

Report for: Director of Built Environment and Highways following consultation with
Cabinet Member for Climate Action and Transport

Title: Minor Works Batch 2025-01

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

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

Ward(s) affected: Bounds Green, Crouch End, Harringay, Hermitage & Gardens, Highgate, Hornsey, Noel Park, South Tottenham, West 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 21 January 2026 to 11 February 2026 on the proposal to introduce waiting and loading restrictions and parking place changes at various locations across the borough, as detailed in Table 1 Section 7.1.
- 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 Director of Built Environment and Highways is asked to, -
- 3.2 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.
- 3.3 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 proposals (1) through to (9) as detailed in Table 1 section 6 which includes the following:
 - Introducing parking place changes on the following roads: Campsbourne Road N8, Lordship Lane N22, Mattison Road N4, Myddleton Road N22,
 - Introducing changes to waiting restrictions on the following roads: Campsbourne Road N8, Hermitage Road N4, Hurst Avenue N6, Mattison Road N4, Myddleton Road N22, North Hill,
 - Introducing loading changes on the following roads: Campsbourne Road N8, Clarendon Road N8, Jarrow Road N17,
- 3.4 Approve the total estimated implementation cost of approximately £6,000, this includes costs for processing traffic orders. This will be funded from the Council's approved Capital Programme within capital scheme 305 – Borough Parking Plan.

- 3.5 Approve adjustments to existing parking place restrictions to enable the introduction of the above changes.

4 Reasons for decisions

- 4.1 To improve the visibility, sightlines and traffic flow for pedestrians, cyclists and other road users by ensuring changes to the parking restrictions in Haringey meet the requirements of the Traffic Sign Regulations & General Directions 2016 and to make minor changes to parking and loading to meet needs of residents, visitors, shoppers and business owners where possible.
- 4.2 No objections or representations were received towards the 9 proposed changes as detailed in Table 1.
- 4.3 The decision to approve the proposals contained within Table 1 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 waiting and loading restrictions and parking place changes listed in Table 1.
- 5.2 A “Do Nothing” approach was considered but not recommended due to the Council’s network management duty to manage safety and access across the network.

6 Background

- 6.1 The Council receives many requests to introduce new, or to amend existing parking restrictions to address concerns relating to parking pressures including inconsiderate and obstructive parking. These concerns may originate from a variety of sources such as residents, businesses, elected representatives, community groups and other public service providers, or the emergency services.
- 6.2 Inconsiderate and obstructive parking can be a cause of concern to road users of all types. As well as affecting other motorists, it can result in reduced sight lines contributing to an increased risk of collisions impacting on the road safety of pedestrians and cyclists. Poorly parked vehicles may impede access and contribute to road congestion. This can impact on the movement of emergency services, public transport, waste collection and larger delivery vehicles.

7 Proposals

- 7.1 Table 1 below lists 9 locations where changes are proposed, and these have undergone statutory consultation. 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)	Campsbourne Road, N8	To permanently replace the resident permit holders only bay adjacent to No.6 High Street (Ladbroke's) with no waiting/no loading at any time. This is currently in force by way of a temporary traffic management order introduced in December 2025.	Traffic Safety/ obstruction At any time	Y
(2)	Clarendon Road, N8	To install approximately 12.5 metres of double kerb blips (no loading at any time) on the existing double yellow lines outside the access gate to No.33 (Civica building).	To improve access At any time	Y
(3)	Hermitage Road, N4	To install an exemption for cyclists on the existing no entry restriction outside No.175 and install 5 metres of double yellow lines at either side of this restriction (across the bollards).	Traffic safety/flow and pedestrian safety At any time	Y
(4)	Hurst Avenue, N6	To convert single yellow line to double yellow line outside the common boundary of No.33/No.17 (Stanhope Road).	To improve access to residential driveway At any time	Y

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(5)	Jarrow Road, N17	To install double kerb blips (no loading at any time) on the existing double yellow lines: 1. On Jarrow Road: a. North/West side: Between the eastern end of the bus stop opposite No.1 continuing to the junction with Ferry Lane. b. East/south side: Between the eastern end of the bus stop adjacent to No.2/8 Reedham Close and Ferry Lane. 2. On Reedham Close (both sides): from the junction with Jarrow Road southeast for approximately 7 metres.	Traffic safety/flow and pedestrian visibility At any time	Y

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(6)	Lordship Lane, N22	To replace the motorcycle only parking bay outside No.459/461 with a shared use bay	To improve loading facilities for businesses and improve parking availability Loading only 8am-12pm, motorcycle only parking 12pm-10pm and free parking between 10pm-8am.	Y
(7)	Mattison Road, N4	To replace approximately 3.6 metres of resident permit holders only parking with single yellow line (operating CPZ hours) adjacent to the flank wall of No.96 Mattison Road (in front of vehicle crossover).	To improve access to residential driveway Mon-Sat, 8am-6.30pm	Y
(8)	Myddleton Road, N22	To shorten the shared use pay by phone/permit holders only bay outside No.11 by 4 metres by extending the adjacent double yellow lines.	Traffic safety/flow and pedestrian visibility	Y
(9)	North Hill, N6	To replace existing single yellow line with double yellow lines outside No.5 to No.11.	To improve access to residential driveways At any time	Y

8 Statutory Consultation

- 8.1 Statutory notification commenced on 21 January 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 11 February 2026.
- 8.2 In addition, letters outlining the proposed changes were hand-delivered to all properties likely to be affected, particularly at locations where multiple residents or businesses may be impacted. Letters were delivered to Lordship Lane and Myddleton Road. Copies of the letters are provided in Appendix 2.

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

*See Appendix 4 for a copy of e-mail sent to the above.

9 Responses to Statutory Consultation

- 9.1 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. No objections or representations were received towards the 9 proposed changes as detailed in Table 1.
- 9.2 As no objections or comments were received, officers recommend that no alterations are made to the 9 proposals listed in **Table 1**.
- 9.3 Although some of the proposals include "at any time" loading restrictions which falls within regulation 9 of LATOR, no objections were received during statutory consultation. Accordingly, the requirement for a mandatory public inquiry under regulation 9 is not engaged.
- 9.4 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.
- 9.5 Officers also do not consider that the proposals will impact on peoples' human rights and their enjoyment of their possession/use of their home.

- 9.6 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.
- 9.7 The Section 122 duty involves a balancing exercise which officers need to consider when implementing the minor parking proposals in table 1 in this report.
- 9.8 The proposals are aimed at enhancing the local highway network. Officers consider that the factors which have pointed in favour of making permanent these proposals are the improvement of visibility, sightlines and traffic flow for all road users including pedestrians and cyclists and to ease parking pressures. 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.

10 Contribution to strategic outcomes

- 10.1 The minor parking changes recommended in this report align with the Council's Theme 2: Responding to the climate emergency in the Corporate Delivery Plan –2024-2026. We are committed to ensuring a just transition, where the shift towards a more sustainable and low-carbon economy is fair and equitable for all. This theme sets out our ambition to reduce carbon consumption, improve our climate resilience, and improve the quality of air that we breathe.

It also contributes to high-level outcomes contained within the “Responding to the Climate Emergency” theme:

- High Level Outcome “A zero carbon and climate resilient Haringey”
- High Level Outcome “A Greener Haringey”

11 Carbon and Climate Change

- 11.1 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.

12 Comments of the Chief Financial Officer

- 12.1 This report seeks approval from the Director of Built Environment and Highways to implement the proposed waiting and loading restrictions and parking place changes detailed in Table 1.
- 12.2 The cost to implement the proposed changes is estimated to be approximately £8,000 and this includes costs for processing traffic orders. In determining the classification of this expenditure as capital consideration was given to the totality of enhancement that expenditure within the Borough Parking Plan provides rather than individual “schemes” which on their own could be construed as revenue. Accordingly, the expenditure proposed will be funded from the Council’s approved Capital Programme within capital scheme 305 – Borough Parking Plan.
- 12.3 Once implemented the future operation cost will be funded from the existing service revenue budgets.

13 Comments of the Director of Legal and Governance

- 13.1 The Director of Built Environment and Highways is asked to approve the recommendations in paragraph 3 and decide whether to make permanent the various proposals set out in Table 1 by way of traffic management orders.
- 13.2 The Director of Built Environment and Highways is authorised to make this decision under the Council’s Constitution, Part 3, Sections C and E.
- 13.3 The Council's powers to make permanent traffic management orders in relation to parking, loading and restrictions on the highway are contained in sections 6, 45,46, 49 of the RTRA 1984.
- 13.4 Officers have considered the Council’s statutory duty pursuant to section 122 of the RTRA 1984 at paragraphs 9.6 to 9.8 and recommend that the permanent traffic management orders be made.
- 13.5 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 paragraph 8 of this report.

14 Equalities Comments

- 14.1 The council has a Public Sector Equality Duty (PSED) 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.
- 14.2 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 applies 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.

- 14.3 The proposal to recommend proceeding with the proposed changes at various locations in the borough offer a range of positive impacts on Haringey residents. The changes to improve traffic safety are likely to positively impact on all pedestrians and particularly those who are more vulnerable when crossing the road i.e. children, older people and disabled people. Additionally, the changes to improve congestion will have a positive impact on air quality, in turn benefiting the same groups.

15 Use of Appendices

- Appendix 1 – Detailed designs showing the extents of the proposals stated in Table 1.
- Appendix 2 – Statutory Consultation notification letters delivered to properties
- Appendix 3- Statutory Consultation Notice of Proposal, advertising the proposals stated in Table 1.
- Appendix 4 – Statutory Consultation notification email sent to statutory bodies stated in section 8.

16 Background Papers

Haringey Parking Strategy

Parking Schemes – Resident Engagement Policy