


Report for: Record of Decision Taken Under Delegated Authority

Item Number:

Title: To make safer traffic movements through the implementation of waiting and loading restrictions and parking place changes in batch 20

Request authorised by: Head of Highways and Parking: Ann Cunningham



Lead Officer: Daniel Bingham
Level 1 (South), River Park House, 225 High Road,
Wood Green, N22 8HQ
daniel.bingham@haringey.gov.uk

Wards Affected: Borough wide

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

1 Purpose

- 1.1 The purpose of this report is to provide details of the minor parking scheme proposals and the representations received during the consultation period. It also seeks approval to proceed with the recommendations as set out in section 13 of this report.
- 1.2 During July 2020, the Council undertook a statutory consultation on proposals to introduce waiting and loading restrictions and parking place changes at various locations throughout the borough.
- 1.3 In addition to the above, this report seeks approval for:
 - Making permanent the experimental Traffic Management Orders for the Bruce Castle (T20) and The Hale (T19) Controlled Parking Zones.
 - Implementation of a dedicated disabled Bay outside 29 Earlsmead Road N15.

2 Background

- 2.1 The Council receives a significant number of requests to introduce or amend existing parking restrictions. This is mostly to address concerns relating to parking pressures and inconsiderate and obstructive parking and these concerns may originate from a variety of stakeholders.
- 2.2 Inconsiderate and obstructive parking can be a cause of concern to road users of all types. As well as affecting motorists it can also impact on the safety of pedestrians and cyclists. Poorly parked vehicles may impede access and contribute to road congestion. This can affect the movements of larger delivery vehicles, waste collections, buses and even emergency vehicles. Reduced sight lines impact upon road safety by contributing to an increased risk of collisions.
- 2.3 Bruce Castle and The Hale Controlled Parking Zones were introduced under experimental traffic management orders. Their introduction was necessary to manage growing pressure on parking availability for residents and businesses resulting from the expansion of the Tottenham Football Stadium, and introduction of nearby controlled parking zones in recent years.
- 2.4 **As part of the council's programme for dedicated disabled bays a request was made to prioritise the required statutory consultation for the introduction of a dedicated disabled bay outside 29 Earlsmead Road. This was undertaken in July 2020.**

3 Proposals

- 3.1 The locations where concerns or requests have been raised to make changes to parking restrictions or parking places are detailed in table 1. Each location has been investigated and the table outlines the proposals we are seeking to approve. A copy of the traffic order is contained within **Appendix 1** of the report. Detailed designs for each location are included within **Appendix 2**.

Table 1

Reference	Location	Description	Operation hours	Reason for proposal
(a)	Outside nos. 16 to 20 Queens Road N11	Convert existing single yellow line into a double yellow line	Operating at any time	To keep area clear at all times for vehicles manoeuvring Queens Road
(b)	Outside Kenswood Nursery on Hampstead Lane N6	Extend existing double yellow line by 7 meters in length	Operating at any time	To improve sightlines when entering/exiting Kenswood Nursery
(c)	53 Shepherds Hill N6	Include property in existing Crouch End A controlled parking zone	Zone Hours	
(d)	149 Park Road N8	Include property in existing Crouch End A controlled parking zone	Zone Hours	
(e)	Opposite 75 Mark Road N22	Reduce existing double yellow line and extend existing resident bay by 3 meters in length	Zone hours	To provide further parking opportunities for residents
(f)	Adj 60 Pulford Road on Moreton Road N15	Convert existing resident parking bays to shared use, resident and	Zone hours, with a max stay of 2 hours	To provide further parking opportunities for visitors

		pay by phone parking bays		
(g)	Adj 62 Pulford Road on Moreton Road N15	Convert existing resident parking bays to shared use, resident and pay by phone parking bays	Zone hours, with a max stay of 2 hours	To provide further parking opportunities for visitors
(h)	Outside 51 Langdon Park Road N6	Reduce existing parking bay and increase single yellow line by 5 meters in length	Zone hours	To further improve visibility for pedestrians and road users
(i)	Outside nos. 356 to 378 Green Lanes N4	Convert single yellow lines into double yellow lines and introduce double kerb markings	No waiting or loading at any time	To improve traffic flow
(j)	Adjacent nos. 73 & 75 Cornwall Road N15 on Dagmar Road N15	Convert resident bays to permit holders only	Zone Hours	To provide further parking opportunities for businesses
(k)	Adjacent no. 80 Clinton Road towards adjacent no. 85 Station Crescent on Clarence Road N15	Convert resident bays to permit holders only	Zone Hours	To provide further parking opportunities for businesses
(l)	Opposite nos. 2 to 10 Clarence Road N15	Convert shared use, resident and pay by phone parking	Zone Hours	To provide further parking opportunities for businesses

		bays to shared use permit and pay by phone		
(m)	Outside The Hall (opposite nos. 10 to 12) on Clarence Road N15	Convert resident only parking bays to permit holder parking bays	Zone Hours	To provide further parking opportunities for businesses
(n)	Adjacent no. 12 & adj no. 10 Clarence Road on Falmer Road N15	Convert resident only parking bays to permit holder parking bays	Zone Hours	To provide further parking opportunities for businesses
(o)	Adj no. 75 Black Boy Lane & adj no. 66 Abbotsford Avenue N15	Convert resident only parking bays to permit holder parking bays	Zone Hours	To provide further parking opportunities for businesses
(p)	Opposite nos. 14 to 20 Station Crescent N15	Convert resident only parking bays to permit holder parking bays	Zone Hours	To provide further parking opportunities for businesses
(q)	Entrance to Albert Road Recreation Ground on Durnsford Road N22	Introduce double yellow line 3 meters, both directions from the start of the dropped kerb	At any time	To increase sightlines when entering/exiting Albert Road Recreation Ground
(r)	Opposite adjacent 65 Park Ridings on Mayes Road towards opposite adjacent 142 Hornsey Park Road on Mayes Road N22	Introduce loading restrictions, indicated by double kerb markings	At any time	To improve traffic flow

3.2 The two experimental TMOs that we are proposing to make permanent are shown in table 2:

Table 2

Reference	Location	Description	Operation hours	Reason for proposal
(a)	Situated in Northumberland Park Ward of Haringey; Bounded by the following Roads: High Road, Lordship Lane Bruce Castle Lane Kings Road	T20 Bruce Castle Experimental Controlled Parking Zone	Monday to Saturday 8am to 6.30pm Event Days Monday to Friday 8am to 8.30pm Saturday & Sunday 8am to 8pm Public Holidays Noon to 8pm	To manage parking pressures within the Bruce Castle CPZ area.
(b)	Situated in Tottenham Hale Ward of Haringey; Bounded by the following Roads: High Road, Monument Way, Watermead Way, Dowsett Road	T19 The Hale Experimental Controlled Parking Zone	Monday to Saturday 8am to 6.30pm Event Days Monday to Friday 8am to 8.30pm Saturday & Sunday 8am to 8pm Public Holidays Noon to 8pm	To manage parking pressures within the Hale CPZ area.

3.3 The Introduction of a single dedicated disabled bay outside 29 Earlsmead Road N15.

4 Statutory Notification

4.1 Statutory notification was given on the proposals as detailed in section 3.

4.2 As part of this process the Notice of Proposal was published in the London Gazette, Enfield and Haringey independent and copies of the notice was erected on site in the affected streets. The statutory notification consisted of 18 locations.

4.3 As part of the statutory process, the following stakeholders were consulted on the proposals:

- 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

5 Statutory Notification Feedback

- 5.1 No representations have been received from the statutory bodies stated above.
- 5.2 The Council received no objections or representation to the proposals listed within the table contained in section 3.1 of the report.

6 Experimental Traffic Management Orders

- 6.1 Experimental traffic order were originally advertised for the Bruce Castle CPZ and The Hale CPZs in July 2018. And these were subsequently re-advertised with minor amendments in February 2020.
- 6.2 As part of the formal process a notice was published in the London Gazette, Enfield and Haringey independent and the notices were erected on site in each the affected streets for both of these projects. No formal objection or representations have been received from the statutory bodies for the experimental TMOs detailed section 3, table 2.

7 Dedicated Disabled Bay

- 7.1 A Statutory Notice of Proposal was advertised for Earlsmead Road N15 on 21 July 202, with a consultation period lasting for 21 days.
- 7.2 As part of the formal process the notice was published in the London Gazette, Enfield and Haringey independent and the notices were erected on site within the affected street. No formal objection or representations have been received from the statutory bodies in relation to the Statutory consultation detailed in section 3.3.

8 Chief Financial Officer Comments

- 8.1 The capital costs of waiting, loading, and parking place measures outlined in this report can be met from the Parking Plan funding which forms part of the 2020-2021 budget.
- 8.2 Provision for the implementation of the proposed measures to the CPZ was made in the Parking Plan capital budget for 2019/20.
- 8.3 Associated costs which includes community engagement, inventory of existing site conditions, design and implementation will be met from existing agreed budgets.
- 8.4 Annual running costs will be managed within existing agreed staffing arrangements and budgets.

8.5 Parking controls will be enforced by existing agreed in-house civil enforcement officers (CEOs). The income from permits and parking control notices has been taken into consideration in setting the annual revenue budget.

9 Legal Requirements

9.1 Before reaching a decision to make the necessary Traffic Management Order to implement or amend a CPZ scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act 1984 ("RTRA") (as amended) and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended). **In carrying out the notification the council must comply with the principles ("Sedley Principles") set out also by the courts which are: that notification must be at a time when proposals are still at a formative stage; that the proposer must give sufficient reasons for any proposal to permit of intelligent consideration and response; that adequate time must be given for consideration and response; and that the product of notification must be conscientiously taken into account in finalising any statutory proposals. All objections received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.**

9.2 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 paragraph 8 and 9 of the RTRA.

9.3 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: -

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

10 Comment of the Head of Legal Services

10.1 Other than the requirements set out in section 9 above there are no other legal implications arising out of this report.

11 Equalities comments

11.1 S149 (4) of the Equality Act 2010 stresses the public sector equality duty strongly 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**

persons' disabilities" even if it would mean treating disabled persons more favourably than persons who do not have a disability.

11.2 The proposal to recommend the introduction of disabled parking is a necessary step that **recognises and takes account of the parking needs of Haringey's disabled residents even** if it appears to be a more favourable treatment on grounds of their disability.

11.3 **It accords completely with meeting the Council's public sector equality duty in regard to** the protected characteristic of disability.

12 Equal Opportunities

During the statutory notification period any interested parties are permitted to make representations regardless of where they live or work.

13 Recommendations

13.1 It is recommended that the Head of Highways and Parking:

- (a) Approve implementation of the proposals as detailed in Section 3 of this report.
- (b) Approve that the experimental orders for The Hale and Bruce Castle Controlled Parking Zone be made permanent.
- (c) To approve the Introduction of a single dedicated disabled bay outside 29 Earlsmead Road N15
- (d) **Approve that residents and businesses be informed of the Council's decision.**

APPENDIX 1

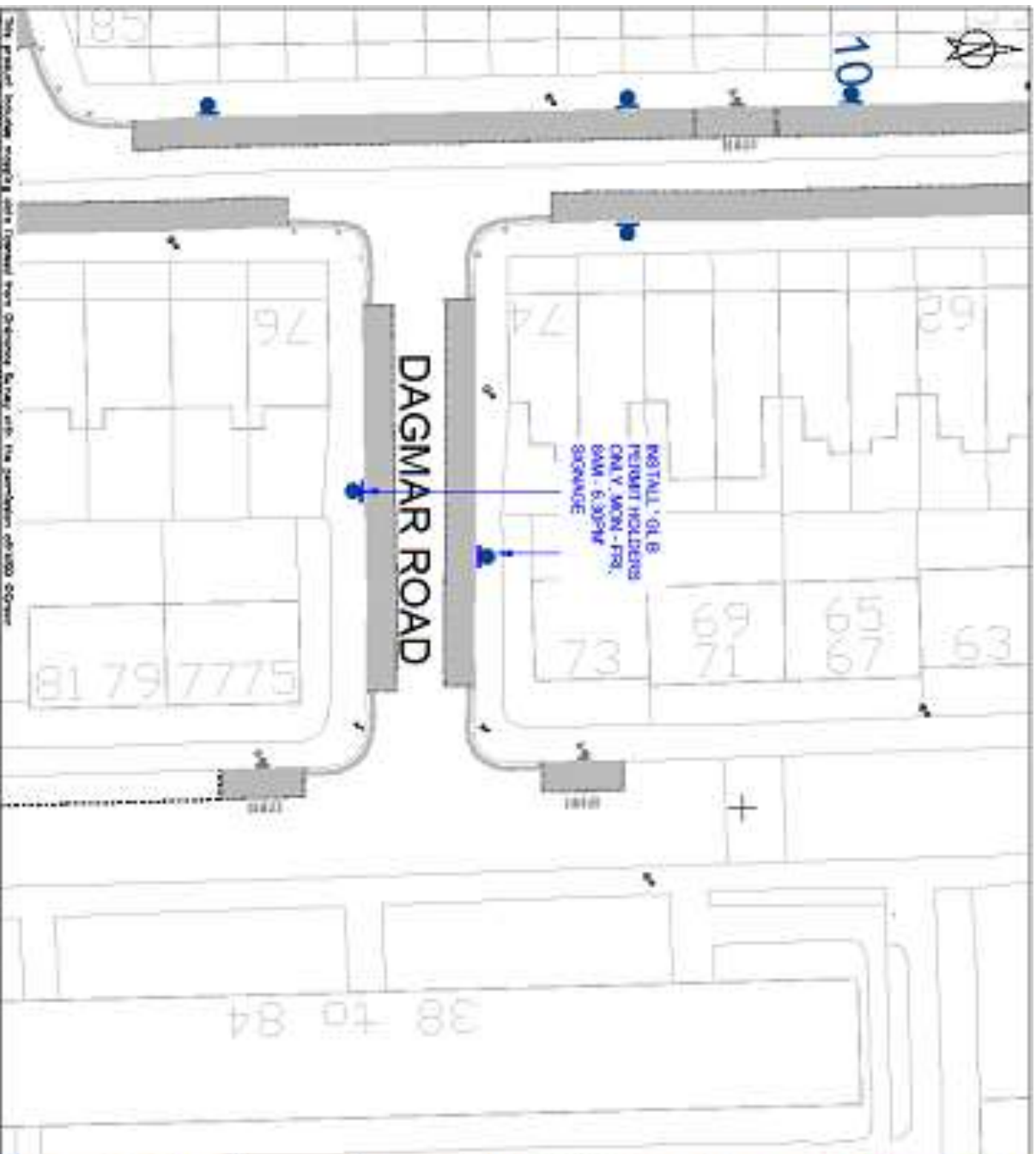
HARINGEY COUNCIL – PUBLIC NOTICE
VARIOUS LOCATIONS – PROPOSED INTRODUCTION/AMENDMENT/REMOVAL OF
WAITING AND LOADING RESTRICTIONS AND PARKING PLACES – T23
THE HARINGEY (WAITING AND LOADING RESTRICTION) (AMENDMENT NO. 90) ORDER 2020 AND VARIOUS
CONTROLLED PARKING ZONE AMENDMENT ORDERS



1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Haringey on 18th August 2020 made the above mentioned Orders under sections 6, 45, 46 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Orders will be to: -
 - a) convert an existing permit holders only parking place into shared use permit and pay by phone parking place, operating at zone hours, between outside the Cypriot Centre and No. 6 Earlham Grove N22;
 - b) remove single yellow line waiting restrictions between outside No. 42 Barratt Avenue N22 and its junction with Park Avenue N22, into a resident parking place operating at zone hours;
 - c) introduce 2 pay by phone only parking places in the bus lane opposite Fatisa Café, in High Road N22, operating between 10 a.m. and 4.p.m. on Mondays to Fridays inclusive;
 - d) reduce the length of an existing parking place and introduce double yellow line waiting restrictions, operating at any time on the east side of Hollington Road, outside the entrance to Carbuncle Passage;
 - e) reduce the length of an existing parking place and introduce double yellow line waiting restrictions, operating at any time on the west side of Hollington Road, outside the entrance to Carbuncle Passage, also converting the single yellow line waiting restriction into double yellow line restrictions;
 - f) introduce double yellow line waiting restrictions operating “at any time” in Langhedge Lane N18, on both sides of the road, between its junctions with High Road and Cannon Road
 - g) convert existing single yellow line waiting restrictions between opposite the flank wall of No. 142 Hornsey Park Road on Mayes Road N22 and outside Penwortham Court, Mayes Road N22, into double yellow line waiting restrictions operating at any times, the whole length;
 - h) extend the length of existing double yellow line waiting restrictions operating at any time in Muswell Avenue N10, outside the entrance of Hilldene, near its junction with Alexandra Park Road N10, to be extended by an additional 11.5 metres;
 - i) introduce single yellow line waiting restrictions operating between 7.30 a.m. and 9 a.m. and between 2.30 a.m. and 4 p.m. on Mondays to Fridays inclusive, opposite Nos. 31 to 45 Page’s Lane N10;
 - j) reduce the length of existing double yellow line waiting restrictions outside No. 12 Rhodes Avenue N22, by 1 metre from the existing dropped kerb;
 - k) introduce an ambulance parking place operating between 8 a.m. and 5 p.m. on Monday to Saturdays inclusive, outside No. 30 Tottenham Lane N8;
 - l) remove an existing resident parking place and extend the length existing double yellow line waiting restrictions operating at any times to replace it, along the flank wall of No. 2 Dowsett Road N17, in Wilson’s Avenue N17;
 - m) convert existing pay by phone only parking places between the flank wall of No. 24 Burghley Road N8 and the flank wall of No. 23 Vernon Road N8 on Lyttleton Road N8 into shared use resident permit holders and pay by phone parking places, operating as shared use between 8 a.m. and 7 p.m. on Mondays to Sundays inclusive, and resident permit holders only between 7 p.m. and 10 p.m. on Mondays to Sundays inclusive,
 - n) convert existing pay by phone only parking places between the flank wall of No. 24 Vernon Road N8 and the flank wall of no. 23 Waldegrave Road N8 in Lyttleton Road N8 into shared use resident permit holders and pay by phone parking places, operating as shared use between 8 a.m. and 7 p.m. on Mondays to Sundays inclusive, and resident permit holders only between 7 p.m. and 10 p.m. on Mondays to Sundays inclusive.
3. Copies of the Orders referred to above, which will come into force on 20th August 2020, of plans which indicate the locations and effects of the Orders, and of a Statement of Reasons for making the Orders, may be inspected at the reception desk, Alexandra House, 10 Station Road, Wood Green, N22 7TR or can be viewed online, within six weeks of the date on which the Orders were made, at www.haringey.gov.uk/traffic_orders.
4. Any person desiring to question the validity of the Orders or of any provision contained therein on the grounds that it does not comply with the relevant powers of the Road Traffic Regulation Act 1984, as amended or that any of the relevant requirements thereof or of any relevant regulations made there under have not been complied with in relation to the Orders may, within six weeks of the date on which the Orders were made, make application for the purpose to the High Court.

Dated 19th August 2020

Ann Cunningham,
Head of Operations



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<p>Scale</p> <p>1:1000</p> <p>Drawn</p> <p>10/10/2017</p> <p>Checked</p> <p>10/10/2017</p> <p>Date Drawn</p> <p>10/10/2017</p> <p>Switch No.</p> <p>10</p>	<p>Notes</p> <p>1. ALL RIGHTS RESERVED BY THE COUNCIL</p> <p>2. THIS PLAN IS THE PROPERTY OF THE COUNCIL AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE COUNCIL.</p>	<p>Legend</p> <ul style="list-style-type: none"> — 100mm wide kerb — 150mm wide kerb — 200mm wide kerb — 250mm wide kerb — 300mm wide kerb — 350mm wide kerb — 400mm wide kerb — 450mm wide kerb — 500mm wide kerb — 550mm wide kerb — 600mm wide kerb — 650mm wide kerb — 700mm wide kerb — 750mm wide kerb — 800mm wide kerb — 850mm wide kerb — 900mm wide kerb — 950mm wide kerb — 1000mm wide kerb <p>Other</p> <ul style="list-style-type: none"> — 100mm wide kerb — 150mm wide kerb — 200mm wide kerb — 250mm wide kerb — 300mm wide kerb — 350mm wide kerb — 400mm wide kerb — 450mm wide kerb — 500mm wide kerb — 550mm wide kerb — 600mm wide kerb — 650mm wide kerb — 700mm wide kerb — 750mm wide kerb — 800mm wide kerb — 850mm wide kerb — 900mm wide kerb — 950mm wide kerb — 1000mm wide kerb 	<p>LOCATION PLAN</p>
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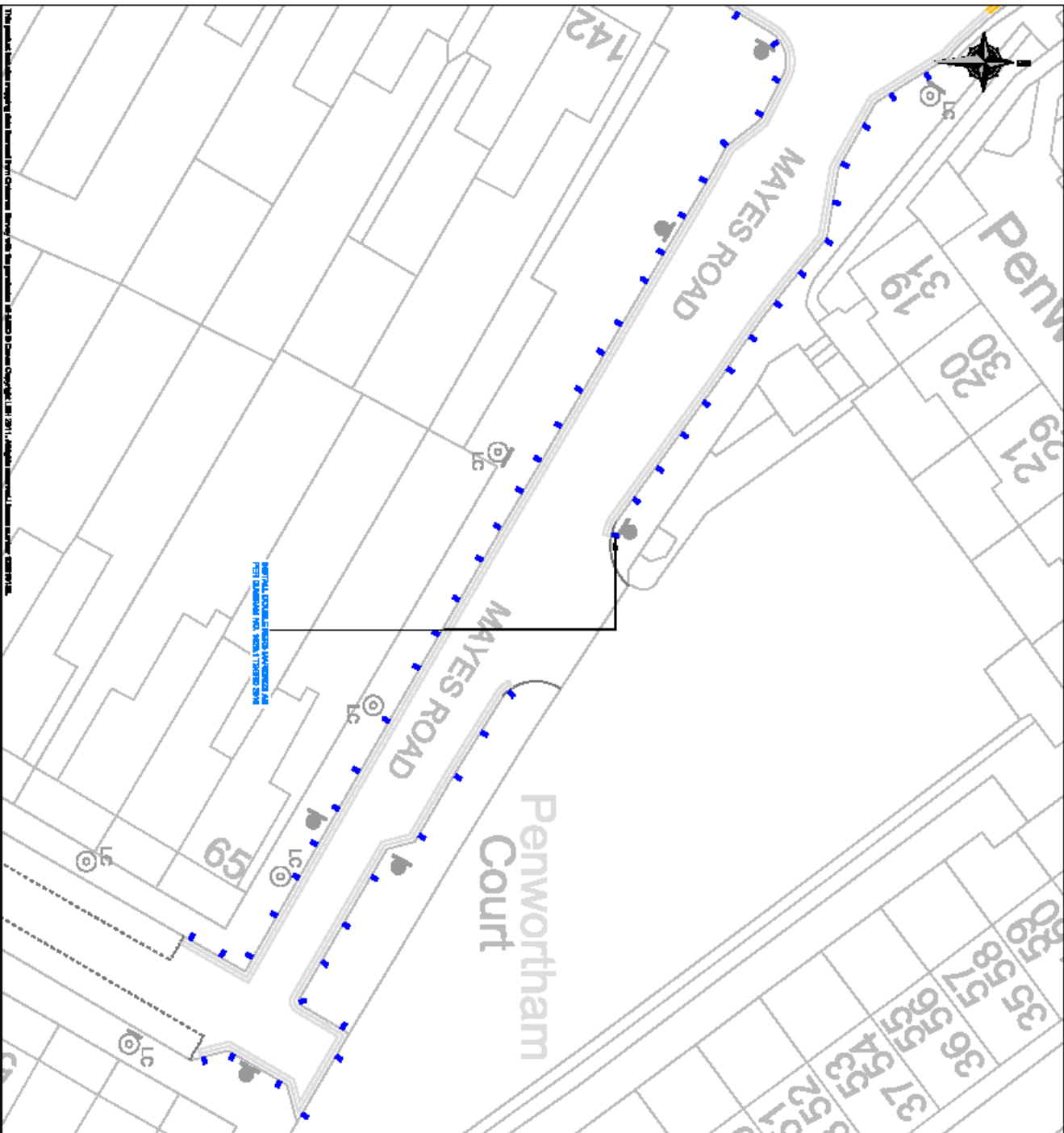




KEY	
	NEW Single Yellow Line
	NEW Double Yellow Line
	NEW Kerb Edge Markings
	NEW Traffic Bay Markings
	NEW/Updated/Deleted/Revised Parking Bay Location
	NEW/Revised/Deleted/Revised Sign
	NEW/Revised/Deleted/Revised Sign
	REMOVE Single Yellow Line
	REMOVE Double Yellow Line
	REMOVE Kerb Side Markings
	REMOVE Parking Bay Markings
	REMOVE Traffic Bay Markings
	REMOVE Sign Post with Sign
	Lamp Column with Sign
	Droped Kerb/Crossover

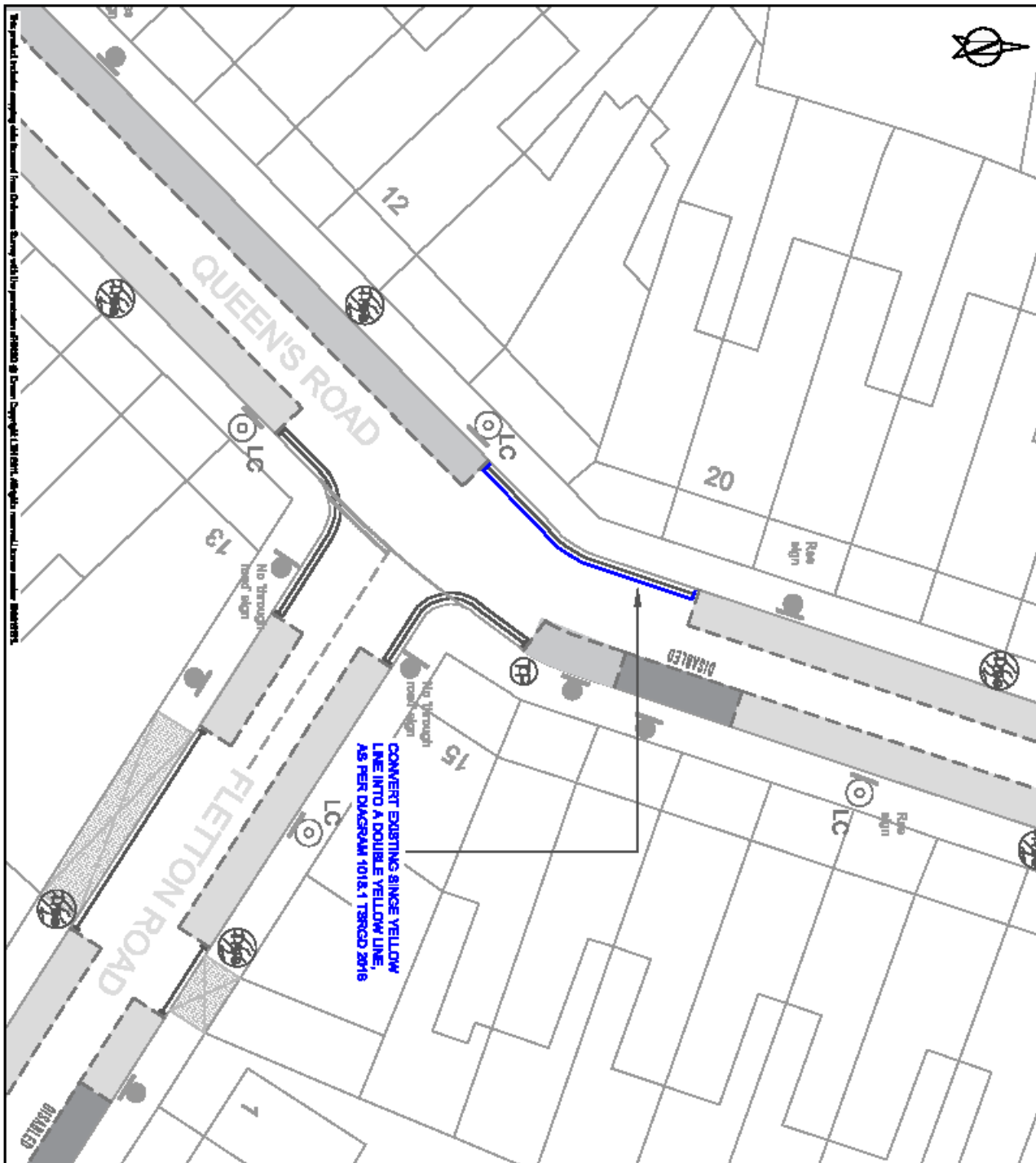
LOCATION PLAN	
<p>Site Location:</p> <p>U: 52000 Extended Survey or Temporary Lane 306</p>	
<p>WORKS:</p> <p>Extend Double yellow line by 7m</p>	
<p>Notes:</p>	
<p>SCALE:</p>	
<p>DRAWN:</p> <p>076</p>	<p>CHECK:</p>
<p>DATE DRAWN:</p> <p>08/17/2020</p>	
<p>BATCH NO.</p> <p>20</p>	





<p>KEY</p> <ul style="list-style-type: none"> NEW Single Yellow Line NEW Double Yellow Line NEW Road Edge Markings NEW Parking Bay Markings NEW Road Edge Sign REMOVE Single Yellow Line REMOVE Double Yellow Line REMOVE Road Edge Markings REMOVE Parking Bay Markings REMOVE Road Edge Sign Lamp Columns with sign Original Road/Drainage 	
<p>LOCATION</p>	
<p>Site Location: Opposite adjacent 66 Park Road sign on Mayes Road towards opposite adjacent 142 Hornsey Park Road on Mayes Road</p>	
<p>Notes:</p> <p>Refer to: local double bay markings</p>	
<p>SCALE: 1:200</p>	
<p>DRAWN: DS</p>	<p>CHECK: DS</p>
<p>DATE DRAWN: 11/07/2020</p>	
<p>BATCH NO. 28</p>	
<p>HARRINGEY</p>	

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CONVERT EXISTING SINGLE YELLOW LINE INTO A DOUBLE YELLOW LINE, AS PER DIAGRAM 1018.1 TERCED 2018

KEY

- NEW Single Yellow Line
- NEW Double Yellow Line
- NEW Road Edge Marking
- NEW Traffic Sign Marking
- NEW Road Mark with Sign
- REMOVE Single Yellow Line
- REMOVE Road Marking
- REMOVE Traffic Sign with Sign
- REMOVE Road Mark with Sign
- Original Roadmarking



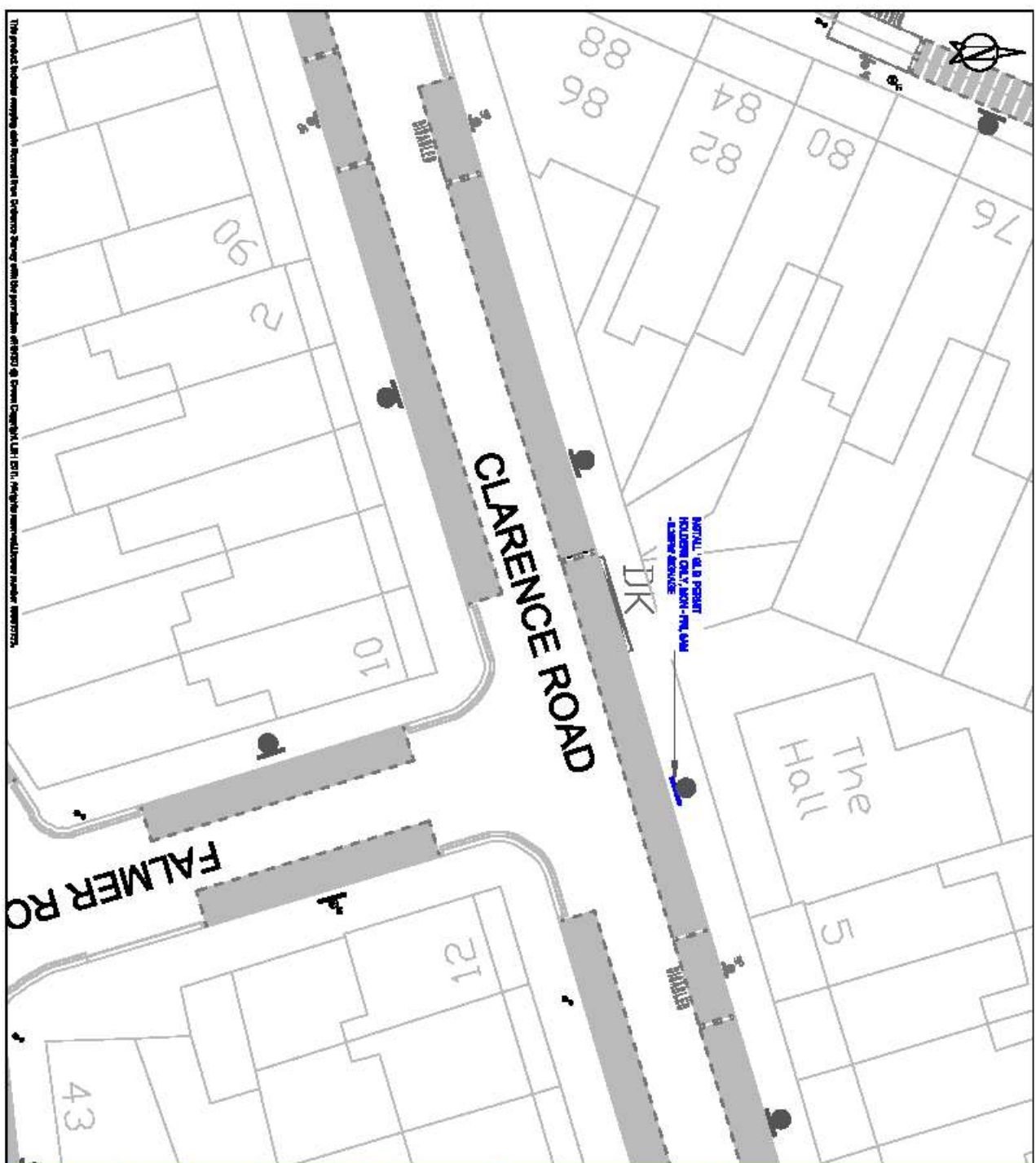
Site Location:
On 1040 Queens Road!!!

Notes:
Convert single yellow line to double yellow line

SCALE:
1:200

DRAWN: DH	CHECK:	DATE DRAWN: 09/07/2023
BATCH NO.: 20		

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NOTICE: AS IS PRESENT
 HOLDING ONLY. NOT TO SCALE
 - EXISTING APPROXIMATE

- KEY**
- NEW Drive Yellow Line
 - NEW Drive Yellow Line
 - NEW Footway Blue Markings
 - NEW Footway Blue Markings
 - NEW/Revised/Revised Footway Bay Location
 - NEW/Revised/Revised Footway Bay Location
 - NEW/Revised/Revised Footway Bay Location
 - REMOVE Drive Yellow Line
 - REMOVE Drive Yellow Line
 - REMOVE Footway Blue Markings
 - REMOVE Footway Blue Markings
 - REMOVE Footway Blue Markings
 - REMOVE Footway Blue Markings
 - Lane Closure with Sign
 - Disabled Blue/Red/Orange



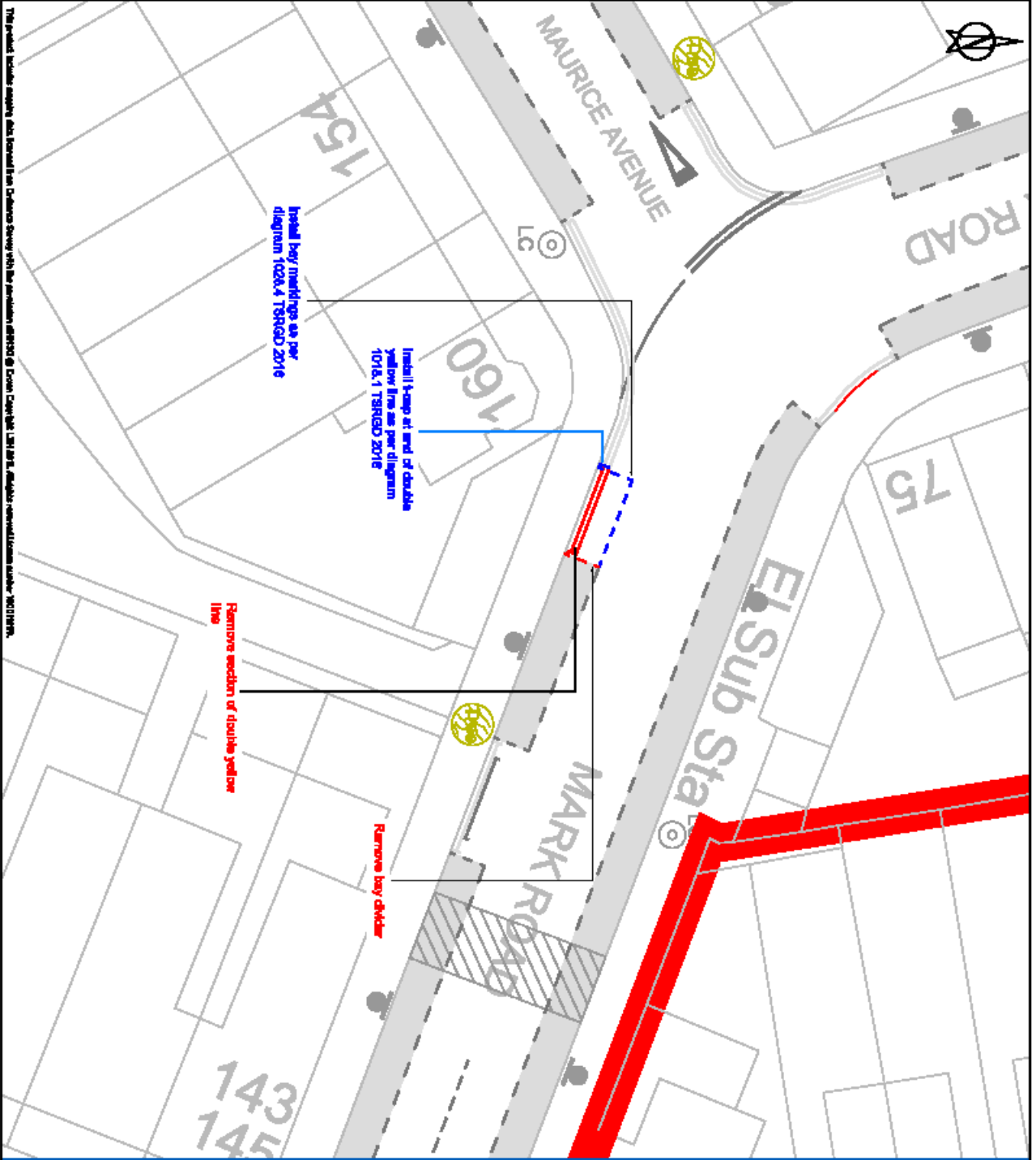
Site Location:
 OPPOSITE 12 CLARENCE ROAD, W18

Works:
 COMPLETE RECENT PARKING BAY TO PRESENT HOLDERS BAY

Notes:

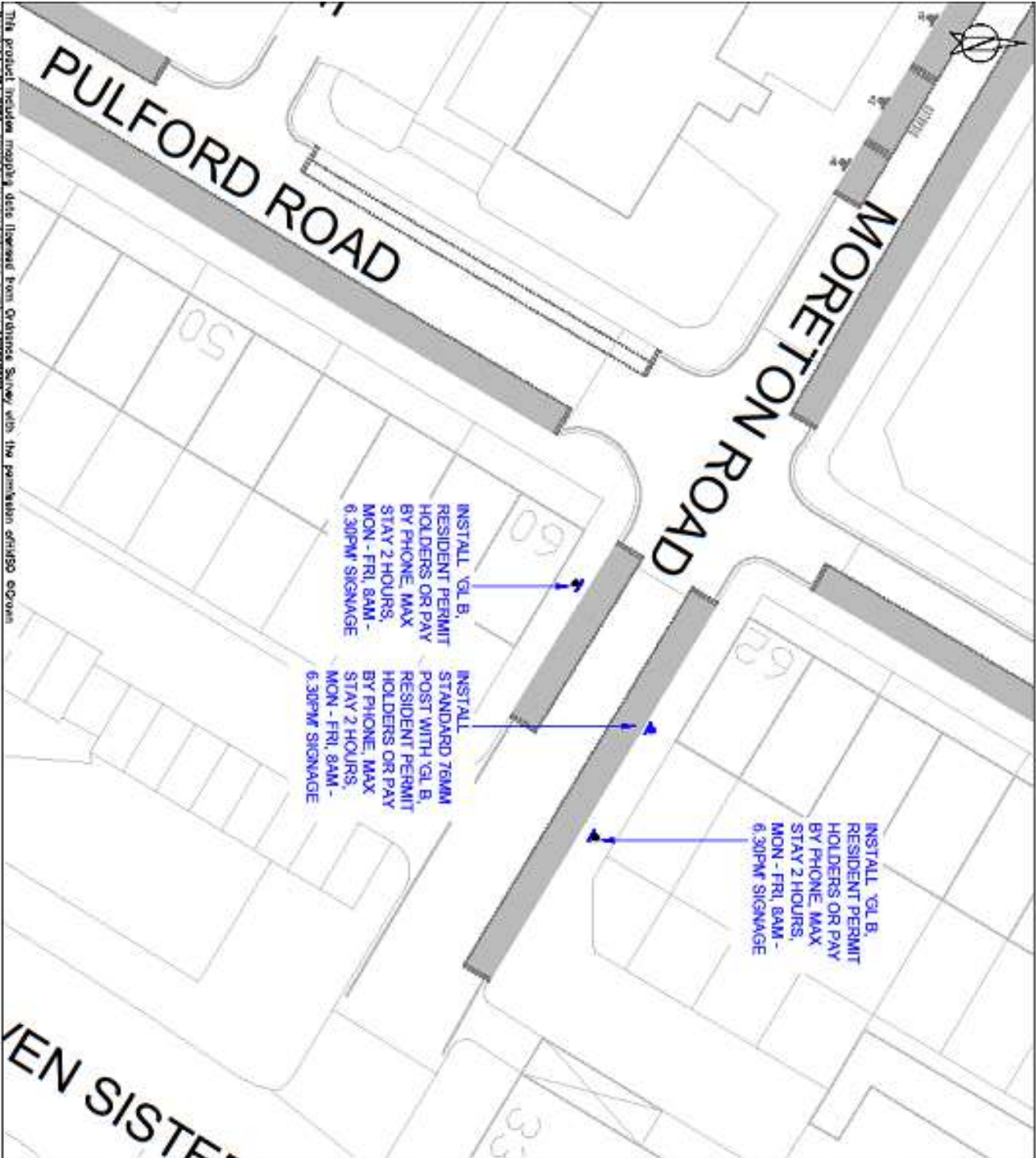
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<p>KEY</p> <ul style="list-style-type: none"> NEW Right Yellow Line NEW Double Yellow Line NEW Left Stop Markings NEW Parking Bay Markings NEW Disabled Parking Bay Markings NEW Disabled Parking Bay Landscaping NEW Tram Stop with Sign REMOVE Right Yellow Line REMOVE Double Yellow Line REMOVE Left Stop Markings REMOVE Parking Bay Markings REMOVE Tram Stop with Sign 		<p>LOCATION PLAN</p>
<p>Site Location:</p> <p>Opposite entrance to 75 Mark Road NZZ</p>		
<p>Works:</p> <p>Remove double yellow line by 8 metres and extend parking bay by 8 metres</p>		
<p>Notes:</p>		
<p>SCALE:</p>		
<p>DRAWN:</p> <p>DS</p>	<p>CHECK:</p> <p>DMC/DCD</p>	
<p>DATE DRAWN:</p> <p>04/03/2020</p>		
<p>BATCH NO.</p> <p>25</p>		
<p><i>Amey Group Logo</i></p>		

This project is subject to the New Zealand Transport Agency's Traffic Engineering Department's Traffic Engineering Manual (TEM) 2019, which is available at www.nzta.govt.nz/traffic-engineering

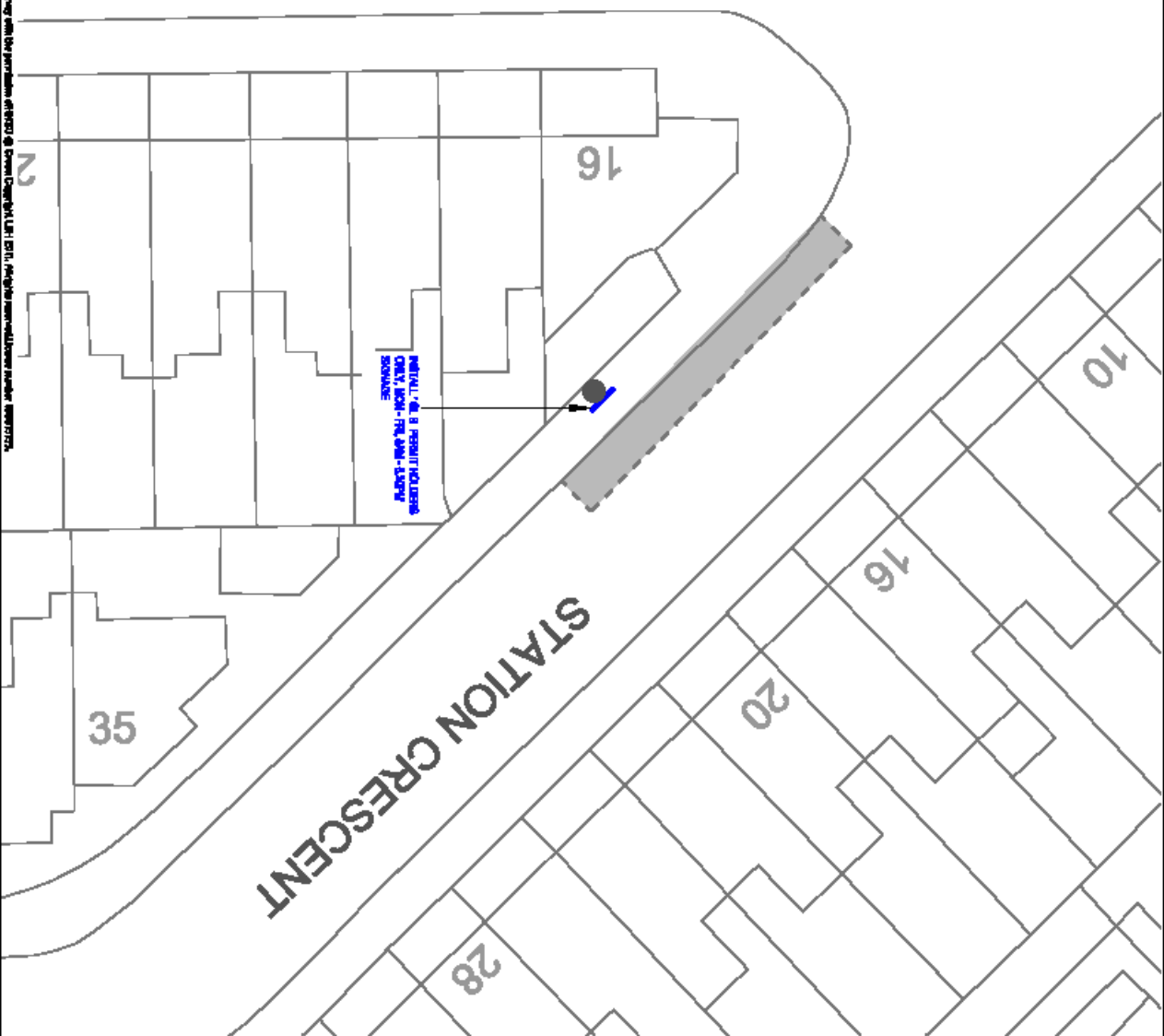


<p>KEY</p> <ul style="list-style-type: none"> NEW Single Yellow Line NEW Double Yellow Line NEW Road Sign Markings NEW Parking Bay Markings NEW Outdated Disabled Parking Bay Location NEW Disabled Parking Bay Location NEW Three Foot wide Sign REMOVE Single Yellow Line REMOVE Double Yellow Line REMOVE Road Sign Markings REMOVE Parking Bay Markings REMOVE Three Foot wide Sign Lamp Column with Sign Disposed StreetCurniture 	
<p>LOCATION PLAN</p>	
<p>Site Location:</p> <p>APPROXIMATE ROAD ADJACENT TO 202' WALL OF NO. 50 & 52 PULFORD ROAD, W13</p>	
<p>Works:</p> <p>COMPARISON OF RESIDENTS REQUEST DAY TO RESIDENTS AND PAY BY PHONE SIGN</p>	
<p>Notes:</p>	
<p>SCALE:</p> <p>1:500</p>	
<p>DRAWN:</p> <p>RS</p>	<p>CHECK:</p> <p>08/07/2020</p>
<p>DATE DRAWN:</p> <p>08/07/2020</p>	
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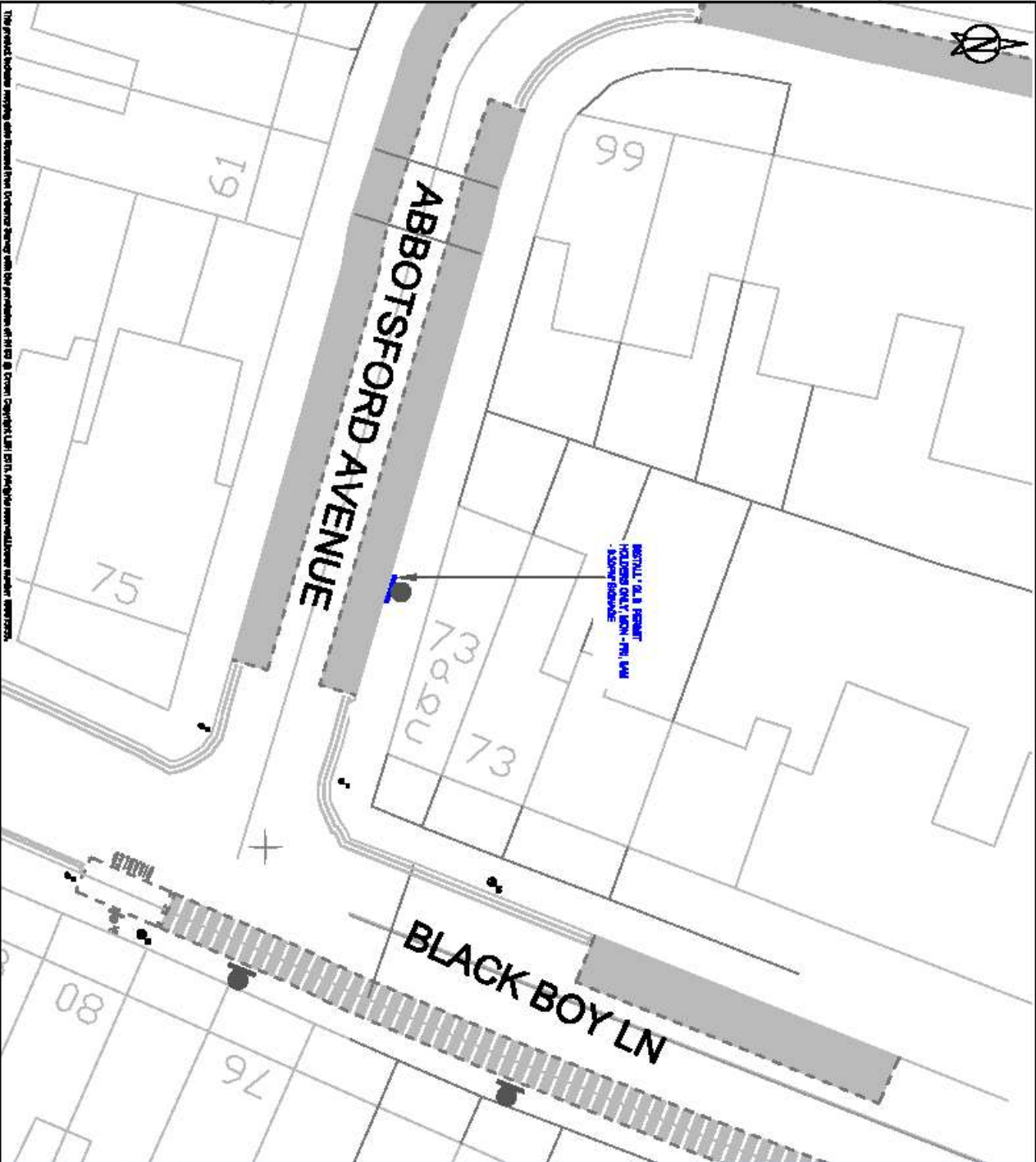
CLINTON ROAD



INSTALL OF 8 RESIDENT HOLDERS
ONLY SIGN - FIVE YEAR - SIGN
SIGNAGE

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- KEY**
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KEY

- NEXT Single Yellow Line
- NEXT Double Yellow Line
- NEXT Road Sign Marking
- NEXT Parking Bay Markings
- NEXT Disabled Disabled Parking Bay Location
- 2000000 NEXT Standard Parking Bay Location
- NEXT Three Pavement Signs
- REMOVE Single Yellow Line
- REMOVE Double Yellow Line
- REMOVE Road Sign Markings
- REMOVE Parking Bay Markings
- REMOVE Three Pavement Signs
- Lamp Column with Sign
- Draped Roadside Marker



Site Location:
 ADDRESS: 66 ABBOTSFORD AVENUE, NW1

Works:
 CONVERT RESIDENT PARKING BAY TO RESIDENT HOLDING BAY

Notes:

SCALE:
 1:2000

DRAWN: AK	CHECK:	DATE DRAWN: 18/07/20
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BATCH NO.:
 28



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