

Public notice

Better Safer Kilburn (phase 2): Kilburn High Road north 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 (Prescribed Routes) (Maygrove Road and Shoot Up Hill) (No. *) Traffic Order 202**

*The Camden (Cycle Lane) (Maygrove Road) (No. *) Traffic Order 202**

*The Camden (Bus Lanes) (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 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 would be:
 - (a) in IVERSON ROAD, the south-east side:
 - (i) provide 'at any time' waiting and loading restrictions, between a point 2.5 metres north-east of the south-western wall of No. 338 Kilburn High Road and a point 6.5 metres north-east of that wall;
 - (ii) replace 9.3 metres of shared-use (CA-Q permits or paid-for) parking outside Nos. 2 to 6 Iverson Road with waiting restrictions operating between 7am and 7pm on any day, between a point 2.9 metres north-east of the south-western boundary of No. 2 Iverson Road and a point 5.9 metres north-east of that boundary, and disabled persons (blue badge) parking operating 'at any time' (2-hours maximum stay, 1-hour no return); *Note: The Council intend to install a cycle hangar on the aforementioned waiting restrictions;*
 - (b) in KILBURN HIGH ROAD, north-east side:
 - (i) replace existing waiting and loading restrictions with 'at any time' waiting and loading restrictions:
 - (A) between the south-eastern kerb-line of Loveridge Road and a point 2.8 metres south-east of the common boundary of Nos. 336 and 338 Kilburn High Road;
 - (B) between a point 11.8 metres south-east of the common boundary of Nos. 326 and 328c Kilburn High Road and a point 15.7 metres south-east of the south-eastern kerb-line of Netherwood Street;
 - (C) between a point 4.7 metres north-west of the common boundary of Nos. 304 and 306 Kilburn High Road and a point 3.5 metres south-east of that common boundary; and
 - (D) between a point 27.2 metres north-west of the common boundary of Nos. 272 and 274 Kilburn High Road and a point 24.8 metres north-west of that common boundary;

- (ii) replace existing waiting and loading restrictions with waiting restrictions operating 'at any time' and loading restrictions operating between 11am and 7pm on any day, between a point 2.8 metres south-east of the common boundary of Nos. 336 and 338 Kilburn High Road and the common boundary of Nos. 328h and 330 Kilburn High Road;
- (iii) replace existing waiting and loading restrictions with waiting restrictions operating 'at any time' and loading restrictions operating between 7am and 7pm on any day:
 - (A) between a point 3.5 metres south-east of the common boundary of Nos. 304 and 306 Kilburn High Road and a point 4.8 metres north-west of the common boundary of Nos. 282 and 284 Kilburn High Road; and
 - (B) between a point 1.3 metres south-east of the common boundary of Nos. 256 and 258 Kilburn High Road and a point 1.5 metres south-east of the common boundary of Nos. 238 and 240 Kilburn High Road;
- (iv) replace the existing south-eastbound with-flow bus lane between No. 298 Kilburn High Road and No 238 Kilburn High Road operating between 7am and 10am and between on Mondays to Friday inclusive and between 10am and 7pm on Saturdays with a south-eastbound with-flow bus lane for buses, pedal cycles and taxis, operating between 7am and 7pm on any day, extending between a point 4 metres south-east of the common boundary of Nos. 296 and 298 Kilburn High Road and a point 1.95 metres south-east of the north-western wall of No. 236 Kilburn High Road;
- (c) in LOVERIDGE ROAD:
 - (i) north-west side:
 - (A) provide 'at any time' waiting and loading restrictions between a point 0.9 metres south-west of the south-western wall of No 356 Kilburn Hill Road and a point 2.5 metres north-east of that wall; and
 - (B) change the hours of existing waiting restrictions so that they operate between 7am and 7pm on any day, between a point 12.7 metres north-east of the south-western wall of No. 356 Kilburn High Road and a point 27.2 metres north-east of that wall;
 - (ii) south-east side:
 - (A) provide 'at any time' waiting restrictions between a point 2.7 metres south-west of the south-western wall of No. 352 Kilburn High Road and a point 0.5 metres north-east of that wall; and
 - (B) remove the disabled persons (blue badge) parking and paid-for parking adjacent to No. 352 Kilburn High Road and provide:
 - (I) a loading bay operating 'at any time' (30-minutes maximum stay, 1-hour no return), between a point 0.5 metres north-east

of the south-western wall of No. 352 Kilburn High Road and a point 12.5 metres north-east of that wall; and

(II) disabled (blue badge) parking operating 'at any time' (2-hours maximum stay, 1-hour no return), between a point 12.5 metres north-east of the south-western wall of No. 352 Kilburn High Road and a point 19.1 metres north-east of that wall;

(d) in MAYGROVE ROAD:

(i) to prevent all vehicles except pedal cycle from entering Maygrove Road at its junction with Shoot Up Hill / Kilburn High Road and provide an accompanying no left turn except pedal cycles for south-eastbound vehicles from Shoot Up Hill into Maygrove Road;

(ii) north-west side:

(A) to provide a north-eastbound cycle lane, between a point 9.5 metres north-east of the north-eastern kerb-line of Shoot Up Hill and the south-western boundary of No. 1 Maygrove Road;

(B) replace 6.6 metres of CA-Q permit parking outside Nos. 1 and 3 Maygrove Road with disabled persons (blue badge) parking; and

(C) provide 'at any time' waiting and loading restrictions between a point 8.4 metres south-west of the common boundary of Nos. 3 and 5 Maygrove Road and a point 25.2 metres south-west of that common boundary; and

(iii) south-east side:

(A) replace 5 metres of CA-Q permit parking outside Nos. 2 and 4 Maygrove Road with e-scooter and cycle hire parking operating 'at any time';

(B) provide 'at any time' loading restrictions between a point 5.5 metres north-east of the north-eastern kerb-line of Kilburn High Road and a point 18.2 metres north-east of that kerb-line; and

(C) provide loading restrictions operating between 7am and 7pm on any day, between a point 20.2 metres north-east of the north-eastern kerb-line of Kilburn High Road and a point 28.2 metres north-east of that kerb-line;

(e) in NETHERWOOD STREET:

(i) north-west side:

(A) provide 'at any time' loading restrictions between a point 6.1 metres north-east of the north-eastern kerb-line of Kilburn High Road and a point 9 metres north-east of that kerb-line; and

(B) adjacent to No. 318 Kilburn High Road and outside Nos. 1 and 3 Netherwood Street, to replace the 12.2-metre loading bay operating 8.30am to 6.30 pm on Mondays to Fridays inclusive and the 11.8-metre paid-for parking with:

(I) a loading bay operating 'at any time' (30-minutes maximum stay, 1-hour no return), between a point 9 metres north-east of

- the north-eastern kerb-line of Kilburn High Road and a point 29 metres north-east of that kerb-line; and
- (II) disabled persons (blue badge) parking operating 'at any time' (2-hours maximum stay, 1-hour no return), between a point 29 metres north-east of the north-eastern kerb-line of Kilburn High Road and a point 35.6 metres north-east of that kerb-line; and
- (ii) south-east side:
- (A) replace shared-use (CA-Q permits or paid-for) parking with a loading place operating 'at any time' (30-minutes maximum stay, 1-hour no return) between a point 9.6 metres north-east of the north-eastern kerb-line of Kilburn High Road and a point 21.6 metres north-east of that kerb-line; and
- (B) provide 'at any time' loading restrictions between a point 6 metres north-east of the north-eastern kerb-line of Kilburn High Road and a point 9.6 metres north-east of that kerb-line; and
- (f) in PALMERSTON ROAD (westernmost south-west to north-east arm), on both sides of that part which lies between a point 0.8 metres north-east of the south-western wall of No. 308 Kilburn High Road and the north-eastern extremity of Palmerston Road (westernmost south-west to north-east arm), to replace the loading place, paid-for parking, CA-Q permit parking and waiting restrictions with the following:
- (i) paid-for motorcycle parking places operating between at any time, between a point 5.1 metres north-east of the south-western wall of No. 308 Kilburn High Road and a point 12.1 metres north-east of that wall (the charge, applicable between the hours of 8.30am and 6.30pm on Mondays to Fridays inclusive, for leaving a solo motorcycle in the solo motorcycle parking place during the aforementioned hours would be £0.66 per day for electric motorcycles and £1.30 per day for non-electric motorcycles);
- (ii) loading places operating 'at any time' (30-minutes maximum stay, 1-hour no return):
- (A) north-west side, between a point 12.1 metres north-east of the south-western wall of No. 308 Kilburn High Road and a point 24.1 metres north-east of that wall; and
- (B) south-east side, between a point 3.5 metres north-east of the south-western wall of No. 306 Kilburn High Road and a point 15.5 metres north-east of that wall;
- (iii) CA-Q permit parking operating between 8.30am and 6.30pm on Mondays to Fridays inclusive, the north-west side, between a point 24.1 metres north-east of the south-western wall of No. 308 Kilburn High Road and a point 34.5 metres north-east of that wall;
- (iv) disabled persons (blue badge) parking operating 'at any time' (2-hours maximum stay, 1-hour no return) on the south-east side, between a

point 15.5 metres north-east of the south-western wall of No. 306 Kilburn High Road and a point 22.1 metres north-east of that wall;

(v) 'at any time' waiting and loading restrictions:

(A) north-west side, between a point 0.8 metres north-east of the south-western wall of No. 308 Kilburn High Road and a point 5.1 metres north-east of that wall;

(B) south-east side:

(I) between a point 1.2 metres north-east of the south-western wall of No. 306 Kilburn High Road and a point 3.5 metres north-east of that wall; and

(II) between a point 23.8 metres north-east of the south-western wall of No. 306 Kilburn High Road and the north-eastern extremity of Palmerston Road (westernmost south-west to north-east arm);

(C) north-east side, between the south-eastern kerb-line of Palmerston Road and a point 6.3 metres north-west of that kerb-line; and

(vi) waiting restrictions operating between 7am and 7pm on any day, between a point 22.1 metres north-east of the south-western wall of No. 306 Kilburn High Road and a point 24.8 metres north-east of that wall.

3. FURTHER NOTICE IS HEREBY GIVEN that the Council, under section 23 of the Road Traffic Regulation Act 1984, have approved the provision of signal-controlled pedestrian crossings in KILBURN HIGH ROAD, each with a length of 9 metres in the following locations:

(a) with its centre line 7.8 metres north-west of the north-western boundary of Nos. 353/355 Kilburn High Road;

(b) with its centre line 7.8 metres north-west of the south-eastern boundary of No. 308 Kilburn High Road;

(c) with its centre line 8 metres north-west of the common boundary of Nos. 285 and 287 Kilburn High Road;

(d) with its centre line 5.3 metres south-east of the common boundary of Nos. 264 and 268 Kilburn High Road;

'Zig-zag' markings, on which vehicles would be prohibited from stopping at all times, would be laid on both sides of the road, extending in the south-eastbound carriageway for a distance of:

(i) 17 metres on the approach to, and 8.5 metres on the exit from, the crossing referred to in item 3(a) above;

(ii) 8.5 metres on the approach to, and 17 metres on the exit from, the crossing referred to in item 3(b) above;

(iii) 17 metres on the approach to, and 4.5 metres on the exit from, the crossing referred to in item 3(c) above;

(iv) 17 metres either side of the crossing referred to in item 3(d) above.

4. FURTHER NOTICE IS HEREBY GIVEN that the Council, in accordance with Sections 90A and 90C of the Highways Act 1980 and the Highways (Road Humps) Regulations 1999 as amended, proposes to build blended crossings / raised entry/exit tables, in the following locations:
 - (a) at the junction of SHOOT UP HILL, KILBURN HIGH ROAD and MAYGROVE ROAD, extending in Shoot Up Hill and Kilburn High Road: between a point 3.9 metres south-east of the common boundary of Nos. 4 and 6 Shoot Up Hill and a point 9 metres south-east of the south-eastern kerb-line of Maygrove Road, and in Maygrove Road: from its junction with Shoot Up Hill and Kilburn High Road to a point 9.4 metres north-east of the north-eastern kerb-line of Shoot Up Hill and Kilburn High Road; and
 - (b) at the junction of KILBURN HIGH ROAD and IVERSON ROAD, extending in Kilburn High Road: between a point 8.5 metres north-west of the north-western kerb-line of Iverson Road and a point 8 metres south-east of the south-eastern kerb-line of Iverson Road, and in Iverson Road: between its junction with Kilburn High Road and a point 8.2 metres north-east of the north-eastern kerb-line of Kilburn High Road.
5. FURTHER NOTICE IS HEREBY GIVEN that the Council, under section 65 of the Highways Act 1980, propose to provide south-eastbound cycle tracks adjacent to the carriageway on the north-east side of KILBURN HIGH ROAD:
 - (a) between a point 21.1 metres south-east of the south-eastern kerb-line of Maygrove Road and the north-western kerb-line of Loveridge Road; and
 - (b) between the south-eastern kerb-line of Loveridge Road and a point 15.8 metres south-east of the common boundary of Nos. 340 and 342 Kilburn High Road.
6. Additional Notice is hereby given as a courtesy measure, that the Council, under the powers of the Traffic Signs Regulations and General Directions 2016, have approved changes to the bus stop clearway markings on the north-east side of KILBURN HIGH ROAD, as follows: (a) the existing bus stop clearway outside Nos. 328 and 328e Kilburn High Road will be extended, so as to extend from a point 12.2 metres north-west of the common boundary of Nos. 328 and 328e Kilburn High Road, south-eastwards for a distance of 24 metres; and (a) the existing bus stop clearway outside Nos. 274 Kilburn High Road will be extended, so as to extend from the common boundary of Nos. 272 and 274 Kilburn High Road, south-eastwards for a distance of 24.8 metres. Vehicles other than local buses will remain prohibited from stopping on the bus stop clearway markings at any time.
7. Copies of the proposed Orders, plans indicating the proposals, and other related documents may be obtained by contacting traffic.orders@camden.gov.uk or inspected either: online at 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 'TMO2526-0039' 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 10 April 2026.

Peter Mardell – Head of Parking Operations
19 March 2026

Statement of reasons

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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 2, including the section of KHR between Maygrove Road and The Grangeway (on both sides).

This Phase is to be delivered through collaboration between the London Borough of Camden (LBC) and the London Borough of Brent (LBB).

The following changes are proposed within Phase 2 of Better Safer Kilburn scheme, under Traffic Management Order (TMO):

Walking proposals

- Retain continuous footway at Loveridge Road
- New signalised pedestrian crossing with pedestrian countdown outside Brondesbury Station
- New uncontrolled pedestrian crossing north of Netherwood Street
- Retain continuous footway at Netherwood Street
- Retain continuous footway at Dyne Road
- New signalised pedestrian crossing with pedestrian countdown between Dyne Road and Palmerston Road
- Retain continuous footway at Palmerston Road
- New signalised pedestrian crossing with pedestrian countdown south of Drakes Courtyard
- New continuous footway at Buckley Road
- Existing pedestrian crossing north of Buckley Road to be retained with pedestrian countdown installed
- Footways north of Grangeway extended across private accesses to improve pedestrian facilities

Cycling and walking proposals

- Advanced stop line for cyclists to be introduced on all arms of the junction at Maygrove Road / Christchurch Avenue
- New dockless bike hire bay on Maygrove Road
- New stepped southbound cycle track on the eastern side of KHR between Maygrove Road and Iverson Road
- Two new dockless bike hire bays on either side of new timed footway loading pad, north of Cavendish Road
- Advanced stop line for cyclists to be introduced on all arms of the junction at Cavendish Road / Iverson Road
- New bike hangar on Iverson Road
- New protected right turn pocket (northbound) onto Netherwood Street
- New dockless bike hire bay on Netherwood Street
- New protected right turn pocket (southbound) onto Dyne Road
- New bike hangar on Palmerston Road

Bus proposals

- Extension of bus lane from Exeter Road to Maygrove Road junction with Kilburn High Road and made 24/7
- Bus stop at Kilburn High Road / Loveridge Road (fronting Tesco Express) to be moved into northbound carriageway to improve bus priority
- Existing northbound bus stop relocated further north of Brondesbury Station to allow for new signalised crossing outside the Station; existing southbound bus stop relocated further south
- Bus lane (southbound) hours extended (7am – 7 pm Monday to Sunday) south of Palmerston Road to Grangeway

General traffic and road safety proposals

- New raised table at Maygrove Road / Christchurch Avenue junction to create gateway into Kilburn Town Centre
- Maygrove Road to be made no entry for motor vehicles except cycles at the junction with Kilburn High Road
- New raised table at junction with Iverson Road and Cavendish Road
- New Electric Vehicle charging point on Netherwood Street

Loading, parking and road marking proposals

- Double yellow blips on northern side of Maygrove Road extended to no.1 Maygrove Road. Double blips at junction with KHR replacing single blips on southern side. 10m of DYL and single blips up to SYL with loading allowed 7pm-7am
- New disabled bay on Maygrove Road outside no.1 Maygrove Road
- Disabled bay on Loveridge Road to be relocated to allow new 12m loading only bay, replacing all paid-for parking bays.
- DYL and double blips on western side of KHR south of Christchurch Avenue to bus stop. DYL across service access retained

- New timed footway loading space to be added north of Cavendish Road (7pm–11am)
- DYL and double blips between Maygrove Road and Iverson Road, replacing single blips to facilitate new stepped southbound cycle track
- New disabled bay east of proposed bike hangar in Iverson Road
- Existing loading bay on Iverson Road to be made loading only any time.
- Single blips and DYL south of Iverson Road to allow loading 7pm–11am
- Single blips and DYL south of proposed Brondesbury Station signalised pedestrian crossing to allow loading 7pm-11am
- Double blips and DYL north of Dyne Road
- Existing loading bay on northern side of Netherwood Street to be extended to replace paid-for parking bay.
- New 12m loading bay on southern side of Netherwood Street to reduce shared-use parking bay (permit holder/paid-for)
- Disabled bay to replace defunct Ambulance bay on Netherwood Street
- Double blips and DYL south of Netherwood Street
- Loading bay to replace paid-for parking bay on northern side of Dyne Road
- Loading bay to partially replace existing paid-for permit bay on southern side of Dyne Road
- Existing goods vehicle restriction on loading bay on southern side of Dyne Road to be removed (loading only)
- Disabled bay to replace Doctors Bay on Dyne Road
- Solo motorcycle bay, loading bay and relocated residents parking bays from southern side of Palmerston Road to replace existing paid-for parking bay on northern side Palmerston Road
- Disabled bay to replace existing residential permit bay on Palmerston Road
- Existing loading bay on Palmerston Road to be extended
- Double blips and DYL at eastern extent of Palmerston Road to maintain turning space for vehicles
- New 24/7 footway disabled bay and loading space outside MP Moran frontage, replacing existing paid-for parking bays and
- Existing bus lane (southbound) south of Palmerston Road to be retained with extended hours; single blips and DYL to allow loading in bus lane 7pm–7am
- Footway outside Brondesbury Medical Centre to be widened to allow for new footway disabled space (replacing carriageway disabled space)
- North of Grangeway, single blips and DYL to allow loading in bus lane 7pm–7am
- Loading bay at Buckley Road to replace existing resident permit bay and Doctors Bay
- South of Buckley Road to bus stop, double blips and DYL

These proposals, if approved, would:

- Mitigate and maintain bus service reliability 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.

- Introduce traffic calming to a busy high street location

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.

Policy 1b of the CTS states that the Council will “remove barriers to walking and cycling, ensuring that every transport, place shaping and other relevant schemes improve conditions for pedestrians and cyclists, to create high quality environments that enable modal shift and increase active, healthy travel.” The proposed scheme meets this policy through the proposed pedestrian and cycling improvements proposed along the scheme extents, including protected cycling facilities and new pedestrian crossing points.

Policy 1c of the CTS, as part of a wider objective to transform streets in Camden to enable walking and cycling, states that the Council will: “change how road space is allocated, including reducing kerbside space for parking/loading provision, and reallocating carriageway space to active, sustainable travel modes, if necessary, to enable and encourage people to walk and cycle, to improve road safety and deliver enhancements to the public realm”. The proposed scheme meets this through the introduction of protected cycle lanes along the corridor, in place of existing parking and loading provisions, as well as pedestrian improvements through wider pavements. The removal / relocation of parking and loading meets Policy 2h of the CTS, which states that the Council will “remove parking provision where necessary in order to facilitate sustainable transport modes”.

Measure 4g of the CTS states that the Council will “implement safer crossings and introduce pedestrian Countdown facilities at traffic signals”. The signalised junction improvements and additional crossing points along the road contribute to meeting this measure.

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.

The Council's [Road Safety Action Plan](#), which forms part of the CTS, commits to delivering measures that will help meet the Mayor's 'Vision Zero' target to reduce Killed and Seriously Injured (KSI) road traffic casualties to zero by 2041. Wider pavements, protected cycle lanes and enhanced pedestrian crossing facilities, identified within this plan and proposed as part of the scheme, are noted as being a key measure that will help deliver that goal – though the scheme intends to improve road safety for all road users on this corridor.

The Council's [Walking & Accessibility Action Plan](#) notes Camden commitment to prioritise pedestrian movements over motorised traffic wherever feasible, for example by creating new/improved crossings that reflect pedestrian desire lines, and installing 'Countdown' facilities. The proposed upgrades to footways and crossing facilities along Kilburn High Road is in alignment with that objective

The Better, Safer Kilburn proposals also deliver against the [Cycling Action Plan](#) (CAP). The CAP pulls together, into a single, focused and clear plan of action, the various policies and measures contained within the CTS that enable and support increased and safe cycling levels in Camden. The scheme is also referred to in the CTS Delivery Plan period 2025-28.

The [CTS Delivery Plan 2025-28](#), includes a focus area on improvements to bus operations in Camden, with specific actions to improve bus stop locations, passenger waiting and shelter improvements, real-time information along with other bus priority actions. This scheme will support and deliver on many of the ambitions and actions set out this the Delivery Plan.



- 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.
 - ALL ITEMS SHOWN IN GREY ARE TO REMAIN.

REV	DATE	DRAWN	REV'D	APP'D	NOTES
4.0	26/01/26	LL	DV	DG	CHANGES TO BOUNDARY LINE
3.0	20/01/26	LL	DV	DG	ADDED BOROUGH BOUNDARY LINE
2.0	23/12/25	LL	DV	DG	CHANGES REQUESTED BY CLIENT

DRAWING STATUS
FOR INFORMATION

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CLIENT
LONDON BOROUGH OF CAMDEN

PROJECT
KILBURN HIGH ROAD

DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
LL	LL	DV	26/01/26	DG	26/01/26

TITLE
DETAILED DESIGN - PHASE 2
TMO (PROPOSED LAYOUT)
SHEET 01 OF 07

SCALE	DRAWING No	REV
1:200@A1	11221-NRP-DR-S3-1203-01	4.0

KEY

- R** RESIDENT PERMIT HOLDERS ONLY, CA-Q (MON-FRI, 8.30am - 6.30pm)
- S** SHARED USE PARKING PERMIT HOLDERS ONLY - ZONE CODE VARIES (MON-FRI 8.30am - 6.30pm) OR PAY BY PHONE, MAX STAY PERIOD AND LOCATION CODES VARY
- M** SOLO MOTORCYCLES ONLY
- T** TAXIS ONLY
- L** LOADING ONLY MAX STAY 30min, NO RETURN WITHIN 1 HOUR
- L** GOODS VEHICLES LOADING ONLY (7pm - 11am, MAX STAY 1 HOUR, NO RETURN WITHIN 1 HOUR)
- D** DISABLED BADGE HOLDERS ONLY
- ES** E-SCOOTER AND CYCLE HIRE
- CH** CYCLE HIRE
- CC** CAR CLUB PERMIT HOLDERS ONLY (CC-31)

--- LB Camden
--- LB Brent

BOROUGH BOUNDARY (ASSUMED)

PROPOSED SINGLE YELLOW LINE (NO WAITING BETWEEN 7am - 7pm)

PROPOSED SINGLE YELLOW LINE WITH SINGLE YELLOW BLIP (NO WAITING AND NO LOADING BETWEEN 7am - 7pm)

PROPOSED DOUBLE YELLOW LINE (NO WAITING AT ANY TIME)

PROPOSED DOUBLE YELLOW LINE WITH SINGLE YELLOW BLIP (NO WAITING AT ANY TIME AND NO LOADING BETWEEN 7am - 7pm)

PROPOSED DOUBLE YELLOW LINE WITH SINGLE YELLOW BLIP (NO WAITING AT ANY TIME AND NO LOADING BETWEEN 11am - 7pm)

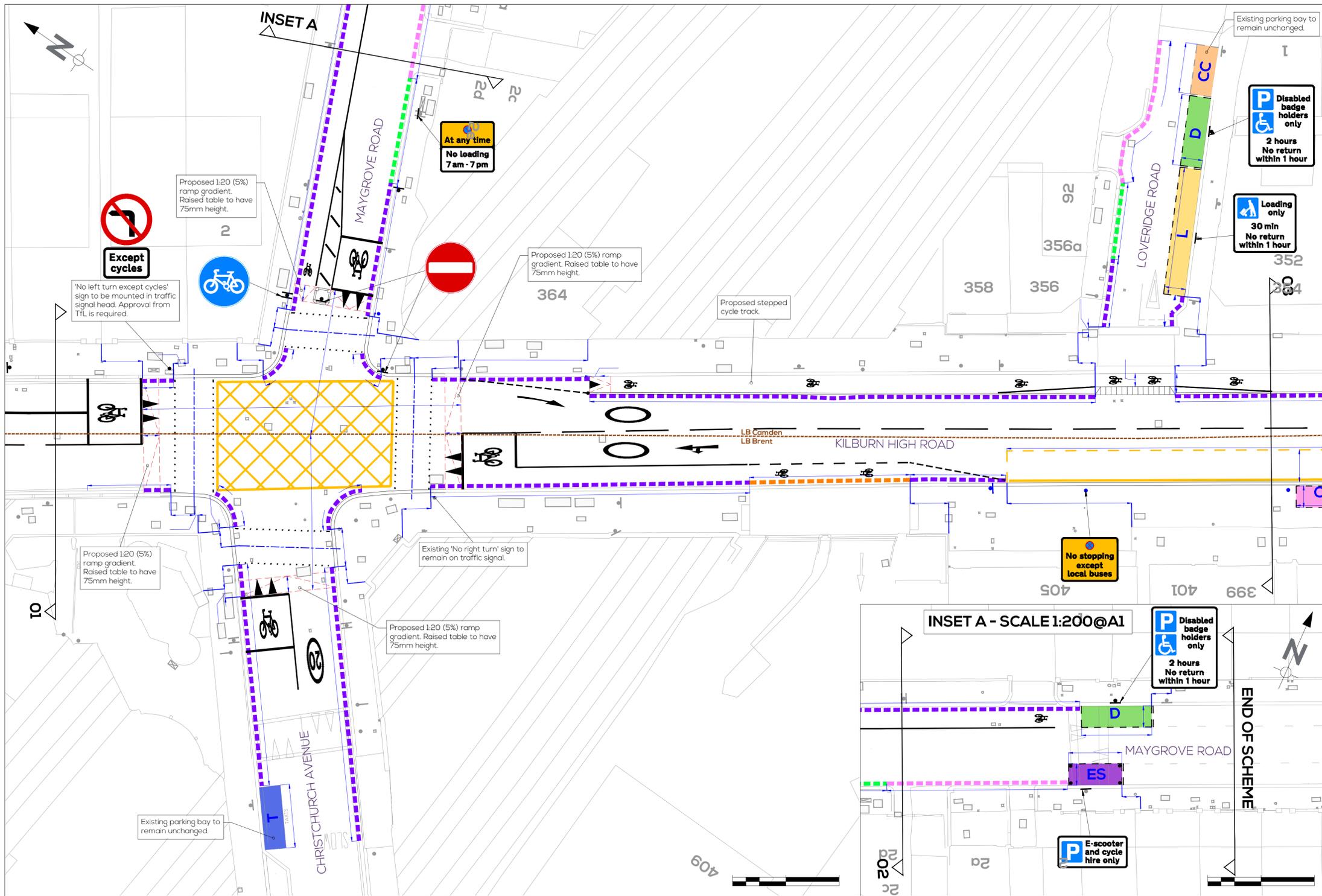
PROPOSED DOUBLE YELLOW LINE WITH DOUBLE YELLOW BLIPS (NO WAITING OR LOADING AT ANY TIME)

	Existing	Proposed	Difference
Resident permit holders only CA-Q (Mon-Fri, 8.30am-6.30pm)	6 spaces (31.3m)	9 spaces (45.6m)	+3 spaces (-15.3m)
Shared space bay permit holders and pay by phone bay	10 spaces (50.7m)	4 spaces (21.9m)	-6 spaces (-28.8m)

Soa motorcycles only	7.5m	14.5m	+7m
Taxi's only	1 space (5.9m)	1 space (5.9m)	0 spaces (0m)
Good vehicles loading only	3 spaces (19.8m)	5 spaces (27.5m)	-2 spaces (+7.7m)
Loading only, max stay 30min, no return within 1 hour	0 spaces (0m)	29 spaces (168.9m)	+29 spaces (-168.9m)
Loading only - Mon-Fri, 8.30am - 6.30pm	5 spaces (30m)	0 spaces (0m)	-5 spaces (-30m)
Loading only - Mon-Fri, 8.30am - 6.30pm, max stay 30min, no return within 2 hours	2 spaces (10.5m)	0 spaces (0m)	-2 spaces (-10.5m)
Loading only - Mon-Sat, 8am - 6.30pm, max stay 30min, no return within 1 hour	2 spaces (10.1m)	0 spaces (0m)	-2 spaces (-10.1m)
Disabled badge holders only, max stay 2 hours, no return within 1 hour	0 spaces (0m)	8 spaces (52.8m)	+8 spaces (+52.8)
Disabled badge holders only	2 spaces (12.2m)	0 spaces (0m)	-2 spaces (-12.2m)
E-scooter and cycle hire	0m	5m	+5m

Cycle hire	6m	18m	-10m
Car club	1 space (4.7m)	1 space (4.7m)	0 spaces (0m)
Doctor permit holders only	2 spaces (11.5m)	0 spaces (0m)	-2 spaces (-11.5m)
Pay by phone	18 spaces (101.3m)	0 spaces (0m)	-18 spaces (-101.3m)
No waiting at any time and no loading Mon-Sat, 8.30-9.30am and 4.30-6.30pm	14.8m	0m	-14.8m
No waiting at any time and no loading Mon-Sat, 8.30-9.30am and 4.30-6.30pm	16.3m	0m	-16.3m
No waiting at any time and no loading Mon-Sat, 7-10am and 4-7pm	96.9m	0m	-96.9m
No waiting Mon-Sat, 8am - 6.30pm and no loading Mon-Sat, 8-9.30am and 4.30-6.30pm	12.4m	0m	-12.4m
No waiting and no loading Mon-Sat, 7-10am and 4-7pm	83.8m	0m	-83.8m

No waiting at any time and no loading Mon-Sat, 7am - 7pm	17.2m	0m	-17.2m
No waiting Mon-Sat, 7am - 7pm and no loading Mon-Sat, 7-10am and 4-7pm, Sat 10am - 7pm	112.3m	0m	-112.3m
No waiting Mon-Sat, 7am - 7pm	140m	0m	-140m
No waiting between 7am - 7pm	57m	54m	-3m
No waiting and no loading between 7am - 7pm	0m	8m	+8m
No waiting at any time	1/3m	31m	+142m
No waiting at any time and no loading between 7am - 7pm	0m	114m	+120m
No waiting at any time and no loading between 11am - 7pm	0m	32m	-32m
No waiting and no loading at any time	334m	633m	+299m



- 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.
 - ALL ITEMS SHOWN IN GREY ARE TO REMAIN.

REV	DATE	DRAWN	REV'D	APP'D	NOTES
4.0	26/01/26	LL	DV	DG	CHANGES TO BOUNDARY LINE
3.0	20/01/26	LL	DV	DG	ADDED BOROUGH BOUNDARY LINE
2.0	23/12/25	LL	DV	DG	CHANGES REQUESTED BY CLIENT

DRAWING STATUS
FOR INFORMATION

London
57 Webber Street,
London, SE1 0RF
+44 (0)207 654 7280

Bristol
25 King Street,
Bristol, BS1 4PB
+44 (0)117 387 8910
www.nrp ltd.com

CLIENT
LONDON BOROUGH OF CAMDEN

PROJECT
KILBURN HIGH ROAD

DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
LL	LL	DV	26/01/26	DG	26/01/26

TITLE
DETAILED DESIGN - PHASE 2
TMO (PROPOSED LAYOUT)
SHEET 02 OF 07

SCALE	DRAWING No	REV
1:200@A1	11221-NRP-DR-S3-1203-02	4.0

KEY

- R** RESIDENT PERMIT HOLDERS ONLY, CA-Q (MON-FRI, 8.30am - 6.30pm)
- S** SHARED USE PARKING PERMIT HOLDERS ONLY - ZONE CODE VARIES (MON-FRI 8.30am - 6.30pm) OR PAY BY PHONE, MAX STAY PERIOD AND LOCATION CODES VARY
- M** SOLO MOTORCYCLES ONLY
- T** TAXIS ONLY
- L** LOADING ONLY MAX STAY 30min, NO RETURN WITHIN 1 HOUR
- L** GOODS VEHICLES LOADING ONLY (7pm - 11am, MAX STAY 1 HOUR, NO RETURN WITHIN 1 HOUR)
- D** DISABLED BADGE HOLDERS ONLY
- ES** E-SCOOTER AND CYCLE HIRE
- CH** CYCLE HIRE
- CC** CAR CLUB PERMIT HOLDERS ONLY (CC-31)
- LB Camden LB Brent BOROUGH BOUNDARY (ASSUMED)

PROPOSED SINGLE YELLOW LINE (NO WAITING BETWEEN 7am - 7pm)

PROPOSED SINGLE YELLOW LINE WITH SINGLE YELLOW BLIP (NO WAITING AND NO LOADING BETWEEN 7am - 7pm)

PROPOSED DOUBLE YELLOW LINE (NO WAITING AT ANY TIME)

PROPOSED DOUBLE YELLOW LINE WITH SINGLE YELLOW BLIP (NO WAITING AT ANY TIME AND NO LOADING BETWEEN 7am - 7pm)

PROPOSED DOUBLE YELLOW LINE WITH SINGLE YELLOW BLIP (NO WAITING AT ANY TIME AND NO LOADING BETWEEN 11am - 7pm)

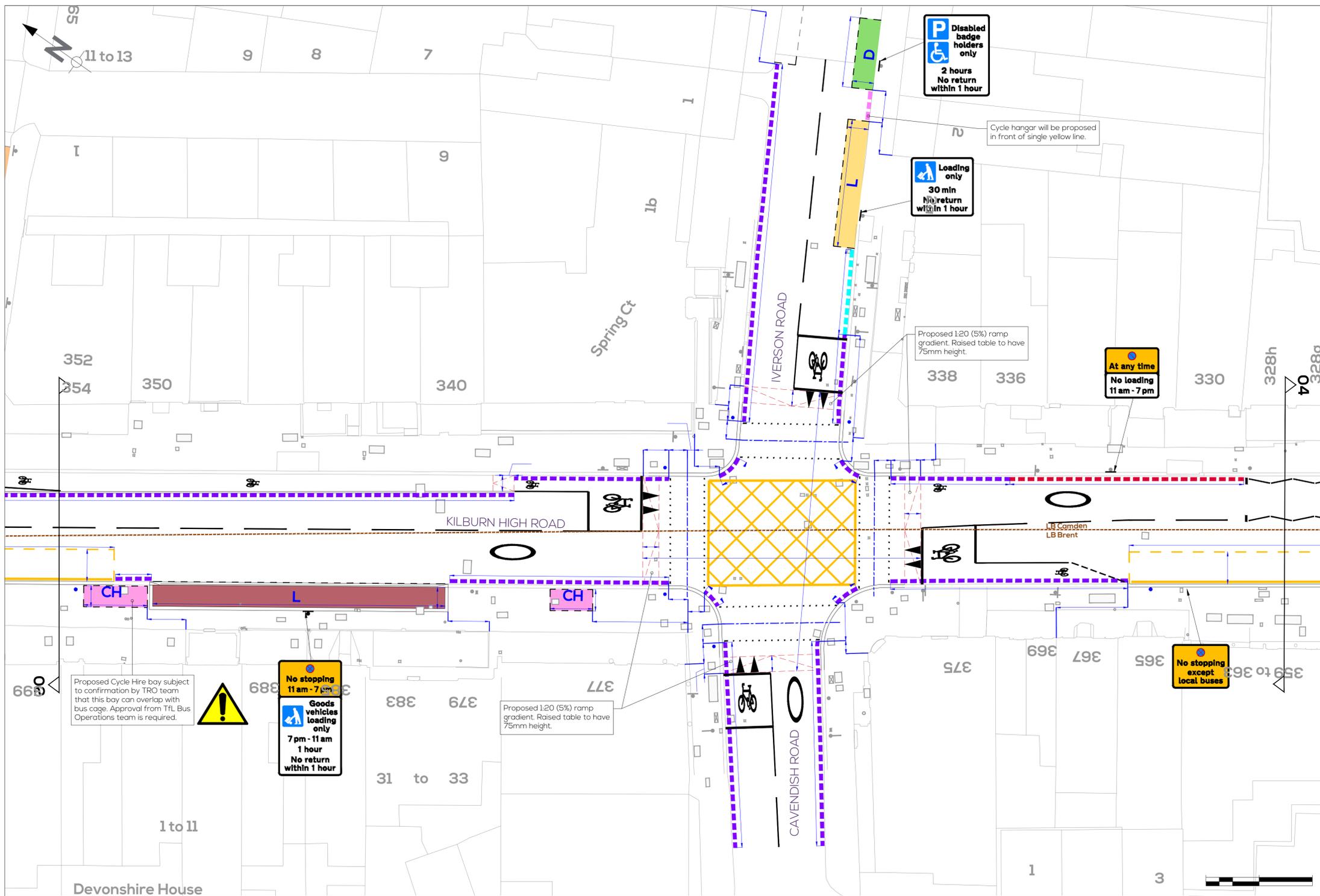
PROPOSED DOUBLE YELLOW LINE WITH DOUBLE YELLOW BLIPS (NO WAITING OR LOADING AT ANY TIME)

	Existing	Proposed	Difference
Resident permit holders only CA-Q (Mon-Fri, 8.30am-6.30pm)	8 spaces (31.3m)	9 spaces (45.6m)	+3 spaces (-15.3m)
Shared space bay permit holders and pay by phone bay	10 spaces (50.7m)	4 spaces (21.9m)	-6 spaces (-28.8m)

Soa motorcycles on y	7.5m	14.5m	+7m
Taxi's only	1 space (5.9m)	1 space (5.9m)	0 spaces (0m)
Good vehicles loading on y	3 spaces (19.8m)	5 spaces (27.5m)	-2 spaces (+7.7m)
Loading on y, max stay 30min, no return within 1 hour	0 spaces (0m)	29 spaces (168.9m)	+29 spaces (-168.9m)
Loading only - Mon-Fri, 8.30am - 6.30pm	5 spaces (30m)	0 spaces (0m)	-5 spaces (-30m)
Loading only - Mon-Fri, 8.30am - 6.30pm, max stay 30min, no return within 2 hours	2 spaces (10.5m)	0 spaces (0m)	-2 spaces (-10.5m)
Loading only - Mon-Sat, 8am - 6.30pm, max stay 30min, No return within 1 hour	2 spaces (10.1m)	0 spaces (0m)	-2 spaces (-10.1m)
Disabled badge holders only, max stay 2 hours, no return within 1 hour	0 spaces (0m)	8 spaces (52.8m)	+8 spaces (-52.8m)
Disabled badge holders only	2 spaces (12.2m)	0 spaces (0m)	-2 spaces (-12.2m)
E-scooter and cycle hire	0m	5m	+5m

Cycle hire	6m	18m	-10m
Car club	1 space (4.7m)	1 space (4.7m)	0 spaces (0m)
Doctor perm t holders only	2 spaces (11.5m)	0 spaces (0m)	-2 spaces (-11.5m)
Pay by phone	18 spaces (101.3m)	0 spaces (0m)	-18 spaces (-101.3m)
No waiting at any time and no loading Mon-Sat, 7am - 7pm	14.8m	0m	-14.8m
No waiting at any time and no loading Mon-Sat, 8.30-9.30am and 4.30-6.30pm	16.3m	0m	-16.3m
No waiting at any time and no loading Mon-Sat, 7-10am and 4-7pm	96.9m	0m	-96.9m
No waiting Mon-Sat, 8am - 6.30pm and no loading Mon-Sat, 8-9.30am and 4.30-6.30pm	12.4m	0m	-12.4m
No waiting and no loading Mon-Sat, 7-10am and 4-7pm	63.8m	0m	-63.8m

No waiting at any time and no loading Mon-Sat, 7am - 7pm	17.2m	0m	-17.2m
No waiting Mon-Sat, 7am - 7pm and no loading Mon-Sat, 7-10am and 4-7pm	112.3m	0m	-112.3m
No waiting Mon-Sat, 7am - 7pm and no loading Mon-Fri, 7-10am and 4-7pm, Sat 10am - 7pm	140m	0m	-140m
No waiting between 7am - 7pm	57m	54m	-3m
No waiting and no loading between 7am - 7pm	0m	8m	+8m
No waiting at any time	1/3m	31m	-142m
No waiting at any time and no loading between 7am - 7pm	0m	114m	+120m
No waiting at any time and no loading between 11am - 7pm	0m	32m	-32m
No waiting and no loading at any time	334m	633m	+299m



- NOTES:
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 - ALL ROAD MARKINGS AND SIGNS TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS (TSRGD) 2016 AND TRAFFIC SIGNS MANUAL 2018.
 - ALL ITEMS SHOWN IN GREY ARE TO REMAIN.

REV	DATE	DRAWN	REV'D	APP'D	NOTES
4.0	26/01/26	LL	DV	DG	CHANGES TO BOUNDARY LINE
3.0	20/01/26	LL	DV	DG	ADDED BOROUGH BOUNDARY LINE
2.0	23/12/25	LL	DV	DG	CHANGES REQUESTED BY CLIENT

DRAWING STATUS
FOR INFORMATION

London
57 Webber Street,
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Bristol
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+44 (0)117 387 8910

www.nrp ltd.com

CLIENT
 LONDON BOROUGH OF CAMDEN

PROJECT
 KILBURN HIGH ROAD

DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
LL	LL	DV	26/01/26	DG	26/01/26

TITLE
 DETAILED DESIGN - PHASE 2
 TMO (PROPOSED LAYOUT)
 SHEET 03 OF 07

SCALE	DRAWING No	REV
1:200@A1	11221-NRP-DR-S3-1203-03	4.0

KEY

- R** RESIDENT PERMIT HOLDERS ONLY, CA-Q (MON-FRI, 8.30am - 6.30pm)
- S** SHARED USE PARKING PERMIT HOLDERS ONLY - ZONE CODE VARIES (MON-FRI 8.30am - 6.30pm) OR PAY BY PHONE, MAX STAY PERIOD AND LOCATION CODES VARY
- M** SOLO MOTORCYCLES ONLY
- T** TAXIS ONLY
- L** LOADING ONLY MAX STAY 30min, NO RETURN WITHIN 1 HOUR
- L** GOODS VEHICLES LOADING ONLY (7pm - 11am, MAX STAY 1 HOUR, NO RETURN WITHIN 1 HOUR)
- D** DISABLED BADGE HOLDERS ONLY
- ES** E-SCOOTER AND CYCLE HIRE
- CH** CYCLE HIRE
- CC** CAR CLUB PERMIT HOLDERS ONLY (CC-31)

--- LB Camden ---
 --- LB Brent ---
 --- BOROUGH BOUNDARY (ASSUMED) ---

PROPOSED SINGLE YELLOW LINE (NO WAITING BETWEEN 7am - 7pm)

PROPOSED SINGLE YELLOW LINE WITH SINGLE YELLOW BLIP (NO WAITING AND NO LOADING BETWEEN 7am - 7pm)

PROPOSED DOUBLE YELLOW LINE (NO WAITING AT ANY TIME)

PROPOSED DOUBLE YELLOW LINE WITH SINGLE YELLOW BLIP (NO WAITING AT ANY TIME AND NO LOADING BETWEEN 7am - 7pm)

PROPOSED DOUBLE YELLOW LINE WITH SINGLE YELLOW BLIP (NO WAITING AT ANY TIME AND NO LOADING BETWEEN 11am - 7pm)

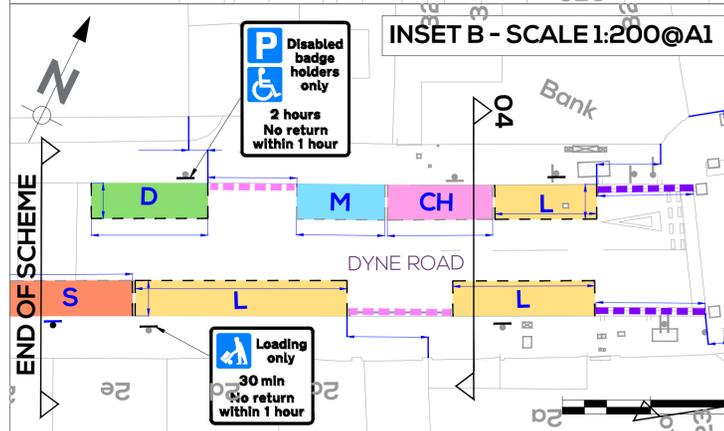
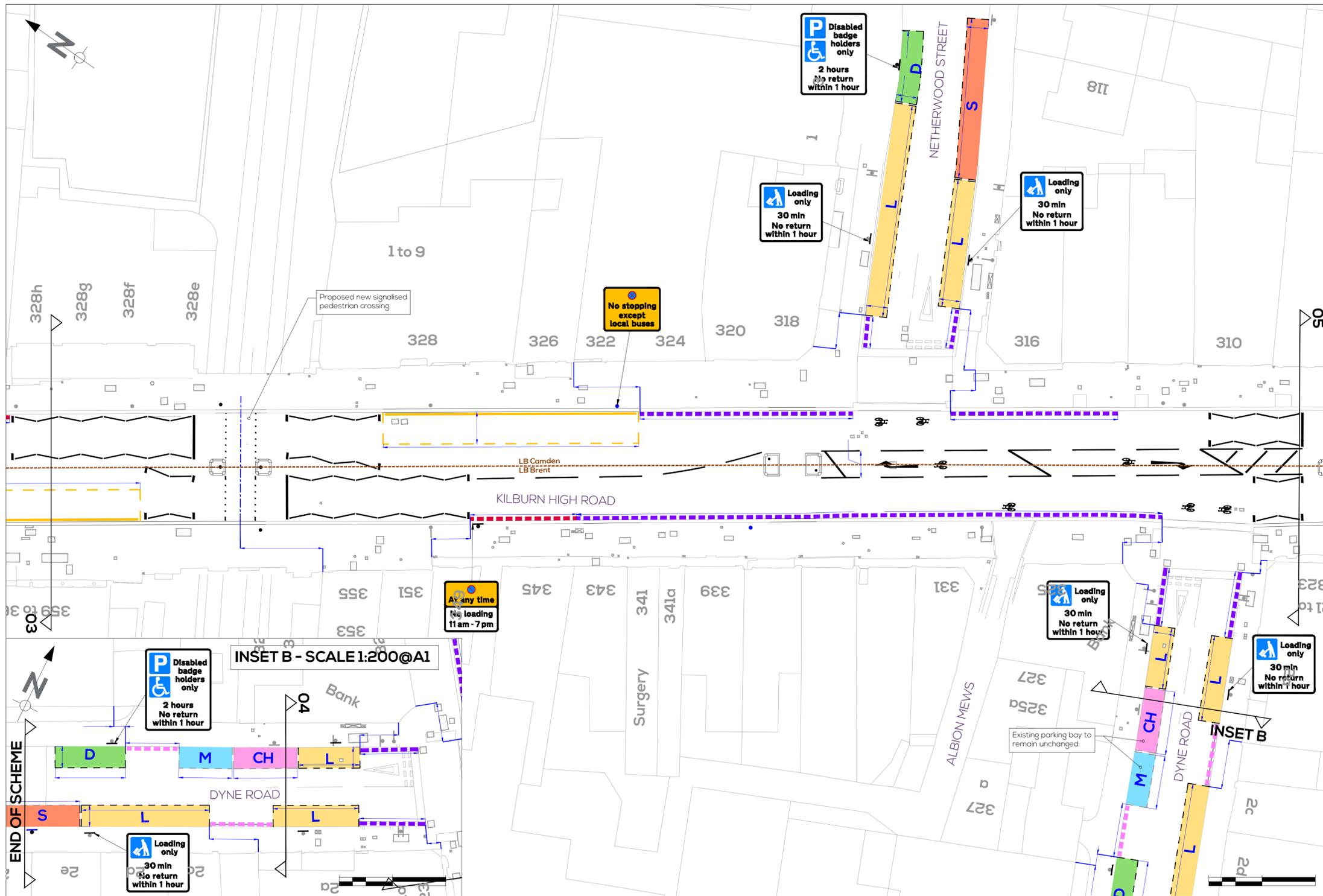
PROPOSED DOUBLE YELLOW LINE WITH DOUBLE YELLOW BLIPS (NO WAITING OR LOADING AT ANY TIME)

	Existing	Proposed	Difference
Resident permit holders only CA-Q (Mon-Fri, 8.30am-6.30pm)	6 spaces (31.3m)	9 spaces (45.6m)	+3 spaces (-15.3m)
Shared space bay permit holders and pay by phone bay	10 spaces (50.7m)	4 spaces (21.9m)	-6 spaces (-28.8m)

	7.5m	14.5m	+7m
So-o motorcycles on y	1 space (5.9m)	1 space (5.9m)	0 spaces (0m)
Taxi's only	3 spaces (19.8m)	5 spaces (27.5m)	-2 spaces (-7.7m)
Good vehic es loading on y	0 spaces (0m)	29 spaces (168.9m)	+29 spaces (+168.9m)
Loading on y, max stay 30m:n, no return within 1hour	5 spaces (30m)	0 spaces (0m)	-5 spaces (-30m)
Loading only - Mon-Fri, 8.30am - 6.30pm	2 spaces (10.5m)	0 spaces (0m)	-2 spaces (-10.5m)
Loading only - Mon-Fri, 8.30am - 6.30pm, max stay 30m:n, No return within 2 hours	2 spaces (10.1m)	0 spaces (0m)	-2 spaces (-10.1m)
Loading only - Mon-Sat, 8am - 6.30pm, max stay 30m:n, No return within 1 hour	0 spaces (0m)	8 spaces (52.8m)	+8 spaces (+52.8m)
D'sabled badge holders only, max stay 2 hours, no return within 1 hour	2 spaces (12.2m)	0 spaces (0m)	-2 spaces (-12.2m)
D'sabled badge holders only	0m	5m	+5m

	6m	18m	-10m
Car club	1 space (4.7m)	1 space (4.7m)	0 spaces (0m)
Doctor perm t holders only	2 spaces (11.5m)	0 spaces (0m)	-2 spaces (-11.5m)
Pay by phone	18 spaces (101.3m)	0 spaces (0m)	-18 spaces (-101.3m)
No waiting at any time and no loading Mon-Sat, 8.30-9.30am and 4.30-6.30pm	14.8m	0m	-14.8m
No waiting and no loading Mon-Sat, 8.30-9.30am and 4.30-6.30pm	16.3m	0m	-16.3m
No waiting at any time and no loading Mon-Sat, 7-10am and 4-7pm	96.9m	0m	-96.9m
No waiting Mon-Sat, 8am - 6.30pm and no loading Mon-Sat, 8-9.30am and 4.30-6.30pm	12.4m	0m	-12.4m
No waiting and no loading Mon-Sat, 7-10am and 4-7pm	63.8m	0m	-63.8m

	17.2m	0m	-17.2m
No waiting at any time and no loading Mon-Sat, 7am - 7pm	17.2m	0m	-17.2m
No waiting Mon-Sat, 7am - 7pm and no loading Mon-Sat, 7-10am and 4-7pm, Sat 10am - 7pm	112.3m	0m	-112.3m
No waiting Mon-Sat, 7am - 7pm and no loading Mon-Fri, 7-10am and 4-7pm, Sat 10am - 7pm	140m	0m	-140m
No waiting between 7am - 7pm	57m	54m	-3m
No waiting and no loading between 7am - 7pm	0m	8m	+8m
No waiting at any time and no loading between 7am - 7pm	1/3m	31m	-142m
No waiting at any time and no loading between 7am - 7pm	0m	114m	+120m
No waiting at any time and no loading between 11am - 7pm	0m	32m	-32m
No waiting and no loading at any time	334m	633m	+299m



- NOTES:
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 - ALL ITEMS SHOWN IN GREY ARE TO REMAIN.

REV	DATE	DRAWN	REV'D	APP'D	NOTES
4.0	26/01/26	LL	DV	DG	CHANGES TO BOUNDARY LINE
3.0	20/01/26	LL	DV	DG	ADDED BOROUGH BOUNDARY LINE
2.0	23/12/25	LL	DV	DG	CHANGES REQUESTED BY CLIENT

DRAWING STATUS
FOR INFORMATION

London
57 Webber Street,
London, SE1 0RF
+44 (0)207 654 7280

Bristol
25 King Street,
Bristol, BS1 4PB
+44 (0)117 387 8910

www.nrp ltd.com

CLIENT
LONDON BOROUGH OF CAMDEN

PROJECT
KILBURN HIGH ROAD

DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
LL	LL	DV	26/01/26	DG	26/01/26

TITLE
DETAILED DESIGN - PHASE 2
TMO (PROPOSED LAYOUT)
SHEET 04 OF 07

KEY

R	RESIDENT PERMIT HOLDERS ONLY, CA-O (MON-FRI, 8.30am - 6.30pm)
S	SHARED USE PARKING PERMIT HOLDERS ONLY - ZONE CODE VARIES (MON-FRI 8.30am - 6.30pm) OR PAY BY PHONE, MAX STAY PERIOD AND LOCATION CODES VARY
M	SOLO MOTORCYCLES ONLY
T	TAXIS ONLY
L	LOADING ONLY MAX STAY 30min, NO RETURN WITHIN 1 HOUR
L	GOODS VEHICLES LOADING ONLY (7pm - 11am, MAX STAY 1 HOUR, NO RETURN WITHIN 1 HOUR)
D	DISABLED BADGE HOLDERS ONLY
ES	E-SCOOTER AND CYCLE HIRE
CH	CYCLE HIRE
CC	CAR CLUB PERMIT HOLDERS ONLY (CC-31)
	BOROUGH BOUNDARY (ASSUMED)

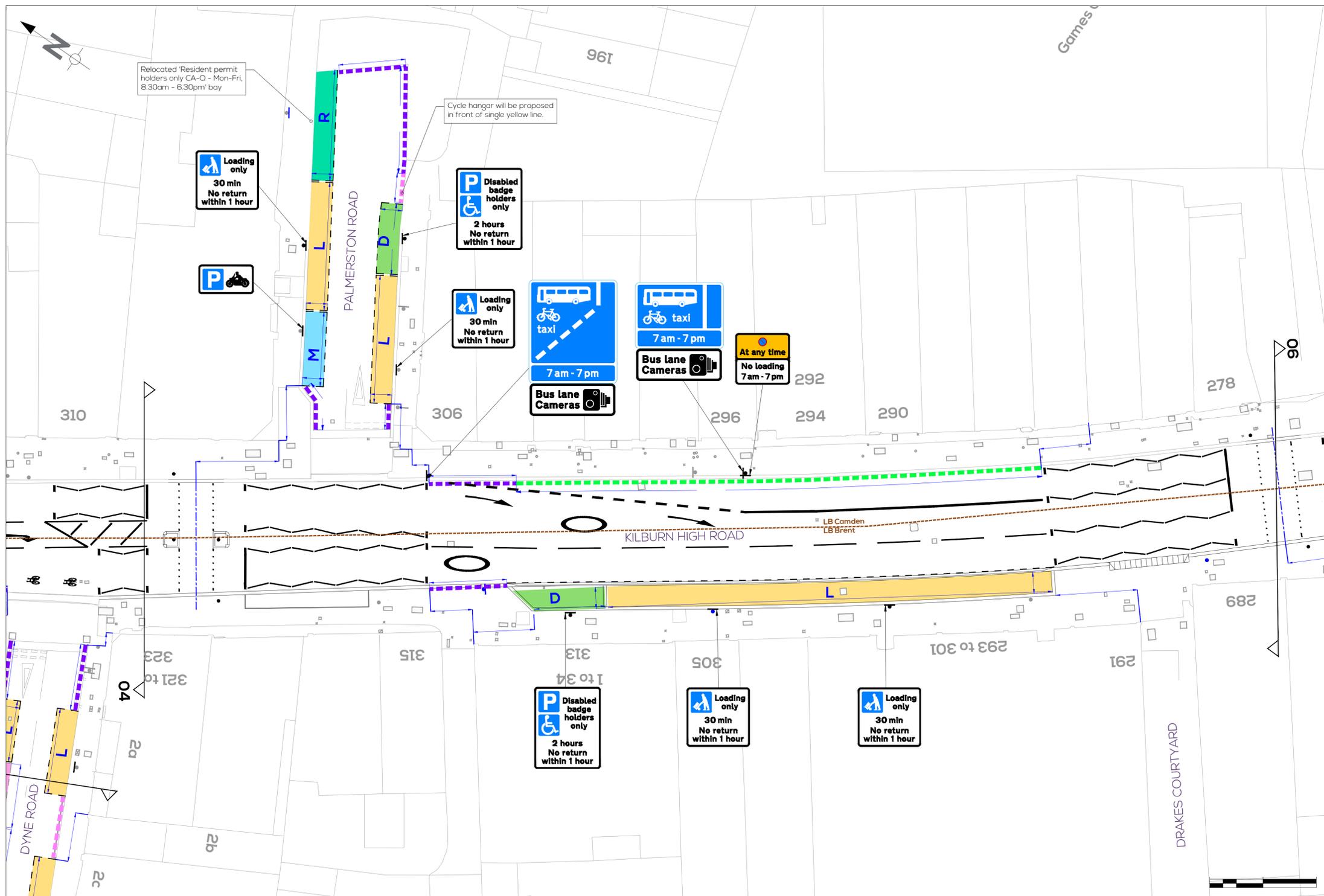
	Existing	Proposed	Difference
Resident permit holders only CA-O (Mon-Fri, 8.30am-6.30pm)	6 spaces (31.5m)	9 spaces (45.6m)	+3 spaces (-15.3m)
Shared space bay permit holders and pay by phone bay	10 spaces (50.7m)	4 spaces (21.9m)	-6 spaces (-28.8m)

	7.5m	14.5m	+7m
So-o motorcycles on y	1 space (5.9m)	1 space (5.9m)	0 spaces (0m)
Taxi's only	3 spaces (19.8m)	5 spaces (27.5m)	-2 spaces (-7.7m)
Good vehic es loading on y	0 spaces (0m)	29 spaces (168.9m)	+29 spaces (+168.9m)
Loading on y, max stay 30m n, no return within 1hour	5 spaces (30m)	0 spaces (0m)	-5 spaces (-30m)
Loading only - Mon-Fri, 8.30am - 6.30pm	2 spaces (10.5m)	0 spaces (0m)	-2 spaces (-10.5m)
Loading only - Mon-Fri, 8.30am - 6.30pm, max stay 30m n, No return within 2 hours	2 spaces (10.1m)	0 spaces (0m)	-2 spaces (-10.1m)
Loading only - Mon-Sat, 8am - 6.30pm, max stay 30min, No return within 1 hour	0 spaces (0m)	8 spaces (52.8m)	+8 spaces (+52.8m)
Disabled badge holders only, max stay 2 hours, no return within 1 hour	2 spaces (12.2m)	0 spaces (0m)	-2 spaces (-12.2m)
E-scooter and cycle hire	0m	5m	+5m

	6m	18m	-10m
Car club	1 space (4.7m)	1 space (4.7m)	0 spaces (0m)
Doctor perm t holders only	2 spaces (11.5m)	0 spaces (0m)	-2 spaces (-11.5m)
Pay by phone	18 spaces (101.3m)	0 spaces (0m)	-18 spaces (-101.3m)
No waiting at any time and no loading Mon-Sat, 8.30-9.30am and 4.30-6.30pm	14.8m	0m	-14.8m
No waiting at any time and no loading Mon-Sat, 7-10am and 4-7pm	16.3m	0m	-16.3m
No waiting Mon-Sat, 8am - 6.30pm and no loading Mon-Sat, 8.30-9.30am and 4.30-6.30pm	96.9m	0m	-96.9m
No waiting Mon-Sat, 8am - 6.30pm and no loading Mon-Sat, 8.30-9.30am and 4.30-6.30pm	12.4m	0m	-12.4m
No waiting and no loading Mon-Sat, 7-10am and 4-7pm	63.8m	0m	-63.8m

No waiting at any time and no loading Mon-Sat, 7am - 7pm	17.2m	0m	-17.2m
No waiting Mon-Sat, 7am - 7pm and no loading Mon-Sat, 7-10am and 4-7pm, Sat 10am - 7pm	112.3m	0m	-112.3m
No waiting Mon-Sat, 7am - 7pm and no loading Mon-Fri, 7-10am and 4-7pm, Sat 10am - 7pm	140m	0m	-140m
No waiting between 7am - 7pm	57m	54m	-3m
No waiting and no loading between 7am - 7pm	0m	8m	+8m
No waiting at any time	1/3m	31m	-142m
No waiting at any time and no loading between 7am - 7pm	0m	114m	+120m
No waiting at any time and no loading between 11am - 7pm	0m	32m	-32m
No waiting and no loading at any time	334m	633m	+299m

SCALE	DRAWING No	REV
1:200@A1	11221-NRP-DR-S3-1203-04	4.0



- NOTES:
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 - ALL ITEMS SHOWN IN GREY ARE TO REMAIN.

REV	DATE	DRAWN	REV'D	APP'D	NOTES
4.0	26/01/26	LL	DV	DG	CHANGES TO BOUNDARY LINE
3.0	20/01/26	LL	DV	DG	ADDED BOROUGH BOUNDARY LINE
2.0	23/12/25	LL	DV	DG	CHANGES REQUESTED BY CLIENT

DRAWING STATUS
FOR INFORMATION

NRP
NORMAN ROURKE PRYME

London
57 Webber Street,
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+44 (0)207 654 7280

Bristol
25 King Street,
Bristol, BS1 4PB
+44 (0)117 387 8910
www.nrp Ltd.com

CLIENT
LONDON BOROUGH OF CAMDEN

PROJECT
KILBURN HIGH ROAD

DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
LL	LL	DV	26/01/26	DG	26/01/26

TITLE
DETAILED DESIGN - PHASE 2

TMO (PROPOSED LAYOUT)

SHEET 05 OF 07

SCALE	DRAWING No	REV
1:200@A1	11221-NRP-DR-S3-1203-05	4.0

KEY

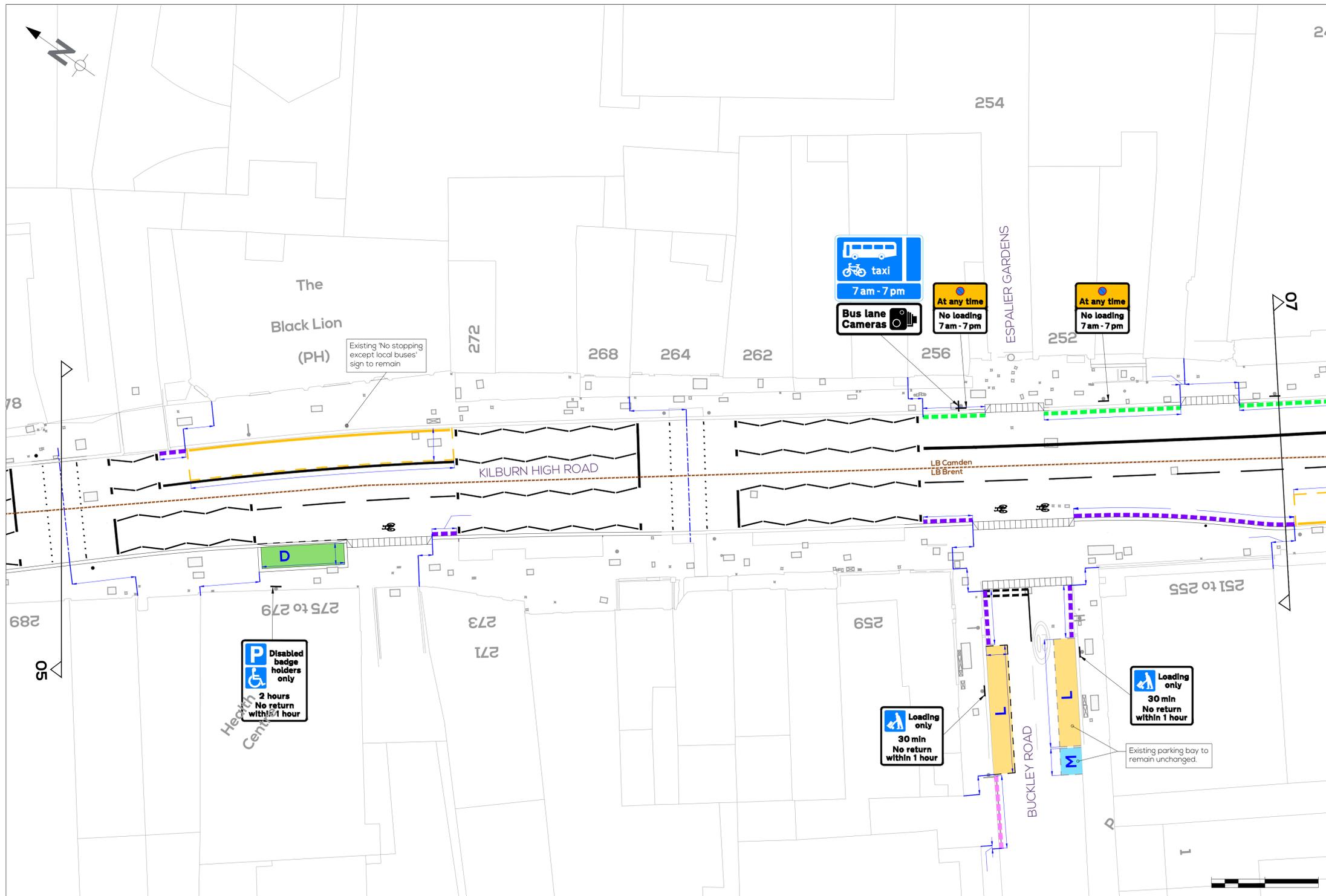
R	RESIDENT PERMIT HOLDERS ONLY, CA-O (MON-FRI, 8.30am - 6.30pm)	PROPOSED SINGLE YELLOW LINE (NO WAITING BETWEEN 7am - 7pm)
S	SHARED USE PARKING PERMIT HOLDERS ONLY - ZONE CODE VARIES (MON-FRI 8.30am - 6.30pm) OR PAY BY PHONE, MAX STAY PERIOD AND LOCATION CODES VARY	PROPOSED SINGLE YELLOW LINE WITH SINGLE YELLOW BLIP (NO WAITING AND NO LOADING BETWEEN 7am - 7pm)
M	SOLO MOTORCYCLES ONLY	PROPOSED DOUBLE YELLOW LINE (NO WAITING AT ANY TIME)
T	TAXIS ONLY	PROPOSED DOUBLE YELLOW LINE WITH SINGLE YELLOW BLIP (NO WAITING AT ANY TIME AND NO LOADING BETWEEN 7am - 7pm)
L	LOADING ONLY MAX STAY 30min, NO RETURN WITHIN 1 HOUR	PROPOSED DOUBLE YELLOW LINE WITH SINGLE YELLOW BLIP (NO WAITING AT ANY TIME AND NO LOADING BETWEEN 11am - 7pm)
L	GOODS VEHICLES LOADING ONLY (7pm - 11am, MAX STAY 1 HOUR, NO RETURN WITHIN 1 HOUR)	PROPOSED DOUBLE YELLOW LINE WITH DOUBLE YELLOW BLIPS (NO WAITING OR LOADING AT ANY TIME)
D	DISABLED BADGE HOLDERS ONLY	
ES	E-SCOOTER AND CYCLE HIRE	
CH	CYCLE HIRE	
CC	CAR CLUB PERMIT HOLDERS ONLY (CC-31)	
LB Camden LB Brent	BOROUGH BOUNDARY (ASSUMED)	

	Existing	Proposed	Difference
Resident permit holders only CA-O (Mon-Fri, 8.30am-6.30pm)	6 spaces (31.5m)	9 spaces (45.6m)	+3 spaces (-15.3m)
Shared space bay permit holders and pay by phone bay	10 spaces (50.7m)	4 spaces (21.9m)	-6 spaces (-28.8m)

So-o motorcycles on y	7.5m	14.5m	+7m
Taxi's only	1 space (5.9m)	1 space (5.9m)	0 spaces (0m)
Good vehicles loading on y	3 spaces (19.8m)	5 spaces (27.5m)	+2 spaces (+7.7m)
Loading on y, max stay 30m n, no return within 1 hour	0 spaces (0m)	29 spaces (168.9m)	+29 spaces (+168.9m)
Loading only - Mon-Fri, 8.30am - 6.30pm	5 spaces (30m)	0 spaces (0m)	-5 spaces (-30m)
Loading only - Mon-Fri, 8.30am - 6.30pm, max stay 30m n, no return within 2 hours	2 spaces (10.5m)	0 spaces (0m)	-2 spaces (-10.5m)
Loading only - Mon-Sat, 8am - 6.30pm, max stay 30m n, no return within 1 hour	2 spaces (10.1m)	0 spaces (0m)	-2 spaces (-10.1m)
Disabled badge holders only, max stay 2 hours, no return within 1 hour	0 spaces (0m)	8 spaces (52.8m)	+8 spaces (+52.8m)
Disabled badge holders only	2 spaces (12.2m)	0 spaces (0m)	-2 spaces (-12.2m)
E-scooter and cycle hire	0m	5m	+5m

Car club	1 space (4.7m)	1 space (4.7m)	0 spaces (0m)
Doctor perm t holders only	2 spaces (11.5m)	0 spaces (0m)	-2 spaces (-11.5m)
Pay by phone	18 spaces (101.3m)	0 spaces (0m)	-18 spaces (-101.3m)
No waiting at any time and no loading Mon-Sat, 8.30-9.30am and 4.30-6.30pm	14.8m	0m	-14.8m
No waiting at any time and no loading Mon-Sat, 7-10am and 4-7pm	16.3m	0m	-16.3m
No waiting at any time and no loading Mon-Sat, 8am - 6.30pm and no loading Mon-Sat, 8.30-9.30am and 4.30-6.30pm	96.9m	0m	-96.9m
No waiting Mon-Sat, 8am - 6.30pm and no loading Mon-Sat, 8.30-9.30am and 4.30-6.30pm	12.4m	0m	-12.4m
No waiting and no loading Mon-Sat, 7-10am and 4-7pm	63.8m	0m	-63.8m

No waiting at any time and no loading Mon-Sat, 7am - 7pm	17.2m	0m	-17.2m
No waiting Mon-Sat, 7am - 7pm and no loading Mon-Sat, 7-10am and 4-7pm, Sat 10am - 7pm	112.3m	0m	-112.3m
No waiting Mon-Sat, 7am - 7pm and no loading Mon-Sat, 7-10am and 4-7pm, Sat 10am - 7pm	140m	0m	-140m
No waiting between 7am - 7pm	57m	54m	-3m
No waiting and no loading between 7am - 7pm	0m	8m	+8m
No waiting at any time and no loading between 7am - 7pm	1/3m	31m	-142m
No waiting at any time and no loading between 7am - 7pm	0m	114m	+120m
No waiting at any time and no loading between 11am - 7pm	0m	32m	-32m
No waiting and no loading at any time	334m	633m	+299m



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

REV	DATE	DRAWN	REV'D	APP'D	NOTES
4.0	26/01/26	LL	DV	DG	CHANGES TO BOUNDARY LINE
3.0	20/01/26	LL	DV	DG	ADDED BOROUGH BOUNDARY LINE
2.0	23/12/25	LL	DV	DG	CHANGES REQUESTED BY CLIENT

DRAWING STATUS
FOR INFORMATION

London
57 Webber Street,
London, SE1 0RF
+44 (0)207 654 7280

Bristol
25 King Street,
Bristol, BS1 4PB
+44 (0)117 387 8910

www.nrp ltd.com

CLIENT
LONDON BOROUGH OF CAMDEN

PROJECT
KILBURN HIGH ROAD

DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
LL	LL	DV	26/01/26	DG	26/01/26

TITLE
DETAILED DESIGN - PHASE 2
TMO (PROPOSED LAYOUT)
SHEET 06 OF 07

SCALE	DRAWING No	REV
1:200@A1	11221-NRP-DR-S3-1203-06	4.0

KEY

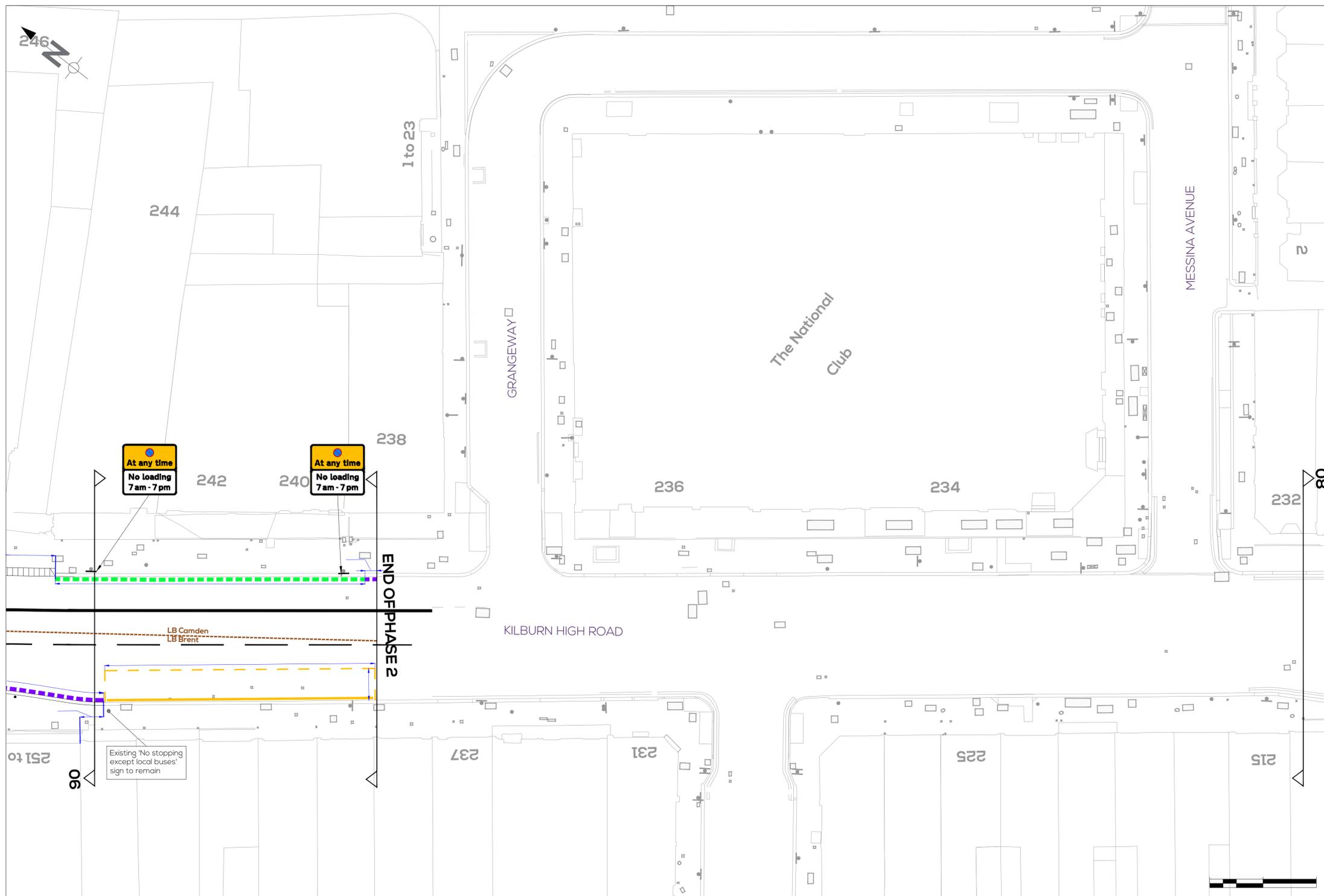
R	RESIDENT PERMIT HOLDERS ONLY, CA-Q (MON-FRI, 8.30am - 6.30pm)	---	PROPOSED SINGLE YELLOW LINE (NO WAITING BETWEEN 7am - 7pm)
S	SHARED USE PARKING PERMIT HOLDERS ONLY - ZONE CODE VARIES (MON-FRI 8.30am - 6.30pm) OR PAY BY PHONE, MAX STAY PERIOD AND LOCATION CODES VARY	---	PROPOSED SINGLE YELLOW LINE WITH SINGLE YELLOW BLIP (NO WAITING AND NO LOADING BETWEEN 7am - 7pm)
M	SOLO MOTORCYCLES ONLY	---	PROPOSED DOUBLE YELLOW LINE (NO WAITING AT ANY TIME)
T	TAXIS ONLY	---	PROPOSED DOUBLE YELLOW LINE WITH SINGLE YELLOW BLIP (NO WAITING AT ANY TIME AND NO LOADING BETWEEN 7am - 7pm)
L	LOADING ONLY MAX STAY 30min, NO RETURN WITHIN 1 HOUR	---	PROPOSED DOUBLE YELLOW LINE WITH SINGLE YELLOW BLIP (NO WAITING AT ANY TIME AND NO LOADING BETWEEN 11am - 7pm)
L	GOODS VEHICLES LOADING ONLY (7pm - 11am, MAX STAY 1 HOUR, NO RETURN WITHIN 1 HOUR)	---	PROPOSED DOUBLE YELLOW LINE WITH DOUBLE YELLOW BLIPS (NO WAITING OR LOADING AT ANY TIME)
D	DISABLED BADGE HOLDERS ONLY		
ES	E-SCOOTER AND CYCLE HIRE		
CH	CYCLE HIRE		
CC	CAR CLUB PERMIT HOLDERS ONLY (CC-31)		
	BOROUGH BOUNDARY (ASSUMED)		

	Existing	Proposed	Difference
Resident permit holders only CA-Q (Mon-Fri, 8.30am-6.30pm)	8 spaces (31.3m)	9 spaces (45.6m)	+3 spaces (-15.3m)
Shared space bay permit holders and pay by phone bay	10 spaces (50.7m)	4 spaces (21.9m)	-6 spaces (-28.8m)

Soa motorcycles only	7.5m	14.5m	+7m
1 space (5.9m)	1 space (5.9m)	0 spaces (0m)	
Good vehicles loading only	3 spaces (19.8m)	5 spaces (27.5m)	-2 spaces (+7.7m)
Loading only, max stay 30min, no return within 1 hour	0 spaces (0m)	29 spaces (168.9m)	+29 spaces (-168.9m)
Loading only - Mon-Fri, 8.30am - 6.30pm	5 spaces (30m)	0 spaces (0m)	-5 spaces (-30m)
Loading only - Mon-Fri, 8.30am - 6.30pm, max stay 30min, no return within 2 hours	2 spaces (10.5m)	0 spaces (0m)	-2 spaces (-10.5m)
Loading only - Mon-Sat, 8am - 6.30pm, max stay 30min, no return within 1 hour	2 spaces (10.1m)	0 spaces (0m)	-2 spaces (-10.1m)
Disabled badge holders only, max stay 2 hours, no return within 1 hour	0 spaces (0m)	8 spaces (52.8m)	+8 spaces (+52.8m)
Disabled badge holders only	2 spaces (12.2m)	0 spaces (0m)	-2 spaces (-12.2m)
E-scooter and cycle hire	0m	5m	+5m

Cycle hire	6m	18m	-10m
Car club	1 space (4.7m)	1 space (4.7m)	0 spaces (0m)
Doctor permit holders only	2 spaces (11.5m)	0 spaces (0m)	-2 spaces (-11.5m)
Pay by phone	18 spaces (101.3m)	0 spaces (0m)	-18 spaces (-101.3m)
No waiting at any time and no loading Mon-Sat, 8.30-9.30am and 4.30-6.30pm	14.8m	0m	-14.8m
No waiting and no loading Mon-Sat, 8.30-9.30am and 4.30-6.30pm	16.3m	0m	-16.3m
No waiting at any time and no loading Mon-Sat, 7-10am and 4-7pm	96.9m	0m	-96.9m
No waiting Mon-Sat, 8am - 6.30pm and no loading Mon-Sat, 8-9.30am and 4.30-6.30pm	12.4m	0m	-12.4m
No waiting and no loading Mon-Sat, 7-10am and 4-7pm	63.8m	0m	-63.8m

No waiting at any time and no loading Mon-Sat, 7am - 7pm	17.2m	0m	-17.2m
No waiting Mon-Sat, 7am - 7pm and no loading Mon-Sat, 7-10am and 4-7pm, Sat 10am - 7pm	112.3m	0m	-112.3m
No waiting Mon-Sat, 7am - 7pm and no loading Mon-Fri, 7-10am and 4-7pm, Sat 10am - 7pm	140m	0m	-140m
No waiting between 7am - 7pm	57m	54m	-3m
No waiting and no loading between 7am - 7pm	0m	8m	+8m
No waiting at any time	1/3m	31m	-142m
No waiting at any time and no loading between 7am - 7pm	0m	114m	+120m
No waiting at any time and no loading between 11am - 7pm	0m	32m	-32m
No waiting and no loading at any time	334m	633m	+299m



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REV	DATE	DRAWN	REV'D	APP'D	NOTES
4.0	26/01/26	LL	DV	DG	CHANGES TO BOUNDARY LINE
3.0	20/01/26	LL	DV	DG	ADDED BOROUGH BOUNDARY LINE
2.0	23/12/25	LL	DV	DG	CHANGES REQUESTED BY CLIENT

DRAWING STATUS
FOR INFORMATION

London
57 Webber Street,
London, SE1 0RF
+44 (0)207 654 7280

Bristol
25 King Street,
Bristol, BS1 4PB
+44 (0)117 387 8910

www.nrp ltd.com

CLIENT
LONDON BOROUGH OF CAMDEN

PROJECT
KILBURN HIGH ROAD

DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
LL	LL	DV	26/01/26	DG	26/01/26

TITLE
DETAILED DESIGN - PHASE 2
TMO (PROPOSED LAYOUT)
SHEET 07 OF 07

SCALE	DRAWING No	REV
1:200@A1	11221-NRP-DR-S3-1203-07	4.0

KEY

- R** RESIDENT PERMIT HOLDERS ONLY, CA-Q (MON-FRI, 8.30am - 6.30pm)
- S** SHARED USE PARKING PERMIT HOLDERS ONLY - ZONE CODE VARIES (MON-FRI 8.30am - 6.30pm) OR PAY BY PHONE, MAX STAY PERIOD AND LOCATION CODES VARY
- M** SOLO MOTORCYCLES ONLY
- T** TAXIS ONLY
- L** LOADING ONLY MAX STAY 30min, NO RETURN WITHIN 1 HOUR
- L** GOODS VEHICLES LOADING ONLY (7pm - 11am, MAX STAY 1 HOUR, NO RETURN WITHIN 1 HOUR)
- D** DISABLED BADGE HOLDERS ONLY
- ES** E-SCOOTER AND CYCLE HIRE
- CH** CYCLE HIRE
- CC** CAR CLUB PERMIT HOLDERS ONLY (CC-31)
- LB Camden / LB Brent** BOROUGH BOUNDARY (ASSUMED)

PROPOSED SINGLE YELLOW LINE (NO WAITING BETWEEN 7am - 7pm)

PROPOSED SINGLE YELLOW LINE WITH SINGLE YELLOW BLIP (NO WAITING AND NO LOADING BETWEEN 7am - 7pm)

PROPOSED DOUBLE YELLOW LINE (NO WAITING AT ANY TIME)

PROPOSED DOUBLE YELLOW LINE WITH SINGLE YELLOW BLIP (NO WAITING AT ANY TIME AND NO LOADING BETWEEN 7am - 7pm)

PROPOSED DOUBLE YELLOW LINE WITH SINGLE YELLOW BLIP (NO WAITING AT ANY TIME AND NO LOADING BETWEEN 11am - 7pm)

PROPOSED DOUBLE YELLOW LINE WITH DOUBLE YELLOW BLIPS (NO WAITING OR LOADING AT ANY TIME)

	Existing	Proposed	Difference
Resident permit holders only CA-Q (Mon-Fri, 8.30am-6.30pm)	6 spaces (31.3m)	9 spaces (45.6m)	+3 spaces (-15.3m)
Shared space bay permit holders and pay by phone bay	10 spaces (50.7m)	4 spaces (21.9m)	-6 spaces (-28.8m)

	7.5m	14.5m	+7m
Soa motorcycles only	1 space (5.9m)	1 space (5.9m)	0 spaces (0m)
Taxi's only	3 spaces (19.8m)	5 spaces (27.5m)	-2 spaces (-7.7m)
Good vehicles loading only	0 spaces (0m)	29 spaces (168.9m)	+29 spaces (+168.9m)
Loading only, max stay 30min, no return within 1 hour	5 spaces (30m)	0 spaces (0m)	-5 spaces (-30m)
Loading only - Mon-Fri, 8.30am - 6.30pm	2 spaces (10.5m)	0 spaces (0m)	-2 spaces (-10.5m)
Loading only - Mon-Fri, 8.30am - 6.30pm, max stay 30min, no return within 2 hours	2 spaces (10.1m)	0 spaces (0m)	-2 spaces (-10.1m)
Disabled badge holders only, max stay 2 hours, no return within 1 hour	0 spaces (0m)	8 spaces (52.8m)	+8 spaces (+52.8m)
Disabled badge holders only	2 spaces (12.2m)	0 spaces (0m)	-2 spaces (-12.2m)
E-scooter and cycle hire	0m	5m	+5m

	6m	18m	-10m
Car club	1 space (4.7m)	1 space (4.7m)	0 spaces (0m)
Doctor permit holders only	2 spaces (11.5m)	0 spaces (0m)	-2 spaces (-11.5m)
Pay by phone	18 spaces (101.3m)	0 spaces (0m)	-18 spaces (-101.3m)
No waiting at any time and no loading Mon-Sat, 8.30-9.30am and 4.30-6.30pm	14.8m	0m	-14.8m
No waiting at any time and no loading Mon-Sat, 8.30-9.30am and 4.30-6.30pm	16.3m	0m	-16.3m
No waiting at any time and no loading Mon-Sat, 7-10am and 4-7pm	96.9m	0m	-96.9m
No waiting Mon-Sat, 8am - 5.30pm and no loading Mon-Sat, 8-9.30am and 4.30-6.30pm	12.4m	0m	-12.4m
No waiting and no loading Mon-Sat, 7-10am and 4-7pm	63.8m	0m	-63.8m

	17.2m	0m	-17.2m
No waiting at any time and no loading Mon-Sat, 7am - 7pm	17.2m	0m	-17.2m
No waiting Mon-Sat, 7am - 7pm and no loading Mon-Sat, 7-10am and 4-7pm	112.3m	0m	-112.3m
No waiting Mon-Sat, 7am - 7pm and no loading Mon-Fri, 7-10am and 4-7pm, Sat 10am - 7pm	140m	0m	-140m
No waiting between 7am - 7pm	57m	54m	-3m
No waiting and no loading between 7am - 7pm	0m	8m	+8m
No waiting at any time	1/3m	31m	-142m
No waiting at any time and no loading between 7am - 7pm	0m	114m	+120m
No waiting at any time and no loading between 11am - 7pm	0m	32m	-32m
No waiting and no loading at any time	334m	633m	+299m

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

202* No. ***

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

Made on ** **** 202*

Coming into force on ** **** 202*

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 1984¹, 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.

¹ 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 2025².

- (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 2016³.

² LBC 2025/023

³ 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 2 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 Brent Council), amends the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Consolidation Order 2025 so as to:

- (a) in Iverson Road, the south-east side:
 - (i) provide 'at any time' waiting and loading restrictions, between a point 2.5 metres north-east of the south-western wall of No. 338 Kilburn High Road and a point 6.5 metres north-east of that wall;
 - (ii) replace 9.3 metres of shared-use (CA-Q permits or paid-for) parking outside Nos. 2 to 6 Iverson Road with waiting restrictions operating between 7am and 7pm on any day, between a point 2.9 metres north-east of the south-western boundary of No. 2 Iverson Road and a point 5.9 metres north-east of that boundary, and disabled persons (blue badge) parking operating 'at any time' (2-hours maximum stay, 1-hour no return); (b) in Kilburn High Road, north-east side:
 - (i) replace existing waiting and loading restrictions with 'at any time' waiting and loading restrictions:
 - (A) between the south-eastern kerb-line of Loveridge Road and a point 2.8 metres south-east of the common boundary of Nos. 336 and 338 Kilburn High Road;
 - (B) between a point 11.8 metres south-east of the common boundary of Nos. 326 and 328c Kilburn High Road and a point 15.7 metres south-east of the south-eastern kerb-line of Netherwood Street;
 - (C) between a point 4.7 metres north-west of the common boundary of Nos. 304 and 306 Kilburn High Road and a point 3.5 metres south-east of that common boundary; and
 - (D) between a point 27.2 metres north-west of the common boundary of Nos. 272 and 274 Kilburn High Road and a point 24.8 metres north-west of that common boundary;
 - (ii) replace existing waiting and loading restrictions with waiting restrictions operating 'at any time' and loading restrictions operating between 11am and 7pm on any day, between a point 2.8 metres south-east of the common boundary of Nos. 336 and 338 Kilburn High Road and the common boundary of Nos. 328h and 330 Kilburn High Road;
 - (iii) replace existing waiting and loading restrictions with waiting restrictions operating 'at any time' and loading restrictions operating between 7am and 7pm on any day:
 - (A) between a point 3.5 metres south-east of the common boundary of Nos. 304 and 306 Kilburn High Road and a point 4.8 metres north-west of the common boundary of Nos. 282 and 284 Kilburn High Road; and
 - (B) between a point 1.3 metres south-east of the common boundary of Nos.

256 and 258 Kilburn High Road and a point 1.5 metres south-east of the common boundary of Nos. 238 and 240 Kilburn High Road; and

(c) in Loveridge Road:

(i) north-west side:

(A) provide 'at any time' waiting and loading restrictions between a point 0.9 metres south-west of the south-western wall of No 356 Kilburn Hill Road and a point 2.5 metres north-east of that wall; and

(B) change the hours of existing waiting restrictions so that they operate between 7am and 7pm on any day, between a point 12.7 metres north-east of the south-western wall of No. 356 Kilburn High Road and a point 27.2 metres north-east of that wall;

(ii) south-east side:

(A) provide 'at any time' waiting restrictions between a point 2.7 metres south-west of the south-western wall of No. 352 Kilburn High Road and a point 0.5 metres north-east of that wall; and

(B) remove the disabled persons (blue badge) parking and paid-for parking adjacent to No. 352 Kilburn High Road and provide:

(I) a loading bay operating 'at any time' (30-minutes maximum stay, 1-hour no return), between a point 0.5 metres north-east of the south-western wall of No. 352 Kilburn High Road and a point 12.5 metres north-east of that wall; and

(II) disabled (blue badge) parking operating 'at any time' (2-hours maximum stay, 1-hour no return), between a point 12.5 metres north-east of the south-western wall of No. 352 Kilburn High Road and a point 19.1 metres north-east of that wall;

(d) in Maygrove Road

(ii) north-west side:

(A) replace 6.6 metres of CA-Q permit parking outside Nos. 1 and 3 Maygrove Road with disabled persons (blue badge) parking; and

(B) provide 'at any time' waiting and loading restrictions between a point 8.4 metres south-west of the common boundary of Nos. 3 and 5 Maygrove Road and a point 25.2 metres south-west of that common boundary; and

(iii) south-east side:

(A) replace 5 metres of CA-Q permit parking outside Nos. 2 and 4 Maygrove Road with e-scooter and cycle hire parking operating 'at any time';

(B) provide 'at any time' loading restrictions between a point 5.5 metres north-east of the north-eastern kerb-line of Kilburn High Road and a point 18.2 metres north-east of that kerb-line; and

(C) provide loading restrictions operating between 7am and 7pm on any day, between a point 20.2 metres north-east of the north-eastern kerb-line of Kilburn High Road and a point 28.2 metres north-east of that

kerb-line;

(e) in Netherwood Street:

(i) north-west side:

- (A) provide 'at any time' loading restrictions between a point 6.1 metres north-east of the north-eastern kerb-line of Kilburn High Road and a point 9 metres north-east of that kerb-line; and
- (B) adjacent to No. 318 Kilburn High Road and outside Nos. 1 and 3 Netherwood Street, to replace the 12.2-metre loading bay operating 8.30am to 6.30 pm on Mondays to Fridays inclusive and the 11.8-metre paid-for parking with:
 - (I) a loading bay operating 'at any time' (30-minutes maximum stay, 1-hour no return), between a point 9 metres north-east of the north-eastern kerb-line of Kilburn High Road and a point 29 metres north-east of that kerb-line; and
 - (II) disabled persons (blue badge) parking operating 'at any time' (2-hours maximum stay, 1-hour no return), between a point 29 metres north-east of the north-eastern kerb-line of Kilburn High Road and a point 35.6 metres north-east of that kerb-line; and

(ii) south-east side:

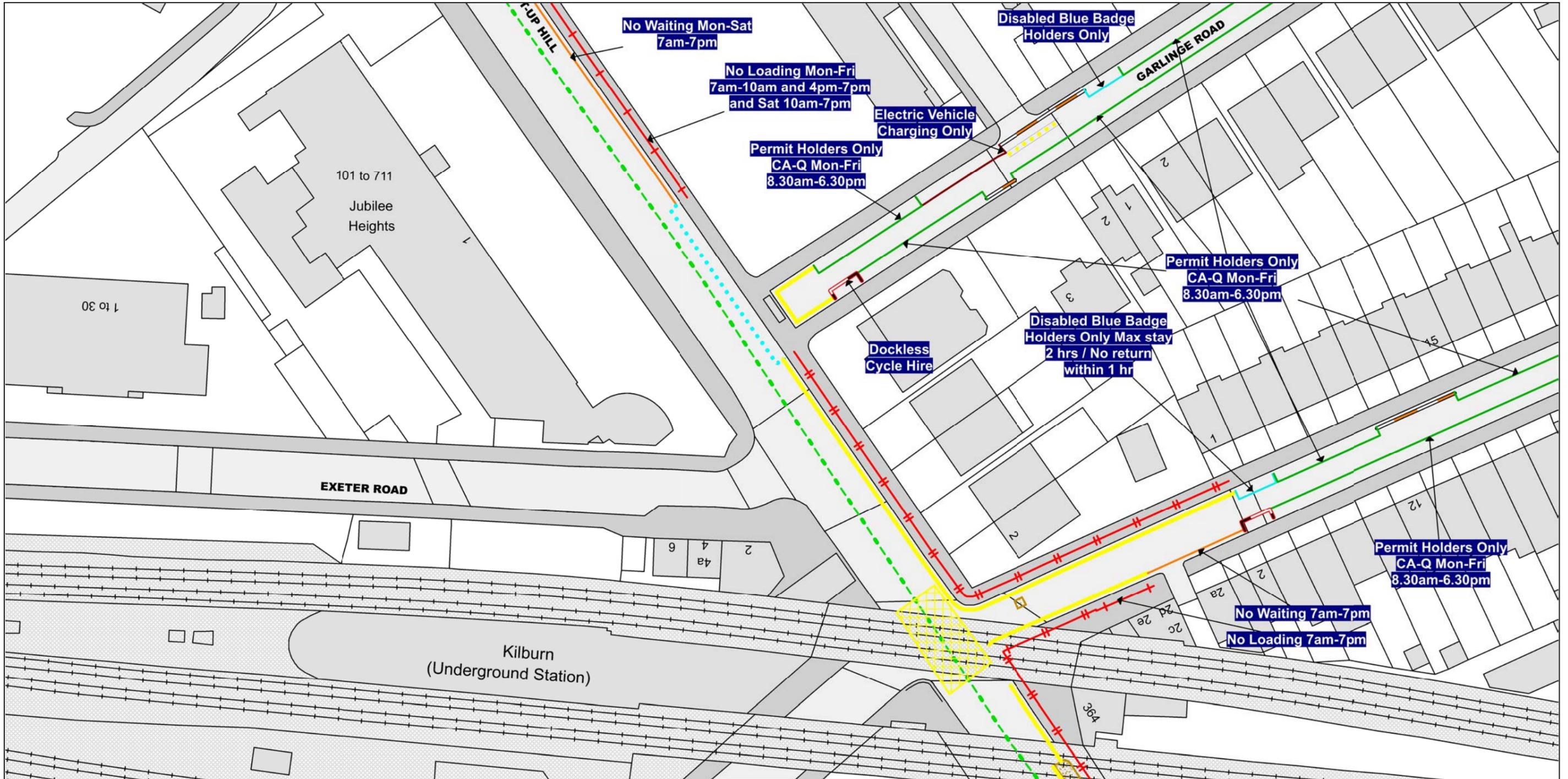
- (A) replace shared-use (CA-Q permits or paid-for) parking with a loading place operating 'at any time' (30-minutes maximum stay, 1-hour no return) between a point 9.6 metres north-east of the north-eastern kerb-line of Kilburn High Road and a point 21.6 metres north-east of that kerb-line; and
- (B) provide 'at any time' loading restrictions between a point 6 metres north-east of the north-eastern kerb-line of Kilburn High Road and a point 9.6 metres north-east of that kerb-line; and

(f) in Palmerston Road (westernmost south-west to north-east arm), on both sides of that part which lies between a point 0.8 metres north-east of the south-western wall of No. 308 Kilburn High Road and the north-eastern extremity of Palmerston Road (westernmost south-west to north-east arm), to extend the loading place and replace the paid-for parking, CA-Q permit parking and waiting restrictions with the following:

- (i) paid-for motorcycle parking places operating between at any time, between a point 5.1 metres north-east of the south-western wall of No. 308 Kilburn High Road and a point 12.1 metres north-east of that wall (charging hours between 8.30am and 6.30pm on Mondays to Fridays inclusive);
- (ii) loading places operating 'at any time' (30-minutes maximum stay, 1-hour no return):
 - (A) north-west side, between a point 12.1 metres north-east of the south-western wall of No. 308 Kilburn High Road and a point 24.1 metres north-east of that wall; and
 - (B) south-east side, between a point 3.5 metres north-east of the south-western wall of No. 306 Kilburn High Road and a point 15.5 metres

north-east of that wall;

- (iii) CA-Q permit parking operating between 8.30am and 6.30pm on Mondays to Fridays inclusive, the north-west side, between a point 24.1 metres north-east of the south-western wall of No. 308 Kilburn High Road and a point 34.5 metres north-east of that wall;
- (iv) disabled persons (blue badge) parking operating 'at any time' (2-hours maximum stay, 1-hour no return) on the south-east side, between a point 15.5 metres north-east of the south-western wall of No. 306 Kilburn High Road and a point 22.1 metres north-east of that wall;
- (v) 'at any time' waiting and loading restrictions:
 - (A) north-west side, between a point 0.8 metres north-east of the south-western wall of No. 308 Kilburn High Road and a point 5.1 metres north-east of that wall;
 - (B) south-east side:
 - (I) between a point 1.2 metres north-east of the south-western wall of No. 306 Kilburn High Road and a point 3.5 metres north-east of that wall; and
 - (II) between a point 23.8 metres north-east of the south-western wall of No. 306 Kilburn High Road and the north-eastern extremity of Palmerston Road (westernmost south-west to north-east arm);
 - (C) north-east side, between the south-eastern kerb-line of Palmerston Road and a point 6.3 metres north-west of that kerb-line; and
- (vi) waiting restrictions operating between 7am and 7pm on any day, between a point 22.1 metres north-east of the south-western wall of No. 306 Kilburn High Road and a point 24.8 metres north-east of that wall.



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

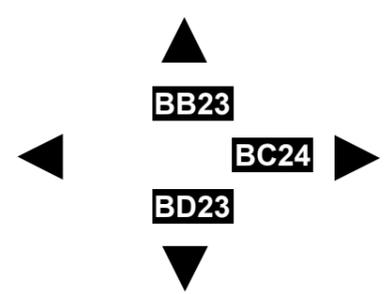
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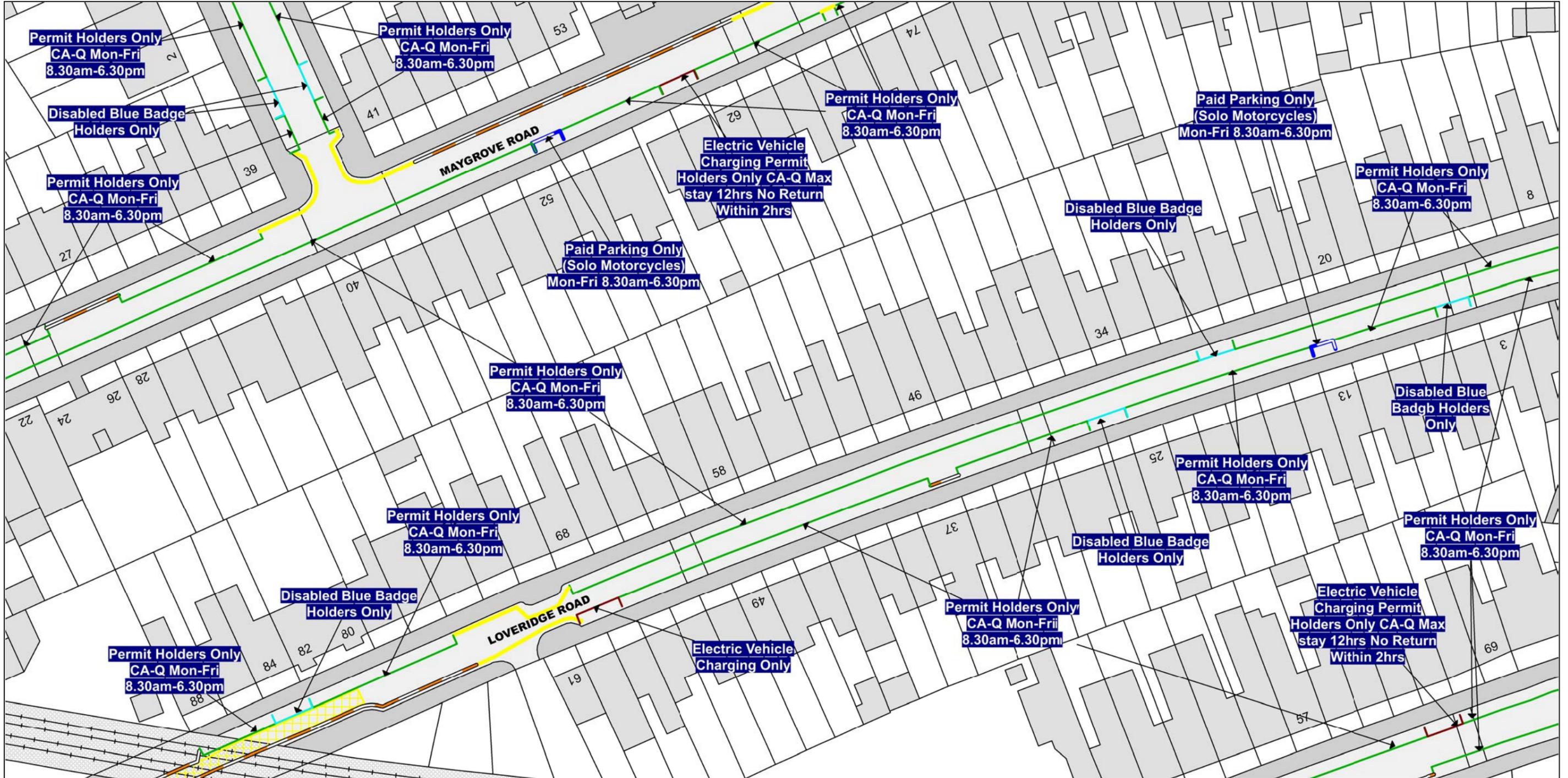


Key to Restriction Types Displayed

- No stopping except local buses
- Disabled (Blue Badge)
- Dockless Cycle Hire
- Electric Vehicle Charging Only
- Islands & build-outs not shown in OS
- + No Loading
- + No Loading At Any Time
- Permit Holders Only CA-Q Mon-Fri 8.30am-6.30pm
- No Waiting At Any Time
- No Waiting Mon-Fri 8.30am-6.30pm
- Hatched Marking
- Keep Clear Entrance Marking
- Labels:
Confirmed item



Status: PROPOSE
 Map Tile Reference: Tile Ref: BC23
 Sheet Revision Number:
 Sheet Active From: 16/03/2026



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

SCALE - 1 : 625 at A3 size

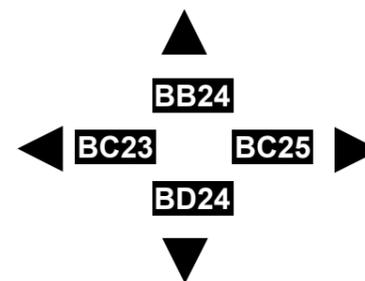
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Key to Restriction Types Displayed

- Disabled Blue Badge Holders Only
- Electric Vehicle Charging Only
- Paid Parking Only (Solo Motorcycles) Mon-Fri 8.30am-6.30pm
- Permit Holders Only CA-Q Mon-Fri 8.30am-6.30pm
- No Waiting At Any Time
- No Waiting Mon-Fri 8.30am-6.30pm
- Hatched Marking

Labels:
Confirmed item

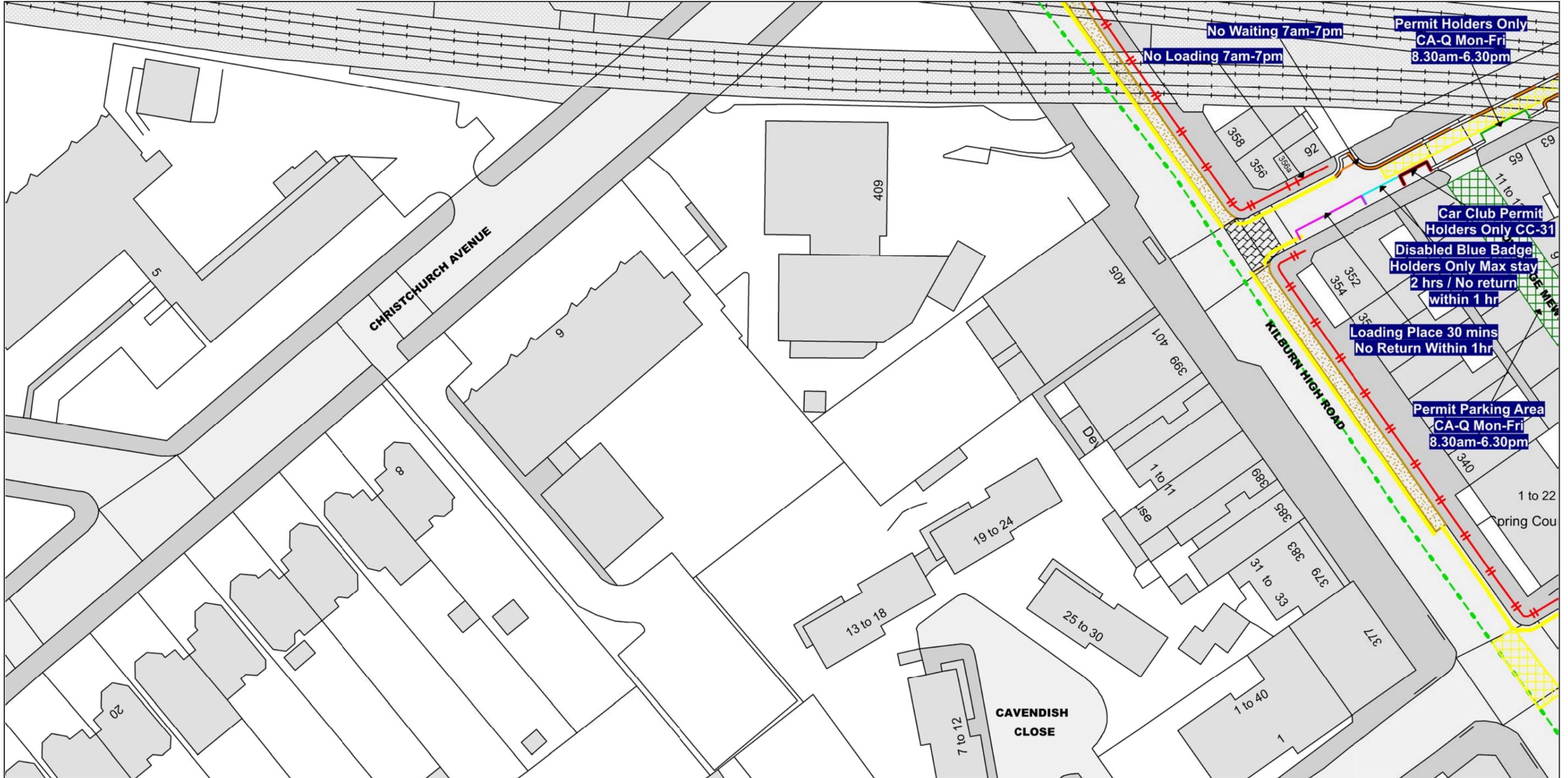


Status: PROPOSE

Map Tile Reference: Tile Ref: BC24

Sheet Revision Number:

Sheet Active From: 09/03/2026



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

SCALE - 1 : 625 at A3 size

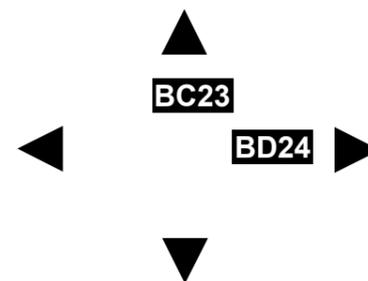
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Key to Restriction Types Displayed

- Car Club Permit Holders Only CC-31
- Disabled Blue Badge Holders Only Max stay 2 hrs / No return within 1 hr
- Islands & build-outs not shown in OS
- Loading Place 30 mins No Return Within 1hr
- No Loading 7am-7pm
- No Loading At Any Time
- Permit Holders Only CA-Q Mon-Fri 8.30am-6.30pm
- Raised carriageway
- No Waiting At Any Time
- No Waiting 7am-7pm
- No Waiting Mon-Fri 8.30am-6.30pm
- Hatched Marking
- Permit Parking Area CA-Q Mon-Fri 8.30am-6.30pm

Labels:
 Continued on

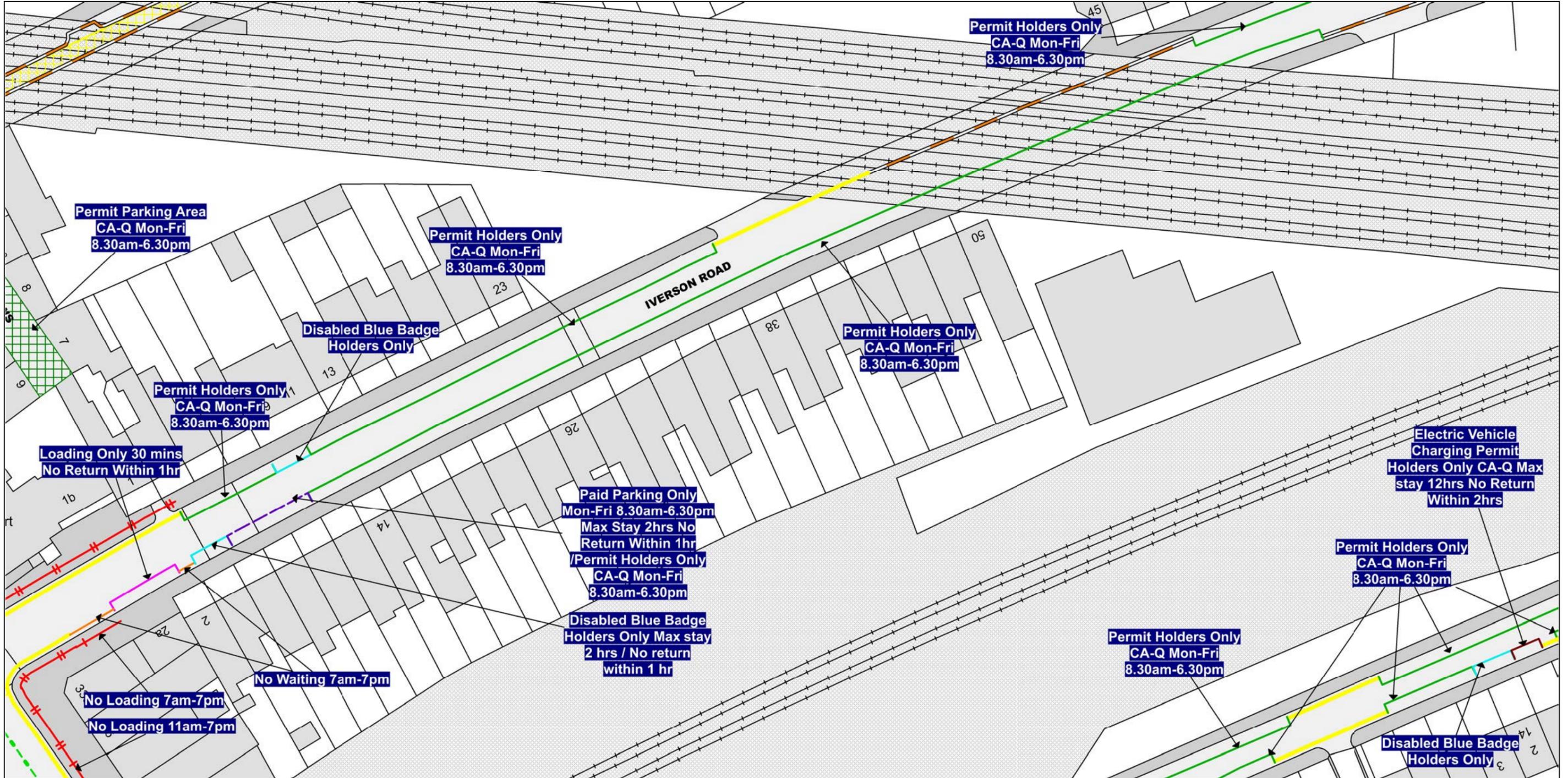


Status: PROPOSE

Map Tile Reference: Tile Ref: BD23

Sheet Revision Number:

Sheet Active From: 16/03/2026



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

SCALE - 1 : 625 at A3 size

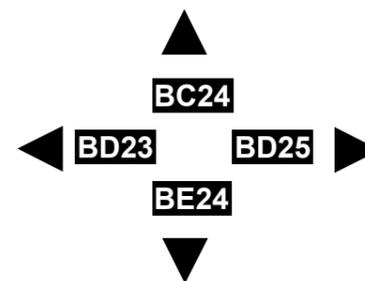
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Key to Restriction Types Displayed

- Disabled (Blue Badge)
- Electric Vehicle Charging Permit Holders Only CA-Q Max stay 12hrs No Return Within 2hrs
- Loading Only 30 mins No Return Within 1hr
- + No Loading
- + No Loading At Any Time
- Permit Holders Only CA-Q Mon-Fri 8.30am-6.30pm
- No Waiting At Any Time
- No Waiting 7am-7pm
- No Waiting Mon-Fri 8.30am-6.30pm
- ▨ Hatched Marking
- ▨ Permit Parking Area CA-Q Mon-Fri 8.30am-6.30pm
- Paid Parking Only Mon-Fri 8.30am-6.30pm Max Stay 2hrs No Return Within 1hr Permit Holders Only CA-Q Mon-Fri 8.30am-6.30pm

Labels:
Confirmed Item

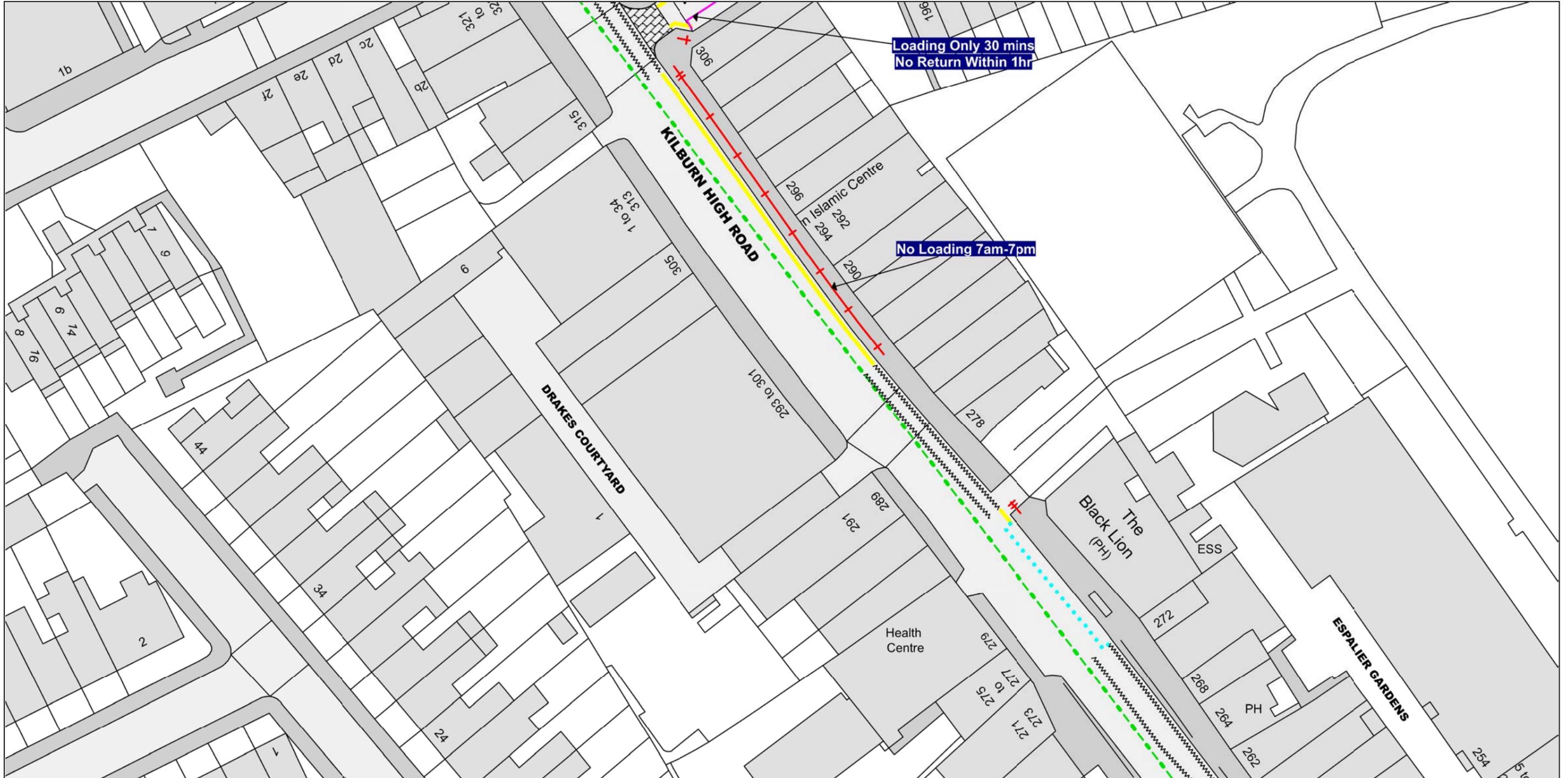


Status: PROPOSE

Map Tile Reference: Tile Ref: BD24

Sheet Revision Number:

Sheet Active From: 09/03/2026



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

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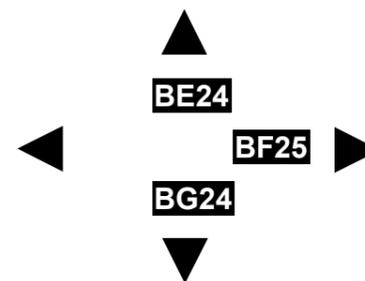
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Key to Restriction Types Displayed

- No stopping except local buses
- Loading Only 30 mins No Return Within 1hr
- + No Loading 7am-7pm
- ++ No Loading At Any Time
- ~~~~~ Pedestrian Crossing
- ▨▨▨▨ Raised carriageway
- No Waiting At Any Time

Labels:
Confirmed item



Status: PROPOSE

Map Tile Reference: Tile Ref: BF24

Sheet Revision Number:

Sheet Active From: 16/03/2026



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

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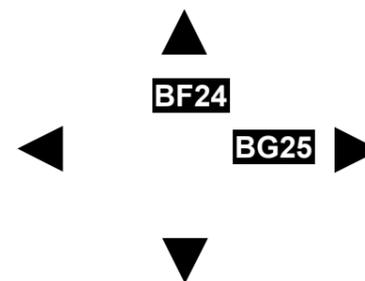


Key to Restriction Types Displayed

- No Loading 7am-7pm
- No Loading At Any Time
- Pedestrian Crossing
- No Waiting At Any Time

Labels:

Confirmed item



Status: PROPOSE

Map Tile Reference: Tile Ref: BG24

Sheet Revision Number:

Sheet Active From: 09/03/2026

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

202* No. ***

The Camden (Prescribed Routes) (Maygrove Road and Shoot Up Hill) (No. 1)
Traffic Order 202*

Made on ***** 202*

Coming into force on ***** 202*

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 1984¹, 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 (Prescribed Routes) (Maygrove Road and Shoot Up Hill) (No. 1) Traffic Order 202* and shall come into force on *** 202*.

Interpretation

2. (1) In this Order:-
 - "causing" includes "permitting";
 - "Council" means the Council of the London Borough of Camden;
 - "electronic communications network" has the same meaning as in section 32 of the Communications Act 2003²;
 - "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;
 - "pedal cycle" has the same meaning as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016³;
 - "prescribed street" means a street or part of street to which the provisions of Article 4 of this Order apply; and
 - "traffic sign" means a sign of any size, type and colour prescribed or authorised under, or having effect as though prescribed or authorised under, section 64 of the Road Traffic Regulation Act 1984.

¹ 1984 c.27

² 2003 c.21

³ SI 2016/362

- (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.
- (3) Unless otherwise herein stated, any reference in this Order to a named street or part thereof shall be construed as a reference to such a street so named or part thereof as lies within the boundary of the London Borough of Camden.

Prescribed routes

4. (1) No person causing any vehicle other than a pedal cycle to proceed in either Christchurch Avenue or Kilburn High Road (in the London Borough of Brent), or in Shoot Up Hill shall, upon reaching its junction with Maygrove Road, cause that vehicle to enter Maygrove Road.
- (2) No person causing any vehicle other than a pedal cycle to proceed in a south-eastbound direction in Shoot Up Hill shall, upon reaching its junction with Maygrove Road, cause that vehicle to turn left into Maygrove Road.

Exemptions

5. (1) Nothing in Article 4 of this Order shall apply in relation to:-
 - (a) anything done with the permission or at the direction of a police constable in uniform; or
 - (b) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984.

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 2 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 Brent Council), prohibits all vehicles except pedal cycles from entering Maygrove Road at its junction with Christchurch Avenue, Kilburn High Road, and Shoot Up Hill and provides an accompanying no left turn for south-eastbound vehicles from Shoot Up Hill into Maygrove Road, in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

202* No. **

The Camden (Cycle Lane) (Maygrove Road)
(No. 1) Traffic Order 202*

Made: ** ***** 202*

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

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 of the Road Traffic Regulation Act 1984¹ 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 (Cycle Lane) (Maygrove Road) (No. 1) Traffic Order 202* and shall come into force on ** ***** 202*.

Interpretation

2. (1) In this Order:-
 - "causing" includes "permitting";
 - "cycle lane" and "pedal cycle" have the same meanings as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016²;
 - "Council" means the Council of the London Borough of Camden;
 - "electronic communications network" has the same meaning as in section 32 of the Communications Act 2003³; and
 - "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.
- (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.
- (3) Any reference in this Order to a named street or part thereof shall be construed as a reference to such a street so named or part thereof as lies within the boundary of the London Borough of Camden.

¹ 1984 c.27

² SI 2016/362

³ 2003 c.21

Cycle lane controls

3. (1) No person shall cause any vehicle other than a pedal cycle to enter into or proceed in a cycle lane comprising a length of street specified in column (2) of the item in the Schedule to this Order during the hours of operation specified in column (4) of that item.
- (2) Every person causing a pedal cycle to proceed in a cycle lane specified in column (2) of an item in the Schedule to this Order shall cause that pedal cycle to proceed in the direction specified in column (3) of that item.

Exemptions

4. Nothing in Article 3 shall apply in relation to:-
 - (a) any vehicle being used for ambulance, fire brigade or police purposes; or
 - (b) anything done with the permission or at the direction of a police constable in uniform; or
 - (c) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984.
 - (d) any vehicle being used by or on behalf of the Council in the pursuance of its statutory duties, or which is otherwise authorised by the Council;
 - (e) any vehicle being used in connection with refuse collection or the removal of any obstruction to traffic in the street; or the maintenance, improvement, reconstruction, cleansing or lighting within the street; the laying, erection, alteration in or adjacent to the street of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any electronic communications network, or the placing, maintenance or removal of any traffic sign in the street, if the vehicle cannot be used for that purpose in any other street or part thereof.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE – CYCLE LANE

(1) <i>Item</i>	(2) <i>Length of street</i>	(3) <i>Direction of travel and type of cycle lane</i>	(4) <i>Hours of operation</i>
1.	MAYGROVE ROAD all that part of the north-western side of the carriageway as is bounded on the north-west side by the north-western kerb-line of Maygrove Road and on the south-east side by a line of the type shown in item 2 of Part 6 of Schedule 9 to the Traffic Signs Regulations and General Directions 2016 placed 2.2 metres south-east of and parallel to that kerb-line, as extends from a point 9.5 metres north-east of the north-eastern kerb-line of Shoot Up Hill to the south-western boundary of No. 1 Maygrove Road.	North- eastbound cycle lane	At any time

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order, as part of phase 2 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 Brent Council), provides a new north-eastbound cycle lane in Maygrove Road, as part of a wider scheme of measures relating to Kilburn High Road, in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. **

The Camden (Bus Lanes) (Amendment No. **) Traffic Order 202*

Made: ** ***** 202*

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

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 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984¹, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

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

Interpretation

2. (1) In this Order:
“enactment” means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment; and
“the Order of 2012” means the Camden (Bus Lanes) (Consolidation) Traffic Order 2012², as amended.
- (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 2012 shall have the same meaning as in that Order.

¹ 1984 c.27

² LBC 2012/62

Amendment of the Order of 2012

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 force of this Order, the Order of 2012 shall have effect as though:
 - (a) the item numbered 30 in the Schedule to that Order were hereby omitted; and
 - (b) there were added to the Schedule to that Order, the item numbered ** and set out in the Schedule to this Order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE – BUS LANE

(Addition to the Schedule to the Order of 2012)

<i>(1)</i> <i>Item</i> <i>No.</i>	<i>(2)</i> <i>Name of street and length of carriageway</i>	<i>(3)</i> <i>Hours of</i> <i>operation</i>	<i>(4)</i> <i>Direction of</i> <i>travel and type</i> <i>of bus lane</i>	<i>(5)</i> <i>Permitted vehicles</i>
**.	KILBURN HIGH ROAD north-east side; from a point 4 metres south-east of the common boundary of Nos. 296 and 298 Kilburn High Road to a point 1.95 metres south-east of the north- western wall of No. 236 Kilburn High Road.	7am – 7pm	south- eastbound (with-flow lane)	bus; taxi; pedal cycle

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order, as part of phase 2 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 Brent Council), alters the extent and hours of operation of a bus lane in Kilburn High Road, in the London Borough of Camden.

s