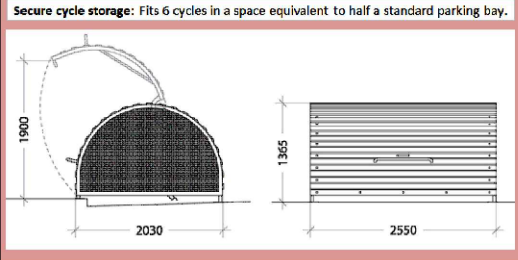
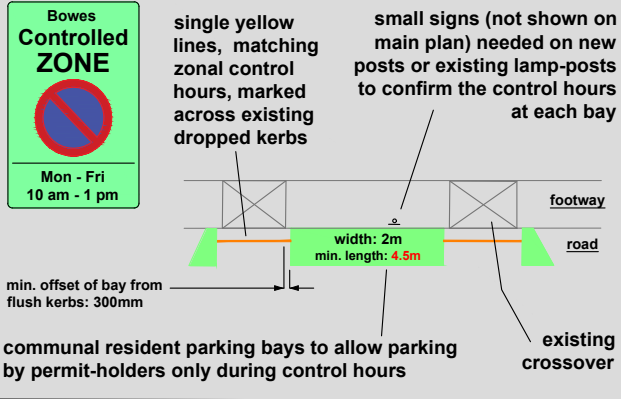
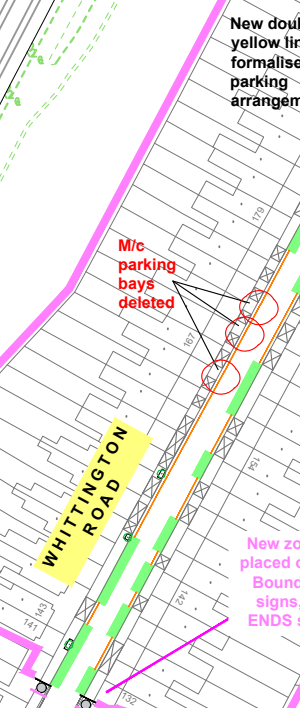


# Appendix A Bowes Controlled Parking Zone Revised Proposals - January 2019



Footway parking lines added to square off terminus. New 4.5m bays (was 4.0m) and double yellow lines will formalise existing parking arrangements whilst maximising local capacity. Marking bays at spots where parking would be obstructive is not suitable.



**Reconfigured Turning Head:**  
Three 4.5m long bays replace double yellow lines at terminus. Extended section of double yellow line on eastern kerbline retains manoeuvring space for bin lorries for the loss of one parking space.

Some residents said proposed cycle parking would remove too much space needed for cars.  
**Response:** Five of the ten hangars are relocated to helpfully located build-outs. Under the revised proposals the 3.5km of communal-use kerbside space across the zone is allocated as follows:  
**Resident Bays: 97% | Disabled Bays: 2% | Cycle, Motorcycle & Car Club Spaces: 1%**

5.75m long bay for up to 4 motorcycles with locking posts now proposed, plus additional cycle hangar, both being in response to local demand expressed at consultation stage. 3 households in this street commented on need for m/c storage, while existing cycle hangar to south has a full compliment of 6 users as of Jan 2019 with 9 people (some within this street) on the waiting list, indicating a demand for extra spaces nearby.

Placement of proposed bays assumes crossover is redundant

Proposed bike hangar to be installed within junction build out, improving access to secure cycle storage for residents without garages/gardens

Proposed bike hangar to be installed within junction build out, improving access to secure cycle storage for residents without garages/gardens

Cycle hangar deleted; this site does not afford the full 450mm clearance from the crossover, under the revised threshold

**Overall Spencer Avenue residents wished to remain outside the zone, to avoid single yellow lines being marked across driveways.**

**Response:** Government advice prescribes this treatment within CPZs, and it has been applied across all Enfield's other zones. The single yellow line prohibits parking by any driver during the control period but does not stop residents parking across their own dropped kerbs at any other time. It provides clarity to the visiting driver on where parking may occur within the zone and guards against nuisance parking being displaced from bays onto crossover locations during the control period. The ability of a householder to park across their own dropped kerbs, to the exclusion of other drivers, is a side-effect of having a crossover. The householder enjoys no explicit right to park at the dropped kerbs. The unpopular clustering of motorcycle bays at Spencer Avenue has been deleted and the street left within the revised proposals to re-test local support. Should levels of support elsewhere remain high, residents and the Council must consider whether it is wise to leave Spencer Avenue outside the zone. This might risk focusing unwanted parking from the other nine streets, and the adjacent zones beyond, onto this street alone.

## Key

- proposed resident permit-holder bay
- proposed single yellow line at dropped kerbs
- proposed double yellow lines at corners etc.
- min. length: 4.5m
- proposed m/cycle bay with locking hoops
- min. gap: 3.5m (increased from 3.2m)
- proposed cycle hangar
- proposed zone sign
- existing parking bay to remain
- existing crossover to remain
- existing yellow lines to remain

## Notes

Revised elements shown in red.

**Key Principles:**  
All suitable gaps between crossovers etc. will be filled with resident bays, which will ban parking by non permit holders during the control hours. All resident bays are provided communally; they are not intended for priority use by any particular household or street.

**Smaller Bays:**  
DTF has confirmed that current regulations do not allow bays parallel to the kerb to be shorter than 4.5m, despite new guidance indicating greater flexibility. Bays of shorter length shown previously have been deleted, as indicated.

**Longer Bays:**  
Longer sections of bay are not divided into individual spaces. Vehicles vary in size and drivers are usually best left to work out for themselves how to use the space most efficiently.

**Existing Crossovers:**  
All existing crossovers and dropped kerbs are to be retained, unless shown otherwise on the plan. Adjacent bays will be offset 300mm from dropped kerbs to allow reasonable turning space.

**Cycle and Motorcycle Parking:**  
Single motorcycle bays deleted, as above. Cycle hangars moved to footway build outs or to gaps of 3.5m or greater in response to anxiety about driveway access.

**Double Yellow Lines:**  
Rather than bays, double yellow lines are shown at junctions. Formal parking space cannot be provided at such locations.

**Single Yellow Lines:**  
Single yellow lines will be marked across the spaces between bays. This deters drivers from avoiding the zonal controls by parking in the gaps between bays. A drawback of zonal controls is that it restricts the freedom of drivers to park across their own dropped kerbs. All existing white access lines will be removed, as the yellow lines make them redundant.