

**Report for:** Director of Environment following consultation with Cabinet Member for Climate Action and Environment – 8 May 2026

**Title:** Trinity Road Motor Vehicle Prohibition (T40)

**Report authorised by:** Simi Shah, Head of Highways and Traffic

**Lead Officer:** Tim Walker, Programme Manager

**Ward(s) affected:** Woodside

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

## **1. Describe the issue under consideration**

- 1.1. This report seeks approval to make a Traffic Management Order to introduce a prohibition of motor vehicles at a point on Trinity Road N22 adjacent to an existing emergency services gate. The gate, which has been in place for many years, physically prevents motor vehicles from driving through this mid-section of Trinity Road. The Order will enable the installation of standard regulatory traffic signs to give effect to the prohibition.
- 1.2. The proposal provides clarity to drivers about the long standing at any time restriction that exists by virtue of the gate and will help reduce road danger and through traffic in the immediate area, including the adjacent Trinity Primary School Street to the east of the gate.
- 1.3. A Notice of Proposal was published on 14 January 2026 and the consultation period closed on 4 February 2026.

## **2. Recommendations**

It is recommended that the Director of Environment:

- 2.1. Notes that no objections or other representations were received in response to the proposed traffic management order (2025-T40) notice<sup>1</sup> of which was published on 14 January 2026.
- 2.2. Approves the making of The Haringey (Moving Traffic Restrictions) (Amendment No. \*) Order 202\* to introduce a prohibition of motor vehicles at Trinity Road N22 at a point approximately 12.6 metres west of the western property boundary of No. 21 Trinity Road, adjacent to the existing emergency access gate.
- 2.3. Authorises installation of the associated traffic signs required to give effect to the Order.

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<sup>1</sup> <https://www.thegazette.co.uk/notice/5035245>

- 2.4. Notes that the Order and associated signage formalise and clarify the long-standing restriction enforced by the emergency gate.

### **3. Reasons for decision**

- 3.1. The decision is necessary to provide drivers with clear and enforceable traffic signs at an existing physical point restriction. Installing standard signs that give legal effect to the prohibition will improve compliance, reduce the potential for confusion and support safe operation of the adjacent School Street.
- 3.2. By preventing general through traffic at this location, the measure will contribute to a safer environment in and around the Trinity Primary School Street located to the east of the gate.
- 3.3. The decision does not result in a contract being awarded or expenditure in excess of £500,000 being incurred nor any virements, so it is not a key decision for that reason.
- 3.4. The decision will also not result in significant impact on communities living or working in two or more wards, in particular, it will not result in substantial public interest/significant social, economic or environmental risk and so is not a key decision for this reason.

### **4. Alternative options considered**

#### Do nothing

- 4.1. Retain the physical gate without a supporting traffic order and signs. This would not provide adequate legal clarity for motorists and may undermine enforceability and compliance.

#### Remove the barrier

- 4.2. This was discounted because it would reintroduce through traffic on Trinity Road, undermine the adjacent School Street environment and increase road danger. It would also conflict with the function of the emergency services access gate.

### **5. Background information**

- 5.1. The existing restriction on Trinity Road N22 is enforced through a long-standing physical gate positioned near the Greek Orthodox Cathedral. This gate has been in situ for many years, understood to be at least a decade, and has historically prevented motor vehicles from passing through the mid-section of the road. The restriction has operated effectively over this period and has contributed to maintaining low traffic conditions in the immediate area.
- 5.2. In recent months the padlock securing the gate, which uses a standard fire brigade key, has been repeatedly removed and the gate left open. This has enabled motor vehicles to drive through the point where the restriction

applies, undermining the purpose of the gate and increasing risk to road users. In particular, this situation compromises the adjacent Trinity Primary School Street (SS25) to the east of the gate, where children walk, wheel and cycle to school. The uncontrolled movement of through-traffic at this location presents a heightened risk to pupils and other vulnerable road users.

- 5.3. In response, the Council has drafted a Traffic Management Order (see notice of proposal in Appendix B) that would enable standard traffic signs, compliant with the Traffic Signs Regulations and General Directions (TSRGD), to be installed adjacent to the gate. The signs (see Appendix A) are intended to provide clear, legally enforceable information to drivers about the prohibition of motor vehicles. The aim is to achieve higher levels of compliance, reinforce the longstanding restriction, and protect the safety of pedestrians and other road users in the vicinity of the School Street.

## **6. Consultation and consideration of objections**

- 6.1. Statutory consultation was undertaken in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The Notice of Proposal<sup>2</sup> was published on 14 January 2026 and the consultation closed on 4 February 2026.
- 6.2. The draft Order, plan and Statement of Reasons were made available online and for inspection by appointment at Alexandra House.
- 6.3. No objections or other representations were received.
- 6.4. Emergency services raised no objections.
- 6.5. Whilst not a consultative requirement under the Road Traffic Regulation Act 1984, following conclusion of the traffic order objection period properties fronting the restriction (notably the cathedral) were given opportunity to comment on the planned position of the traffic signs. No responses were received.

## **7. Project costs**

- 7.1. The total estimated cost associated with the recommendations is £6,000, excluding staff costs.
- 7.2. Aspects covered by the total cost include traffic order costs and traffic signs. These costs are required to enable the delivery of the project.
- 7.3. These costs will be fully met from School Street capital budget.

## **8. Duties under s122 RTRA and s16 NMA**

- 8.1. The Council has a duty under section 122 of the Road Traffic Regulation Act 1984 (RTRA) to (so far as practicable having regard to certain specified matters) "secure the expeditious, convenient and safe movement of

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<sup>2</sup> <https://www.thegazette.co.uk/notice/5035245>

vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.” Officers consider that the following matters are of particular relevance:

- a) The proposals secure and maintain reasonable access to premises
- b) The proposals do not change the passage of heavy commercial vehicles and so, in turn, preserve the character and amenities of the area affected
- c) The proposals are unlikely to have any change in air quality. Therefore, the proposal has due regard to the national air quality strategy, prepared under section 80 of the Environment Act 1995.
- d) The proposals do not restrict the passage of public service vehicles.

8.2. The decision-making process also engages the network management duty in the section 16 of the Traffic Management Act 2004 (NMA). Officers, in their capacity as the network management authority, have had in mind the s16(1) duty to manage the applicable road network with a view to achieving the objectives in s16(1)(a)-(b). But, like the s122(1) duty, this is not absolute. The duty to achieve, as described, is “so far as may be reasonably practicable having regard to their other obligations, policies and objectives”. Officers consider that their recommendations are consistent with and do discharge the s16(1) duty and that the appropriate course of action is to adopt their recommendations.

8.3. Whilst prohibiting/restricting the movement of vehicular traffic may potentially impact certain residents' human rights—such as Article 1 of the First Protocol (the right to peaceful enjoyment of possessions), Article 8 (the right to respect for private and family life, home, and correspondence), and Article 14 (prohibition of discrimination), the prohibition/restriction will serve the general public interest, particularly regarding public health and safety and has been designed to ensure any interference is proportionate.

## **9. Contribution to the Corporate Delivery Plan 2024-2026 high-level strategic outcomes**

9.1. The proposal supports safe, clean and green neighbourhoods by continuing to prevent through traffic and reinforcing the aims of the adjacent School Street, consistent with priorities in the Corporate Delivery Plan 2024–26

## **10. Carbon and Climate Change**

10.1. The proposal is expected to have a neutral to positive effect by maintaining reduced vehicle movements through the affected section of Trinity Road and supporting a safer environment for walking and wheeling.

## **11. Statutory Officer Comments**

Finance

- 11.1. The recommendations will give rise to estimated expenditure of c£6k funded from the School Streets budget that is externally financed.

### **Procurement**

- 11.2. Not required

### **Legal**

- 11.3. The Council can prohibit/restrict the movement of vehicular traffic under sections 6 of the Road Traffic Regulation Act 1984 and notify motorist of such prohibition/restriction using signs prescribed under Traffic Signs Regulations and General Directions 2016.
- 11.4. Before prohibitions/restrictions on the movement of vehicular traffic are implemented, the Council must undertake a consultation in accordance with the Local Authorities' Traffic Orders (Procedure)(England and Wales Regulations 1996 which includes consulting with the parties listed in regulation 6 of the Regulations and placing/publishing notice of the proposal(s) and making the draft order/notice available for inspection at its offices, which it is stated in section 6 of the report has been done and that no objections or other representations were received in respect of the same.
- 11.5. The reasons why it is considered the duties in section 122 of the Road Traffic Regulation Act 1984 and section 16 of the Traffic Management Act 2004 have been discharged in respect of prohibition/restriction on the movement of vehicular traffic are set out in paragraph 8.1 and 8.2 respectively of this report.
- 11.6. The impact of the decision to prohibit/restrict the movement of vehicular traffic on persons' human rights is considered to be proportionate as set out in paragraph 8.3 of this report and therefore lawful.
- 11.7. The decision to approve the prohibition/restriction on the movement of vehicular traffic is an executive decision that can be exercised by the Director of Environment in accordance with the Council's Constitution.

### **Equality**

- 11.8. The Council has a Public Sector Equality Duty under the section 149 of 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.
- 11.9. The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race,

religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.

- 11.10. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.
- 11.11. The Council has had due regard to its Public Sector Equality Duty under section 149 of the Equality Act 2010 in making this decision. The proposal formalises an existing physical restriction and introduces standard traffic signs that clarify a long-standing prohibition of motor vehicles at this location. The measure does not materially change access arrangements for residents or road users and is not expected to result in differential impacts on persons with protected characteristics. No equality concerns were raised during the statutory consultation, and officers consider that the proposal supports safer conditions for pedestrians, including children and those with mobility impairments, in the vicinity of the adjacent School Street.

## **12. Use of Appendices**

Appendix A – Plan

Appendix B – Notice of Proposal

## **13. Background Papers**

- 7/12/21 – [Cabinet approval to implement trial LTN, including Trinity Primary School Street,](#)

11/7/23 – [Cabinet approval to make permanent 6 School Streets in 3 LTNs, including Trinity Primary School Street](#)