Confidential Decisions

The decision contains information provided by a Government department on a non-disclosure basis

There is a Court order against disclosure.

Report for: Head of Service for Highways and Parking following consultation with the Cabinet Member for Tackling Inequality and Resident Services:

Title: Road Danger Reduction Programme - Proposed waiting restrictions and parking place changes at locations within the Stroud Green Ward

Report authorised by: Simi Shah Group Manager Traffic & Parking Projects

Report Author/s: Beth Girma, Senior Engineer Traffic & Parking

Andrew Bourke, Parking Policy and Project Manager

Ward(s) affected: Stroud Green

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

1 Describe the issue under consideration

To report on the feedback of statutory consultation carried out from 13 November to 4 December 2024 on the proposal to introduce waiting restrictions and parking place changes at 33 junctions in the Stroud Green ward, as detailed in Table 1 Section 6.

1.1 To request approval to proceed to implementation, having considered the objections received during the statutory consultation.

2 Cabinet Member Introduction

2.1 N/A

3 Recommendations

3.1 It is recommended that the Head of Service for Highways and Parking in consultation with the Cabinet Member for Tackling Inequality and Resident Services:-

3.2 Consider the objections submitted during the statutory consultation on the proposals, alongside officer response,

3.3 Approve proposals (1) through to (33) as detailed in Table 1 section 6.3 which sets out proposed changes to waiting restrictions,

3.4 Approves the adjustment to existing parking place restrictions to enable the introduction of the waiting restrictions on the roads detailed within Table 1 of this report,

3.5 Approve the total estimated implementation cost approximately £15k which includes consultation, inventory survey, design, traffic management orders, and implementation. This is to be funded from the Council's approved Capital Programme included within the Parking Implementation Plan for year 2024/2025.

4 Reasons for decisions

4.1 To improve the visibility, sightlines and traffic flow for pedestrians, cyclists and other road users by ensuring changes to the parking restrictions in Haringey to meet the Councils ambitions to reduce collisions and improve safety for all users of the public highway network as part of the Councils commitment to the Mayor for London's Vision Zero strategy. This has an overarching goal of eliminating all deaths and serious injuries on London's transport network by 2041.

4.2 A total of 37 responses, 28 objections and 9 submissions in support were received to the proposed changes to the 33 junctions listed in Table 1 section 6. The main theme to all objections received was loss of parking for private vehicles on the public highway. These objections have not been upheld as there is a need to deliver this proactive programme of junction protection to help deliver the Haringey's commitment to Mayor of London's Vision Zero, which aims to eliminate all deaths and serious injuries from London's transport network by 2041.

4.3 The proposals contained within Table 1 section 6.3 impact a single ward, however in assessing the proposals officers conclude that the proposed changes are not likely to be significant in terms of its effects on communities living or working in the area. Therefore, approval is being sought through Delegated Authority in consultation with the Cabinet Member for Tackling Inequality and Resident Services to make the relevant traffic management orders and implement the recommendations.

4.4 **Appendix 4** contains all objections received by the Council to the proposed changes as part of this statutory consultation.

5 Alternative options considered

5.1 A "Do Nothing" approach was considered but not recommended due to the Councils obligations as the network manager to ensure accessibility and safety across the network.

6 Background Information

6.1 The Council embarked on a new safety programme in 2022 which will help Haringey deliver the Mayor of London's Vision Zero, which aims to eliminate all deaths and serious injuries from London's transport network by 2041.

This programme covers four key areas :

- Safe Speeds to reduce the likelihood and severity of collisions,
- Safe Streets to help people feel safe to use Haringey's streets freely and encourage active and sustainable travel modes,
- Safe Vehicles to ensure those driving on local roads are operating as safely as possible, and
- Safe Behaviour that encourages everyone travels safely and is aware of other road users' needs.

6.2 The changes to parking restrictions at junctions with the introduction of waiting restrictions is firmly placed within the Safe Streets objective; helping people feel safe to use Haringey's streets freely and encourage active and sustainable travel modes.

6.3 Inconsiderate and obstructive parking can be a cause of concern to road users of all types. As well as affecting other motorists, it can result in reduced sight lines contributing to an increased risk of collisions impacting on the road safety of pedestrians and cyclists. Poorly parked vehicles may impede access and contribute to road congestion and safety.

Proposals

6.4 Table 1 below lists 33 locations where concerns or requests have been raised with regards to parking restrictions or parking places. Each location has been investigated and assessed; the table below outlines the proposals we are seeking to approve. Proposed designs changes for each location are set out within **Appendix 1**.

Table 1

Ref	Location	Description	Operation hours	Reason for proposal
(1)	Albany Road N4	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(2)	Albert Road N4	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(3)	Beatrice Road N4 – at both junctions	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(4)	Carlisle Road N4	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(5)	Connaught Road N4 – at both junctions	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(6)	Cornwall Road N4	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(7)	Dagmar Road N4	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions

Ref	Location	Description	Operation hours	Reason for proposal
(8)	Elyne Road N4 – at both junctions	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(9)	Florence Road N4	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(10)	Granville Road N4	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(11)	Lancaster Road N4	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(12)	Lorne Road N4	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(13)	Marquis Road N4	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(14)	Mayfield Road N8	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(15)	Mount View Road N4	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(16)	Nelson Road N8	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(17)	Oakfield Road N4	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions

Ref	Location	Description	Operation hours	Reason for proposal
(18)	Osborne Road N4	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(19)	Oxford Road N4	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(20)	Quernmore Road N4	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(21)	Ridge Road N8	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(22)	Scarborough Road N4	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(23)	Stapleton Hall Road N4	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(24)	Stroud Green Road N4	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(25)	Uplands Road N8	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(26)	Upper Tollington Park N4	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(27)	Victoria Road N4	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions

Ref	Location	Description	Operation hours	Reason for proposal
(28)	Victoria Terrace N4	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(29)	Weston Park N8	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(30)	Woodstock Road N4	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions

Statutory Consultation

6.5 Statutory notification commenced on 13 November 2024 and lasted for a period of 21 days. The process consisted of a Notice of Proposal published in the London Gazette, Enfield and Haringey Independent and the notice erected on site in the affected streets. In addition to this, homes close to junctions being changed received an information leaflet explain why the changes are required and how to participate. The closing date for representations and comments being 4 December 2024.

*See **Appendix 2** for copies of the statutory notice of proposals that were advertised.

6.6 As part of the statutory process, the views of the following statutory bodies were also sought:

- AA
- London Transport just re
- Police (local)
- Fire Brigade
- London Ambulance Service
- Freight Transport Association
- Road Haulage Association
- RAC
- Metropolitan Police (traffic)
- London Travel Watch
- Haringey Cycling Campaign

*See **Appendix 3** for a copy of e-mail sent to the above statutory bodies.

Responses to Consultation

6.7 The Legal requirement of statutory consultation was followed with the installation of street notices and newspaper adverts to notifying users of the proposed locations of the statutory consultation and how they could object; should they wish to. 33 objections were received in relation to the proposals listed in Table 1 under section 6.

6.8 After considering the statutory consultation responses it is therefore recommended that no alteration is to be made to the proposals listed in Table 1. The objections received to the statutory consultation, along with officer recommendations, can be found in Table 2 below.

Table 2

Reference	Objection Theme	Officer Recommendation	Officer Response
Item (11) Table 1 Lancaster Road N4	1 objection: The objector claims that extending double yellow lines at junction will reduce the number of parking space on the road, which already had reduced parking due to many disabled bays are extended.	Aligned with the Council's ambition of mitigating risk to all road users, the extension of double yellow lines at junctions is deemed necessary to meet the road danger reduction programme objectives in making the network safer for the vulnerable users and increasing intervisibility at junctions for vehicle users of the network. Therefore, it officers recommend that the proposal under consideration be approved for implementation.	The loss of parking for those seeking to park their private vehicle is not grounds to uphold this objection. The proposed changes have been consulted upon to ensure the Councils meets agreed policies and strategies to reduce road danger and improve safety with the intention of reducing fatal and serious casualties as a result of road collisions.
Item (14) Table 1 Mayfield Road N8	2 similar objections: The objector claims that extending double yellow lines at junction will reduce the number of parking space on the road. The Community Centre is used by a wide range of people the new proposal will add a pressure and the inconvenience users, especially affecting the more vulnerable ones.	Aligned with the Council's ambition of mitigating risk to all road users, the extension of double yellow lines at junctions is deemed necessary to meet the road danger reduction programme objectives in making the network safer for the vulnerable users and increasing intervisibility at junctions for vehicle users of the network. Therefore, it officers recommend that the proposal under consideration be approved for implementation.	The loss of parking for those seeking to park their private vehicle is not grounds to uphold this objection. The proposed changes have been consulted upon to ensure the Councils meets agreed policies and strategies to reduce road danger and improve safety with the intention of reducing fatal and serious casualties as

Reference	Objection Theme	Officer Recommendation	Officer Response
			a result of road collisions.
Item (15) Table 1 Mount View Road N4	2 objections: The objector claims that extending double yellow lines at junction will reduce the number of parking space on the road.	Aligned with the Council's ambition of mitigating risk to all road users, the extension of double yellow lines at junctions is deemed necessary to meet the road danger reduction programme objectives in making the network safer for the vulnerable users and increasing intervisibility at junctions for vehicle users of the network. Therefore, it officers recommend that the proposal under consideration be approved for implementation.	The loss of parking for those seeking to park their private vehicle is not grounds to uphold this objection. The proposed changes have been consulted upon to ensure the Councils meets agreed policies and strategies to reduce road danger and improve safety with the intention of reducing fatal and serious casualties as a result of road collisions.
Item (16) Table 1 Nelson Road N8	2 similar objections: The objector claims that extending double yellow lines at junction will reduce the number of parking space on the road.	Aligned with the Council's ambition of mitigating risk to all road users, the extension of double yellow lines at junctions is deemed necessary to meet the road danger reduction programme objectives in making the network safer for the vulnerable users and increasing intervisibility at junctions for vehicle users of the network. Therefore, it officers recommend that the proposal under consideration be approved for implementation.	The loss of parking for those seeking to park their private vehicle is not grounds to uphold this objection. The proposed changes have been consulted upon to ensure the Councils meets agreed policies and strategies to reduce road danger and improve safety with the intention of reducing fatal and serious casualties as

Reference	Objection Theme	Officer Recommendation	Officer Response
			a result of road collisions.
Item (17) Table 1 Oakfield Road N4	1 objection: The objector claims that extending double yellow lines at junction will reduce the number of parking space on the road.	Aligned with the Council's ambition of mitigating risk to all road users, the extension of double yellow lines at junctions is deemed necessary to meet the road danger reduction programme objectives in making the network safer for the vulnerable users and increasing intervisibility at junctions for vehicle users of the network. Therefore, it officers recommend that the proposal under consideration be approved for implementation.	The loss of parking for those seeking to park their private vehicle is not grounds to uphold this objection. The proposed changes have been consulted upon to ensure the Councils meets agreed policies and strategies to reduce road danger and improve safety with the intention of reducing fatal and serious casualties as a result of road collisions.
Item (21) Table 1 Ridge Road N8	10 similar objections: The objectors claim that extending double yellow lines at junction will reduce the number of parking space on the road. There are many elderly residents in the area who need a parking place close to their home for accessibility.	Aligned with the Council's ambition of mitigating risk to all road users, the extension of double yellow lines at junctions is deemed necessary to meet the road danger reduction programme objectives in making the network safer for the vulnerable users and increasing intervisibility at junctions for vehicle users of the network. Therefore, it officers recommend that the proposal under consideration be approved for implementation.	The loss of parking for those seeking to park their private vehicle is not grounds to uphold this objection. The proposed changes have been consulted upon to ensure the Councils meets agreed policies and strategies to reduce road danger and improve safety with the intention of reducing fatal and serious casualties as

Reference	Objection Theme	Officer Recommendation	Officer Response
			a result of road collisions.
Item (22) Table 1 Scarborough Road N4	1 objection: The objector claims that understands the need to extend the double yellows, However, 10 metres is excessive, and 5 metres is more than the length of a car or a van, which leaves plenty of room for manoeuvring	Aligned with the Council's ambition of mitigating risk to all road users, the extension of double yellow lines at junctions is deemed necessary to meet the road danger reduction programme objectives in making the network safer for the vulnerable users and increasing intervisibility at junctions for vehicle users of the network. Therefore, it officers recommend that the proposal under consideration be approved for implementation.	The loss of parking for those seeking to park their private vehicle is not grounds to uphold this objection. The proposed changes have been consulted upon to ensure the Councils meets agreed policies and strategies to reduce road danger and improve safety with the intention of reducing fatal and serious casualties as a result of road collisions.
Item (23) Table 1 Stapleton Hall Road N4	1 objection: The objector claims that extending double yellow lines at junction will reduce the number of parking space on the road. 1 Objection – claims that they support the extension at some junction but not at minor junction	Aligned with the Council's ambition of mitigating risk to all road users, the extension of double yellow lines at junctions is deemed necessary to meet the road danger reduction programme objectives in making the network safer for the vulnerable users and increasing intervisibility at junctions for vehicle users of the network. Therefore, it officers recommend that the proposal under consideration be approved for implementation.	The loss of parking for those seeking to park their private vehicle is not grounds to uphold this objection. The proposed changes have been consulted upon to ensure the Councils meets agreed policies and strategies to reduce road danger and improve safety with the intention of reducing fatal and serious casualties as

Reference	Objection Theme	Officer Recommendation	Officer Response
			a result of road collisions.
Item (24) Table 1 Uplands Road N8	2 similar objections: The objectors claim that extending double yellow lines at junction will reduce the number of parking space on the road and there is no evidence that its necessary to extend the yellow lines at the location.	Aligned with the Council's ambition of mitigating risk to all road users, the extension of double yellow lines at junctions is deemed necessary to meet the road danger reduction programme objectives in making the network safer for the vulnerable users and increasing intervisibility at junctions for vehicle users of the network. Therefore, it officers recommend that the proposal under consideration be approved for implementation.	The loss of parking for those seeking to park their private vehicle is not grounds to uphold this objection. The proposed changes have been consulted upon to ensure the Councils meets agreed policies and strategies to reduce road danger and improve safety with the intention of reducing fatal and serious casualties as a result of road collisions.
Item (28) Table 1 Weston Park N8	4 similar objections: The objectors claim that extending double yellow lines at junction will reduce the number of parking space on the road. Can't see how this proposal helps what it is describing. There have been no recorder accidents in this section of the road	Aligned with the Council's ambition of mitigating risk to all road users, the extension of double yellow lines at junctions is deemed necessary to meet the road danger reduction programme objectives in making the network safer for the vulnerable users and increasing intervisibility at junctions for vehicle users of the network. Therefore, it officers recommend that the proposal under consideration be approved for implementation.	The loss of parking for those seeking to park their private vehicle is not grounds to uphold this objection. The proposed changes have been consulted upon to ensure the Councils meets agreed policies and strategies to reduce road danger and improve safety with the intention of reducing fatal and serious casualties as

Reference	Objection Theme	Officer Recommendation	Officer Response
			a result of road collisions.

6.9 It is noted that LATOR provides local authorities with the discretion on whether or not to hold a public inquiry prior to the making of a TMO. This report does not include the recommendation to hold a public inquiry on account of: the effect of the order, the relatively small number of objections, that the project will contribute towards achieving a number of policy objectives and that holding a public inquiry would lead to expense and delay while being unlikely to alter the ultimate decision.

7 Contribution to strategic outcomes

7.1 The minor parking changes in this report supports the delivery of the "Responding to the Climate Emergency" theme of the Corporate Delivery Plan, under High Level Outcome 2 - "A Just Transition." This outcome relates to ensuring the transition to a low carbon economy is just, equitable and benefits everyone by improving air quality, road casualty reduction.

7.2 It also contributes to other high-level outcomes contained within the "Responding to the Climate Emergency" theme:

- High Level Outcome 1 "A Greener and Climate Resilient Haringey"
- High Level Outcome 3 "A Low Carbon Place"

8 Carbon and Climate Change

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

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

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

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

9 Comments of the Chief Financial Officer

9.1 This report seeks approval from the Head of Service for Highways and Parking to implement the proposed measures for improved safety at junctions as detailed in Table 1.

9.2 The full cost of this scheme is estimated to be approximately £15K in addition to the physical costs 'as detailed in table 3 below'; this cost includes community engagement; inventory of existing site conditions; design, traffic management orders and implementation. To be funded from the Council's approved Capital Programme included within the Parking Implementation Plan.

Table 3

Reference from Table 1	Cost Items	Total Cost	Projected Completion
36 locations (1) - (30)	Road Markings £10,000 TMO cost £4250	£14,250	To be completed by end of April 2025

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

10 Comments of the Head of Legal Services and Governance

10.1 The Council, as a traffic authority for the borough, has a duty under section 122 of the Road Traffic Regulation Act (RTRA) 1984 to (in summary) "secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway having regard to securing and maintaining access to premises, preserving or improving the amenities of the areas, national air quality, facilitating the passage of public service vehicles and safety and convenience of people using such vehicles as far as practicable."

The Council as a local traffic authority must under section 16(1) of the Traffic Management Act 2004 manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the objective of securing the expeditious movement of traffic, including pedestrians, on the Council's highway network and facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority. Section 16(2) of the 2004 Act refers to action which the authority may take in performing the network management duty. This includes, in particular, any action which the authority consider will contribute to securing–

a) the more efficient use of their road network; or

b) the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority;

and may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in the road network (whether or not the power was conferred on them in their capacity as a traffic authority).

10.2 When exercising its functions under the RTRA the Council must under section 122(1) so far as practicable have regard to the matters specified in subsection (2) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

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

10.3 Section 122 of the RTRA involves a balancing exercise and the Council's officers must bear that duty in mind when implementing the parking restrictions.

10.4 This report seeks approval for the proposed changes to waiting, loading and parking on the public highway as set out in section 6 of this report to secure the safe movement of traffic/pedestrians and provision of parking restrictions which is a decision that Head of Service for Highways and Parking following consultation with the Cabinet Member for Tackling Inequality and Resident Services: can take in accordance with the Council's Constitution.

10.5 The legal position in relation to traffic management orders and the statutory requirements in respect of consultation are set out in section 10.1 through 10.4 of this report. Public and Statutory Public consultation has been undertaken and due consideration given to representations by the public. The Council would be acting in accordance with the law were it to proceed with the proposals set out in this report.

11 Equalities Comments

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

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

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

11.3 The proposal to recommend proceeding with the proposed changes listed in section 6, Table 1 at various locations in the borough is a necessary step that recognises and takes account of the health and safety, equality and parking needs of Haringey's residents, visitors, shoppers and businesses.

12 Use of Appendices

Appendix 1 – Detailed designs showing the extents of the proposals stated in table 1

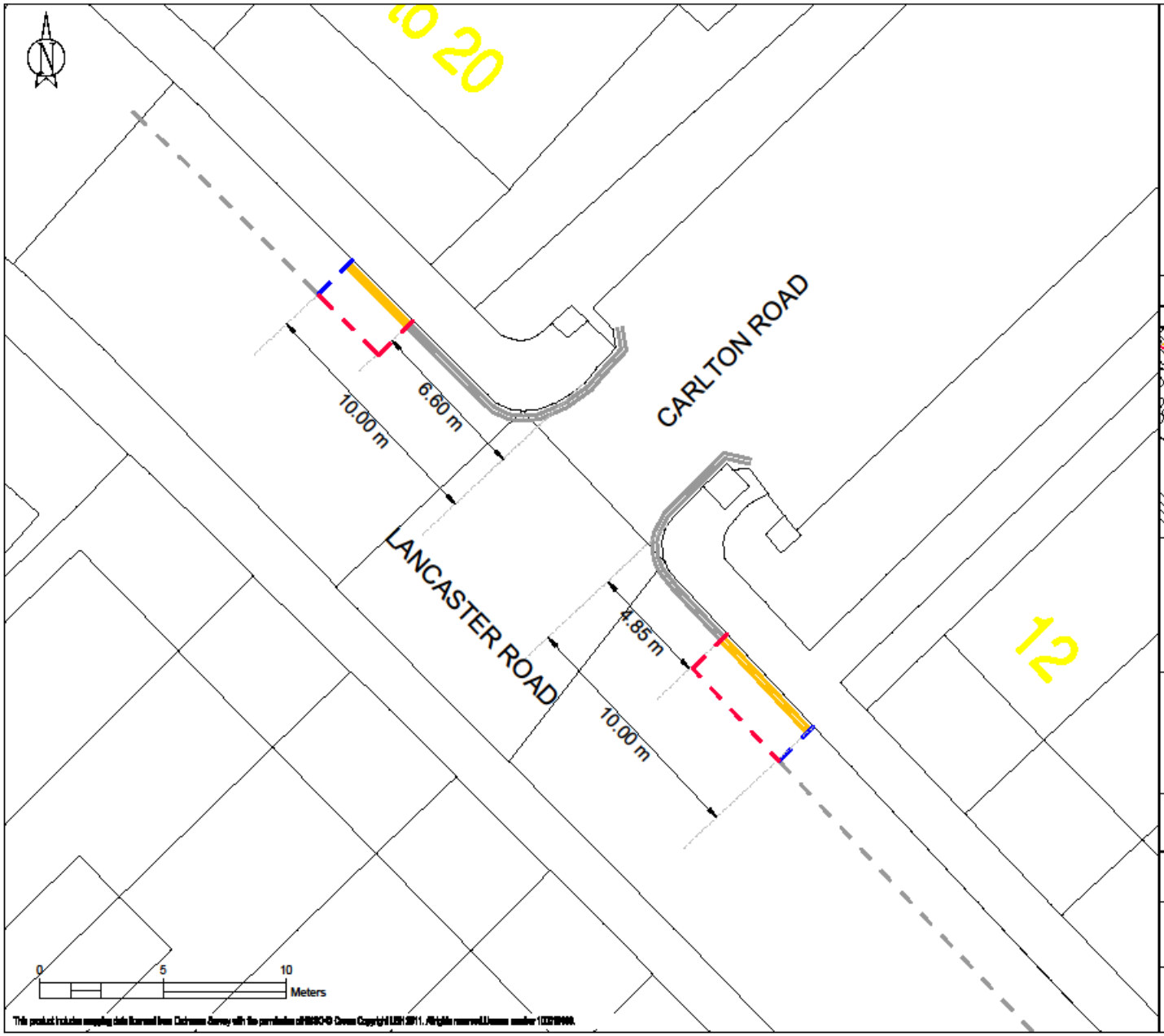
Appendix 2 - Statutory Consultation Notice of Proposal, advertising the proposals stated in table 1.

Appendix 3 – Statutory Consultation notification email sent to statutory bodies stated in section 6.

Appendix 4 – Statutory Full objections/comments received to the statutory consultation with officer comments.

Appendix 1

Detailed designs showing the extents of the proposals stated in table 1



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 REMOVAL
- SIGN AND POST NEW LOCATION

GENERAL NOTE

WAITING RESTRICTIONS TO MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION

CARLTON ROAD
STROUD GREEN WARD

WORKS

DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES

ROAD DANGER REDUCTION PROGRAMME

SCALE

1:150 @ A3

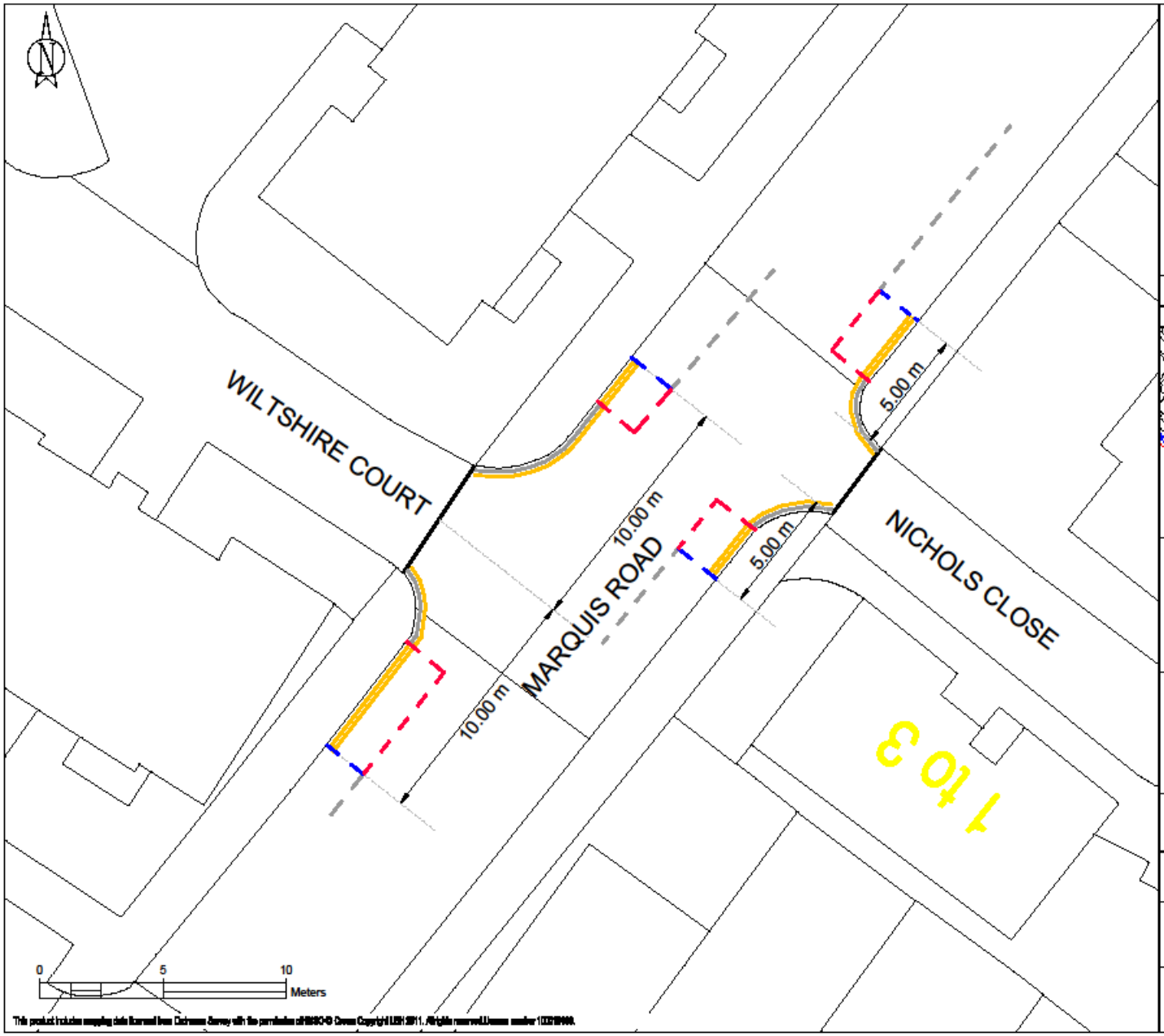
DRAWN	CHECK	DATE DRAWN
CM	AB	02/05/23

DRAWING NO.

13-1265-SG-TMO-01

Haringey LONDON

This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved.Licence number 100019988.



This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved.Licence number 100019868.

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 MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION
MARQUIS ROAD - WILTSHIRE COURT
MARQUIS ROAD - NICHOLS CLOSE
STROUD GREEN WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

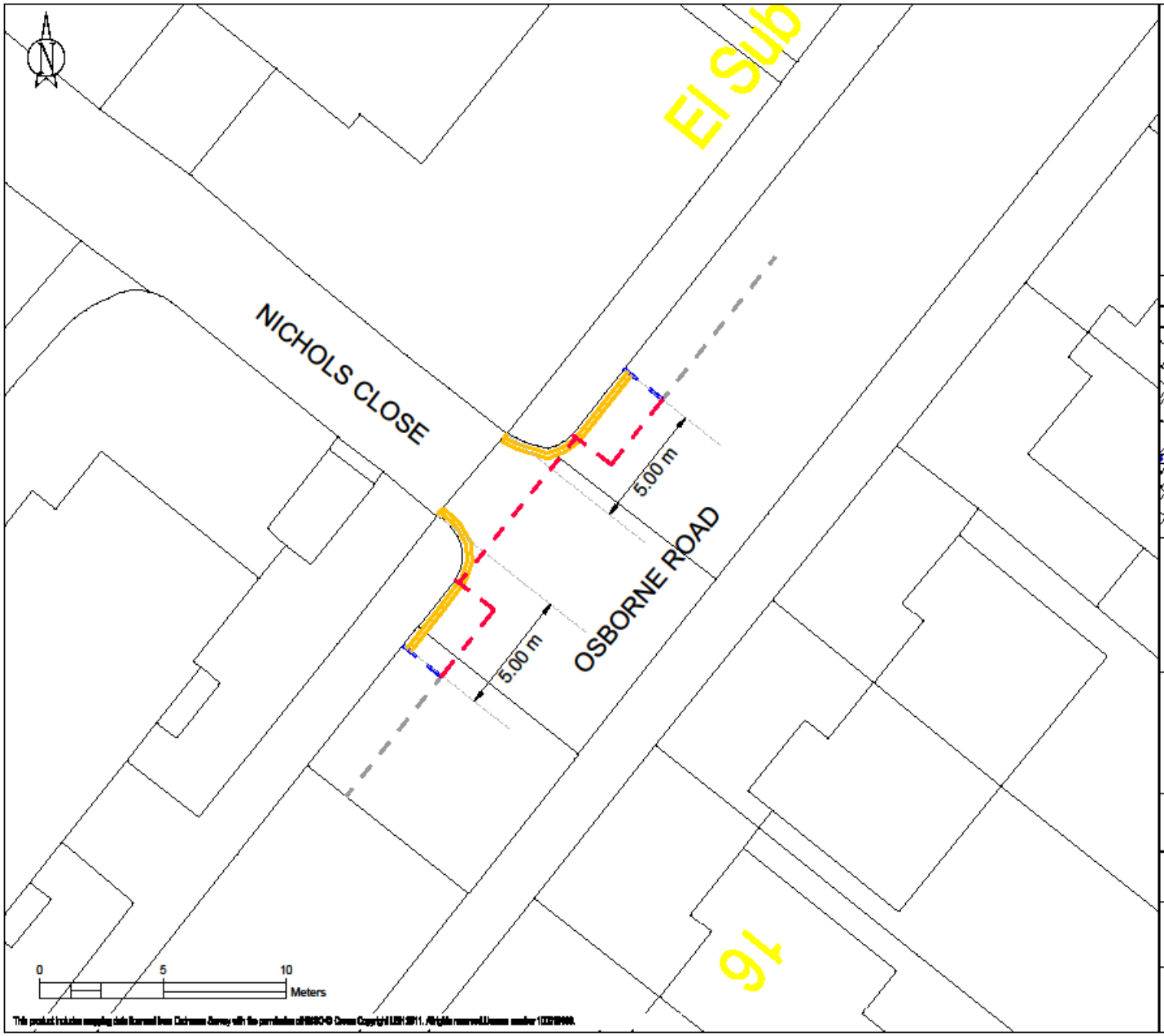
NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	02/05/23

DRAWING NO.
13-1265-SG-TMO-02

Haringey LONDON



This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved Licence number 100019868.

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 MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION

OSBORNE ROAD - NICHOLS CLOSE
STROUD GREEN WARD

WORKS

DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES

ROAD DANGER REDUCTION PROGRAMME

SCALE

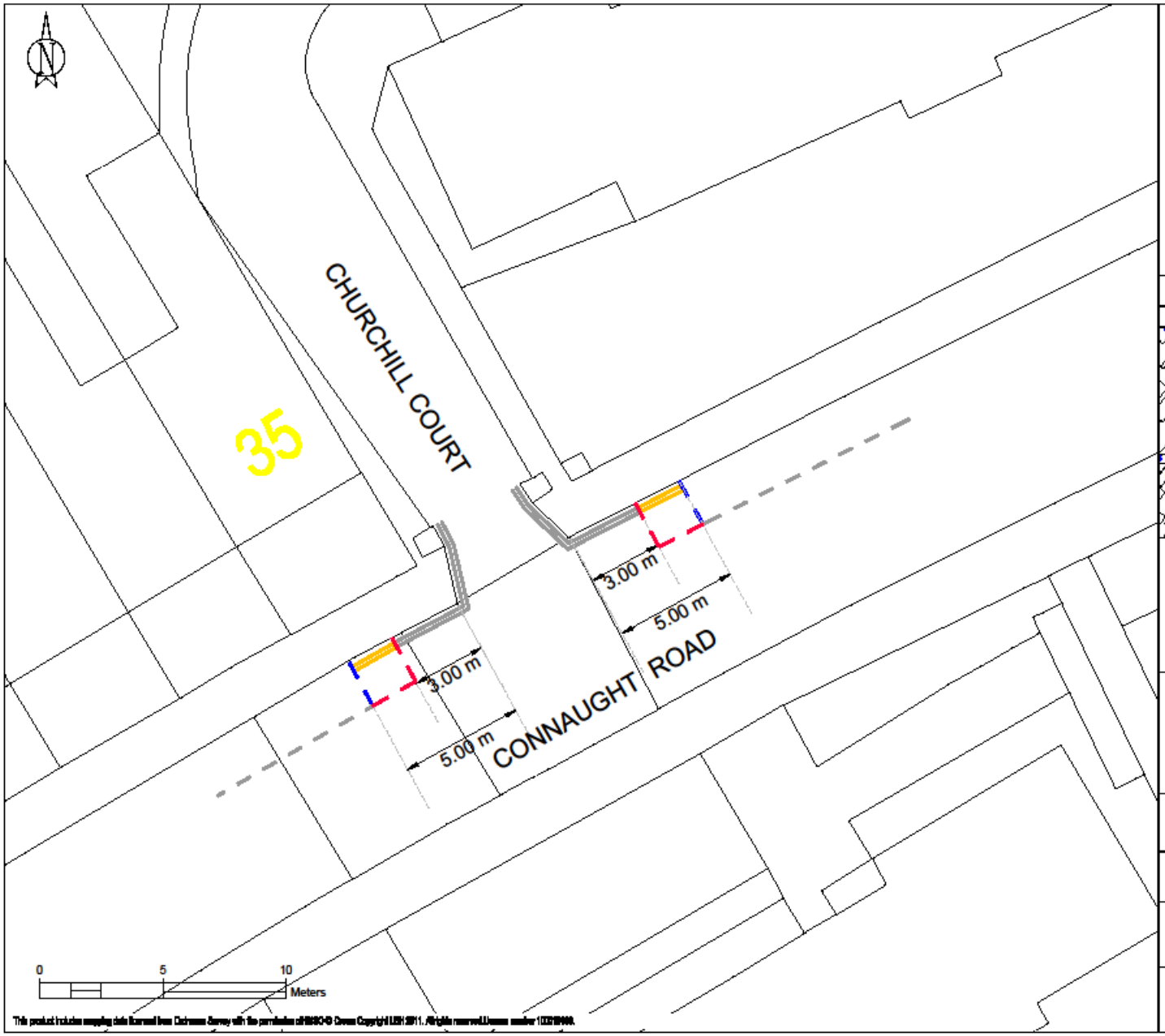
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	02/05/23

DRAWING NO.

13-1265-SG-TMO-03

Haringey LONDON



This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved.Licence number 100019666.

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 MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION

CONNAUGHT ROAD - CHURCHILL COURT
STROUD GREEN WARD

WORKS

DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES

ROAD DANGER REDUCTION PROGRAMME

SCALE

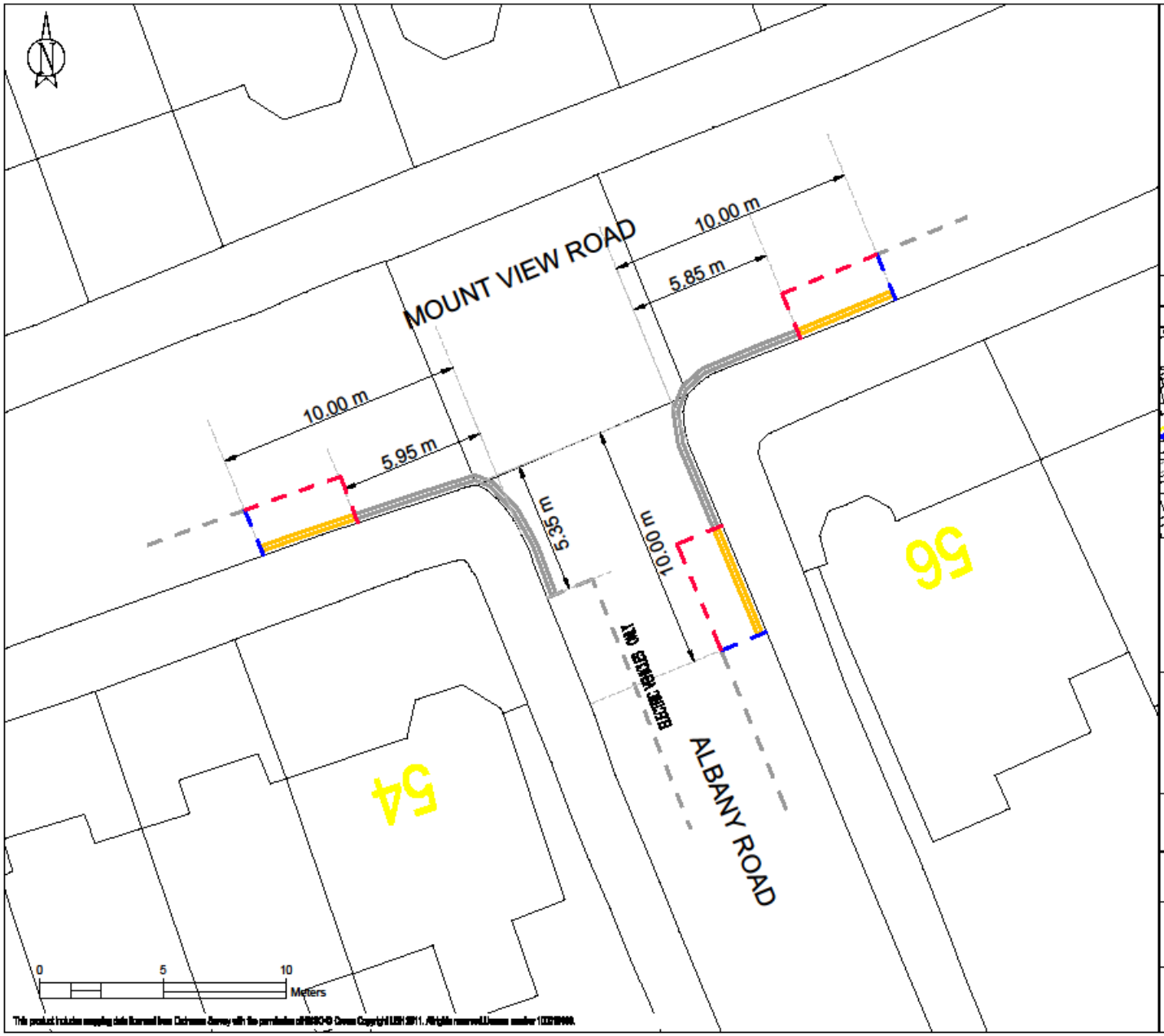
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	02/05/23

DRAWING NO.

13-1265-SG-TMO-04

Haringey LONDON



This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved.Licence number 100019868.

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 MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION

ALBANY ROAD
STROUD GREEN WARD

WORKS

DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES

ROAD DANGER REDUCTION PROGRAMME

SCALE

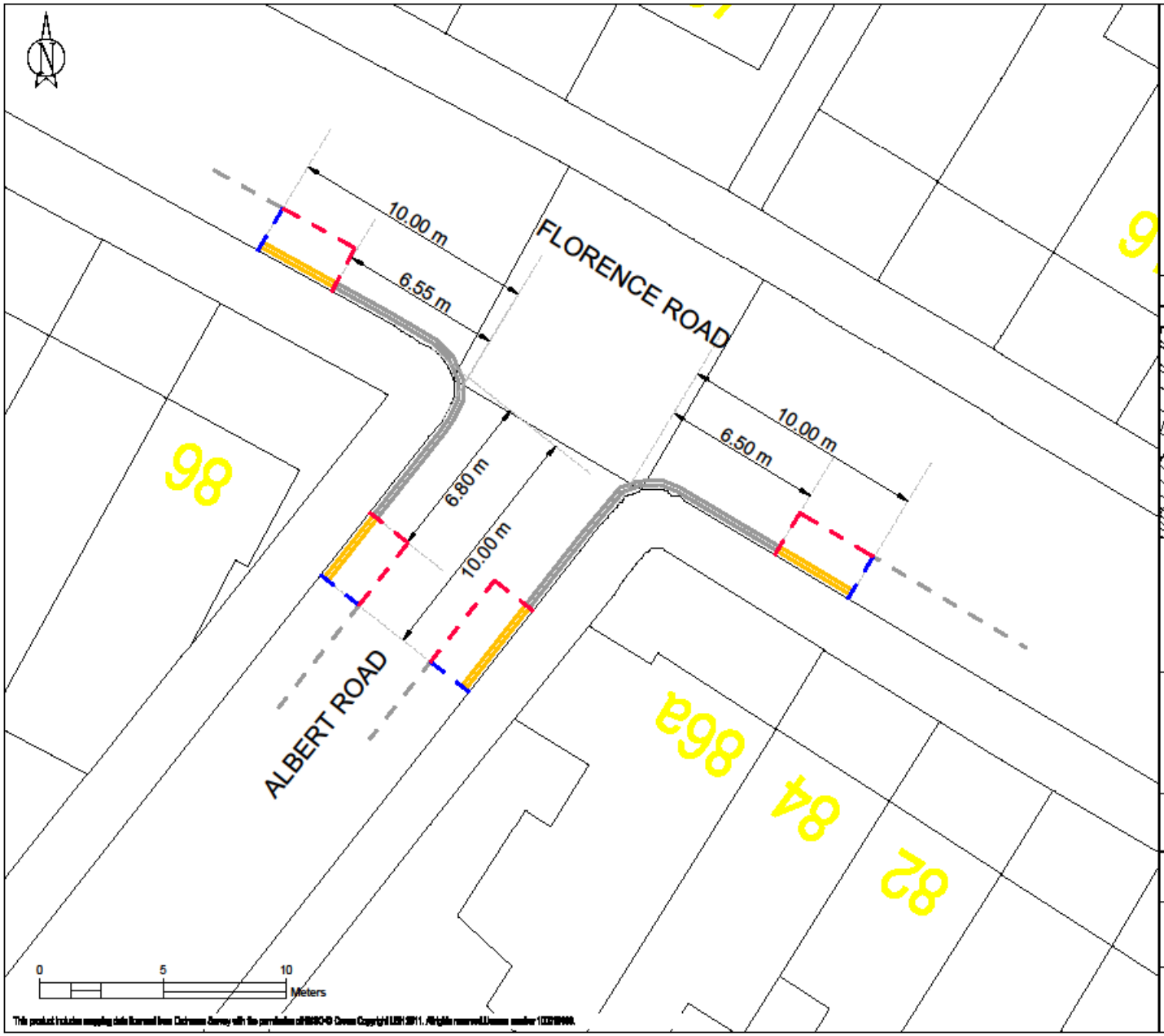
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	02/05/23

DRAWING NO.

13-1265-SG-TMO-05

Haringey LONDON



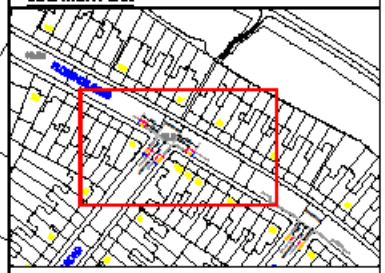
This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved.Licence number 100019868.

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 MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION
ALBERT ROAD
STROUD GREEN WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

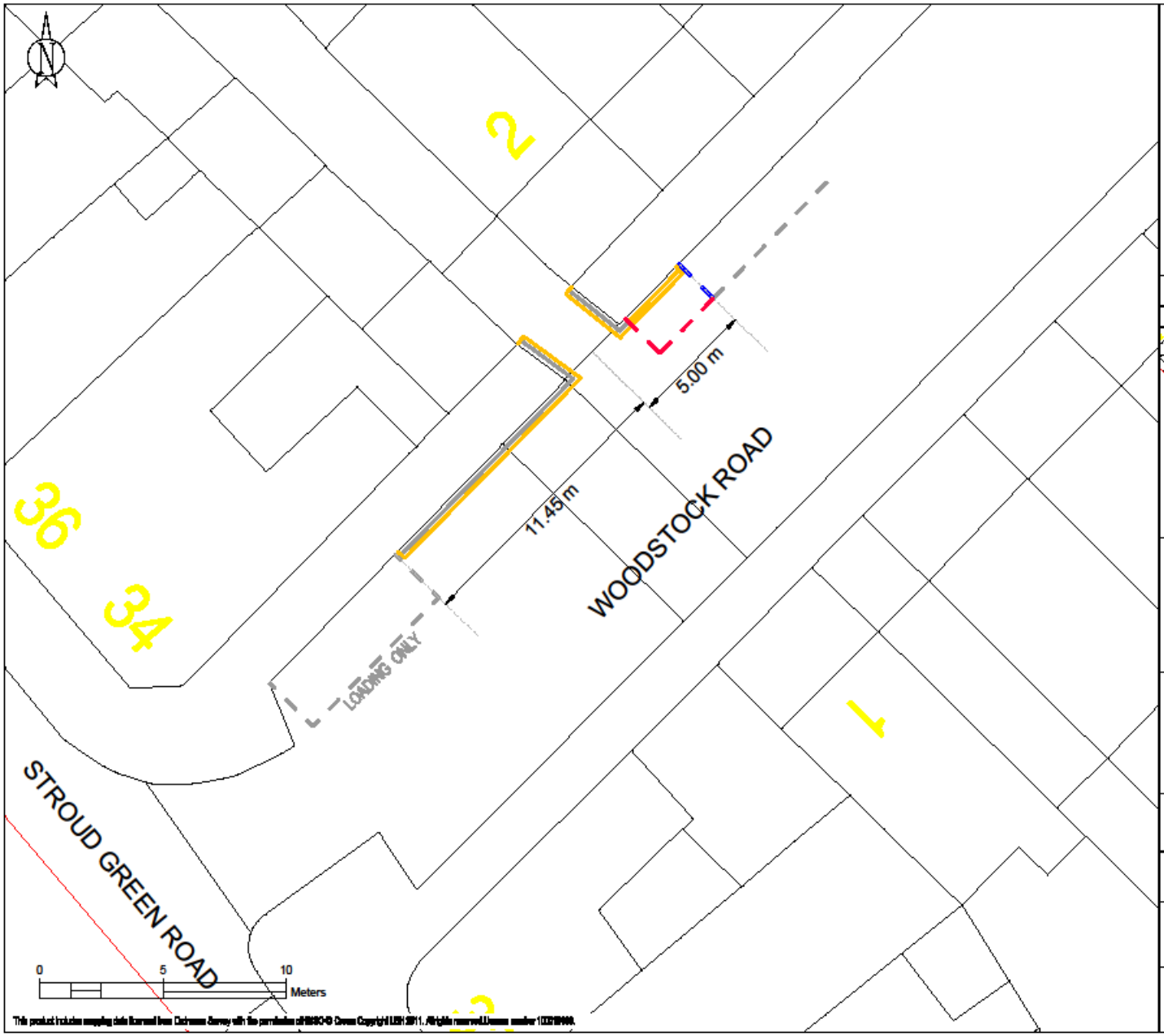
NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	02/05/23

DRAWING NO.
13-1265-SG-TMO-06

Haringey LONDON



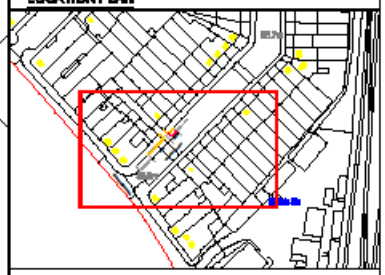
This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved.Licence number 100019868.

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 MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION
ALLEY OFF WOODSTOCK ROAD
SIDE OF #2
STROUD GREEN WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

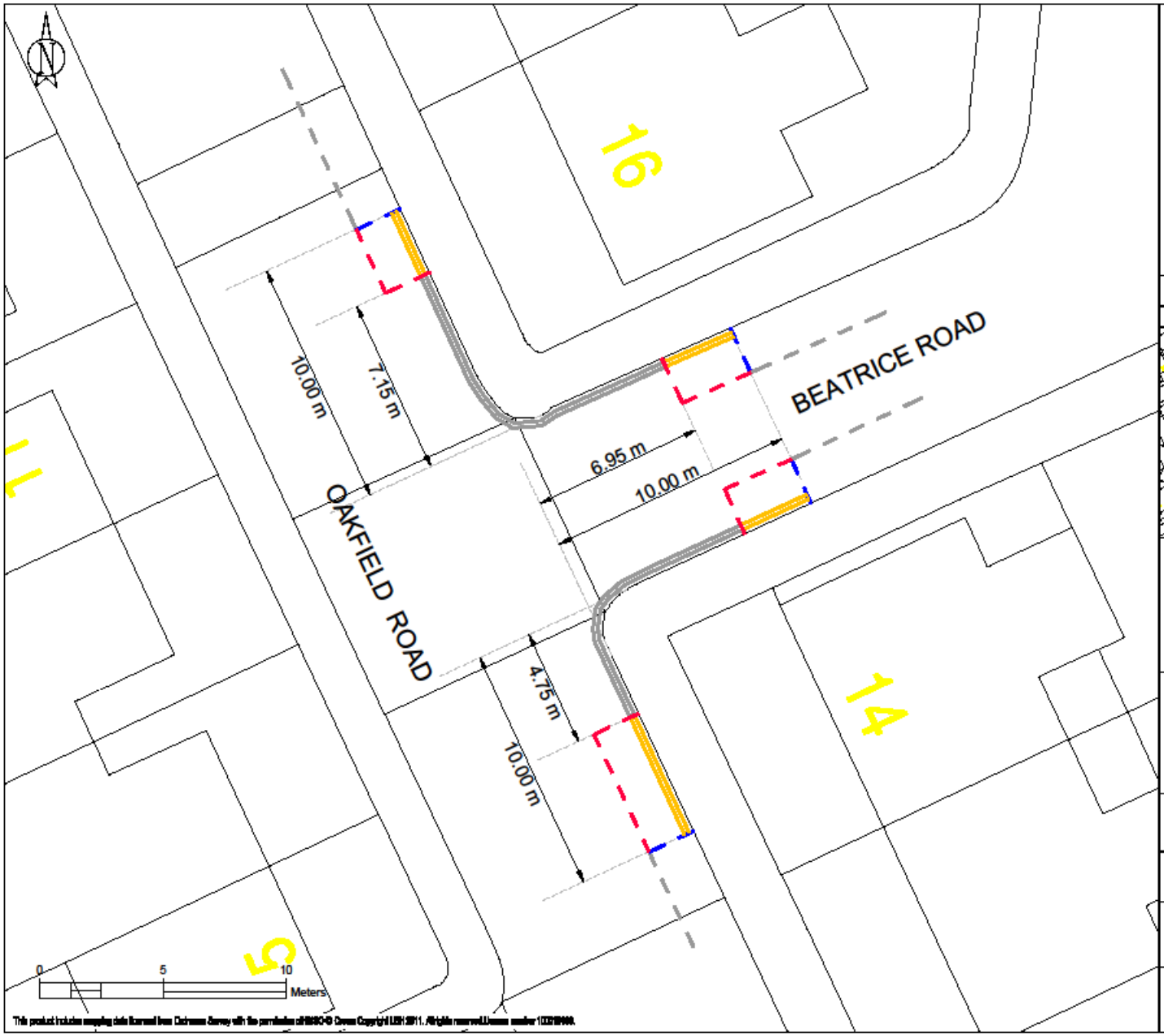
NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	02/05/23

DRAWING NO.
13-1265-SG-TMO-07

Haringey LONDON



This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved.Licence number 100019868.

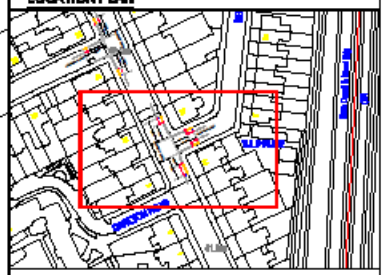
LEGEND

- 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 MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION

BEATRICE ROAD - SOUTH
STROUD GREEN WARD

WORKS

DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES

ROAD DANGER REDUCTION PROGRAMME

SCALE

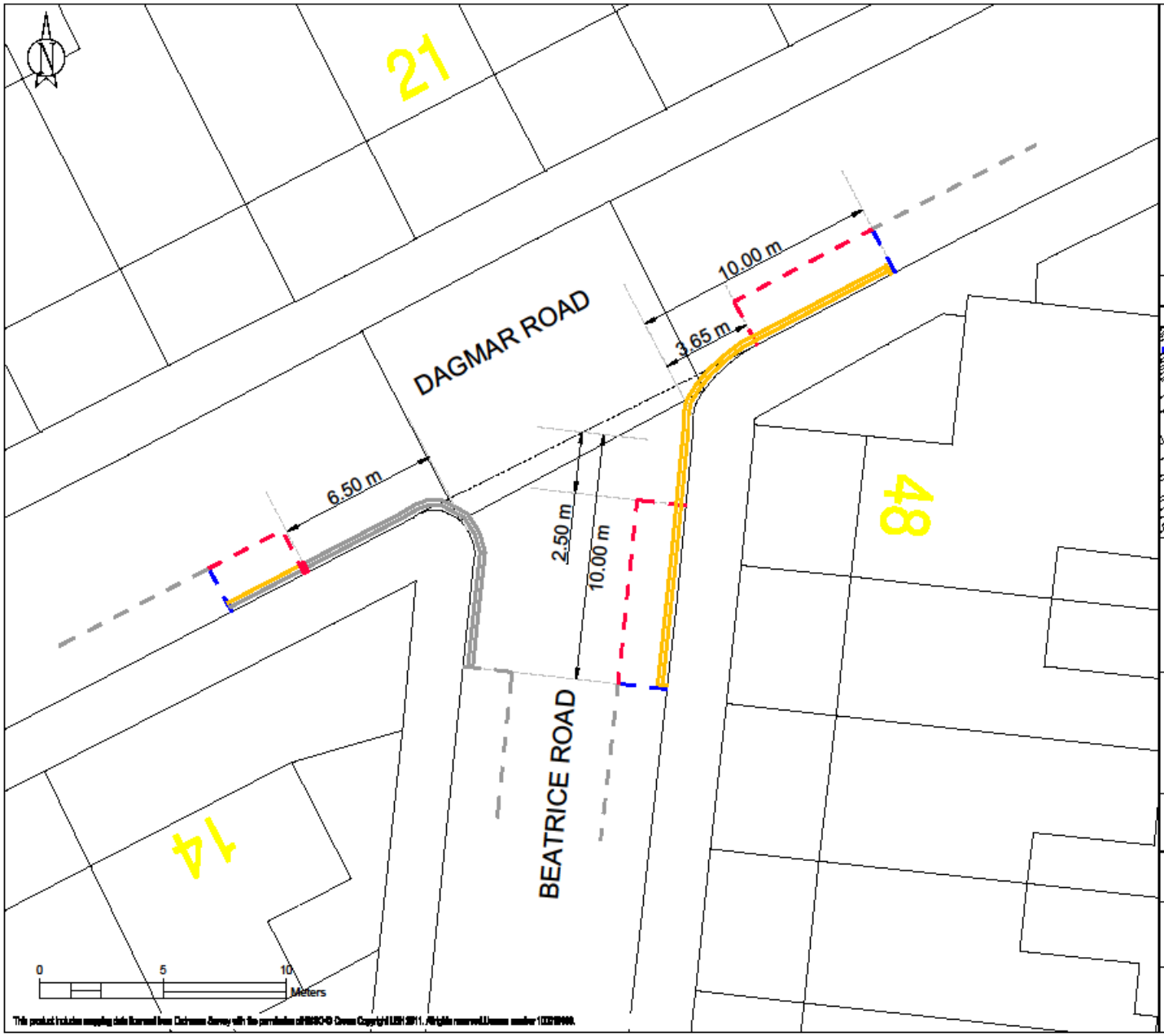
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	02/05/23

DRAWING NO.

13-1265-SG-TMO-08

Haringey LONDON



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 MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION
BEATRICE ROAD -NORTH
STROUD GREEN WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

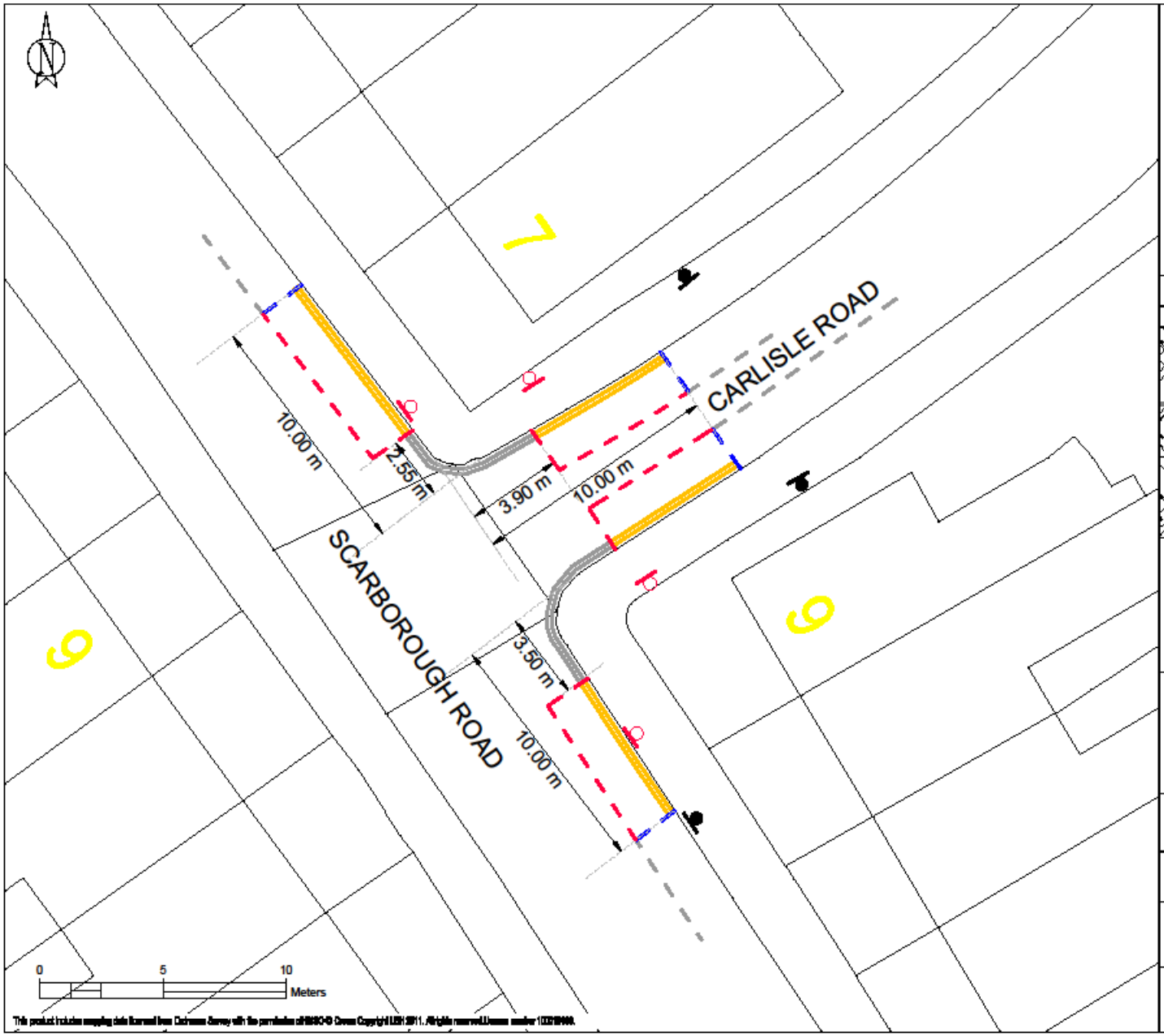
SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	02/05/23

DRAWING NO.
13-1265-SG-TMO-09

Haringey LONDON

This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved.Licence number 100019868.



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 REMOVAL
- SIGN AND POST NEW LOCATION

GENERAL NOTE

WAITING RESTRICTIONS TO MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION

CARLISLE ROAD
STROUD GREEN WARD

WORKS

DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES

ROAD DANGER REDUCTION PROGRAMME

SCALE

1:150 @ A3

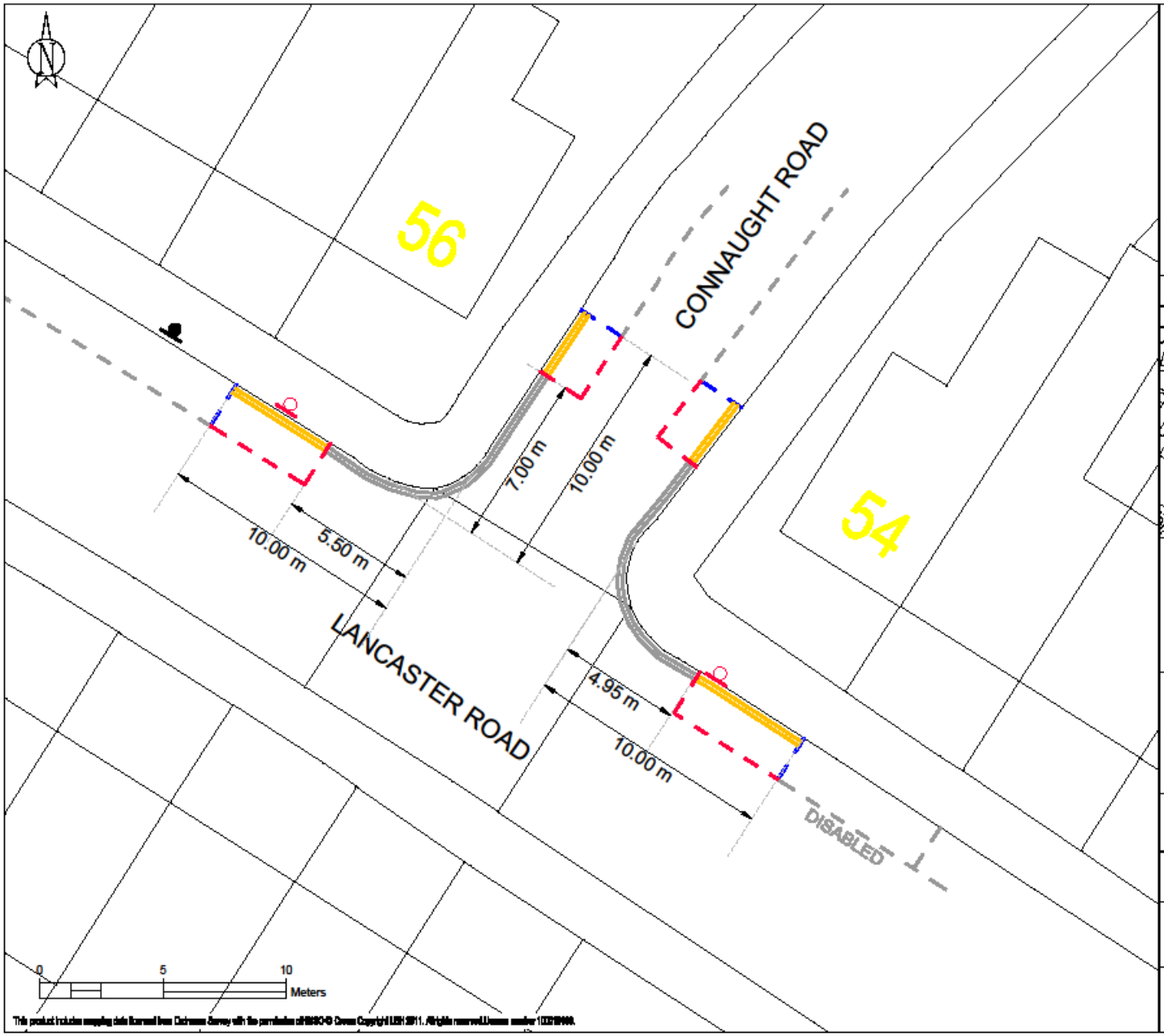
DRAWN	CHECK	DATE DRAWN
CM	AB	02/05/23

DRAWING NO.

13-1265-SG-TMO-10

Haringey LONDON

This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved.Licence number 100019988.



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 REMOVAL
- SIGN AND POST NEW LOCATION

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION
CONNAUGHT ROAD - SOUTH
STROUD GREEN WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

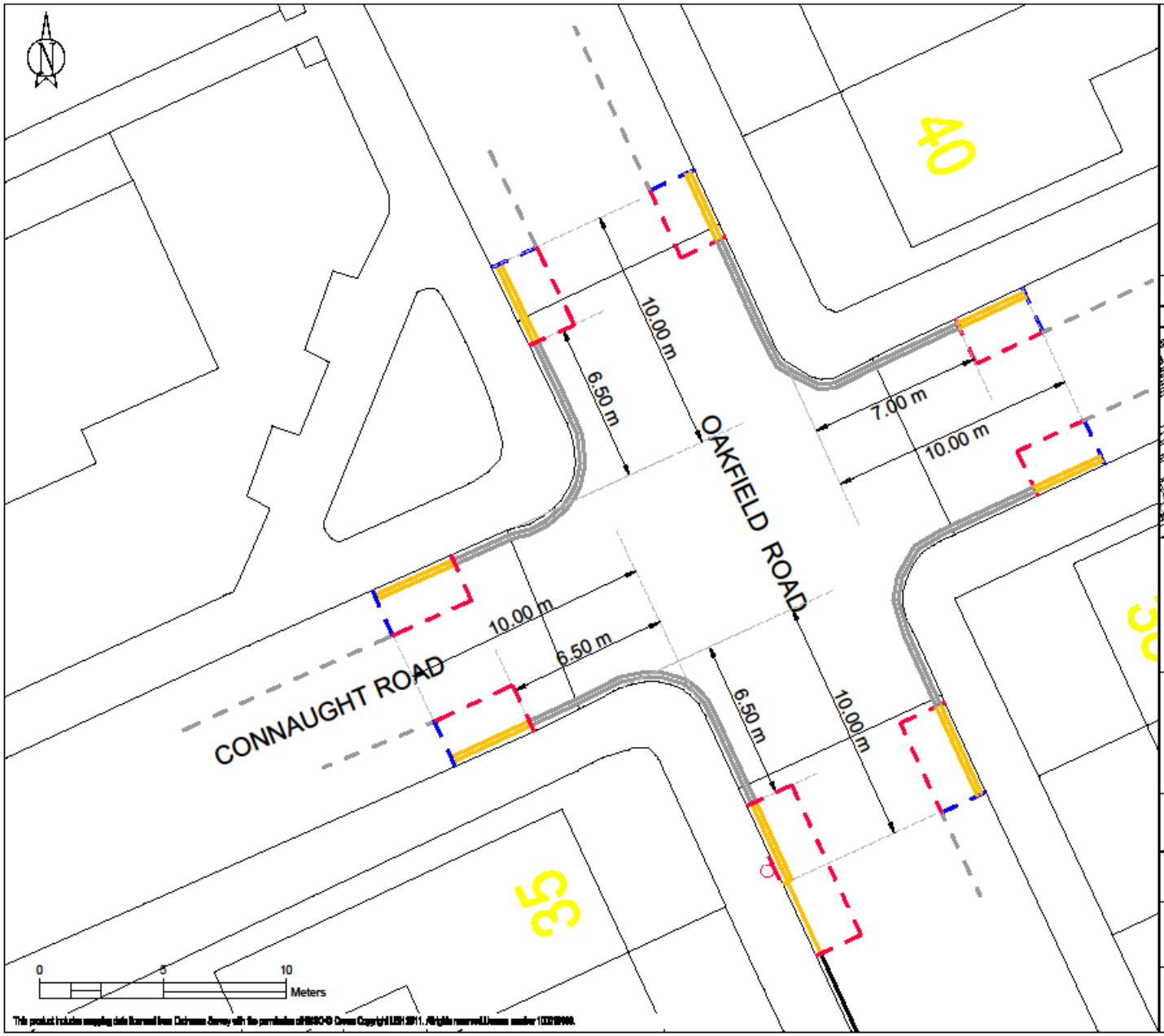
SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	09/05/23

DRAWING NO.
13-1265-SG-TMO-11

Haringey LONDON

This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved Licence number 100019988.



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 REMOVAL
- SIGN AND POST NEW LOCATION

GENERAL NOTE

WAITING RESTRICTIONS TO MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION

CONNAUGHT ROAD - NORTH
STROUD GREEN WARD

WORKS

DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES

ROAD DANGER REDUCTION PROGRAMME

SCALE

1:150 @ A3

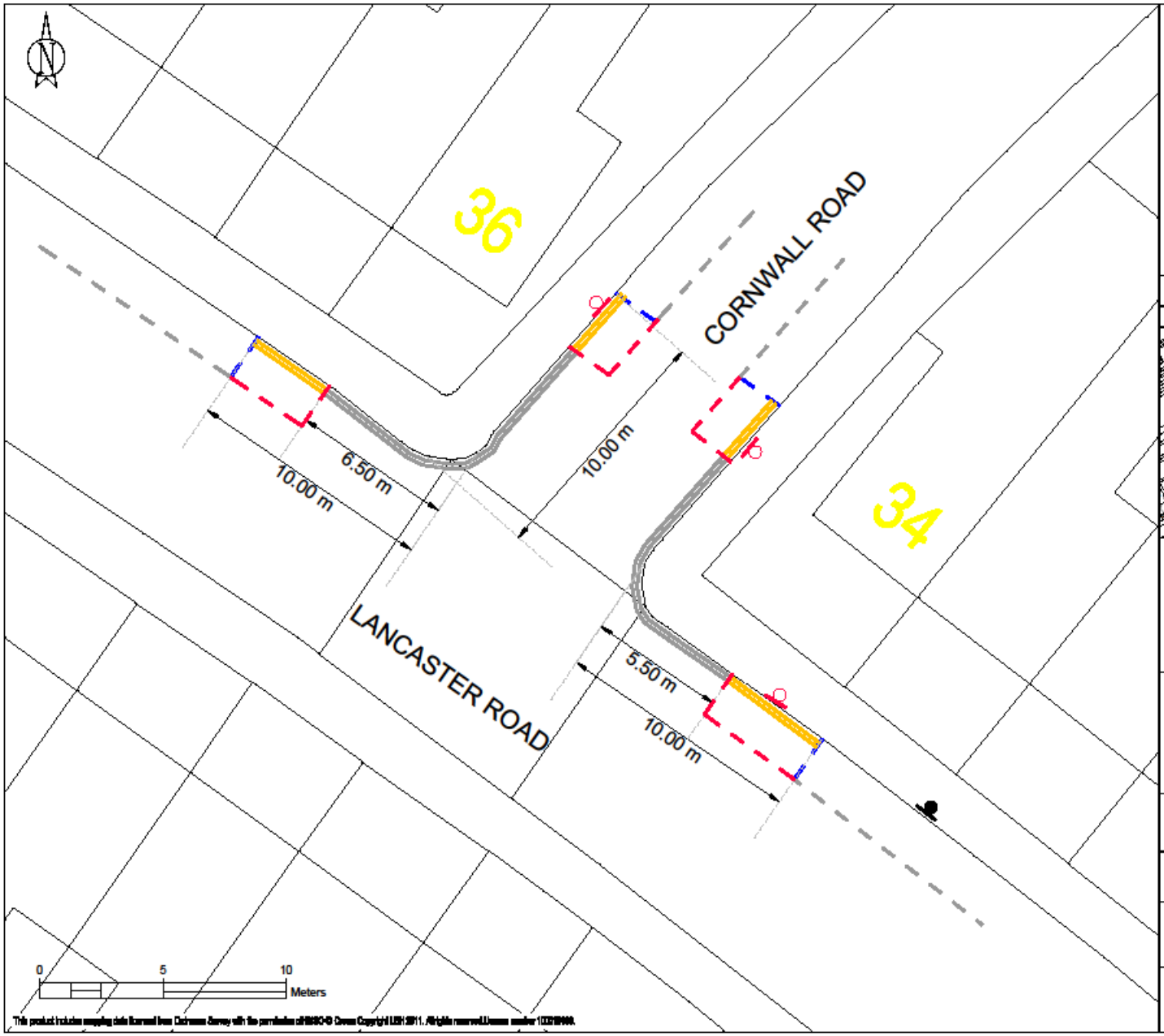
DRAWN	CHECK	DATE DRAWN
CM	AB	09/05/23

DRAWING NO.

13-1265-SG-TMO-12

Haringey LONDON

This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved Licence number 100019868.



This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved.Licence number 100019868.

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 REMOVAL
- SIGN AND POST NEW LOCATION

GENERAL NOTE

WAITING RESTRICTIONS TO MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION

CORNWALL ROAD- SOUTH
STROUD GREEN WARD

WORKS

DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES

ROAD DANGER REDUCTION PROGRAMME

SCALE

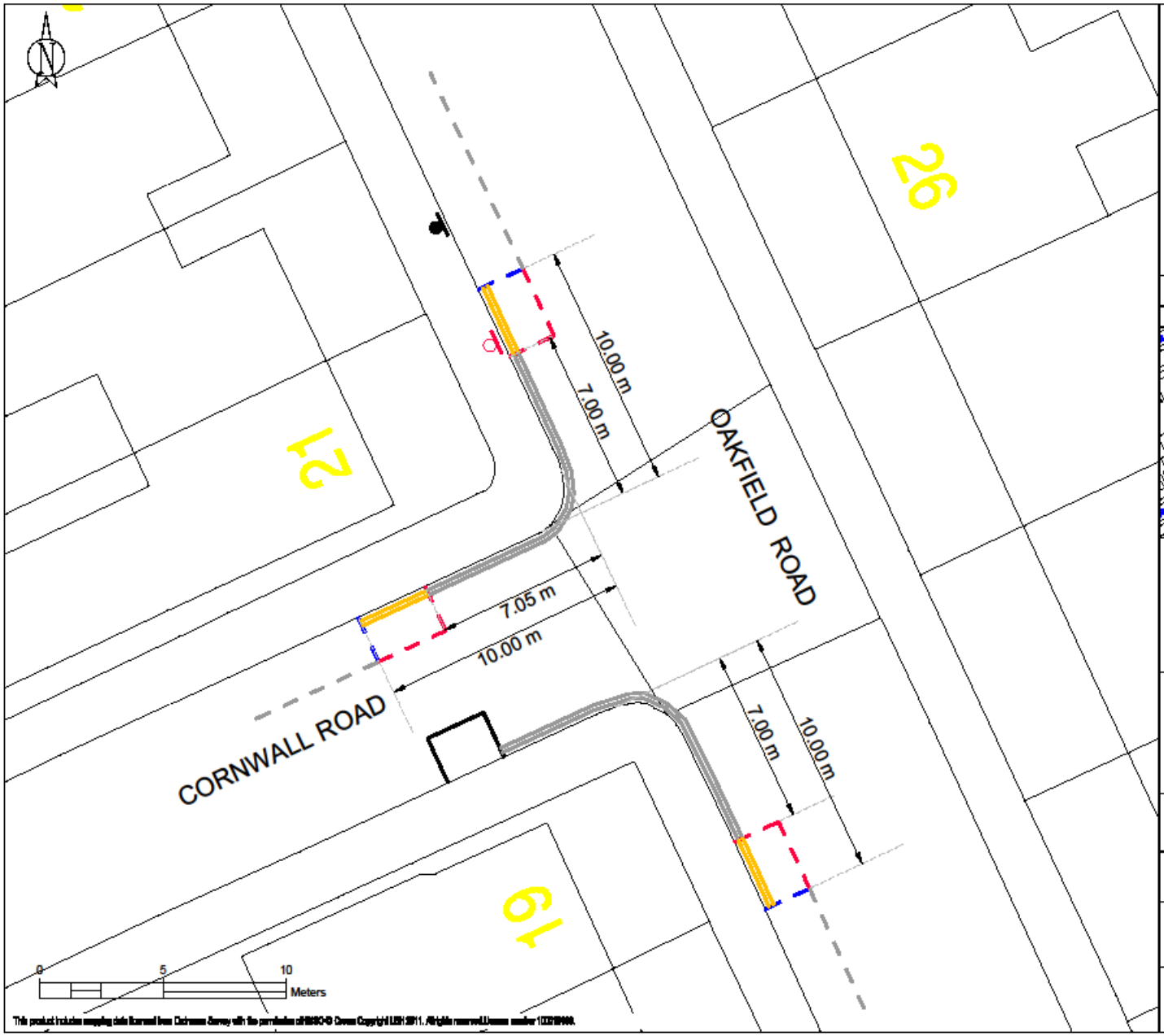
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	09/05/23

DRAWING NO.

13-1265-SG-TMO-13

Haringey LONDON



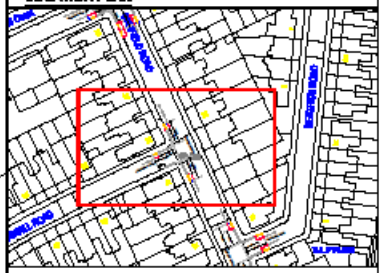
LEGEND

- 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 REMOVAL
- SIGN AND POST NEW LOCATION

GENERAL NOTE

WAITING RESTRICTIONS TO MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION

CORNWALL ROAD- NORTH
STROUD GREEN WARD

WORKS

DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES

ROAD DANGER REDUCTION PROGRAMME

SCALE

1:150 @ A3

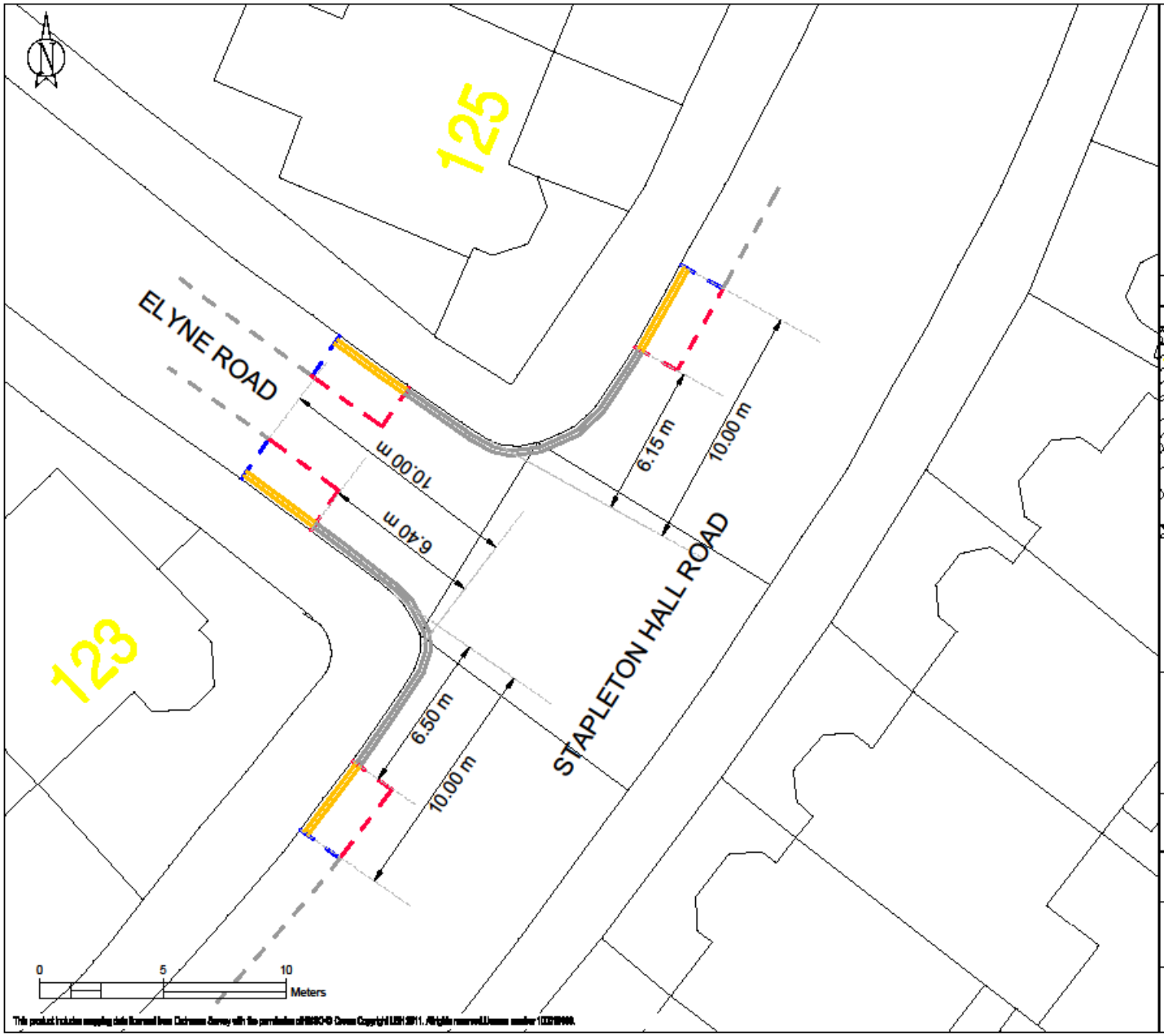
DRAWN	CHECK	DATE DRAWN
CM	AB	09/05/23

DRAWING NO.

13-1265-SG-TMO-14

Haringey LONDON

This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved.Licence number 100019988.



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 REMOVAL
- SIGN AND POST NEW LOCATION

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION
ELYNE ROAD - SOUTH
STROUD GREEN WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

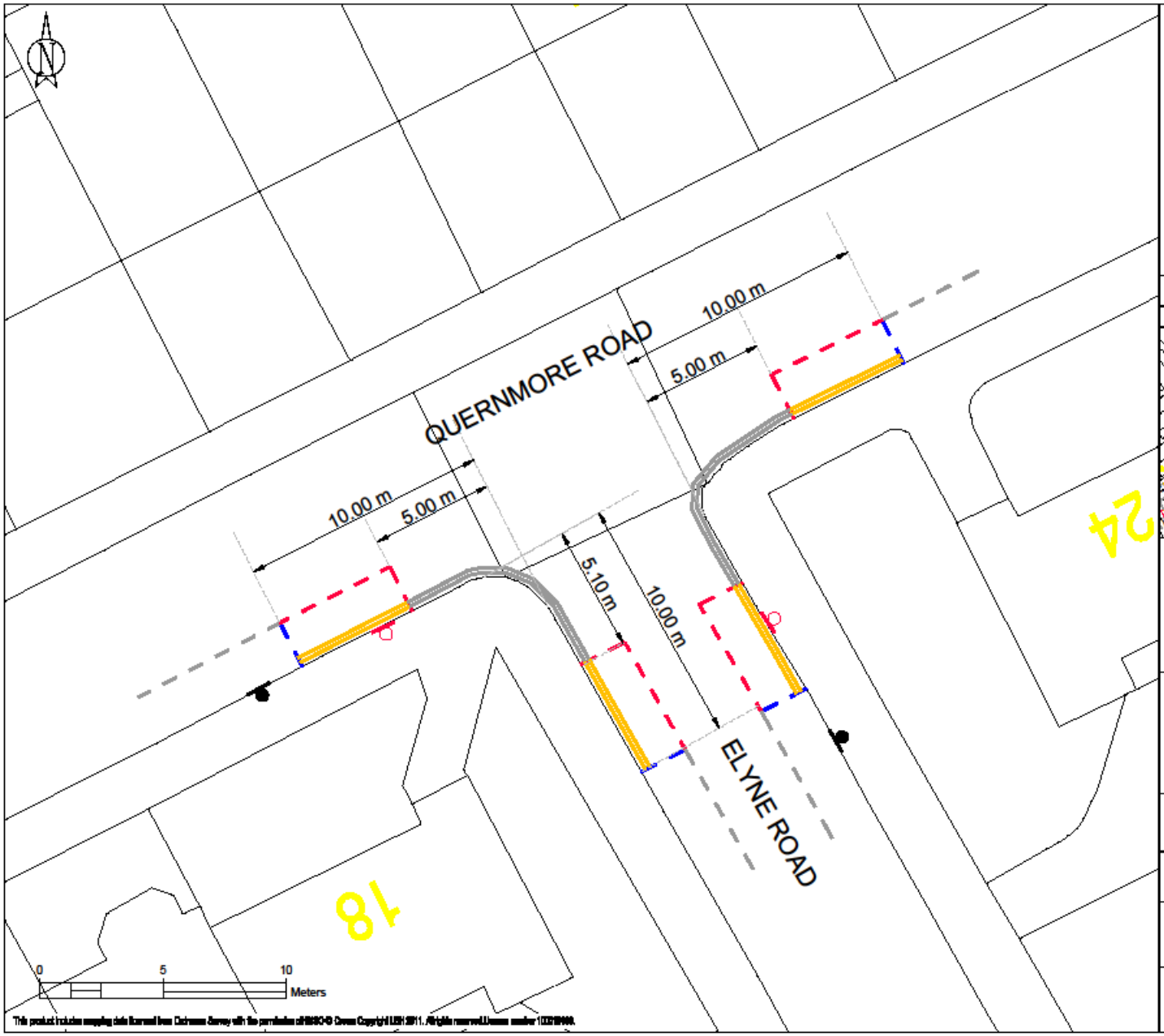
SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	09/05/23

DRAWING NO.
13-1265-SG-TMO-15

Haringey LONDON

This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved Licence number 100019988.



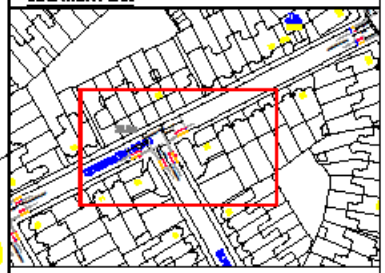
LEGEND

- 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 REMOVAL
- SIGN AND POST NEW LOCATION

GENERAL NOTE

WAITING RESTRICTIONS TO MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION

ELYNE ROAD - NORTH
STROUD GREEN WARD

WORKS

DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES

ROAD DANGER REDUCTION PROGRAMME

SCALE

1:150 @ A3

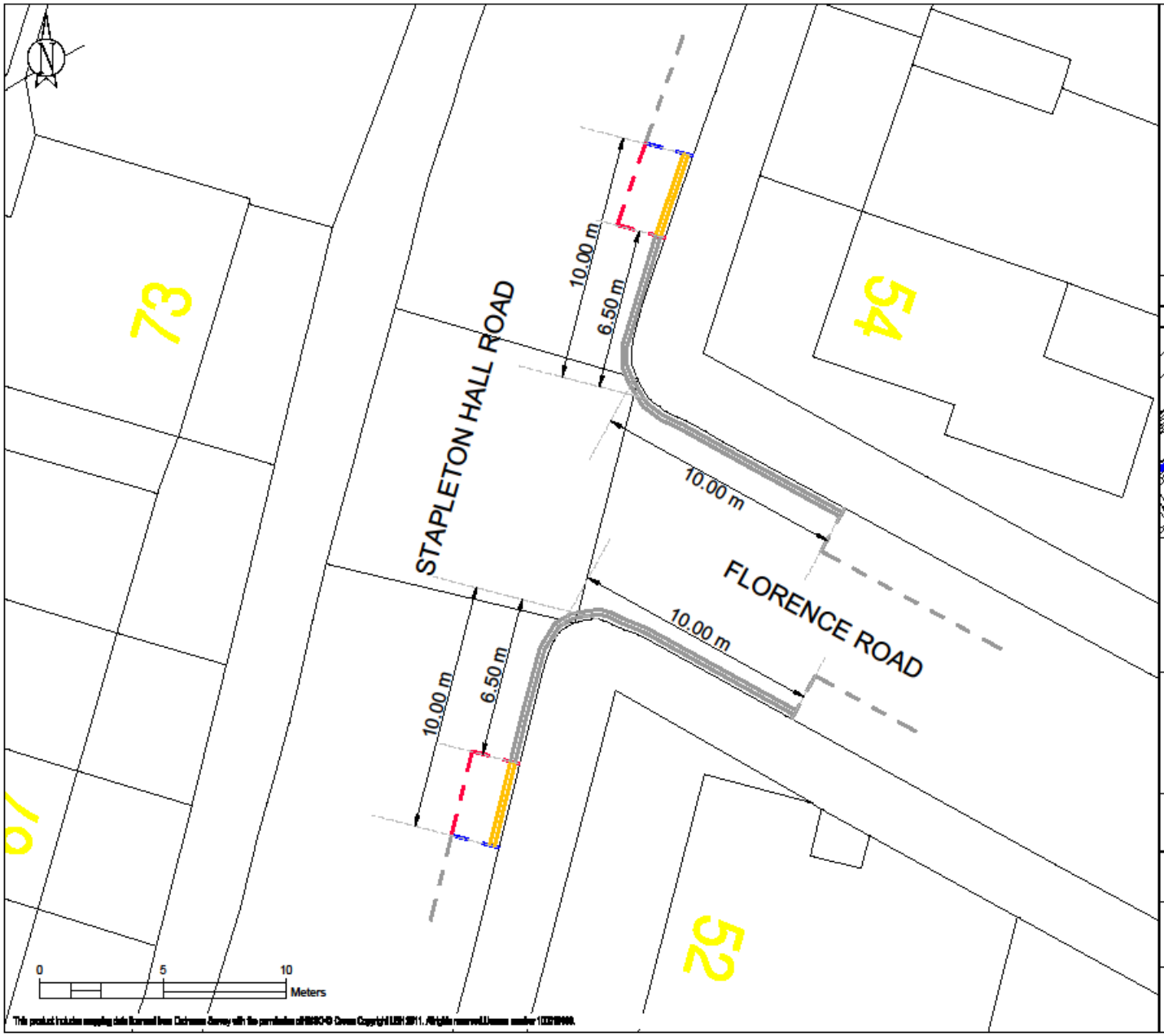
DRAWN	CHECK	DATE DRAWN
CM	AB	09/05/23

DRAWING NO.

13-1265-SG-TMO-16

Haringey LONDON

This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved.Licence number 100019988.



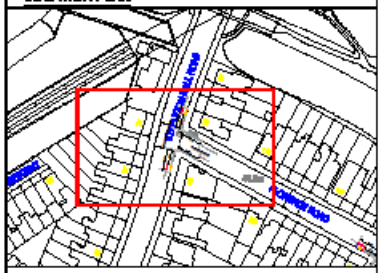
This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved.Licence number 100019666.

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 MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION
FLORENCE ROAD
STROUD GREEN WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

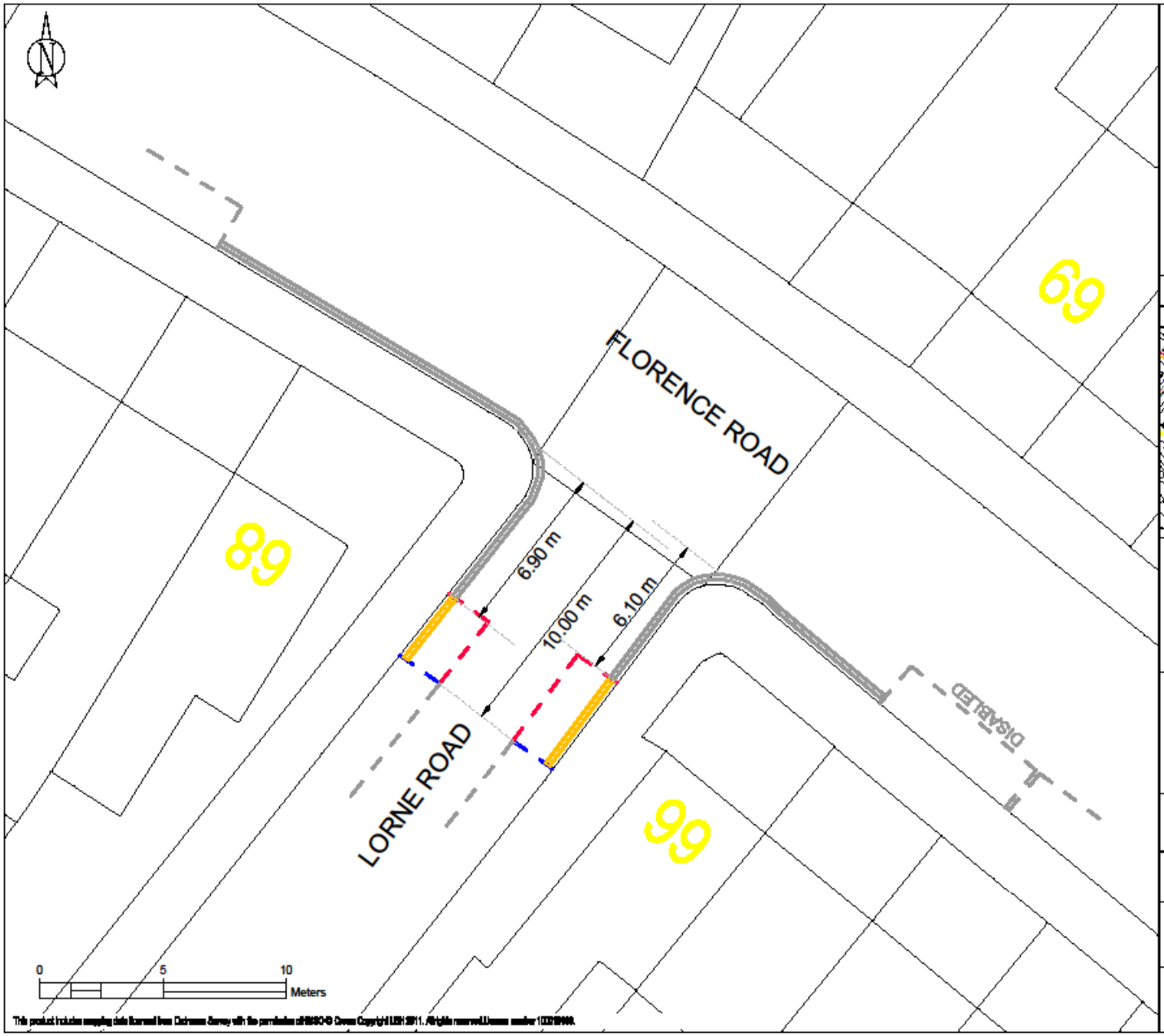
NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	09/05/23

DRAWING NO.
13-1265-SG-TMO-17

Haringey LONDON



This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved.Licence number 100019868.

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 MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION
LORNE ROAD
STROUD GREEN WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

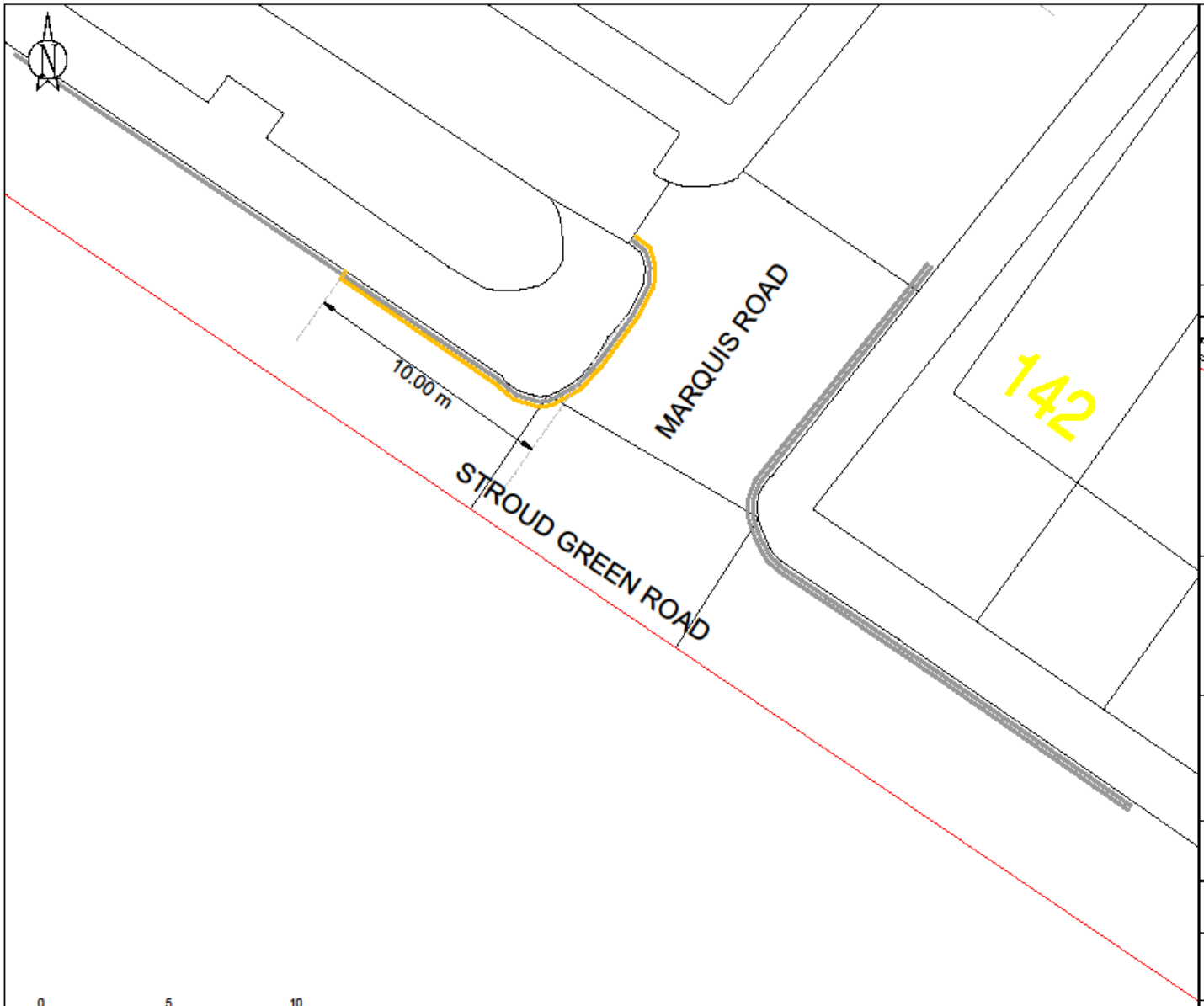
NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	09/05/23

DRAWING NO.
13-1265-SG-TMO-18

Haringey LONDON

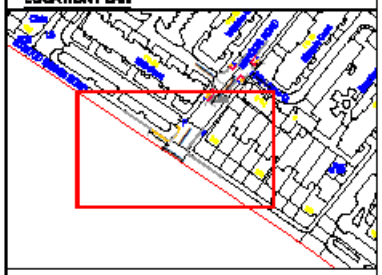


LEGEND

- 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 MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION
MARQUIS ROAD
STROUD GREEN WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

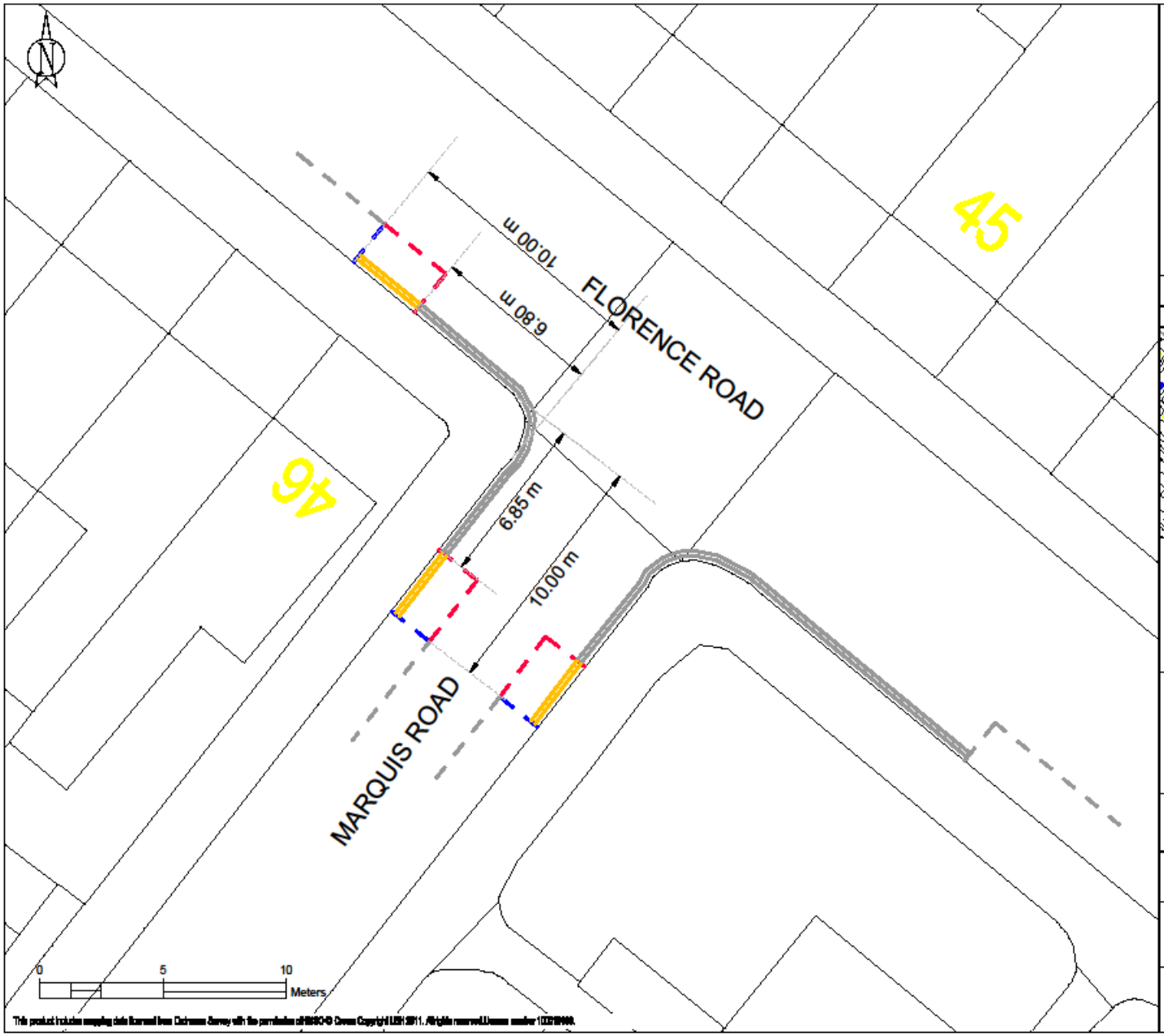
SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	09/05/23

DRAWING NO.
13-1265-SG-TMO-19

Haringey LONDON

This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved Licence number 100019988.



This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved.Licence number 100019988.

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 MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION
MARQUIS ROAD - NORTH
STROUD GREEN WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

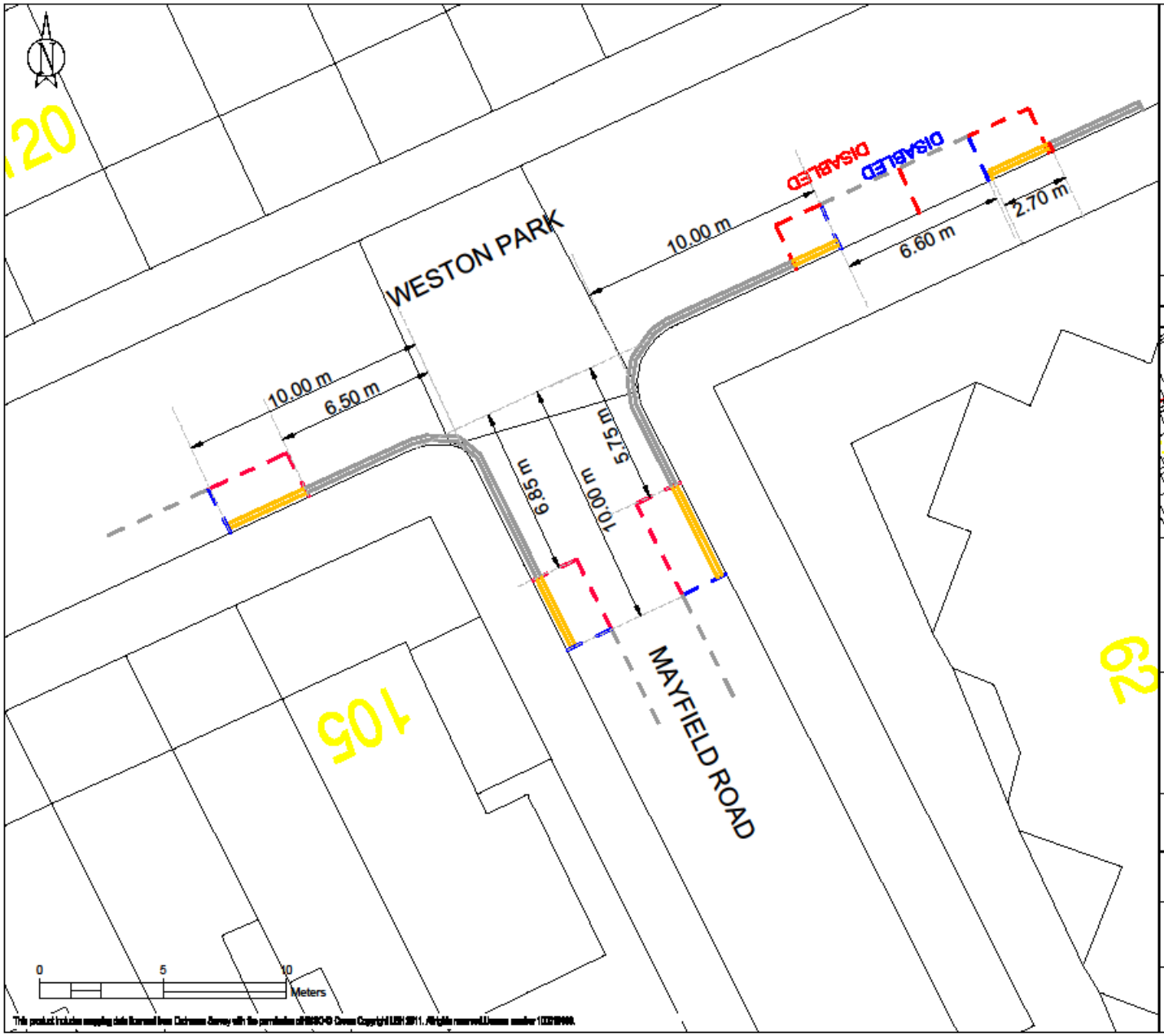
NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	09/05/23

DRAWING NO.
13-1265-SG-TMO-20

Haringey LONDON



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 MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION
MAYFIELD ROAD - NORTH
STROUD GREEN WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

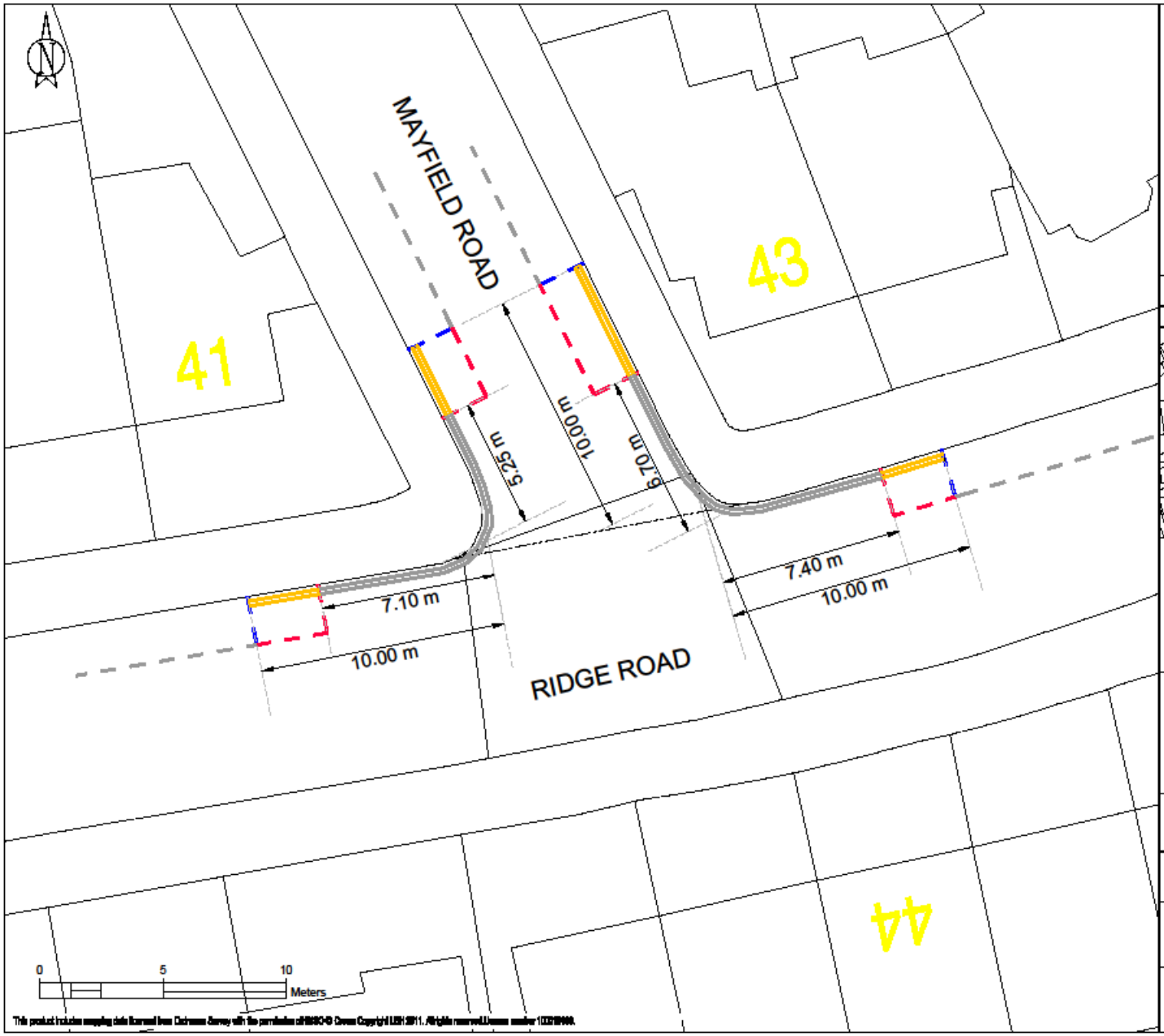
SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	09/05/23

DRAWING NO.
13-1265-SG-TMO-21

Haringey LONDON

This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved.Licence number 100019988.



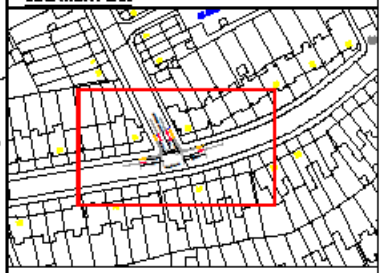
This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved.Licence number 100019666.

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 MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION
MAYFIELD ROAD - SOUTH
STROUD GREEN WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

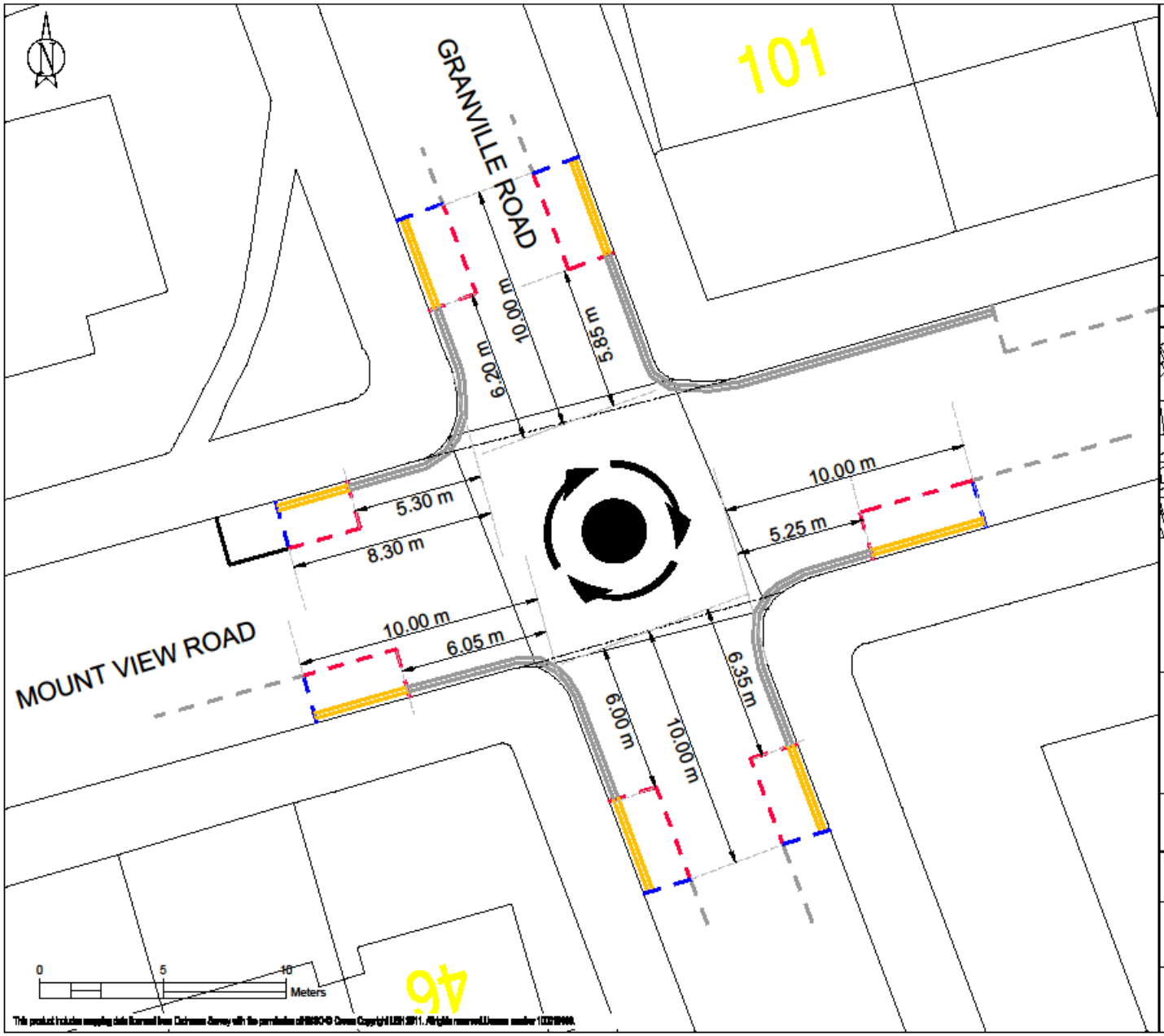
NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	09/05/23

DRAWING NO.
13-1265-SG-TMO-22

Haringey LONDON



This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved.Licence number 100019988.

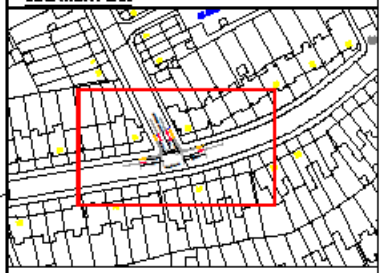
LEGEND

- 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 MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION

MOUNT VIEW ROAD
STROUD GREEN WARD

WORKS

DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES

ROAD DANGER REDUCTION PROGRAMME

SCALE

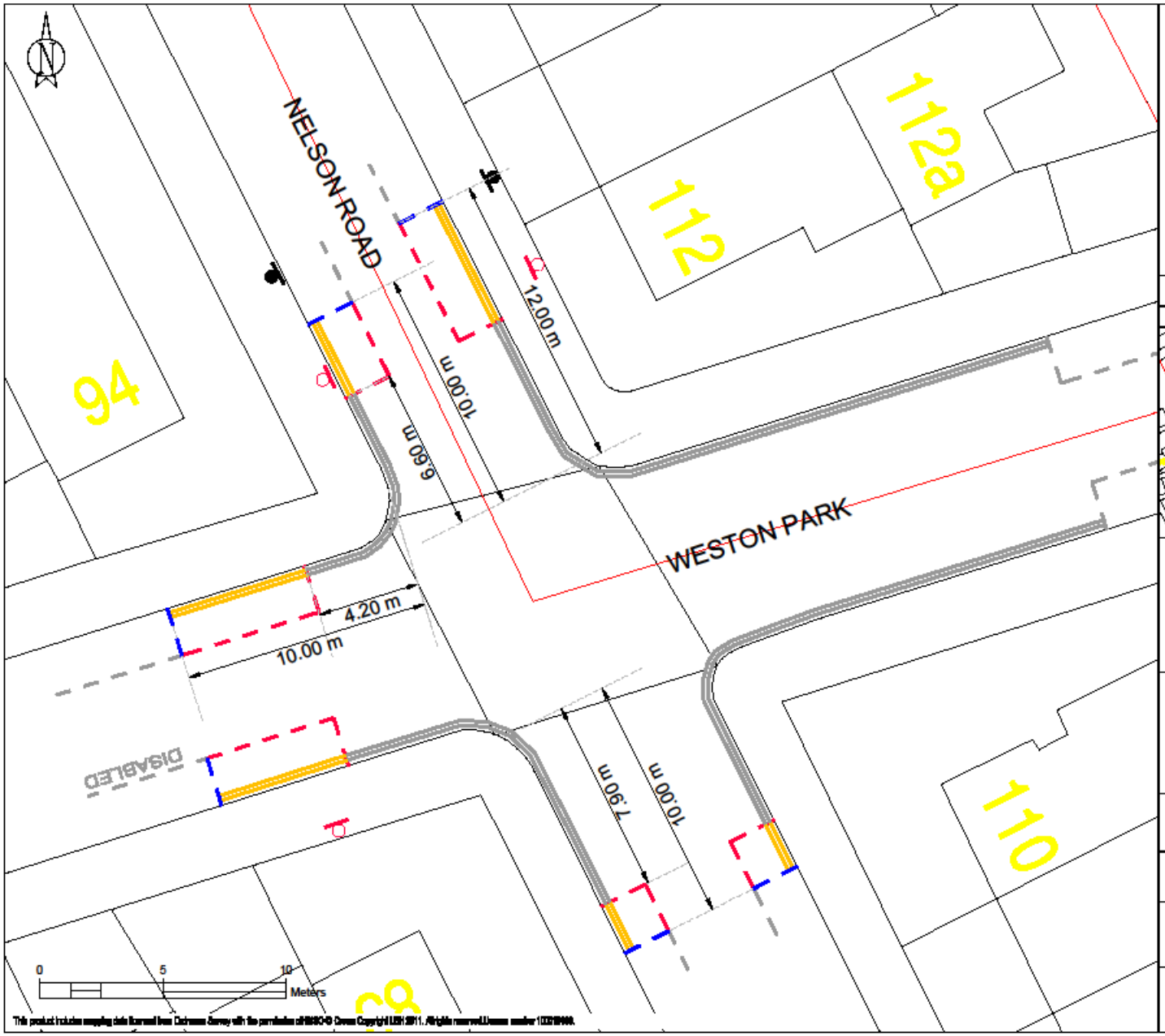
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	09/05/23

DRAWING NO.

13-1265-SG-TMO-23

Haringey LONDON



This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved Licence number 100019888.

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 REMOVAL
- SIGN AND POST NEW LOCATION

GENERAL NOTE

WAITING RESTRICTIONS TO MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION

NELSON ROAD -NORTH
STROUD GREEN WARD

WORKS

DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES

ROAD DANGER REDUCTION PROGRAMME

SCALE

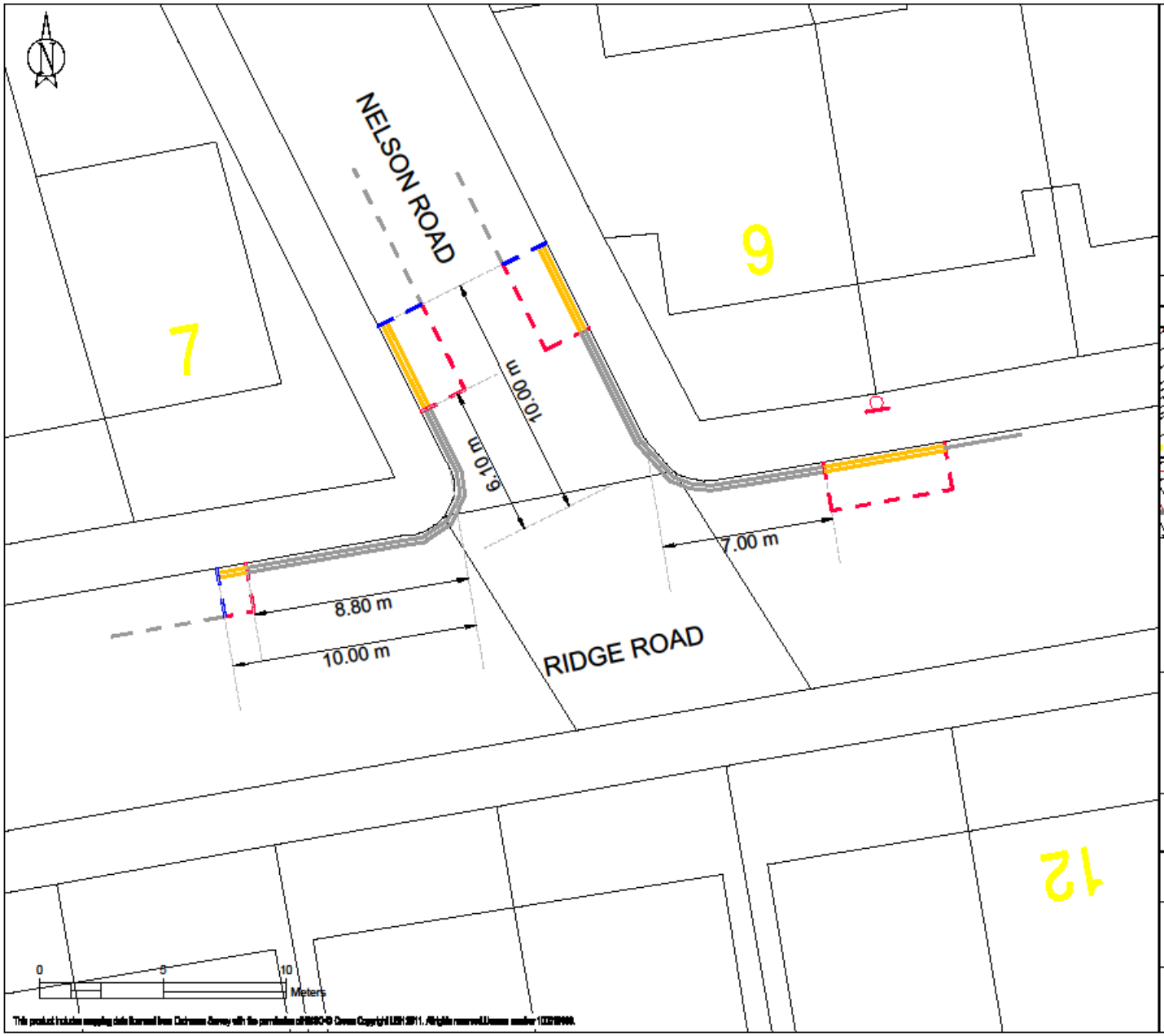
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	02/06/23

DRAWING NO.

13-1265-SG-TMO-24

Haringey LONDON



This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved.Licence number 100019666.

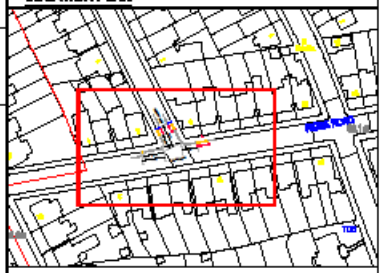
LEGEND

- 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 REMOVAL
- SIGN AND POST NEW LOCATION

GENERAL NOTE

WAITING RESTRICTIONS TO MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION

NELSON ROAD - SOUTH
STROUD GREEN WARD

WORKS

DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES

ROAD DANGER REDUCTION PROGRAMME

SCALE

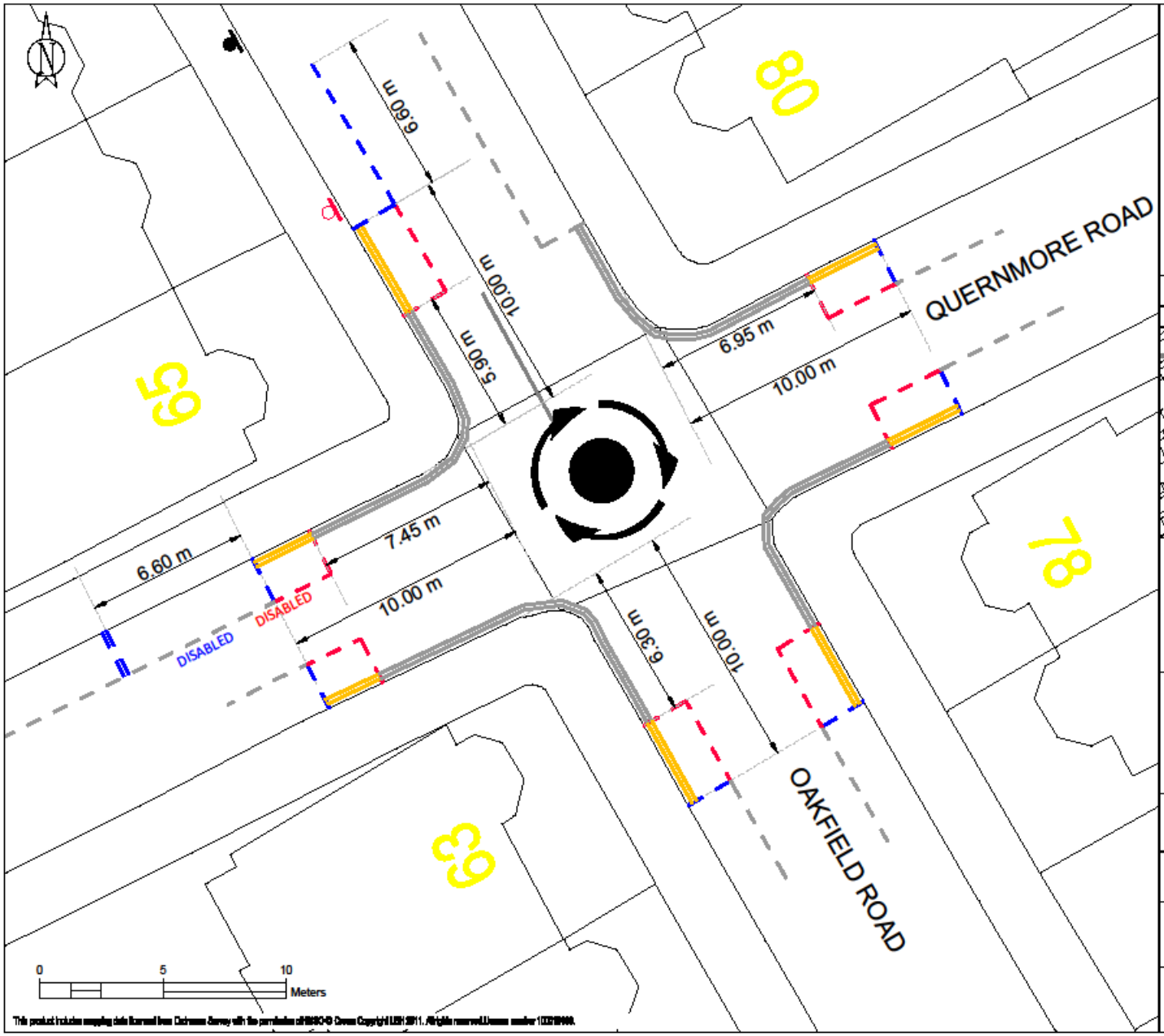
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	02/06/23

DRAWING NO.

13-1265-SG-TMO-25

Haringey LONDON



This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved.Licence number 100019868.

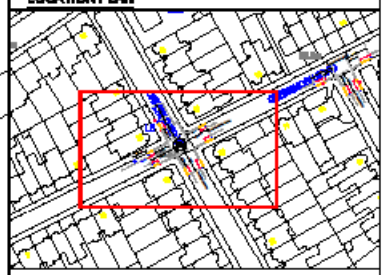
LEGEND

- 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 REMOVAL
- SIGN AND POST NEW LOCATION

GENERAL NOTE

WAITING RESTRICTIONS TO MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION

OAKFIELD ROAD
STROUD GREEN WARD

WORKS

DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES

ROAD DANGER REDUCTION PROGRAMME

SCALE

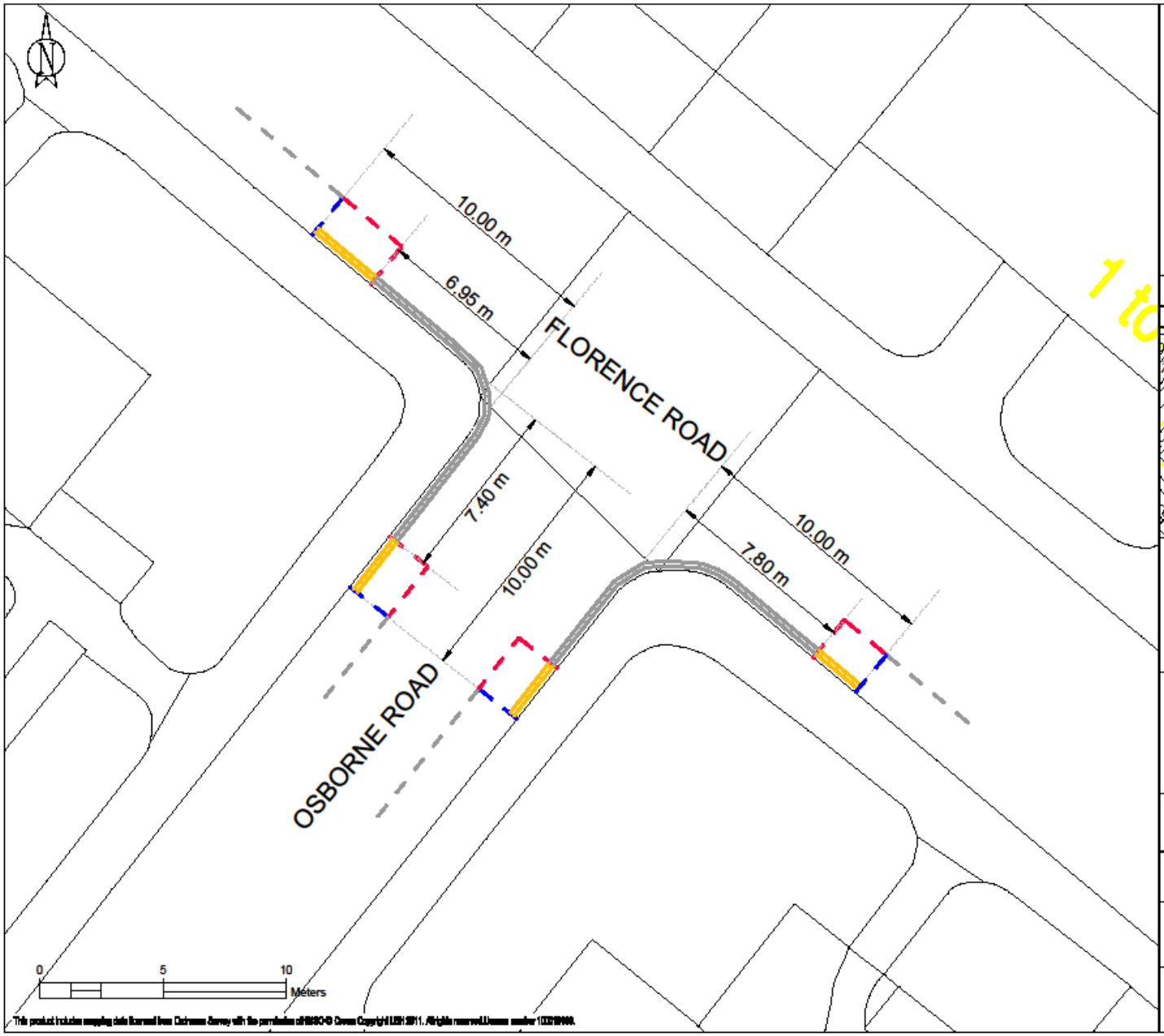
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	02/06/23

DRAWING NO.

13-1265-SG-TMO-26

Haringey LONDON



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 REMOVAL
- SIGN AND POST NEW LOCATION

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION
OSBORNE ROAD
STROUD GREEN WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

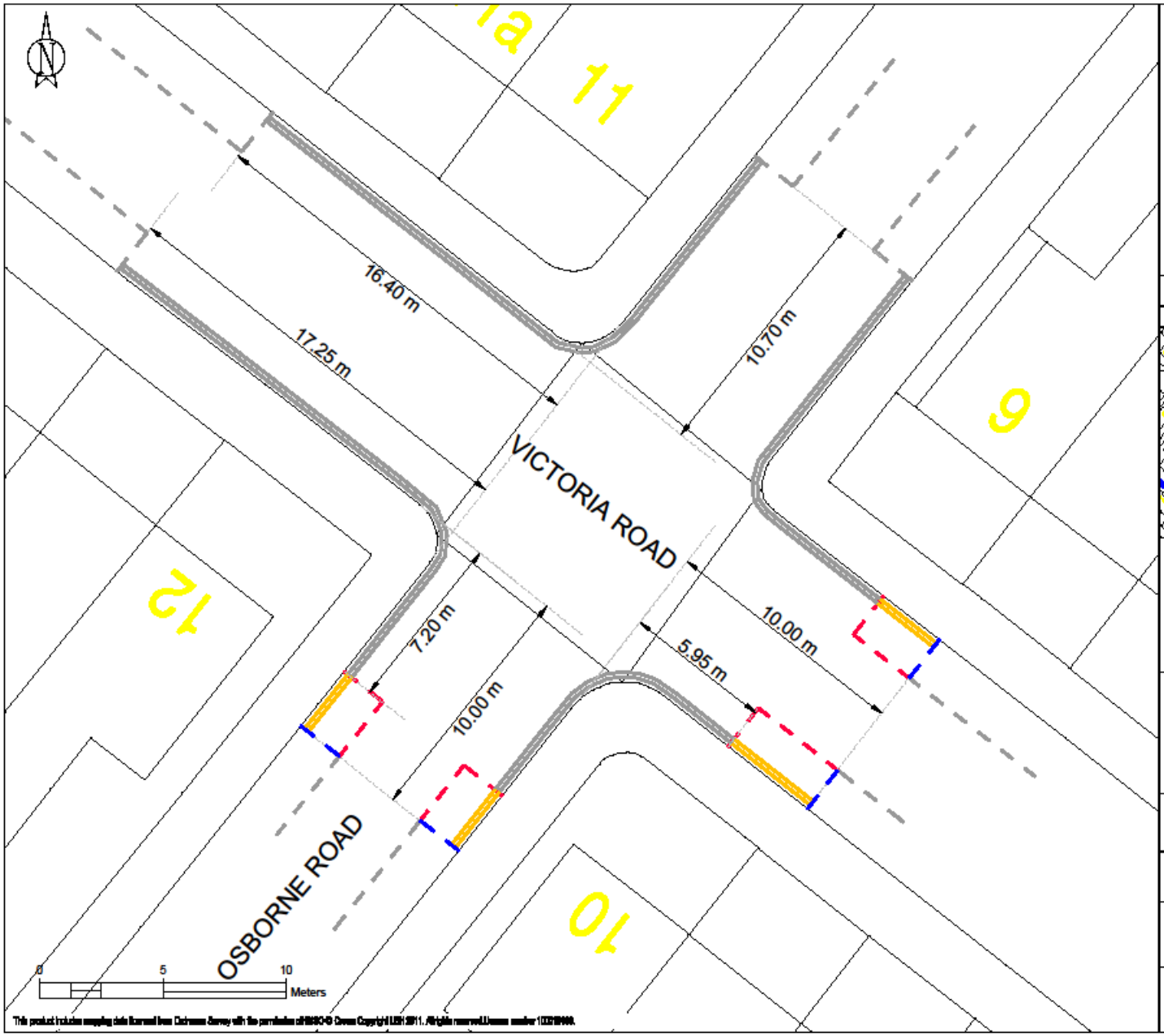
SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	02/06/23

DRAWING NO.
13-1265-SG-TMO-26

Haringey LONDON

This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved Licence number 100019988.

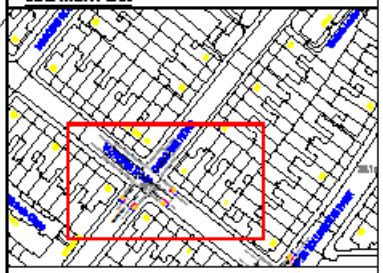


LEGEND

- 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 REMOVAL
- SIGN AND POST NEW LOCATION

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION
OSBORNE ROAD
STROUD GREEN WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES
ROAD DANGER REDUCTION PROGRAMME

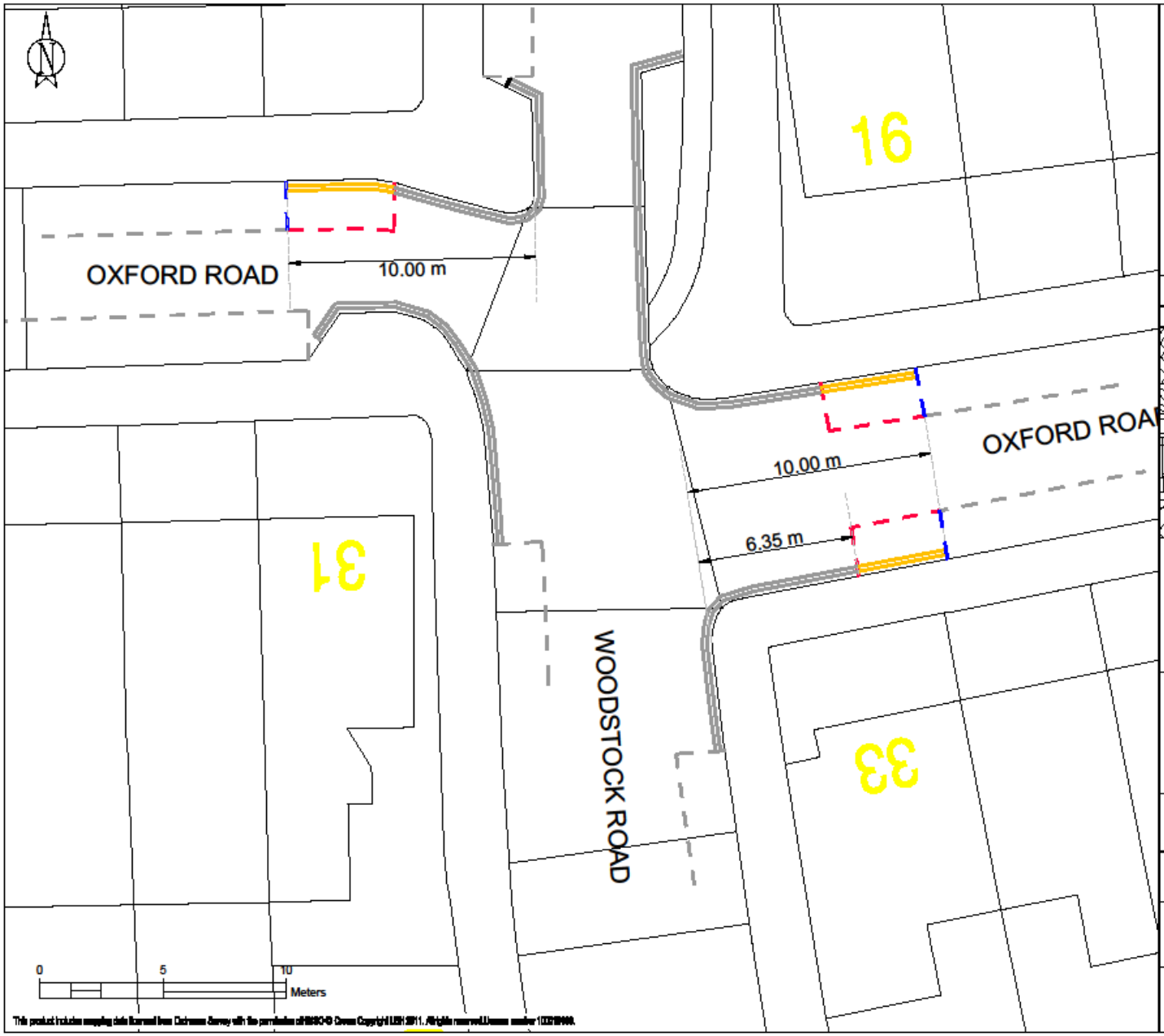
SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	02/06/23

DRAWING NO.
13-1265-SG-TMO-28

Haringey LONDON

This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved.Licence number 100019000.



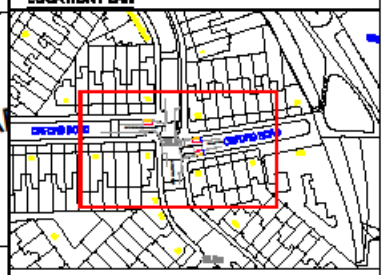
This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved Licence number 100019868.

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 REMOVAL
- SIGN AND POST NEW LOCATION

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION
OXFORD ROAD
STROUD GREEN WARD

WORKS
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

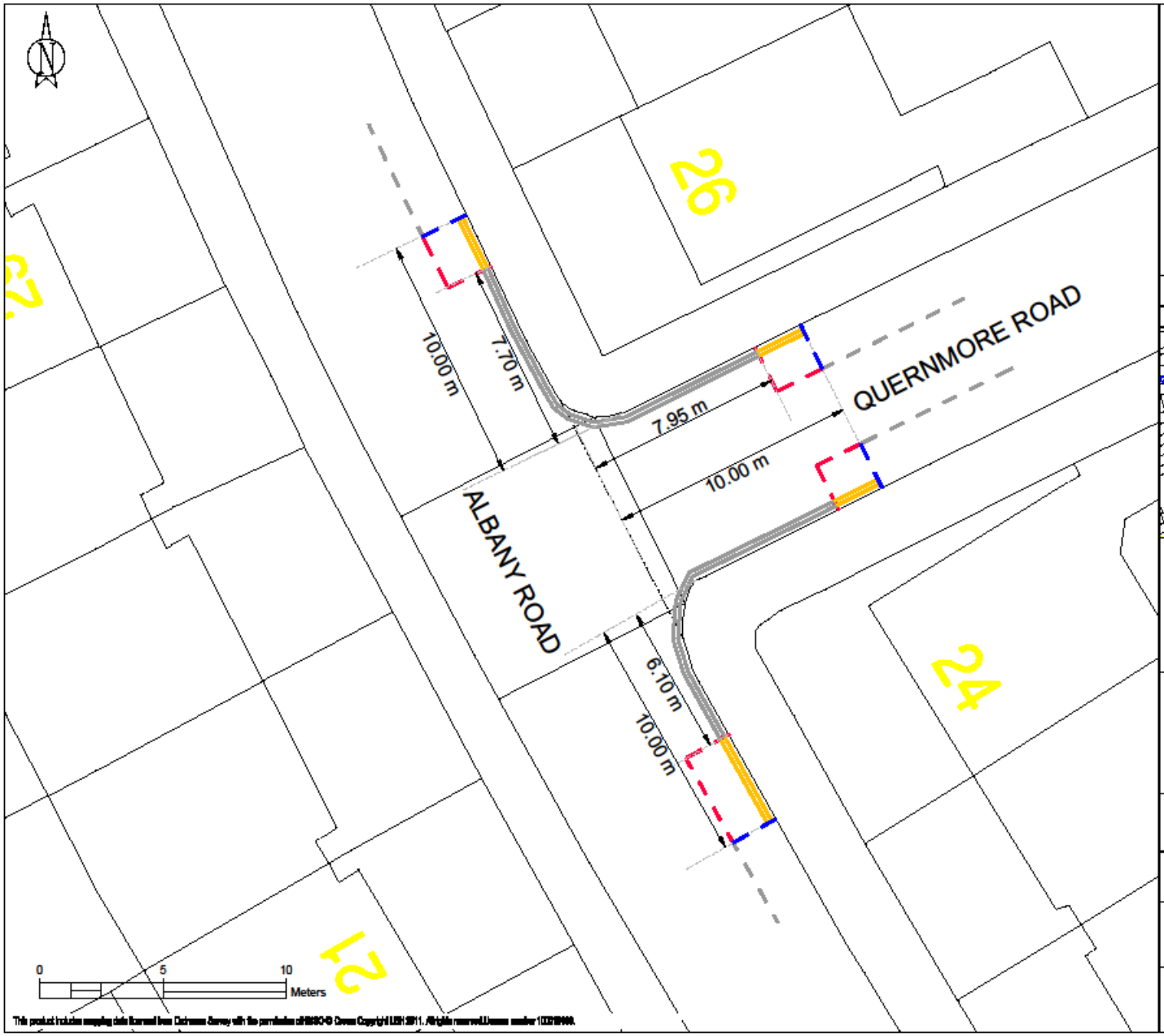
NOTES
ROAD DANGER REDUCTION PROGRAMME

SCALE
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	02/06/23

DRAWING NO.
13-1265-SG-TMO-29

Haringey LONDON



This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved Licence number 100019868.

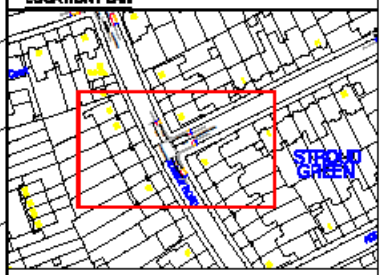
LEGEND

- 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 REMOVAL
- SIGN AND POST NEW LOCATION

GENERAL NOTE

WAITING RESTRICTIONS TO MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION

QUERNMORE ROAD - WEST
STROUD GREEN WARD

WORKS

DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES

ROAD DANGER REDUCTION PROGRAMME

SCALE

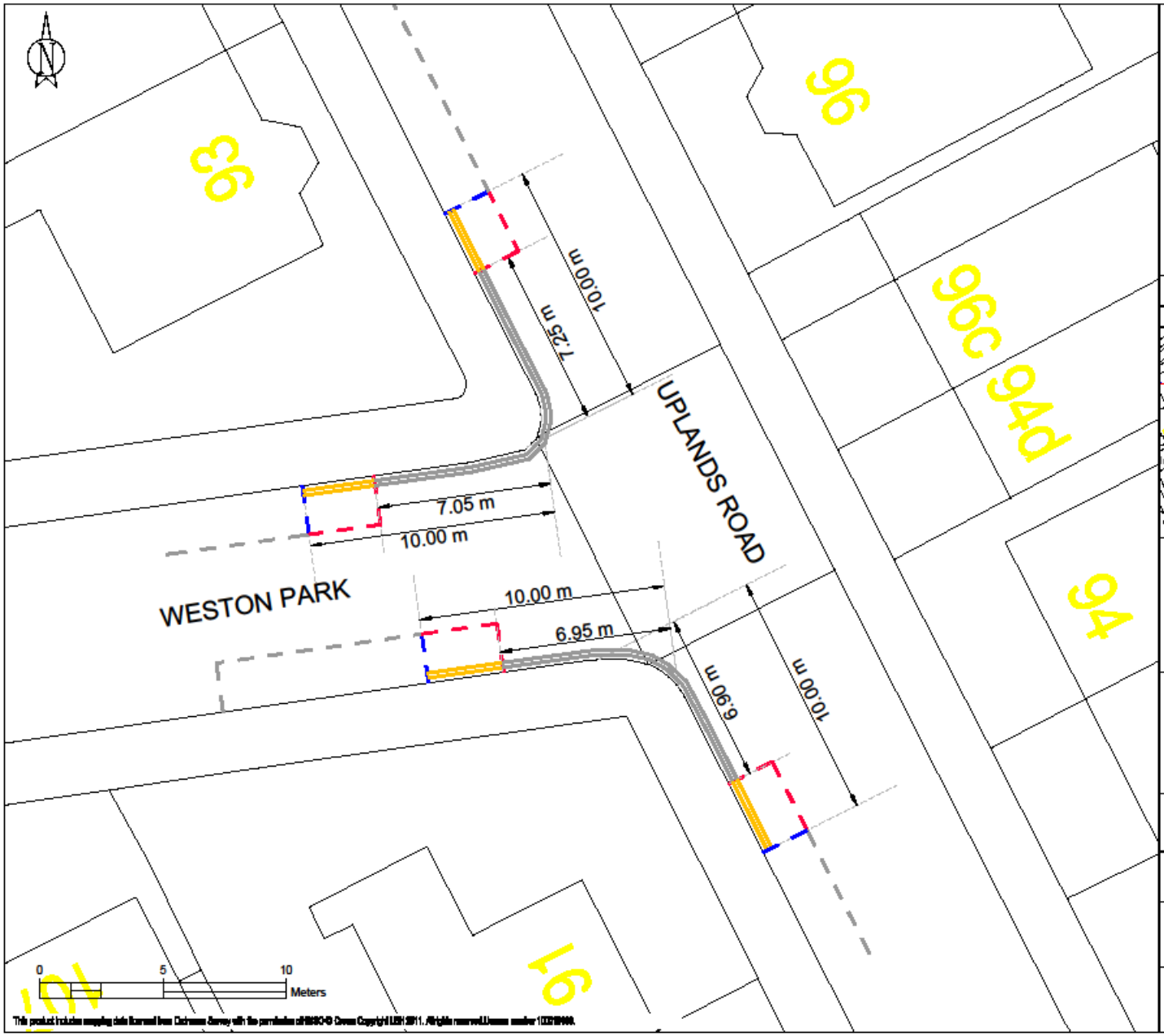
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	02/06/23

DRAWING NO.

13-1265-SG-TMO-31

Haringey LONDON



This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved Licence number 100019666.

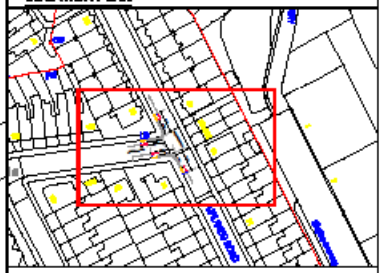
LEGEND

- 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 REMOVAL
- SIGN AND POST NEW LOCATION

GENERAL NOTE

WAITING RESTRICTIONS TO MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION

UPLANDS ROAD
STROUD GREEN WARD

WORKS

DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

NOTES

ROAD DANGER REDUCTION PROGRAMME

SCALE

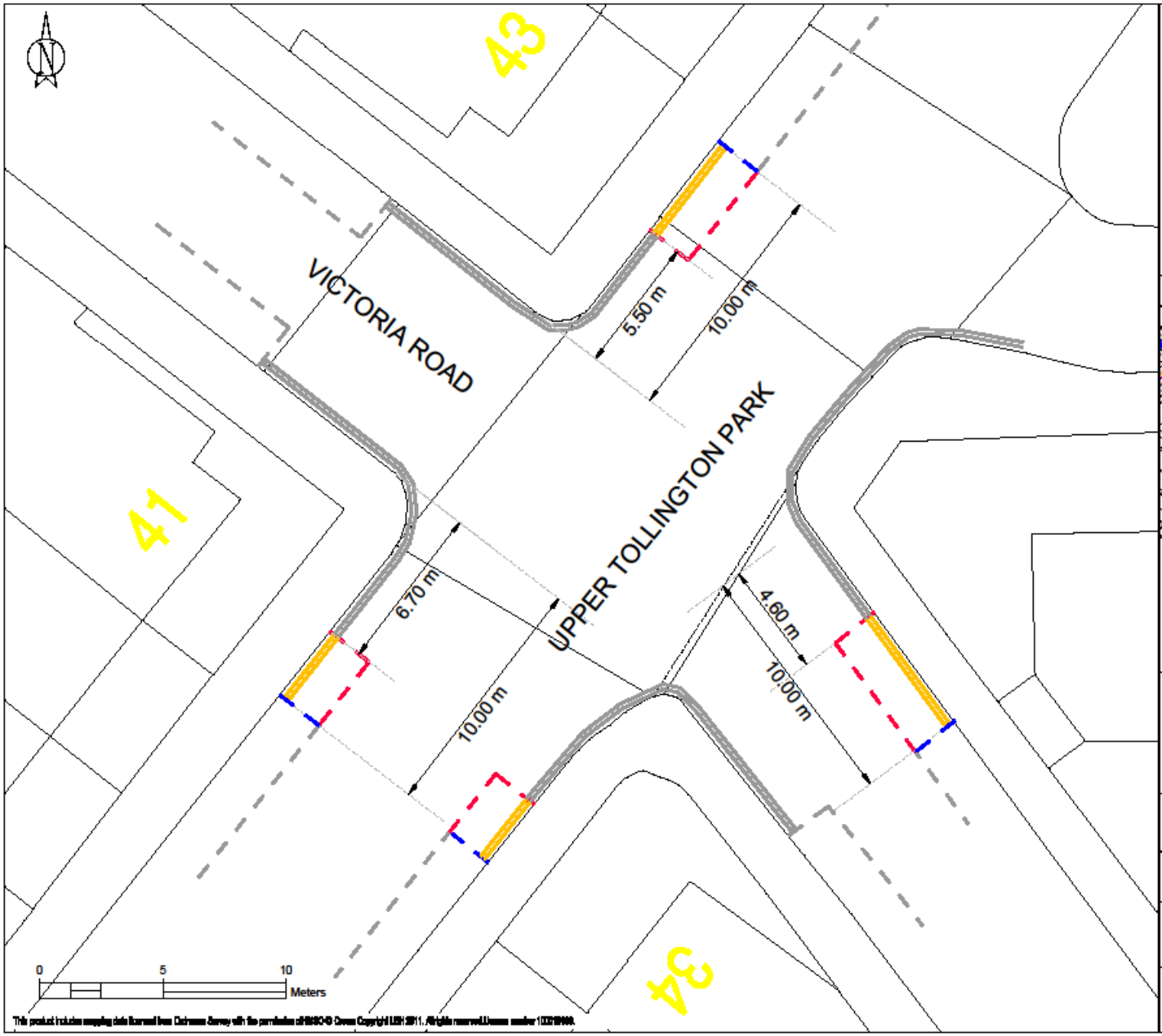
1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	02/06/23

DRAWING NO.

13-1265-SG-TMO-32

Haringey LONDON



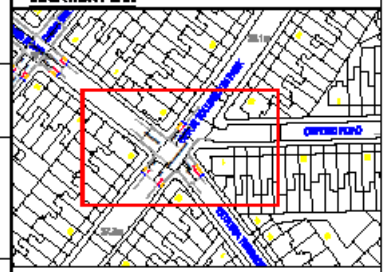
This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2011. All rights reserved Licence number 100019999

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 REMOVAL
- SIGN AND POST NEW LOCATION

GENERAL NOTE
WAITING RESTRICTIONS TO MEASURED A MINIMUM OF 10 METRES

LOCATION PLAN



SITE LOCATION
VICTORIA ROAD
STROUD GREEN 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	09/06/23

DRAWING NO.
13-1265-SG-TMO-33

Haringey LONDON

Appendix 2

Statutory Consultation Notice of Proposal, advertising the proposals stated in table 1.

2024-T32 - ROAD DANGER REDUCTION PROGRAMME – STROUD GREEN
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
Albany Road N4	1) NORTHEAST SIDE: Extend double yellow lines so that they are 10 metres from the junction with Mount View Road. 2) NORTHEAST SIDE: Extend the double yellow lines either side of its junction with Quernmore Road so that they are 10 metres in length in either direction.
Albert Road N4	3) BOTH SIDES: Extend the double yellow lines so that they are 10 metres from the junction with Florence Road.
Beatrice Road N4	4) BOTH SIDES: Extend the double yellow lines so that they are 10 metres from the junctions with Oakfield Road and Dagmar Road.
Carlisle Road N4	5) BOTH SIDES: Extend the double yellow lines so that they are 10 metres from the junction with Scarborough Road.
Connaught Road N4	6) BOTH SIDES: Extend the double yellow lines so that they are 10 metres from the junctions with Lancaster Road and Oakfield Road. 7) NORTH SIDE: Extend the double yellow lines either side of its junction with Churchill Court so that they are 5 metres in length in either direction.
Cornwall Road N4	8) BOTH SIDES: Extend the double yellow lines so that they are 10 metres from the junction with Lancaster Road. 9) NORTH SIDE: Extend the double yellow lines so that they are 10 metres from the junction with Oakfield Road.
Dagmar Road N4	10) BOTH SIDES: Extend the double yellow lines so that they are 10 metres from the junction with Oakfield Road. 11) SOUTHEAST SIDE: Extend the double yellow lines either side of its junction with Beatrice Road so that they are 10 metres in length in either direction.
Elyne Road N4	12) BOTH SIDES: Extend the double yellow lines so that they are 10 metres in length from its junctions with Stapleton Hall Road and Quernmore Road.
Florence Road N4	13) SOUTHWEST SIDE: Extend the double yellow lines either side of its junctions with Albert Road and Osborne Road so that they are 10 metres in length in either direction. 14) SOUTHWEST SIDE: Extend the double yellow lines so that they are 10 metres in length outside No. 46.
Granville Road N4	15) BOTH SIDES: Extend the double yellow lines either side of its junctions with Mount View Road so that they are 10 metres in length from the junction.
Lancaster Road N4	16) NORTHEAST SIDE: Extend the double yellow lines either side of its junctions with Connaught Road, Carlton Road and Cornwall Road so that they are 10 metres in length in either direction.
Lorne Road N4	17) BOTH SIDES: Extend the double yellow lines so that they are 10 metres from the junction with Florence Road.
Marquis Road N4	18) BOTH SIDES: Extend the double yellow lines so that they are 10 metres from the junction with Florence Road. 19) NORTHWEST SIDE: Replace single yellow line with double yellow line so that they are 8 metres in length from its junction with Stroud Green Road. 20) WEST SIDE: Replace single yellow lines with double yellow lines and extend them so that they are 10 metres in length in either direction from the centre of the junction with Wiltshire Court in either direction.

	21) EAST SIDE: Replace single yellow lines with double yellow lines and extend them so that they are 5 metres in length in either direction from the junction with Nichols Close in either direction.
Mayfield Road N8	22) BOTH SIDES: Extend the double yellow lines so that they are 10 metres from the junctions with Weston Park and Ridge Road.
Mount View Road N4	23) NORTH SIDE: Extend double yellow lines so that they are 8.3 metres in length opposite No. 46. 24) SOUTH SIDE: Extend the double yellow lines either side of its junctions with Granville Road and Albany Road so that they are 10 metres in length in either direction in either direction.
Nelson Road N8	25) BOTH SIDES: Extend the double yellow lines so that they are 10 metres from both junctions with Weston Park (except outside No.112 which will be extended by 12 metres and the existing disabled bay will be relocated northward to outside No.114/116). 26) BOTH SIDES: Extend the double yellow lines so that they are 10 metres from the junction with Ridge Road.
Oakfield Road N4	27) SOUTHWEST SIDE: Extend the double yellow lines either side of its junctions with Connaught Road and Cornwall Road so that they are 10 metres in length in either direction (resident permit holders bay outside No.33 will be revoked and adjacent single yellow line will be extended accordingly). 28) BOTH SIDES: Extend the double yellow lines so that they are 10 metres from the southern junction with Quernmore Road. 29) SOUTHWEST SIDE: Extend the double yellow lines to 10 metres outside No.65. 30) NORTHEAST SIDE: Extend the double yellow lines either side of its junctions with Beatrice Road and Dagmar Road so that they are 10 metres in length in either direction.
Osborne Road N4	31) BOTH SIDES: Extend the double yellow lines so that they are 10 metres from the junction with Florence Road and Victoria Road (southern junction) 32) NORTHWEST SIDE: Extend double yellow lines either side of its junction with Nichols Close so that they are 5 metres in length in either direction.
Oxford Road N4	33) BOTH SIDES: Extend the double yellow lines so that they are 10 metres from the eastern junction with Woodstock Road. 34) NORTH SIDE: Extend double yellow lines so that they are 10 metres in length opposite No. 14.
Quernmore Road N4	35) BOTH SIDES: Extend the double yellow lines so that they are 10 metres from both junctions with Oakfield Road relocate the Disabled Bay adjacent to No.65 Oakfield Road south-west by 2.7 metres). 36) BOTH SIDES: Extend the double yellow lines so that they are 10 metres from the western junction with Stapleton Hall Road. 37) SOUTHEAST SIDE: Extend the double yellow lines either side of its junction with Elyne Road so that they are 10 metres in length in either direction.
Ridge Road N8	38) NORTH SIDE: Extend the double yellow lines either side of its junction with Mayfield Road so that they are 10 metres in length in either direction. 39) NORTH SIDE: Extend double yellow lines so that they are 10 metres in length outside No. 7. 40) NORTHWEST SIDE: Replace the resident permit holders bay with double yellow lines outside No.9/11.
Scarborough Road N4	41) NORTHEAST SIDE: Extend the double yellow lines either side of its junction with Carlisle Road so that they are 10 metres in length in either direction.
Stapleton Hall Road N4	42) EAST SIDE: Extend the double yellow lines either side of its junction with Florence Road so that they are 10 metres in length in either direction. 43) WEST SIDE: Extend the double yellow lines either side of its junctions with Elyne Road and Quernmore Road so that they are 10 metres in length in either direction.
Stroud Green Road N4	44) NORTHEAST SIDE: Replace single yellow line with double yellow line so that they are 10 metres in length from its western junction with Marquis Road.
Uplands Road N8	45) WEST SIDE: Extend the double yellow lines either side of its junctions with Weston Park so that they are 10 metres in length in either direction.

Upper Tollington Park N4	46) SOUTHEAST SIDE: Extend the double yellow lines to 10 metres outside No.34. 47) NORTHWEST SIDE: Extend the double yellow lines either side of its junction with Victoria Road so that they are 10 metres in length in either direction.
Victoria Road N4	48) BOTH SIDES: Extend the double yellow lines so that they are 10 metres from the eastern junction with Osborne Road.
Victoria Terrace N4	49) NORTHEAST SIDE: Extend the double yellow line so that they are 10 metres in length from the junction with Upper Tollington Park.
Weston Park N8	50) BOTH SIDES: Extend the double yellow lines so that they are 10 metres from the western junction with Nelson Road. 51) SOUTHEAST SIDE: Extend the double yellow lines either side of its junction with Mayfield Road so that they are 10 metres in length in either direction (disabled bay opposite No.132 will be relocated east by 2.5 metres, adjacent shared use pay by phone/permit holders parking bay will be replaced with double yellow lines). 52) BOTH SIDES: Extend the double yellow lines so that they are 10 metres from the junction with Uplands Road.
Woodstock Road N4	53) NORTHWEST SIDE: Replace single yellow line with double yellow line restrictions opposite No.1. 54) NORTHWEST SIDE: Replace single yellow line with double yellow line and extend to a length of 5 metres outside No. 2.

To make the following map-based changes to ensure the Council's internal map based records match the restrictions on the ground (no changes will be made to the restrictions on site):

1) On Cornwall Road N4 – formalise the bicycle hangar adjacent to the flank wall of No.19 Oakfield Road.
2) On Dagmar Road N4:
   a. extend the resident bay outside No. 21 by 22.2 metres north-eastward;
   b. introduce a resident bay opposite Nos. 25 to 29; and
   c. introduce double yellow line waiting restrictions at the north-eastern extremity.

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 **2024-T32**, by 4th December 2024.

Dated: 13th November 2024

Ann Cunningham
Head of Highways & Parking

Appendix 3

Statutory Consultation notification email sent to statutory bodies stated in section 6

From: Rio Lovett
Sent: 06 November 2024 15:10
To: RSEUNorthEast@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; communications@londonambulance.nhs.uk; mannrs.london@arriva.co.uk; trafficorderslondon@fta.co.uk; adamc@mailbox.org; headoffice@rha.uk.net; H3GroupMgmtTeam@lond-amb.nhs.uk; intelligence@os.uk; Keith Wilson <keith.wilson@london-fire.gov.uk>; MEHMET.ASIR@london-fire.gov.uk; darren.orourke@nhs.net; DAVID.MACDONALD@london-fire.gov.uk; TMO <TMO@haringey.gov.uk>; Andrew Bourke <Andrew.Bourke@haringey.gov.uk>; Ahnaf Karim <Ahnaf.Karim@haringey.gov.uk>
Subject: 2024-T32 - Road Danger Reduction Programme Batch 3 - Stroud Green

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 13th November 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 is also 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 4th December 2024.

Thank you in anticipation of your assistance in this matter.

Yours Faithfully

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

www.haringey.gov.uk
twitter @haringeycouncil
facebook.com/haringeycouncil

Appendix 4

Statutory Full objections/comments received to the statutory consultation with officer comments.

Original Feedback Date	Street/location	Order Support	Feedback Text
12/05/2024 00:05:01 +00:00	Weston Park	WhollyObject	The parking in this area is already extremely limited due to numerous factors such as the location of Weston Park School and Hornsey Vale Community Centre, particularly on evenings and weekends in respect of the latter when it becomes increasingly difficult to park. Extending the double yellow lines as proposed would further exacerbate this issue and make it near impossible for the residents of Weston Park to park in close proximity to their homes. The knock on effect of this will lead to those cars being parked on the

			surrounding roads which again, are already at capacity most of the time. This will force people to park even further from their homes which raises issues around safety late at night and would cause huge inconvenience for parents with young families children especially. For these reasons, I wholly object to the proposals.
12/04/2024 23:23:26 +00:00	Mayfield Road	WhollyObject	I am Chair of Hornsey Vale Community Association. The Community Centre is used by a wide range of people - from children to adults and many, many senior citizens and also vulnerable people with health issues. A number of these people come from other parts of the borough and need to drive to attend events or classes. There already is a dearth of parking spaces around the Centre and the new proposal of extending the double yellow lines will eliminate several existing parking spaces, adding to the pressure and the inconvenience for our users, especially affecting the more vulnerable ones. Further, at weekends we depend on party hirers for much-needed income to help us survive in an uncertain economic climate. Many of these party goers and class attendees do not come from the immediate vicinity and drive to the venue. The removal of any parking spaces in the road will mean that Centre users and our neighbours will often clash over parking. We risk losing the goodwill that we have carefully built up with local residents over the years. Crouch End and Hornsey are full of narrow Victorian streets. I would like to know who decided on the placement of these new proposals and how they came to the conclusion that they were required on these specific roads (as opposed to others). The proposals cite road safety as a concern but I am not aware of any serious road safety incidents in this area. Yes, sometimes I observe cars having to manouevre around each other at the junctions but as, I stated earlier, these are narrow Victorian streets - the same as countless others in the borough - and the main issue is not lack of visibility but poor driving skills and habits (so many drivers cut corners without looking down their exits before turning; they also tend to speed). Extending the double lines is not

			going to stop this happening but will cause untold misery for many residents (including sheltered housing residents and visitors of Abyssinia Court) and vulnerable Centre users. We already have an unnecessary CPZ in the area (with punitive charges) which causes many of our elderly users, whose events and classes occur during the day, an issue. On another note, we Haringey residents have been invited to take part in many consultations over the years but the conclusions drawn often seem to go against the majority of residents' wishes; yet the reports say things like 'many people asked for this measure to be taken'.. I would like full transparency and to be able to view ALL comments and feedback on this consultation before a decision is made.
12/04/2024 16:02:45 +00:00	Ridge Road	WhollyObject	I object for the following reasons: Many houses in the area have more than one home increasing the need for parking. There are many elderly residents in the area who need a parking places close to their home for accessibility. The area is already a 20mph zone where traffic moves v slowly. Visibility on the corners is already adequate - the double yellow lines on the corners were extended a few years back to improve access and visibility - extending them even further seems unnecessary. Given the current cost of parking permits for residents, removing them and making it more inconvenient to park is unfair to the residents who require parking spaces.

12/04/2024 15:52:32 +00:00	Ridge Road	WhollyObject	Extending double lines to 10m outside no. 7 and replacing the permit holders bay with double yellow lines outside no.s 9/11 Ridge Road will create parking chaos for residents of the properties on the first two blocks of Ridge Road, where there are already considerable problems finding parking spaces. The reasons for this are:1. these properties are large and most often split into several flats, increasing the average number of residents - and therefore cars - per property; 2. this part of Ridge Road is on the boundary of the Stroud Green CPZ (which it is in) and the Crouch End B CPZ, each with differing time restrictions, so a 'dance' is often performed with people without permits moving their cars between zones, leading to extra load; 3. parking pressure on this part of the road also comes from a few commuters who park on the road and take the W3 to Northumberland Park. Many of the residents on this part of the road are quite elderly or have health issues and depend on their cars to get to the shops or health appointments, not easily accessible by public transport for the less able. Removing these parking spaces will mean having to park a distance away and likely downhill. This really is not fair: the CPZ was introduced on the road despite heavy opposition to it - Ridge Road is a good distance from any of the popular amenities such as shopping centres, train stations, libraries, etc so there is no reason for it to be in a CPZ The cost of being in that unwanted CPZ has sky-rocketed over the years and despite all this Haringey is now trying to make it a lottery even finding a parking space - the double yellow line extension comes over and above the removal of spaces with the introduction of speed bumps, cycle hangars and EV charging points. The game plan is transparent. The reasoning stated by LBH for this proposal is road safety. I have lived here for 27 years and am not aware of any pedestrians or cyclists being injured or killed at the junctions in question. There has been a couple of incidents where residents' cars or property were crashed into recently but these were due to criminals driving stolen cars recklessly and speeding, one of them involved in a

			police chase. To eliminate this type of incident a more effective method would be to introduce cameras or more speed bumps.
12/03/2024 21:52:52 +00:00	Nelson road	WhollyObject	I am the joint owner of 114 Nelson road with my husband and I write regarding the notice I have read advising that a disabled parking bay is proposed outside our house and is being moved from outside 112 Nelson road which is actually not on Nelson road at all but on Weston park around the corner. So this means you are suggesting that you move it to outside our home. My husband and I object to the disabled bay being placed in the current proposed location as it is outside our property. The person who will use the bay resides at 112 Nelson road which in fact has the entrance to the property on Weston park. This means that the bay should be on Weston park as it is closer to the front door and entrance to 112 Nelson road than outside our property which is around the corner. I do not understand why you feel the need to move the disabled spot when it is not the last space on Weston park and should not impact on the plans for the road markings. Even it it did affect them you should move the space further on Weston park closer to the disabled person where there are commercial properties and not on a road that has limited parking. There are no other disabled bays on side of the road of the Weston park that is close to 112 Nelson road and the bay should surely be on that road. The house itself may be on Nelson road but it cannot be seen from Nelson road at all as it is obscured by a large hedge and entrance is on Weston park and it is unknown to me why a property on Weston park as is 112 provided with a Nelson road address.

			I would suggest you come to view the property when considering our representations as you can see that the bay can be kept on Weston park and is closer to the entrance to 112 Nelson road. It is unacceptable to us that a disabled bay should be placed outside our house when we are not disabled ourselves. We were hoping to either sell our property or rent it and the bay would be off putting and no doubt undervalue our home for no good reason. We completely accept that a disabled person should be entitled to a parking space but it should be outside their own property or as close to their property as possible which is not where it is being proposed. There are also a number of disabled bays on our stretch of the road which is excessive and reduces the spaces for others to use. There are none on the stretch of Weston park outside 112 Nelson road. It is more reasonable to place the disabled space close to the entrance of 112. I would add that there already is a disabled spot outside 118 which this person could use and if you do not agree then that spot should be removed as the person who was entitled to it has passed away and their son is proposing to sell the house and he is certainly not disabled and it's likely a family will purchase the house. If you move the disabled spot outside our property this means that there will be no spaces we can use outside our home and they will take up at least 3 parking spots outside our house. I am hoping that you will take these representations into account and I await your response.
12/03/2024 21:09:34 +00:00	Uplands Road	WhollyObject	I live on Uplands Road which does not have a lot of road traffic. The parking for residents on this road is already tight and reducing space even further would not be acceptable.

12/03/2024 18:06:24 +00:00	Stapleton Hall Road	WhollyObject	For nearly 60 years I have lived right near the corner of Quernmore and Stapleton Hall Roads, one of the junctions where extended double yellow lines with partial removal of parking bays is proposed. For many years prior to the CPZ people would park right up to and across the corners which was a great inconvenience to both pedestrians and vehicles but never seemed particularly dangerous. I therefore think that the existing yellow lines should remain as they are. They have been this way now for many years without problems. The statement of reasons is very vague; it does not provide any evidence or details of incidents which may have been preventable with implementation of these proposals. I do not recall any such incident. Risk (if any) remaining since their introduction is surely now negligible due to the further introduction of a 20 mph speed limit. Parking near my house has become increasingly difficult as most of the spaces outside the parade of shops have now been removed while development of more housing units has been permitted despite the lack of frontage. This proposal is unnecessary and will affect my property negatively. The money could also be better spent. E.g. Perhaps there could be some enforcement of the existing double yellow lines where buses continually park and wait often blocking the footway completely.
12/03/2024 17:23:38 +00:00	Ridge Road	PartlyObject	Three reasons why I object to the removal of 2 parking bays at the corner of Ridge Road N89LE and Nelson Road - your locations V and S - and to the extension of the "no waiting at any time" zone over these residents bays (J): 1) The work has already been done. I have lived in the corner property for 20+ years. About 10 years ago the double yellow lines were made longer around that corner in order to make it easy for dustcarts etc to turn the corner. Further extension of these lines is not necessary and would be a misuse of council tax payer's money in my opinion. 2) In fact, safety may be negatively affected by your proposed measure because the longer no-waiting zone may encourage some careless drivers to "cut" the corner sooner and cause an accident

			with oncoming traffic. 3) The bay "V", directly on front of our house, should stay because I use it when my 88 year old mother-in-law visits. She has impaired mobility issues.
12/03/2024 08:08:04 +00:00	Weston park	WhollyObject	Living in Weston park it can at times be incredibly difficult to find a parking space. Losing 10 meters in 4 sections of the road at my address would make parking my car outside/ near my property a nightmare. I cannot see how this proposal helps what it is describing. There have been no recorder accidents in this section of the road so I am bemused why this is being proposed??? Feels like an motive for something else...
12/02/2024 22:50:02 +00:00	Victoria Rd	WhollySupport	I strongly support the increasing of yellow lines around junctions in Stroud Green. It is currently unsafe for pedestrians especially children. My children at St Aidans School would have benefitted hugely if this had been done earlier.
12/02/2024 14:46:10 +00:00	Mayfield Road	WhollyObject	I am responding to the proposal to increase the yellow lines on the approach to the junction with Ridge Road and Mayfield Rd This is not necessary. There have not been any accidents at this junction If the current yellow lines which are sufficient, were properly enforced there would be no need to change or increase the yellow lines. If these are increased it will cause problems with parking across the whole street and actually could make things worse, and in extremis people will still park on the yellow lines,thus creting more of a problem. Please listen to the people who live here. Please do not do this. Thank you
12/02/2024 10:18:36 +00:00	Oakwood Crescent	WhollySupport	As a pedestrian it can be dangerous crossing side roads when there are parked cars and I can't see if there a car turning.
12/02/2024 05:23:23 +00:00	Ella Road	WhollySupport	Wholly support these proposals which make 100% sense, the sooner they are implemented the better!
12/01/2024 20:22:09 +00:00	Beatrice Road	WhollySupport	This will make the roads in the area much safer to use as a pedestrian and cyclist. Fully support.

12/01/2024 18:19:44 +00:00	Mount Pleasant Villas	WhollyObject	Where is the evidence that the area has had road deaths that deem the proposal? I lived in the area for over 20 years and have not heard of road deaths in the area.. should not taxpayers money be used better and more efficiently for things they count? The deaths that I heard about is from stabbing and violence in the streets so open youth clubs again and get community police patrols I. Place - that would prevent deaths! Not changes in something that doesn't harm like parking ! Seriously Haringey council? Gives us the evidence !
12/01/2024 15:59:34 +00:00	Weston Park	WhollyObject	These proposed double yellow lines are not needed and will cause a shortage of parking for residents who have already paid for permits based on a larger area of availability .
12/01/2024 11:46:39 +00:00	Uplands Road	PartlyObject	I've looked through the consultation documents and cannot see any evidence of road traffic deaths in the areas where the proposals are planned. I live on Uplands Road which does not have a lot of road traffic. The only change I would consider is the yellow lines on the bottom end of Uplands Road, on the corner of Weston Park (odd-numbered houses) being changed to no more than 7 metres total, to allow a little more space for the W5 bus. Other than that the parking for residents on this road is already tight and reducing space even further would not be acceptable.

12/01/2024 10:16:19 +00:00	Ridge Road	WhollyObject	In my view the changes proposed are unnecessary as I do not believe the current road markings make these junctions dangerous. and I await the response to my FOI request for accident/injury data etc. Does the council have data on injuries? Have there been complaints about poor visibility? Without such baseline data the council will have no way to measure their 'improvements' to justify their expenditure on the proposed measures The junctions in question already meet Rule 250 of the Highway code by virtue that vehicles must park in recognised parking places adjacent to junctions which limits how close to the junction they must be. I believe the proposal could make these junctions more dangerous by providing more space for Amazon, DPD, DHL, Waitrose, Sainsburys etc. etc. to park while they make deliveries and so make it more likely not less that visibility at the junctions will be obstructed by wide, high-sided commercial delivery vehicles. Improving visibility will only reduce injuries if all road users (including cyclists) obey the Highway code when approaching junctions as per Rule 170: "Take extra care at junctions. You should watch out for cyclists, motorcyclists and pedestrians including powered wheelchairs/mobility scooter users as they are not always easy to see. Be aware that they may not have seen or heard you if you are approaching from behind. et seq." Residents already pay through the nose to park near their properties and you think it is a good idea to reduce the number of spaces available to them! It is difficult to avoid the conclusion that the council just has it in for private car owners and that this is just another example of it's anti-car mindset and in reality has little to do with improving safety or accessibility. If the council has money to burn in it's highways budget thanks to it's seeming

			constant fleecing of car owners, I would suggest that to improve safety and accessibility for wheelchair users and those pushing prams, it would be a better use of council funds: 1. To fix pavements so that wheelchair users and the people who push them and those pushing prams can do so on level surfaces 2. To prohibit households from keeping wheelie bins on the pavement 3. To make households cut back overhanging hedges to the property boundary so they do not obstruct pavements
11/22/2024 11:07:12 +00:00	Scarborough Road	WhollyObject	I wholly object to proposals J and M (extending the double yellow lines at Carlisle Road and Scarborough Road so they are each 10 metres in length). I understand the desire to extend the double yellows, on safety grounds. However, 10 metres is excessive. Where is the evidence that 10 metres makes things any safer than having the double yellows half of that length, i.e. 5 metres? 5 metres is more than the length of a car or a van, which leaves plenty of room for manoeuvring. Not that there is much traffic down Scarborough Road and Carlisle Road anyway, being cul de sacs. These proposals, as they stand, would remove four residents' parking spaces, for no good reason. Please reconsider your excessive and unwarranted proposal and make the double yellows a more sensible length i.e. 5 metres in each direction.

11/22/2024 09:50:38 +00:00	Lancaster Road	PartlyObject	Extending the no-parking restrictions on Lancaster Road will result in even fewer parking spaces. We've already had reduced parking as the many disabled bays are extended. This will reduce parking even further. If you want to reduce accidents on Lancaster Road (and there have been two serious ones in the last couple of months) then perhaps stop people racing down the road and stop massive lorries using it. Reducing residents parking by having 10m no parking either side of the junction will not reduce accidents. Stopping people speeding will. I realise that the Mayor's absurd objective of eliminating traffic deaths in London can only be achieved by eliminating traffic (by 2041, it's worth noting, he'll be long retired), so I can only suppose that further reducing an amenity that residents pay handsomly for is part of elminating car ownership altogther. Please do not implement this unwanted pointless change. Do something useful about speed on Lancaster Road instead.
11/20/2024 08:11:12 +00:00	Ridge Road	PartlyObject	I wish to object to 2024-T32-Stroud Green - RDRP. Double yellow lines in Stroud Green have already been extended in a number of places. Sufficient visibility is offered to road users and pedestrians. Further extension of these double yellow lines is not necessary. It will incur completely unnecessary expense for Haringey at a time when budgets are already restricted. A better use of Haringey funding would be increased enforcement of illegal parking and abuse of permits and blue badges. For a much smaller outlay this would result in better outcomes for Haringey residents.

11/17/2024 20:24:38 +00:00	Osborne Road	PartlySupport	Please consider going much further to reduce vehicle usage such as ending the rat running along Woodstock Road and Florence Road, Victoria Road, Lancaster Road and Oakfield road. This could be undertaken with a LTN being implimented, with ANPR cameras. There is also speeding of above 20MPH on residential roads throughout the borough. Please consider more camera enforcement, with the revenue raised put into further road safety improvements. On Oakfield Road there is a need to continue to allow buses, but to speed up journey times please try and stop through traffic to private vehicles.
11/14/2024 19:35:56 +00:00	STAPLETON HALL ROAD	PartlyObject	Extending the yellow lines at major junctions is a great idea, especially at the Oakfield Road/Quernmore Road mini-roundabout where sightlines are often blocked by parked vehicles close to the junction - mostly delivery vans. But for effective enforcement, ANPR cameras would also be needed as the vans seldom stay long (and never get PCN's even when they park on existing double lines). But extended double-yellow lines are not necessary at minor junctions such as Ridge Rd/Mayfield Rd, Quernmore Rd/Albany Rd, Quernmore Rd/Stapleton Hall Road, and may encourage pedestrians to cross the road more randomly and unpredictably instead of close to the junction where they can check for traffic about to turn. And if you really intend to fulfil the mayor's Vision Zero for London, (ie: 'to eradicate deaths and serious injuries from our roads') , the greater problem in this neighbourhood is traffic (especially W5 buses at night) speeding down Stapleton Hall Road from the junction with Mountview Rd. A speed camera on that stretch would be a lot more effective than extending double-yellow lines, and would enhance Haringey revenue. (-:

11/14/2024 15:32:25 +00:00	Oakfield Road	WhollyObject	I live on the corner of oakfield and quernmore. I have a young child and we are often out and about in the buggy. Crossing the road here has no issues - its VERY easy to see in both directions and cross safely. The fact the parking is allowed to where it is means there is natural narrowing of the road so drivers slow down anyway at the junction. As a parent i am way, way more concerned as to why Haringey is choosing to spend this much money on calming already calm roads but you are supporting shutting the vital resources of the libraries, which offer learning, community, sanctuary to children and adults alike. I think the priortisation of funds for this matter is ridiculous and i wholeheartedly disagree with this. Have you actually asked anyone in these areas if they feel the need for these changes? As someone in one of these areas - i dont want it. Please divert some of the £3.5m you intend to spend, on pointless tinkering with already calm roads, towards keeping the libraries open for the next two years.
11/13/2024 09:10:41 +00:00	Ridge Road	WhollyObject	There is limited parking availability as is and you have provided no justification as to why these extensions, which will further restrict parking availability, are required.
Thursday, November 7, 2024 11:09:47 AM	Cornwall Road	Comments	I am writing to *thank you* for acting upon our request for road safety measures in our ward. I welcome the measure to extend double yellow lines at all junctions as this will improve sight lines for all. However, I would ask that (budget permitting) some continuous pavements are also put in at the same time. Recent evidence suggests that greater visibility can also enable motorists to approach junctions faster. A fuller intervention, that puts pedestrian prioritisation at the top of the hierarchy, would be the installation (at the same time) of continuous pavements at the busiest junctions, ideally: - Stapleton Hall Road ALL side roads - as

			this road features St Aidan's school and a lot of footfall from all ages walking especially on the bus route where traffic turning into side roads is fast. - Across the East end of the four roads: Oakfied, Lancaster, Florence and Victoria - busy commuting routes - At the junction of Stroud Green and Woodstock Road - busy with footfall from the tube Is there a budget to also put in some continuous pavements now or in the near fu
Thursday, November 7, 2024 10:00:34 AM	Mount View rd	WhollyObject	I am objecting to the proposed removal of parking at 33 junctions. 1. taking out 10 meters on each intersection of parking is not necessary to see pedestrians. This is way too much space for yet more restrictions and with even 3 meters you could see pedestrians easier. You are making it 10 metres and this is now impacting my safety - see point 3. 2. I pay for parking on my street so where are you creating new parking on my street for the parking spaces you've already removed for covered bike stands and now for the removal of 5 or 6 spaces on my short street? 3. Safety. I am a woman who relies on safety of the walk back to my flat in the dark and so I pay to be parking outside my flat not blocks away. 4. Removing what I pay for means you need to reduce the fees for parking - we pay and you don't offer the service we are paying for? What reduction will be offered? 5. I have lived in Crouch End for 35 years and there has been ZERO IMPROVEMENTS in parking and the management of traffic just a lot of money paid to the council - in other boroughs they pay and get to park in the whole of the borough. Not one tiny street.

Monday, November 11, 2024 11:27:05 AM	Ridge Road	WhollyObject	This is a formal objection to the Double Yellow Lines been extended by another ten metres from the junction of Mayfield Road to outside 43 & 45 Ridge Road, N8 9LJ For what reason for these unwanted double yellow lines? There is no safety issues here as I have lived at 45 Ridge Road for 25 years with NO issues whatsoever. It seems that me and other residents just see this as another attack on parking in the area that we pay through the nose for in the first place. I will refuse accept this as we are fed up with been dictated to by this council. Enough is enough. There is NO justification for them whatsoever I formally challenge Parking Services. This is just another ploy to make parking more difficult for people. Also is this just another fake consultation from Haringey and that the you have already made your minds up anyway. I suspect this is just another famous Haringey Council vanity project as consultations are widely ignored by this borough. In a nutshell WE DON'T WANT ANYMORE PARKING RESTRICTIONS
Sunday, November 17, 2024 2:18:04 PM	Ridge Road	WhollyObject	The proposed changes essentially remove all parking bays around my house in an already hard to park area and where parking permits are expensive. May I suggest that speed bumps on Ridge road would be more suitable to prevent accidents and to prevent speeding on this road. The double yellow lines will still be parked on and the accident rate in this area is low.
Sunday, November 17, 2024 1:34:12 AM		WhollyObject	2024 T-32 Stroud green double yellow lines extensions This is unnecessary as the current road markings are sufficient. This would also reduce the number of spaces available to residents who already pay a premium for the service of having a parking space. You are a removing and reducing the service that we are paying for. The roads are safe as they are and this would not enhance safety. I have

			lived here for 20 years and witnessed no safety issues as the title of your proposal suggests 1) Please provide empirical evidence that any safety has been compromised without these extensions? 2) What has lead you to extend the lines, which would also be a waste of money and disruptive?
Thursday, November 28, 2024 10:36:08 PM		WhollyObject	1. It is difficult to see who the proper beneficiaries of this scheme might be and therefore what the point of the proposal is other than to spend money on the consultation, paint and labour which could be better spent by a borough which claims to be so short of cash that it has to cut library services. 2. I have seen no evidence and none is presented that the length of existing yellow lines is inadequate for purpose in a generally quiet residential area. 3. Contrary to the consultation's assertion that the proposals will 'keep junctions free of parked vehicles' in practice the infeasibility of enforcement means that the existing double yellow lines are used as free parking by vans operated by Amazon, Sainsbury's, Ocado, DPD and the multiplicity of unmarked white vans and saloon cars which deliver parcels and food locally. Extending the length of the lines will simply make it easier for these to find adequate space. Indeed one can't help wondering whether this consultation is in fact sponsored by major delivery firms. 4. Extending the lines will also reduce the space available to drivers who have paid to park within the CPZ. As a non car owner that of itself does not concern me but as a pedestrian it does. The consultation makes the unsubstantiated and incorrect assumption that those on foot only wish to cross roads at corners. That is incorrect. Even with current parking space availability, when all owners are at home cars are parked very close together making it difficult to pass between them - and in the case of larger cars and vans, see past them - to cross the road safely. Reducing the space available by extending yellow lines will increase the problem of itself and into hours when there is currently reasonable space. The

			proposal therefore decreases rather than increases pedestrian safety and thus discriminates against pedestrians who represent the healthiest and most environmentally acceptable transport mode as well as the disabled who will experience greater difficulty in moving around and across the streets.
Wednesday, November 27, 2024 2:42:50 PM	Ridge Road,	WhollyObject	I object to the proposal to extend the double yellow lines an extra 10 metres on the corners of Mayfield Road and Ridge Road and also Granville Road and Ridge Road. There is no justification for this. While I have lived at 38 Ridge Road there have never been any incidents which would justify the extension of these lines and their extension will certainly make parking for residents very much more difficult. Please apply a bit of common sense and do not do this.
Wednesday, November 27, 2024 2:39:06 PM	Ridge Road	WhollyObject	wish to object to the proposals to lengthen the yellow lines on Ridge Road. I'm especially concerned about the proposal for the bit of Ridge Road at the top of Mayfield Road - item no. 38. This is an area where car parking is already difficult for those of us with car park permits, and the extension of the yellow lines will only make this situation worse. So put me down as a 'no' to the proposal, please.
Monday, December 2, 2024 2:22:33 PM	Weston Park	WhollyObject	I have just seen your notice on a lamp post nearly opposite my home concering the extension of double yellow lines at the junctions of Weston Park/Mayfield Road and I would stongly like to object to this. Normal procedure of the council in the past has been to put a notice through residents letter boxes. As you are probably aware parking spaces are at a premium on Weston Park , especially at weekends when people visit residents in Abyssinia Court , or there are functions in the Community Centre in Mayfield Road.

			I have been a resident at number 138 Weston Park for over 25 years (my wife 50 years) and neither my wife nor myself can recall an accident due to lack of vision at the junctions, and I would suggest that the current double yellow lines are fulfilling the need for road safety. However what we have noticed recently the increase in the number of cars speeding down the road, and would suggest that money would be better spent on traffic calming measures.
Tuesday, December 3, 2024 10:01:16 PM	Nelson road	WhollyObject	I am the joint owner of 114 Nelson road with my husband and I write regarding the notice I have read advising that a disabled parking bay is proposed outside our house and is being moved from outside 112 Nelson road which is actually not on Nelson road at all but on Weston park around the corner. So this means you are suggesting that you move it to outside our home. My husband and I object to the disabled bay being placed in the current proposed location as it is outside our property. The person who will use the bay resides at 112 Nelson road which in fact has the entrance to the property on Weston park. This means that the bay should be on Weston park as it is closer to the front door and entrance to 112 Nelson road than outside our property which is around the corner. I do not understand why you feel the need to move the disabled spot when it is not the last space on Weston park and should not impact on the plans for the road markings. Even it it did affect the plans then you should move the space further on Weston park closer to the disabled person where there are commercial properties and not on a road that has limited parking and is around the corner from the disabled person's home. There are no other disabled bays on side of the road of the Weston park that is close to 112 Nelson road and the bay should surely be on that road. The house itself may be on Nelson road but it cannot be seen from Nelson road at all as it is obscured by a large hedge and entrance is on Weston park and it is unknown to

			me why a property on Weston park is 112 provided with a Nelson road address. I would suggest you come to view the property when considering our representations as you can see that the bay can be kept on Weston park and is closer to the entrance to 112 Nelson road. It is unacceptable to us that a disabled bay should be placed outside our house when we are not disabled ourselves. We were hoping to either sell our property or rent it and the bay would be off putting and no doubt undervalue our home for no good reason. We completely accept that a disabled person should be entitled to a parking space but it should be outside their own property or as close to their property as possible which is not where it is being proposed. There are also a number of disabled bays on our stretch of the road which is excessive and reduces the spaces for others to use. There are none on the stretch of Weston park outside 112 Nelson road. It is more reasonable to place the disabled space close to the entrance of 112. I would add that there already is a disabled spot outside 118 which this person could use and if you do not agree then that spot should be removed as the person who was entitled to it has passed away and their son is proposing to sell the house and he is certainly not disabled and it's likely a family will purchase the house. If you move the disabled spot outside our property this means that there will be no spaces we can use outside our home and they will take up at least 3 parking spots outside our house and neighbours.
	Connaught Road	WhollySupport	I just received the consultation on making junctions safer by increasing the length of double yellow lines round corners of residential roads. I think this is a brilliant idea as motorists are frequently cutting corners and turning into a road on the wrong side of it because of cars being parked almost up to the junction. As I am still recovering from two very serious cycling accidents in Stroud Green it is always very encouraging when I see safer

			measures introduced. So a big thank you to all those involved in the change.
Monday, November 4, 2024 1:07:41 PM		WhollySupport	I support safety corner measures with double yellow lines on Haringey road corners.