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

Title: Disabled Parking Bays Batch DPB-2025-04

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

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

Ward(s) affected: Alexandra Park, Bruce Castle, Crouch End, Fortis Green, Harringay, Hornsey, Muswell Hill, Noel Park, Northumberland Park, Seven Sisters, South Tottenham, West Green, White Hart Lane and Woodside.

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 18th March 2026 to 8th April 2026 on the proposals to install, relocate or convert standard disabled bays into dedicated disabled bays and install ambulance bays in the streets listed in table 1 of this report.

1.2 To approve the recommendations outlined in section 3 of this report.

2 Cabinet Member Introduction

2.1 N/A.

3 Recommendations

3.1 The Director of Built Environment & Highways following consultation with the Cabinet Member for Climate Action and Transport is asked to: -

3.2 Note that no neutral/representations in support were received to the proposals and to consider the objections received to the consultation in Appendix 4 attached to this report, including officer's recommendations set out in Table 2 in paragraph 6.11.

3.3 Agree that the Council exercise its discretion and not cause a public inquiry to be held for the reasons set out in paragraph 6.16 of this report.

3.4 Approve the making of the traffic management orders (TMOs) pursuant to powers in the Road Traffic Regulation Act 1984 (RTRA 1984), including publicising its making, to implement the proposed changes at 22 locations (all proposals except proposal 1, dedicated bay at Keston Road) detailed in Table 1, which includes the following:

- 15 new dedicated disabled bays
- 5 conversions of existing disabled bay to dedicated disabled permit bays
- 2 new ambulance bays
- Removal of controlled parking zone restrictions where the introduction of new dedicated disabled bays is approved.

3.5 Approve to not implement proposal 1, dedicated bay at Keston Road as it is no longer required and the council has received confirmation of this.

3.6 Approve the spending of a total estimated implementation cost of £12,000, which includes the costs for making the traffic orders. This will be funded from the Council's approved Capital Programme within capital scheme 332 – Disabled Parking budget provision.

4 Reasons for decisions

4.1 Dedicated Disabled Parking Bays are one of the concessions being offered by the Council to accommodate residents meeting Haringey's Disabled Parking Place Policy criteria. This provides those meeting the criteria, access to one dedicated parking place for their nominated vehicle. Other vehicles will not be permitted to park within the dedicated parking bay at any time, which could result in a fine or being removed.

4.2 In accordance with the statutory consultation process, residents are formally consulted on the proposals to introduce dedicated disabled parking bays within their street. The bays proposed for installation as part of this consultation are listed in Table 1, Section 6.

4.3 The purpose of this consultation is to give people an opportunity to object to the locations of the proposed dedicated disabled bay.

4.4 It is recommended that 20 dedicated disabled parking bays and 2 ambulance bays proceed to installation following consultation. Objections have been upheld in relation to one of the proposed disabled parking bays at Item (1), 59 Keston Road, as the bay is now not required.

5 Alternative options considered

5.1 An alternative considered was not to undertake the requested introduction of new dedicated disabled bays listed in Table 1. This is not recommended as it doesn't align with the Council's Parking Strategy nor guidance issued by Department for Transport (DfT).

6 Background

6.1 Blue Badge holders in Haringey are entitled to make an application for a dedicated disabled persons' parking bay. Such bays are required to be located close to a Blue Badge holder's home.

6.2 A dedicated disabled persons parking bay (for the sole use by one vehicle) may be recommended if the applicant meets the following criteria (including conversion of a standard disabled persons parking bay to a dedicated disabled persons permit parking bay): ·

- The applicant must be the holder of a current blue badge issued under the Disabled Persons (Badges for Motor Vehicles) Regulations 2000.
- The applicant must reside permanently at the address; or be able to nominate another driver who also resides permanently at the same address.
- The applicant, or the nominated driver, must have a driver's licence that is registered at the address where the bay is to be provided.
- The applicant must be able to provide written consent (medical consent form) for the Council to access their Blue Badge mobility assessment form and gather evidence to show the applicant has considerable difficulty in walking.
- The applicant has no access to alternative off-street parking. Applications are unlikely to be approved if the applicant has access to off-street parking areas such as a garage, a driveway or an area of hardstanding within their property. Exceptions may be

considered if facilities can be demonstrated as being unsuitable for the use of a disabled person due to the nature of their disability.

- The applicant is in receipt of the higher rate of the Mobility Component of the disability living allowance elements of the Blue Badge Eligibility criteria; or
- Scores 12 points or more under the 'moving around' activity of the mobility component of Personal Independence Payment (PIP); or
- Is in receipt of the higher rate Attendance Allowance (aged 64 and over) or
- Is in receipt of the mobility component of PIP and has obtained 10 points specifically for Descriptor E under the "planning and following journeys" activity on the grounds that they are unable to undertake any journey because it would cause them overwhelming psychological distress; or
- Receives a War Pensioner's Mobility Supplement (WPMS); or
- Has been both awarded a lump sum benefit at tariffs 1-8 of the Armed Forces Compensation Scheme and certified as having an enduring and substantial disability which causes the inability to walk or very considerable difficulty in walking; or
- Can provide written evidence from a professional medical consultant (not a general practitioner) providing reasons why a disabled dedicated parking bay is required.

6.3 A disabled persons parking bay or dedicated disabled persons parking bay may also be recommended for removal:

- If an individual's circumstances change, whereby the applicant no longer meets the criteria listed in Section 6.2.
- The applicant; or the applicant's relatives, friends, or neighbours; advise the Council that a bay is no longer in use or required.

6.4 Occasionally, the Council receive requests to amend existing disabled persons' parking bays or dedicated disabled persons' parking bays where:

- An applicant would like a bay moved closer to their property or facility.

6.5 In all cases, Council officers will conduct an assessment and undertake statutory consultation on any proposed changes. The outcome of both helps inform officers recommendations regarding the changes.

6.6 Due to the volume of applications the Council receives, undertaking each application on an individual basis would not be cost-effective. To efficiently process requests, applications are assessed and progressed in batches.

6.7 Table 1 below lists 23 locations where residents informed the Council that a dedicated disabled parking bay was required and these proposals were subject of the statutory consultation described in section 6.8 of this report. The changes proposed are where the applicant meets the criteria set out under paragraph 6.2. See **Appendix 1** for detailed drawings:

Table 1

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(1)	59 Keston Road, London	Convert existing stretch of double yellow line to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(2)	54 Springfield Avenue, London	Convert existing standard disabled bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(3)	39 Langham Road, London	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(4)	7 Bedford Rd, London	Convert existing standard disabled bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(5)	5 Greenfield Road, London	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(6)	Genesis House, 4 Queen Street, London	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(7)	36 Curzon Road	Introduce 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(8)	Adjacent to 86 Westbury Avenue, London	Convert existing standard disabled bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(9)	8 Weir Hall Rd	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(10)	11 Burlington Rd	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(11)	60 Glasslyn Rd	Convert existing standard disabled bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(12)	3 Gladstone Ave	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(13)	79 Granville Rd	Convert and relocate existing standard disabled bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(14)	132 Risley Ave	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(15)	72 Park Ave South	Introduce 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(16)	18 Manor Road	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(17)	Rees House, Brereton Road	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(18)	112 Beresford Rd	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(19)	25 Liney Rd	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(20)	97 Rosebery Road, London	Introduce 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N

Reference	Location	Description	Reason for proposal and operation hours	Changes to waiting/loading restrictions required? (Y/N)
(21)	Progress Way, opposite 102 Pellatt Grove	Convert existing residential bay to 6.6 metre Dedicated Disabled Permit Bay	To provide a dedicated parking facility to qualifying disabled resident At all times	N
(22)	25 Rostrevor Avenue	Introduce 7.2 metre Ambulance Bay	To provide a dedicated parking facility to ambulances At all times	N
(23)	6 Clifton Gardens	Introduce 6.6 metre Ambulance Bay	To provide a dedicated parking facility to ambulances At all times	N

(Rows highlighted in red in Table 1 are not recommended to be progressed)

Statutory Consultation

6.8 Statutory notification commenced on 18 March 2026 for periods of 21 days. The process consisted of a 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 8 April 2026.

6.9 In addition to the above, letters informing parties of the proposed changes were hand delivered to all properties in proximity to the proposed changes. **Appendix 2** contains copies of the letters delivered to affected frontages.

6.10 See **Appendix 3** for a copy of the statutory 'notice of proposal' advertised. As part of the statutory process, the views of the following statutory consultees were also sought, as required by the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ("LATOR") 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 Statutory Consultation

6.11 The Legal requirements for this statutory consultation were 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.

6.12 The statutory consultation allows anyone to make a formal objection or to confirm they are neutral but have comments or suggestions.

6.13 A total of 4 objections were received for 3 of the proposals in Table 1. The objections received to the statutory consultation, along with officer's views and recommendations, can be found in Table 2 below.

6.14 No neutral representations/representations in support were received towards the proposals.

Table 2

Reference	Objection Theme	Officer Recommendation	Officer Response
Item (1) Table 1 59 Keston Road, London	1 objection - the bay is no longer required.	Officers have considered the objection, and the objection has been upheld. The bay is no longer required, therefore, the Council should not proceed with the implementation of the proposal.	The objector has been notified via e-mail that their objection/comment have been recorded and will be considered as part of the reporting process. The outcome of the decision report will be available to share with the objectors once a decision has been taken.
Item (7) Table 1 36 Curzon Road	1 objection – Respondent comments that parking capacity is already constrained due to existing dedicated disabled bay, e-scooter docking station, electrical car charging points and extended double yellow lines removing several parking spaces. Comment requests that the council consider whole-street impact before approving further bays.	Officers considered the objection, and it has not been upheld. The applicant for the dedicated disabled parking bay has been assessed and passed all criteria required. Not installing the proposed bay would breach the Council Policy for Disabled Parking Places as the applicant meets the required eligibility criteria. The Council should proceed with the proposal.	The objector has been notified via e-mail that their objection/comment have been recorded and will be considered as part of the reporting process. The outcome of the decision report will be available to share with the objectors once a decision has been taken.
Item (14) Table 1 132 Risley Avenue	2 objections- Residents object to the proposed additional disabled parking bay on the grounds that the street already faces extreme parking pressure, with a disproportionately high number of disabled bays—around 6–7 within a short stretch—significantly reducing general parking availability for a dense row of	Officers considered the objection, and it has not been upheld. The applicant for the dedicated disabled parking bay has been assessed and passed all criteria required. Not installing the proposed bay would breach the Council Policy for Disabled Parking Places as the applicant meets the required eligibility criteria. The Council should proceed with the	The objectors have been notified via e-mail that their objections/comments have been recorded and will be considered as part of the reporting process. The outcome of the decision report will be available to share with the objectors once a decision has been taken.

Reference	Objection Theme	Officer Recommendation	Officer Response
	households. They suggest that some existing disabled bays are unallocated or under-used and that the applicant is not uniquely disadvantaged given the proximity of current provision. Further concerns include the cumulative loss of spaces due to traffic-calming measures, personal safety risks when residents are forced to park far from their homes, and the perception of imbalance where standard bays are consistently full while designated bays remain empty. While recognising the importance of accessible parking, residents call for the council to refuse the new proposal, first review the ongoing eligibility and necessity of existing disabled bays, and consider mitigation measures to offset any further loss of general parking space in the interest of fairness across the community.	proposal however a review of the existing disabled bays currently on Risley Avenue will be undertaken.	

6.15 Having considered the objections received during the statutory consultation officers recommend that 22 of the 23 proposals are implemented. The reasons why one of the

dedicated disabled bays should not be removed is given in Table 2 above and in paragraph 6.13 below.

6.16 It is recommended that the proposed dedicated disabled bay at 59 Keston Road is not progressed, as the bay is no longer required and confirmation of this has been received by the Council.

6.17 Officers have considered the Protocol for Key Decisions in the Council's Constitution and consider that the decision to approve the proposals contained within Table 1 of paragraph 6.7 are not key decisions, because although the decision will impact on communities living and working in 2 or more wards, when assessing those impacts, officers have concluded that they are not likely to be significant in terms of their effects on those communities; and will not result in significant expenditure being incurred or savings being made nor any virements.

6.18 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 traffic management order (TMO). This report does not include the recommendation to hold a public inquiry on account of the effect of the order, that the project will contribute towards achieving a number of policy objectives and that holding a public inquiry would lead to expense and delay.

6.19 The Council is also not under an obligation to a public inquiry prior to the making of these TMOs, because the TMO is not treated as prohibiting loading or unloading as provided in regulation 9 (4)(a) which applies where an order "authorises the use of part of a road as a parking place, or designates a parking place on a road, for the use of a disabled person's vehicle as defined by section 142(1) of the 1984 Act";

6.20 Officers also do not consider that the proposals will impact on peoples' human rights and their enjoyment of their possession/use of their home. This is because the proposals involve the introduction of both dedicated disabled bays and ambulance bays which are installed on the public highway following an assessment of need and are provided to support residents with significant mobility difficulties. When applications for dedicated disabled parking bays are received, they are assessed against the Council's eligibility criteria. Where these criteria are met, the Council is obliged to provide a bay as close to the applicant's property as reasonably practicable. In doing so, the Council must ensure that an appropriate balance is maintained between meeting the needs of disabled residents and preserving adequate parking provision for other local residents. However, in accordance with the Council's parking policy, the provision of disabled parking bays is given priority over standard permit parking bays where space constraints necessitate a choice between the two.

6.21 Section 122 of the RTRA 1984 provides that the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic, including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters: -

- The desirability of securing and maintaining reasonable access to premises.
- The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenities.
- The national air quality strategy.
- Facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
- Any other matters appearing to the Council to be relevant.

6.22 The proposals are intended to secure reasonable access to premises for Blue Badge Holders and will not hinder the passage of vehicular and other traffic including service vehicles. The above 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.

6.23 In exercising its powers under the Road Traffic Regulation Act 1984, the Council has had regard to the provisions relating to the designation and operation of parking places under section 45(3). The legislation enables an authority to designate parking places for use by specified persons or classes of vehicles, including those authorised by permit, and to determine the conditions under which such parking places may be used. These conditions may include restrictions on duration, times of operation, and eligibility.

6.24 In determining the appropriateness of redesignating existing permit bays, unrestricted parking spaces on unrestricted roads and standard disabled bays as dedicated disabled parking bays, the Council has taken into account the relevant factors set out in section 45(3), including the need to ensure the efficient use of kerb space, to prioritise parking provision based on evidenced demand, and to manage parking in a way that supports the broader traffic management objectives of the area.

6.25 The designation of parking places is subject to ongoing review, and changes may be made where circumstances indicate that an alternative use would better meet current demand and policy objectives. Where a disabled bay is no longer supported by an identified and eligible user, or where usage levels do not justify its retention, it is appropriate to consider its reallocation.

6.26 The conversion of the previously mentioned bays to dedicated disabled parking bays ensures that on-street parking provision responds to changing local needs, supporting accessibility for disabled residents where a demonstrable requirement exists while maintaining the overall balance of parking provision within the area.

7 Contribution to strategic outcomes

7.1 The introduction and management of disabled parking places align with the Council's Theme 2: Responding to the climate emergency in the Corporate Delivery Plan –2024-2026. The delivery of this change to disabled parking will ensure that the Council manages parking for local residents on the public highway. This will improve access to disabled parking and provide managed street space.

8 Carbon and Climate Change

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

- Reduced vehicle emissions: managed parking reduces congestion.

- Modal change: Managed parking arrangements can also support modal change. When motorised access is restricted, motorists may choose alternative transportation modes, reducing the number of vehicles on the road and associated emissions. Over time, this can lead to a shift in commuting habits with lasting environmental benefits.

9 Comments of the Chief Financial Officer

9.1 This report seeks approval from the Director of Built Environment & Highways to implement the proposed measures for dedicated disabled bays detailed above in Table 1 except proposal 1 which is not recommended to be implemented.

9.2 The cost to implement the recommended changes is estimated to be approximately £12,000 and this includes costs for processing traffic orders. This will be funded from the Council's approved Capital Programme within capital scheme 332 – Disabled Parking budget provision.

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

10 Comments of the Director of Legal and Governance

10.1 The Director of Built Environment & Highways is authorised to take the decisions in section 3 of this report under the authority delegated to his post in the general delegations to director's in the Council's Constitution (Section 2 of Section E in Part Three of the Constitution).

10.2 The Council's powers to make TMOs in respect of disabled parking spaces/bays and regulating vehicular traffic on the highway are contained in sections 6, 45, 46 and 49 of the RTRA 1984.

10.3 Officers have considered the Council's statutory duties in sections 45(3) and 122 of the RTRA 1984 and section 16 of the Traffic Management Act 2004 as set out in paragraphs 6.26 and 6.22 when recommending that TMOs be made to implement the proposed changes in section 3 of this report and concluded that they will not impact on peoples' human rights as set out in paragraph 6.20.

10.4 Before deciding whether to implement the proposals in this report, the Council must undertake consultation in accordance with the LATOR, which is explained in paragraphs 6.8 to 6.10 of this report has been done. The Director of Built Environment & Highways must take into account the consultation responses in Appendix 3 before taking the decisions in section 3 of this report.

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.

11 Equalities Comments

11.1 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advance equality of opportunity between people who share those protected characteristics and people who do not.
- Foster good relations between people who share those characteristics and people who do not

11.2 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status apply to the first part of the duty. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

11.3 The Council must, when carrying out the Council's functions (which includes making decisions), have due regard to the needs set out in section 149 of the Equality Act 2010 (the Public Sector Equality Duty ('PSED')). This duty includes having due regard to the need

to advance equality of opportunity between persons who share a relevant protected characteristic (including people with a disability) and persons who do not share it.

11.4 S149 (4) of the Equality Act 2010 stresses the public sector equality duty in respect of disabled persons and extends the meaning of 'due regard' to include the steps involved in meeting the needs of disabled persons in particular "steps to take account of disabled person's disabilities".

11.5 The proposal to recommend the introduction of disabled parking places at various locations in the borough is a necessary step that recognises and takes account of the parking needs of Haringey's disabled residents – therefore having a positive impact on the concerned individuals with this protected characteristic. It accords with meeting the Council's public sector equality duty in regard to the protected characteristic of disability and advances equality of opportunity between those who share protected characteristics and those who do not. We do not anticipate any negative impacts of this proposal on other groups with protected characteristics.

12 Use of Appendices

Appendix 1 – Detailed designs showing the extent of the proposals stated in table 1 Section 6

Appendix 2 – Statutory Consultation notification letters delivered to properties

Appendix 3 – Statutory Consultation Notice of Proposal, advertising the proposals detailed in Table 1 in Section 6

Appendix 4 – List of Responses Received to the consultation

13 Background Papers

None