

HANOVER SQUARE			
RESTRICTION TYPE	EXISTING	PROPOSED	DIFFERENCE
DOUBLE YELLOW LINE	98.73m	0.00m	-98.73m
DOUBLE YELLOW LINE WITH SINGLE KERB BLIPS	6.1m	0.0m	-6.1m
DOUBLE YELLOW LINE WITH DOUBLE KERB BLIPS	362.5m	0.0m	-362.5m
SHARED USE BAY	4.9m (1 bay)	0m (0 bays)	-4.9m (1 bay)
PAY-BY-PHONE BAY	41.3m (8 bays)	43.3m (8 bays)	+2m (0 bays)
MOTORCYCLE BAY	27.9m (33 bays)	10.2m (12 bays)	-17.7m (21 bays)
TAXI BAY	0m (0 bays)	16.5m (3 bays)	+16.5m (3 bays)
LOADING BAY	0m	53.9m	+53.9m

HAREWOOD PLACE			
RESTRICTION TYPE	EXISTING	PROPOSED	DIFFERENCE
DOUBLE YELLOW LINE WITH DOUBLE KERB BLIPS	67.5m	0m	-67.5m
SHARED USE BAY	11.5m (2 bays)	0m (0 bays)	-11.5m (2 bays)
BUS STAND	32.91m	0m	-32.91m
LOADING BAY	0m	17.4m	+17.4m

PRINCES STREET			
RESTRICTION TYPE	EXISTING	PROPOSED	DIFFERENCE
SINGLE YELLOW LINE	20.5m	20.3m	-0.2m
DOUBLE YELLOW LINE	10.3m	10.3m	0m
DOUBLE YELLOW LINE WITH DOUBLE KERB BLIPS	62.9m	43.3m	-19.6m
RESIDENT PERMIT HOLDER BAY	24.6m (4 bays)	24.6m (4 bays)	0m (0 bays)
PAY-BY-PHONE BAY	61.5m (11 bays)	61.5m (11 bays)	0m (0 bays)

TENTERDEN STREET			
RESTRICTION TYPE	EXISTING	PROPOSED	DIFFERENCE
SINGLE YELLOW LINE	15.56m	0.00m	-15.56m
LOADING BAY	0.00m	17.2m	+17.2m

BROOK STREET			
RESTRICTION TYPE	EXISTING	PROPOSED	DIFFERENCE
SINGLE YELLOW LINE	48.4m	0.0m	-48.4m
DOUBLE YELLOW LINE WITH SINGLE KERB BLIPS	11.1m	0.0m	-11.1m
PAY-BY-PHONE BAY	62.8m (11 bays)	39.4m (7 bays)	-23.37m (4 bay)
MOTORCYCLE BAY	7.2m (9 bays)	0.0m (0 bays)	-7.2m (9 bays)
CAR CLUB BAY	6.0m (1 bay)	6.61m (1 bay)	+0.61m (0 bays)
TAXI BAY	0.0m (0 bays)	18.2m (3 bays)	+18.2m (3 bays)
LOADING BAY	0.0m	32.5m	+32.5m

HANOVER STREET			
RESTRICTION TYPE	EXISTING	PROPOSED	DIFFERENCE
SINGLE YELLOW LINE	18.0m	17.8m	-0.2m
DOUBLE YELLOW LINE	8.7m	8.6m	-0.1m
DOUBLE YELLOW LINE WITH SINGLE KERB BLIPS	13.5m	13.3m	-0.2m
DOUBLE YELLOW LINE WITH DOUBLE KERB BLIPS	50.8m	32.3m	-18.5m
RESIDENT PERMIT HOLDER BAY	10.4m (2 bays)	10.4m (2 bays)	0m (0 bays)
SHARED USE BAY	36.7m (7 bays)	36.7m (7 bays)	0m (0 bays)
PAY-BY-PHONE BAY	46.9m (9 bays)	46.1m (9 bays)	-0.8m (0 bays)
DISABLED BADGE HOLDER BAY	12.2m (2 bays)	12.2m (2 bays)	0m (0 bays)

ST. GEORGE STREET			
RESTRICTION TYPE	EXISTING	PROPOSED	DIFFERENCE
SINGLE YELLOW LINE	10.5m	0.0m	-10.5m
DOUBLE YELLOW LINE	48.8m	43.6m	-5.2m
SHARED USE BAY	78.1m (14 bays)	82m (15 bays)	+3.9m (1 bay)
DISABLED BADGE HOLDER BAY	17.7m (3 bays)	17.7m (3 bays)	0.0m (0 bays)
DIPLOMATIC BAY	16.3m (3 bays)	16.3m (3 bays)	0.0m (0 bays)
MOTORCYCLE BAY	0.0m (0 bays)	31m (36 bays)	+31m (36 bays)
TAXI BAYS	0.0m (0 bays)	50m (10 bays)	+50m (10 bays)

SUMMARY OF PARKING PROVISION			
RESTRICTION TYPE	EXISTING	PROPOSED	DIFFERENCE
SINGLE YELLOW LINE	112.9m	38.1m	-74.8m
DOUBLE YELLOW LINE	178.8m	74.8m	-104.0m
DOUBLE YELLOW LINE WITH SINGLE KERB BLIPS	30.7m	13.3m	-17.4m
DOUBLE YELLOW LINE WITH DOUBLE KERB BLIPS	543.7m	75.6m	-468.1m
RESIDENT PERMIT HOLDER BAY	35.0m (6 bays)	35.0m (6 bays)	0.0m (0 bays)
SHARED USE BAY	131.2m (24 bays)	118.7m (22 bays)	-12.5m (2 bays)
PAY-BY-PHONE BAY	212.5m (39 bays)	190.3m (35 bays)	-22.2m (4 bay)
DISABLED BADGE HOLDER BAY	29.9m (5 bays)	29.9m (5 bays)	0.0m (0 bays)
MOTORCYCLE BAY	35.1m (42 bays)	41.2m (48 bays)	+6.1m (6 bays)
DIPLOMATIC BAY	16.3m (3 bays)	16.3m (3 bays)	0.0m (0 bays)
CAR CLUB BAY	6.0m (1 bay)	6.61m (1 bay)	+0.61 (0 bays)
BUS STAND	32.91m	0.0m	-32.91m
LOADING BAY	0.0m	120.9m	+120.9m
TAXI BAY	0.0m (0 bays)	84.7m (16 bays)	+84.7m (16 bays)

- KEY**
- R RESIDENT PERMIT HOLDER BAY
 - S SHARED USE BAY
 - PbP PAY-BY-PHONE BAY
 - D DISABLED BADGE HOLDER BAY
 - M MOTORCYCLE BAY
 - DP DIPLOMATIC BAY
 - CC CAR CLUB BAY
 - LB LOADING BAY
 - TAXI TAXI BAY
 - TR TAXI REFRESHMENT RANK
 - CABMEN SHELTER RELOCATION SITE
 - CORE SCHEME BOUNDARY
 - SINGLE YELLOW LINE
 - DOUBLE YELLOW LINE
 - DOUBLE YELLOW LINE WITH SINGLE KERB BLIPS
 - DOUBLE YELLOW LINE WITH DOUBLE KERB BLIPS
 - BORDER BETWEEN AREAS
 - DIRECTION OF PERMITTED VEHICLE TRAFFIC

NOTES:
 THE REMOVAL OF THE EXISTING BUS STAND ON HAREWOOD PLACE AND PROVISION OF A LOADING BAY ARE BOTH SUBJECT TO THE OXFORD STREET WEST PROJECT TMO.

REV	DATE	BY	DESCRIPTION	CHK	APP
B	10.01.2018	PL	REVISION FOLLOWING CLIENT FEEDBACK		
A	06.11.2017	JR	INITIAL ISSUE		

CONSULTATION

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 www.fmconway.co.uk www.wsp.com



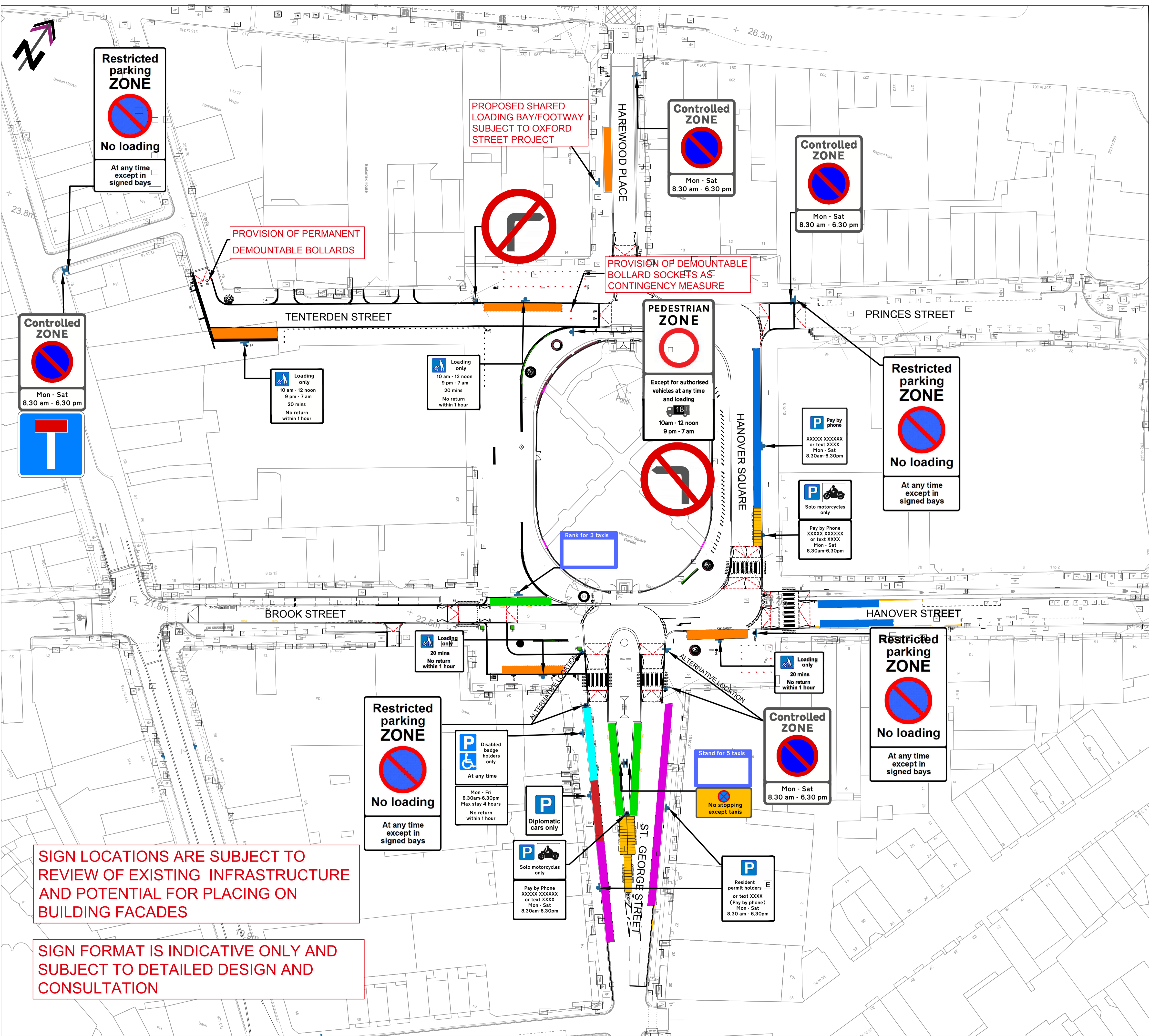
PROJECT
 HANOVER SQUARE

TITLE
 PROPOSED TRAFFIC ARRANGEMENT

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
N.T.S	06.11.2017	JR	PF	CDS	A1
JOB No:	FMC PROJECT No:	BRIEF/DSS No:			
70017403	WWESA1673	BR 24109			
DRAWING No:					REV
70017403-03-TMO-02					B

T:\2007\7403 - Hanover Square\E Models and Drawings\Highways\03-Details\Design\70017403-03-TMO-01_MTD.dwg 18 Jun 2018 9:33am
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LOGIN NAME: ANDREW GRAHAM
 LOCATION: B:\Projects\6464-Hanover Square Feasibility Study\Deliverables\Drawings\Dwg\6464-OS-013 - Restriction Signing for TMO v2.dwg



SIGN LOCATIONS ARE SUBJECT TO REVIEW OF EXISTING INFRASTRUCTURE AND POTENTIAL FOR PLACING ON BUILDING FACADES

SIGN FORMAT IS INDICATIVE ONLY AND SUBJECT TO DETAILED DESIGN AND CONSULTATION

NOTES:
 This scheme drawing has been developed as a design concept for the purposes of option testing and therefore does not represent a final design for construction.
 THIS DRAWING IS ONLY APPLICABLE TO THE PROJECT STATED BELOW.
 THIS DRAWING IS ONLY TO BE USED AT THE SIZE AND SCALE STATED BELOW.
 ANY DISCREPANCIES ARE TO BE REPORTED TO THE DESIGNER NAMED BELOW.

LEGEND

- Taxi Rank
- Resident Permit Bay
- Shared Use Bay
- Pay by phone/P & D
- Disabled Street Parking
- Motorcycle Parking
- Diplomatic Bay
- Loading Bay
- Car Club
- Indicative sign location

REV	DATE	DRAWN	REV'D	APP'D	NOTES

DRAWING STATUS

DRAFT

norman rourke pryme
 traffic and transportation

13-14 Orchard Street
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 Web: www.nrppc.com

CLIENT
 CITY OF WESTMINSTER

PROJECT
 HANOVER SQUARE

DRAWN AG	DRAWING CHECK KF	REVIEWED KF	APPROVED KF
DESIGNED AG	DESIGN REVIEW KF	DATE 08.11.17	DATE 08.11.17

TITLE
 HANOVER SQUARE SCHEME
 PROPOSED WAITING & LOADING RESTRICTIONS
 SIGNAGE PLAN FOR TMO

SCALE 1:200@A1	DRAWING No 6464/OS/015	REV V2.0
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