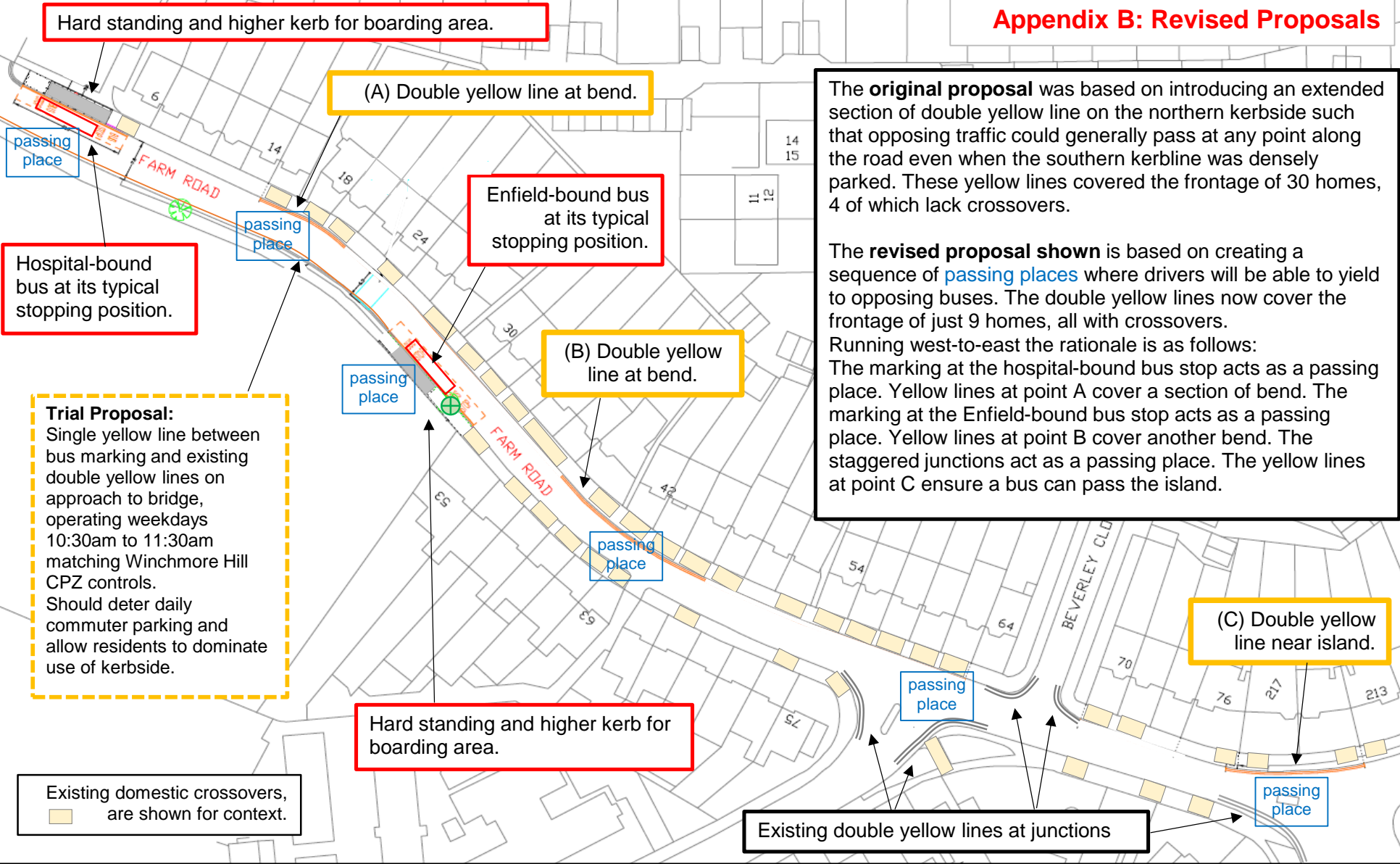


**Appendix B: Revised Proposals**



The **original proposal** was based on introducing an extended section of double yellow line on the northern kerbside such that opposing traffic could generally pass at any point along the road even when the southern kerblines were densely parked. These yellow lines covered the frontage of 30 homes, 4 of which lack crossovers.

The **revised proposal shown** is based on creating a sequence of **passing places** where drivers will be able to yield to opposing buses. The double yellow lines now cover the frontage of just 9 homes, all with crossovers.

Running west-to-east the rationale is as follows:  
 The marking at the hospital-bound bus stop acts as a passing place. Yellow lines at point A cover a section of bend. The marking at the Enfield-bound bus stop acts as a passing place. Yellow lines at point B cover another bend. The staggered junctions act as a passing place. The yellow lines at point C ensure a bus can pass the island.

Hard standing and higher kerb for boarding area.

(A) Double yellow line at bend.

Enfield-bound bus at its typical stopping position.

(B) Double yellow line at bend.

(C) Double yellow line near island.

Hard standing and higher kerb for boarding area.

**Trial Proposal:**  
 Single yellow line between bus marking and existing double yellow lines on approach to bridge, operating weekdays 10:30am to 11:30am matching Winchmore Hill CPZ controls. Should deter daily commuter parking and allow residents to dominate use of kerbside.

Existing domestic crossovers, are shown for context.

Existing double yellow lines at junctions