

# Public notice

## Better Safer Kilburn (phase 1): Kilburn High Road south area - road safety and public realm improvements

*The Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. \*) Order 202\**

*The Camden (Moving Traffic Restrictions) (Amendment No. \*) Traffic Order 202\**

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Camden ('the Council') propose to make the above Orders under sections 6, 45, 46, 49, 63 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general nature and effect of the Orders, as phase 1 of the 'Better Safer Kilburn' programme of road safety and public realm improvements in the Kilburn High Road area, in conjunction with similar measures proposed by Westminster City Council, would be, in:-
  - (a) KILBURN HIGH ROAD, on the north-east side (that part which lies within the London Borough of Camden), to:
    - (i) introduce 2.5 metres of 'at any time' waiting and loading restrictions, extending north-westward from the north-western kerb-line of Kilburn Priory;
    - (ii) update existing static kerbside and moving traffic restrictions between a point approximately 60 metres north-west of its junction with Kilburn Priory and its junction with Maida Vale so as to reflect the layout on-street;
  - (b) KILBURN PRIORY, to:
    - (i) provide a new, 2 hour maximum stay / no return within 1 hour disabled persons (blue badge) parking place, operating 'at any time' and 6.6 metres in length, on the west side, extending northward from a point 4 metres north-west of the south-easternmost wall of No. 11 Kilburn High Road by converting an existing paid-for motorcycle parking place and short length of waiting restrictions;
    - (ii) re-provide the paid-for motorcycle parking capacity referred to above by converting a 4.5 metre length of paid-for ('pay by phone') parking place on the west side, extending northward from a point 28.8 metres north-west of the south-easternmost wall of No. 11 Kilburn High Road;
  - (c) MAIDA VALE, on the north-east side (that part which lies within the London Borough of Camden) to:
    - (i) introduce 8 metres of 'at any time' waiting restrictions, extending south-eastward from a point 3 metres north-west of the south-eastern boundary of No. 140 Maida Vale; and

- (ii) update existing static kerbside and moving traffic restrictions between its junction with Kilburn High Road and its junction with Greville Place, so as to reflect the layout on-street.
3. FURTHER NOTICE IS HEREBY GIVEN that the Council under section 23 of the Road Traffic Regulation Act 1984, in conjunction with similar measures proposed by Westminster City Council, have approved the conversion of an existing 'zebra' pedestrian crossing to a 'zebra' pedestrian crossing with a parallel pedal cycle crossing facility and central pedestrian and cycle refuge at the following location:-
- KILBURN HIGH ROAD / MAIDA VALE, centred at a point 11 metres south-east of the south-eastern kerb-line of Kilburn Priory. 'Zig-zag' markings, on which vehicles would be prohibited from stopping at all times, would be laid in the north-eastern (south-eastbound) carriageway for a distance of 22 metres north-west of and 25 metres south-east of the crossing.
4. FURTHER NOTICE IS HEREBY GIVEN that the Council propose to convert areas of footway to cycle track under section 65(1) of the Highways Act 1980 at the following locations:-
- (a) KILBURN HIGH ROAD to KILBURN PRIORY – a two-way shared-use cycle track for the use of both pedal cycles and pedestrians, comprising the full width of the north-eastern footway of Kilburn High Road and the north-western footway of Kilburn Priory as extends from a point in Kilburn High Road 11 metres north-west of the north-western kerb-line of Kilburn Priory to a point in Kilburn Priory 10 metres north-east of the north-eastern kerb-line of Kilburn High Road; and
- (b) KILBURN PRIORY to MAIDA VALE – a two-way shared-use cycle track for the use of both pedal cycles and pedestrians, comprising the full width of the south-eastern footway of Kilburn Priory and the north-eastern footway of Kilburn High Road/Maida Vale as extends from a point in Kilburn Priory 14 metres north-east of the north-eastern kerb-line of Kilburn High Road/Maida Vale to a point in Maida Vale 26 metres south-east of the south-eastern kerb-line of Kilburn Priory.
5. FURTHER NOTICE IS HEREBY GIVEN that the Council under sections 90A to 90E of the Highways Act 1980 and in accordance with the provisions of the Highways (Road Humps) Regulations 1999, propose to construct a speed table of flat-top construction (known as an 'entry treatment'), having a maximum height level with the surrounding footway and covering the full width of the carriageway, at the following location:-
- KILBURN PRIORY – extending from the north-eastern kerb-line of Kilburn High Road/Maida Vale north-eastward for a distance of 10 metres, measured on the south-east side, including both ramps.
6. Copies of the proposed Orders, of plans indicating the proposals, the Council's Statement of reasons for making the Orders, and of other relevant documents, may be obtained by contacting [traffic.orders@camden.gov.uk](mailto:traffic.orders@camden.gov.uk) or inspected either: online at [camden.gov.uk/recently-advertised-proposals](https://camden.gov.uk/recently-advertised-proposals) or by prior appointment in person at 5 Pancras Square, London N1C 4AG during normal office hours. Any person wishing to object or make representations in respect of the proposals should send comments in writing, quoting reference

**'TMO2526-0036'** and giving reasons for any objection, to the e-mail address above or by post to 'FREEPOST LBC TRANSPORT STRATEGY', to be received by the end of 30 March 2026.

**Peter Mardell** – Head of Parking Operations

05 March 2026

# Statement of reasons

## Better Safer Kilburn (phase 1): Kilburn High Road south area - road safety and public realm improvements

*The Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. \*) Order 202\**

*The Camden (Moving Traffic Restrictions) (Amendment No. \*) Traffic Order 202\**

### SUMMARY OF CHANGES

The London Borough of Camden has developed and consulted on changes to improve the safety and public realm of Kilburn through a wide-ranging set of proposals for Kilburn High Road (KHR) and its adjoining side roads. The scheme has been developed to improve safety and comfort for all users of the High Road and enhance the enjoyment of those visiting Kilburn. The proposals aim to improve road safety and air quality and protect bus journey times. The scheme is to be delivered in three phases with this phase, Phase 1, including the KHR area south of Greville Road.

This Phase is to be delivered through collaboration between the London Borough of Camden (LBC) and Westminster City Council (WCC).

The following changes are proposed in the Lower KHR area, under Traffic Management Order (TMO)

### Cycling and walking proposals

- Proposed parallel zebra crossing to replace existing zebra crossing between Kilburn Priory and Kilburn Park Road;
- Shared space on both sides of the proposed parallel crossing to facilitate cycle crossings here;
- Continuous footway on Kilburn Priory with tactile paving to reduce vehicle turning speeds and improve safety for crossing pedestrians;
- Blue road surfacing across the Kilburn Priory junction (KHR) to make drivers aware of the potential presence of cyclists, increasing safety;

### Loading, parking and road marking proposals

- New disabled bay to be installed adjacent to existing cycle hangar on Kilburn Priory, in place of the existing motorcycle parking bay. Existing motorcycle bay to the south of the cycle hangar to be relocated to the north of the existing Electric Vehicle bay, replacing 4.5m of Pay By Phone bay;
- New waiting and loading restrictions on approach to southbound bus lane south of proposed crossing;

These proposals, if approved, would:

- Mitigate and maintain bus service reliability along the length of the wider project area given the high level of traffic flow;

- Improve cycle permeability through the area and provide a protected crossing facility that makes access to existing cycle routes safer;
- Improve dedicated freight and servicing access to businesses in the area;
- Improve priority and safety for pedestrians and cyclists.

## **REASONS FOR PROPOSING TO MAKE THE ORDERS**

The proposed changes have been developed in response to policy, as well as monitoring and modelling of transport in the local area. Enabling walking and cycling, and improving our public realm, is a key strategic outcome for the Council as set out in multiple strategy documents and in the Camden Transport Strategy (CTS), adopted in 2019. The scheme proposals directly align with Objectives 1, 2, 3, 4 and 6 of the CTS. The Council's Climate Action Plan, responding to the Citizens Assembly on the climate emergency, supports interventions including increasing the number of segregated cycle lanes, encouraging and enabling healthy and sustainable travel choices and promoting biodiversity and additional greening on streets. Reducing transport emissions is a key priority of the Camden Clean Air Action Plan and supports interventions that improve walking and cycling infrastructure. The proposals outlined here respond to these strategy documents and support the objectives of We Make Camden by creating clean, vibrant and sustainable places and making it easier for people to travel more by foot or bike. Alongside the transport related objectives, We Make Camden also contains significant objectives relating to the inclusive economies and town centre growth. These include objectives for Camden 'to be strong, sustainable, and inclusive', and for the borough to be 'a green, clean, vibrant, accessible, and sustainable place'. Additionally, the proposals help provide a new connection to Cycleway 51, connecting Willesden with West Hampstead.

For more information visit:-

<https://democracy.camden.gov.uk/ieDecisionDetails.aspx?ID=4649>

**LONDON BOROUGH OF CAMDEN**  
**TRAFFIC MANAGEMENT ORDER**

**202\* No. 0\*\***

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The Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. \*\*) Order 202\*

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

Coming into force: \*\* \*\* 202\*

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The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984<sup>1</sup>, and of all other powers thereunto enabling, hereby make the following Order:

**Citation and commencement**

1. This Order may be cited as the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. \*\*) Order 202\* and shall come into force on \*\* \*\* 202\*.

**Interpretation**

2. (1) In this Order:

“Council” means the Council of the London Borough of Camden;

“map based schedule” means a map tile attached to this Order, to be read in conjunction with this Order and the Order of 2025, which depicts the parking places or loading places designated by this Order, and the waiting or loading or stopping restrictions imposed by this Order, and, in conjunction with the map schedule legend, identifies the type of each particular parking place or loading place or length of waiting or loading or stopping restrictions, and, if appropriate, certain of their governing provisions:

Provided that the Council does not accept responsibility for any inaccuracies contained in the Ordnance Survey data relied upon to create the map based schedule and where a parking place, loading place or waiting or loading or stopping restriction is depicted on the map based schedule, that parking place, loading place or waiting or loading or stopping restriction will continue to apply irrespective of any subsequent changes that have been made to the underlying Ordnance Survey data.

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<sup>1</sup> 1984 c.27

“map schedule legend” means the map schedule legend attached to the Order of 2025 which, when used in conjunction with a map tile, identifies the specific type of parking places or loading places designated by this Order, and the waiting or loading or stopping restrictions imposed by this Order, to which the provisions of this Order apply, and, where appropriate, certain of their governing provisions;

“map tile” means an individual map with a specific tile reference, being part of the map based schedule attached to this Order;

“the Order of 2025” means the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Consolidation Order 2025<sup>2</sup>.

- (2) Any reference in this Order to any other Order or enactment shall be construed as a reference to that Order or enactment as amended, applied, consolidated, re-enacted by, or as having effect by virtue of any subsequent Order or enactment;
- (3) Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2025 shall have the same meaning as in that Order.

### **Substitution of map tiles**

3. (1) Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2025 shall have effect as though for the map tiles attached to that Order there were substituted the map tiles similarly referenced and attached to this Order.
- (2) The substitution of any map tile referred to in paragraph (1) of this Article will have the effect of revoking or omitting any provision designated or imposed or applied by a previous version of that map tile and not incorporated into the latest version.

### **Designation of parking places or loading places and application of the Order of 2025 thereto**

4. (1) Each area on a street identified in a map tile as a parking place or loading place and, where applicable, by way of the map schedule legend as an area marked out or signed for the use therein of specified classes of vehicles following the conditions specified in the Order of 2025 in relation to that type of parking place or loading place, as the case may be, is designated as a parking place or a loading place.
- (2) Unless otherwise so identified, a parking place or loading place shall be bounded on one side of its length by the edge of the carriageway and be an area marked either by a traffic sign or by another method of indicating the extent of a parking place as specified in the Traffic Signs Regulations and General Directions 2016<sup>3</sup>.

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<sup>2</sup> LBC 2025/023

<sup>3</sup> SI 2016/362

- (3) The provisions of the Order of 2025 shall apply to an area designated as a parking place or loading place by this Order as if in those provisions any reference to a parking place or loading place, as the case may be, included a reference to an area designated as a parking place or loading place by this Order.

**Waiting restrictions, loading restrictions and stopping restrictions and application of the Order of 2025 thereto**

5. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2025 shall have effect as though:-
  - (a) any waiting restriction or loading restriction identified in a map tile and, where applicable, by way of either a map tile label or the map schedule legend, or both, and marked out or signed as a waiting restriction or a loading restriction shall be construed as through it were a restricted street referred to in the Order of 2025; and
  - (b) any stopping restriction identified in a map tile and, where applicable, by way of either a map tile label or the map schedule legend, or both, and marked out or signed as a stopping restriction shall be construed as through it were a stopping restriction referred to in the Order of 2025.

**Placing of traffic signs, etc.**

6. The Council shall:
  - (a) place and maintain traffic signs or other appropriate markings on the surface of the street indicating the limits of each parking place or loading designated by, or each length of waiting or loading or stopping restrictions imposed by, this Order; and
  - (b) carry out such other work as is reasonably required for the purpose of the satisfactory operation of such parking place, loading place, or length of waiting or loading or stopping restrictions.

**Dated this \*\* \*\*\*\*\* 202\***

**Peter Mardell**

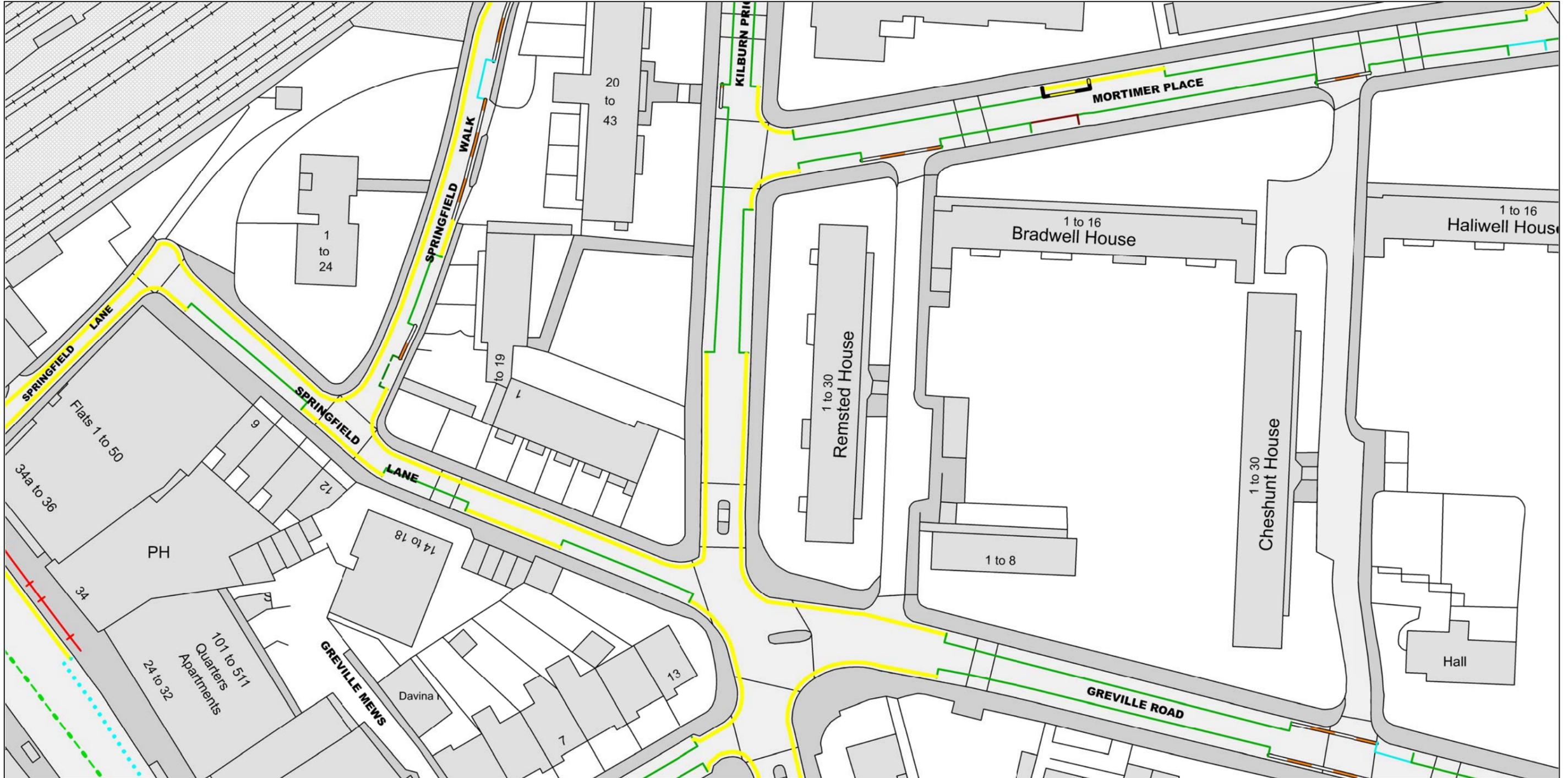
**Head of Parking Operations**

## EXPLANATORY NOTE

(This Note is not part of the Order)

This Order, as part of phase 1 of the 'Better Safer Kilburn' programme of road safety and public realm improvements in the Kilburn High Road area (in conjunction with similar measures proposed by Westminster City Council) amends the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Consolidation Order 2025, with the following effects:-

- (a) in KILBURN HIGH ROAD, on the north-east side (that part which lies within the London Borough of Camden), to:
  - (i) introduce 2.5 metres of 'at any time' waiting and loading restrictions, extending north-westward from the north-western kerb-line of Kilburn Priory;
  - (ii) update existing static kerbside restrictions between a point approximately 60 metres north-west of its junction with Kilburn Priory and its junction with Maida Vale so as to reflect the layout on-street;
- (b) in KILBURN PRIORY, in the London Borough of Camden, to:
  - (i) provide a new, 2 hour maximum stay / no return within 1 hour disabled persons (blue badge) parking place, operating 'at any time' and 6.6 metres in length, on the west side, extending northward from a point 4 metres north-west of the south-easternmost wall of No. 11 Kilburn High Road by converting an existing paid-for motorcycle parking place and short length of waiting restrictions;
  - (ii) re-provide the paid-for motorcycle parking capacity referred to above by converting a 4.5 metre length of paid-for ('pay by phone') parking place on the west side, extending northward from a point 28.8 metres north-west of the south-easternmost wall of No. 11 Kilburn High Road; and
- (c) in MAIDA VALE, on the north-east side (that part which lies within the London Borough of Camden) to:
  - (i) introduce 8 metres of 'at any time' waiting restrictions, extending south-eastward from a point 3 metres north-west of the south-eastern boundary of No. 140 Maida Vale; and
  - (ii) update existing static kerbside restrictions between its junction with Kilburn High Road and its junction with Greville Place, so as to reflect the layout on-street.



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

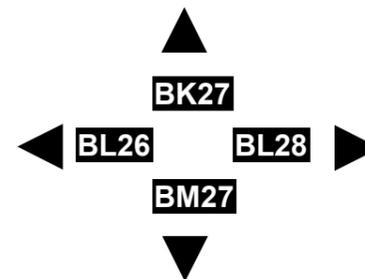
**SCALE** - 1 : 625 at A3 size

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**Key to Restriction Types Displayed**

- No Waiting At Any Time Except Ambulances
- No stopping except local buses
- Disabled Blue Badge Holders Only
- Electric Vehicle Charging Only
- No Loading
- Permit Holders Only CA-K Mon-Fri 8.30am-6.30pm
- Resident Permit Holders Only CA-K Mon-Fri 8.30am-6.30pm
- No Waiting At Any Time
- No Waiting Mon-Fri 8.30am-6.30pm



Status: PROPOSE

Map Tile Reference: Tile Ref: BL27

Sheet Revision Number:

Sheet Active From: 13/02/2026





NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

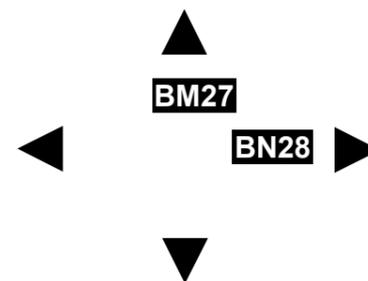
**SCALE** - 1 : 625 at A3 size

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**Key to Restriction Types Displayed**

-  Islands & build-outs not shown in OS
-  No Loading Mon-Sat 7am-10am and 4pm-7pm
-  No Loading At Any Time
-  Pedestrian Crossing
-  Raised carriageway
-  No Waiting At Any Time
-  No Waiting



Status: PROPOSE

Map Tile Reference: Tile Ref: BN27

Sheet Revision Number:

Sheet Active From: 13/02/2026

**LONDON BOROUGH OF CAMDEN**  
**TRAFFIC MANAGEMENT ORDER**

**202\* No. 0\*\***

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The Camden (Moving Traffic Restrictions) (Amendment No. \*) Traffic Order 202\*

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

Coming into force: \*\* \*\*\*\*\* 202\*

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The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by section 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984<sup>1</sup> as amended, and of all other powers thereunto enabling, hereby make the following Order:

**Citation and commencement**

1. This Order may be cited as the Camden (Moving Traffic Restrictions) (Amendment No \*) Traffic Order 202\* and shall come into force on \*\* \*\*\*\*\* 202\*.

**Interpretation**

2. (1) In this Order:

“Council” means the Council of the London Borough of Camden;

“map based schedule” means a map tile attached to this Order, to be read in conjunction with this Order and the Order of 2026, which depicts the moving traffic restrictions designated, provided or imposed by this Order, and, in conjunction with the map schedule legend, identifies the type of each particular moving traffic restriction, and, if appropriate, certain of its governing provisions:

Provided that the Council does not accept responsibility for any inaccuracies contained in the Ordnance Survey data relied upon to create the map based schedule and where a moving traffic restriction is depicted on the map based schedule, that moving traffic restriction will continue to apply irrespective of any subsequent changes that have been made to the underlying Ordnance Survey data.

“map schedule legend” means the map schedule legend attached to the Order of 2026 which, when used in conjunction with a map tile, identifies the specific type of moving traffic restrictions designated, provided or imposed by this Order to which the provisions of this Order apply, and, where appropriate, certain of their governing provisions;

“map tile” means an individual map with a specific tile reference, being part of the map based schedule attached to this Order;

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<sup>1</sup> 1984 c.27

“the Order of 2026” means the Camden (Moving Traffic Restrictions) (No. 1) Order 2026<sup>2</sup>.

- (2) Any reference in this Order to any other Order or enactment shall be construed as a reference to that Order or enactment as amended, applied, consolidated, re-enacted by, or as having effect by virtue of any subsequent Order or enactment;
- (3) Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2026 shall have the same meaning as in that Order.

### **Substitution of map tiles**

3. (1) Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2026 shall have effect as though for the map tiles attached to that Order there were substituted the map tiles similarly referenced and attached to this Order.
- (2) The substitution of any map tile referred to in paragraph (1) of this Article will have the effect of revoking or omitting any provision designated or provided or imposed by a previous version of that map tile and not incorporated into the latest version.

**Dated this \*\* \*\*\*\*\* 202\***

**Peter Mardell**

**Head of Parking Operations**

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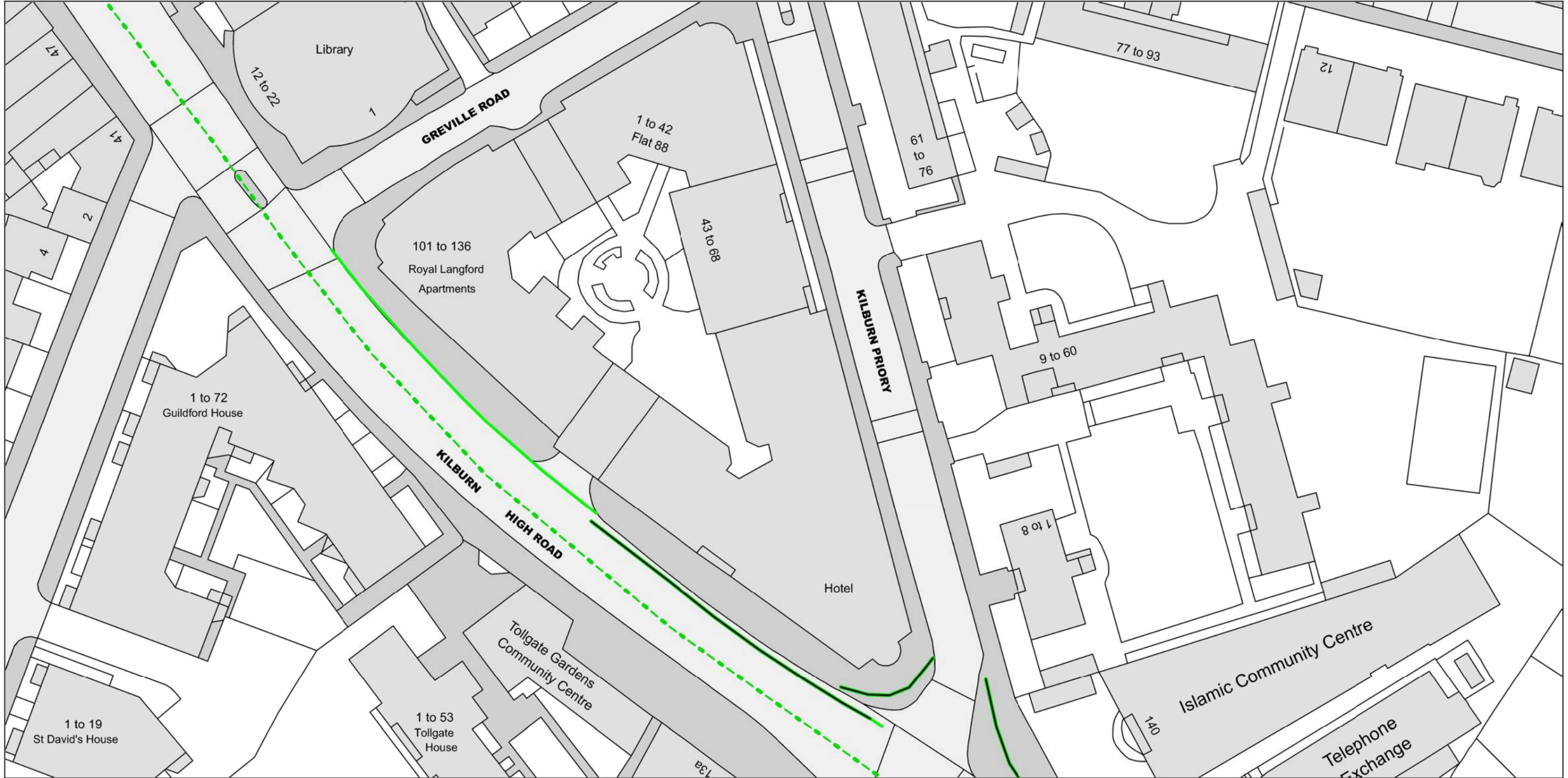
<sup>2</sup> LBC 2026/0\*\*

## **EXPLANATORY NOTE**

(This Note is not part of the Order)

This Order, as part of phase 1 of the 'Better Safer Kilburn' programme of road safety and public realm improvements in the Kilburn High Road area (in conjunction with similar measures proposed by Westminster City Council) amends the Camden (Moving Traffic Restrictions) (No. 1) Order 2026, with the following effects:-

- (a) in KILBURN HIGH ROAD, on the north-east side (that part which lies within the London Borough of Camden), to update existing moving traffic restrictions between a point approximately 60 metres north-west of its junction with Kilburn Priory and its junction with Maida Vale so as to reflect the layout on-street; and
- (b) in MAIDA VALE, on the north-east side (that part which lies within the London Borough of Camden) to update existing moving traffic restrictions between its junction with Kilburn High Road and its junction with Greville Place, so as to reflect the layout on-street.



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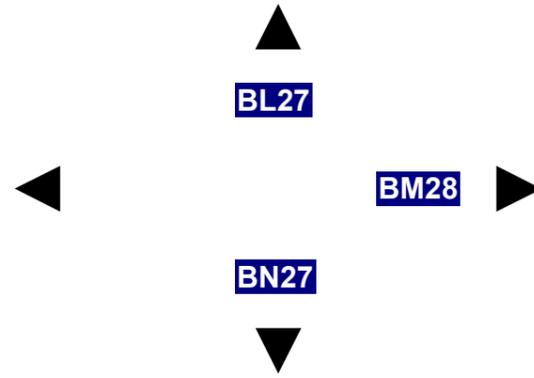


**SCALE - 1 : 625** at A3 size

NOTE: SEE MOVING MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

**Key to Restriction Types Displayed**

-  Footway cycle track
-  Cycle Lane
-  Faded confirmed items (point)
-  Faded confirmed items (line)
-  Faded confirmed items (region)



Status: PROPOSE

Map Tile Reference: Tile Ref: BM27

Sheet Revision Number: 0

Sheet Active From: 13/02/2026



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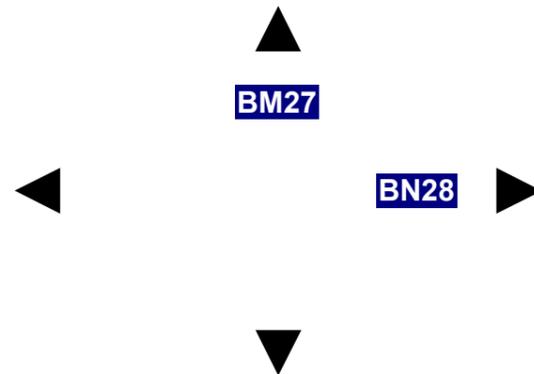


SCALE - 1 : 625 at A3 size

NOTE: SEE MOVING MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

**Key to Restriction Types Displayed**

-  Footway cycle track
-  Bus, Cycle and Taxi Lane Mon-Sat 7am-10am and 4pm-7pm
-  Faded confirmed items (point)
-  Faded confirmed items (line)
-  Faded confirmed items (region)

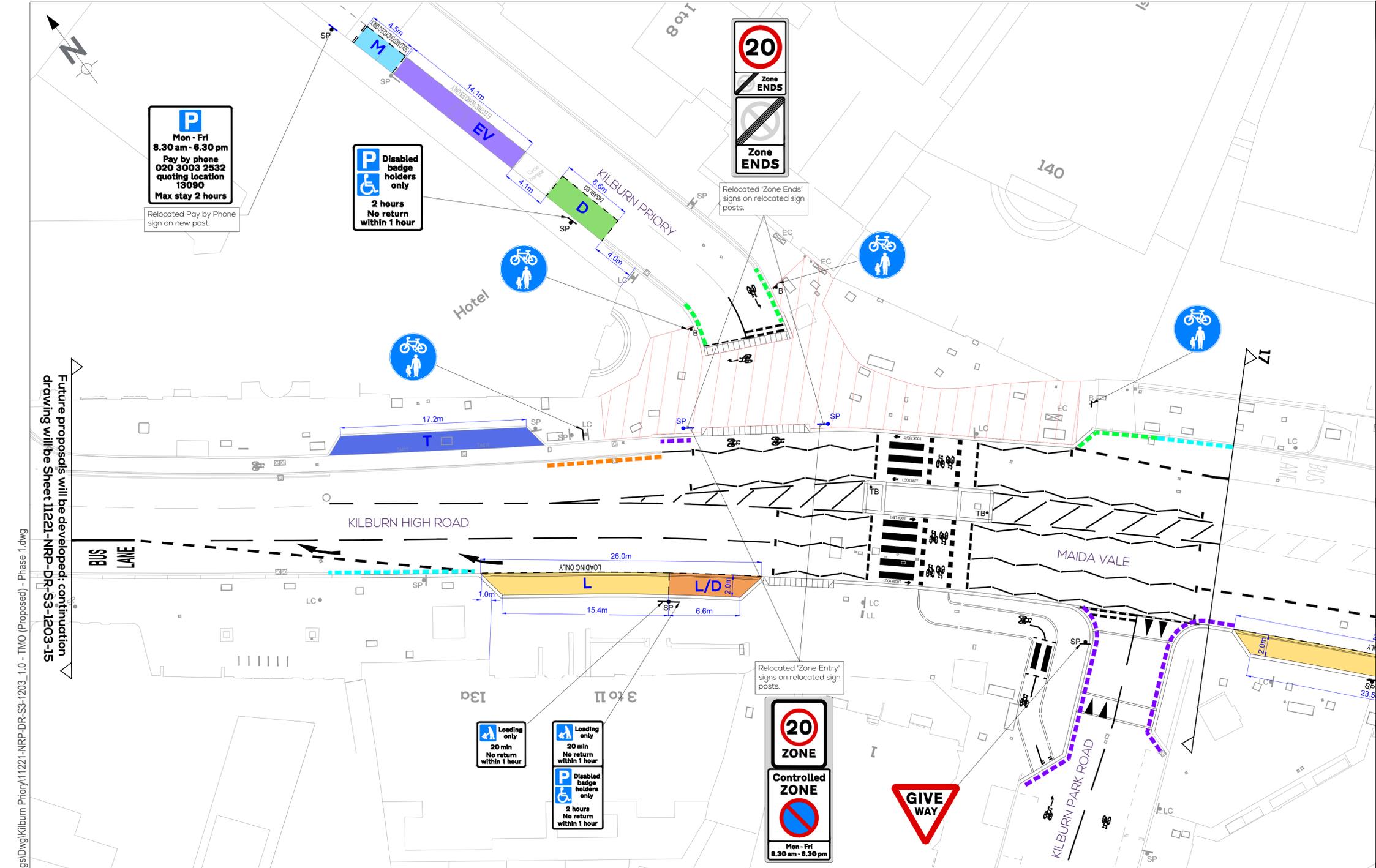


Status: PROPOSE

Map Tile Reference: Tile Ref: BN27

Sheet Revision Number: 0

Sheet Active From: 13/02/2026



NOTES:

- DO NOT SCALE FROM THIS DRAWING.
- ALL DIMENSIONS SHOWN ARE IN METRES UNLESS STATED OTHERWISE.
- ALL ROAD MARKINGS AND SIGNS TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS (TSRGD) 2016 AND TRAFFIC SIGNS MANUAL 2018.

1.0	20/11/25	ES	DV	DG	FIRST ISSUE
REV	DATE	DRAWN	REV'D	APP'D	NOTES

DRAWING STATUS  
**FOR INFORMATION**

**NRP**  
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CLIENT  
LONDON BOROUGH OF CAMDEN

PROJECT  
KILBURN HIGH ROAD

DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
ES	ES	DV	20/11/25	DG	20/11/25

TITLE  
DETAILED DESIGN  
TMO (PROPOSED LAYOUT)  
PHASE 1 - SHEET 01 OF 02

SCALE	DRAWING No	REV
1:200@A1	11221-NRP-DR-S3-1203-16	1.0

Future proposals will be developed: continuation drawing will be Sheet 11221-NRP-DR-S3-1203-15

LOGIN NAME: LAURITA LATOZA  
LOCATION: B:\Projects\11221 Kilburn High Road Detailed Design\Drawings\Kilburn Priority\11221-NRP-DR-S3-1203\_1.0 - TMO (Proposed) - Phase 1.dwg

**KEY**

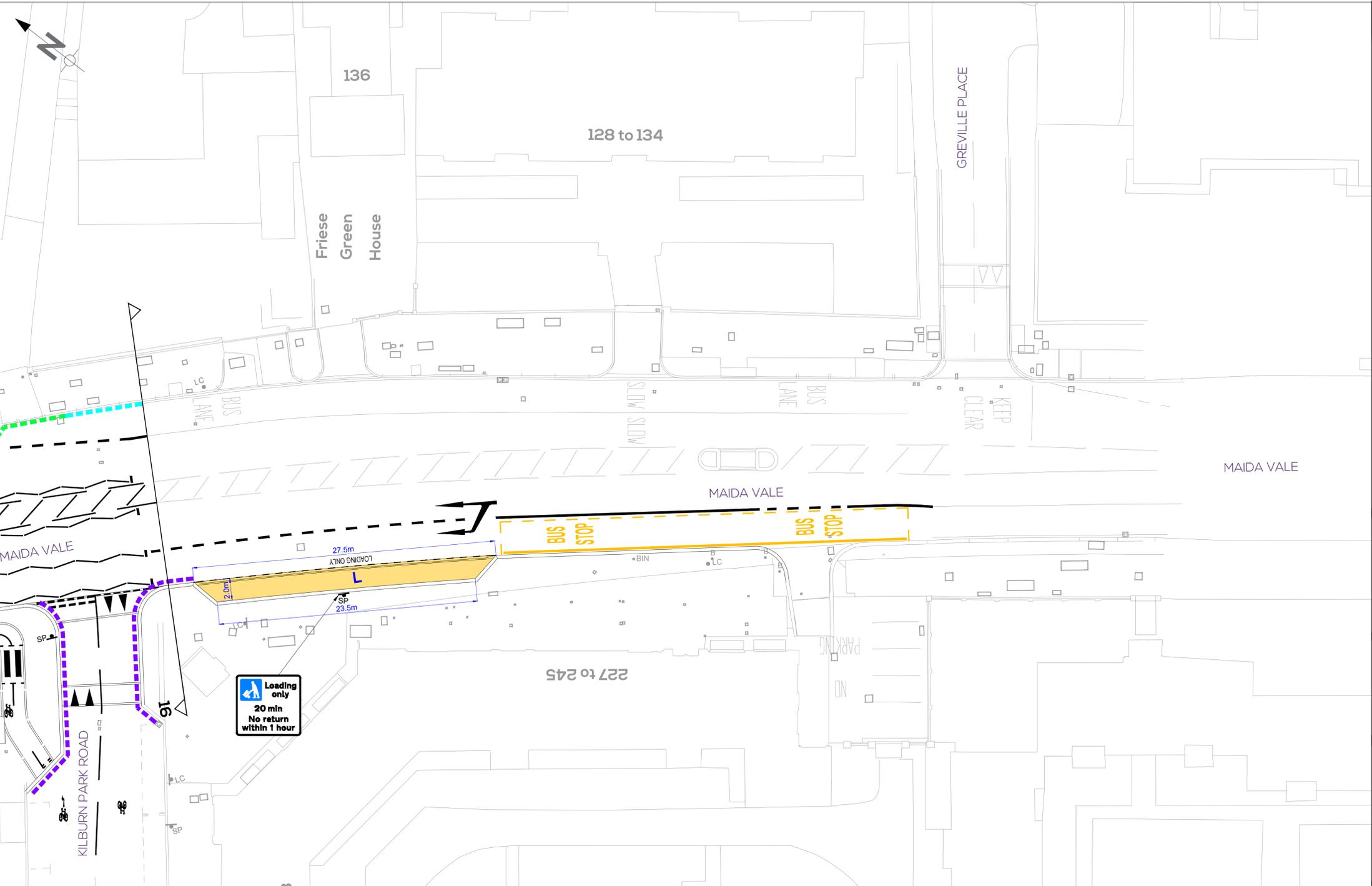
	PAY BY PHONE PARKING (MON-FRI: 8:30am - 6:30pm) LOCATION 13090		PROPOSED DOUBLE YELLOW LINE WITH SINGLE YELLOW BLIP (NO WAITING AT ANY TIME AND NO LOADING DURING RESTRICTED HOURS)
	ELECTRIC VEHICLE PARKING		PROPOSED DOUBLE YELLOW LINE WITH DOUBLE YELLOW BLIPS (NO WAITING OR LOADING AT ANY TIME)
	SOLO MOTORCYCLES ONLY		
	TAXIS ONLY		
	LOADING ONLY		
	SHARED PARKING BAY FOR 'LOADING ONLY' 20min NO RETURN WITHIN 1 HOUR OR 'DISABLED BADGE HOLDERS ONLY' 2 HOURS NO RETURN WITHIN 1 HOUR		
	DISABLED BADGE HOLDERS ONLY 2 HOURS NO RETURN WITHIN 1 HOUR		
	PROPOSED SHARED SPACE		
	PROPOSED SINGLE YELLOW LINE WITH SINGLE YELLOW BLIP (NO WAITING DURING RESTRICTED HOURS AND NO LOADING DURING RESTRICTED HOURS)		
	PROPOSED DOUBLE YELLOW LINE (NO WAITING AT ANY TIME)		

	Loading only 20 min No return within 1 hour
	Loading only 20 min No return within 1 hour  Disabled badge holders only 2 hours No return within 1 hour

Relocated 'Zone Entry' signs on relocated sign posts.

	Existing	Proposed	Difference
Loading only	6 spaces (35.9m)	7 spaces (38.9m)	+1 space (3.0m)
Taxi	3 spaces (17.2m)	3 spaces (17.2m)	None
Motorcycles	1 spaces (4.5m)	1 spaces (4.5m)	None
Electric Vehicles	2 spaces (14.1m)	2 spaces (14.1m)	None
Pay by Phone Mon-Fri (8:30am-6:30pm)	2 spaces (9.4m)	1 space (4.8m)	-1 space (4.6m)
Loading/Disabled	None	1 space (6.6m)	+1 space (6.6m)
Disabled parking	None	1 space (6.6m)	+1 space (6.6m)
No waiting Mon-Sun 7am-7pm and no loading Mon-Fri 7am-10am and 4pm-7pm, Sat-Sun 10am-7pm	100.6m	93.1m	-7.5m
No waiting at any time	45.0m	34.3m	-11.7m
No waiting at any time and no loading Mon-Fri 8:30am-6:30pm and Sat 8:30am-1:30pm	90.5m	73.9m	-16.6m
No waiting and no loading at any time	34.0m	39.3m	+0.7m

LOGIN NAME: LAURITA LATOZA  
 LOCATION: B:\Projects\11221 Kilburn High Road Detailed Design\Drawings\Kilburn Priority\11221-NRP-DR-S3-1203-1.0 - TMO (Proposed) - Phase 1.dwg



Loading only  
 20 min  
 No return within 1 hour

KEY	
	PAY BY PHONE PARKING (MON-FRI: 8:30am - 6:30pm) LOCATION 13090
	ELECTRIC VEHICLE PARKING
	SOLO MOTORCYCLES ONLY
	TAXIS ONLY
	LOADING ONLY
	SHARED PARKING BAY FOR 'LOADING ONLY' 20min NO RETURN WITHIN 1 HOUR OR 'DISABLED BADGE HOLDERS ONLY' 2 HOURS NO RETURN WITHIN 1 HOUR
	DISABLED BADGE HOLDERS ONLY 2 HOURS NO RETURN WITHIN 1 HOUR
	PROPOSED SHARED SPACE
	PROPOSED SINGLE YELLOW LINE WITH SINGLE YELLOW BLIP (NO WAITING DURING RESTRICTED HOURS AND NO LOADING DURING RESTRICTED HOURS)
	PROPOSED DOUBLE YELLOW LINE WITH DOUBLE YELLOW BLIPS (NO WAITING OR LOADING AT ANY TIME)

	Existing	Proposed	Difference
Loading only	6 spaces (35.9m)	7 spaces (38.9m)	+1 space (3.0m)
Taxi	3 spaces (17.2m)	3 spaces (17.2m)	None
Motorcycles	1 spaces (4.5m)	1 spaces (4.5m)	None
Electric Vehicles	2 spaces (14.1m)	2 spaces (14.1m)	None
Pay by Phone Mon-Fri (8:30am-6:30pm)	2 spaces (9.4m)	1 space (4.8m)	-1 space (4.6m)
Loading/Disabled	None	1 space (6.6m)	+1 space (6.6m)
Disabled parking	None	1 space (6.6m)	+1 space (6.6m)
No waiting Mon-Sun 7am-7pm and no loading Mon-Fri 7am-10am and 4pm-7pm, Sat-Sun 10am-7pm	100.6m	93.1m	-7.5m
No waiting at any time	45.0m	34.3m	-11.7m
No waiting at any time and no loading Mon-Fri 8:30am-6:30pm and Sat 8:30am-1:30pm	90.5m	73.9m	-16.6m
No waiting and no loading at any time	34.0m	39.3m	+0.7m

- NOTES:
- DO NOT SCALE FROM THIS DRAWING.
  - ALL DIMENSIONS SHOWN ARE IN METRES UNLESS STATED OTHERWISE.
  - ALL ROAD MARKINGS AND SIGNS TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS (TSRGD) 2016 AND TRAFFIC SIGNS MANUAL 2018.

REV	DATE	DRAWN	REV'D	APP'D	NOTES
1.0	20/11/25	ES	DV	DG	FIRST ISSUE

DRAWING STATUS

# FOR INFORMATION

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CLIENT

LONDON BOROUGH OF CAMDEN

PROJECT

KILBURN HIGH ROAD

DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
ES	ES	DV	20/11/25	DG	20/11/25

TITLE

DETAILED DESIGN

TMO (PROPOSED LAYOUT)

PHASE 1 - SHEET 02 OF 02

SCALE	DRAWING No	REV
1:200@A1	11221-NRP-DR-S3-1203-17	1.0