

Report for: Cabinet Member for Climate Action and Transport

Title: Heartlands bus proposals for routes 91, N91, and 232

Date: 23 July 2026

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Ward(s) affected: Noel Park

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

1 Describe the issue under consideration

- 1.1 To determine whether the proposed changes to the highway to facilitate the extension of bus routes 91, N91 and 232 to the Heartlands area in Wood Green should be implemented. The proposed changes will enable bus routes 91, N91 and 232 to be extended in accordance with the decision taken by Transport for London on 14 March 2024. The new bus routes will serve Haringey Heartlands, a major development on the former Gas Works site, which will provide approximately 2,000 new homes once completed.
- 1.2 The new bus routes will operate along Mayes Road, Coburg Road, Western Road, Mary Neuner Road and Clarendon Road.
- 1.3 Following the January 2024 consultation, the Council considered all responses received and decided to implement all the proposals consulted on, including the proposed changes to the highway to facilitate the extension of bus routes 91, N91 and 232, which were implemented except for the changes to extend and facilitate the bus routes. You can view the decision report and appendices at the link provided here: <https://www.minutes.haringey.gov.uk/mgAi.aspx?ID=79520>
- 1.4 The parking bays, waiting / loading restrictions, bus stop and bus stand measures to facilitate the extension of bus routes 91, N91 and 232 were not implemented, because a suitable location for bus driver welfare units had not been identified. The location of these units has now been resolved.
- 1.5 The Council has therefore undertaken a further statutory consultation regarding the proposed changes to facilitate the extension of bus routes 91, N91 and 232 outlined in Appendix A, which was carried out between 17 June and 8 July 2026, as these changes were not implemented or made in the previous traffic order.
- 1.6 The proposed changes consulted upon, including their effect on parking, are detailed in paragraph 5.7 below and shown in the plans in Appendix A. It is worth noting that the proposals for new bus stops along Mary Neuner Road do not form

part of this consultation as these were previously approved and the traffic order made. Proposals consulted upon as part of this final stage are summarised below:

- Provision of 1 new bus stop on Mayes Road.
- Provision of 1 new bus stand on Coburg Road.
- Provide double yellow lines – loading permitted.
- Provide double yellow lines (no waiting and no loading)
- Removal of 5 shared (paid for or permit holder) spaces.
- Removal of 22 resident permit holder parking spaces
- Removal of 4 business permit holder spaces
- Removal of single yellow line parking

2 Recommendations

It is recommended that the Cabinet Member for Climate Action and Transport:

- 2.1 Considers all feedback, including objections received to the proposed traffic management orders, as set out in Appendix D, on the proposals outlined in Appendix A and summarised in Table 2 of this report together with officer's recommended response set out in Section 5 of this report.
- 2.2 Agrees that the Council shall exercise its discretion to not cause a public inquiry to be held (see paragraph **Error! Reference source not found.**.2).
- 2.3 Approves the implementation of the proposals outlined in Appendix A, except the proposals to implement the bus stand on Coburg Road, as explained in paragraph 2.4 below.
- 2.4 Approves the implementation of the revised proposals for the bus stand on Coburg Road, as detailed in Appendix B (change includes extending the proposed bus stand from 12m to 23m following a request from Transport for London (TfL), as two buses will use the stand simultaneously).
- 2.5 Approves the making of all necessary traffic management orders (TMOs) to give effect to the proposed changes set out in Appendix A and Appendix B for parking, waiting and loading changes required to implement a bus stand in Coburg Road and bus stop in Mayes Road.
- 2.6 Authorises the Head of Highways and Traffic to make all necessary traffic management orders (TMOs) and publish notice of/notify objectors of the TMO/place a copy of the TMO with the documents available for public inspection at the Council's offices and to install / undertake the highway infrastructure necessary to give effect to the design set out in Appendix A and Appendix B.

3 Reasons for decision

- 3.1 Following a review of bus operations and future bus service needs for Wood Green, TfL consulted between October and December 2023 on changes to 4 bus routes that serve Wood Green High Road and Turnpike Lane (Routes 91, N91, 123 and 232).

- 3.2 Following this consultation exercise, TfL took the decision in March 2024 to implement its proposals, which will mean two new bus routes, Route 91/N91 and 232, will in the future serve the new Heartlands development (route 232 will have a temporary route in place until 2028, with changes to the permanent route after this date). The new routes will run along via Mayes Road, Coburg Road, Western Road, Mary Neuner Road and Clarendon Road. TfL plans to remove route 123 from Wood Green High Road.
- 3.3 To facilitate the new bus routes, the Council will need to make changes to the roads identified in paragraph 3.2 above, as recommended in paragraphs 2.3 to 2.5 above.

4 Alternative options considered

- 4.1 Do nothing
- 4.2 This option was rejected as it would conflict with the Council's duty described in paragraph **Error! Reference source not found.**4 and the need to carry out a review of the impacts of new housing developments, providing accessible transport infrastructure.
- 4.3 The proposals will help facilitate the new bus routes to benefit local residents and businesses including those occupying the new development, as the bus routes will provide access to public transport in close proximity to the premises.
- 4.4 The proposals align with the Council's Transport Strategy (2018), which seeks to connect communities, workplaces and high streets in managing growth impacts, carbon emissions by prioritising sustainable transport choices. The aim of this is to result in safer and less congested highways.

5 Background Information

- 5.1 The introduction of the new bus routes is part of the master planning of the Clarendon Square planning application and always formed a part of the scheme, as secured by the section 106 legal agreement forming part of the condition under which the development was approved for implementation.
- 5.2 In October 2023, Transport for London (TfL) commenced consultation ([Haringey Heartlands and Wood Green - proposed changes to bus routes](#)) with regards to changes to 4 bus routes that serve Wood Green High Road and Turnpike Lane (91, N91, 123 and 232). The TfL proposals are a result of a review of bus operations and future bus service needs for Wood Green, which includes having a local bus network to serve the Haringey Heartlands development on the site of the former Clarendon gas works.
- 5.3 The Heartlands development is "car free/ car capped" based on the planning policy definition. The Council will prohibit the issuing of parking permits to future occupiers of the residential element of the development, Disabled parking allocation is provided and agreed with the Council with each development. This equates to 0.25 parking spaces per unit, which will allow for approximately 7% wheelchair accessible parking spaces. Also, the Public Transport Accessibility Level (PTAL) across the original site is a value between 4 and 6; therefore, the

introduction of bus services into the area shall go some way to improving connectivity for the newly increased numbers of residents.

- 5.4 On 14 March 2024, TfL published its decision to proceed with the changes as consulted upon. For this area, it would mean that bus routes 91 and N91 would serve Western Road, Mary Neuner Road, and Clarendon Road. Whilst the 232 route would serve part of Mayes Road, Coburg Road and part of Western Road (temporary route until possibly 2028).
- 5.5 For the new bus routes to serve this area, Haringey Council will need to make changes to the roads to facilitate this. Following the decision in March 2024, most of the approved works to facilitate the bus routes were completed. However, a number of parking, bus stop and bus stand issues remained outstanding. These elements were delayed while a suitable location for the bus driver welfare facilities were identified. This issue has now been resolved and some of these changes, whilst approved previously but the traffic order not made meant that a further consultation was necessary for these changes as detailed in Table 1 below; these changes are needed to ensure buses can move / manoeuvre safely within the area.
- 5.6 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. The decision also relates to only one ward and so it is not a key decision for that reason, as the effects of the decision will not have a significant impact on communities living or working in an area comprising two or more wards or electoral divisions in the area of the local authority.

Proposals

5.7 Table 1 provides a summary of the proposed changes.

Table 1 – Summary of Proposed Changes

Reference Drawing (TMO)	Location	Description	Reason for Proposal and operational hours	Changes to waiting/ loading restriction required? Y/N
INSET 1	<u>MAYES ROAD</u>			
	a) On north-east side of Mayes Road N22 outside No.108 to No.114	To remove resident permit holders parking bays to provide a new bus stand	Bus passenger amenity.	Y
	b) On north-east side of Mayes Road N22 outside No.108 to No.110, a length of 12 metres.	To introduce a bus stop.	Bus passenger amenity.	Y
	c) On north-east side of Mayes Road N22 outside No.110 to No.114, a length of 14.2 metres.	To introduce double yellow lines/double kerb blips	Provide the bus with clear access into and exit from the bus stop	Y
	d) On north-east side of Mayes Road N22 outside No.108 to No.100, a length of 26.9 metres.	To convert the existing single yellow line to double yellow line		
	<u>COBURG ROAD</u>			
INSET 1	a) On the north-west side of Coburg Road N22 adjacent to No.83 Mayes Road, a length of 9.1 metres.	To convert resident permit holders parking bays to double yellow lines	To prevent any parking to keep the junction clear for buses.	Y
	b) On the south-east side of Coburg Road N22 adjacent to No.81 Mayes Road, a length of 20.7 metres.	To convert resident permit holder bays to double yellow lines		

Reference Drawing (TMO)	Location	Description	Reason for Proposal and operational hours	Changes to waiting/ loading restriction required? Y/N
INSET 3	c) On north-west side of Coburg Road N22 outside the dropped kerb vehicle access to No.83 Mayes Road, a length of 7.1 metres.	To convert the existing single yellow line to double yellow line	To improve carriageway width and road safety.	
	On south-east side of Coburg Road N22 adjacent to No.81 Mayes Road, a length of 8 metres.	To convert the existing single yellow line to double yellow line		
	<u>WESTERN ROAD</u>			
	a) On the west side of Western Road, outside No.22 The Decorium, a length of 16.6 metres.	To convert the shared use permit holders / pay-to-park bays to double yellow lines	Bus passenger amenity.	Y

Reference Drawing (TMO)	Location	Description	Reason for Proposal and operational hours	Changes to waiting/ loading restriction required? Y/N
INSET 4	<u>COBURG ROAD</u>			
	a) On the south-east side of Coburg Road N22 outside No.63 to No.77, a length of 19.6 metres.	To remove business permit holders' bay.	Provide safer facilities for pedestrians and vehicle speed reduction measure.	Y
	b) On the south-east side of Coburg Road N22 outside No.59 to No.63, a length of 4 metres.	To change single yellow and introduce a bus stand (23m in total).		
	c) On the south-east side of Coburg Road N22 outside No.63 to No.69, a length of 19 metres.	To introduce a bus stand (23m in total).		
	d) On the south-east side of Coburg Road N22 outside No.75 to No.77, a length of 1.2 metres.	To introduce new double yellow lines.		
INSET 5	<u>CLARENDON ROAD</u>			
	a) on the west side of Clarendon Road N22 outside No.33 Civica Election Services (2x car lengths, 10 metres in length).	To convert the shared use permit holder parking/pay to park bays to double yellow lines	To improve carriageway width and road safety.	Y
	b) On the west side of Clarendon Road N22 outside No.25 (1x car lengths, 5 metres in length).	To convert the resident permit holders parking bay to double yellow lines		
	c) On the north side of Clarendon Road N22 from its junction with Hornsey Park Road to lamp	To convert all permit holders parking bays to double yellow		

Reference Drawing (TMO)	Location	Description	Reason for Proposal and operational hours	Changes to waiting/ loading restriction required? Y/N
	column CD60 opposite Jessica Buttons Factory, No.30.	with double kerb blips		
	d) On the south side of Clarendon Road N22 located at the rear of Destiny Haven Nursery & Pre-school	To convert resident permit holder bays to double yellow line with double kerb blips.		

Statutory (TMO) Consultation

- 5.8 In accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, referred to as LATOR, the authority must carry out certain procedures before making a traffic management order. This includes consultation of specified consultees, publishing a notice of proposal and any other steps it considers appropriate.
- 5.9 The statutory TMO consultation on the proposed highway changes began on 17 June 2026. The process consisted of a Notice of Proposal being published in the London Gazette, the Enfield and Haringey Independent and the notice being erected on site in the affected parts of the Heartlands area. The relevant documents were deposited at the Council's offices as required under the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The closing date for objections and representations was 8 July 2026. Appendix C shows the statutory TMO notice and associated plans.
- 5.10 It is not a legal requirement to provide statutory notification letters. However, a letter to residents and business, informing of the proposals and process, was also posted to affected frontages located within the Heartlands Area. (See Appendix A for letter and accompanying plans showing the proposed changes to the highway).
- 5.11 A total of 1000 properties were notified of the statutory consultation via the letter and plans shown in Appendix A with a letter detailing how they could object should they wish to do so. The letter and site notices (Appendix C) explained that anyone wishing to raise an objection or representation to the proposed traffic orders must formally send this to the Council by 8 July 2026 via the online portal at <https://consultation.appyway.com/haringey>, doing so either by emailing traffic.orders@haringey.gov.uk or in writing to the Council.
- 5.12 A further letter and plan shown in Appendix E was issued to this same number of properties on 25 June 2026, as an error was noted on one of the plans incorrectly labelled a building as 'BEELEY HOUSE' when it should have stated

‘GOLDCREST HOUSE’. The bus stop shown at this location is for information only, as it has been approved as part of a previous consultation. It was not deemed necessary to extend the date of the statutory consultation as no changes are proposed at this location as part of this consultation.

5.13 As part of the statutory process, the following statutory consultees, some required under LATOR were also notified and other organisations that the Council thinks it appropriate to consult:

- 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 Consultation

5.14 81 responses were received to the 21-day statutory consultation; these are detailed in Appendix D. Officers have considered all feedback received and grouped the responses into themes and provided a summary of these in Table 2 below together with an officer’s response to any objections. No response has been received from the Metropolitan Police Service (MPS) to the statutory consultation.

5.15 Table 2: Summary of objections / feedback and officer comments

Headline objections	Detailed objections	Officer comments
Parking spaces	Increase in the price of parking permits and reduction in the number of parking spaces will make it difficult for key workers and residents attending work in the area.	Unfortunately, the removal of these parking spaces is required for the smooth operation of the buses to enable the route to go live. However, there will still be sufficient car parking spaces within the various roads in the area. It is also to be noted that the proposal will not result in removal of any marked disabled parking spaces which can be used by any Blue Badge holder. The loss of car parking spaces and resulting impact on residents is regrettable and we have taken great steps to try and minimise this by only removing the

		spaces absolutely necessary to facilitate the new bus routes. The introduction of the new bus routes, and the associated loss of these parking spaces, is supported by the Council's adopted Local Plan and Transport Strategy, which seek to: <i>"Use transport infrastructure as a catalyst for growth such as allowing higher density development near stations and in town centres."</i> 1) The removal of these car parking spaces will provide the catalyst for the introduction of 2 new bus connections to facilitate some additional trips per day in an area which is experiencing high density growth and requires the complimentary transport infrastructure to ensure that this growth is sustainable and is in line with the Council's Local Plan. 2) Capacity and Connectivity - Providing additional east/ west connectivity which is currently not served by public transport and will reduce the need for car use resulting in a better less congested highway network. 3) Parking Pressures – The reliance on car use to access employment or services, and the growth of households with multiple cars, is having a significant impact on urban and residential amenity. The introduction of the two new bus routes' alignment will provide additional connectivity and capacity to reduce the reliance on car trips. All disabled parking bays will remain in place and will not be affected by the proposal if they proceed.
Bus stop location	The location of the bus stop on Mary Neuner Road is outside Goldcrest House and not Beeley House. Review the location of the bus stop outside Braeburn mansions with the	This was an error which was made and rectified by sending a subsequent letter to all residents on 25 June 2026 with the correct name on the plan (refer to Appendix E). The bus stop at this location is for information only and not part of this statutory consultation, as it was approved in March

	view of minimising proximity to residential windows	2024, but waiting to be implemented when the bus route is about to go live.
Traffic increase and congestion.	The amount of traffic in the area has increased with speeding cars. What measures will be put in place to calm or reduce traffic on the road.	The proposals help to ensure that the local bus network provides an attractive alternative to private car use; helping reduce private motor traffic by encouraging travel on public transport. We do not anticipate significant additional congestion in the area, as the proposed removal of parking bays at key locations will ensure clear/safe traffic flow and bus accessibility within the area. Most of the roads in the area have traffic calming measure to deter speeding and raised zebra crossings to enable pedestrians to cross the road safely. If a decision is made to proceed with the proposals and the bus routes becomes operational, TfL will prepare a route timetable from bus stop to bus stop. The timings will be monitored to understand if there are delays on the route and whether possible mitigation measure will be made to reduce congestion.
Noise disturbance	The proposed bus stop will be located outside residential properties, and they will be affected by the noise of buses idling, stopping and pulling away.	The Council's Transport Strategy (2018) seeks to connect communities, workplaces and high streets in managing growth impacts, carbon emissions by prioritising sustainable transport choices. The aim of this is to result in safer and less congested highways. The east-west bus route reduces need for car travel to Wood Green from Islington and the west of Haringey. TfL has made progress in greening its bus fleet with either low or zero emission (at tailpipe) meeting the latest Euro VI standards. These buses contribute to improving air quality and minimise overall vehicle sound, with lower vibration levels for a more comfortable experience. As most of these roads are traffic calmed, drivers will travel at low constant speeds, thereby reducing any noise levels within the area.
Air quality and congestion.	Buses stopping at this location will affect air quality and congestion.	TfL has made progress in greening its bus fleet with either low or zero emission (at tailpipe) meeting the latest Euro VI standards. These buses contribute to improving air quality and minimise overall vehicle sound / emissions

		with lower vibration levels for a more comfortable experience. In areas where congestion will occur, parking restrictions in the form of double yellow lines will be introduced to ensure congestion is kept to a minimum.
Anti-social behaviour	Increase in crowds outside bus stop creating anti-social behaviour.	The proposed bus routes will predominantly run through residential and small business areas. As it is not on a main road or a busy high street, it is not expected to attract anti-social behaviour
Discrepancy with original consultation during January - February 2024	Described the bus stop as being outside Avalon Mansions, not Braeburn Mansions. The location now confirmed is different from what was originally communicated, which limited residents' opportunity to respond to the proposal as it now stands.	The bus stop at this location is for information only and not part of this statutory consultation, as it was approved in March 2024, but waiting to be implemented when the bus route is about to go live.
Safety	There are lots of children and a bus route in this area will be too dangerous for them.	There are traffic-speed reduction features on roads within the area that will help reduce driver speeds. In addition, the removal of some parking bays on roads within the area will improve sightlines for all road users The roads within the area have been designed to accommodate buses and based on the various bus route tests completed there is nothing to suggest that the introduction of the new bus route will impact on the safety of children crossing the road. The scheme will promote the connectivity of the regenerated local area with the rest of Haringey and beyond. It improves the accessibility by public transport of new residents who may not have direct access to a private vehicle. The Council supports travel to school by sustainable modes of transport and the introduction of buses within the area may encourage sustainable transport which in turn may result in less private car use, thus promoting road safety. TfL drivers operating buses have undergone training to ensure they drive buses safely and responsibly, therefore disabled people crossing the road should not face greater risk. To ensure vehicle speeds are reduced, the proposals include two raised tables on

		Western Road and a zebra crossing to help all users cross safely.
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- 5.16 An objection was received concerning the proposed location of a bus stop outside Goldcrest House. The resident explained that its position could negatively affect the safe and timely transfer of a disabled person from a vehicle into their apartment. The implementation of the bus stop outside Goldcrest House on Mary Neuner Road was approved in April 2024 so approval is not being sought for this bus stop in the proposals outlined in Appendix A and B. Officers have considered the concerns raised and have contacted the resident directly to discuss alternative options available to support the resident's access needs.
- 5.17 After considering the statutory consultation responses and discussions with TfL buses, officers recommended that the proposed changes as set out in Appendix A (except bus stand proposals for Coburg Road) and Appendix B be implemented (revised proposals for Bus Stand on Coburg Road).
- 5.18 Officers consider the proposed amendments to the bus stand on Coburg Road do not require a separate statutory consultation, as the works are not a substantial change to the proposed changes set out in Appendix A for the response explained below.
- 5.19 The proposal increases the bus cage length from 12 metres to 23 metres (an additional 11 metres). The extension does not result in any loss of parking provision. Instead, it replaces the original proposal 6.4 metres of double yellow lines with double kerb blips and 4 metres of single yellow line, meaning there is no net reduction in parking bays.
- 5.20 Officers also do not consider that extending the bus cage will lead to increased noise disturbance. Transport for London continues to green its fleet, with buses now operating to Euro VI standard, delivering low or zero tailpipe emissions and reduced overall noise. The route will be served by hybrid buses, which operate on electric power at low speeds. When sufficient battery charge is available, the electric power motor propels the bus up to approximately 10mph from a standing start, significantly reducing the engine noise during arrival and departure from stands.

6 Traffic Order Making Process

- 6.1 It is noted that Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996 (LATOR) provides that local authorities must hold a public inquiry before making a TMO if a TMO prohibits loading or unloading or prohibits

or restricts the passage of public service vehicles and an objection has been made and not withdrawn other than an objection which does not relate to the loading/unloading prohibitions or the prohibition/restriction on the passage of public service vehicles. The TMOs will prohibit loading and unloading, but none of the objections relate to the prohibition on loading and unloading and so there is no obligation to hold a public inquiry.

- 6.2 Local authorities also have a discretion whether to hold a public inquiry or not prior to the making of a TMO. This report does not include the recommendation to hold a public inquiry as the project will contribute towards achieving numerous policy objectives including facilitating travel by sustainable modes/reducing motor traffic in the area and holding a public inquiry would lead to expense and delay while being unlikely to alter the ultimate decision.
- 6.3 The Council has a duty under section 122 of the Road Traffic Regulation Act (RTA) 1984 to (in summary) “secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway having regard to securing and maintaining access to premises, preserving or improving the amenities of the areas through which school street runs, national air quality, facilitating the passage of public service vehicles and safety and convenience of people using such vehicles as far as practicable.” Officers consider that the following are of particular relevance, given the objectives of this project:
- The proposal will reduce road danger by reducing the risk of collisions, thus securing the safe movement of traffic and, in particular, vulnerable road users;
 - The proposal will improve the passage of public service vehicles (buses) and secure the expeditious / convenient movement of those vehicles; including those using such vehicles;
 - The proposal promotes the use of sustainable transport modes (over the private car) which, in turn, brings improvements to local air quality. Therefore, the proposal has due regard to the national air quality strategy, prepared under section 80 of the Environment Act 1995;
 - The proposal supports the new Heartlands regeneration area which is in the process of occupation.
- 6.4 In assessing the proposal, officers have carefully considered the Council's network management duty, including the need of safe and efficient movement of all traffic while also balancing the competing demands placed on the network. The proposals involve the provision of two bus routes with bus stops within the area. This will be achieved by removing some parking bays at keys locations along the route to allow the smooth travel of buses within the area. The removal of these parking bays will improve sightlines, thus improve road safety and allow access to the newly proposed bus stop and stand. The provision of these facilities will not make major changes to the existing road network by banning any traffic movement and not restrict the flow of any public service vehicles or pedestrians within these roads
- 6.5 Introducing revised parking, waiting and loading controls, alongside installing a new bus stop and bus stand on the public highway, does not engage or infringe any individual's **human rights**. These measures regulate how the highway is used rather than restricting a person's ability to access their home, move freely,

or enjoy their property. It aims to improve network efficiency, bus reliability, and public safety, and cater to the public who do not have access to a car and rely on public transport.

7 Contribution to the Corporate Delivery Plan 2022-2024 high-level strategic outcomes

7.1 The recommendations in this report support the following high-level strategic priority outcomes contained within the Corporate Delivery Plan:

Theme 1: Resident experience, participation and collaboration

- Positive Resident Experience
- Inclusive Public Participation

Theme 2: Responding to the Climate Emergency

- A Greener and Climate Resilient Haringey
- A Just Transition
- A Low Carbon Place

Theme 8: Placemaking and Economy

- Placemaking

8 Carbon and Climate Change

8.1 The recommendations support the Responding to the Climate Emergency theme within the Corporate Delivery Plan. The proposals will improve bus journey flow along the new corridor by prioritising the use of kerb space and promoting bus travel as a sustainable transport mode

9 Transport policy objectives

9.1 Improvements to bus services and associated infrastructure help deliver policies and targets set within the Mayor of London's Transport Strategy (MTS). These policies and targets have since been adopted by Haringey through the Haringey's Transport Strategy, Local Implementation Plan and Walking and Cycling Action Plan (2022):

- The MTS uses the Healthy Streets Approach to improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live, work, play and do business.
- Mode share – 88 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041 (77% in 2019)
- Physical activity – all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day by 2041 (currently 32%)

9.2 The proposed changes to parking places and waiting and loading restrictions align with the Council's CPZ policy and Transport Strategy (section 4.4) which include:

- An improved air quality and a reduction in carbon emissions from transport; and

A well-maintained road network that is less congested and safer

- 9.3 Delivery of the proposed changes will help the Council to provide safer travel by improving sightlines, visibility and traffic flow for pedestrians, cyclists and other road users.

10 Statutory Officer comments

Finance

- 10.1 This report seeks the approval for the implementation after completing statutory consultation of changes to the Heartlands area at a cost of £30,000. The cost of this proposal will be fully met from the Housing Department budget cost code 20006606.

Legal

- 10.2 The Council also has power under section 115A of the Highways Act 1980 to place objects or structures on a highway for the purposes of providing a service for the benefit of the public or a section of the public to install markings on a highway to delineate a bus stop clearway under the Traffic Signs Regulations and General Directions 2016 and to vary no parking restrictions/introduce no waiting and loading restrictions under Sections 6 and 124 of the Road Traffic Regulation Act 1984.
- 10.3 Before implementing any parking restrictions/introducing no waiting and loading restrictions, the Council must consult with the parties described in paragraph 5.12 of this report and place/publish notice of the proposal(s) and make the draft order/notice available for inspection at its offices at Alexandra House, Station Rd, London N22 7TY.
- 10.4 When a consultation has been undertaken, the Council must take into account the representations received in response to that consultation when taking a decision. The consultation responses received are set out in Appendix D to this report, and officers' consideration of the same are set out in Table 2 of this report which must be taken into account before the decision whether to make the necessary TMOs 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.
- 10.5 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.
- 10.6 Officers have considered the Council's statutory duties in section 122 of the RTRA 1984 and section 16 of the Traffic Management Act 2004 as set out in paragraphs 6.3 and 6.5 when recommending that the proposed changes be

implemented in section 3 of this report and concluded that they will not impact on peoples' human rights as set out in paragraph 6.5.

- 10.7 The Council may modify a traffic order whether in consequence of any objections received or otherwise, without informing persons of the modifications before it is made, if such modifications do not make a substantial change to a traffic order. Increasing the length of the bus stand on Coburg Road it is set out in paragraph 5.18 is not a substantial change, so the Council was not under an obligation to inform persons of that modification.
- 10.8 The decision to approve the variation of no parking restrictions/introduce no waiting and loading restrictions and install a bus stop and bus stand is an executive decision that can be exercised by the Cabinet Member for Climate Action and Transport in accordance with the Council's Constitution/the Leader's allocation of the taking of such decision to that Member by the Leader of the Council in the notice of the intention to make a key decision dated 23 June 2026.

Equality

- 10.9 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.
- 10.10 The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status apply to the first part of the duty.
- 10.11 Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.
- 10.12 The proposal to recommend proceeding with the proposed changes listed in Table 1 at various locations in the Heartlands area is a necessary step that recognises and takes account of the health and safety and parking needs of Haringey's existing and new residents, visitors, shoppers and businesses and public transport providers.
- 10.13 The consultation notice was provided to all relevant residents and businesses. Objections were received from individuals holding disability protected characteristics. Table 2 and paragraph 5.16 sets out officers' responses to those objections.
- 10.14 It is considered that the proposals will overall have a positive impact on individuals with protected characteristics in the local area including:

- Consideration of disabled parking facility on Mary Nuener Road for the resident in Goldcrest House. (paragraph 5.16). A location has been discussed with the resident and consulted upon, with further discussions to take with the resident to seek additional arrangements that would help the resident meet their needs. If approved, the dedicated parking space would be provided for the sole use of the resident.
- Low emission-public transport (TfL buses will use Euro VI emission vehicles or electric buses), which will have a positive impact upon those groups most vulnerable to poor air quality (young, old and those with pre-existing health conditions)
- Improved accessibility for disabled users who may not have access to private vehicles, children, the elderly, pregnant women, those with young children and residents from lower socio-economic backgrounds, as public transport will support connections to other parts of the borough.

10.15 No negative impacts on individuals with protected characteristics are anticipated from the decision at this time. Paragraph 5.15 Table 2 sets out officers' responses to representations and objections to the TMO consultation and it is considered that the proposals will overall have a positive impact on individuals with protected characteristics in the local area including the opportunity of disabled people to travel by bus.

10.16 In summary, the creation of new bus stops and bus stands will be of benefit to all sections of the community and those operating the bus service.

Strategic Procurement

10.17 Strategic Procurement has been consulted in the preparation of this report and the recommendations.

10.18 Strategic Procurement notes that the recommendation does not include a procurement decision.

11 Use of Appendices

- Appendix A – Residents letter including plan showing Haringey's proposed changes.
- Appendix B – Revised design for bus stand on Coburg Road
- Appendix C - Statutory TMO notices and plans
- Appendix D –Public responses to the statutory consultation
- Appendix E – Additional Statutory TMO letter

12 Background Papers

- [Haringey's Corporate Delivery Plan](#)
- [Haringey's Walking and Cycling Action Plan](#)
- [Haringey's Climate Change Action Plan](#)

