

Report for: Cabinet Member for Climate Action and Transport

Title: Proposed Red Route on A105 High Road Wood Green

Report authorised by: Barry Francis, Corporate Director of Environment and Resident Experience

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Ward(s) affected: Noel Park and Woodside

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

1 Describe the issue under consideration

- 1.1 To report on the feedback of statutory consultation carried out from 17 September to 8 October 2025, on the proposed Red Route along A105 High Road Wood Green between A504 Turnpike Lane and A109 Bounds Green Road
- 1.2 To seek approval to proceed to implementation, having considered objections received to the statutory consultation.

2 Cabinet Member Introduction

- 2.1 N/A

3 Recommendations

- 3.1 The Cabinet Member for Climate Action and Transport is asked to:
- 3.2 Consider the objections received to the consultation in Appendix 5 attached to this report, including the officer response to those objections and recommendations set out in Table 2 in paragraph 7.7.
- 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 7.13 of this report.
- 3.4 Approve the implementation of the proposed Red Route along A105 High Road Wood Green between A504 Turnpike Lane and A109 Bounds Green Road by way of Traffic Management Orders (TMOs) as set out in section 7 of this report.

4 Reasons for decisions

- 4.1 The Council is required to consider the feedback received during the Statutory Notification period, in particular any objections to proposals, prior to proceeding to implementation. The measures proposed will ensure clear access for two-way traffic, public transport (buses), and emergency services. This is essential on this A-class road, which facilitates vital north-south movements within the borough. At present, clear access is hindered by illegal or poor parking practices, leading to congestion, and raising safety concerns for pedestrians, where vehicles obstruct the footway.
- 4.2 Red Routes are a proven traffic management tool designed to reduce congestion, improve road safety, and enhance bus reliability on strategic routes. The proposed restrictions will help maintain traffic flow on key corridors, reduce illegal stopping that causes delays, and support sustainable transport objectives. These measures align with the Council's Network Management Duty under the Traffic Management Act 2004 and contribute to achieving local and regional transport policies, including the Mayor's Transport Strategy.
- 4.3 These changes also align with Haringey's:
- Corporate Delivery Plan
 - Transport Strategy
 - Walking and Cycling Action Plan
 - Mayor for London's Transport Strategy
 - Footway parking policy
 - Parking Schemes – Resident Engagement Policy
- 4.4 The introduction of these changes will contribute to Haringey Council achieving objectives set out in policies and strategies, such as:
- reducing car ownership,
 - improving access to green travel options,
 - reducing carbon dependency.

Whilst also meeting the Council's responsibilities as the highway and traffic authority, to ensure ease of traffic flow and maintain safe roads.

5 Alternative options considered

- 5.1 An alternative would be to not implement a red route- this will not help address the issues of illegal parking obstructing the carriageway which makes it difficult for buses and emergency services to navigate the corridor.

6 Background Information

- 6.1 A105 High Road Wood Green is well-known for problems related to bad or inappropriate parking practices affecting the safety and accessibility of

pedestrians. These poor parking behaviours can also negatively impact through movement of vehicles. Site visits by Council officers and parking studies have been undertaken to understand the extent and probable causes to the issues experienced.

- 6.2 To improve access to the area for visitors and tackle the known historical congestion, poor parking habits and impact on traffic flow and bus journey reliability, the A105 High Road Wood Green was included in the Council's 2025/2026 Parking Investment Programme to fund the proposed Red Route.

Public Engagement

- 6.3 An initial public engagement exercise commenced on 09 August 2024 on the implementation of new Red Route restrictions along A105 High Road in Wood Green. This provided residents, businesses and other interested stakeholders five weeks to provide their feedback. Responses and comments could be provided via online submission, email or via post. The engagement exercise ended on the 13 of September 2024, however, to accommodate any postal delays, feedback received up to 5 working days later was considered.
- 6.4 Public engagement resulted in 196 responses being received. Of those who responded, the majority, 116 respondents, (59%) indicated they did not support the proposed Red Route, and 80 respondents, (41%) indicated support for the introduction of a Red Route on the A105 High Road Wood Green.
- 6.5 In reviewing comments made by many of those opposed to the introduction of the proposed Red Route, the main theme of these oppositions was a perceived loss of parking. More than half of the objections received during the public engagement were based on the incorrect perception that the proposal would remove or reduce parking and loading facilities to accommodate the red route. As set out in the engagement material, the proposal does not include removal or reduction of parking on A105 High Road, Wood Green. The proposal will only convert existing "no waiting and no loading" restrictions to a red route "no stopping at any time."
- 6.6 Whilst the majority of those responding—both residents and businesses—did not support the proposed changes on A105 High Road, Wood Green, it is the view of officers that these changes are an essential intervention for this key North–South connective corridor, ensuring it provides a safe, reliable, and efficient means to move through the Borough. Given that a significant proportion of objections were based on a misunderstanding of the impact on parking and loading, the Council considered it appropriate to proceed to statutory consultation to provide clarity and allow for formal representations. Ensuring smooth and safe travel on the public highway is a key Council responsibility as the traffic authority, as set out in the Traffic Management Act 2004.
- 6.7 Haringey Council by introducing the proposed changes will provide a road network that is smoother, more efficient (particularly for bus users), and safer for all users, whilst also creating a more pleasant environment for those visiting businesses by removing poor and inconsiderate parking.

7 Statutory Consultation

- 7.1 Based on that public engagement exercise, approval was granted under delegated authority on 21 January 2025 to proceed to statutory consultation on the introduction of the proposed Red Route along A105 High Road Wood Green between A504 Turnpike Lane and A109 Bounds Green Road.
- 7.2 Statutory consultation is not a referendum on proposed parking measures, or a repeat of the public engagement exercise, but provides the opportunity for any interested party to formally object to proposals.
- 7.3 Statutory consultation commenced on 17 September 2025 for a period of 21 days. In accordance with the statutory requirements notices of proposal were published in the London Gazette, Enfield, and Haringey Independent and street notices were erected on lamp columns along the A105 High Road Wood Green. The closing date for objections and comments was 8th October 2025. Letters detailing the results of the public engagement along with information specific to the statutory consultation for the Red Route, were hand-delivered to properties within the proposal area. A copy of the letter was loaded to the Council's website to ensure access by all interested parties. Members of the public were also able to inspect TMO plans at the Council's reception and provide objections via email or by writing to the Council. Copies of the statutory notification letter and plan detailing the extent of the proposed Red Route is available in Appendices 1 and 2.
- 7.4 In line with approved procedures, the proposal was also loaded into Appyway, the Council's TMO GIS system. This enables anyone to inspect the proposals from any digital device. Submissions and objections could be made directly through the system.
- 7.5 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
- 7.6 The Council received a total of 44 responses to the statutory consultation. A breakdown of these responses can be found in the table below.

Table 1

Response Stance	Total no. of responses
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Support	18 (41%)
Partly Support	7 (16%)
Neutral	1 (2%)
Partially Object	1 (2%)
Object	17 (39%)
Total	44

7.7 A more detailed analysis of the feedback received from the statutory consultation including detailed themes for each feedback categories is shown in the table below.

Table 2

Feedback Category	Response Count	Detailed Themes	Council Responses to the objections
Support	18	• Safety: Reduce illegal stopping, improve pedestrian & cyclist safety. • Traffic: Ease congestion, improve bus journey times. • Environmental: Lower emissions by reducing idling. • Parking: Better enforcement of rules. • Access: Maintain disabled bays and accessibility.	N/A
Partly Support	7	• Parking: Ensure disabled parking provision. • Traffic: Support flow but want extra measures. • Safety: Add cycle lanes, shared spaces. • Environmental: Positive impact but needs active travel focus. • Access: Protect vulnerable users.	The additional measures suggested by those who partly support the red route fall outside the scope of the current Red Route proposals, so have not been considered as part of this scheme.
Neutral	1	I don't see any details of traffic lights on the map. Will they still be in the same places? Safe	The traffic signalised junctions and pedestrian crossings were not shown on the plan as there are no changes. All existing crossings will remain.

		crossings are important to me.	
Partly Object	1	• Businesses need early morning deliveries (2–3 am) for safety and efficiency. • Few loading bays near the area; distant bays make heavy goods transport unsafe. • Proposed 24-hour Red Route would block deliveries, increase theft risk, and raise costs. Could cause unsafe roadside stops, disrupting traffic and pedestrians. • Suggested alternatives: enforce Red Route 6 am–10 pm and add a loading bay near Wood Green Station.	• The Red Route proposal aims to improve traffic flow and safety throughout the day. Loading bays will remain available, and the Council will review options for additional bays. • Existing loading bays will not be removed. The Council acknowledges demand and will explore adding more bays in strategic locations to reduce risks and improve convenience for businesses. • The intention is not to prevent deliveries but to stop illegal stopping that causes congestion and safety hazards. The Council will consider operational adjustments and enforcement policies to ensure businesses can continue to receive goods safely. • Red Routes are designed to reduce unsafe stopping by providing clear rules and consistent enforcement, improving safety for all road users, including pedestrians and cyclists.
Object	17	Minimal traffic benefit: Red Route will not ease congestion; High Road is the only major north-south route and already carries diverted traffic from Low Traffic Neighbourhoods (LTNs). Negative community impact: Seen as hostile, reducing community cohesion and harming local businesses. Revenue motive suspicion: Belief that proposal is primarily for generating fines via CCTV. Lack of evidence: Requests for data on parked vehicles blocking traffic and Red Route effectiveness.	• Red Routes keep traffic moving by preventing illegal stopping and obstruction, supporting bus reliability and emergency access. • Aim is to improve safety and accessibility for all road users while supporting businesses through clearer loading arrangements. • Enforcement focuses on compliance and safety, not revenue. CCTV deters illegal stopping and meets statutory duties. • Evidence from other boroughs shows Red Routes reduce illegal stopping and improve journey times; local data informed proposal.

		Pedestrian safety concerns: Fear of increased vehicle speeds and fewer crossing points.	• Pedestrian crossings remain; Red Routes reduce unsafe stopping, improving visibility and safety.
		Parking and accessibility issues: Parking scarce; 24/7 restrictions harm residents and businesses; disabled access harder.	• Marked parking bays remain; Blue Badge holders retain access; Council will review options for more loading/disabled bays.
		Business concerns: Reliance on deliveries; limited loading bays; fear stricter enforcement harms trade.	• Loading bays remain; Council will consider adding more so that the road is clear except where loading or parking is permitted.
		Risk of discouraging visitors and damaging Wood Green's reputation.	• Proposal aims to make High Road safer and more accessible, supporting football and public transport reliability.
		Existing regulations already manage traffic.	• Current enforcement is limited; Red Routes allow consistent CCTV enforcement to tackle persistent illegal stopping.
		Complaints about poor communication and majority opposition ignored.	• Consultation extended; all responses considered alongside statutory duties and borough-wide transport objectives.
		Alternative priorities suggested: Calls for cleanliness, graffiti removal, and community initiatives instead.	• These issues have been passed to the appropriate council services for addressing; Red Route focuses on transport safety and efficiency.
		Perception Council forces through unpopular schemes (like LTNs).	• Council follows statutory consultation processes and considers feedback including objections before decisions.
		Safety risks from illegal stops: Concern drivers will stop in traffic for pickups/drop-offs.	• Red Routes reduce unsafe stopping by providing clear rules and enforcement, improving safety.
		Area described as 'ghost town'; frustration with Council priorities.	• Proposal aims to improve accessibility and safety, supporting local businesses and community vitality.

7.8 When considering those who Support and Partly Support the proposed Red Route together then there is 57% support for this proposal. Those that only partly support the scheme, support the red route but want the Council to go further by adding extra measures to improve active travel like cycle lanes. However, this isn't part of the proposed scheme, which is only to introduce a Red Route. This compares to 41% Objections when combined with the single Partial Objection.

7.9 Overall analysis of the statutory consultation feedback show a majority of respondents support the proposed Red Route along A105 High Road Wood Green.

7.10 The proposed Red Route will be introduced by way of TMOs made under powers conferred by the Road Traffic Regulation Act 1984 (RTRA). When exercising its functions under the RTRA the Council must under section 122(1) so far as practicable have regard to the matters specified in subsection (2) 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.

The matters specified in subsection (2) are (1) the desirability of securing and maintaining reasonable access to premises; (2) the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run; (3) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy); (4) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles and (5) any other matters appearing to the local authority to be relevant.

7.11 Officers consider that the factors which have pointed in favour of implementing the proposed Red Route are:

- Improving traffic flow and reducing delays along Wood Green High Road.
- Improving bus journey time reliability and public transport performance.
- Reducing congestion caused by stopping, waiting and loading activity.
- Improving road safety for all highway users.
- Supporting the efficient movement of people, goods and emergency vehicles.
- Supporting the Council's transport and regeneration objectives for Wood Green.
- Providing clearer and more effective kerbside management arrangements.
- Delivering wider benefits to the surrounding highway network.

7.12 The Council is not required to hold a public inquiry prior to the making of these TMOs because the effect of the order does not prohibit loading or unloading at any time or restrict the passage of public service vehicles (regulation 9(3) LATOR).

7.13 Officers note however 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 a recommendation to hold a public inquiry as the Wood Green High Road red route will reduce congestion, improve road safety, and enhance bus reliability on a strategic route, and that holding a public inquiry would lead to expense and delay.

8 Contribution to the Corporate Delivery Plan 2024-2026 high-level strategic outcomes

8.1 Responding to the Climate Emergency - Outcome Areas

- A greener Haringey
- A zero carbon and climate resilient Haringey
- Expanding active travel
- Better air quality in Haringey

8.2 The proposed red route supports the efficient operation of the local highway network by reducing obstruction from parked vehicles and improving the movement and reliability of bus services along the corridor. The scheme also improves visibility at junctions and crossing points, helping to create safer conditions for pedestrians and cyclists.

8.3 The Council is committed to becoming a **net-zero carbon borough by 2041** and to delivering a **just transition**, ensuring that the move towards a more sustainable and lower-carbon transport network is fair and equitable for all residents. By supporting more reliable public transport and creating safer conditions for walking and cycling, the scheme contributes to the Corporate Delivery Plan objectives of expanding active travel, improving air quality and supporting a greener and more climate-resilient Haringey.

9 Carbon and Climate Change

9.1 Parking controls contribute positively to carbon emission reduction and mitigate climate change in the following ways:

9.2 Reduced vehicle emissions - managed parking reduces congestion. Parking controls including Red Route controls will help ease congestion, leading to a decrease in emissions and therefore decrease in carbon footprint.

9.3 Removal of illegal footway parking, provides improved accessibility for those walking and wheeling, encouraging more walking. This not only reduces greenhouse gas emissions but also promotes a healthier lifestyle, which, in the long run, can reduce healthcare-related conditions linked to sedentary lifestyles.

9.4 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.

Statutory Officers' comments

10 Comments of the Chief Financial Officer

10.1 This report seeks Cabinet Member approval for the implementation of a Red Route along A105 High Road Wood Green between Turnpike Lane and Bounds Green Road.

10.2 The full cost of this scheme is estimated to be £197k, including community engagement; inventory of existing site conditions; design and implementation. This includes the cost for supply and installation of the enforcement cameras is £170,576.

10.3 This will be funded from the Council's approved Capital Programme as approved within the 2025/26-2029/30 Parking Investment Plan and subject to agreement from the Better Bus Partnership Bid secured from TfL.

11 Comments of the Director of Legal and Governance

11.1 The Cabinet Member for Climate Action and Transport is asked to consider the objections received following the statutory consultation on the proposed Red Route along A105 High Road Wood Green between Turnpike Lane and Bounds Green Road and, having done so, approve the recommendations set out in paragraph 3, including the making of all necessary traffic management orders under the RTRA to enable implementation of the proposal.

11.2 The decision is a key decision and has been included on the Forward Plan in accordance with the Council's Constitution.

11.3 The Cabinet Member for Climate Action and Transport is authorised to make this key decision pursuant to Part 3, Section C of the Council's Constitution.

11.4 The Council's powers to make traffic management orders to control and regulate vehicular traffic (and other traffic including pedestrians) on the highway are contained in section 6 of the RTRA.

11.5 Officers have considered the Council's statutory duty pursuant to section 122 of the RTRA at paragraphs 7.10 and 7.11 and recommend that the relevant TMOs be made.

11.6 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 paragraph 7. The Cabinet Member for Climate Action and Transport must take into account the consultation responses before deciding whether to implement the proposed Red Route and make the necessary TMOs.

12 Equalities Comments

12.1 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.

12.2 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 applies to the first part of the duty.

12.3 Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

12.4 Alongside the statutory consultation, residents, businesses and key stakeholders were afforded an opportunity to comment on the proposals and raise any concerns during the preliminary public engagement phase.

12.5 The Council does not anticipate any negative impacts on groups with protected characteristics at this time. Although a number of matters were raised during the public engagement and statutory consultation, no objections were received that identified impacts on protected characteristic groups relevant to the proposals set out in this report.

12.6 The proposals are also expected to have positive impacts by improving road safety, reducing obstruction on the highway network, and supporting the reliable operation of bus services. These measures are likely to benefit a range of users, including older people, disabled people, children and those with mobility impairments, by helping to provide a safer and more accessible environment for travelling, accessing services and making essential journeys. The Council will continue to have due regard to its duties under the Equality Act 2010 in the implementation and operation of the scheme.

13 Use of Appendices

- Appendix 1 – Statutory consultation document
- Appendix 2 – Consultation area
- Appendix 3 - Legal Notice of Proposal
- Appendix 4 – Details of Comments received during Statutory Consultation