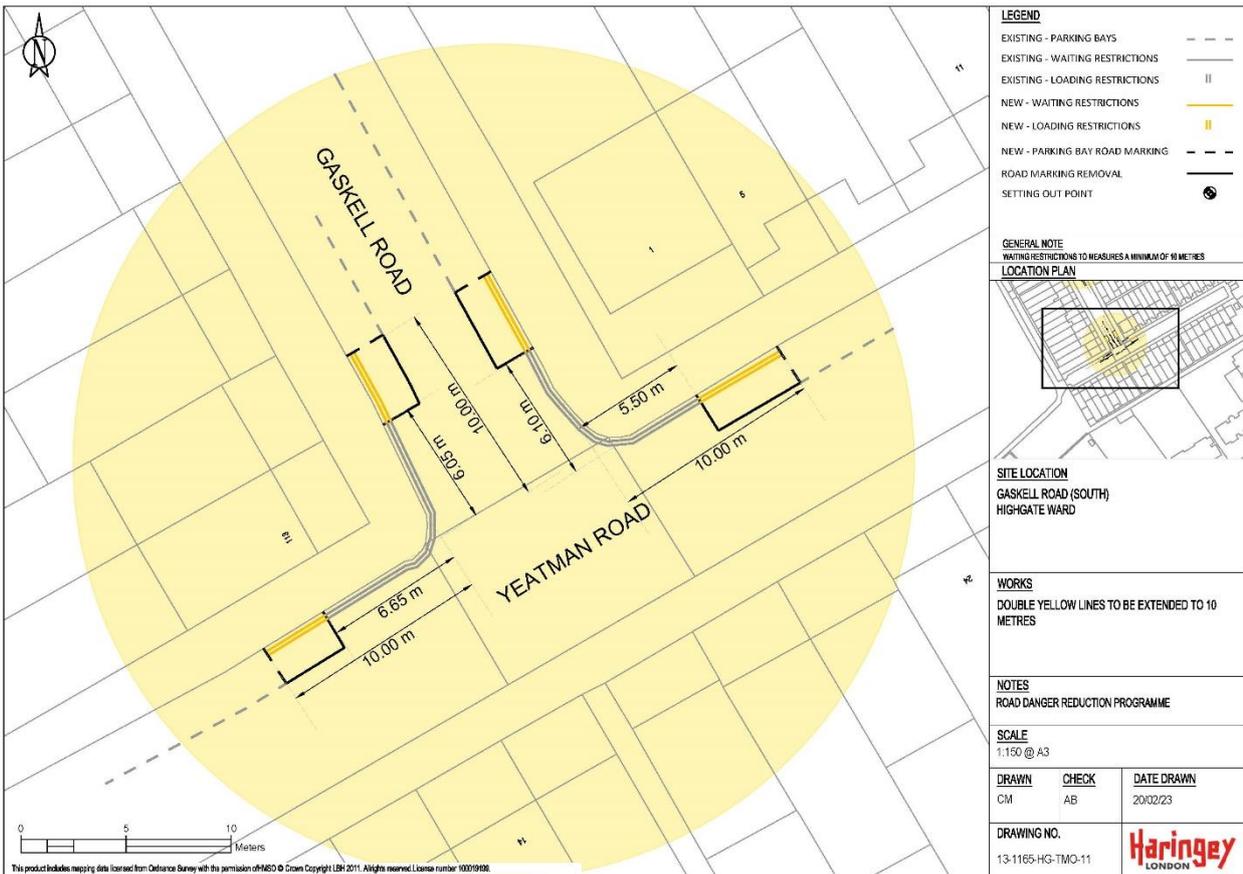
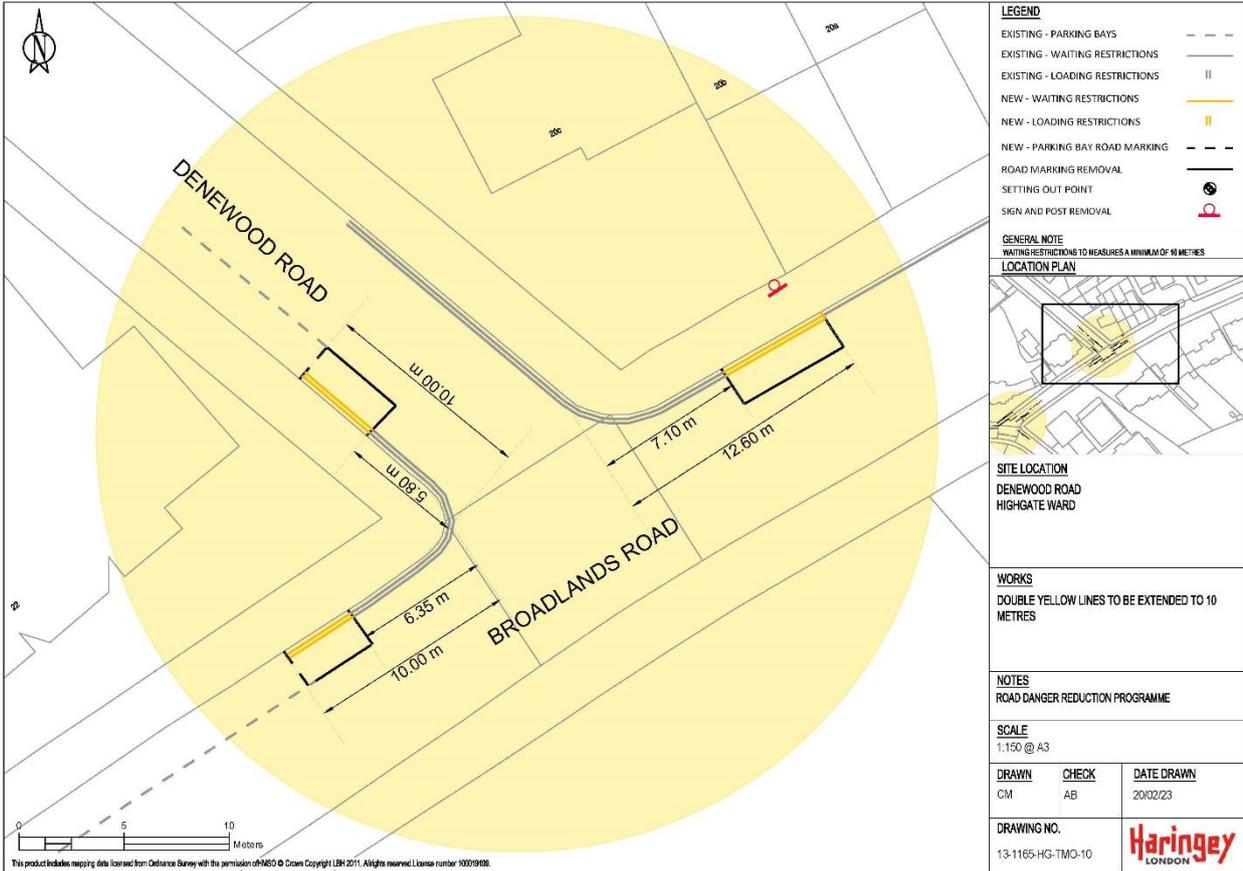
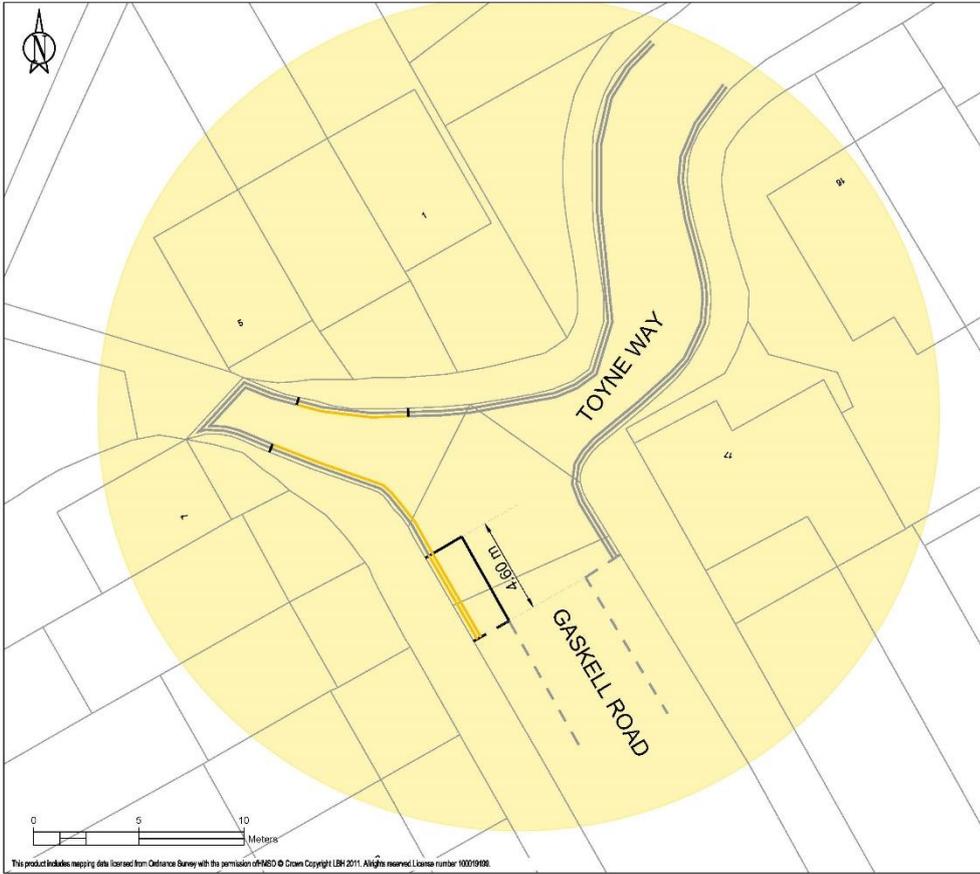


APPENDIX 1





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LEGEND

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	---
EXISTING - LOADING RESTRICTIONS	
NEW - WAITING RESTRICTIONS	---
NEW - LOADING RESTRICTIONS	
NEW - PARKING BAY ROAD MARKING	---
ROAD MARKING REMOVAL	---
SETTING OUT POINT	⊙

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
GASKELL ROAD (NORTH)
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	20/02/23

DRAWING NO.
13-1165-HG-TMG-12




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LEGEND

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	---
EXISTING - LOADING RESTRICTIONS	
NEW - WAITING RESTRICTIONS	---
NEW - LOADING RESTRICTIONS	
NEW - PARKING BAY ROAD MARKING	---
ROAD MARKING REMOVAL	---
SETTING OUT POINT	⊙

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
HAMPSTEAD LANE
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

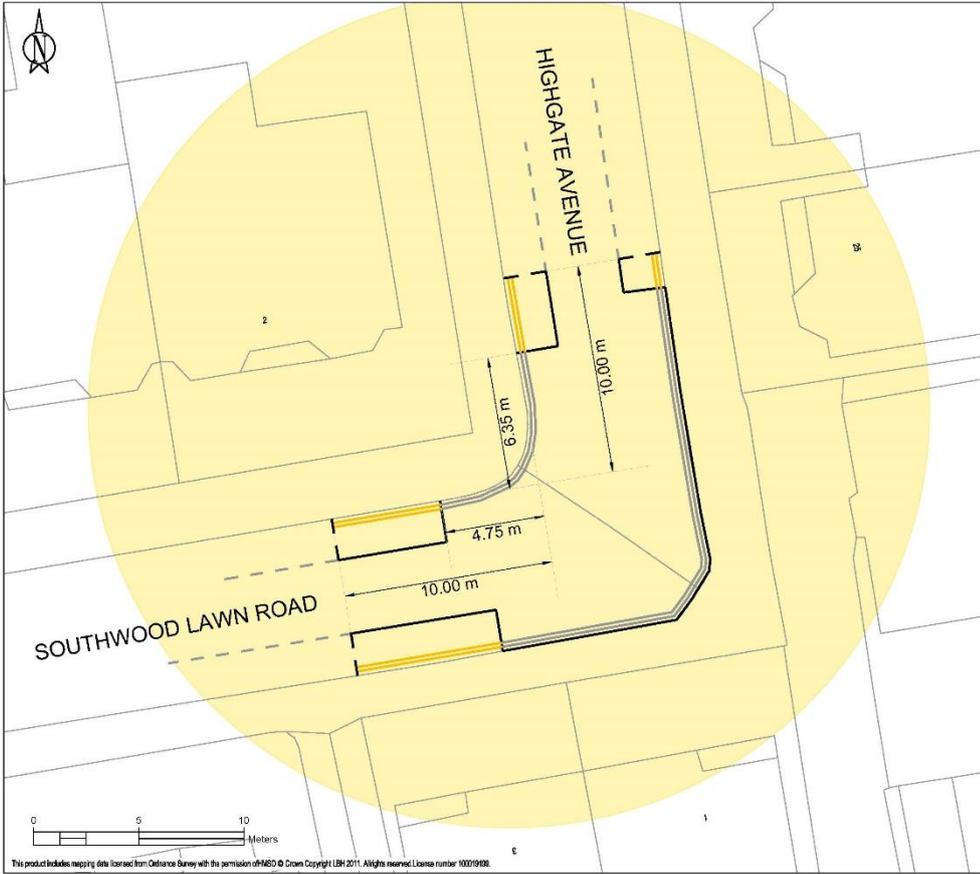
NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
1:250 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	20/02/23

DRAWING NO.
13-1165-HG-TMG-12





LEGEND

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	---
EXISTING - LOADING RESTRICTIONS	
NEW - WAITING RESTRICTIONS	---
NEW - LOADING RESTRICTIONS	
NEW - PARKING BAY ROAD MARKING	---
ROAD MARKING REMOVAL	---
SETTING OUT POINT	⊙

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
HIGHGATE AVENUE
HIGHGATE WARD

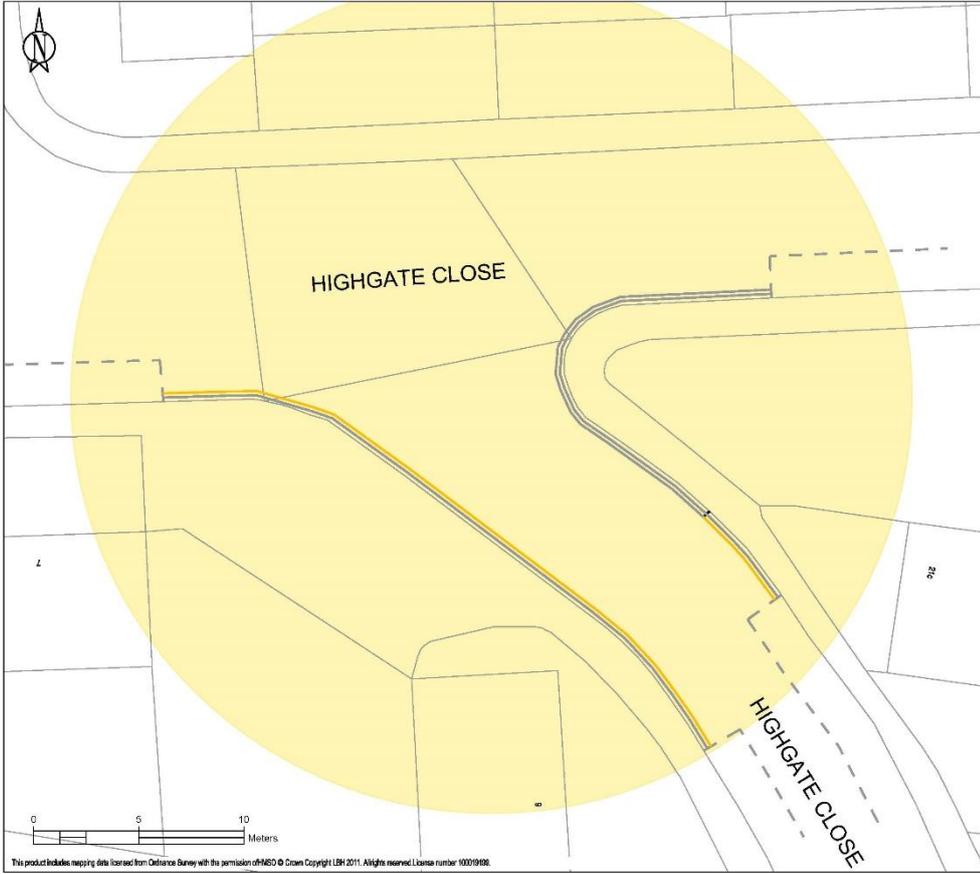
WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
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DRAWN	CHECK	DATE DRAWN
CM	AB	20/02/23

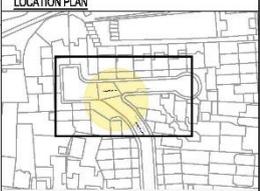
DRAWING NO.
13-1165-HG-TM0-14

LEGEND

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	---
EXISTING - LOADING RESTRICTIONS	
NEW - WAITING RESTRICTIONS	---
NEW - LOADING RESTRICTIONS	
NEW - PARKING BAY ROAD MARKING	---
ROAD MARKING REMOVAL	---
SETTING OUT POINT	⊙

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
HIGHGATE CLOSE
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

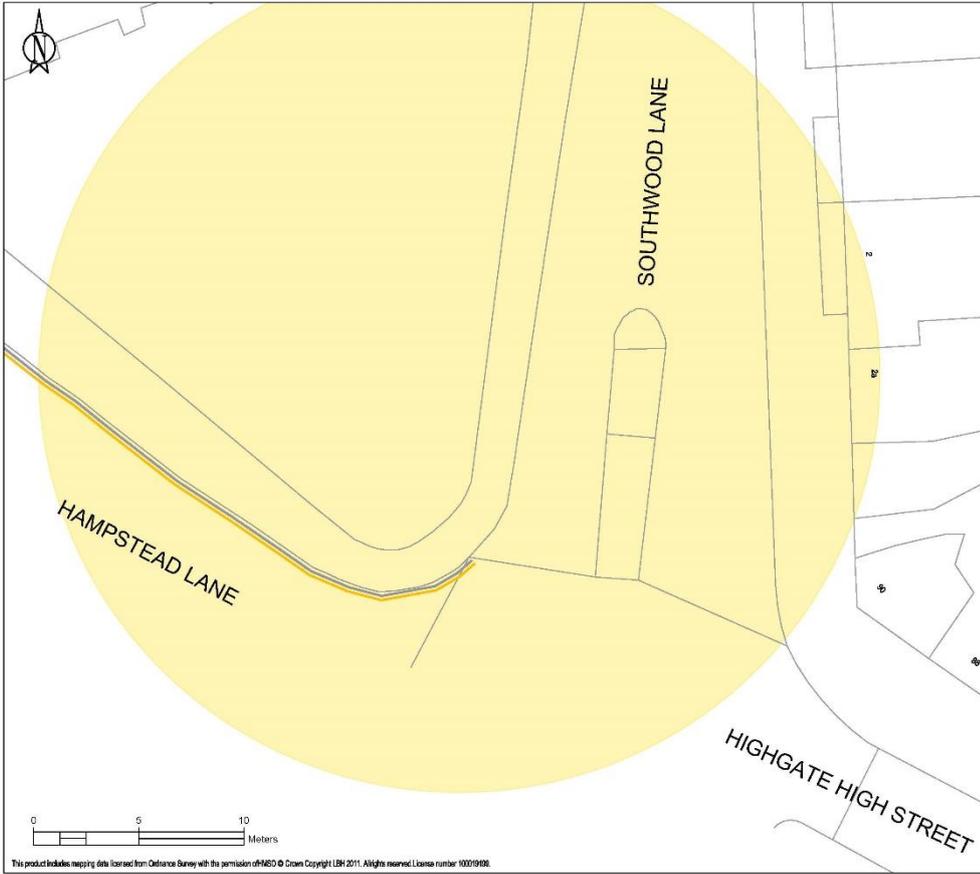
NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	20/02/23

DRAWING NO.
13-1165-HG-TM0-15





LEGEND

- EXISTING - PARKING BAYS ---
- EXISTING - WAITING RESTRICTIONS ---
- EXISTING - LOADING RESTRICTIONS ||
- NEW - WAITING RESTRICTIONS ---
- NEW - LOADING RESTRICTIONS ||
- NEW - PARKING BAY ROAD MARKING ---
- ROAD MARKING REMOVAL ---
- SETTING OUT POINT (S)

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
HIGHGATE HIGH STREET
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

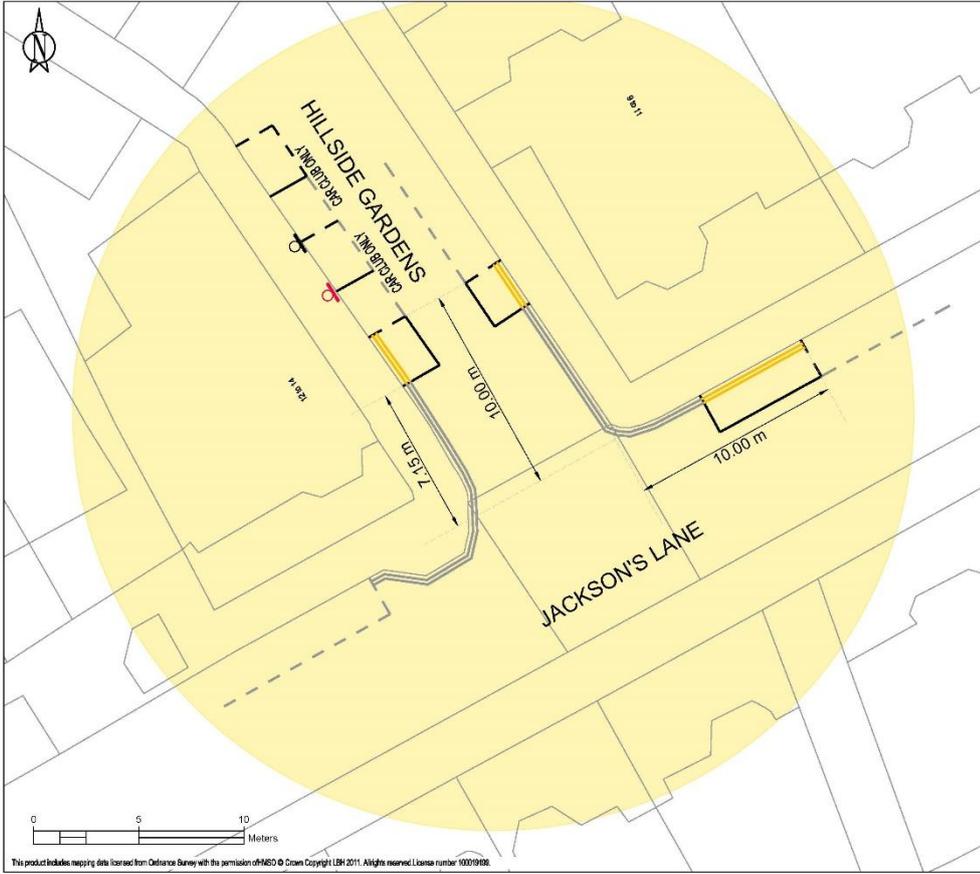
NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	20/02/23

DRAWING NO.
13-1165-HG-TMO-16

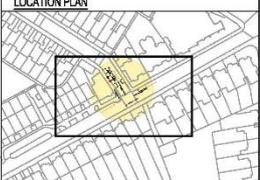
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LEGEND

- EXISTING - PARKING BAYS ---
- EXISTING - WAITING RESTRICTIONS ---
- EXISTING - LOADING RESTRICTIONS ||
- NEW - WAITING RESTRICTIONS ---
- NEW - LOADING RESTRICTIONS ||
- NEW - PARKING BAY ROAD MARKING ---
- ROAD MARKING REMOVAL ---
- SETTING OUT POINT (S)
- SKN AND POST REMOVAL (P)
- SKN AND POST NEW LOCATION (P)

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
HILLSIDE GARDENS
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

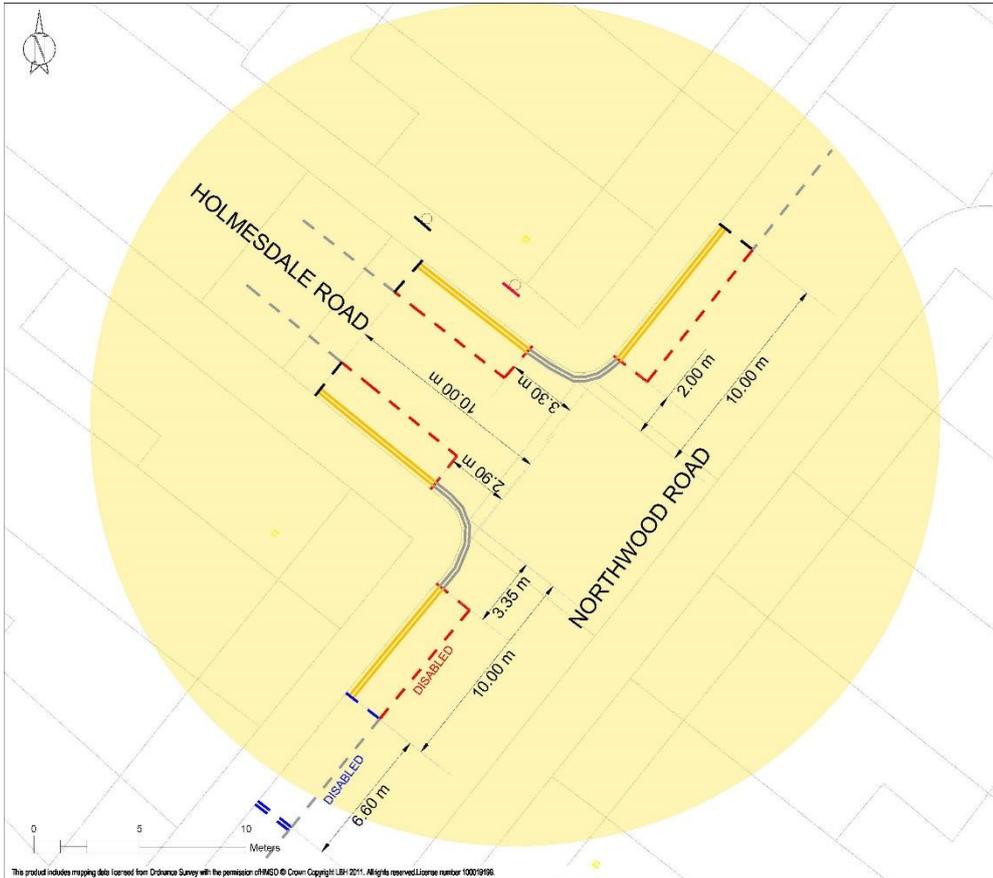
NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
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DRAWN	CHECK	DATE DRAWN
CM	AB	20/02/23

DRAWING NO.
13-1165-HG-TMO-17

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LEGEND

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	---
EXISTING - LOADING RESTRICTIONS	
NEW - WAITING RESTRICTIONS	---
NEW - LOADING RESTRICTIONS	
NEW - PARKING BAY ROAD MARKING	---
ROAD MARKING REMOVAL	---
SETTING OUT POINT	⊙
SIGN AND POST REMOVAL	⊙
SIGN AND POST NEW LOCATION	⊙

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
HOLMESDALE ROAD
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	20/02/23

DRAWING NO.
13-1165-HG-TMO-18

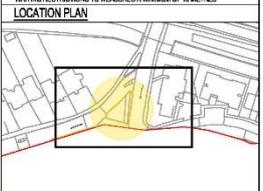



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LEGEND

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	---
EXISTING - LOADING RESTRICTIONS	
NEW - WAITING RESTRICTIONS	---
NEW - LOADING RESTRICTIONS	
NEW - PARKING BAY ROAD MARKING	---
ROAD MARKING REMOVAL	---
SETTING OUT POINT	⊙

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
HORNSEY LANE
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

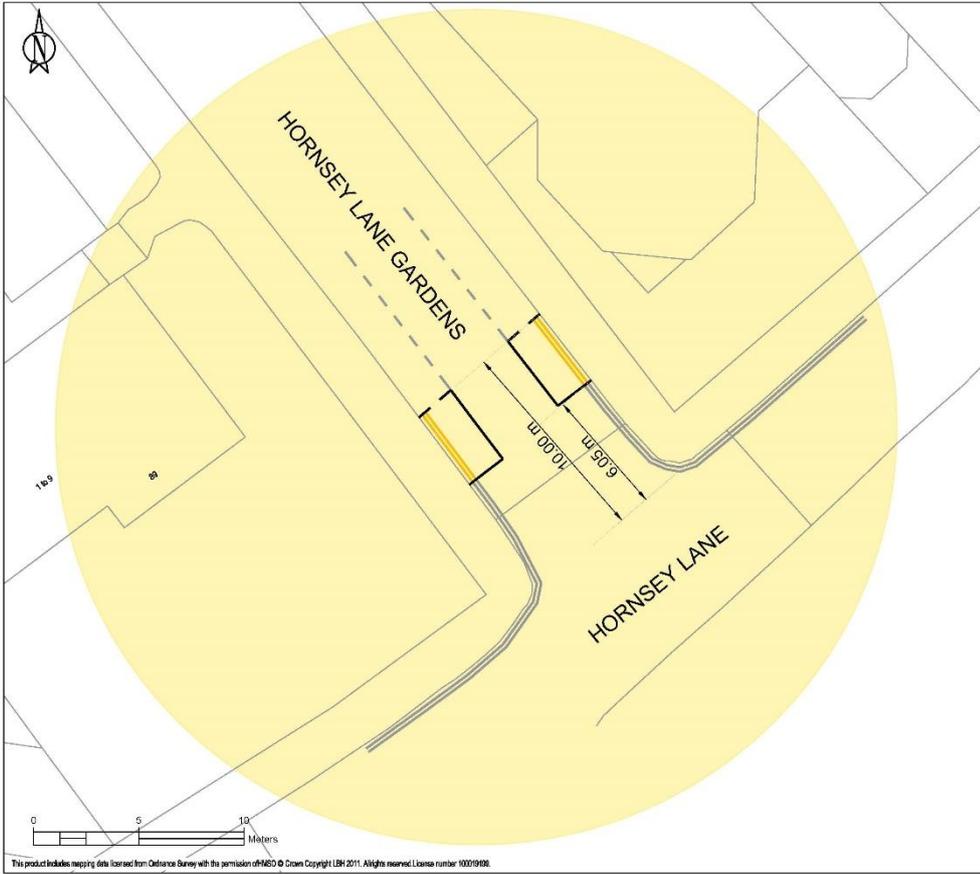
NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
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DRAWN	CHECK	DATE DRAWN
CM	AB	20/02/23

DRAWING NO.
13-1165-HG-TMO-19





LEGEND

- EXISTING - PARKING BAYS ---
- EXISTING - WAITING RESTRICTIONS ---
- EXISTING - LOADING RESTRICTIONS ||
- NEW - WAITING RESTRICTIONS ---
- NEW - LOADING RESTRICTIONS ||
- NEW - PARKING BAY ROAD MARKING ---
- ROAD MARKING REMOVAL ---
- SETTING OUT POINT (S)
- SIGN AND POST REMOVAL (S)
- SIGN AND POST NEW LOCATION (S)

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES

LOCATION PLAN

SITE LOCATION
HORNSEY LANE GARDENS
HIGHGATE WARD

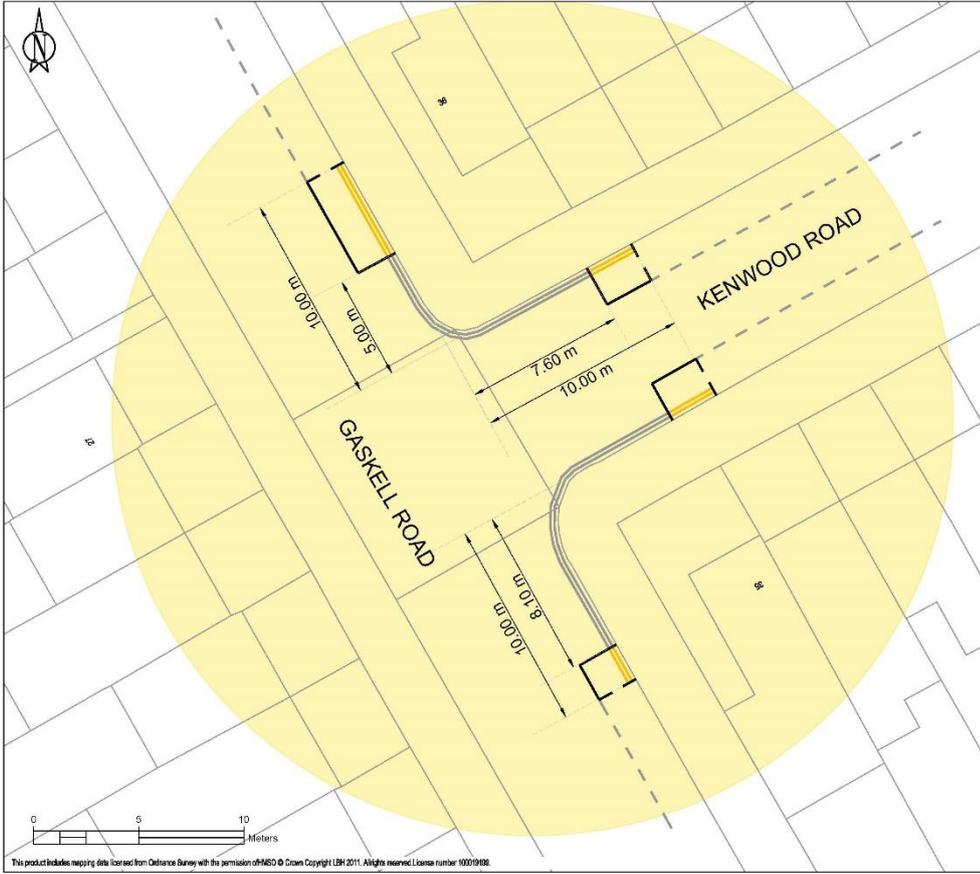
WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	20/02/23

DRAWING NO.
13-1165-HG-TMO-20



LEGEND

- EXISTING - PARKING BAYS ---
- EXISTING - WAITING RESTRICTIONS ---
- EXISTING - LOADING RESTRICTIONS ||
- NEW - WAITING RESTRICTIONS ---
- NEW - LOADING RESTRICTIONS ||
- NEW - PARKING BAY ROAD MARKING ---
- ROAD MARKING REMOVAL ---
- SETTING OUT POINT (S)

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES

LOCATION PLAN

SITE LOCATION
KENWOOD ROAD
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

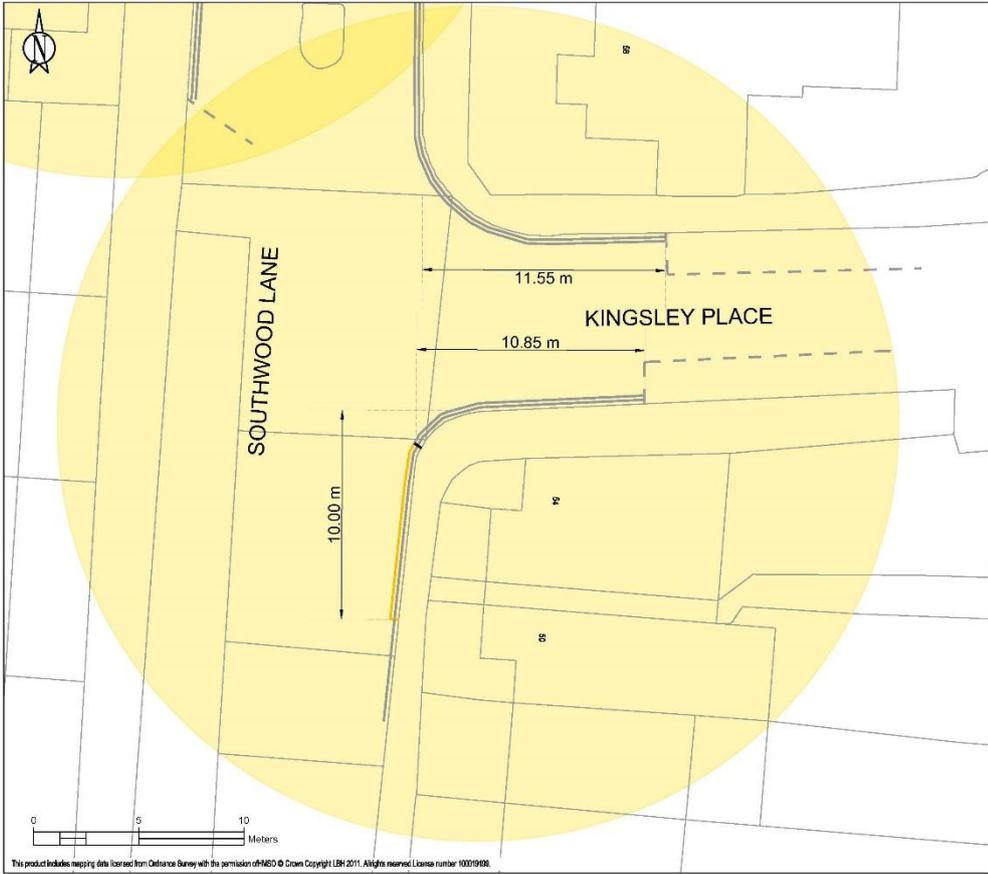
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DRAWN	CHECK	DATE DRAWN
CM	AB	20/02/23

DRAWING NO.
13-1165-HG-TMO-21

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LEGEND

- EXISTING - PARKING BAYS ---
- EXISTING - WAITING RESTRICTIONS ---
- EXISTING - LOADING RESTRICTIONS ||
- NEW - WAITING RESTRICTIONS ---
- NEW - LOADING RESTRICTIONS ||
- NEW - PARKING BAY ROAD MARKING ---
- ROAD MARKING REMOVAL ---
- SETTING OUT POINT (S)

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
KINGSLEY PLACE
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

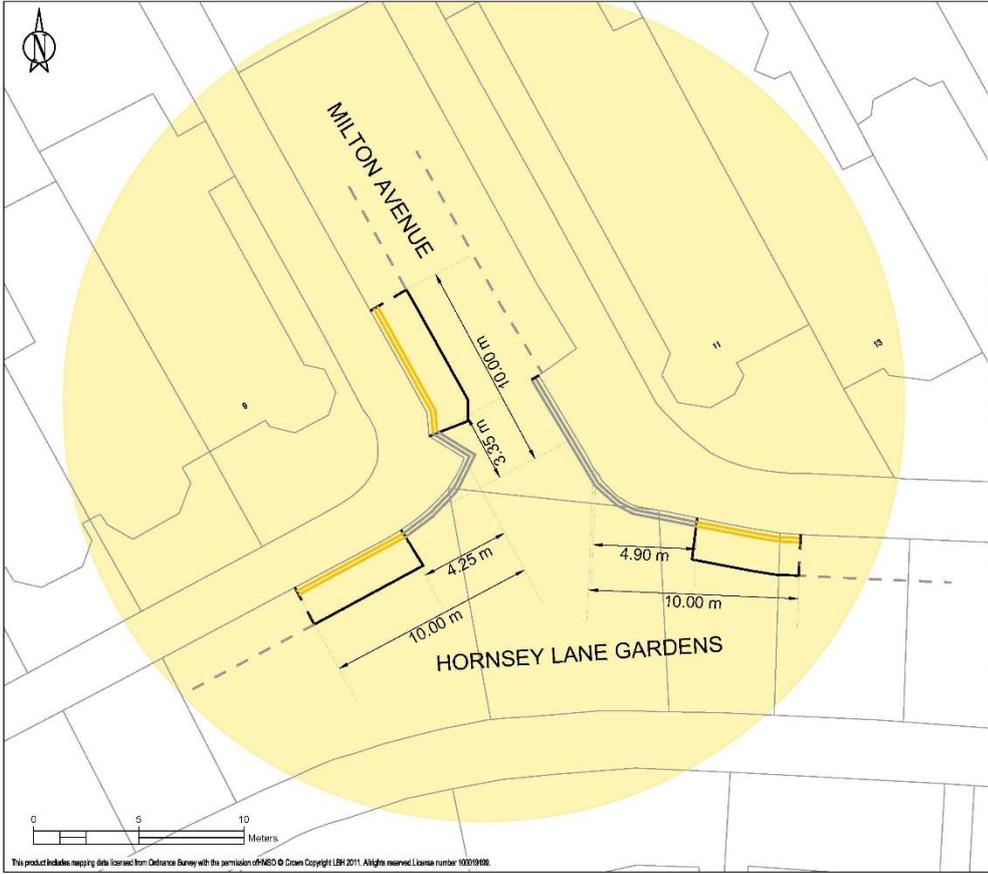
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DRAWN	CHECK	DATE DRAWN
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DRAWING NO.
13-1165-HG-TM-Q-22



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LEGEND

- EXISTING - PARKING BAYS ---
- EXISTING - WAITING RESTRICTIONS ---
- EXISTING - LOADING RESTRICTIONS ||
- NEW - WAITING RESTRICTIONS ---
- NEW - LOADING RESTRICTIONS ||
- NEW - PARKING BAY ROAD MARKING ---
- ROAD MARKING REMOVAL ---
- SETTING OUT POINT (S)

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
MILTON AVENUE (SOUTH)
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

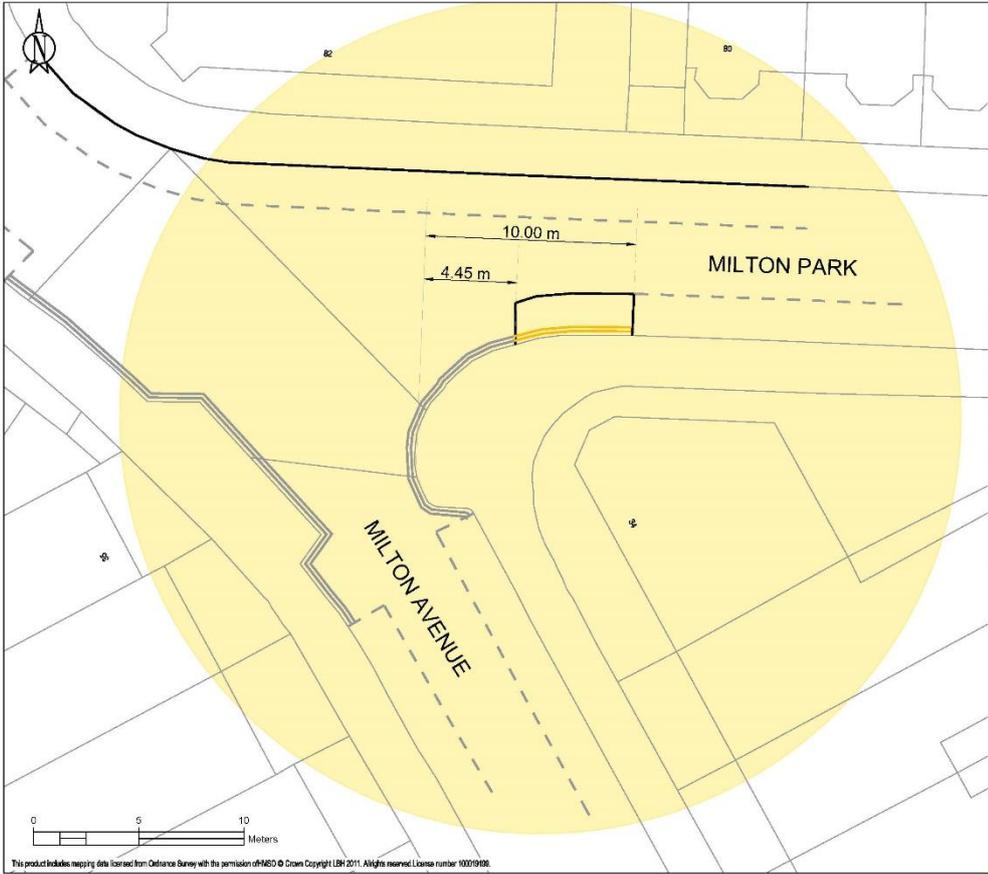
SCALE
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DRAWN	CHECK	DATE DRAWN
CM	AB	20/02/23

DRAWING NO.
13-1165-HG-TM-Q-24



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LEGEND

- EXISTING - PARKING BAYS ---
- EXISTING - WAITING RESTRICTIONS ---
- EXISTING - LOADING RESTRICTIONS ||
- NEW - WAITING RESTRICTIONS ---
- NEW - LOADING RESTRICTIONS ||
- NEW - PARKING BAY ROAD MARKING ---
- ROAD MARKING REMOVAL ---
- SETTING OUT POINT (S)

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
MILTON AVENUE (NORTH)
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

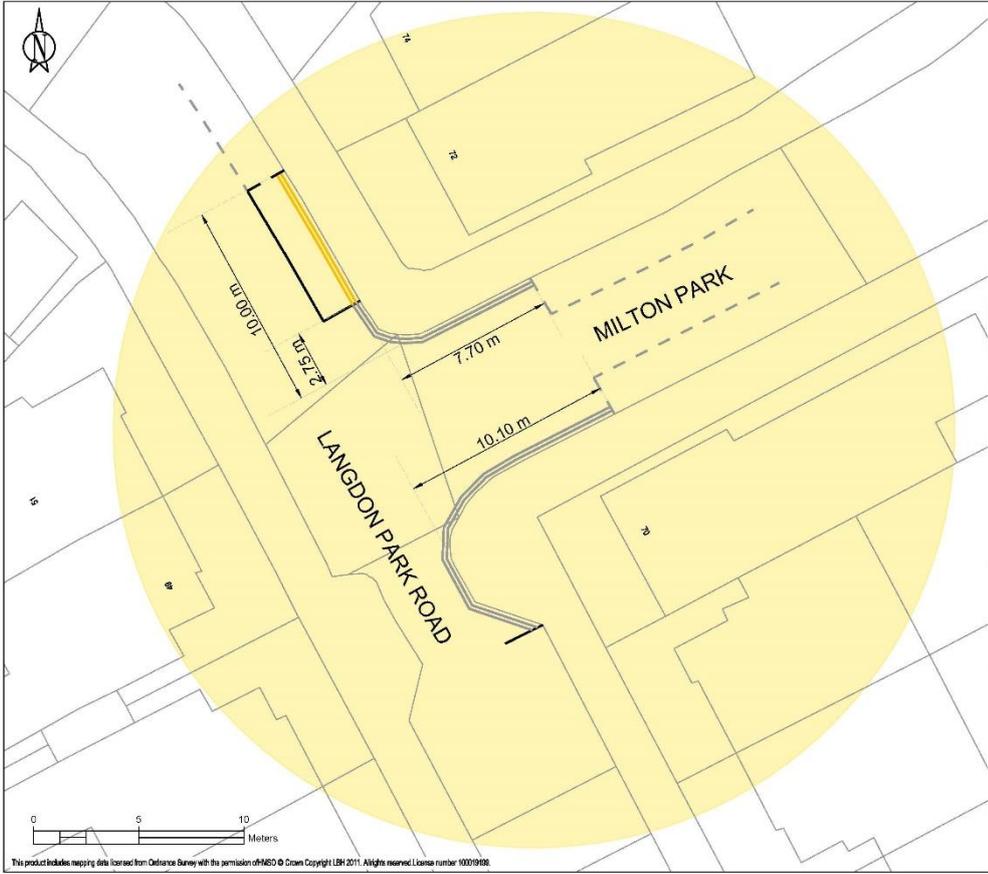
NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
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DRAWN	CHECK	DATE DRAWN
CM	AB	20/02/23

DRAWING NO.
13-1165-HG-TMO-25

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LEGEND

- EXISTING - PARKING BAYS ---
- EXISTING - WAITING RESTRICTIONS ---
- EXISTING - LOADING RESTRICTIONS ||
- NEW - WAITING RESTRICTIONS ---
- NEW - LOADING RESTRICTIONS ||
- NEW - PARKING BAY ROAD MARKING ---
- ROAD MARKING REMOVAL ---
- SETTING OUT POINT (S)

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
MILTON PARK
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

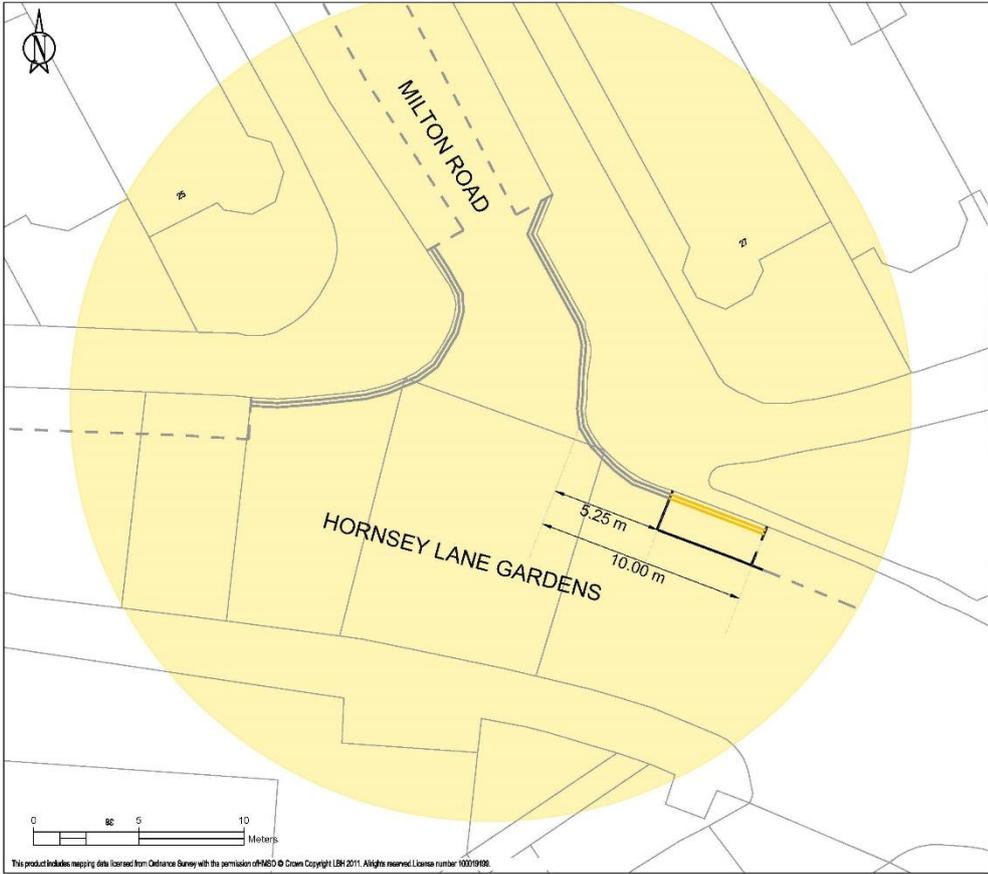
NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
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DRAWN	CHECK	DATE DRAWN
CM	AB	20/02/23

DRAWING NO.
13-1165-HG-TMO-25

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LEGEND

- EXISTING - PARKING BAYS ---
- EXISTING - WAITING RESTRICTIONS ---
- EXISTING - LOADING RESTRICTIONS ||
- NEW - WAITING RESTRICTIONS ---
- NEW - LOADING RESTRICTIONS ||
- NEW - PARKING BAY ROAD MARKING ---
- ROAD MARKING REMOVAL ---
- SETTING OUT POINT (S)

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES

LOCATION PLAN

SITE LOCATION
MILTON ROAD
HIGHGATE WARD

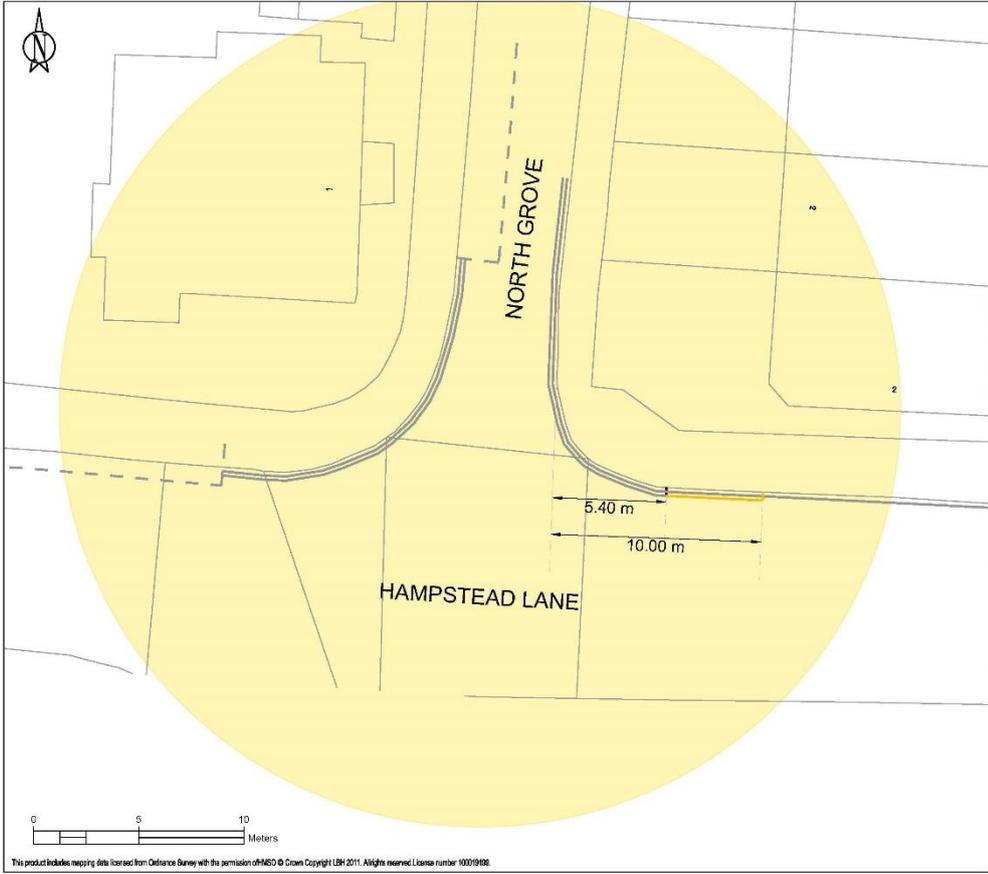
WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	20/02/23

DRAWING NO.
13-1165-HG-TMO-27



LEGEND

- EXISTING - PARKING BAYS ---
- EXISTING - WAITING RESTRICTIONS ---
- EXISTING - LOADING RESTRICTIONS ||
- NEW - WAITING RESTRICTIONS ---
- NEW - LOADING RESTRICTIONS ||
- NEW - PARKING BAY ROAD MARKING ---
- ROAD MARKING REMOVAL ---
- SETTING OUT POINT (S)

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES

LOCATION PLAN

SITE LOCATION
NORTH GROVE
HIGHGATE WARD

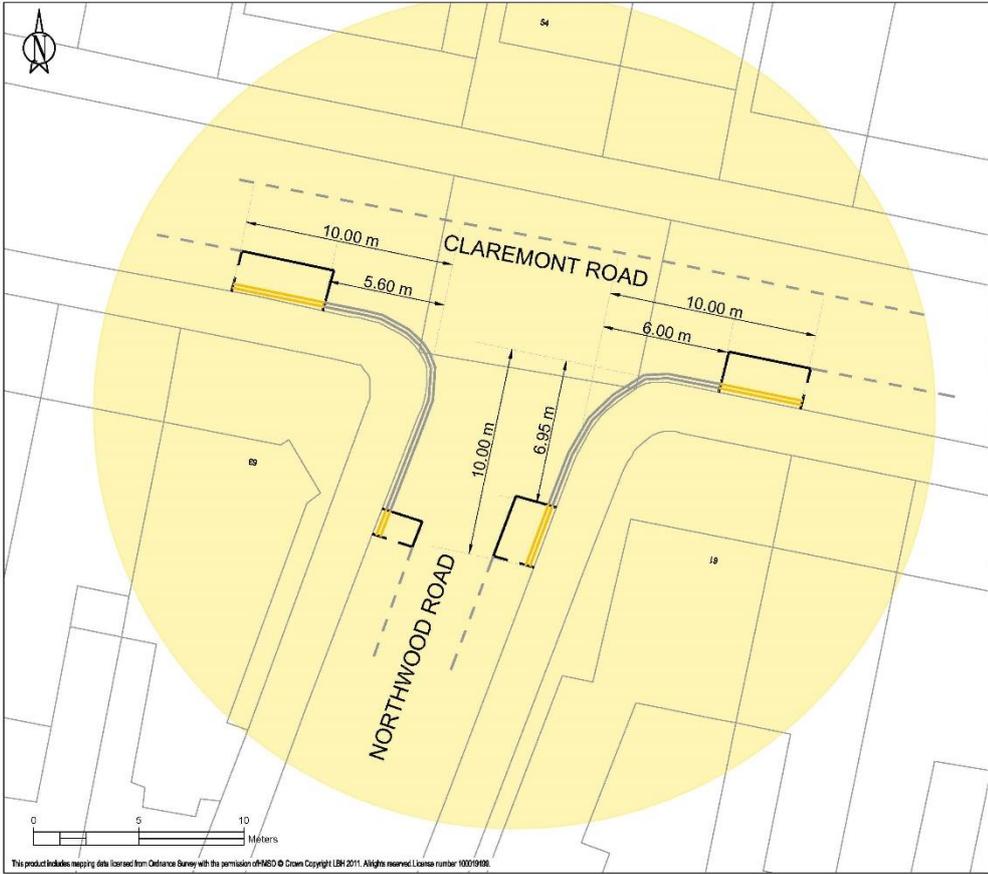
WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	20/02/23

DRAWING NO.
13-1165-HG-TMO-28



LEGEND

- EXISTING - PARKING BAYS
- EXISTING - WAITING RESTRICTIONS
- EXISTING - LOADING RESTRICTIONS
- NEW - WAITING RESTRICTIONS
- NEW - LOADING RESTRICTIONS
- NEW - PARKING BAY ROAD MARKING
- ROAD MARKING REMOVAL
- SETTING OUT POINT

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
NORTHWOOD ROAD
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

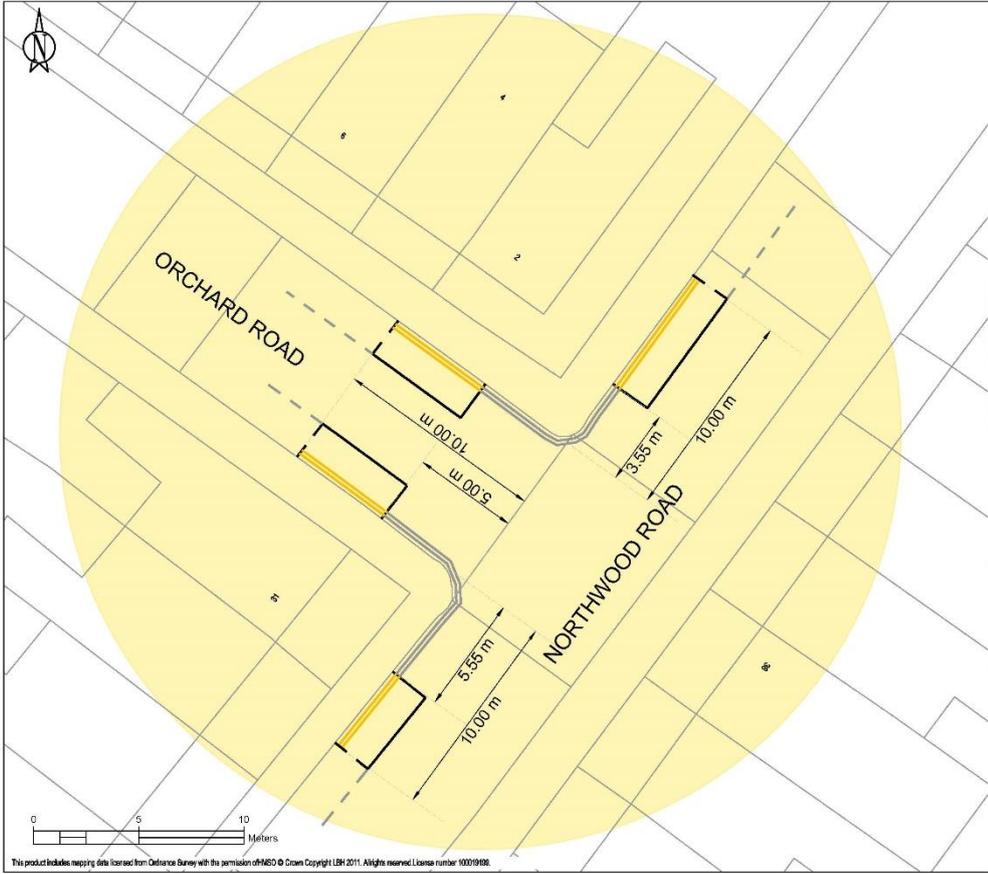
NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
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DRAWN	CHECK	DATE DRAWN
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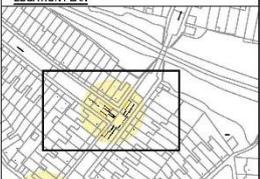
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LEGEND

- EXISTING - PARKING BAYS
- EXISTING - WAITING RESTRICTIONS
- EXISTING - LOADING RESTRICTIONS
- NEW - WAITING RESTRICTIONS
- NEW - LOADING RESTRICTIONS
- NEW - PARKING BAY ROAD MARKING
- ROAD MARKING REMOVAL
- SETTING OUT POINT

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
ORCHARD ROAD
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

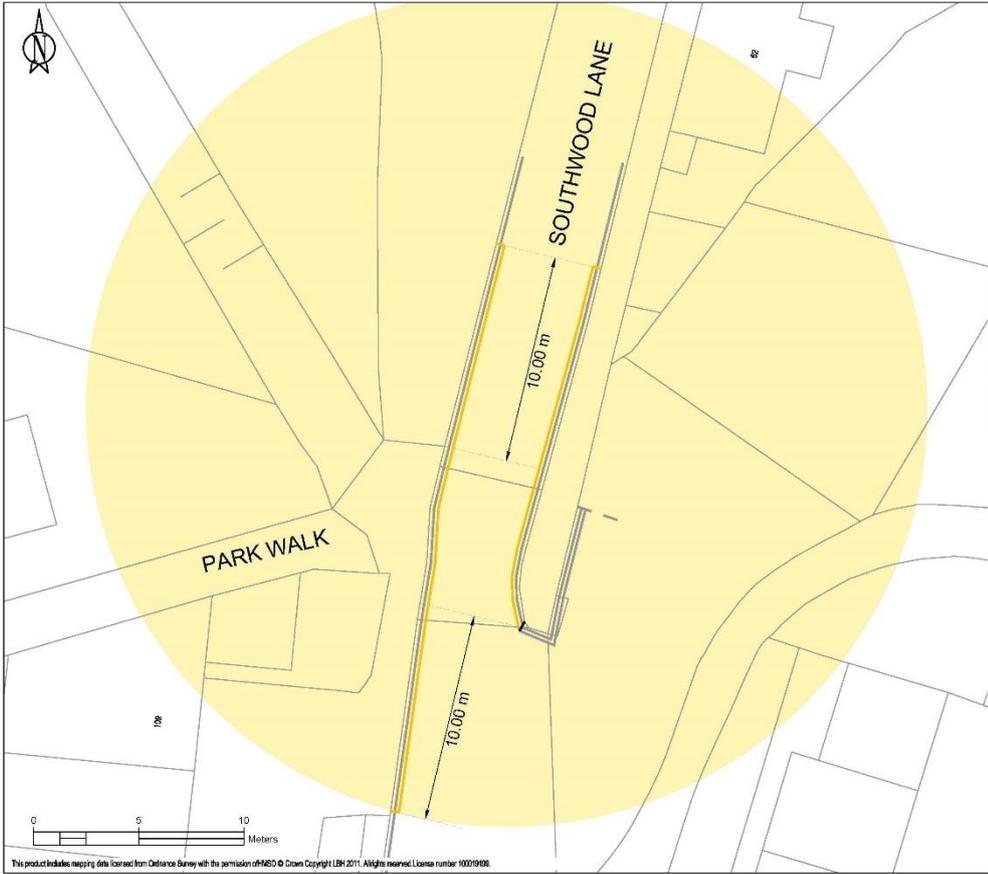
NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	20/02/23

DRAWING NO.
13-1165-HG-TMO-30

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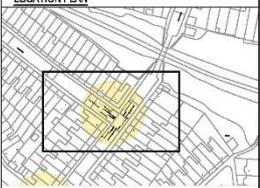


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LEGEND

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	---
EXISTING - LOADING RESTRICTIONS	
NEW - WAITING RESTRICTIONS	---
NEW - LOADING RESTRICTIONS	
NEW - PARKING BAY ROAD MARKING	---
ROAD MARKING REMOVAL	---
SETTING OUT POINT	⊙

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
PARK WALK
HIGHGATE WARD

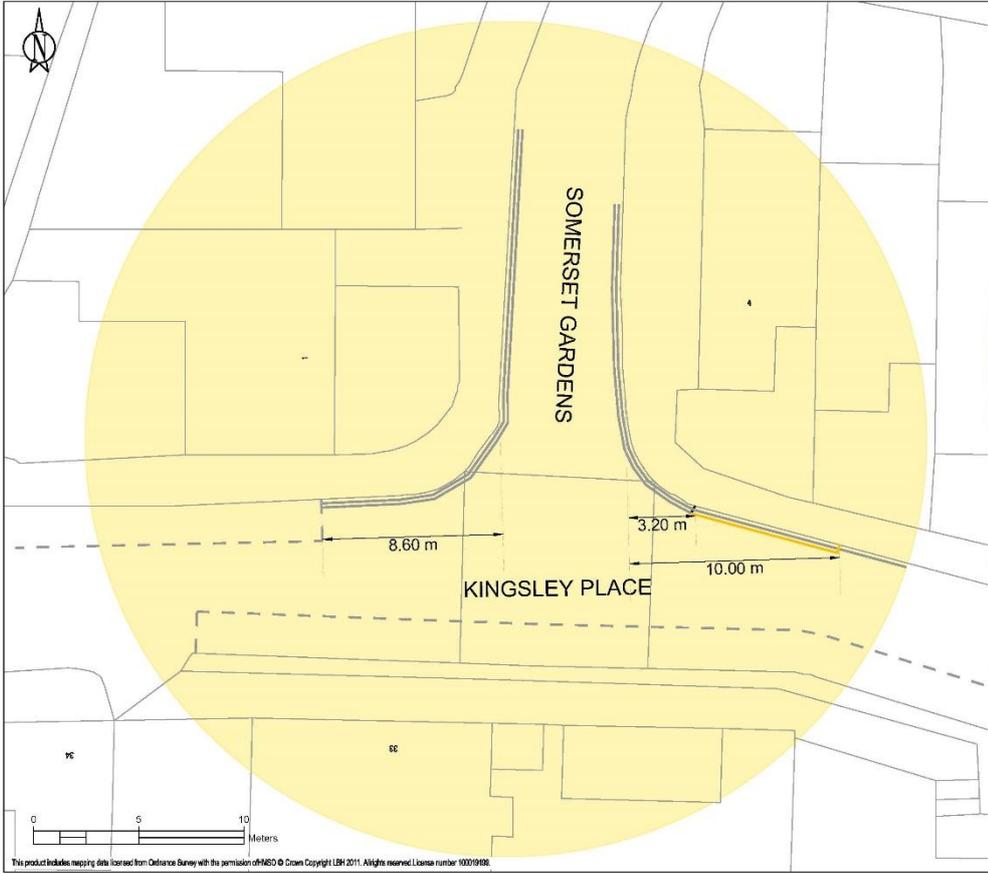
WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	20/02/23

DRAWING NO.
13-1165-HG-TMO-31

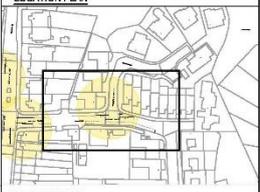



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LEGEND

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	---
EXISTING - LOADING RESTRICTIONS	
NEW - WAITING RESTRICTIONS	---
NEW - LOADING RESTRICTIONS	
NEW - PARKING BAY ROAD MARKING	---
ROAD MARKING REMOVAL	---
SETTING OUT POINT	⊙

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
SOMERSET GARDENS
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

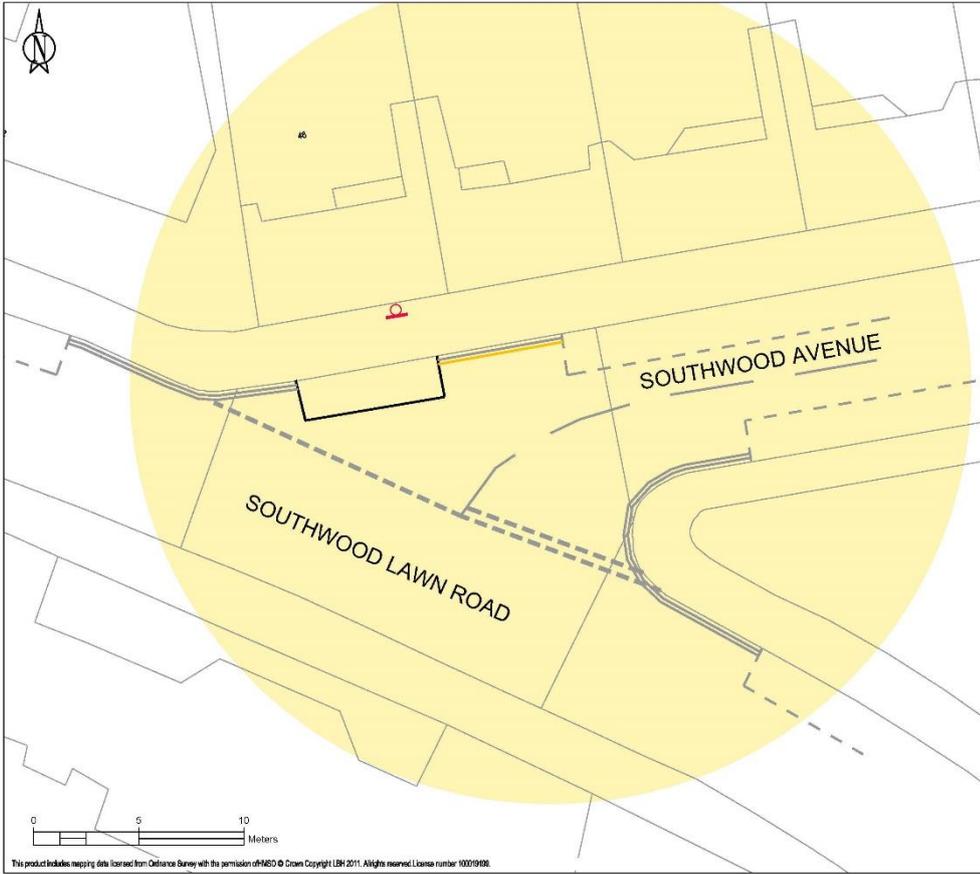
NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
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DRAWN	CHECK	DATE DRAWN
CM	AB	27/02/23

DRAWING NO.
13-1165-HG-TMO-32





LEGEND

- EXISTING - PARKING BAYS ---
- EXISTING - WAITING RESTRICTIONS ---
- EXISTING - LOADING RESTRICTIONS ||
- NEW - WAITING RESTRICTIONS ---
- NEW - LOADING RESTRICTIONS ||
- NEW - PARKING BAY ROAD MARKING ---
- ROAD MARKING REMOVAL ---
- SETTING OUT POINT ●
- SIGN AND POST REMOVAL ○

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES

LOCATION PLAN

SITE LOCATION
SOUTHWOOD AVENUE
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	27/02/23

DRAWING NO.
13-1165-HG-TMO-33



LEGEND

- EXISTING - PARKING BAYS ---
- EXISTING - WAITING RESTRICTIONS ---
- EXISTING - LOADING RESTRICTIONS ||
- NEW - WAITING RESTRICTIONS ---
- NEW - LOADING RESTRICTIONS ||
- NEW - PARKING BAY ROAD MARKING ---
- ROAD MARKING REMOVAL ---
- SETTING OUT POINT ●
- SIGN AND POST REMOVAL ○

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES

LOCATION PLAN

SITE LOCATION
STANHOPE GARDENS
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

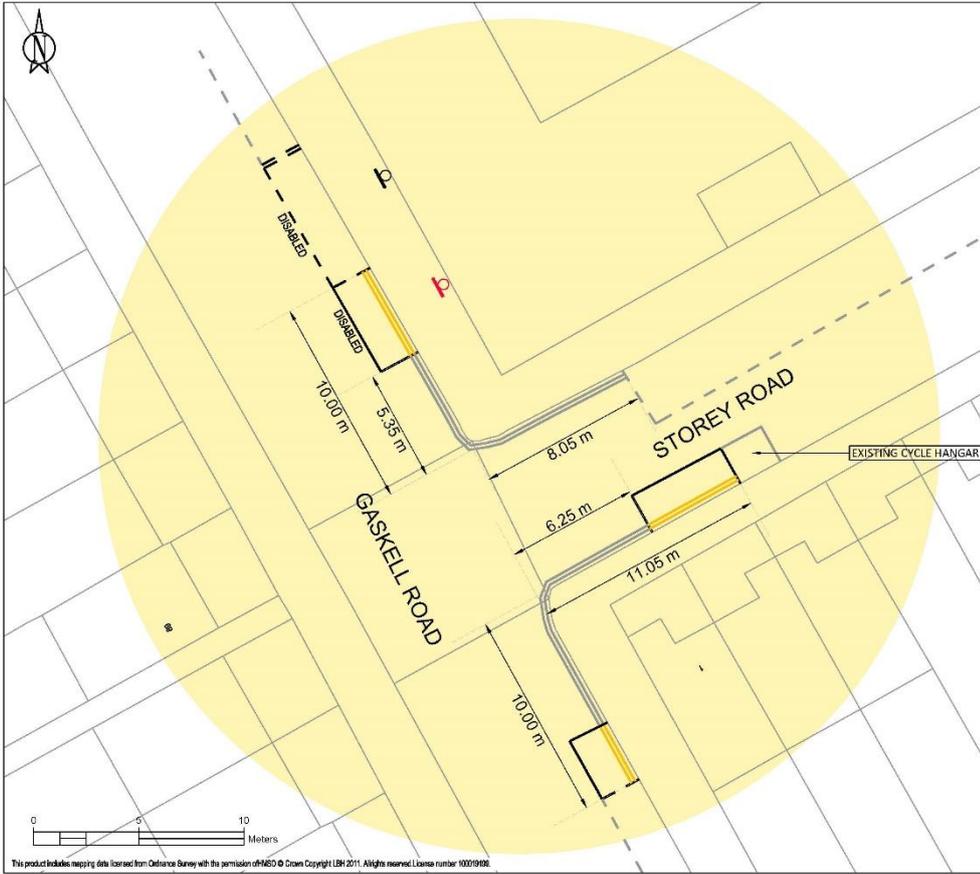
SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	27/02/23

DRAWING NO.
13-1165-HG-TMO-34

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LEGEND

- EXISTING - PARKING BAYS
- EXISTING - WAITING RESTRICTIONS
- EXISTING - LOADING RESTRICTIONS
- NEW - WAITING RESTRICTIONS
- NEW - LOADING RESTRICTIONS
- NEW - PARKING BAY ROAD MARKING
- ROAD MARKING REMOVAL
- SETTING OUT POINT
- SIGN AND POST REMOVAL

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES

LOCATION PLAN

SITE LOCATION
STOREY ROAD
HIGHGATE WARD

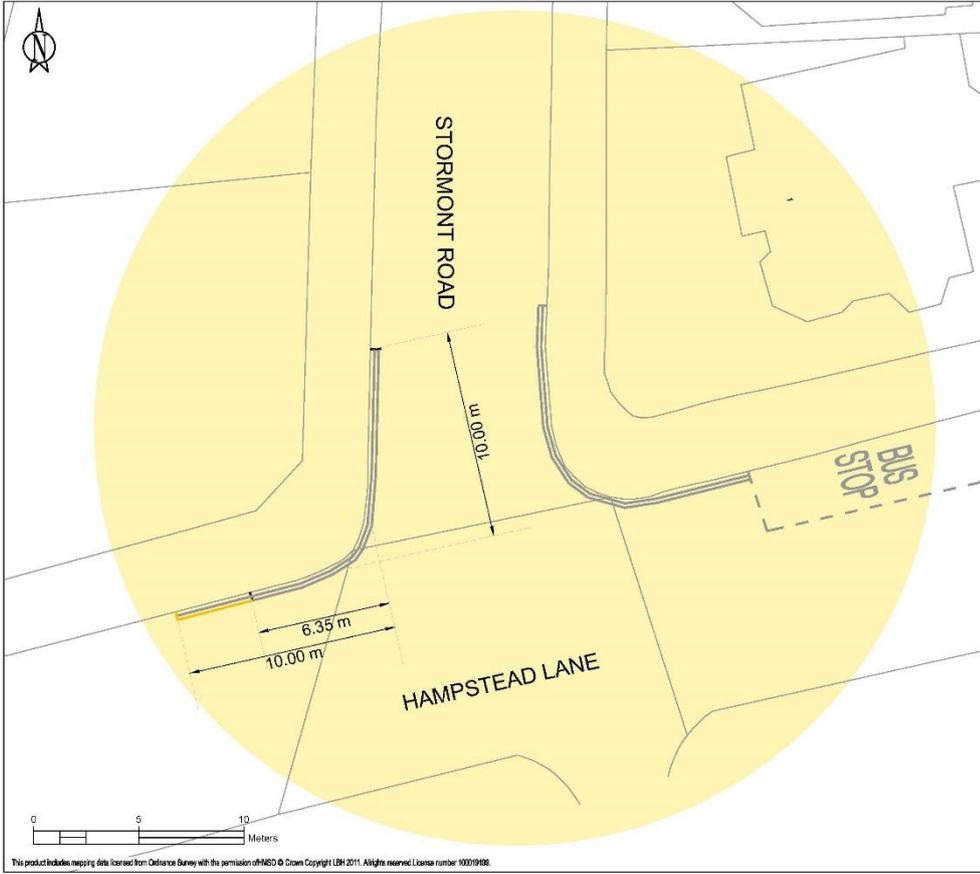
WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
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DRAWN	CHECK	DATE DRAWN
CM	AB	27/02/23

DRAWING NO.
13-1165-HG-TMO-35



LEGEND

- EXISTING - PARKING BAYS
- EXISTING - WAITING RESTRICTIONS
- EXISTING - LOADING RESTRICTIONS
- NEW - WAITING RESTRICTIONS
- NEW - LOADING RESTRICTIONS
- NEW - PARKING BAY ROAD MARKING
- ROAD MARKING REMOVAL
- SETTING OUT POINT

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES

LOCATION PLAN

SITE LOCATION
STORMONT ROAD
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	27/02/23

DRAWING NO.
13-1165-HG-TMO-36

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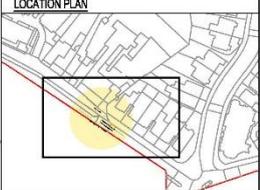
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LEGEND

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	---
EXISTING - LOADING RESTRICTIONS	
NEW - WAITING RESTRICTIONS	---
NEW - LOADING RESTRICTIONS	
NEW - PARKING BAY ROAD MARKING	---
ROAD MARKING REMOVAL	---
SETTING OUT POINT	⊙

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
THE BANK
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

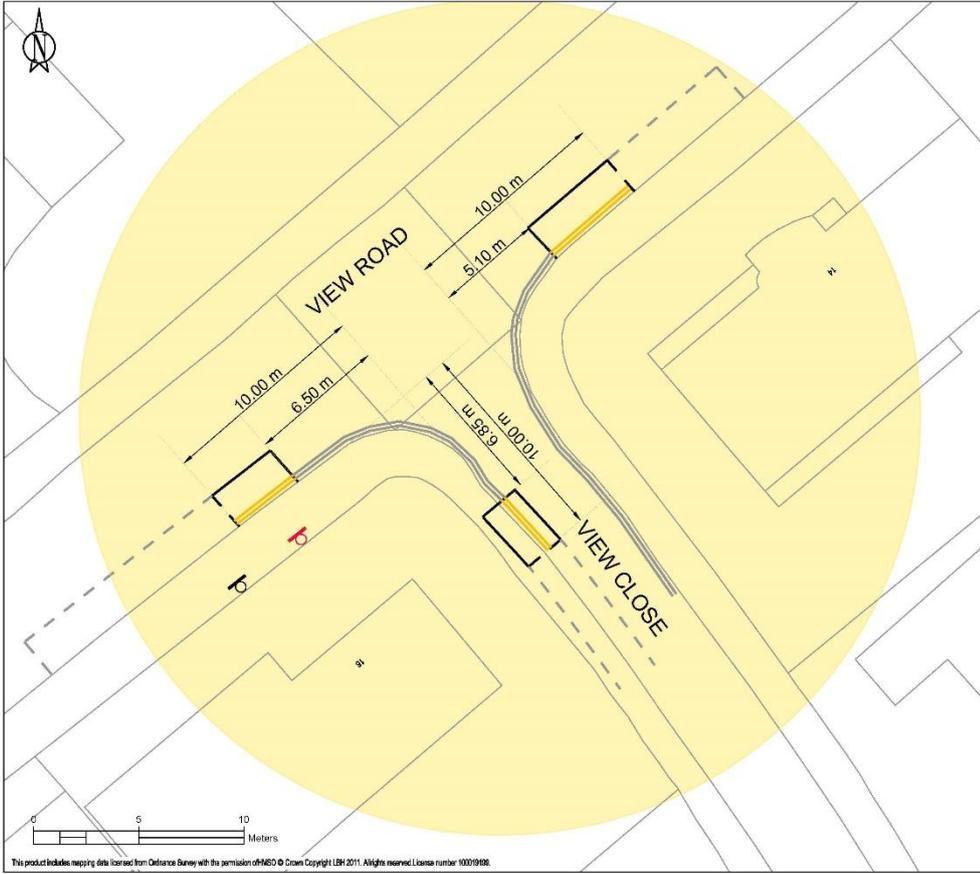
NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
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DRAWN	CHECK	DATE DRAWN
CM	AB	27/02/23

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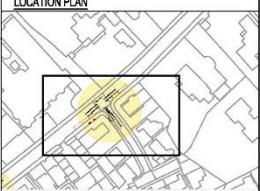
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LEGEND

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	---
EXISTING - LOADING RESTRICTIONS	
NEW - WAITING RESTRICTIONS	---
NEW - LOADING RESTRICTIONS	
NEW - PARKING BAY ROAD MARKING	---
ROAD MARKING REMOVAL	---
SETTING OUT POINT	⊙
SGN AND POST REMOVAL	⊙
SGN AND POST NEW LOCATION	⊙

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
VIEW CLOSE
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

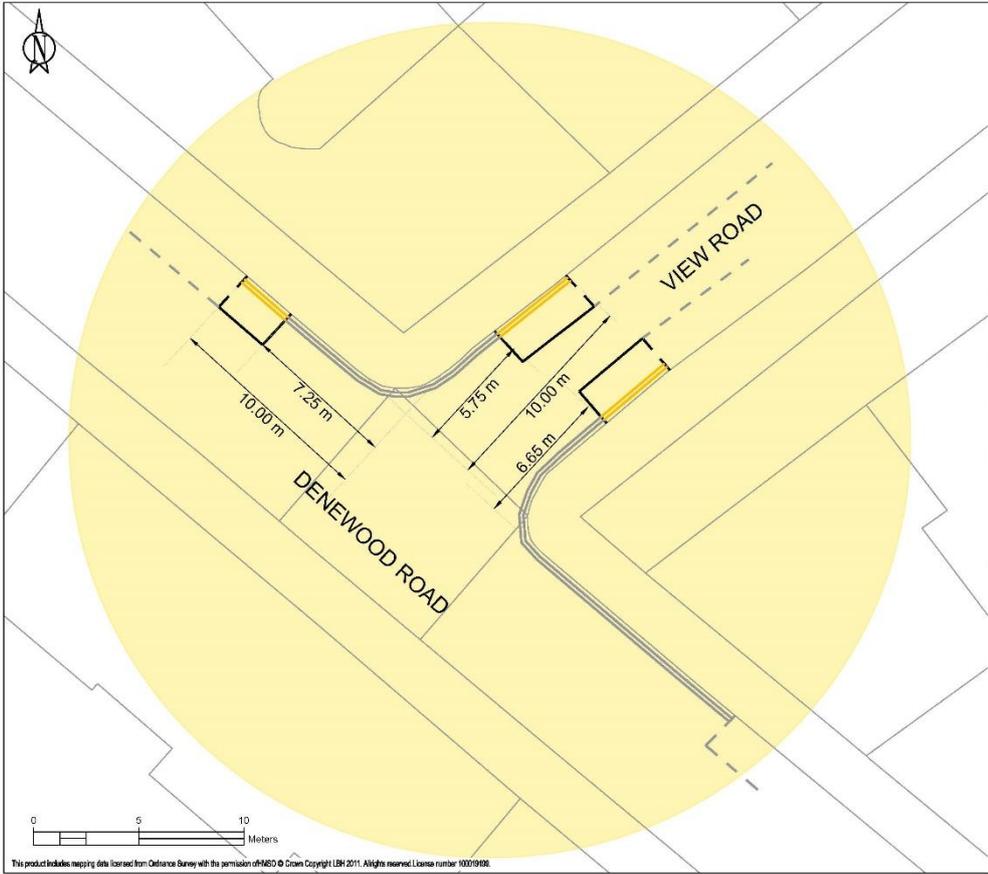
NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	27/02/23

DRAWING NO.
13-1165-HG-TMO-38

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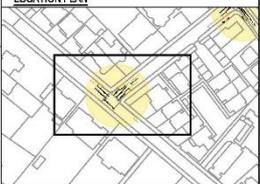


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LEGEND

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	---
EXISTING - LOADING RESTRICTIONS	
NEW - WAITING RESTRICTIONS	---
NEW - LOADING RESTRICTIONS	
NEW - PARKING BAY ROAD MARKING	---
ROAD MARKING REMOVAL	---
SETTING OUT POINT	⊙

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
VIEW ROAD
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	27/02/23

DRAWING NO.
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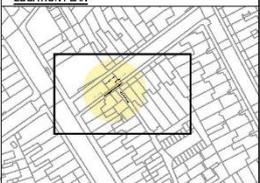



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LEGEND

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	---
EXISTING - LOADING RESTRICTIONS	
NEW - WAITING RESTRICTIONS	---
NEW - LOADING RESTRICTIONS	
NEW - PARKING BAY ROAD MARKING	---
ROAD MARKING REMOVAL	---
SETTING OUT POINT	⊙

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
WEMBURY MEWS
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

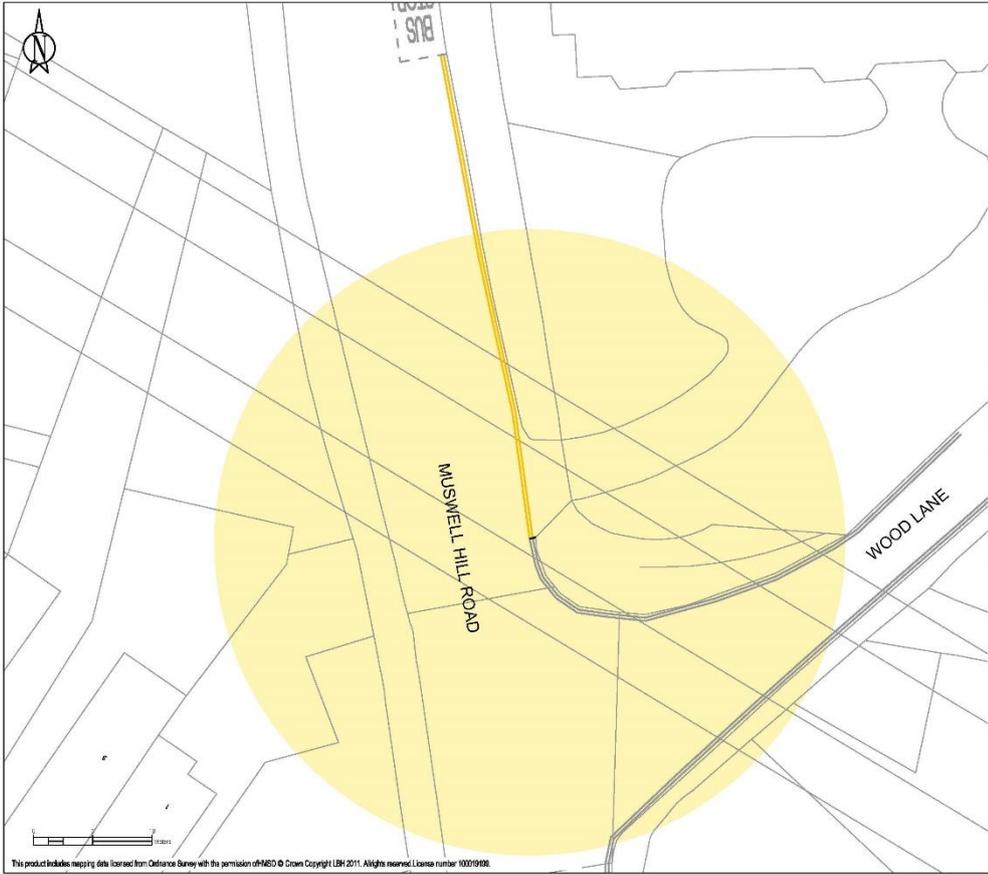
NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
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DRAWN	CHECK	DATE DRAWN
CM	AB	27/02/23

DRAWING NO.
13-1165-HG-TMO-40





LEGEND

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	---
EXISTING - LOADING RESTRICTIONS	
NEW - WAITING RESTRICTIONS	---
NEW - LOADING RESTRICTIONS	
NEW - PARKING BAY ROAD MARKING	---
ROAD MARKING REMOVAL	---
SETTING OUT POINT	⊙

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
WOOD LANE
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
1:200 @ A3

DRAWN	CHECK	DATE DRAWN
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DRAWING NO.
13-1165-HG-TM0-41



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LEGEND

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	---
EXISTING - LOADING RESTRICTIONS	
NEW - WAITING RESTRICTIONS	---
NEW - LOADING RESTRICTIONS	
NEW - PARKING BAY ROAD MARKING	---
ROAD MARKING REMOVAL	---
SETTING OUT POINT	⊙

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
CHERRY TREE HILL
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

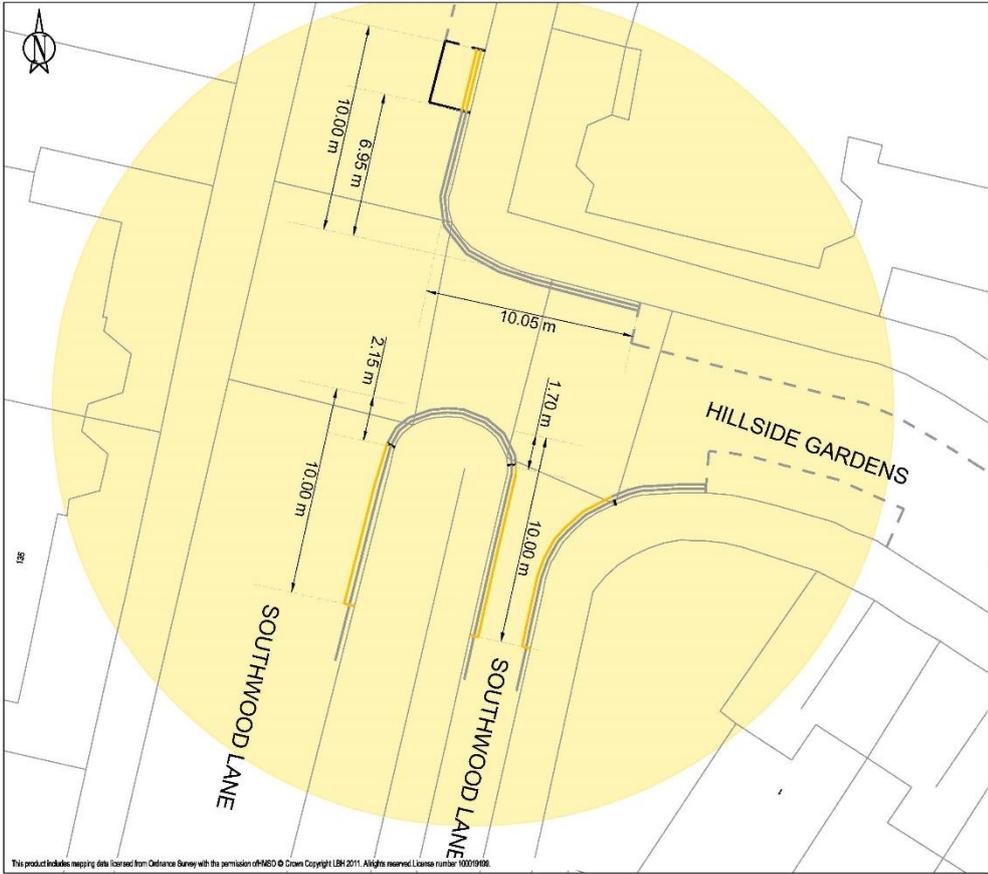
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DRAWING NO.
13-1165-HG-TM0-01



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LEGEND

- EXISTING - PARKING BAYS ---
- EXISTING - WAITING RESTRICTIONS ---
- EXISTING - LOADING RESTRICTIONS ||
- NEW - WAITING RESTRICTIONS ---
- NEW - LOADING RESTRICTIONS ||
- NEW - PARKING BAY ROAD MARKING ---
- ROAD MARKING REMOVAL ---
- SETTING OUT POINT ⊙

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
SOUTHWOOD LANE
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	20/02/23

DRAWING NO.
13-1165-HG-TMG-02

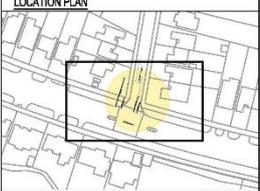
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LEGEND

- EXISTING - PARKING BAYS ---
- EXISTING - WAITING RESTRICTIONS ---
- EXISTING - LOADING RESTRICTIONS ||
- NEW - WAITING RESTRICTIONS ---
- NEW - LOADING RESTRICTIONS ||
- NEW - PARKING BAY ROAD MARKING ---
- ROAD MARKING REMOVAL ---
- SETTING OUT POINT ⊙

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
BANCROFT AVENUE
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

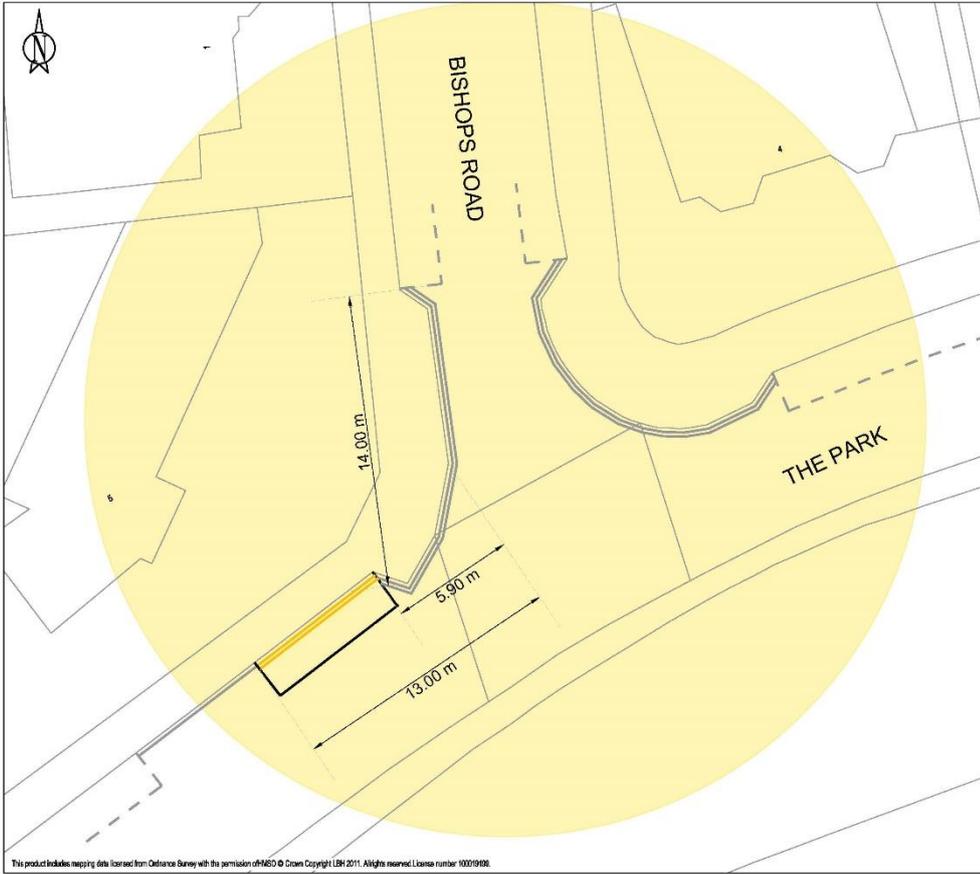
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ROAD DANGER REDUCTION PROGRAMME

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DRAWN	CHECK	DATE DRAWN
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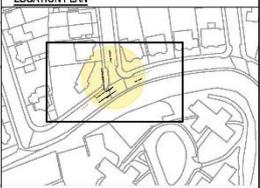


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LEGEND

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	---
EXISTING - LOADING RESTRICTIONS	
NEW - WAITING RESTRICTIONS	---
NEW - LOADING RESTRICTIONS	
NEW - PARKING BAY ROAD MARKING	---
ROAD MARKING REMOVAL	---
SETTING OUT POINT	⊙

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
BISHOPS ROAD
HIGHGATE WARD

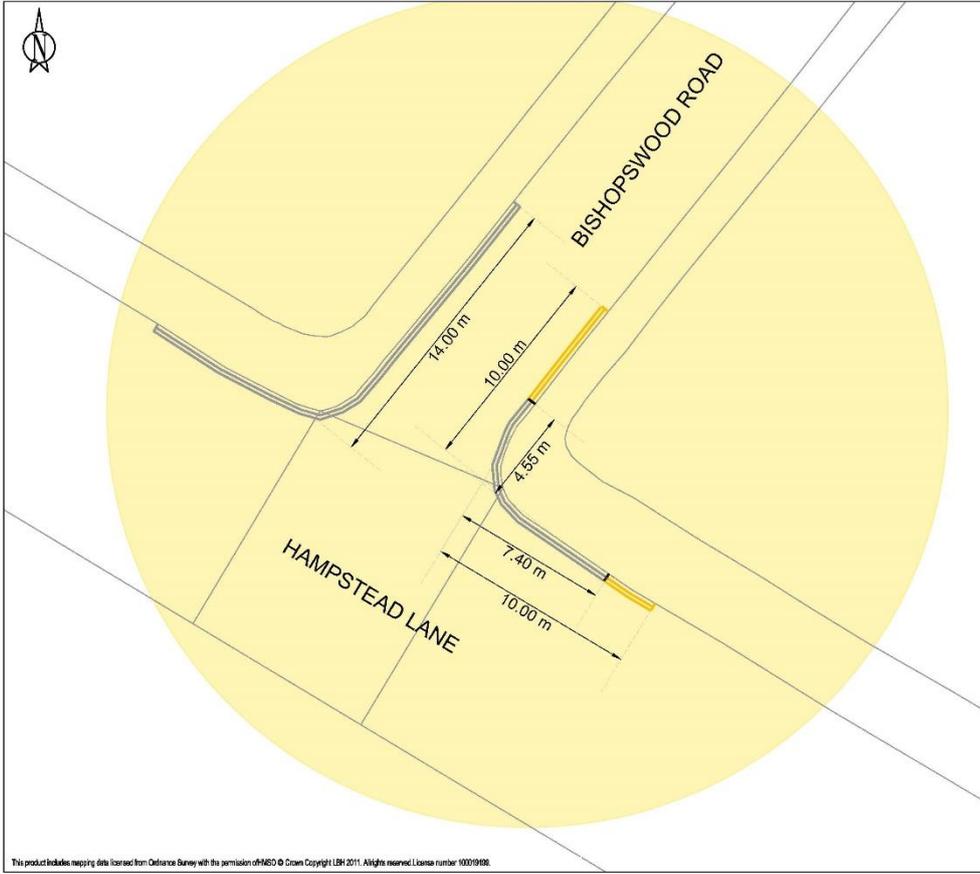
WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
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DRAWN	CHECK	DATE DRAWN
CM	AB	20/02/23

DRAWING NO.
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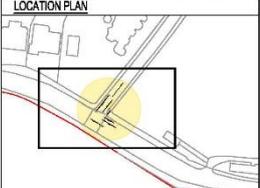


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LEGEND

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	---
EXISTING - LOADING RESTRICTIONS	
NEW - WAITING RESTRICTIONS	---
NEW - LOADING RESTRICTIONS	
NEW - PARKING BAY ROAD MARKING	---
ROAD MARKING REMOVAL	---
SETTING OUT POINT	⊙

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
BISHOPSWOOD ROAD
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
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DRAWN	CHECK	DATE DRAWN
CM	AB	20/02/23

DRAWING NO.
13-1165-HG-TM0-05

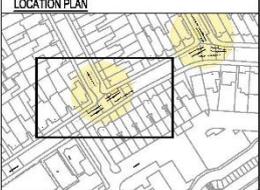


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LEGEND

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	---
EXISTING - LOADING RESTRICTIONS	
NEW - WAITING RESTRICTIONS	---
NEW - LOADING RESTRICTIONS	
NEW - PARKING BAY ROAD MARKING	---
ROAD MARKING REMOVAL	---
SETTING OUT POINT	⊙

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
LANGDON PARK ROAD
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
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DRAWN	CHECK	DATE DRAWN
CM	AB	20/02/23

DRAWING NO.
13-1165-HG-TM0-23

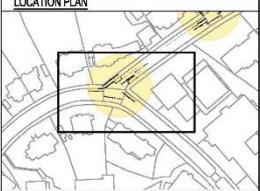



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LEGEND

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	---
EXISTING - LOADING RESTRICTIONS	
NEW - WAITING RESTRICTIONS	---
NEW - LOADING RESTRICTIONS	
NEW - PARKING BAY ROAD MARKING	---
ROAD MARKING REMOVAL	---
SETTING OUT POINT	⊙

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
BROADLANDS ROAD
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

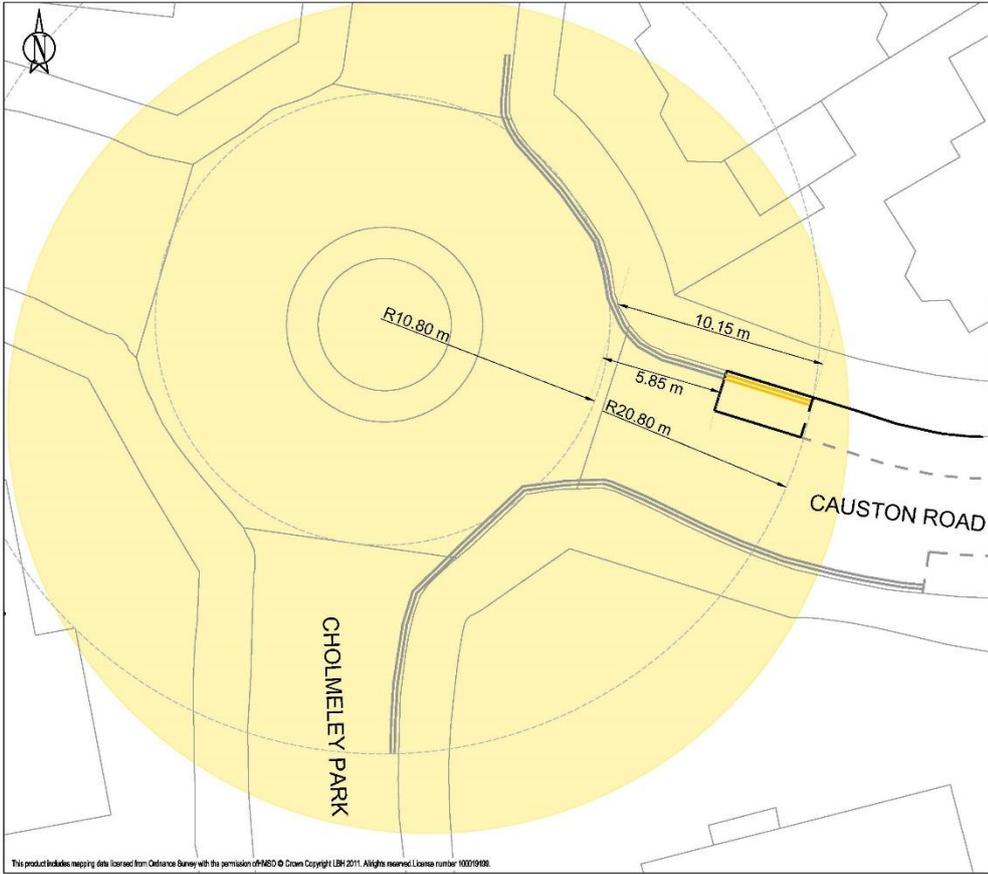
NOTES
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DRAWN	CHECK	DATE DRAWN
CM	AB	20/02/23

DRAWING NO.
13-1165-HG-TM0-06





LEGEND

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	---
EXISTING - LOADING RESTRICTIONS	
NEW - WAITING RESTRICTIONS	---
NEW - LOADING RESTRICTIONS	
NEW - PARKING BAY ROAD MARKING	---
ROAD MARKING REMOVAL	---
SETTING OUT POINT	⊙

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
CAUSTON ROAD
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	20/02/23

DRAWING NO.
13-1165-HG-TMG-07



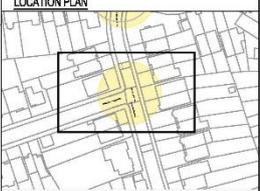
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LEGEND

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	---
EXISTING - LOADING RESTRICTIONS	
NEW - WAITING RESTRICTIONS	---
NEW - LOADING RESTRICTIONS	
NEW - PARKING BAY ROAD MARKING	---
ROAD MARKING REMOVAL	---
SETTING OUT POINT	⊙

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
CHOLMELEY CRESCENT
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

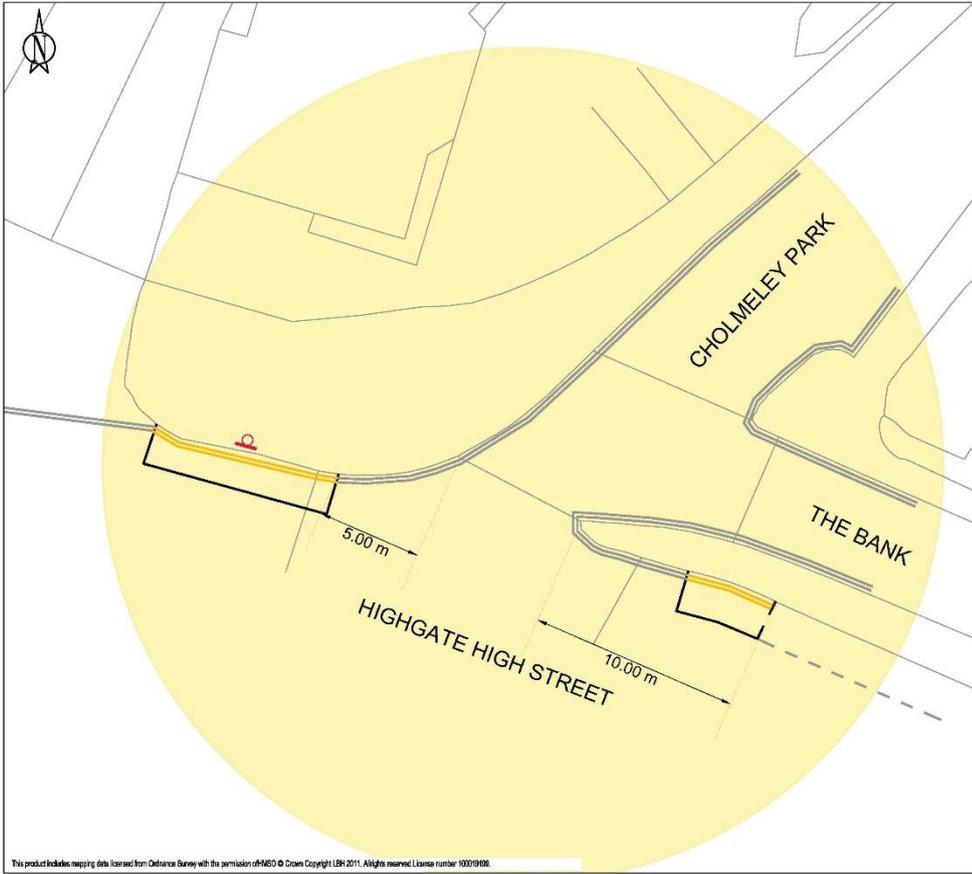
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DRAWN	CHECK	DATE DRAWN
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DRAWING NO.
13-1165-HG-TMG-08



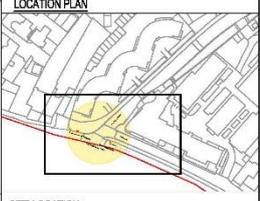
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LEGEND

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	---
EXISTING - LOADING RESTRICTIONS	
NEW - WAITING RESTRICTIONS	---
NEW - LOADING RESTRICTIONS	
NEW - PARKING BAY ROAD MARKING	---
ROAD MARKING REMOVAL	---
SETTING OUT POINT	⊙
SIGN AND POST REMOVAL	⊙

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



SITE LOCATION
CHOLMELEY PARK
HIGHGATE WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AE	20/02/23

DRAWING NO.
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APPENDIX 2

Public Notice



2023-T43 - ROAD DANGER REDUCTION PROGRAMME BATCH 2 PART 2 – HIGHGATE
The Haringey (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No.*) Order 202***
The Haringey (Charged-For Parking Places) (Amendment No. *) Order 202***

Notice is hereby given that the Council of the London Borough of Haringey proposes to make 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.

The general effect of the Orders would be: - to make the following changes to double yellow lines listed at the locations in the table below. Any underlying parking restrictions will be revoked:

Road	Description
Bancroft Avenue N2	1) WEST SIDE: Replace single yellow line with double yellow line restrictions outside No.1. 2) EAST SIDE: Extend the double yellow lines so that they are 10 metres in length from the junction with Aylmer Road.
Bishopswood Road N6	3) NORTH SIDE: Extend the double yellow lines/double kerb blips either side of its junction with Broadlands Road so that they are 10 metres in length in either direction. 4) SOUTHEAST SIDE: Extend the double yellow lines so that they are 10 metres in length from its junction with Hampstead Lane.
Broadlands Road N6	5) NORTHWEST SIDE: Extend the double yellow lines either side of its junction with Denewood Road so that they are 10 metres in length in either direction. 6) SOUTHEAST SIDE: Extend the double yellow lines/double kerb blips so they are 10 metres in length from its junction with Bishopswood Road. 7) NORTHWEST SIDE: Extend the double yellow lines/double kerb blips so they are 12.6 metres in length from its western junction with Bishopswood Road.
Causton Road N6	8) NORTH SIDE: Extend the double yellow lines from its junction with the roundabout at Cholmeley Park so they are 10 metres in length outside No.18.
Cholmeley Park N6	9) WEST SIDE: Extend the double yellow lines from its junction with Cholmeley Crescent so they are 10 metres in length outside No.42.
Claremont Road N6	10) SOUTH SIDE: Extend the double yellow lines either side of its junction with Northwood Road so that they are 10 metres in length in either direction.
Denewood Road N6	11) NORTHEAST SIDE: Extend the double yellow lines so that they are 10 metres from the junction with View Road. 12) SOUTHWEST SIDE: Extend the double yellow lines from its junction with Broadlands Road so they are 10 metres in length.
Gaskell Road N6	13) NORTHEAST SIDE: Extend the double yellow lines either side of its junction with Storey Road so that they are 10 metres in length in either direction. The disabled parking bay opposite No.87/85 will be relocated to opposite No.85/83. 14) EAST SIDE: Extend the double yellow lines either side of its junction with Kenwood Road so that they are 10 metres in length in either direction. 15) WEST SIDE: Replace the single yellow lines with double yellow lines outside No.7 to outside No.13. 16) BOTH SIDES: Formalise the double yellow lines outside No.17 and between No.5 and No.7 (this is a paper-based amendment which will result in no physical changes on site). 17) BOTH SIDES: Extend the double yellow lines from its junction with Yeatman Road so they are 10 metres in length.
Great North Road N2	18) SOUTHWEST SIDE: Replace single yellow line the double yellow lines to a point 10 metres either side of the private access road adjacent to No.14.
Hampstead Lane N6	19) NORTH SIDE: Extend the double yellow lines at its junction with Stormont Road outside No.32 so that they are 10 metres. 20) NORTH SIDE: Extend the double yellow lines adjacent to No.2 North Grove so they are 10 metres in length from the junction. 21) NORTHEAST SIDE: Extend the double yellow lines so that they are 10 metres in length from its western junction with Bishopswood Road.
Hampstead Lane/North Road N6	22) NORTH SIDE: Introduce double yellow lines from its junction with Southwood Lane continuing west then north on North Road to join the existing double yellow lines on the east side of North Road outside Highgate School.
Highgate Avenue N6	23) BOTH SIDES: Extend the double yellow lines on both sides at its junction with Southwood Lawn Road so they are 10 metres in length.
Highgate Close N6	24) WEST SIDE: Replace the single yellow lines with double yellow lines outside the private parking bays for No.1 to No.7. 25) EAST SIDE: Replace the single yellow lines with double yellow lines outside No.21C.
Highgate High Street N6	26) NORTHEAST SIDE: Extend the double yellow lines at its junction with The Bank outside No.102 by 7.2 metres.
Hillside Gardens N6	27) BOTH SIDES: Extend the double yellow lines at its junction with Jacksons Lane so they are 10 metres in length.
Holmesdale Road N6	28) BOTH SIDES: Extend the double yellow lines at its junction with Northwood Road so they are 10 metres in length.
Homsey Lane N6	29) SOUTH SIDE: Extend the double yellow lines outside Lygoe House up to its junction with Crouch End Hill. 30) To introduce double yellow lines around the entirety of the splitter Island between Homsey Lane and Crouch End Hill located opposite the bus stop outside flats 1 to 15 Hannay Lane.
Homsey Lane Gardens N6	31) NORTH SIDE: Extend the double yellow lines outside No.27 so they are 10 metres in length from its junction with Milton Road. 32) NORTH SIDE: Extend the double yellow lines either side of its junction with Milton Avenue so that they are 10 metres in length in either direction.

Public Notice



	33) NORTH SIDE: Extend the double yellow lines either side of its junction with Langdon Park Road so that they are 10 metres in length in either direction. 34) BOTH SIDES: Extend the double yellow lines at its junction with Hornsey Lane so they are 10 metres in length.
Jacksons Lane N6	35) NORTHWEST SIDE: Extend the double yellow lines outside flats 9 to 11 so they are 10 metres in length from its junction with Hillside Gardens.
Kenwood Road N6	36) BOTH SIDES: Extend the double yellow lines at its junction with Gaskell Road so they are 10 metres in length.
Kingsley Place N6	37) NORTH SIDE: Replace single yellow line double yellow lines outside No.4 for a length of 10 metres from the junction with Somerset Gardens.
Langdon Park Road N6	38) EAST SIDE: Extend the double yellow lines outside No.72 so that they are 10 metres in length from the junction of Milton Park.
Muswell Hill Road N10	39) EAST SIDE: Install double yellow lines from the junction with Wood Lane, to the bus stop, approximately 31.5 metres.
Milton Avenue N6	40) WEST SIDE: Extend the double yellow lines so that they are 10 metres in length from its junction with Hornsey Lane Gardens.
Milton Park N6	41) SOUTH SIDE: Extend the double yellow lines adjacent to No.34 Milton Avenue so that they are 10 metres in length from the junction of Milton Avenue.
North Road N6	42) WEST SIDE: Replace the single yellow lines with double yellow lines outside The Gatehouse pub. 43) NORTH SIDE: Replace the single yellow lines with double yellow lines outside No.1 to No.7 North Road.
Northwood Road N6	44) NORTHWEST SIDE: Extend the double yellow lines either side of its junction with Orchard Road so that they are 10 metres in length in either direction. 45) NORTHWEST SIDE: Extend the double yellow lines either side of its junction with Holmesdale Road so they are 10 metres in length in either direction. The disabled parking bay outside No.11 will be relocated southwest by approximately 6.6 metres outside No.9/7. 46) BOTH SIDES: Extend the double yellow lines so they are 10 metres in length from its junction with Claremont Road.
Orchard Road N6	47) BOTH SIDES: Extend the double yellow lines so they are 10 metres in length from its junction with Northwood Road.
Southwood Avenue N6	48) NORTH SIDE: Replace single yellow line outside No.44 with double yellow lines.
Southwood Lane N6	49) WEST SIDE: Replace single yellow line with double yellow lines outside No.107 to a point 10 metres north of Park Walk. 50) EAST SIDE: Replace single yellow line with double yellow lines from its junction with Jacksons Lane to a point 10 metres north of Park Walk. 51) EAST SIDE: Replace single yellow line with double yellow lines outside No.54 so that they are 10 metres in length from its junction with Kingsley Place. 52) EAST SIDE (main road): Extend the double yellow lines from its junction with Hillside Gardens opposite No.135 so they are 10 metres in length 53) EAST SIDE (main road): Extend the double yellow lines to 10 metres from the junction with Hillside Gardens outside No.9 to 16 Southwood Mansions. 54) BOTH SIDES (side road): Extend the double yellow lines so they are 10 metres from its junction with Hillside Gardens.
Southwood Lawn Road N6	55) BOTH SIDES: Extend the double yellow lines at its junction with Highgate Avenue so they are 10 metres in length.
Stanhope Gardens N6	56) BOTH SIDES: Extend the double yellow lines so they are 10 metres from the junction with Stanhope Road.
Storey Road N6	57) SOUTHEAST SIDE: Extend the double yellow lines outside No.2 so they are 10 metres from the junction with Gaskell Road.
The Park N6	58) NORTHWEST SIDE: Replace the resident permit holders bay (a length of 9.3 metres) with double yellow lines outside No.5.
Toyne Way N6	59) NORTH SIDE: Replace the single yellow lines with double yellow lines outside No.5/3.
View Close N6	60) SOUTHWEST SIDE: Extend the double yellow lines adjacent to No.16 View Road so that it is 10 metres in length from the junction.
View Road N6	61) BOTH SIDE: Extend the double yellow lines so that they are 10 metres from the junction with Denewood Road. 62) SOUTHEAST SIDE: Extend the double yellow lines either side of its junction with View Close so that they are 10 metres in length in either direction.
Westbury Road N6	63) SOUTHEAST SIDE: To replace the single yellow line with double yellow lines across Westbury Mews access and extend by 4.3 metres outside No.2 thereby reducing the resident permit holder parking bays.
Yeatman Road N6	64) NORTH SIDE: Extend the double yellow lines either side of its junction with Gaskell Road so that they are 10 metres in length in either direction.

A copy of the proposed Orders, a copy of this notice, a copy of the Council's statement of reasons for making the proposed Orders and plan(s) showing the locations and effects of the Orders can be viewed via the online consultation portal <https://consultation.appyway.com/haringey> Alternatively, an appointment can be made, by emailing traffic.orders@haringey.gov.uk to inspect these documents during normal office hours at the reception desk of Alexandra House, 10 Station Road, Wood Green, N22 7TR. Appointments to inspect the documents will be available until the end of a period of 6 weeks from the date on which the Orders are made or the Council decides not to make the Orders.

Any person wishing to object to the proposed Orders or make other representation should send grounds for their objection via the online portal <https://consultation.appyway.com/haringey> or alternatively email traffic.orders@haringey.gov.uk or write to Traffic Management Group, Alexandra House, 4th floor, 10 Station Road, Wood Green, N22 7TR quoting reference 2023-T37, by 24th July 2024.

Dated: 3rd July 2024

Ann Cunningham
Head of Highways & Parking

APPENDIX 3

Rio Lovett

To: luke.heming@met.police.uk; trafficordersection@streetmanagement.org.uk; harun.khan@tfl.gov.uk; sara.shoukris@tfl.gov.uk; trafficordersection@tfl.gov.uk; info@londontravelwatch.org.uk; OSDDataTeam@onesearchdirect.co.uk; northwestareasupportteam@london-fire.gov.uk; Poteliakhoff@tiscali.co.uk; + 11 others

Retention Policy: Haringey Global Retention (9 years) Expires: 30/06/2033

Tue 02/07/2024 11:41

Reply
 Reply All
 Forward

2023-T37 - RDRP Batch 2 Part 2 - Highgate - Consultation Documents.zip

11 MB

Dear Sir/Madam,

I attach for your information a copy of the Public Notice relating to the above proposal which will appear in the London Gazette and Enfield & Haringey Independent on 3rd July 2024 as required by the Local Authority Traffic Orders (Procedure) (England and Wales) Regulations 1996.

I also attach copies of the draft Order, Statement of Reasons and map(s) illustrating the proposal. The scheme will also be available to view through our online portal <https://consultation.appyway.com/haringey> during the consultation period.

I should be grateful if you could please forward any comments you may wish to make on this proposal by 31st July 2024.

Thank you in anticipation of your assistance in this matter.

Yours Faithfully

Rio Lovett

Rio Lovett
Traffic Order Maker
Alexandra House 4th Floor,
225 High Road N22 8HQ

www.haringey.gov.uk
[@haringeycouncil](https://twitter.com/haringeycouncil)
facebook.com/haringeycouncil

APPENDIX 4

Order Support	FeedbackText
WhollyObject	<p>I consider that this proposal will not reduce danger, but increase it.</p> <p>I have not seen anywhere in the consultation material a single example of an accident which could have been avoided by the proposed new parking restrictions. This is a conjectural exercise with no proper evidence.</p> <p>The narrow roads in this area call for low traffic speeds, which benefit pedestrians and other road users, and the current layout at junctions compels caution (even by delivery van drivers). Longer sight lines will encourage faster driving at corners, which can only be bad.</p> <p>Removal of existing residents' parking spaces is also dangerous, because drivers stressed by difficulty in finding somewhere to park are more likely to make errors. And the stress involved is also dangerous to health, something which I suspect has not been addressed at all, which would of itself be a ground for challenging the lawfulness of the proposal.</p>
WhollyObject	<p>I consider the proposal will likely increase the speed of traffic at junctions with vehicles speeding even faster than they do currently around junctions unhindered by parked cars as well as reducing the number of parking spaces leading to further issues for local residents, their guests and contractors providing services to residents. The current restrictions at junctions are more than adequate. Pedestrians are best advised not to cross the road at junctions and if they do they are at a greater risk of accident. I completely object to the proposals which I don't consider to be well thought out.</p>

PartlyObject	<p>The objection I have focuses on 3 areas being impact on pedestrians, impact on drivers and enforcement.</p> <p>I have lived very near the junction of Hornsey Lane Gardens and Langdon park Road for over 20 years. I do not believe that safety will be improved by reducing the number of parking spaces near the junction. What will reduce accidents is a) making sure that delivery drivers don't park on the space cleared by your proposals and b) having cameras to ensure that people drive more carefully.</p> <p>The one impact your proposals will definitely have is making it harder for residents to park. This is already hard and removing pressure parking spaces will make it harder. If you accompanied this by increasing CPX (9aybe adding 2 to 4pm alongside 10 to 12) will stop the non-residents parking.</p> <p>As I stated above we regularly see delivery drivers parking on the corners or blocking the road. To be fair this is because there is no parking spaces (and there will be even less if your proposals are approved). I might suggest giving out less permits and putting bollards on corners.</p>
PartlyObject	<p>Whilst I obviously agree with the stated objective of improving road safety, particularly for pedestrians, at dangerous road junctions, I do not believe the suggested improvements at the junction of Highgate Avenue (HA) and Southwood Lawn Road (SLR) have been properly considered.</p> <p>This junction is not a junction in the normal sense of the word but a right angled corner. There is a very important distinction between the two. At a corner there is no requirement to slow down, whereas at a junction there is always a give way or stop sign to slow down traffic. At a right angle junction the 10m double yellow lines on the near side kerbs greatly improve visibility for cars waiting to exit the junction making it safer for them, for approaching traffic and for pedestrians trying to cross. At a corner, by putting 10m long double yellow lines on the inside of the corner, will improve visibility but will have the unintended consequence of allowing traffic to speed up, which will be more dangerous for vehicles and more importantly for pedestrians. I am not aware of any accidents involving pedestrians at this corner so wonder if the main reason is actually to help lorries negotiate the corner.</p> <p>Having lived in the same house on this corner for 35 years we well remember when there were no double yellow lines at all on either side and it was almost impossible for lorries to negotiate the corner leading to several lost wing mirrors and minor scratches on cars. Traffic was often at a near standstill and consequently relatively safe for pedestrians to cross. A few years back, the current yellow lines were introduced making it easier for lorries to negotiate the corner without damaging parked cars. The loss of roughly 4 parking bays was an acceptable price to pay. The current proposal will cause the loss of a further three parking bays, which is unacceptable. There are a total of 11 residential houses/flats without off street parking around this corner and currently 10 parking bays. One of the houses has two cars. The reduction to 7 parking bays will create difficulties for the residents to find a space and this should be a consideration, particularly when the council are charging considerable sums for the benefit of an on-street parking bay.</p> <p>I have produced two plans of the corner accurately showing the tracking diagram for a large refuse truck (taken from the Islington BC website), showing the vehicle going in both directions, copies attached. These diagrams clearly show that the 5m double yellow lines on the inside of the corner are not affecting the turning circle of the truck. It is the space outside no3 SLR which causes the difficulty for large trucks. By keeping the 5m double yellow lines on the inside of the corner and by adding a parking bay in the far outside corner (outside no1 SLR) there will be no loss of parking bays. This bay in the far corner does not affect safety or turning ability for trucks, there is still adequate passing space when cars meet. By omitting the bay in front of</p>

	<p>no3 SLR, pedestrians crossing from the west side of Highgate Avenue to Peacock Walk will be fully visible to traffic coming up Highgate Avenue and the pedestrians coming from Peacock Walk will be able to cross further east, opposite the internal corner, and by so doing will be more visible for traffic coming down Southwood Lawn Road.</p> <p>I would strongly urge you to consider these constructive criticisms, which can be summarised thus:-</p> <ul style="list-style-type: none"> • Do not encourage vehicles to take the corner more quickly by increasing the visibility splays on the inside. • Do improve the turning ability for large vehicles by removing the space in front of no3 SLR. (You are already proposing this). • Do not increase the double yellow lines on the inside as it will not improve turning ability for large vehicles but will cause the loss of two parking bays. • Do replace the bay lost in front of no3 SLR with one in front of no1 SLR where it has no impact on road safety, turning space or passing space. <p>Additionally, you might consider a raised crossing from Peacock Walk to the west side of Highgate Avenue to draw attention to the pedestrians crossing there and to further slow traffic at this corner.</p>
PartlyObject	<p>I believe that the extension of yellow lines on the junctions from Northwood Road to both Holmesdale Rd & Orchard Rd will encourage motorists to drive faster rather than the aim of pedestrian safety. It will also limit parking spaces for residents which is already at its limit and lead to more residents speeding round these roads looking for available parking space</p>
PartlyObject	<p>We live at No 10 Highgate High Street. Living on the border of Haringey and Camden, we cannot park on the opposite side of the road opposite our house. There is no residents parking between our house and the top of Highgate High Street, and the two spaces that were closes to our house (near Cholmley Lodge) were recently taken away without consultation, and the area at the top of the Bank also had the residents parking area reduced. It is becoming almost impossible for residents on the Haringey side of the High Street to park. There are many flats above the shops on the High Street, as well as Park View Mansions and some other houses. I would implore you to not make our lives even more difficult by taking away the small number of parking spaces that we can access.</p>
WhollyObject	<p>It seems from these proposals that Haringey council is intent on increasing traffic flow, speed and promoting rat runs without any concern for the people who live on these small residential roads. I would also point out that numerous residents parking bays which are already in high demand will go. Is it Haringey council intention for our residential roads to exist solely for vehicles from other boroughs to rush through. The councils priority should surly be for its own residents who would like to be able to walk, play, park and generally use their own roads safely.</p> <p>This is wrong - the council should be discouraging cars from using small residential roads as rat runs. Inevitably increasing car flow and encouraging these roads to be</p>

	<p>used as a rat run won't improve safety. Having to navigate narrow and uneven pavements and around trees and all the wheely bins would I imagine be impossible for wheel chair and buggy users without entering the road at non given points. So don't increase speed and stop the rat run.</p>
PartlyObject	<p>I am writing to object to the proposed changes to parking (ie extension of double yellow lines) in Northwood, Orchard and Holmesdale Roads N6. I understand that safety is the highest consideration but it's not clear to me how these changes will have any impact on safety. I have lived in Orchard Road for over 25 years and am not aware of any incidents where the reduction in parking at the corners would have made a difference.</p> <p>I don't believe that visibility of pedestrians in crossing the roads is a problem - the current restrictions allow for good visibility; and unless you are also proposing to increase the length of the dropped kerb, then accessibility for wheelchair users and those pushing prams will not change - in any case, again I'm not aware of the current arrangements being an issue. When first put in the yellow lines did extend much further than they do now, but were quickly reduced to their current size (presumably because they were unnecessarily long) and have been like that for many years now with no (to the best of my knowledge) accidents. Perhaps on busy main roads a longer yellow line is needed, but not an smaller roads like these.</p> <p>The changes will however put increased pressure on parking for residents in all these roads, which is already difficult at times. This will be a happier neighbourhood if there is no further reduction in the available parking space. Please reconsider this proposal - thank you.</p>
PartlyObject	<p>Recent measures incl resident parking, school street access hours, have made a huge improvement in reducing visitor traffic, pollution and increasing safety for all. In addition the extension of the pavement and kerb GaskellRd/Storey rd have increased safety at the junction. Any further restrictions will make it more difficult for the residents who live there to be able to park their cars as the various staggered endings of weekday school clubs and weekend clubs still mean that visitors/ parents still use our spaces.</p> <p>It might seem minor but for the residents, some who are elderly, it would make parking difficult because</p> <ol style="list-style-type: none"> 1. Further down parking is taken up by residents who live there and visitors/parents. 2. The same with Gaskell rd. 3. Part of Gaskell rd has a proposed pay area. 4. North Hill is impossible both directions to park due to slip road wall on one side and pedestrian crossing and bus stop on the other. 5. once you are on Storey rd, because it is one way, if you can't park, then you are forced to go round in a big circle . <p>It all adds up to the fact that if you reduce parking space at this point, we may not be able to park our cars and may have to park out of sight.</p> <ol style="list-style-type: none"> 6. We can't park on the opposite side s it's double lines and used by school minibuses. <p>As things stand, the situation works. We have improved safety, reduced pollution and the ability to park near our homes.</p> <p>This extension would come at the expense of the residents who live here and unlike parents who will continue to park their cars wherever they find a space, we are mindful of each other's space and needs.</p>

	<p>You may be interested to know that the disabled bays on Gaskell Rd are wasted spaces as they are not used. I have uploaded photos which show the points I have mentioned above.</p>
WhollyObject	<p>Dear Sir/Madam,</p> <p>I strongly object to extending the double yellow lines on approaches to junctions in Highgate Ward, especially on Yeatman Road where I live. It can already be a struggle for residents to park outside their homes, especially at weekends when visitors come to their allotments. Please do not make it harder for us to park. I have a bad back and cannot carry shopping far. I do not believe that further measures are needed for safety. Our road is already in a school street which has eliminated traffic in the mornings and around school pick up time. Our road is also a no through road so traffic is minimal anyway. I am asking you not to make it harder for residents to park near their homes. Many thanks for your kind attention.</p>
WhollyObject	<p>I'm a frequent visitor to my daughter in Yeatman Road. She has health issues and needs support for herself and a young child. At the moment it is a nightmare parking due to the fact that there is no parking in that road or the surrounding roads from Mon to Fri between 10 and 12 so if she needs help in the morning I'm unable to come. Also it is a school road so I can't come to take my granddaughter to school between 8.30 and 9.30am nor to pick her up between 3 and 4pm.</p> <p>How on earth are people in her situation or elderly people going to ever have visitors or people to help, if on top on all this yellow lines are added in these roads.</p> <p>Are you aware that residents are sick with anxiety about this?</p>
PartlyObject	<p>Hello,</p> <p>I have now looked at the proposal online and it's not really any clearer to me. From reading the detail on the notices, yellow lines are going to be extended at all junctions in my surrounding area (and beyond). This will mean the loss of a number of residents bays but the exact reduction doesn't seem to be specified. If the junctions are extended by 10m at every single point (Holmesdale, Orchard, Northwood etc) then at worst case 6 spaces could be lost at each. A potential 30 spaces lost in just three small streets! Parking is already under pressure in the area. I would be really concerned to lose any spaces, particularly this many. It would make parking a total nightmare. I'm not sure residents fully understand the impact as this has not been made clear. Can you please clarify the number of spaces (car lengths) that will be lost?</p> <p>For me safety is a priority, but these streets are already traffic calmed. The street that's most of an issue is Northwood as it has the most traffic and there's little room for cars to pass. Orchard and Holmesdale less so because they don't really lead anywhere. Losing car parking spaces in an area where they're already at a premium would be a real blow for residents. There are few other options in the area and the one way of Holmesdale at the junction with Archway road makes doing circuits difficult. Safety needs to be considered but, as a resident, parking is also extremely important. As such I can't support the proposal as it stands and would welcome clarification on the number of spaces lost.</p>
WhollyObject	<ol style="list-style-type: none"> 1. reduction of parking spaces in new scheme. 2. Northwood Rd 'Shared Bridge' policy produces a daily commuter rat-run to the Archway Road. 3. New workable proposals required.

WhollyObject	<p>You are not going to make it safer for local residents if you increase traffic flow and speed. Ultimately it's the speed of the car that causes serious accidents.</p> <p>This proposal is a complete contradiction to your Haringey Streets for people scheme. It does the total opposite of what you claim to be trying to stop. To be actively implementing ways to encourage traffic flow and rat runs is not reclaiming "local streets for the people living there, making them once more safe," extracts from https://new.haringey.gov.uk/streets-roads-travel/haringey-streets-people/about-haringey-streets-people</p> <p>"In the past decade, cars have been taking over our neighbourhood roads, bringing with them greater noise, air pollution and road danger. The use of technology has directed traffic through local streets when before they would have remained on main roads."</p> <p>"This means most of the traffic in our neighbourhoods is from vehicles which have not originated from or are not destined for Haringey."</p> <p>You need to be addressing the issue of rat runs rather than misguidedly thinking better visibility at specific points on faster roads will keep pedestrian safe.</p> <p>With regard to push and wheelchairs our pavements are so full of huge council inflicted rubbish and recycling bins the task of crossing the road becomes secondary to using the pavements in the first place. In fact in places it often becomes necessary to enter the road ad hock purely to get past them.</p>
PartlySupport	<p>The only problem with this proposal, which I support, is that it doesn't go far enough. There is far too much on-street parking in our ward, and in the borough in general. If Haringey is really serious about increasing active travel, you will need to make alternatives to driving more viable for more people. This means more bus lanes, more cycle lanes and more pedestrian space. You can only achieve this if you take public space away from private cars.</p> <p>I would strongly urge you to remove all on-street parking on commercial parades, including Archway Road and Highgate High Street. There is simply no excuse for allowing people to drive to these destinations and expect to be able to freely waste public space with their private vehicles.</p> <p>On residential roads, we have nowhere near enough bike hangars, with a three year wait for a space in one. Yet, when I used to own a car and applied for a parking permit, I had one within a few days. This is totally the wrong way around and speaks far louder than council publicity blurb around promoting active travel. Let's get 50% or more of on-street parking in residential roads removed and add a LOT more bike hangars. Then we'll be starting to get somewhere!</p>
WhollyObject	<p>The problem on Northwood Road isn't that we need more double yellow lines to help improve visibility, it's that Northwood Rd is used as a cut through for people wanting to avoid Archway Road or Shepherd Hill. This is a single file Road due to the parking bays on either side and it cannot sustain the amount of through traffic that is diverted here. It would be better to make this a residents only Road 24/7 - which could also generate more revenue for the council with implementation of cameras to fine those who are not residents - as then the levels of traffic would be manageable. You already have the systems to do this via residents permits in the designated zones that are applied for via the website. You then just need to add cameras and signage. Reducing the amount of parking spaces by adding yellow lines will not make this a safer road, in fact it will just increase the anger and violence shown by non residents at peak times.</p>
WhollyObject	<p>Northwood Rd is a rat run from Crouch End through to Archway Rd, in addition it has the 6'6" bridge underpass which puts a lot of stress on traffic in the area making it noisy for residents and dangerous for pedestrians (I have seen many fights between drivers, many long traffic jams, honking and near misses of pedestrian). This proposal will only make it more attractive as a rat run, increasing the speed and quantity of traffic on this very narrow residential street. A one-way system should be installed on</p>

	<p>this road to reduce the overall quantity of traffic. This proposal will fail on Northwood Rd and only create more danger for the pedestrians it seeks help.</p>
WhollyObject	<p>I do not think your proposals in relation to Northwood Road will meet your objective of reducing road deaths. The risk in our locality is caused by the use of the road as a 'rat run' morning and evening with the added pressure caused by the narrow bridge. Trying to impose one system across a wide area does not take account of local issues such as these. In addition, your scheme will remove about 20 resident parking places which have all been paid for by local residents causing an unnecessary degree of hardship and competition for scarce parking places.</p>
WhollyObject	<p>The proposal to extend yellow lines to 10m will do nothing to ease the congestion on our street. In fact, the likelihood is it will increase congestion and it will definitely reduce the ability of residents to park. It is not a good idea to solve the issues it is presented to deal with. Northwood Road is already a congestion hotspot, used as a through route for Hornsey Lane, Shepherds Hill and Archway Road. Considering the low bridge at the bottom of Northwood Road which is a shared pedestrian/vehicle space, a better solution for pedestrian safety and the reduction in disruption caused by through traffic, such as an LTN would be preferable. Extended yellow lines in this area would do nothing to reduce through traffic, nor would it contribute to increased safety for pedestrians.</p>
PartlyObject	<p>I think the proposal is pretty pointless for Wembury Road. I understand that the focus here is for 10 metres of double yellow lines on the approach to junctions, but the top of Wembury Road is actually a dead-end road. Therefore, visibility for pedestrians is not relevant here. Moreover, Wembury Road suffers greatly with cars parking from residents living on the Archway Road,;this will put an even bigger strain on parking, with more vehicles driving around looking for spaces (often at inappropriate speeds) - Thus creating additional safety concerns. Moreover, one area that has been neglected as part of this plan, is the corner of where Langdon Park Road meets Northwood Road. Large vans / vehicles parked so close to the junction with Langdon Park Road (numbers 22 & 24) often cause safety concerns for both pedestrians and vehicles alike. I am extremely surprised that this section of road has been overlooked?</p>
WhollyObject	<p>Wembury Road N6 5PU is a small no-through road. With already very limited resident parking spaces the proposal to remove several parking spaces in favour of double yellow lines makes no sense whatsoever. There are never and have never been any wheelchair users attempting to move either up or down Wembury Road. Any family with young children who at some point would have been in prams simply stay on the pavement whilst pushing the prams up or down Wembury Road.</p> <p>I have to ask the question: Has anyone from Haringey Council actually assessed residents needs in each and every road quoted of the works order??</p> <p>The proposed works surely cannot be 'blanketly' applied to all the roads without having discussed with residents the needs and requirements of parking spaces in each road.</p> <p>Residents pay for parking permits and as such are paying to park on the road they live in, or as near as possible.</p> <p>On these points I TOTALLY OBJECT to your proposed works- 2023-T37 - Road Danger Reduction Programme Batch 2 Part 2 - Highgate.</p> <p>Thank You for your consideration with this matter.</p>

PartlyObject	<p>While I understand the proposal aims to improve road safety, the issue with Northwood Road is more complicated. This road is a rat run at rush hour and is congested daily. There is a continuous barrage of horns and occasional road rage incidents. Being a residential road there are many cars parked here at all times. The proposal would drastically reduce the amount of parking available to residents, requiring driving further afield to find a space, adding to the already unacceptable congestion. Something needs to be done to ease congestion on Northwood Road, all these proposals do is make life worse for the residents while leaving the road as congested, and as dangerous, as ever.</p>
WhollyObject	<p>I am objecting to the proposal of extending the double yellow lines outside no. 54 Southwood Lane/corner of Kingsley Place for 10 metres. This will mean the double yellow lines would then extend directly outside my house; no ** Southwood Lane, replacing the existing single yellow lines. We already have no waiting/loading here during 8am to 6.30pm on weekdays, which is acceptable and reasonable. However, we rely on the single yellow line to load and unload and park at weekends and in the evenings outside the house. There is not enough resident's parking opposite the house for any visitors in the evening. In addition, we also have elderly and immobile relatives and neighbours and the single yellow lines allow them to park or unload directly outside the house when visiting. If we have double yellow lines we will no longer be able to do this. The current system seems to work and I'm not clear why it needs to be changed. I have seen no evidence of road safety being a problem as the 'No waiting' sign covers school hours. I would strongly urge the council to re-consider this proposal. Thank you.</p>
PartlyObject	<p>Where are all the cars that park here going to park if this is implemented? How many parking places will have to be removed? There isn't enough parking space for residents as it is as there are multi occupancy houses on Jacksons Lane. Many of these people are elderly and need a car to get about given the steepness of Jacksons Lane. Many young families have issues getting their children in and out of cars as there are so few parking spaces available even for drop off. There is also the issue of many non residents using the parking spaces through the day as they access Jacksons Lane Community Centre; or worse double parking to drop off children who are attending classes at the centre. Restricting the spaces more will just make this more dangerous. Very few of these families who are residents are using prams on corners. but are having to navigate cars which are using the narrow gap at the top of Jacksons Lane as a rat run. Perhaps closing that would increase safety substantially as there is an accident associated with this gap at least once a month where safety is further compromised by very large and dangerous pick up vehicles have to collect damaged cars. This is before a pedestrian has to navigate an enthusiastic cyclist flying down the gap at a speed well over the 20-mph limit. Whilst I supported the proposal for a bike hangar together with these proposed restrictions there will be even less parking space. In terms of danger residents and car owners are already parking across the entrance of our service road as it only has a single yellow line across the entrance. This is restricting access and means that residents can't park off road on their drives thus increasing parking problem. It is also more importantly causing cars to have to reverse, do three-point turn or swing out to avoid hitting a parked car and as this road is used as a cycle run these manoeuvres present a danger for cyclists coming up the hill as many cars have to stop suddenly as they can't turn into the service road because of blockages. This will get worse if this proposal is introduced. The road will become less safe for pedestrians and cyclists unless there is an alternative parking spaces in place. So what alternatives are you giving for car owners in the street who pay very high council tax and purchase resident permits? Where do they park their cars? This proposal does not seem to have taken into account the context and needs of individual streets and areas.</p>

PartlySupport	<p>I appreciate that the council are trying to improve the state of traffic on Bishopswood road, however as a resident this makes me very anxious about being able to find a parking space. It's already exceptionally difficult due to the volume of school traffic, and that surrounding roads are permit parking that we are unable to purchase permits for doesn't help.</p> <p>All that will happen is that school run parents will park on the double yellows. They already park all over the road, pavements, block drives and double park (and have reversed into the side of our car 3 times), a double yellow line is going to make no difference.</p> <p>Please make Bishopswood Road resident permit parking, in line with all the other streets. I'm sure Highgate School are greasing someone's pockets somewhere, because it's completely illogical and frankly dangerous to keep it as this free for all. They can afford their own car park.</p>
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To Whom It May Concern,

I am writing to express my strong opposition to the proposed extension of the double yellow lines to (10 m) outside Number 2 Storey Road N6 from the junction with Gaskell Road N6. As a resident of this area and a holder of a blue badge due to my disability, I believe this extension is unnecessary and will have several negative impacts on me and the community.

Firstly, I rely heavily on the availability of nearby parking spaces due to my disability. Extending the double yellow lines will further limit the already scarce parking options, making it even more challenging for me and others in similar situations to find convenient parking. This is particularly problematic considering that residents pay for parking permits, yet we would be further disadvantaged by this proposal.

Secondly, I would like to highlight that there are no recorded accidents at this junction. The absence of any historical accidents indicates that the current road configuration is safe and does not warrant any changes. The proposed extension seems to be a solution in search of a problem that does not exist.

Additionally, Storey Road is a school road with restricted access to cars during school run. This regulation already mitigates any potential traffic concerns during the busiest times of the day, making the extension of double yellow lines redundant.

Furthermore, Storey Road is a quiet, one-way street. The current traffic flow and road usage do not justify the need for additional parking restrictions. The existing pavement extensions at the junction of Gaskell Road and Storey Road already provide sufficient safety measures for pedestrians and drivers alike.

Lastly, parking spaces in this area are extremely limited and are shared between residents, school employees, and allotment holders. The extension of double yellow lines would exacerbate the shortage of parking spaces, causing further inconvenience and frustration for all parties involved. This is an unfair burden on residents who already struggle to find adequate parking.

In conclusion, I urge you to reconsider the proposed extension of double yellow lines outside Number 2 Storey Road. This change is unnecessary, unwarranted, and will negatively impact the community, particularly those with disabilities and residents who rely on the limited parking spaces available.

Thank you for taking the time to consider my concerns. I look forward to a favorable response that addresses the needs and well-being of all residents.

Yours sincerely,

I just read the notice regarding the extension of double yellow lines in Yeatman rd N6 and surrounding roads and I am objecting to this.

The reason is because even though I pay to park my car outside my house for an annual fee which is better than what it use to be in the past extending the lines will make it difficult and frustrating like the whole experience of driving and parking in the whole Borough (I know this due to driving my council van around).

To be very honest with you Anne if you was to visit the area you will see its best left alone believe me.

School time is busy however the traffic flows freely due to non residents not been allowed to drive in the School area.

I think (and several of my neighbours have said the same) it should at this moment in time stay as it is and also it would save you money.

Yours Truthfully

Hi there,

I'd like to reach out in objection to 2023-T37.

I live on Yeatman Road, we already struggle with residential parking at times due to the amount of visitors to the allotment located at the end of our road.

The two reasons outlined for extending the double yellow lines do not seem to apply here. The road does not see much footfall since the road is a dead-end, only residents or visitors to the allotment use it and there is very little traffic as the only reason to visit the road is to park. The second reason around improving accessibility does not make any sense. The existing yellow line could simply have the kerb lowered to improve accessibility. The addition of ~7 extra meters does not seem like it will achieve anything.

Removing parking spaces for residents does not reduce the amount of vehicles on the road. I fear that extending the junction to 10 meters will not achieve anything constructive, but instead makes it harder for us and our visitors. I have family members with accessibility issues and all this appears to achieve is to make them walk further to reach our home.

Please reconsider this change. One look at Yeatman Road makes it clear that this is not an appropriate change.

Thanks for your consideration

AL To Traffic Orders
You replied to this message on 05/07/2024 14:04

Fri 05/07/2024 12:51

Good Afternoon,

I would like to object to the planning consultation regarding double yellow lines being extended on Northwood Road.

The main reason is that I don't want a reduction in available parking spaces, which are already in limited supply. I have a toddler and another baby on the way and like being able to park near my front door. My property is on the corner of Northwood and Orchard and so this would remove that possibility.

With regards

Subject: Formal Complaint: Haringey Council's Legal Obligations Regarding Proposed Extension of Double Yellow Lines

Dear Ann Cunningham,

I am writing to formally complain about Haringey Council's proposed extension of double yellow lines around junctions in Orchard Road, Northwood Road, Holmesdale Road, and all neighbouring streets. I am unsure whether the council has not fulfilled its legal obligations under the following acts:

- Environmental Impact Assessment (EIA) Regulations:** There is no evidence that an adequate Environmental Impact Assessment has been conducted for this project. This assessment is crucial to understand the environmental implications of the proposed changes.
- Equality Act 2010:** The required Equality Impact Assessment (EqIA) appears to be incomplete or missing. The council must assess the impact of its decisions on protected groups, including disabled persons, the elderly, and families with young children.
- Traffic Management Act 2004:** The council has not provided documentation demonstrating its compliance with its duties under the Traffic Management Act 2004. Specifically, the impact on road safety and traffic flow has not been adequately addressed.

Additionally, I have seen that on the council's consultation website, crucial documents such as the statement of reasons, plans, and notice of proposals are missing or unavailable for download. This undermines the consultation process and prevents residents from being fully informed about the proposed changes.

Given these oversights, I request that the council immediately halts the proposed works and conducts the necessary assessments to comply with its legal obligations.

Please respond to this complaint within 10 working days, outlining the steps the council will take to rectify these issues.

Thank you for your prompt attention to this matter.

Yours sincerely,

Ref: 2023-T37 - Road Danger Reduction Programme Batch 2 Part 2-Highgate

I am writing to object to the proposal to extend double yellow lines across the front of my driveway.

I fully support the objective of improving road safety in Highgate and can see the general argument for extending double yellow lines at approaches to junctions as a way of achieving this objective. However, for the following reasons, I do not think the argument applies in practice to the proposal affecting my house at the corner of Somerset Gardens and Kingsley Place:

1. Somerset Gardens and Kingsley Place are both quiet cul de sacs, with very little traffic and no through traffic at all.
2. The few vehicles that leave Somerset Gardens to turn into Kingsley Place almost always turn right, towards Southwood Lane. They have no reason to turn left. The only regular exceptions I can think of are the Village dairy milk-delivery (three days a week) and the Veola refuse and recycling vehicles (one day a week). None of these vehicles ever stop outside my house.
3. Parking across my drive is not allowed at present in front of my house, even with only a single yellow line. It is only stopping for short times that is allowed at present e.g. by delivery vans and taxis, and I understand that even with double yellow lines, these time-limited short stops would still be allowed. If this is so, then changing from single to double lines would make no difference in practice.

If in practice it is not going to make any road-safety difference whether there are single or double yellow lines in front of my house, then I would much prefer to stay with the present single yellow markings. The significance of my having double yellows in contrast to neighbours' single yellows might be misunderstood and cause adverse knock-on effects.
Yours sincerely,

A point I would emphasise, because it may not be apparent from the page 9 map, is quite how very little traffic emerging from the Somerset Gardens cul de sac turns left into the Kingsley Place cul de sac, and how very very little traffic turns right from Kingsley Place into Somerset Gardens:

- There are only eight houses in Somerset Gardens. Residents in these house never to my knowledge turn left in their cars. If they want to visit neighbours in Kingsley Place they walk there. If they drive out of Somerset Gardens, I would say that at least 99% of the time it will be to turn right towards Southwood Lane and then on to their destination beyond. Similarly, Kingsley Place resident visiting neighbours in Somerset Gardens will almost always walk there.
- As Barry says, the only vehicles that regularly turn left in practice from Somerset into Kingsley are Veola and the the Village Dairy milk float on certain mornings. Other trade /service vehicles such as gardeners sometimes do so (and also turn right from Kingsley Place) if they are doing work for residents of both Somerset and Kingsley on the same visit, but in practice this is not at all often.

Another point is that our bit of Kingsley Place is an exceptionally steep hill. I have never seen anyone pushing a pram or wheelchair up Kingsley Place and cannot imagine anyone wanting to. Nor I have I seen anyone crossing Kingsley Place who might be in any danger because 4 Kingsley Place only has a single yellow line in front of it.

As a person with mobility issues, I am quite concerned about these planned proposals, as the lines will extend to outside my house, which would prevent me ever have a disability space in the future and having to walk further to our car. We live in a cul-de-sac, which is a small road that does not have traffic issues, especially since the school streets programme has been running (which has been a success). This extension of the lines will take away even more parking spaces for the residents, making it more stressful for all. We pay a lot for a parking permit, so why make it harder for everyone by reducing the spaces in a road which simply does not need this. Also we have people parking for the allotments, and this would mean less spaces, especially for the residents returning home after work.

I can understand this for busier roads, but I believe this is totally unnecessary for a road like Yeatman Road.

I really hope this will be reconsidered, as it seems unfair to make it even harder to park near our homes. Especially for disabled people like myself.

Best regards,

I object to the extension of the double yellow lines on the junction of Highgate Avenue and Southwood Lawn Road (no 55 on the list) on the following basis:

- A greater space on the corner will allow cars to come around the corner faster, increasing risk to other road users and noise for residents
- It will reduce the amount of parking available on the street
- Reduced parking will make it harder to switch to electrical vehicles
- It is unnecessary and so not a good use of council funds

Dear Madam/Sir

I am writing to object to the proposed yellow line extensions at the junctions of Northwood Rd & Orchard Rd & Holmesdale Road.

I have lived in Orchard Road since 2002. As far as I am aware there has never been an accident @ these junctions.

When the CPZ was introduced, a series of double yellow lines were painted that appeared to be excessively long.

At the time I rang Haringey & a gentleman from the relevant department came out to meet me to discuss the situation. He agreed that the double yellow lines were excessive & arranged for them to be reduced.

At the above junctions we already have the appropriate bobbed dropdown kerbs & a reasonable distance of double yellow lines in all directions.

Parking space is already under pressure & we residents have calculated that potentially up to 20 spaces will be lost.

The narrow Parkland Walk/ Northwood Rd bridge already contributes to a reduction in speed on the approaches as there is only room for one vehicle to pass at a time.

I believe in Ferme Park Road in Crouch End, Haringey Council has actually re introduced some off kerb/on road parking on sections as a safety measure to help to reduce speed.

Why does n't the Council (as before) send someone along to meet residents on site to discuss the matter?

We have an Orchard Road Whats App group so letting people know should be straightforward.

Yours Sincerely

Federico De Duve

As our neighbours have already confirmed:

1. Somerset Gardens and Kingsley Place are both cul de sacs with *de minimis* traffic moving between the two;
2. The visibility for the few vehicles turning from Somerset Gardens into Kingsley Place, is excellent in view of the steep incline of the hill leading into Kingsley Place;
3. The latest extension to the residents' parking scheme which encourages residents from outside Kingsley Place to leave their cars in parking bays opposite our properties, means that visitors' parking is at a premium. If workmen and women and other visitors to Nos 4 and 5, are prohibited from stopping outside Nos. 4 and 5, this is likely to encourage them to park instead, outside our properties and to further limit the options and movement of those visiting our properties.

The plans to significantly extend the zone of double yellow curb marks at the junction between Jacksons Lane and Hillside Gardens to 10 metres on both sides and in both directions will reduce the parking space by at least 6 cars. On top of that more parking space will be lost due to the installation of a bike box (of which I am in favour). These planned changes mean that around my mansion block, which contains 11 flats with several car owners, there will now be just 2 parking places on Jacksons Lane and no parking space on the Hillside Gardens side of the building. Where should car owners park their cars? It is already quite difficult to find parking spaces on the two streets as it is and these plans together with very similar plans at the junction between Hillside Gardens and Southwood Lane (which will also reduce residents parking space for 6 - 8 cars) will seriously exacerbate the situation. In addition, the parking outside of the Jacksons Lane theatre is not available for residential parking either. In short, there is going to be very limited parking space left for residents in Jacksons Lane who own cars. We all pay a hefty fee for the privilege of resident parking, but there will not be sufficient space available in the future. In this plan, where will additional parking facilities be provided to compensate for the many places that are going to disappear?

Why are these changes needed? Congestion is a significant problem in these small streets, but making the streets attractive for yet more cars does not solve the problem at all. What about turning the streets into one-way streets instead? This would make traffic reasonably easy while at the same time not attracting even more traffic into this densely populated and quite restricted residential area. We live very close to an extremely busy major road into London and there is thus a strong need to ensure that this small residential area is kept as undisturbed as possible and provides the right level of parking spaces for everybody who lives in the many flats and houses in the two streets. Are these planned changes based on a quantitative assessment of the level of car ownership and a comparative provision of parking space? It would seem to me that this is not the case.

Please do reconsider these plans in light of the issues raised.

Sincerely yours,

10 11:16 AM TRINIE CRIBBY

You replied to his message on 26/07/2024 14:36.

Web 24/07/2024 21:57

Dear Sir or Madam,

I write as resident of Jackson's Lane (N6 SSS) and to register my objections to the proposed Order, specifically with regards to Hillside Gardens and Jackson's Lane. The proposed scheme strikes me as both impractical by way of dramatically reducing parking spaces available to local residents and seriously problematic by further increasing through-traffic in a residential neighbourhood with adverse environmental and safety consequences.

It would be much appreciated if the Council were not to pursue the scheme in its present form.

Yours sincerely,

A point I would emphasise, because it may not be apparent from the page 9 map, is quite how very little traffic emerging from the Somerset Gardens cul de sac turns left into the Kingsley Place cul de sac, and how very very little traffic turns right from Kingsley Place into Somerset Gardens:

- There are only eight houses in Somerset Gardens. Residents in these houses never to my knowledge turn left in their cars. If they want to visit neighbours in Kingsley Place they walk there. If they drive out of Somerset Gardens, I would say that at least 99% of the time it will be to turn right towards Southwood Lane and then on to their destination beyond. Similarly, Kingsley Place residents visiting neighbours in Somerset Gardens will almost always walk there.
- As Barry says, the only vehicles that regularly turn left in practice from Somerset into Kingsley are Veola and the Village Dairy milk float on certain mornings. Other trade service vehicles such as gardeners sometimes do so (and also turn right from Kingsley Place) if they are doing work for residents of both Somerset and Kingsley on the same visit, but in practice this is not at all often.

Another point is that our bit of Kingsley Place is an exceptionally steep hill. I have never seen anyone pushing a pram or wheelchair up Kingsley Place and cannot imagine anyone wanting to.

Nor I have seen anyone crossing Kingsley Place who might be in any danger because 4 Kingsley Place only has a single yellow line in front of it.

On the question of possible knock-on effects, one that occurs to me reading Barry's pps is that his British Gas engineer yesterday would presumably have parked in front of 5 Kingsley Place if they had not been able to lawfully park in front of number 4.

I hope the Council will agree to keep the present single yellow line in front of 4 Kingsley Place.

Thank you



Please see below my response your request for consultations on the above proposed changes to the streets in Highgate. I have copied in my MP and councillors to draw wider attention to the impact this will have on residents.

Firstly I would like to say that I support all endeavours to increase road safety and to protect all road users, those in vehicles and pedestrians alike.

As such I do not object to the principle of the changes being made under the above scheme. That being said the proposals as have been made are impractical and unsustainable in the Gaskell Road area, particularly at the junction with Yeatman Road, without further changes being made to the parking restrictions in the area.

The proposal, as outlined, would reduce the amount of parking spaces available in the area from the junction with Gaskell Road and Storey Road up to and including Yeatman Road by a minimum of 5 parking spaces. In most residential roads this would not be a significant issue, but the estate suffers from additional parking pressure due to the proximity of Highgate Primary School and the Allotments.

Despite parking restrictions being in place between 10am and 12 noon there is significant school parking which takes place, particularly in the afternoon but also from people working at the school with essential user permits and also others who flagrantly disregard the rules and seem happy to accept the occasional ticket. Then you can add in additional pressure from people visiting the allotment which happens both on weekday afternoons and evenings and at the weekend. On a day with fair weather the pressure from the allotments increases significantly. I have included some photos which show the parking pressure in the street at both the weekend and in the week which highlights how busy it can be with parked vehicles.

In order for the proposed plans to be sustainable the restriction on parking in the area would need to be significantly increased to cover the full duration of the day and to include weekends. This would need to be properly enforced to ensure that it is a meaningful measure, as currently the enforcement does not take place on a daily basis when restrictions are in place. When parking is at a premium and on busy days parking already occurs on double yellow lines and therefore with no real enforcement then changes would not be a deterrent and may actually have the detrimental effect to what is intended.

Under article 8 of the Human Rights Act it defines that we have the right to respect for your private life, your family life, your home and your correspondence. Under the section relating to Home this includes the ability to be able to access your home and there being no measures to stop you entering your home without good reason. Where you are restricting the ability to park in a reasonable proximity to someone's home without putting in place safeguards to stop other individuals from making this difficult it would seem the Council would be in breach of article 8. I accept that this does not specifically mention the need to be able to own a car or have a personal parking space, but where a car is essential for some such as in our case to be able to undertake caring duties for older family members it is not unreasonable to expect to be able to park a vehicle to close enough to allow reasonable access to one's home and enjoy this as detailed in the aforementioned act. In addition I should be afforded the ability to expect to be safe in my access to my home and as such any restrictions which make it harder for me to park closer to my home upon returning and therefore as a woman walking back to her property, the further from my home that I am required to park the risk to my personal safety increases.

Another factor to consider, should this go ahead as proposed, is the impact this could have in the future on the ability for people to migrate to fully electric cars. If the proposals to prevent the sale of petrol vehicles there will need to be greater infrastructure put in place to charge electric vehicles. The only sustainable solution for this will be kerbside charging so people can charge outside their homes. Any such infrastructure would be compromised by parking spaces being taken up from visitors to establishments such as the school or allotments.

It is also worth noting that the properties in Gaskell Road, Kenwood Road, Storey Road and Yeatman Road are not afforded the luxury of being able to have off road parking due to both the size of the front gardens and restrictions put in place to prevent this largely as a consequence of the Highgate Societies desire to maintain the look and feel of area. This in itself adds additional pressure to the ability for residents to park within a reasonable distance from their home. And whilst it is not a scenario which can or will change it does need to be considered in any schemes being put in place which could affect parking.

The estate is a relatively small estate with but the number of junctions within it means that a large number of potential parking spaces will be removed and will contract the already pressured parking capacity significantly.

Thank you for your time in taking due consideration of these issues and if you have any queries please do let me know.

Dear Madam / Sir

Re: 2023 – T37:- Proposed yellow line extensions- Northwood, Orchard and Holmesdale Roads

I'm writing to object to the planned extension of double yellow lines in the N6 area, specifically affecting Orchard, Northwood and Holmesdale Roads. The Council's justification for the extensions is road safety, yet I fail to see how these works will materially improve safety on these roads.

As a resident of Orchard Road for 40 years, I cannot recall a single accident involving a pedestrian or a vehicle at the junction of the above roads. The existing yellow lines already extend quite significantly around each corner, enabling clear visibility and manoeuvrability. Indeed, when the yellow lines were originally laid down on Orchard Road, they were longer than they are now but were reduced in length as they were considered excessive. Why extend them again now?

I would point out that the junctions are already protected by speed bumps which cannot be safely negotiated at more than 10 mph.

These works make no attempt to tackle the actual safety risks which residents experience on a daily basis. The council has failed to address the plethora of wheelie bins that block the pavement on Northwood Road, making it impossible for wheelchair or pushchair users to pass unless they go onto the roadway.

The extension of the yellow lines to ten metres will reduce the amenity of these roads by removing up to 20 resident parking spaces, leading to even more pressure on the remaining bays. All too often it is necessary to drive around to find a space, leading to even more congestion and pollution. This will add totally unnecessary stress to residents' lives. A straw poll suggests this proposal is not supported by the residents of Orchard Road.

Yours faithfully

Dear Madam/Sir

Re: 2023 – T37:- Proposed yellow line extensions- Orchard, Northwood and Holmesdale Roads

I formally object to the planned extension of double yellow lines in the N6 area, specifically affecting Orchard, Northwood and Holmesdale Roads. The Council's justification for the extensions is road safety, yet the Council has failed to present a convincing case that these works will materially improve safety on these roads.

I have been a resident of Orchard Road for 39 years, yet cannot recall a single traffic accident involving a pedestrian or a vehicle at the junction of the above roads. The existing yellow lines already extend quite significantly around each corner, enabling clear visibility and manoeuvrability. In fact, when the yellow lines were originally laid down on Orchard Road, they were longer than they are now but were reduced in length as they were considered excessive. Why extend them again now?

Have you further considered the fact that pedestrians are already protected at junctions by the steep speed bumps on these roads, which cannot be safely negotiated by motorists at more than 10 mph.

These works make no attempt to tackle the actual safety risks which residents experience on a daily basis. The Council has failed to address the headache of wheelie bins that block the pavement on Northwood Road — making it virtually impossible for wheelchair or pushchair users to pass unless they go onto the roadway.

The extension of the yellow lines to ten metres will reduce the amenity of these roads by removing up to 20 resident parking spaces, leading to even more pressure on the remaining bays. All too often it is necessary to drive around to find a space, leading to even more congestion and pollution. This will add totally unnecessary stress to residents' lives. A neighbourhood poll suggests this proposal is not supported by the residents of Orchard Road.

Yours faithfully

Dear Traffic Orders,

If possible, I would still like to object to the proposal to extend yellow lines near the street corners in **Hornsey Lane Gardens**.

Crucially, these are corners of one-way streets, so the proposals are not justified. It is also a low-speed, low-traffic neighbourhood. The loss of parking space would be considerable and disproportionate. The proposal is not reasonable.

Sincerely,