".
- 11.5 The proposal to recommend the introduction 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 – therefore having a positive impact on the concerned individuals with this protected characteristic. It accords with meeting the Council's public sector equality duty in regard to the protected characteristic of disability and advances equality of opportunity between those who share protected characteristics

and those who do not. We do not anticipate any negative impacts of this proposal on other groups with protected characteristics.

## 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