

## **SUEZ ROAD EN3 – PROPOSED CHANGES TO WAITING AND LOADING RESTRICTIONS AND PARKING PLACES.**

Further information may be obtained from Traffic and Transportation on telephone number 020-8132 0988.

- 1. NOTICE IS HEREBY GIVEN** that the Council of the London Borough of Enfield (the Council) propose to make the Enfield (Waiting and Loading Restriction) (Amendment No. \*) Order 202\* and The Enfield (Parking Places) (Pay and Display) (No. \*) Traffic Order 202\*, under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984.
- 2.** The general effect of the Order would be to:
  - (a) Extend the existing “at any time” waiting restrictions on the north-west side of Suez Road between its southern extremity and a point 220 metres north of the northern kerb-line of the east to west arm of Aden Road;
  - (b) Introduce a 6 p.m. to 7 p.m. Mon - Sat parking restriction on the north-west side of Suez Road between a point 220 metres north of the northern kerb-line of the east to west arm of Aden Road and a point 108 metres north of the southern wall of No.17 Suez Road;
  - (c) Upgrade the existing single yellow line restriction on the southern kerb-line of the access road leading to No.17 Suez Road to “at any time” restrictions;
  - (d) Extend the existing “at any time” waiting restrictions on the south-east side of Suez Road between its southern extremity and a point 68 metres north of the northern kerb-line of the east to west arm of Aden Road;
  - (e) Introduce a 6 p.m. to 7 p.m. Mon - Sat parking restriction on the south-east of Suez Road between a point 68 metres north of the northern kerb-line of the east to west arm of Aden Road and a point 32 metres north of that point; and
  - (f) Introduce permanent “at any time” waiting restrictions on the south-east side of Suez Road from a point 100 metres north of the northern kerb-line of the east to west arm of Aden Road and its northern junction with Mollison Avenue.
- 3.** A copy of the proposed Orders, plans and of the Council’s statement of reasons for proposing to make the Orders can be inspected at the Town Library, 66 Church Street, Enfield EN2 6AX, Monday to Fridays 9am – 5pm inclusive. (**Note:** If you wish to discuss the proposals in more detail with a Council officer, please ring the above-mentioned telephone number to arrange a mutually convenient time). The notice, draft order, and statement of reasons can also be inspected online at: <https://www.enfield.gov.uk/services/roads-and-transport/traffic-management-orders>
- 4.** Copies of the notice, draft Orders and Statement of reasons can also be obtained by emailing [traffic@enfield.gov.uk](mailto:traffic@enfield.gov.uk) or by writing to David B Taylor, Traffic and Parking (quoting reference TG52/1580) Civic Centre, Silver Street, Enfield, Middlesex, EN1 3XD.
- 5.** Any person desiring to object to the proposed Orders, or make any other representations in respect of them should send a statement in writing to that effect, and in the case of an objection stating the grounds thereof, to the Head of Highways, Traffic and Parking, the Civic Centre, Silver Street, Enfield, Middlesex, EN1 3XD, or to [traffic@enfield.gov.uk](mailto:traffic@enfield.gov.uk) quoting the reference TG52/1580, by 5<sup>th</sup> February 2025.

Dated 15 January 2025

David B Taylor  
**Head of Highways, Traffic and Parking**

The Enfield (Waiting and Loading Restriction) (Amendment No. \*) Order 202\*

The Enfield (Parking Places) (Pay and Display) (No. \*) Order 202\*

## **Statement of Reasons**

### **Suez Road, EN3**

**Overview:** Enfield Council is aware of problematic parking habits having developed on Suez Road, including the long-stay parking of heavy goods vehicles. This is reported to hinder access for other large vehicles into private service yards. Parking controls along the full length of the road between Aden Road and Dundee Way are proposed, covering both the eastern and western kerbside. Being only 6.5 metres in width, and needing to accommodate large commercial vehicles heading north and south, the view of the Council is that any retained parking positions should be on one side of the road only in any given section. In this street the Council favours an approach where every section of kerbside has some form of parking control to reduce the risk of unhelpful parking activity simply relocating from one unsuitable position to another.

**Southern Section:** The most southerly 150 metre section of the road features two points where the alignment of the road kinks. It is deemed prudent to extend the existing double yellow lines to cover all this section on both sides of the road. This will ensure large vehicles have sufficient road space to negotiate the twisting sections and will avoid the issue of drivers proceeding up the middle portion of the road, due to parked cars on their inside, and thus heading towards oncoming drivers occupying the same portion of the road where mutual sightlines are restricted by the road alignment.

**Northern Section – Eastern Side:** The straight, northerly section of the road is around 300 metres long and matches the relatively narrow dimensions of the southern section at around 6.5 metres wide. Accordingly allowing parking on one side only is favoured. The western side benefits from a footway adjacent to the kerbside while the whole of the eastern kerb is bordered by a green area, much of which is hedgerow. With the western side offering better amenity for those seeking to enter or emerge from vehicles parked at the kerbside, it is the western side where some retained parking provision is proposed and the opposing kerb-line along which continuous double yellow lines are proposed, replacing the length that is presently either unmarked or marked with a single yellow line.

**Northern Section – Western Side:** On the western side of this northern section, double yellow lines are proposed at the most southerly 60 metres length north of the bend in the road. This will offer access protection for large vehicles to the two commercial units in this section. A third commercial access point on the western side is sited at the northern end of the section. The double yellow lines to the north of this access point are to be retained. The approximately 10 metre length of single yellow line to the south of the access point is to be upgraded to double yellow line to match the same level of protection applying to the other access points. South of the single yellow line is an historic section of parking bay, around 45 metres in length. Hitherto this has had time limited controls with the effect of allowing free parking for up to one hour, with no return within one hour, operating Monday to Friday 8am to 6.30pm; most likely intended to serve as customer parking for the adjacent premises. It is proposed to keep the extent of the bay and the operational period the same but replace the

time limited form of control with paid parking, which is less challenging to enforce and thus provides a greater deterrent against unwanted long-stay parking activity. Immediately south of the parking bays is an historic bus stand position. An officer at TfL has advised that this facility is still in use on an occasional basis to accommodate diverted services or for drivers needing to delay before continuing on their route to avoid running ahead of the timetable. It is proposed that a 27 metres long bus stand marking is provided to accompany the existing bus stop post in the footway and thus ensure the position is clear of other vehicles when needed for the bus service. Between the proposed new bus stand and the limit of the double yellow line at the access point to the south is the remaining stretch of kerbside, a section around 85 metres in length. The proposals intend that this section be retained as all-purpose communal daytime parking for any driver having cause to leave a vehicle in Suez Road during normal business hours. In order to prevent this section of kerbside being mis-used for overnight HGV parking or becoming dominated by vehicles left there in long term storage, a single yellow line is proposed with a one hour daily parking control applying from 6pm to 7pm. This form of control should allow effective enforcement against unwanted overnight parking but offer minimal hindrance to usage of the kerbside for business hours parking activity.



## THE COUNCIL OF THE LONDON BOROUGH OF ENFIELD TRAFFIC MANAGEMENT ORDER

20\*\* No. \*\*

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The Enfield (Parking Places) (Pay and Display)  
(No. \*\*) Order 20\*\*

Made \*\* \*\*\*\*\* 20\*\*

Coming into operation \*\* \*\*\*\*\* 20\*\*

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The Council of the London Borough of Enfield, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984(a) and of all other powers thereunto enabling hereby make the following Order:

### Citation and commencement

1. This Order may be cited as the Enfield (Parking Places) (Pay and Display) (No. \*\*) Order 20\*\* and shall come into operation on \*\* \*\*\*\*\* 20\*\*.

### Interpretation

2. (1) In this Order, "the Order of 2007" means the Enfield (Parking Places) (Pay and Display) (Various Roads) (Special Parking Area) (No. 1) Order 2007(b);

(2) Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment;

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(a) 1984 c.27

(b) L.B.E. 2007/8

(3) Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2007 shall have the same meaning as in that Order.

#### Amendment to the Order of 2007

3. Without prejudice to the validity of anything done or to any liability incurred before the coming into operation of this Order, the Order of 2007 shall have effect as though there were added to Schedule 8 to that Order the schedule set out in Schedule to this order.

#### Designation of parking place and application of the Order of 2007 thereto

4. (1) The area on a highway comprising the length of carriageway of a street specified in column 2 of the Schedule to this Order and, bounded on one side of that length by the edge of the carriageway and having a width throughout of 2 metres is designated as a parking place.

(2) The provisions of the Order of 2007 (other than Articles 3, 4 and 20) shall apply to the area designated as a parking place by this Order as if in those provisions any reference to a parking place included a reference to the area designated as a parking place by this Order and as if any reference to Schedule 8, Part I to the Order of 2007 included a reference to the Schedule to this Order.

#### Placing of traffic signs, etc.

5. The Council shall:

- (a) place and maintain traffic signs indicating the limits of the parking place designated by this Order;
- (b) place and maintain in or in the vicinity of the parking place designated by this Order traffic signs indicating that such parking place may be used during the permitted hours for the leaving only of the vehicles specified in Article 5, 7 and 9 of the Order of 2007 or as amended;
- (c) place and maintain traffic signs in or in the vicinity of each parking place indicating:
  - i. that the parking place may be used by vehicles in respect of which payment of the parking charge is made using the electronic payment system; and
  - ii. the location identification number of the parking place or part thereof;
- (d) carry out such other work as is reasonably required for the purposes of the satisfactory operation of a parking place.

Revoked Orders

6. Without Prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, The Enfield (Free Parking Place) (Various Roads) (Special Parking Area) (No. 1) Order 1998 is hereby revoked.

Dated this \*\* day of \*\*\*\*\* 20\*\*

Head of Highways, Traffic and Parking  
(The officer appointed for this purpose)

SCHEDULE [see Article 4]

SCHEDULE 8 – BRIMSDOWN AREA

PART I

IN RELATION TO A PARKING PLACE REFERRED TO IN THIS PART OF THIS SCHEDULE THE EXPRESSION “PERMITTED HOURS” MEANS THE PERIOD BETWEEN 8 A.M. AND 6.30 P.M. ON MONDAYS TO FRIDAYS INCLUSIVE, ANY SUCH DAY NOT BEING CHRISTMAS DAY, GOOD FRIDAY OR A BANK HOLIDAY.

PARKING PLACE IN WHICH A VEHICLE MAY BE LEFT DURING THE PERMITTED HOURS FOR A MAXIMUM PERIOD OF ONE HOUR, PROVIDED THAT PAYMENT OF THE PARKING CHARGE HAS BEEN MADE.

NO VEHICLE IN RESPECT OF WHICH PAYMENT OF THE PARKING CHARGE HAS BEEN MADE, AND WHICH HAS BEEN TAKEN AWAY FROM A PARKING PLACE DURING THE PERMITTED HOURS, SHALL AGAIN BE LEFT IN THAT PARKING PLACE DURING THE PERMITTED HOURS UNTIL THE EXPIRATION OF ONE HOUR FROM THE TIME THAT VEHICLE WAS TAKEN AWAY FROM THAT PARKING PLACE.

1 No. of parking place	2 Designated parking place	3 Special manner of standing of vehicles in parking place
**.	SUEZ ROAD, the north-west side, from a point 69 metres north of a point opposite the south-western wall of No.17 Suez Road northwards for a distance of 39 metres.	-

EXPLANATORY NOTE

(This Note is not part of the Order, but is intended to indicate its general purport.)

This Order designates a pay parking place in Suez Road EN3 in the London Borough of Enfield.



**THE COUNCIL OF THE LONDON BOROUGH OF ENFIELD  
TRAFFIC MANAGEMENT ORDER**

202\* No. \*\*

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The Enfield (Waiting and Loading Restriction)  
(Amendment No. \*\*\*) Order 202\*

Made \*\* \*\*\*\*\* 202\*

Coming into operation \*\* \*\*\*\*\* 202\*

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The Council of the London Borough of Enfield, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984(a) as amended, and of all other powers thereunto enabling, hereby make the following Order:-

1. This Order shall come into operation on \*\* \*\*\*\*\* 202\* and may be cited as the Enfield (Waiting and Loading Restriction) (Amendment No. \*\*\*) Order 202\*.
2. In this Order the expression “enactment” means any enactment, whether public general or local, and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment and any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
3. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, the Enfield (Waiting and Loading Restriction) Order 2012(b) shall have effect as though:-
  - (a) for the item numbered 919 (Suez Road) in Schedule 1 to that Order there were substituted the item similarly numbered and set out in columns 1, 2 and 3 of Schedule 1 to this Order; and

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(a) 1984 c.27 (b) LBE 2012/



(b) there were added to Schedule 3 to that Order the items set out in columns 1, 2 and 3 of Schedule 2 to this Order.

Dated this \*\*\*\*\* day of \*\*\*\*\* 202\*

Head of Highways, Traffic and Parking  
(The officer appointed for this purpose)

**SCHEDULE 1**

<b>1</b>	<b>2</b>	<b>3</b>
<b>919.</b>	<p><b>Suez Road</b></p> <p>(a) the north and north-west side</p> <p style="padding-left: 40px;">(i) between the northern kerb-line of the access road leading to No.17 Suez Road and its northern junction with Mollison Avenue;</p> <p style="padding-left: 40px;">(ii) between a point 108 metres north of the southern wall of No. 17 Suez Road and the southern kerb-line of the access road leading to No.17 Suez Road;</p> <p style="padding-left: 40px;">(iii) between a point 220 metres north of the northern kerb-line of the east to west arm of Aden Road and a point 108 metres north of the southern wall of No.17 Suez Road;</p> <p style="padding-left: 40px;">(iv) between its southern extremity and a point 220 metres north of the northern kerb-line of the east to west arm of Aden Road;</p> <p>(b) the south and south-east side</p> <p style="padding-left: 40px;">(i) between a point 100 metres north of the northern kerb-line of the east to west arm of Aden Road and its northern junction with Mollison Avenue;</p> <p style="padding-left: 40px;">(ii) between a point 68 metres north of the northern kerb-line of the east to west arm of Aden Road and a point 32 metres north of that point;</p> <p style="padding-left: 40px;">(iii) between its southern extremity and a point 68 metres north of the northern kerb-line of the east to west arm of Aden Road.</p>	<p></p> <p style="text-align: center;">A</p> <p style="text-align: center;">A</p> <p style="text-align: center;">*</p> <p style="text-align: center;">A</p> <p></p> <p style="text-align: center;">A</p> <p style="text-align: center;">*</p> <p style="text-align: center;">A</p>

## SCHEDULE 2

1 PRESCRIBED HOURS – SEE SCHEDULE 1	2 TIME	3 RESTRICTED HOURS – SEE SCHEDULE 2
*	Between 6 p.m. and 7 p.m. on Monday to Saturday inclusive.	£

### EXPLANATORY NOTE

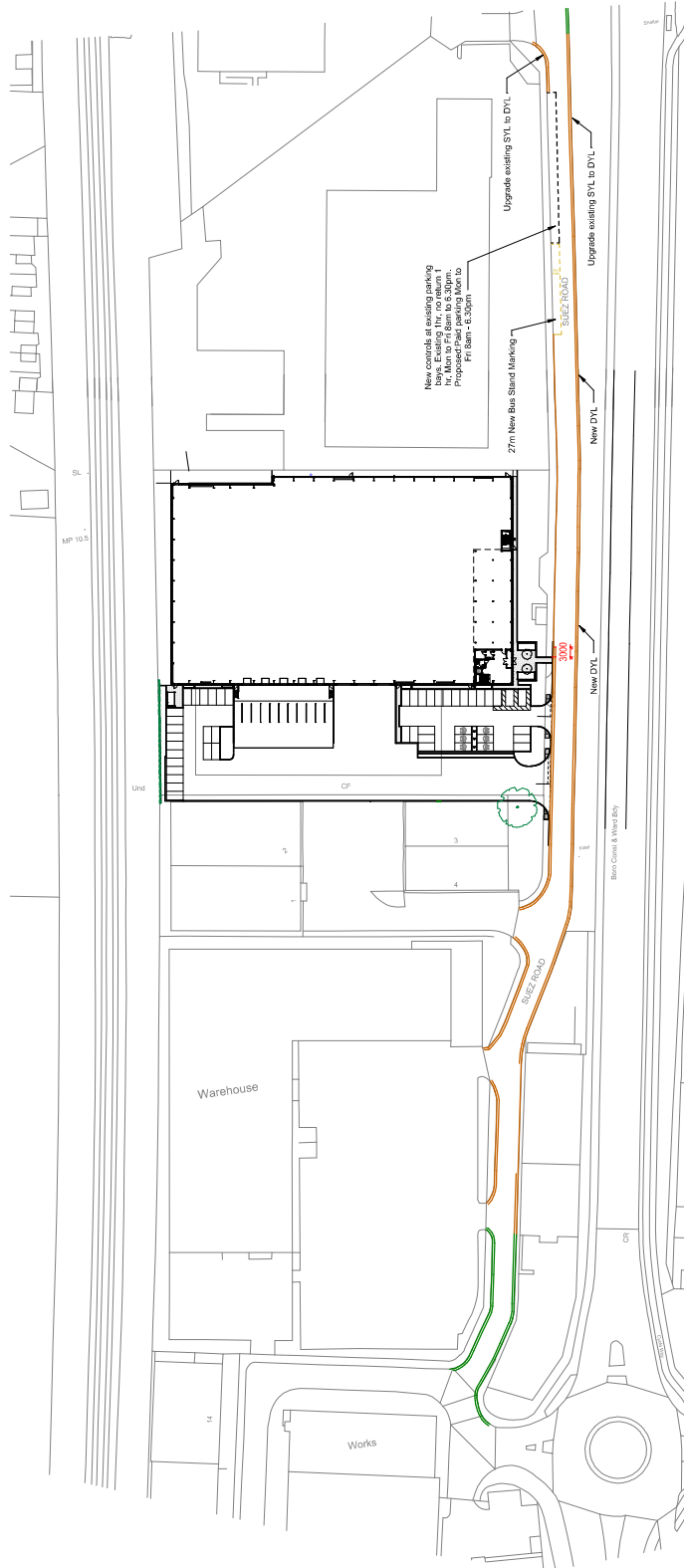
This Order further amends the Enfield (Waiting and Loading Restriction) Order 2012, so as to introduce new “at any time” waiting restrictions in certain parts of certain streets, in the London Borough of Enfield.

**DO NOT SCALE THIS DRAWING**

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL, STRUCTURAL, MECHANICAL, ELECTRICAL, PLUMBING AND SERVICES DRAWINGS. ALL DIMENSIONS TO BE CHECKED ON SITE PERKS TO CORROBORATE OR CORRECT ANY DISCREPANCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED ON THIS DRAWING.

**KEY:**

- Existing Double Yellow Line
- New Double Yellow Line
- Existing Single Yellow Line
- New Single Yellow Line



2 07/11/24 General Update  
 3 22/01/25 W&A JRM/MSD  
 4 22/01/25 W&A JRM/MSD  
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**CLIENT**  
 CAPITAL INDUSTRIAL

**PROJECT**  
 43 Suez Road, Enfield EN3 7SN

**SUBJECT**  
 Site Plan - Yellow Line Details

**DATE** 08/02/22  
**DRAWN BY** HD  
**CHECKED BY** GMR/MSD  
**SCALE** 1:750 @ A1

**PROJECT NO.** 4413 PL-000  
**REV.** 2

**DOVETAIL ARCHITECTS**  
 5th Floor, 100, The Quadrant,  
 5 Station Road, Enfield, London EN3 7JN  
 TEL: 020 344 3000