

Public notice

Changes to static on-street restrictions for the provision of cycle hangars (Phase 11a)

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

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Camden propose to make the above Order 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 Order would be:
 - (a) to convert the following lengths of existing restrictions to single yellow line 'controlled hours' waiting restrictions, so as to accommodate the provision of cycle hangars:-
 - ACOL ROAD - north side, outside No.6 Acol Road - converting 5.6 metres of CA-Q/CA-R/CA-K permit holders parking;
 - ADELIN PLACE - south-west side, outside Bedford Court Mansions – converting 5.6 metres of CA-C permit holders parking;
 - ARLINGTON ROAD - north-east side, outside Foxfield, Three Fields Estate - converting 3 metres of paid for parking;
 - BEDFORD AVENUE - north-west side, outside No.15 Bedford Avenue – converting 5.6 metres of CA-C permit parking;
 - BEDFORD PLACE - south-west side, side No.22 Bloomsbury Square – converting 3 metres of 'controlled hours' waiting;
 - BELSIZE AVENUE – south-east side, outside Nos.36/38 Belsize Avenue – converting 5.6 metres of CA-B permit parking;
 - BELSIZE PARK GARDENS - south-west side, outside Nos.9/11 Belsize Park Gardens – converting 8.8 metres of redundant disabled parking;
 - BOSCASTLE ROAD - south-west side, side No.24 Croftdown Road - converting 5.6 metres of 'controlled hours' waiting;
 - BURRARD ROAD - north-west side, outside No.57 Burrard Road - converting 7.6 metres of CA-P permit parking;
 - CAROL STREET - south-west to north-east arm, north-west side, side of No.107 Camden Street - converting 5.6 metres of CA-F permit parking; north-west to south-east arm, the north-east side, side of No.24 Carol Street - converting 5.6 metres of CA-F permit parking;
 - COMPAYNE GARDENS - north side, outside No.10 Compayne Gardens - converting 5.6 metres of CA-R permit parking;
 - CORAM STREET - south-east side, opposite of Nos.48/53 Coram Street - converting 5.6 metres of CA-D permit parking;
 - DORNFELL STREET - north-west side, side of No.10 Ravenshaw Street - converting 3 metres of CA-P permit parking;

DYNHAM ROAD - south side, outside Nos.4/6 Dynham Road - converting 5.6 metres of CA-Q/CA-R permit parking and outside Nos.72/74 Dynham Road - converting 5.6 metres of redundant disabled parking;

ESTELLE ROAD - north-east side, side of No.47 Savernake Road - converting 8.2 metres of CA-B permit parking;

ETON AVENUE - south-east side, outside No.9a Eton Avenue - converting 3 metres of CA-B permit parking;

FAIRHAZEL GARDENS - north-east side, outside No.8 Fairhazel Gardens - converting 5.6 metres of shared use (CA-R/CA-K permits or paid for) parking;

FELLOWS ROAD - south side, outside Duncan House - converting 5.6 metres of CA-B permit parking;

GLASTONBURY STREET - south-east side, side of No.12 Broomsleigh Street - converting 3.3 metres of CA-B permit parking;

GLOUCESTER AVENUE - south-west side, outside No.77 Gloucester Avenue - converting 7.3 metres of shared use (CA-J permits or paid for) parking;

GOLDHURST TERRACE - south-east side, outside No.21 Goldhurst Terrace (Rosslyn Mansions) - converting 5.6 metres of CA-R/CA-K permit parking;

GREENCROFT GARDENS - north-west side, outside Nos.52/54 Greencroft Gardens - converting 5.6 metres of CA-R permit parking;

HANDEL STREET - north-west side, side of Royal Free Hospital - converting 3 metres of CA-D parking;

HERBERT STREET - south-west to north-east arm, the south-east side, outside Thanet Youth Club - converting 5.6 metres of CA-L permit parking;

HUNTLEY STREET - north-east side, outside Nos.1-12 Huntley Street - converting 5.6 metres of CA-E permit parking;

KINGDON ROAD - south-east side, outside Nos.20/22 Kingdon Road - converting 5.6 metres of CA-P permit parking;

KING HENRY'S ROAD - south side, outside No.1b King Henry's Road - converting 3 metres of CA-J permit parking and outside Nos.59-68 Primrose Hill Court - converting 5.6 metres of CA-J permit parking;

LADY SOMERSET ROAD - south-east side, outside Nos.33/35 Lady Somerset Road - converting 5.6 metres of CA-M permit parking;

LANCASTER GROVE - south side, outside No.14a Lancaster Grove - converting 5.6 metres of CA-B permit parking; south-west side, outside Nos.2/4 Lancaster Grove - converting 5.6 metres of CA-B permit parking;

LAWN ROAD - east side, opposite No.84 Lawn Road - converting 5.6 metres of CA-B permit parking; west side, outside Crayford House - converting 5.6 metres of CA-B permit parking;

MAITLAND PARK VILLAS - south-west side, outside Nos.198-201 Maitland Park Villas - converting 5.6 metres of CA-L permit parking;

MALDEN PLACE - west side, side of No.30 Grafton Terrace - converting 5.6 metres of CA-L permit parking; MINSTER ROAD - south-east side, outside No.7 Minster Road - converting 3 metres of CA-Q permit parking;

NASSINGTON ROAD - north side, side of No.24 Parliament Hill - converting 5.6 metres of CA-H permit parking;

NORTH VILLAS - north-west side, outside No.7 North Villas - converting 3 metres of CA-N permit parking;

QUEEN'S CRESCENT - south-east side, opposite Nos.109/111 Queen's Crescent - converting 5.6 metres of CA-L permit parking;

RIDGMOUNT GARDENS - north-east side, opposite Flats 12-24 Ridgmount Gardens - converting 5.6 metres of CA-E permit parking;

RIDGMOUNT STREET - south-west side, outside Nos.15/17 Ridgmount Street - converting 5.6 metres of CA-E permit parking;

ROCHESTER ROAD - south-east side, side of Cherry Tree Court Nos.91/93 Camden Road - converting 5 metres of shared use (paid for) parking;

RYLAND ROAD - west side, side of No.40A Prince of Wales Road - converting 5.6 metres of CA-F permit parking;

SOLENT ROAD - north-east side, outside Nos.80/82 Solent Road - converting 6.6 metres of CA-P permit parking;

SOUTH VILLAS - south-east side, outside No.21 South Villas - converting 4.3 metres of CA-N permit parking;

SWAIN'S LANE - west side, side of Nos.37-48 Langbourne Mansions - converting 5.6 metres of CA-U permit parking and side of Nos.235-269 Makepeace Mansions - converting 3 metres of CA-U permit parking;

TONBRIDGE STREET - north-east side, side of Nos.116-150 Whidbourne Buildings, Whidbourne Street - converting 3 metres of CA-D permit parking;

UPPER PARK ROAD - north-west side, opposite of No.6 Upper Park Road - converting 5.6 metres of CA-B permit parking;

WEDDERBURN ROAD - south-east side, outside Burlington House - converting 5.6 metres of CA-H permit parking;

WEEDINGTON ROAD - south-west side, outside Nos.1-15 Edington - converting 3 metres of CA-L parking;

WHITFIELD STREET - north-east side, outside 94-100 Irvine Court - converting 5.6 metres of CA-E permit parking;

YORK RISE - south-west side, opposite Nos.26-34a York Rise - converting 5.6 metres of CA-E permit parking;

- (b) to convert the following lengths of existing restrictions to double yellow line 'at any time' waiting restrictions:-

BEDFORD PLACE - north-east side, side of No.23 Bloomsbury Square - converting 12.7 metres of 'controlled hours' waiting; south-west side, side of No.22 Bloomsbury Square - converting 9.7 metres of 'controlled hours' waiting;

BELSIZE AVENUE - south-east side, outside No.32 Belsize Avenue - converting 3 metres of 'controlled hours' waiting;

BOSCASTLE ROAD - north-east side, side of No.26 Croftdown Road - converting 3.2 metres of CA-U permit parking; south-west side, side of No.24 Croftdown Road - south-west side: converting 3.3 metres of CA-U permit parking;

BROOMSLEIGH STREET - south-west side, opposite Nos.33/35 Broomsleigh Street - converting 5 metres of CA-P permit parking and outside No.21 Broomsleigh Street - converting 5 metres of CA-P permit parking;

CAROL STREET - south-west to north-east arm, (i) north-west side, side of No.107 Camden Street and Nos.2/4 Carol Street - converting 14.6 metres of 'controlled hours' waiting and at Nos.22/24 Carol Street - converting 9.8 metres of 'controlled hours' waiting; (ii) south-east side, outside Nos.1/1A Carol Street - converting 6.6 metres of 'controlled hours' waiting; outside Nos.9/11 Carol Street - converting 7.1 metres of 'controlled hours' waiting; outside No.25 Carol Street - converting 7.9 metres of 'controlled hours' waiting and 5 metres of CA-F permit parking;

CAROL STREET - north-west to south-east arm, (i) the north-east side, side of 14 Greenland Road - converting 4.9 metres and 8.2 metres of 'controlled hours' waiting; side of 24 Carol Street - converting 5.4 metres of CA-F permit parking and 1.3 metres of 'controlled hours' waiting; (ii) the south-west side, side of 12 Greenland Road - converting 5.9 metres of 'controlled hours' waiting; side of 12 Greenland Road and outside Nos.47/49 Carol Street - converting 10.7 metres of 'controlled hours' waiting and outside Nos.43/45 Carol Street - converting 25.6 metres of 'controlled hours' waiting;

CROMER STREET - north-west side, junction Tonbridge Street - converting 2.8 metres of 'controlled hours' waiting;

EDIS STREET - north-west side, side of No.79 Gloucester Avenue - converting 5.7 metres of 'controlled hours' waiting; south-east side, side of No.77 Gloucester Avenue - converting 7.3 metres of 'controlled hours' waiting;

ESTELLE ROAD - north-east side, outside Nos.45-61 Estelle Road - converting 8.1 metres of 'controlled hours' waiting; south-west side, side of 47 Savernake Road - converting 7.2 metres of CA-B permit parking;

GLASTONBURY STREET - north-west side, side of Beckford Primary School - converting 5 metres of CA-B permit parking; south-east side, side of No.12 Broomsleigh Street - converting 5 metres of CA-B permit parking;

GLOUCESTER AVENUE - south-west side, outside No.79 Gloucester Avenue - converting 4.5 metres of 'controlled hours' waiting; outside No.77 Gloucester Avenue - converting 1.5 metres of 'controlled hours' waiting and converting 4.3 metres of CA-J permit parking;

GRAFTON TERRACE - north side, outside No.28 Grafton Terrace - converting 4.9 metres of 'controlled hours' waiting and outside Nos.30/32 Grafton Terrace - converting 9.7 metres of controlled hours' waiting;

GREENLAND ROAD - south-east side, outside No.12 Greenland Road - converting 4.7 metres of controlled hours waiting and outside No.14 Greenland Road - converting 7.7 metres of 'controlled hours' waiting;

HANDEL STREET - north-west side, side of Royal Free Hospital - converting 8 metres of 'controlled hours' waiting and 2 metres of CA-D permit parking; south-east side, side of Royal Free Hospital - converting 'controlled hours' waiting between its junction with Henrietta Mews and the common boundary of Nos. 4 and 5;

HENRIETTA MEWS - both sides – converting 'controlled hours' waiting, for its entire length;

HUNTLEY STREET - south-west side, outside Chenies Street Chambers - converting 13.8 metres of 'controlled hours' waiting;

KING HENRY'S ROAD - south side, outside No.1b King Henry's Road - converting 4.3 metres of 'controlled hours' waiting;

LANCASTER GROVE - south side, outside No.14a Lancaster Grove - converting 1.9 metres of 'at any time' waiting and converting 10.7 metres of 'controlled hours' waiting; south-west side, outside No.2 Lancaster Grove - converting 2.2 metres of redundant disabled parking;

MALDEN PLACE - east side, side of No.28 Grafton Terrace - converting 5.4 metres of 'controlled hours' waiting; outside Nos.7-15 Malden Place - converting 33.1 metres of controlled hours' waiting; west side, side of No.30 Grafton Terrace - converting 3.9 metres of 'controlled hours' waiting and 1.6 metres of redundant disabled parking;

NASSINGTON ROAD - north side, side of No.24 Parliament Hill - converting 7.6 metres of 'controlled hours' waiting; south side, side of Nos.20/22 Parliament Hill - converting 10.5 metres of 'controlled hours' waiting;

PARLIAMENT HILL - south-east side, outside No.24 Parliament Hill - converting 12.1 metres of 'controlled hours' waiting; outside No.20 Parliament Hill - converting 3.6 metres of controlled hours' waiting and 5 metres of CA-H permit parking;

REGENTS PARK ROAD - north-west side, outside Nos.115/117 Regents Park Road - converting 10.5 metres of 'controlled hours' waiting;

RIDGMOUNT GARDENS - south-west side, to replace 'controlled hours' waiting for its entire length;

RYLAND ROAD - east side, side of No.38 Prince of Wales Road - converting 4.1 metres of 'controlled hours' waiting; west side, side of No.40A Prince of Wales Road - converting 4 metres of 'controlled hours' waiting;

SAVERNAKE ROAD - south side, outside No.47 Savernake Road - converting 6.8 metres of 'controlled hours' waiting;

SOLENT ROAD - north-east side, outside No.82 Solent Road - converting 2 metres of CA-P permit parking;

TONBRIDGE STREET - south-west side, side of Nos.60-79 Tonbridge House, Tonbridge Street - converting 70.2 metres of 'controlled hours' waiting;

UPPER PARK ROAD - north-west side, opposite of No.8 Upper Park Road - converting 2 metres of CA-B permit parking;

WAKEFIELD STREET- south-east to north-west arm, north-east side - converting 'controlled hours waiting' between the north-western wall of No.8 Wakefield Street and junction with Henrietta Mews; south-west side – converting 6.5 metres of 'controlled hours' waiting north-west of its junction with Handel Street;

- (c) to convert the following lengths of existing restrictions to single yellow line 'controlled hours' waiting restrictions:-

BEDFORD AVENUE - south-east side, outside Nos.41 to 73 Bedford Avenue - converting 6.4 metres of CA-C permit parking;

BURRARD ROAD - north-west side, outside No.57 Burrard Road - converting 5.3 metres of CA-P permit parking;

INGHAM ROAD - south side, side of No.57 Burrard Road - converting 5.1 metres of CA-P permit parking;

WEEDINGTON ROAD - south-west side, outside Nos.1-15 Edington - converting 2.4 metres of CA-L parking;

- (d) to convert the following lengths of existing restrictions to permit parking restrictions:-

BURRARD ROAD - south-east side, outside Nos.44/46 Burrard Road - converting 6.6 metres of redundant disabled parking to CA-P permit parking;

DYNHAM ROAD - south side, outside No.72 Dynham Road - converting 0.5 metres of redundant disabled parking to CA-Q/CA-R permit parking;

KING HENRY'S ROAD - south side, outside 59-68 Primrose Hill Court - converting 3 metres of 'controlled hours' waiting to CA-J permit parking;

LANCASTER GROVE - south-west side, outside No.6 - converting 6.6 metres of redundant disabled parking to CA-B permit parking;

MAITLAND PARK VILLAS - south-west side, outside Nos.190-193 - converting 2.7 metres of 'controlled hours' waiting to CA-L permit parking;

MALDEN PLACE - west side, side of No.30 Grafton Terrace - converting 5.4 metres of redundant disabled parking to CA-L permit parking;

ROCHESTER ROAD - north-east side, outside Nos.17-22 Rochester Road - converting 5.2 metres of 'controlled hours' waiting to CA-G permit parking;

- (e) to convert the following lengths of existing restrictions to electric vehicle recharging point parking places:-

ADELIN PLACE - south-west side, outside Bedford Court Mansions - converting 5.8 metres of CA-C permit holders parking;

SOUTH VILLAS - south-east side, side of No.39 Camden Park Road - converting 5.8 metres of CA-N permit parking and 0.8 metres of 'controlled hours' waiting;

- (f) to convert the following lengths of existing restrictions to dedicated disabled parking:-

LANCASTER GROVE - south-west side, outside No.2 Lancaster Grove - converting 2.2 metres of CA-B permit parking;

- (g) to convert the following lengths of existing restrictions to cycle parking places:-

BEDFORD AVENUE - south-east side, side of No.21 Bloomsbury Street - converting 10 metres of CA-C permit parking;

BELSIZE PARK GARDENS - south-west side, outside No.11 Belsize Park Gardens - converting 2.9 metres of redundant disabled parking;

- (h) to convert the following lengths of existing restrictions to e-scooter / cycle hire parking:-

FAIRHAZEL GARDENS - north-east side, outside No.8 Fairhazel Gardens - converting 5 metres of shared use (CA-R/CA-K permits or paid for) parking;

ROCHESTER ROAD - north-east side, side of Rochester Mews - converting 6 metres of shared use (paid for) parking;

- (i) to provide the following lengths of new restrictions:-

BROOMSLEIGH STREET - south-west side, opposite Nos.33/35 Broomsleigh Street – 3.3 metres of double yellow line ‘at any time’ restrictions;

CAROL STREET - south-west to north-east arm, the south-east side, side of No.105 Camden Street - 11.6 metres of ‘at any time’ restrictions.

3. Copies of the proposed Order, map tiles, 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 ‘**TMO2627-0008**’ 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 31 July 2026.

Peter Mardell – Head of Parking Operations

09 July 2026

Statement of reasons

Changes to static on-street restrictions for the provision of cycle hangars (Phase 11a)

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

SUMMARY OF CHANGES

On-street changes for the provision of cycle hangars

The proposals aim to introduce 95 secure cycle hangars which provide covered, secure, and fully enclosed cycle storage facilities at 51 locations across the Borough. There is an ever-increasing demand for such facilities from residents living in high density dwellings with limited space for sheltered and secure cycle storage space within their properties. A lack of secure cycle hangar storage facilities is currently a barrier to some of our residents cycling. The introduction of secure cycle hangar storage facilities, especially in locations near high density dwellings, would encourage more of our residents to cycle.

The proposals include extensions to existing E-Scooter & Cycle Hire parking bays at 2 locations (Fairhazel Gardens and Rochester Road) and the removal of redundant disabled parking bays at 5 locations.

The proposals include the introduction of electric vehicle parking spaces adjacent to existing electric vehicle charging points at 2 sites (Adeline Place and South Villas). The proposals also include the removal of redundant disabled parking spaces at 4 sites (Belsize Park Gardens, Dynham Road, Lancaster Grove, and Malden Place).

The proposals include the provision of a cycle parking bay with cycle parking stands alongside new cycle hangars at 1 location (Bedford Avenue). The proposals also include the provision of 2 cycle parking stands alongside new cycle hangars at 1 location (Belsize Park Gardens). These stands would provide short stay cycle parking facilities for visitors. Cycle hangars provide long stay cycle parking facilities for residents.

The proposals include the introduction of double yellow lines at 14 locations to improve road safety, including road safety at junctions in accordance with Camden's junction protection programme.

The proposals also include the planting of 4 trees near a new cycle hangar at 3 locations (Belsize Park Gardens, Burrard Road, and Carol Street).

Enabling cycling is a key strategic outcome for the Council as set out in multiple strategy documents. The [Camden Transport Strategy](#) (CTS), adopted in 2019, has 7 objectives, 4 of which are directly aligned with the proposals for this scheme (objectives 1, 2, 3, and 6). The proposed scheme also aligns with the CTS delivery plan for 2022/2023 to 2024/2025, [here](#).

The [Camden Transport Strategy](#) (CTS) and accompanying [Cycling Action Plan](#) aim to transform transport and mobility in Camden, enabling and encouraging people to travel, and goods to be transported, healthily and sustainably. The CTS sets our objectives, policies, and measures for achieving this goal. Our priorities include:

- increasing walking and cycling.
- improving public transport in the borough.

- reducing car ownership and use.
- improving the quality of our air.
- making our streets and transport networks safe, accessible, and inclusive for all

The proposals meet the objectives of the Camden Transport Strategy (CTS) by:

- helping to facilitate an increase in cycling.
- reducing the dominance of motor vehicles.
- helping to facilitate improving the quality of our air.
- making our streets and transport networks safe, accessible, and inclusive for all.

The proposals meet the objectives of [We Make Camden](#) by helping create clean, vibrant, and sustainable places and making it easier for people to travel by active modes of transport, which would help to encourage residents and visitors to cycle more instead of driving motor vehicles or using public transport. This would in turn contribute to improving air quality and lowering carbon emissions in the borough. The proposals also meet the objectives of We Make Camden by responding to the impacts of climate change.

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 amends the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Consolidation Order 2025 so as:

- (a) to convert the following lengths of existing restrictions to single yellow line 'controlled hours' waiting restrictions, so as to accommodate the provision of cycle hangars:-

ACOL ROAD - north side, outside No.6 Acol Road - converting 5.6 metres of CA-Q/CA-R/CA-K permit holders parking;

ADELINE PLACE - south-west side, outside Bedford Court Mansions – converting 5.6 metres of CA-C permit holders parking;

ARLINGTON ROAD - north-east side, outside Foxfield, Three Fields Estate - converting 3 metres of paid for parking;

BEDFORD AVENUE - north-west side, outside No.15 Bedford Avenue – converting 5.6 metres of CA-C permit parking;

BEDFORD PLACE - south-west side, side No.22 Bloomsbury Square – converting 3 metres of 'controlled hours' waiting;

BELSIZE AVENUE – south-east side, outside Nos.36/38 Belsize Avenue – converting 5.6 metres of CA-B permit parking;

BELSIZE PARK GARDENS - south-west side, outside Nos.9/11 Belsize Park Gardens – converting 8.8 metres of redundant disabled parking;

BOSCASTLE ROAD - south-west side, side No.24 Croftdown Road - converting 5.6 metres of 'controlled hours' waiting;

BURRARD ROAD - north-west side, outside No.57 Burrard Road - converting 7.6 metres of CA-P permit parking;

CAROL STREET - south-west to north-east arm, north-west side, side of No.107 Camden Street - converting 5.6 metres of CA-F permit parking; north-west to south-east arm, the north-east side, side of No.24 Carol Street - converting 5.6 metres of CA-F permit parking;

COMPAYNE GARDENS - north side, outside No.10 Compayne Gardens - converting 5.6 metres of CA-R permit parking;

CORAM STREET - south-east side, opposite of Nos.48/53 Coram Street - converting 5.6 metres of CA-D permit parking;

DORNFELL STREET - north-west side, side of No.10 Ravenshaw Street - converting 3 metres of CA-P permit parking;

DYNHAM ROAD - south side, outside Nos.4/6 Dynham Road - converting 5.6 metres of CA-Q/CA-R permit parking and outside Nos.72/74 Dynham Road - converting 5.6 metres of redundant disabled parking;

ESTELLE ROAD - north-east side, side of No.47 Savernake Road - converting 8.2 metres of CA-B permit parking;

ETON AVENUE - south-east side, outside No.9a Eton Avenue - converting 3 metres of CA-B permit parking;

FAIRHAZEL GARDENS - north-east side, outside No.8 Fairhazel Gardens - converting 5.6 metres of shared use (CA-R/CA-K permits or paid for) parking;

FELLOWS ROAD - south side, outside Duncan House - converting 5.6 metres of CA-B permit parking;

GLASTONBURY STREET - south-east side, side of No.12 Broomsleigh Street - converting 3.3 metres of CA-B permit parking;

GLOUCESTER AVENUE - south-west side, outside No.77 Gloucester Avenue - converting 7.3 metres of shared use (CA-J permits or paid for) parking;

GOLDHURST TERRACE - south-east side, outside No.21 Goldhurst Terrace (Rosslyn Mansions) - converting 5.6 metres of CA-R/CA-K permit parking;

GREENCROFT GARDENS - north-west side, outside Nos.52/54 Greencroft Gardens - converting 5.6 metres of CA-R permit parking;

HANDEL STREET - north-west side, side of Royal Free Hospital - converting 3 metres of CA-D parking;

HERBERT STREET - south-west to north-east arm, the south-east side, outside Thanet Youth Club - converting 5.6 metres of CA-L permit parking;

HUNTLEY STREET - north-east side, outside Nos.1-12 Huntley Street - converting 5.6 metres of CA-E permit parking;

KINGDON ROAD - south-east side, outside Nos.20/22 Kingdon Road - converting 5.6 metres of CA-P permit parking;

KING HENRY'S ROAD - south side, outside No.1b King Henry's Road - converting 3 metres of CA-J permit parking and outside Nos.59-68 Primrose Hill Court - converting 5.6 metres of CA-J permit parking;

LADY SOMERSET ROAD - south-east side, outside Nos.33/35 Lady Somerset Road - converting 5.6 metres of CA-M permit parking;

LANCASTER GROVE - south side, outside No.14a Lancaster Grove - converting 5.6 metres of CA-B permit parking; south-west side, outside Nos.2/4 Lancaster Grove - converting 5.6 metres of CA-B permit parking;

LAWN ROAD - east side, opposite No.84 Lawn Road - converting 5.6 metres of CA-B permit parking; west side, outside Crayford House - converting 5.6 metres of CA-B permit parking;

MAITLAND PARK VILLAS - south-west side, outside Nos.198-201 Maitland Park Villas - converting 5.6 metres of CA-L permit parking;

MALDEN PLACE - west side, side of No.30 Grafton Terrace - converting 5.6 metres of CA-L permit parking; MINSTER ROAD - south-east side, outside No.7 Minster Road - converting 3 metres of CA-Q permit parking;

NASSINGTON ROAD - north side, side of No.24 Parliament Hill - converting 5.6 metres of CA-H permit parking;

NORTH VILLAS - north-west side, outside No.7 North Villas - converting 3 metres of CA-N permit parking;

QUEEN'S CRESCENT - south-east side, opposite Nos.109/111 Queen's Crescent - converting 5.6 metres of CA-L permit parking;

RIDGMOUNT GARDENS - north-east side, opposite Flats 12-24 Ridgmount Gardens - converting 5.6 metres of CA-E permit parking;

RIDGMOUNT STREET - south-west side, outside Nos.15/17 Ridgmount Street - converting 5.6 metres of CA-E permit parking;

ROCHESTER ROAD - south-east side, side of Cherry Tree Court Nos.91/93 Camden Road - converting 5 metres of shared use (paid for) parking;

RYLAND ROAD - west side, side of No.40A Prince of Wales Road - converting 5.6 metres of CA-F permit parking;

SOLENT ROAD - north-east side, outside Nos.80/82 Solent Road - converting 6.6 metres of CA-P permit parking;

SOUTH VILLAS - south-east side, outside No.21 South Villas - converting 4.3 metres of CA-N permit parking;

SWAIN'S LANE - west side, side of Nos.37-48 Langbourne Mansions - converting 5.6 metres of CA-U permit parking and side of Nos.235-269 Makepeace Mansions - converting 3 metres of CA-U permit parking;

TONBRIDGE STREET - north-east side, side of Nos.116-150 Whidbourne Buildings, Whidbourne Street - converting 3 metres of CA-D permit parking;

UPPER PARK ROAD - north-west side, opposite of No.6 Upper Park Road - converting 5.6 metres of CA-B permit parking;

WEDDERBURN ROAD - south-east side, outside Burlington House - converting 5.6 metres of CA-H permit parking;

WEEDINGTON ROAD - south-west side, outside Nos.1-15 Edington - converting 3 metres of CA-L parking;

WHITFIELD STREET - north-east side, outside 94-100 Irvine Court - converting 5.6 metres of CA-E permit parking;

YORK RISE - south-west side, opposite Nos.26-34a York Rise - converting 5.6 metres of CA-E permit parking;

(b) to convert the following lengths of existing restrictions to double yellow line 'at any time' waiting restrictions:-

BEDFORD PLACE - north-east side, side of No.23 Bloomsbury Square - converting 12.7 metres of 'controlled hours' waiting; south-west side, side of No.22 Bloomsbury Square - converting 9.7 metres of 'controlled hours' waiting;

BELSIZE AVENUE - south-east side, outside No.32 Belsize Avenue - converting 3 metres of 'controlled hours' waiting;

BOSCASTLE ROAD - north-east side, side of No.26 Croftdown Road - converting 3.2 metres of CA-U permit parking; south-west side, side of No.24 Croftdown Road - south-west side: converting 3.3 metres of CA-U permit parking;

BROOMSLEIGH STREET - south-west side, opposite Nos.33/35 Broomsleigh Street - converting 5 metres of CA-P permit parking and outside No.21 Broomsleigh Street - converting 5 metres of CA-P permit parking;

CAROL STREET - south-west to north-east arm, (i) north-west side, side of No.107 Camden Street and Nos.2/4 Carol Street - converting 14.6 metres of 'controlled hours' waiting and at Nos.22/24 Carol Street - converting 9.8 metres of 'controlled hours' waiting; (ii) south-east side, outside Nos.1/1A Carol Street - converting 6.6 metres of 'controlled hours' waiting; outside Nos.9/11 Carol Street - converting 7.1 metres of 'controlled hours' waiting; outside No.25 Carol Street - converting 7.9 metres of 'controlled hours' waiting and 5 metres of CA-F permit parking;

CAROL STREET - north-west to south-east arm, (i) the north-east side, side of 14 Greenland Road - converting 4.9 metres and 8.2 metres of 'controlled hours' waiting; side of 24 Carol Street - converting 5.4 metres of CA-F permit parking and 1.3 metres of 'controlled hours' waiting; (ii) the south-west side, side of 12 Greenland Road - converting 5.9 metres of 'controlled hours' waiting; side of 12 Greenland Road and outside Nos.47/49 Carol Street - converting 10.7 metres of 'controlled hours' waiting and outside Nos.43/45 Carol Street - converting 25.6 metres of 'controlled hours' waiting;

CROMER STREET - north-west side, junction Tonbridge Street - converting 2.8 metres of 'controlled hours' waiting;

EDIS STREET - north-west side, side of No.79 Gloucester Avenue - converting 5.7 metres of 'controlled hours' waiting; south-east side, side of No.77 Gloucester Avenue - converting 7.3 metres of 'controlled hours' waiting;

ESTELLE ROAD - north-east side, outside Nos.45-61 Estelle Road - converting 8.1 metres of 'controlled hours' waiting; south-west side, side of 47 Savernake Road - converting 7.2 metres of CA-B permit parking;

GLASTONBURY STREET - north-west side, side of Beckford Primary School - converting 5 metres of CA-B permit parking; south-east side, side of No.12 Broomsleigh Street - converting 5 metres of CA-B permit parking;

GLOUCESTER AVENUE - south-west side, outside No.79 Gloucester Avenue - converting 4.5 metres of 'controlled hours' waiting; outside No.77 Gloucester Avenue - converting 1.5 metres of 'controlled hours' waiting and converting 4.3 metres of CA-J permit parking;

GRAFTON TERRACE - north side, outside No.28 Grafton Terrace - converting 4.9 metres of 'controlled hours' waiting and outside Nos.30/32 Grafton Terrace - converting 9.7 metres of controlled hours' waiting;

GREENLAND ROAD - south-east side, outside No.12 Greenland Road - converting 4.7 metres of controlled hours waiting and outside No.14 Greenland Road - converting 7.7 metres of 'controlled hours' waiting;

HANDEL STREET - north-west side, side of Royal Free Hospital - converting 8 metres of 'controlled hours' waiting and 2 metres of CA-D permit parking; south-east side, side of Royal Free Hospital - converting 'controlled hours' waiting between its junction with Henrietta Mews and the common boundary of Nos. 4 and 5;

HENRIETTA MEWS - both sides – converting 'controlled hours' waiting, for its entire length;

HUNTLEY STREET - south-west side, outside Chenies Street Chambers - converting 13.8 metres of 'controlled hours' waiting;

KING HENRY'S ROAD - south side, outside No.1b King Henry's Road - converting 4.3 metres of 'controlled hours' waiting;

LANCASTER GROVE - south side, outside No.14a Lancaster Grove - converting 1.9 metres of 'at any time' waiting and converting 10.7 metres of 'controlled hours' waiting; south-west side, outside No.2 Lancaster Grove - converting 2.2 metres of redundant disabled parking;

MALDEN PLACE - east side, side of No.28 Grafton Terrace - converting 5.4 metres of 'controlled hours' waiting; outside Nos.7-15 Malden Place - converting 33.1 metres of controlled hours' waiting; west side, side of No.30 Grafton Terrace - converting 3.9 metres of 'controlled hours' waiting and 1.6 metres of redundant disabled parking;

NASSINGTON ROAD - north side, side of No.24 Parliament Hill - converting 7.6 metres of 'controlled hours' waiting; south side, side of Nos.20/22 Parliament Hill - converting 10.5 metres of 'controlled hours' waiting;

PARLIAMENT HILL - south-east side, outside No.24 Parliament Hill - converting 12.1 metres of 'controlled hours' waiting; outside No.20 Parliament Hill - converting 3.6 metres of controlled hours' waiting and 5 metres of CA-H permit parking;

REGENTS PARK ROAD - north-west side, outside Nos.115/117 Regents Park Road - converting 10.5 metres of 'controlled hours' waiting;

RIDGMOUNT GARDENS - south-west side, to replace 'controlled hours' waiting for its entire length;

RYLAND ROAD - east side, side of No.38 Prince of Wales Road - converting 4.1 metres of 'controlled hours' waiting; west side, side of No.40A Prince of Wales Road - converting 4 metres of 'controlled hours' waiting;

SAVERNAKE ROAD - south side, outside No.47 Savernake Road - converting 6.8 metres of 'controlled hours' waiting;

SOLENT ROAD - north-east side, outside No.82 Solent Road - converting 2 metres of CA-P permit parking;

TONBRIDGE STREET - south-west side, side of Nos.60-79 Tonbridge House, Tonbridge Street - converting 70.2 metres of 'controlled hours' waiting;

UPPER PARK ROAD - north-west side, opposite of No.8 Upper Park Road - converting 2 metres of CA-B permit parking;

WAKEFIELD STREET- south-east to north-west arm, north-east side - converting 'controlled hours waiting' between the north-western wall of No.8 Wakefield Street and junction with Henrietta Mews; south-west side – converting 6.5 metres of 'controlled hours' waiting north-west of its junction with Handel Street;

- (c) to convert the following lengths of existing restrictions to single yellow line 'controlled hours' waiting restrictions:-

BEDFORD AVENUE - south-east side, outside Nos.41 to 73 Bedford Avenue - converting 6.4 metres of CA-C permit parking;

BURRARD ROAD - north-west side, outside No.57 Burrard Road - converting 5.3 metres of CA-P permit parking;

INGHAM ROAD - south side, side of No.57 Burrard Road - converting 5.1 metres of CA-P permit parking;

WEEDINGTON ROAD - south-west side, outside Nos.1-15 Edington - converting 2.4 metres of CA-L parking;

- (d) to convert the following lengths of existing restrictions to permit parking restrictions:-

BURRARD ROAD - south-east side, outside Nos.44/46 Burrard Road - converting 6.6 metres of redundant disabled parking to CA-P permit parking;

DYNHAM ROAD - south side, outside No.72 Dynham Road - converting 0.5 metres of redundant disabled parking to CA-Q/CA-R permit parking;

KING HENRY'S ROAD - south side, outside 59-68 Primrose Hill Court - converting 3 metres of 'controlled hours' waiting to CA-J permit parking;

LANCASTER GROVE - south-west side, outside No.6 - converting 6.6 metres of redundant disabled parking to CA-B permit parking;

MAITLAND PARK VILLAS - south-west side, outside Nos.190-193 - converting 2.7 metres of 'controlled hours' waiting to CA-L permit parking;

MALDEN PLACE - west side, side of No.30 Grafton Terrace - converting 5.4 metres of redundant disabled parking to CA-L permit parking;

ROCHESTER ROAD - north-east side, outside Nos.17-22 Rochester Road - converting 5.2 metres of 'controlled hours' waiting to CA-G permit parking;

- (e) to convert the following lengths of existing restrictions to electric vehicle recharging point parking places:-

ADELINE PLACE - south-west side, outside Bedford Court Mansions - converting 5.8 metres of CA-C permit holders parking;

SOUTH VILLAS - south-east side, side of No.39 Camden Park Road - converting 5.8 metres of CA-N permit parking and 0.8 metres of 'controlled hours' waiting;

- (f) to convert the following lengths of existing restrictions to dedicated disabled parking:-

LANCASTER GROVE - south-west side, outside No.2 Lancaster Grove - converting 2.2 metres of CA-B permit parking;

- (g) to convert the following lengths of existing restrictions to cycle parking places:-

BEDFORD AVENUE - south-east side, side of No.21 Bloomsbury Street - converting 10 metres of CA-C permit parking;

BELSIZE PARK GARDENS - south-west side, outside No.11 Belsize Park Gardens - converting 2.9 metres of redundant disabled parking;

- (h) to convert the following lengths of existing restrictions to e-scooter / cycle hire parking:-

FAIRHAZEL GARDENS - north-east side, outside No.8 Fairhazel Gardens - converting 5 metres of shared use (CA-R/CA-K permits or paid for) parking;

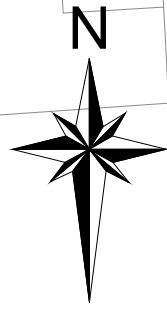
ROCHESTER ROAD - north-east side, side of Rochester Mews - converting 6 metres of shared use (paid for) parking;

(i) to provide the following lengths of new restrictions:-

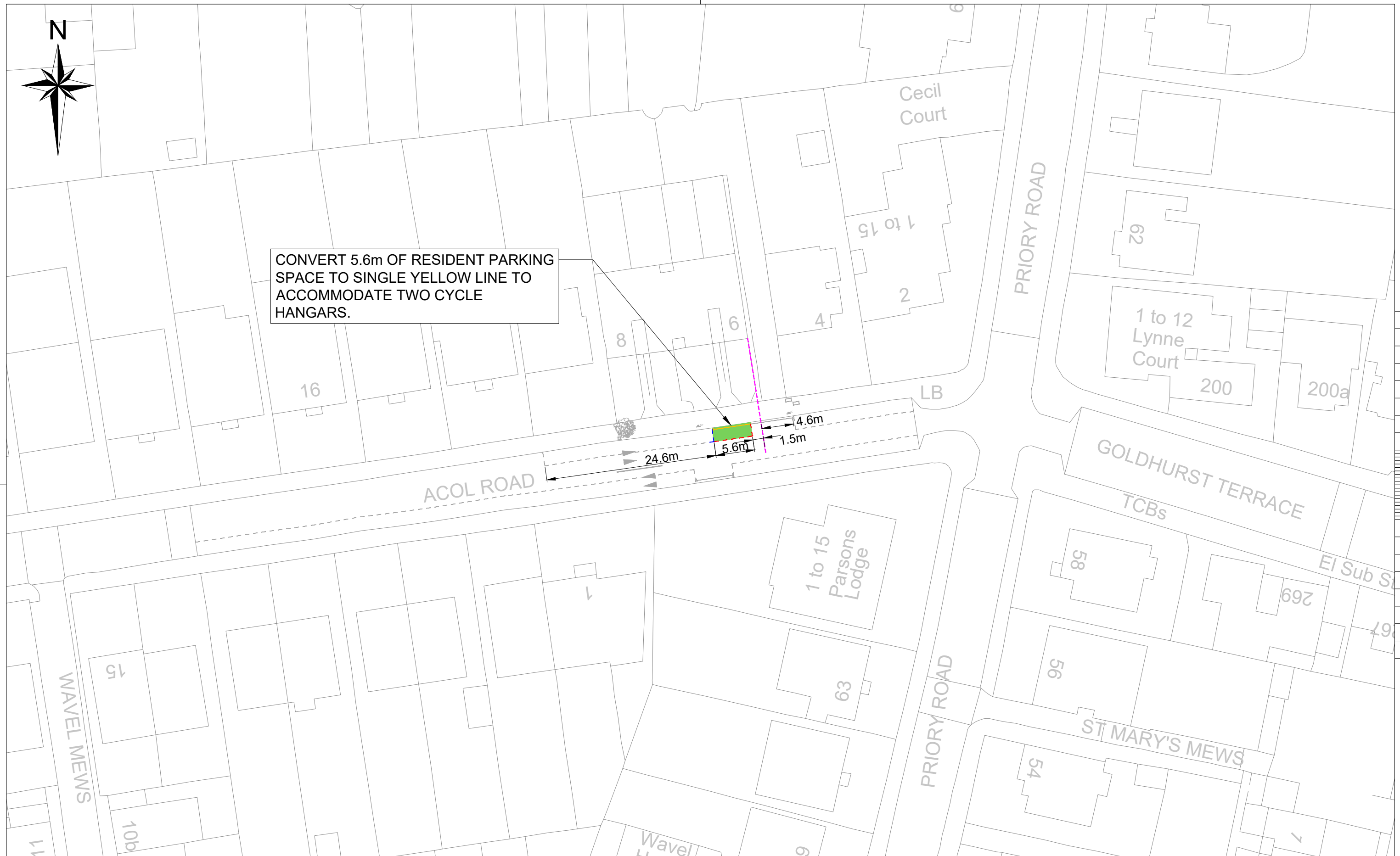
BROOMSLEIGH STREET - south-west side, opposite Nos.33/35 Broomsleigh Street – 3.3 metres of double yellow line 'at any time' restrictions;

CAROL STREET - south-west to north-east arm, the south-east side, side of No.105 Camden Street - 11.6 metres of 'at any time' restrictions;

in the London Borough of Camden.



CONVERT 5.6m OF RESIDENT PARKING SPACE TO SINGLE YELLOW LINE TO ACCOMMODATE TWO CYCLE HANGARS.



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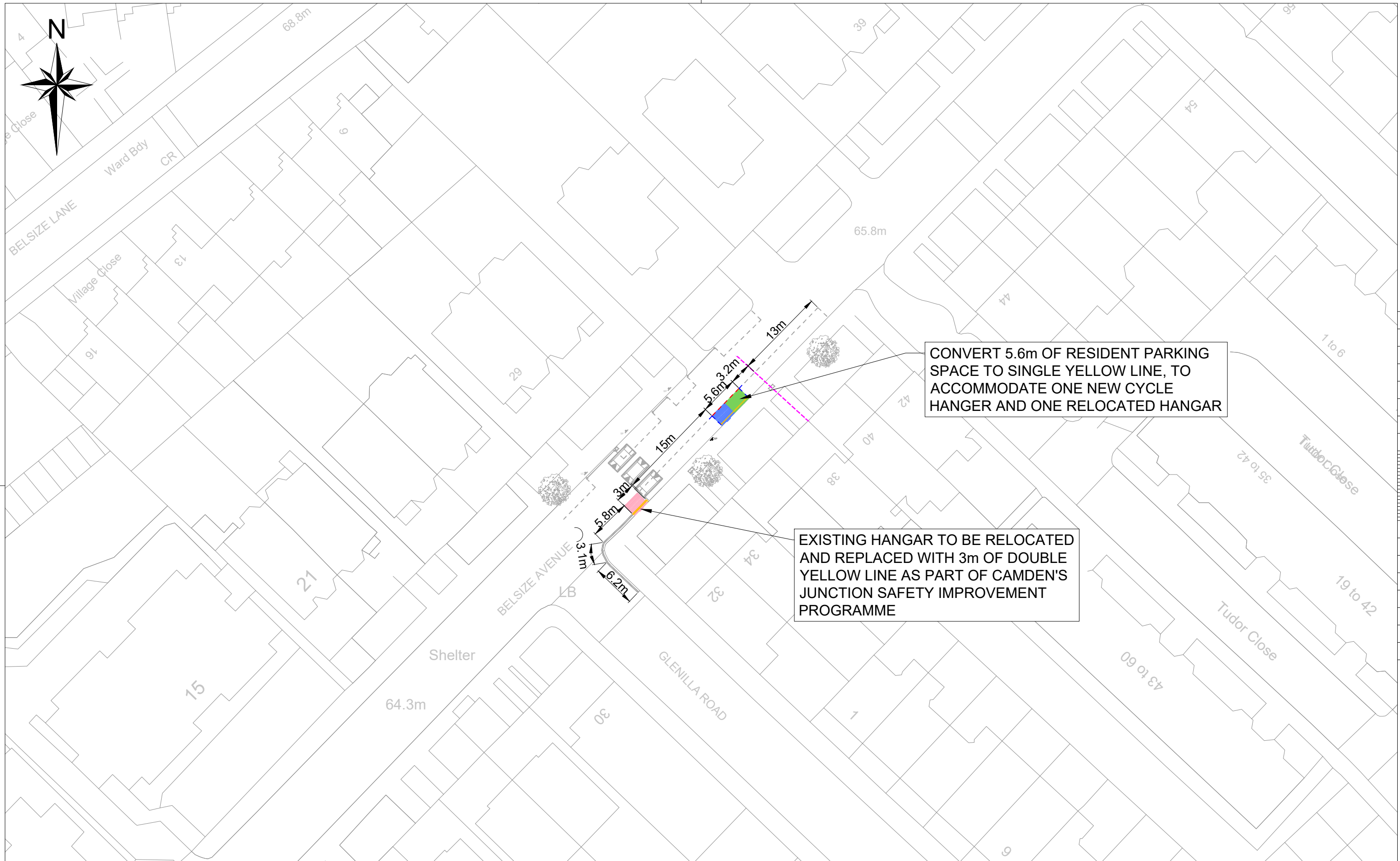
Project
**Cycle Hangars
 Phase 11a**

Drawing Title
**Acol Road
 (Outside No. 6 Acol Road)
 TMO Drawing**

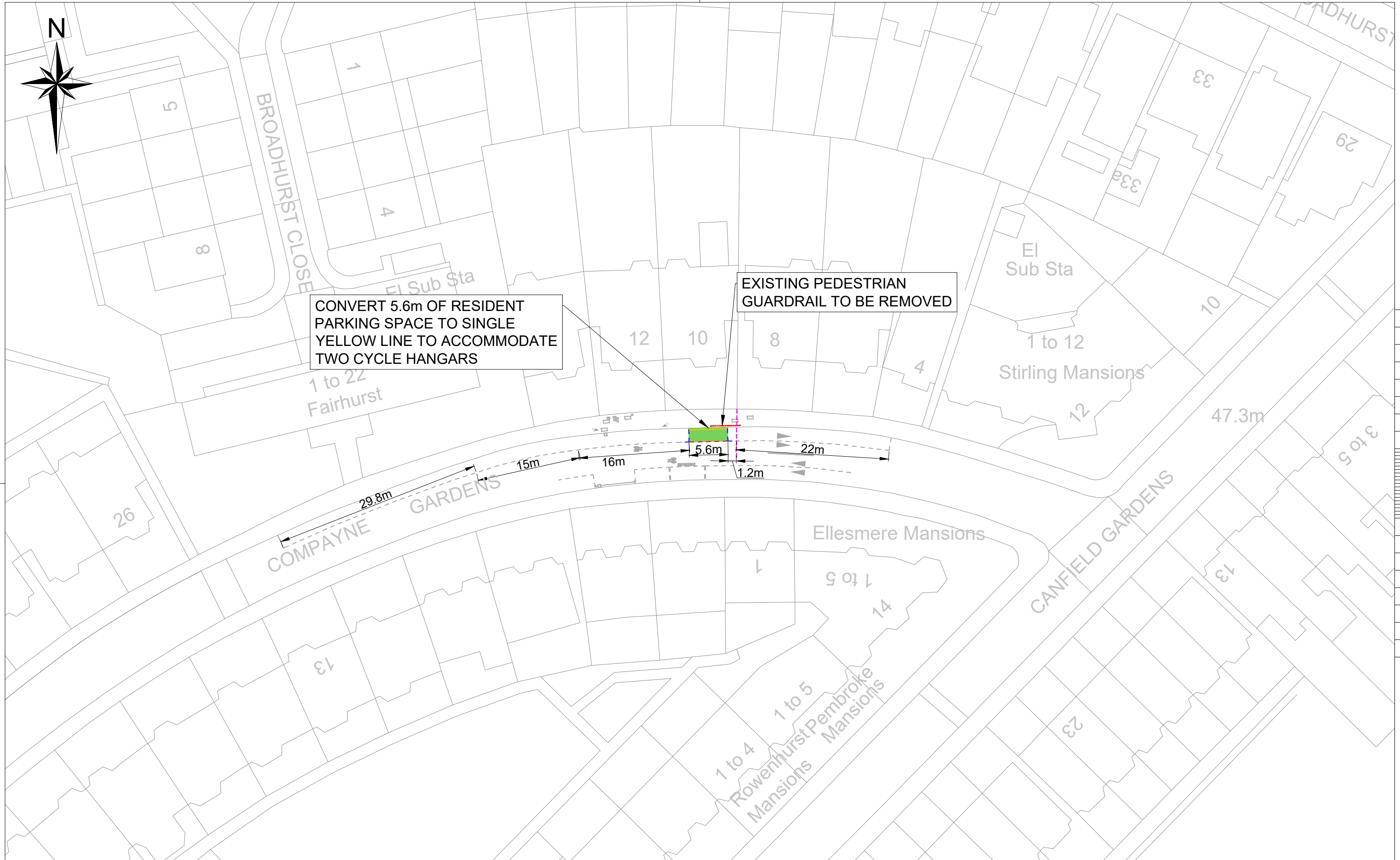
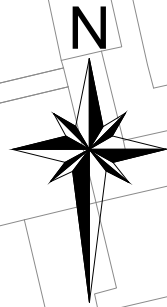
- Key**
- Existing road markings
 - Existing road markings to be removed
 - Proposed road markings
 - Proposed waiting restrictions
 - Proposed cycle hangar
 - Existing light column
 - Existing signpost

Rev	By	Date	Amendments

Scale 1:500 @ A3	Date JAN 26
Drawn By JR	File Ref
Checked By PA	Dwg Name
Drawing Location	
Drawing Number	Rev. A



Rev	By	Date	Amendments



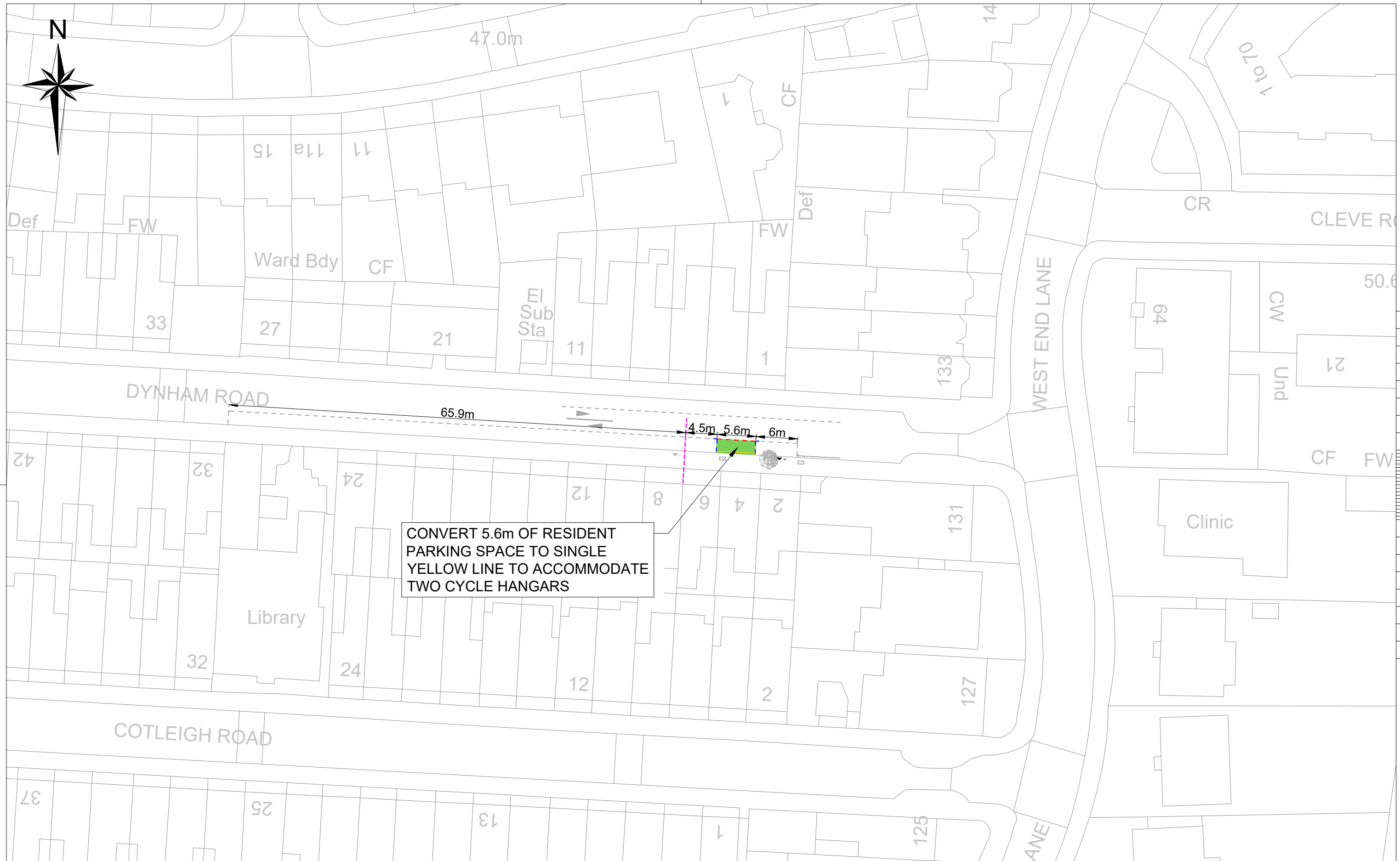
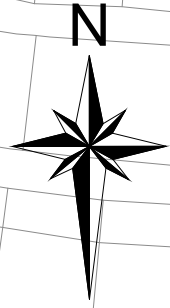
CONVERT 5.6m OF RESIDENT PARKING SPACE TO SINGLE YELLOW LINE TO ACCOMMODATE TWO CYCLE HANGARS

EXISTING PEDESTRIAN GUARDRAIL TO BE REMOVED

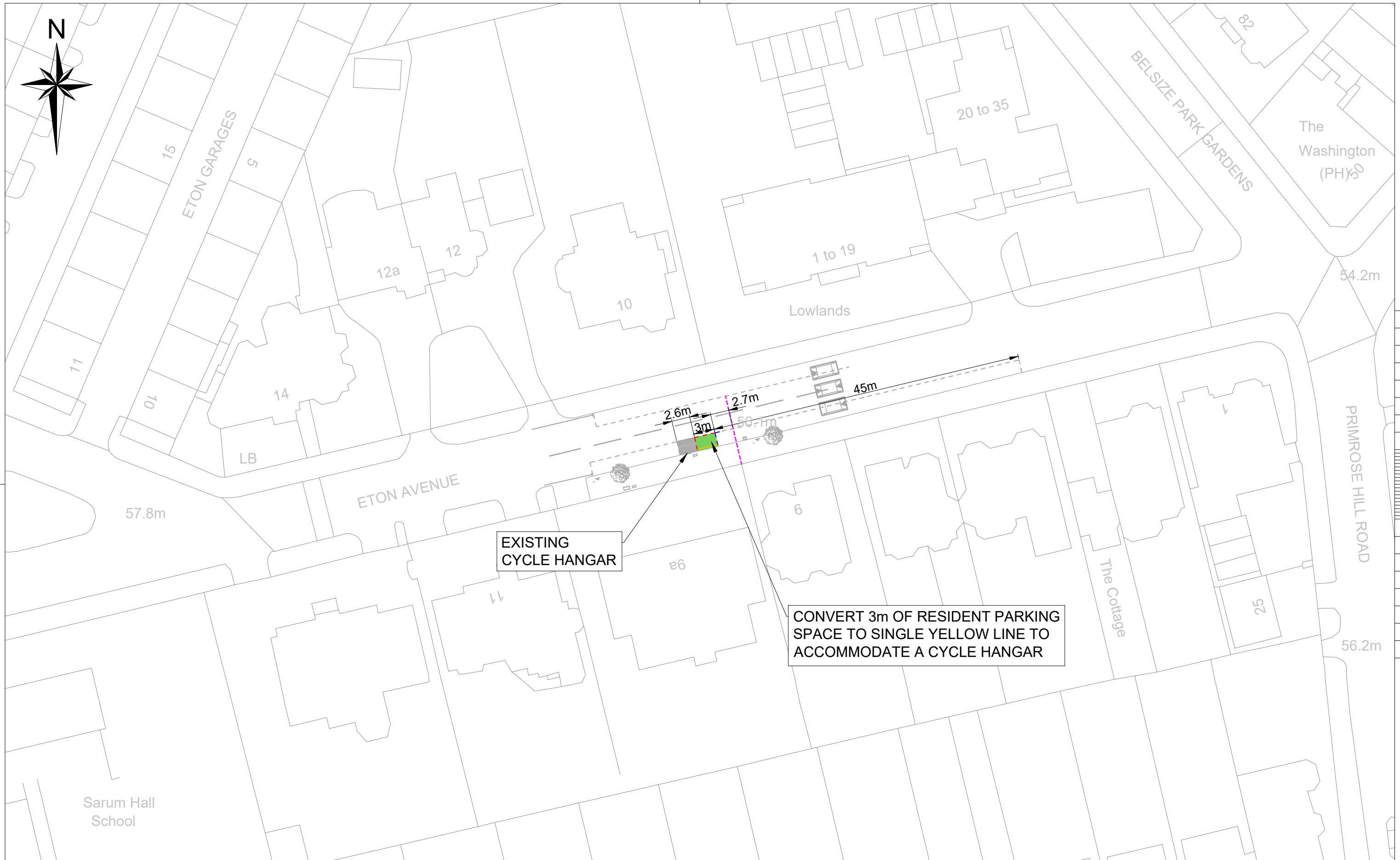
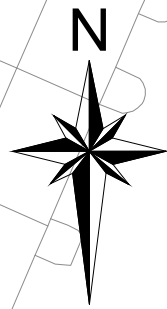
Rev	By	Date	Amendments



Rev	By	Date	Amendments



Rev	By	Date	Amendments



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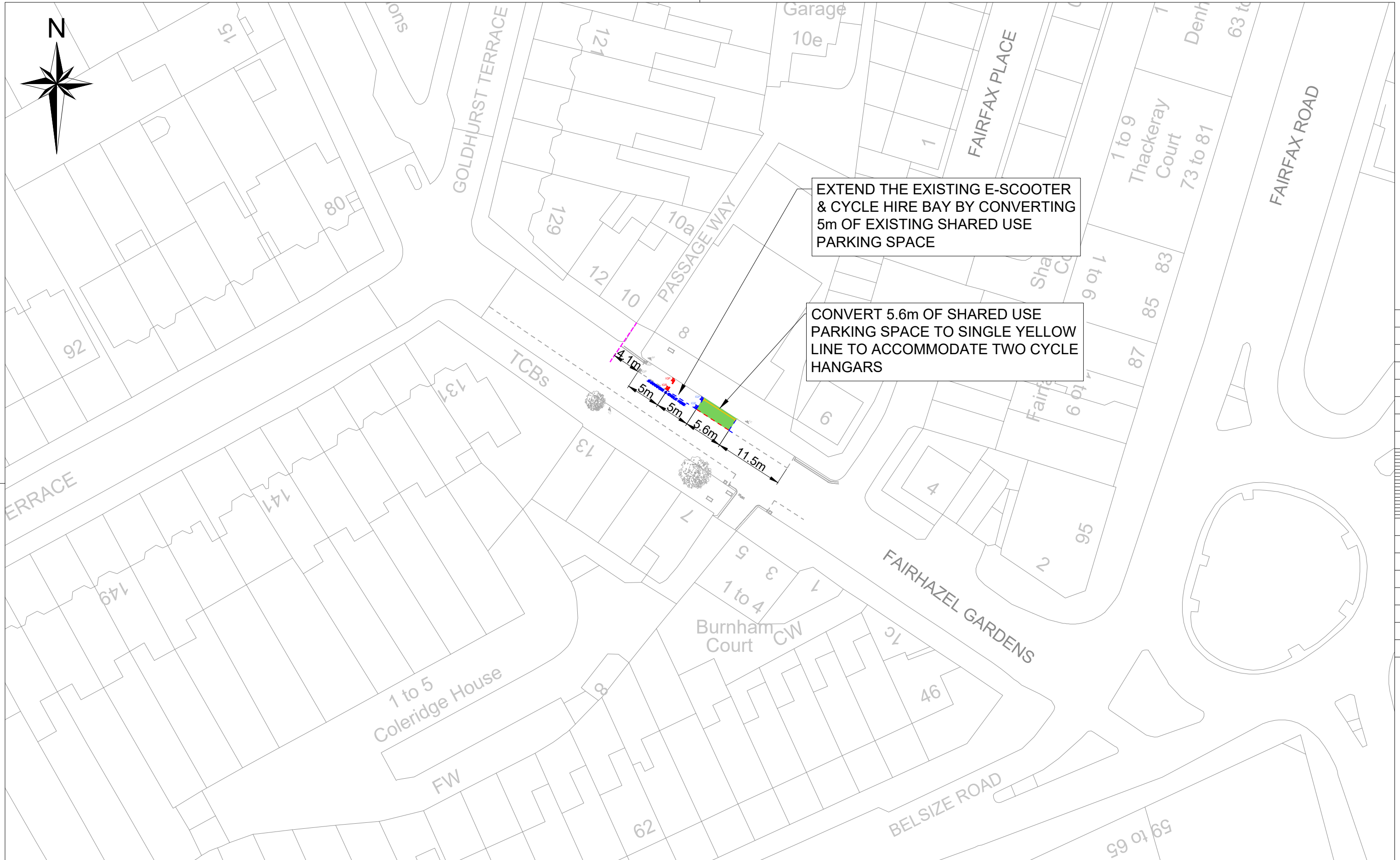
Project
**Cycle Hangars
 Phase 11a**

Drawing Title
**Eton Avenue
 (Outside No. 9A Eton Avenue)
 TMO Drawing**

- Key**
- Existing road markings
 - Existing road markings to be removed
 - Proposed road markings
 - Proposed waiting restrictions
 - Proposed cycle hangar
 - Existing light column
 - Existing signpost

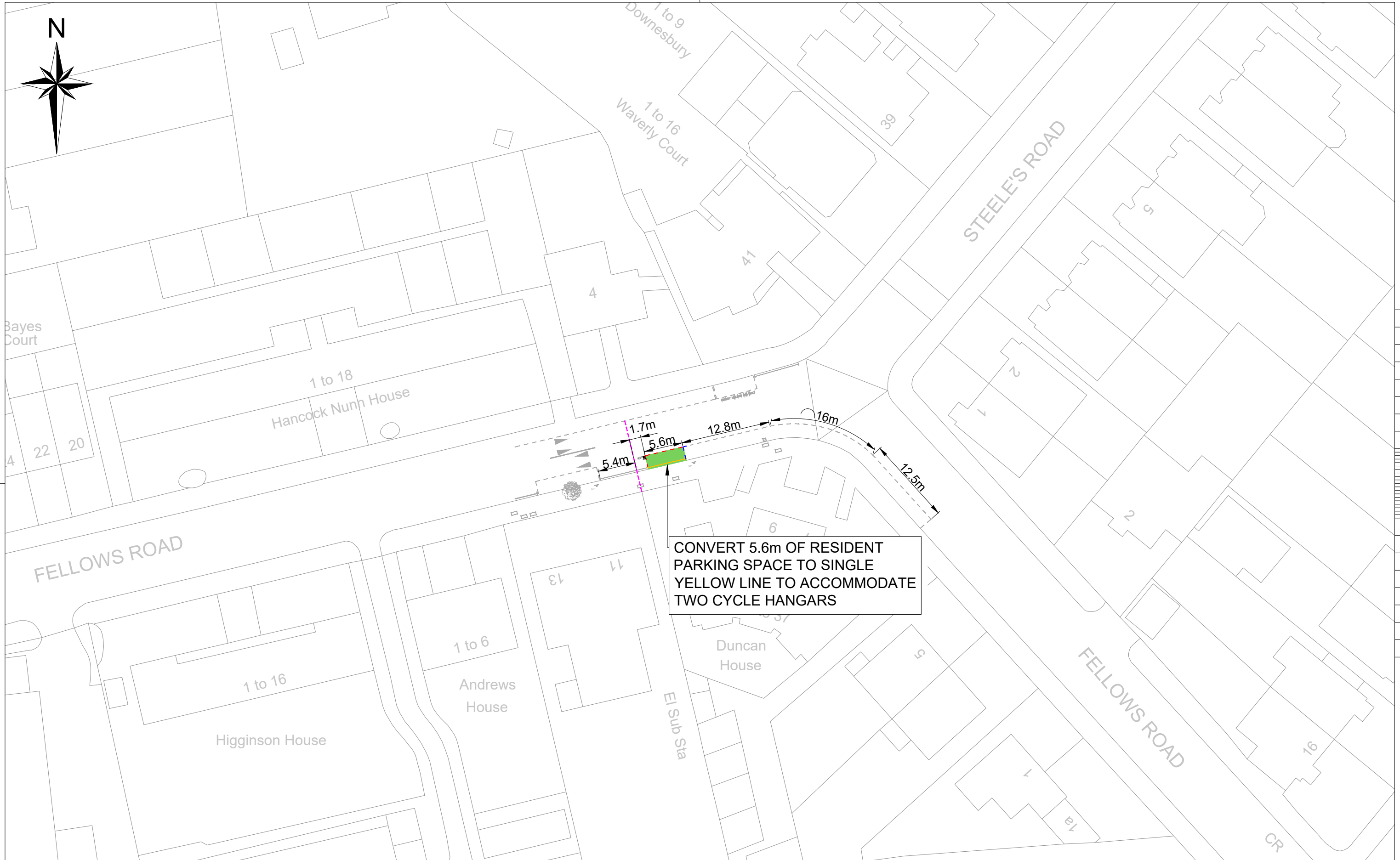
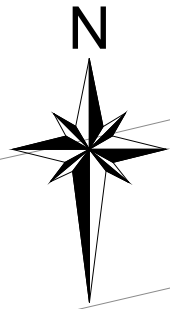
Rev	By	Date	Amendments

Scale 1:500 @ A3	Date JAN 26
Drawn By JR	File Ref
Checked By PA	Dwg Name
Drawing Location	
Drawing Number	Rev. A



EXTEND THE EXISTING E-SCOOTER & CYCLE HIRE BAY BY CONVERTING 5m OF EXISTING SHARED USE PARKING SPACE

CONVERT 5.6m OF SHARED USE PARKING SPACE TO SINGLE YELLOW LINE TO ACCOMMODATE TWO CYCLE HANGARS



CONVERT 5.6m OF RESIDENT
 PARKING SPACE TO SINGLE
 YELLOW LINE TO ACCOMMODATE
 TWO CYCLE HANGARS

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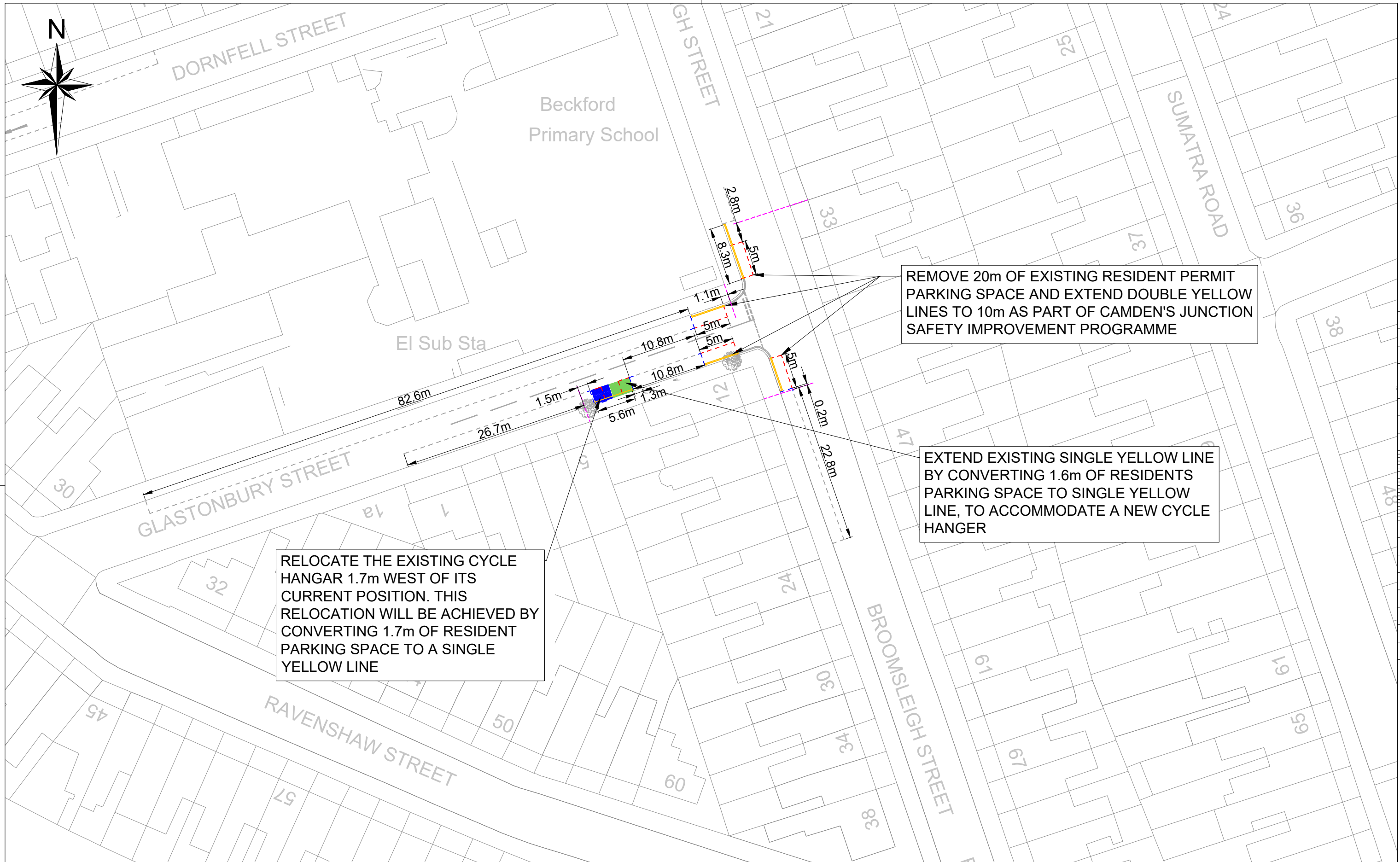
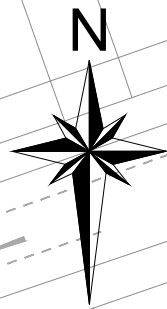
Project
**Cycle Hangars
 Phase 11a**

Drawing Title
**Fellows Road
 (20m SouthWest of Steele's Road Junction)
 TMO Drawing**

- Key**
- Existing road markings
 - Existing road markings to be removed
 - Proposed road markings
 - Proposed waiting restrictions
 - Proposed cycle hangar
 - Existing light column
 - Existing signpost

Rev	By	Date	Amendments

Scale 1:500 @ A3	Date JAN 26
Drawn By JR	File Ref
Checked By PA	Dwg Name
Drawing Location	
Drawing Number	Rev. A

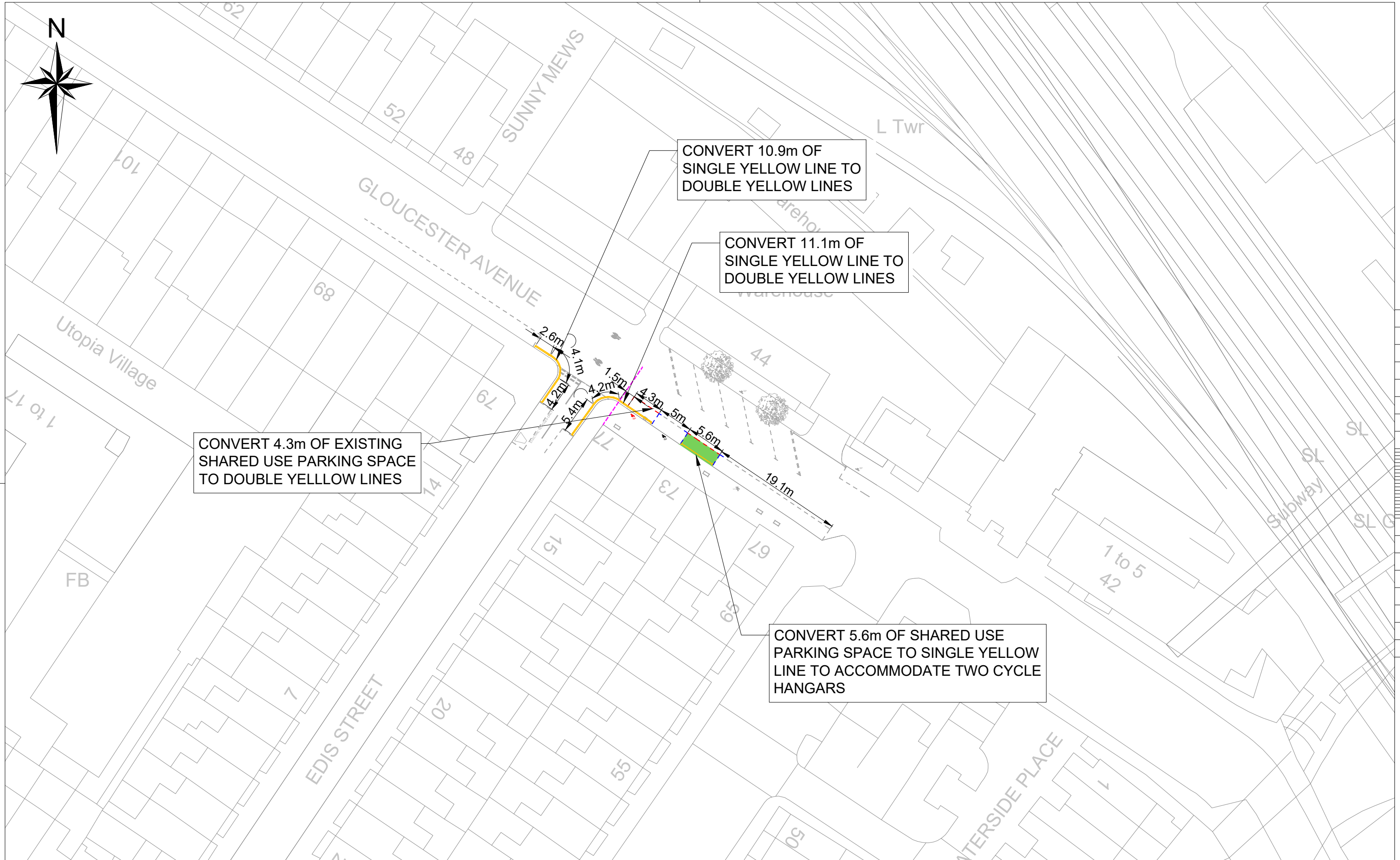
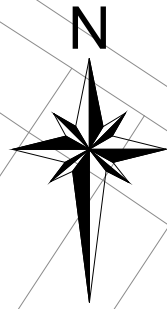


RELOCATE THE EXISTING CYCLE HANGAR 1.7m WEST OF ITS CURRENT POSITION. THIS RELOCATION WILL BE ACHIEVED BY CONVERTING 1.7m OF RESIDENT PARKING SPACE TO A SINGLE YELLOW LINE

REMOVE 20m OF EXISTING RESIDENT PERMIT PARKING SPACE AND EXTEND DOUBLE YELLOW LINES TO 10m AS PART OF CAMDEN'S JUNCTION SAFETY IMPROVEMENT PROGRAMME

EXTEND EXISTING SINGLE YELLOW LINE BY CONVERTING 1.6m OF RESIDENTS PARKING SPACE TO SINGLE YELLOW LINE, TO ACCOMMODATE A NEW CYCLE HANGER

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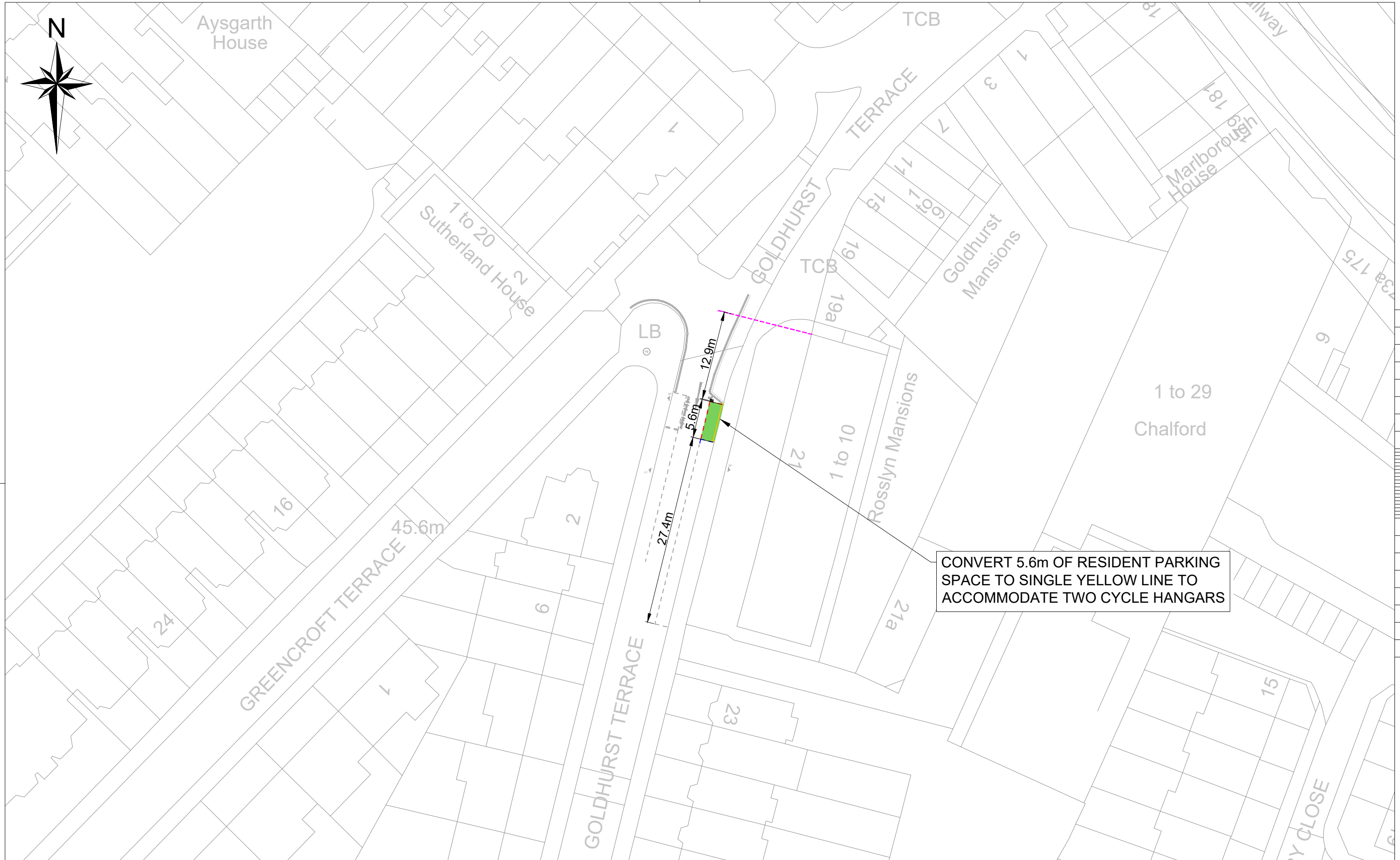
Project
**Cycle Hangars
 Phase 11a**

Drawing Title
**Gloucester Avenue
 (13m West of Edis Street Junction)
 TMO Drawing**

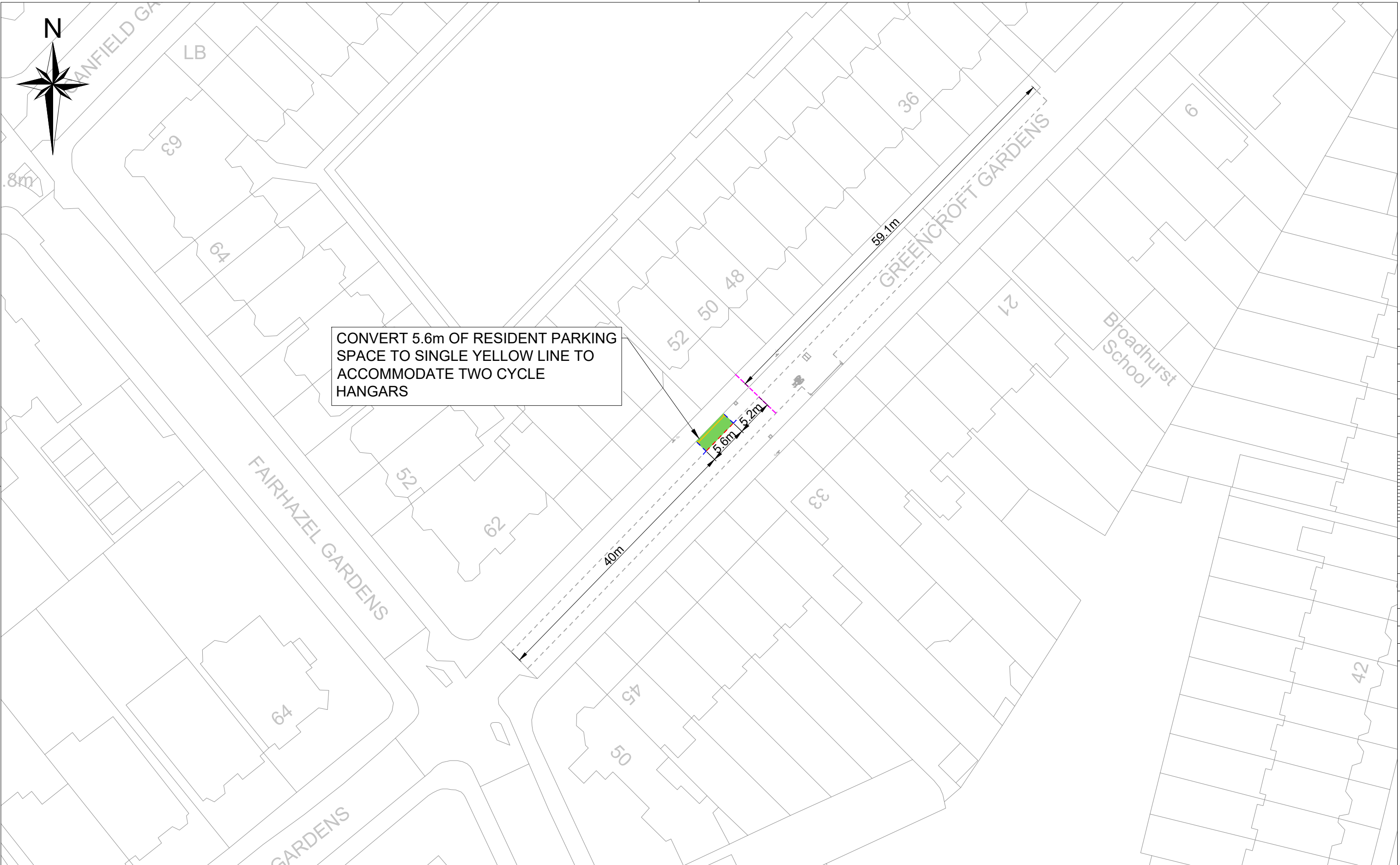
- Key**
- Existing road markings
 - Existing road markings to be removed
 - Proposed road markings
 - Proposed waiting restrictions
 - | LC Existing light column
 - | SP Existing signpost
 - Proposed cycle hangar

Rev	By	Date	Amendments

Scale 1:500 @ A3	Date JAN 26
Drawn By JR	File Ref
Checked By PA	Dwg Name
Drawing Location	
Drawing Number	Rev. A



CONVERT 5.6m OF RESIDENT PARKING SPACE TO SINGLE YELLOW LINE TO ACCOMMODATE TWO CYCLE HANGARS



CONVERT 5.6m OF RESIDENT PARKING SPACE TO SINGLE YELLOW LINE TO ACCOMMODATE TWO CYCLE HANGARS

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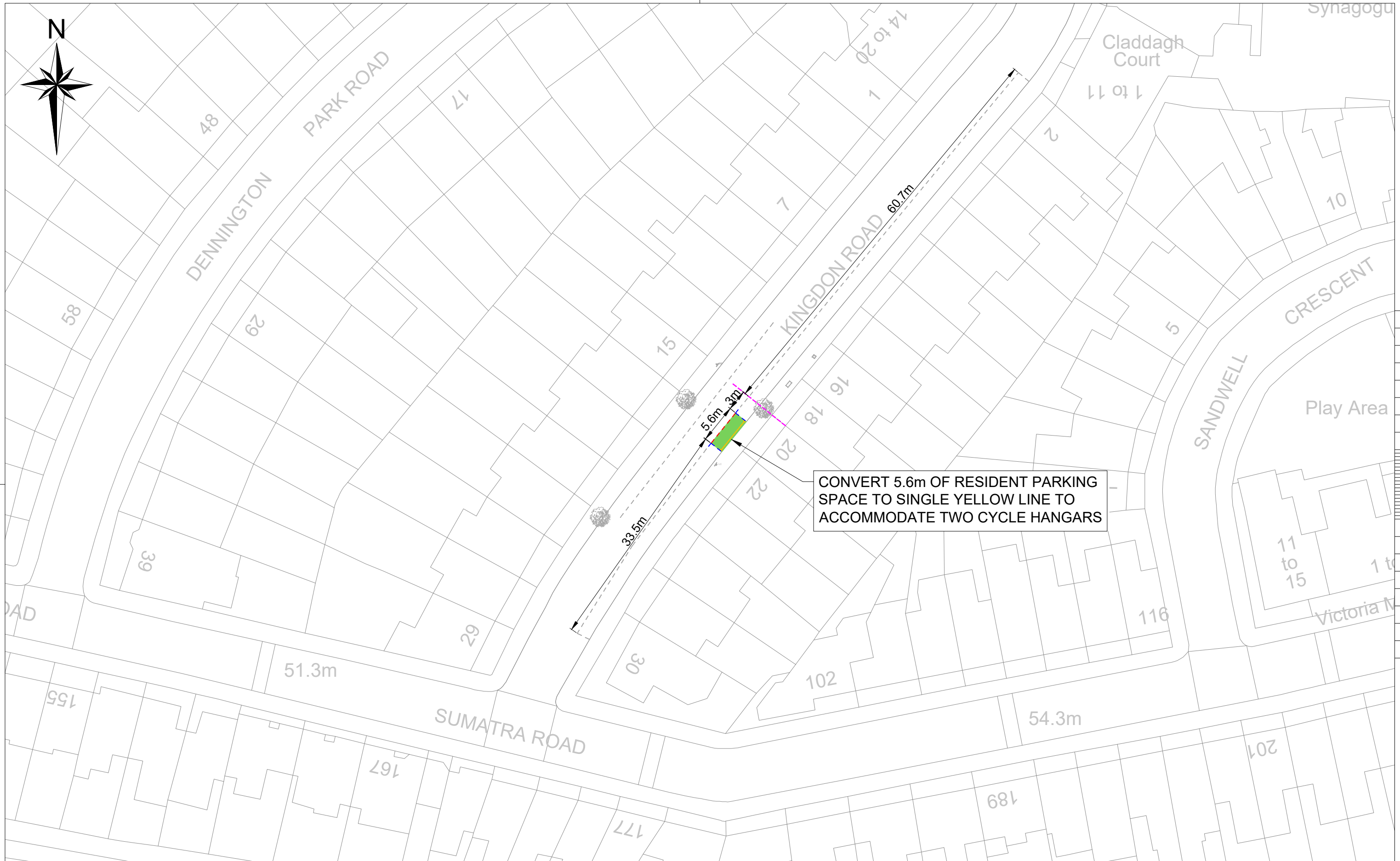
Project
**Cycle Hangars
 Phase 11a**

Drawing Title
**Greencroft Gardens
 (45m North of Faizhazel Gardens Junction)
 TMO Drawing**

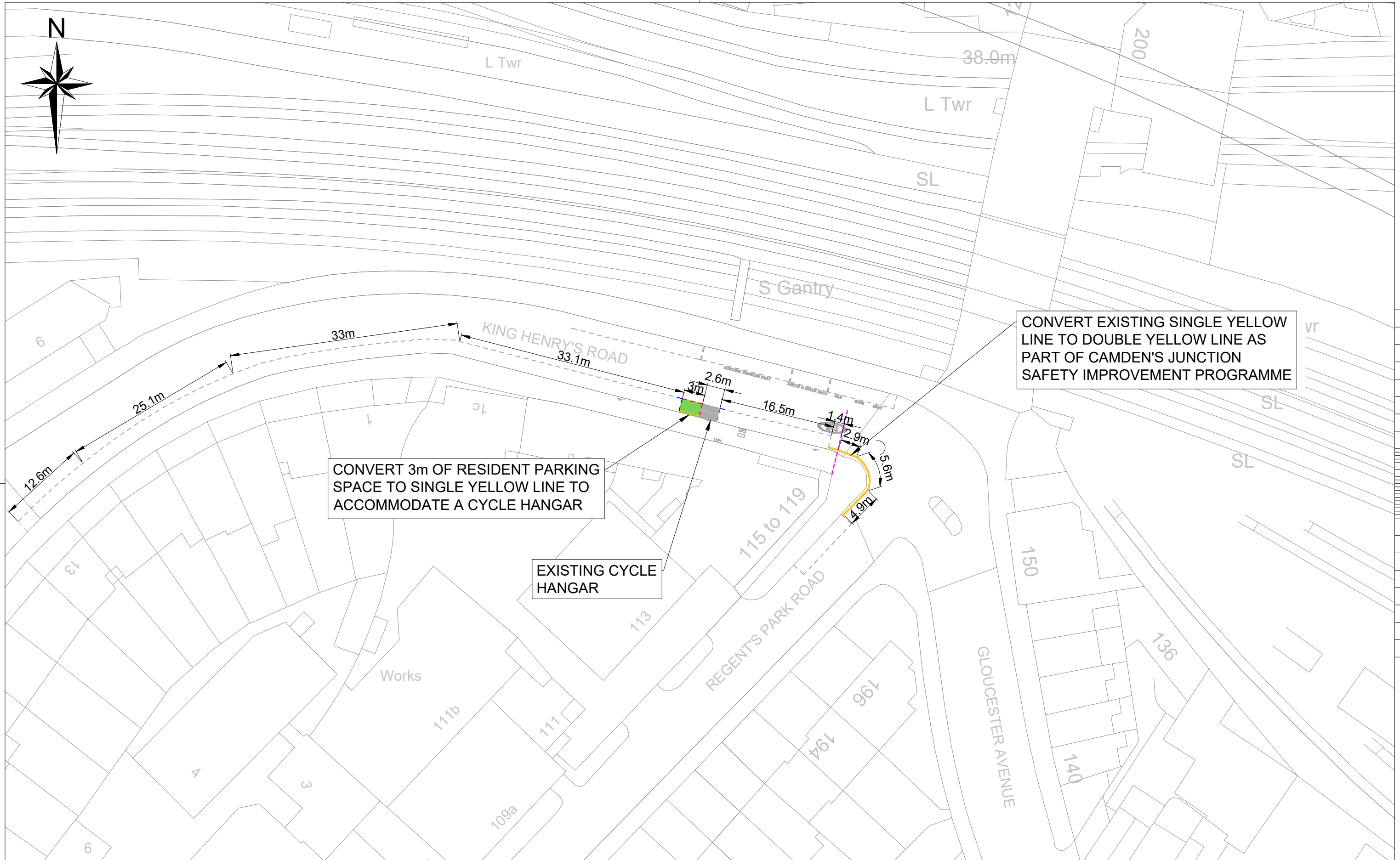
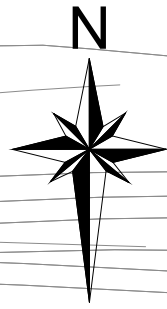
- Key**
- Existing road markings
 - Existing road markings to be removed
 - Proposed road markings
 - Proposed waiting restrictions
 - Proposed cycle hangar
 - LC Existing light column
 - SP Existing signpost

Rev	By	Date	Amendments

Scale 1:500 @ A3	Date JAN 26
Drawn By JR	File Ref
Checked By PA	Dwg Name
Drawing Location	
Drawing Number	Rev. A



Rev	By	Date	Amendments



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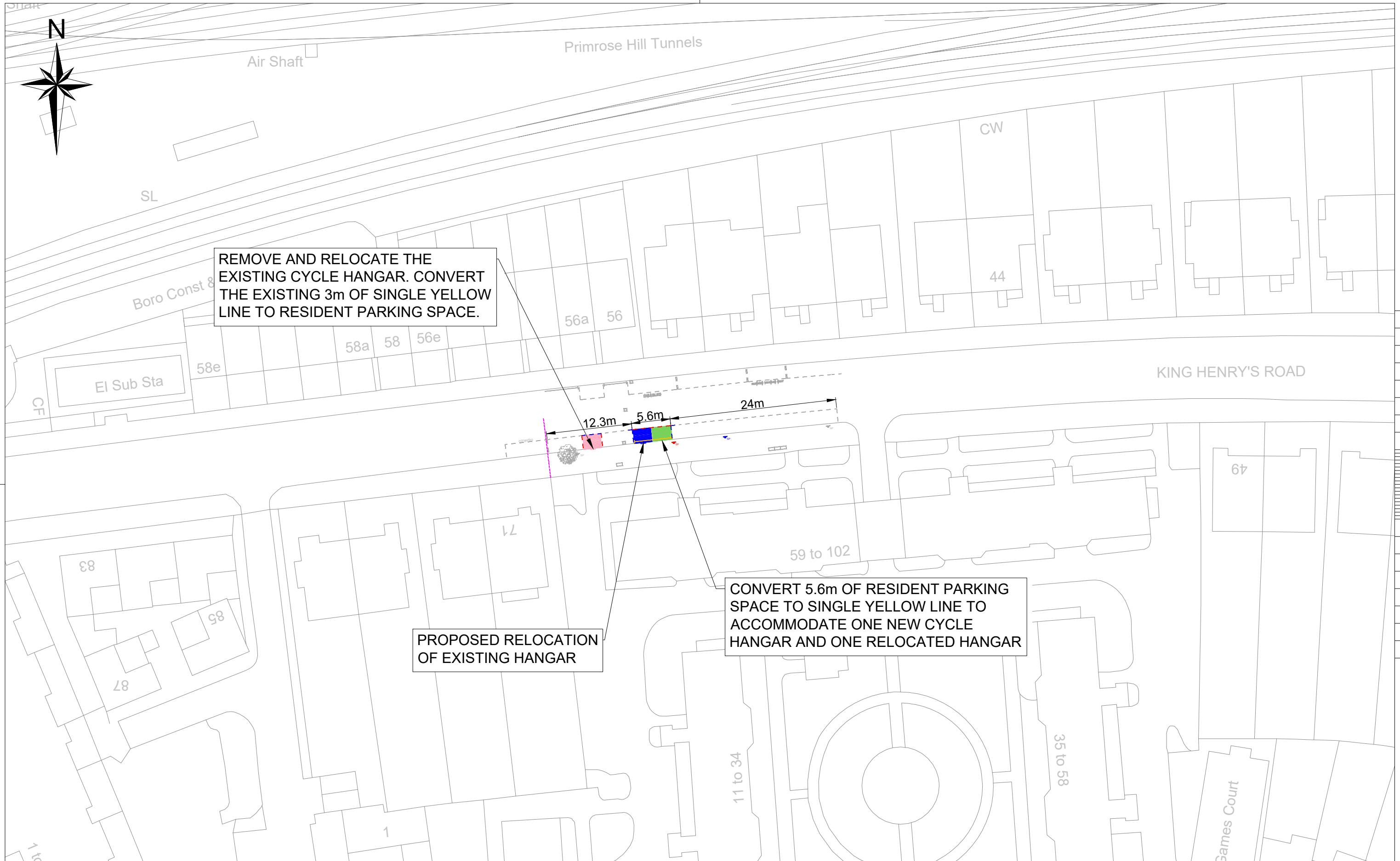
Project
**Cycle Hangars
 Phase 11a**

Drawing Title
**King Henry's Road
 (24m NorthWest of Regent's Park Road Junction)
 TMO Drawing**

- Key**
- Existing road markings
 - Existing road markings to be removed
 - Proposed road markings
 - Proposed waiting restrictions
 - Proposed cycle hangar
 - Existing light column
 - Existing signpost

Rev	By	Date	Amendments

Scale 1:500 @ A3	Date JAN 26
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Checked By PA	Dwg Name
Drawing Location	
Drawing Number	Rev. A



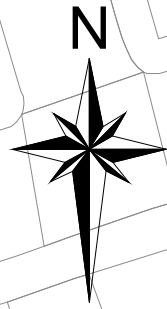


REMOVE 3m OF EXISTING RESIDENT PERMIT PARKING BAY AND REPLACE WITH 1 CYCLE HANGAR UNIT

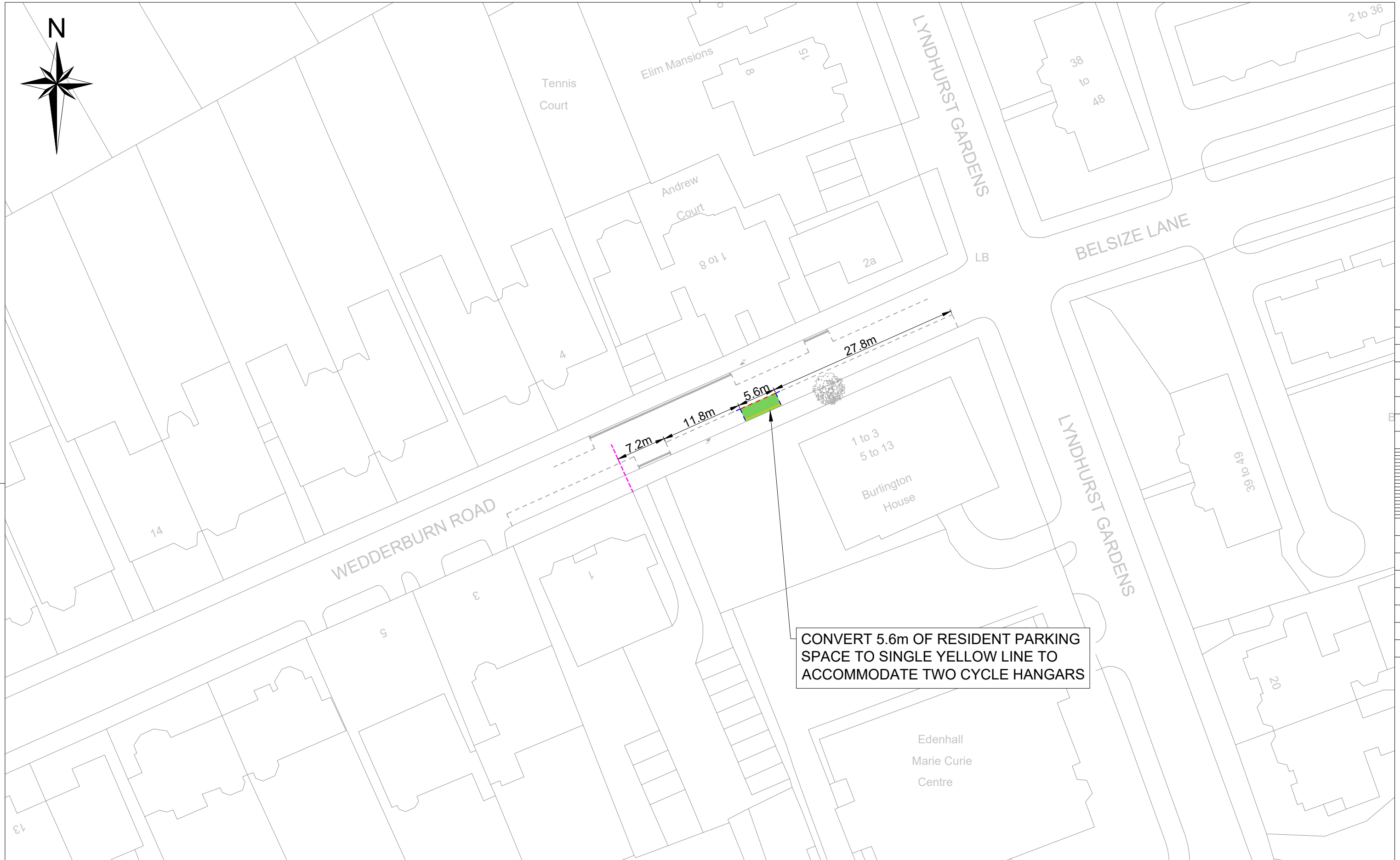
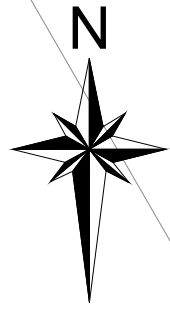
EXISTING CYCLE HANGAR



Rev	By	Date	Amendments



CONVERT 8.6m OF RESIDENT PARKING SPACE TO DOUBLE YELLOW LINE TO ACCOMMODATE TWO CYCLE HANGARS



Rev	By	Date	Amendments

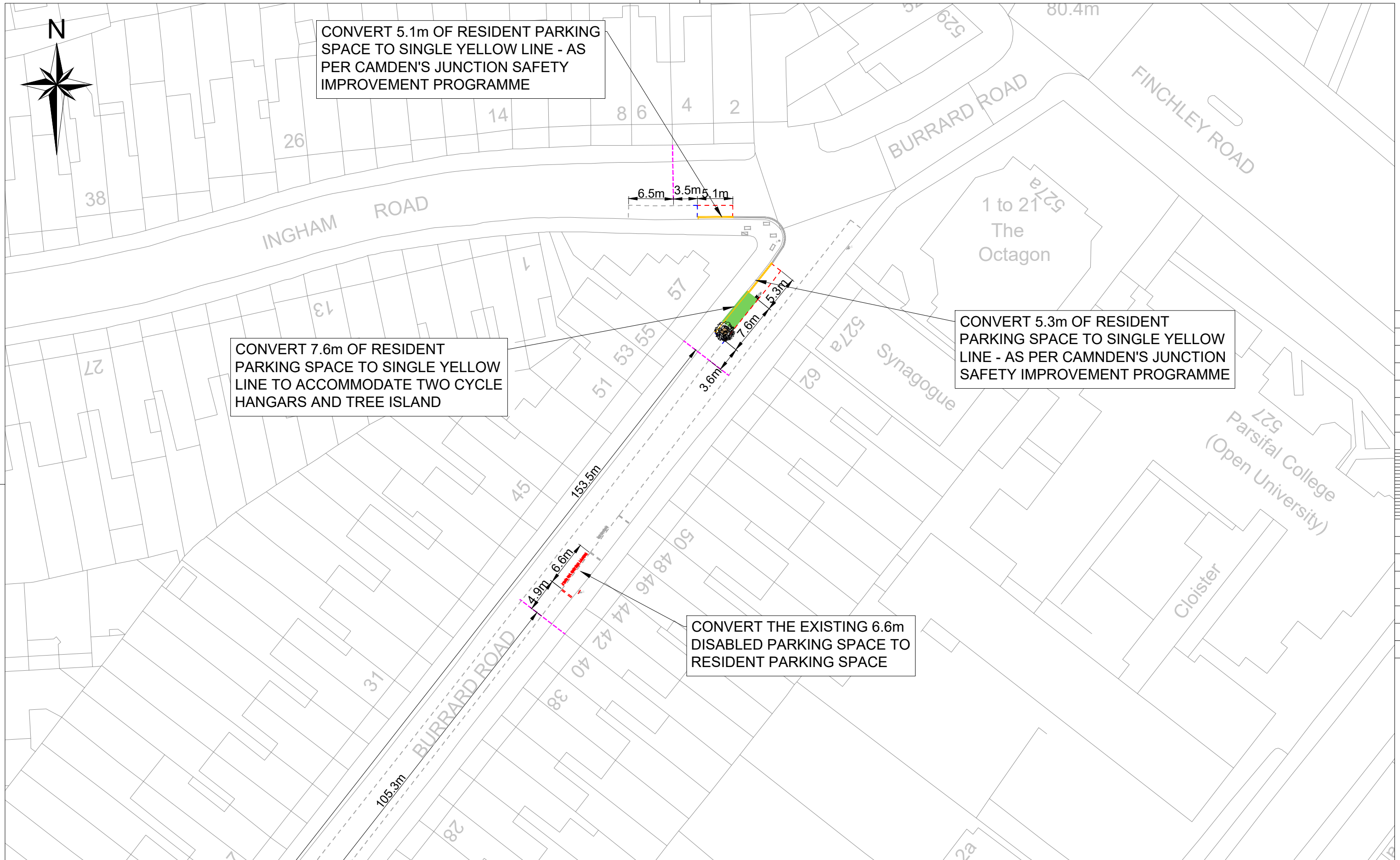


CONVERT 5.1m OF RESIDENT PARKING SPACE TO SINGLE YELLOW LINE - AS PER CAMDEN'S JUNCTION SAFETY IMPROVEMENT PROGRAMME

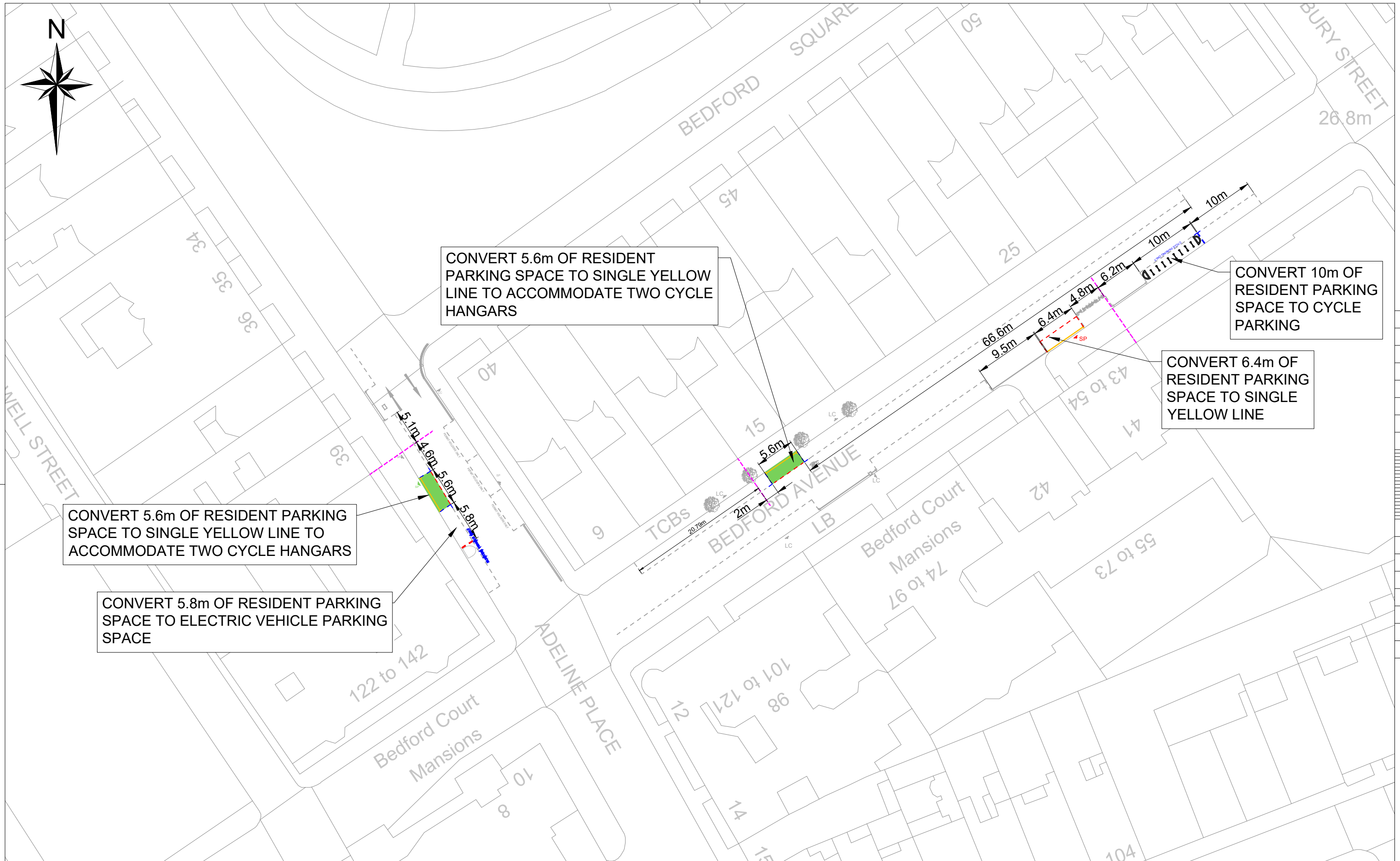
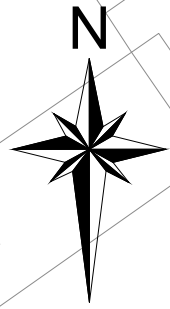
CONVERT 7.6m OF RESIDENT PARKING SPACE TO SINGLE YELLOW LINE TO ACCOMMODATE TWO CYCLE HANGARS AND TREE ISLAND

CONVERT 5.3m OF RESIDENT PARKING SPACE TO SINGLE YELLOW LINE - AS PER CAMDEN'S JUNCTION SAFETY IMPROVEMENT PROGRAMME

CONVERT THE EXISTING 6.6m DISABLED PARKING SPACE TO RESIDENT PARKING SPACE



Rev	By	Date	Amendments



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Project
**Cycle Hangars
 Phase 11a**

Drawing Title
Adeline Place & Bedford Avenue

TMO Drawing

- Key**
- Existing road markings
 - Existing road markings to be removed
 - Proposed road markings
 - Proposed waiting restrictions
 - Proposed cycle hangar
 - LC Existing light column
 - SP Existing signpost

Rev	By	Date	Amendments

Scale
1:500 @ A3

Date
JAN 26

Drawn By
JR

File Ref

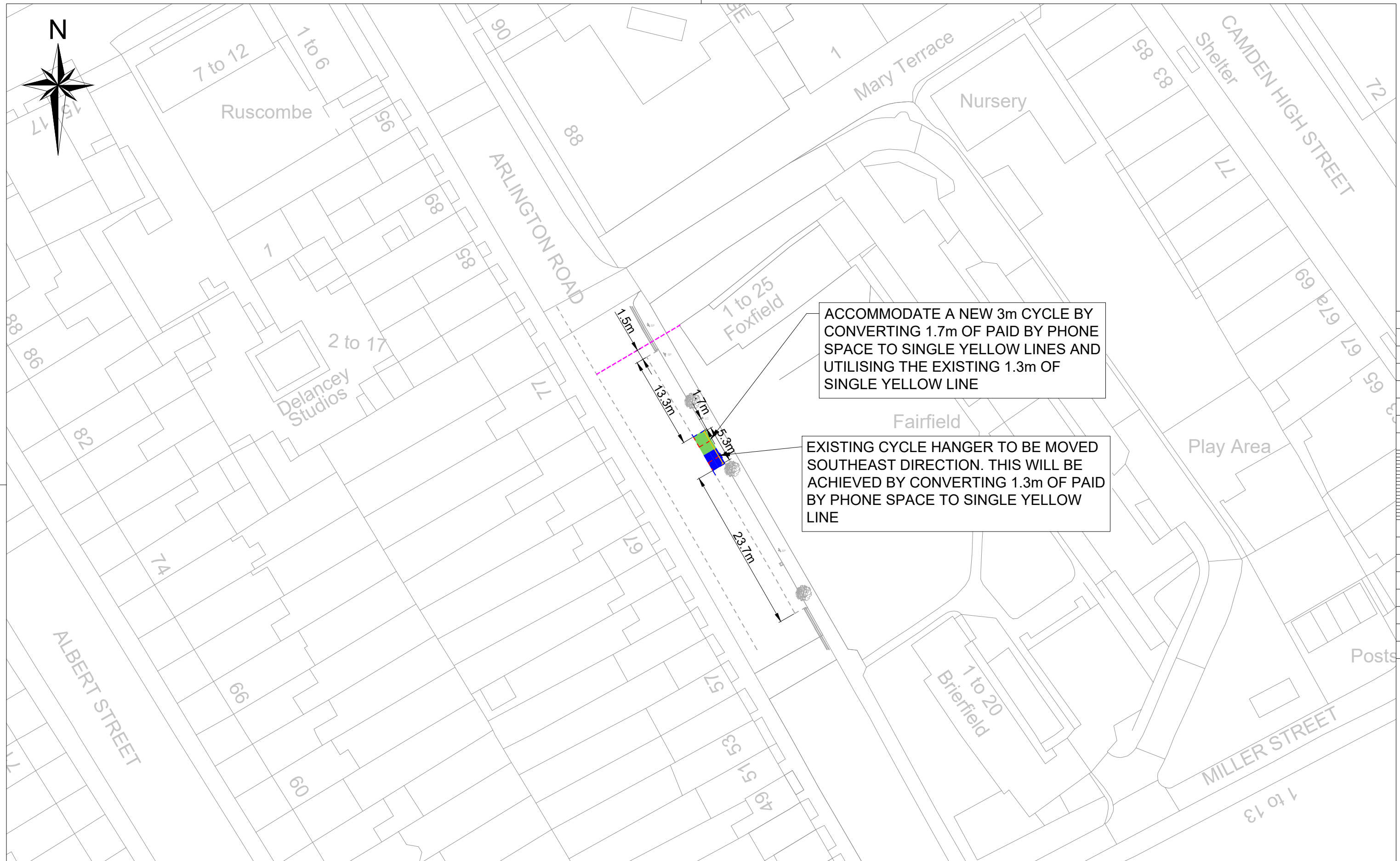
Checked By
PA

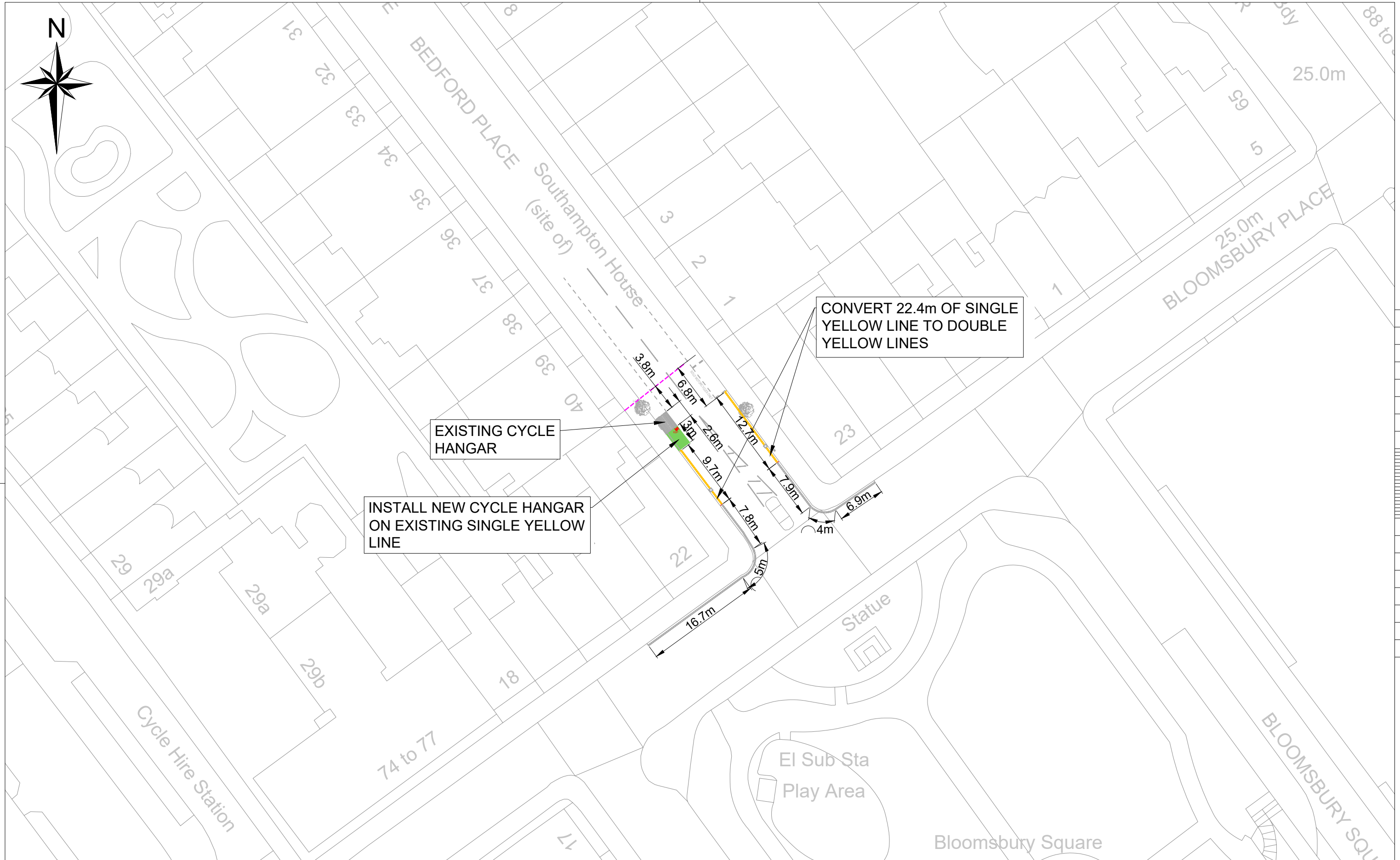
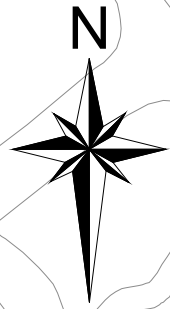
Dwg Name

Drawing Location

Drawing Number

Rev. **A**





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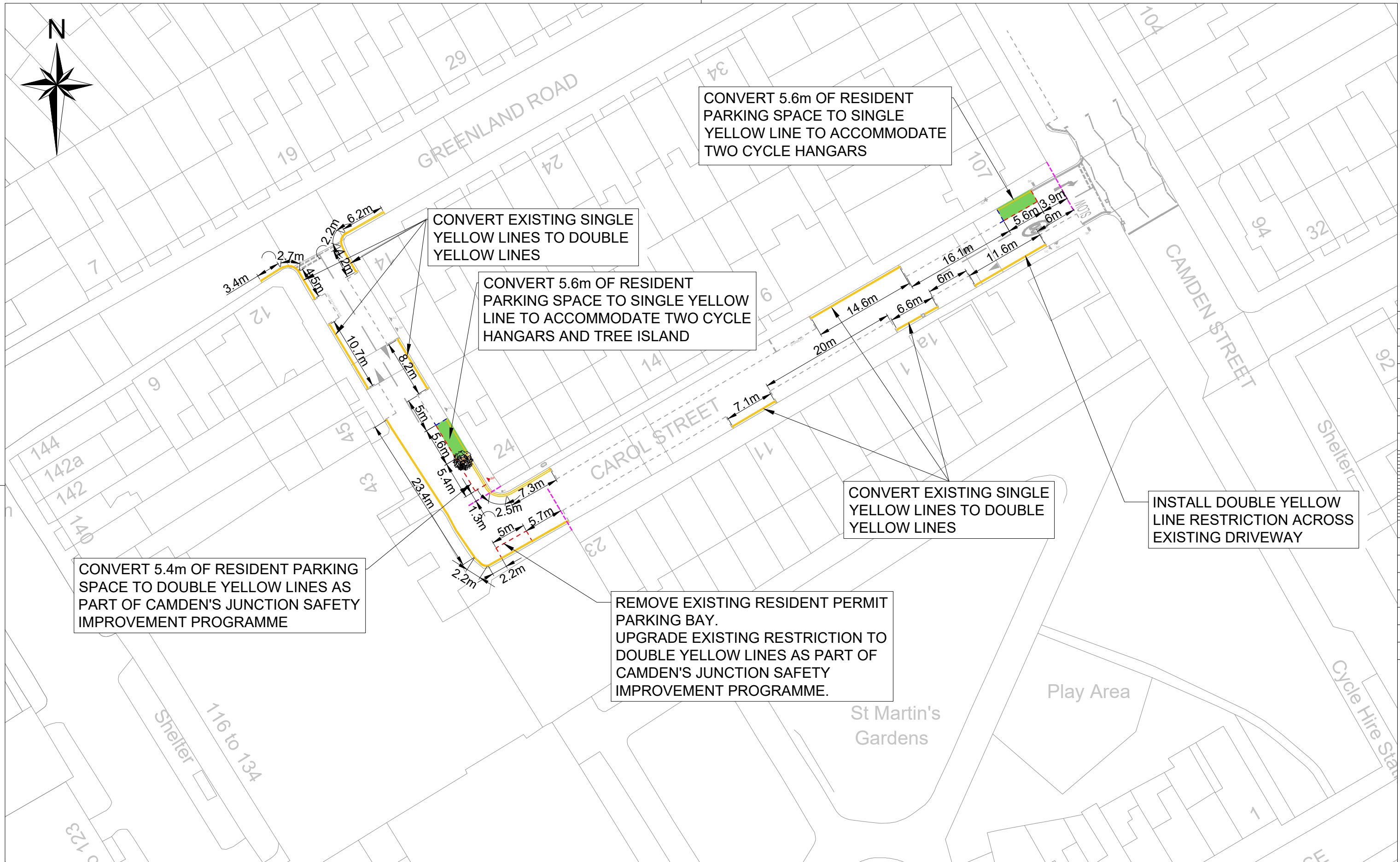
Project
**Cycle Hangars
 Phase 11a**

Drawing Title
**Bedford Place
 (16m Northwest of Bloomsbury Square Junction)
 TMO Drawing**

- Key**
- Existing road markings
 - Existing road markings to be removed
 - Proposed road markings
 - Proposed waiting restrictions
 - LC Existing light column
 - SP Existing signpost
 - Proposed cycle hangar

Rev	By	Date	Amendments

Scale 1:500 @ A3	Date JAN 26
Drawn By JR	File Ref
Checked By PA	Dwg Name
Drawing Location	
Drawing Number	Rev. A



CONVERT 5.6m OF RESIDENT PARKING SPACE TO SINGLE YELLOW LINE TO ACCOMMODATE TWO CYCLE HANGARS

CONVERT EXISTING SINGLE YELLOW LINES TO DOUBLE YELLOW LINES

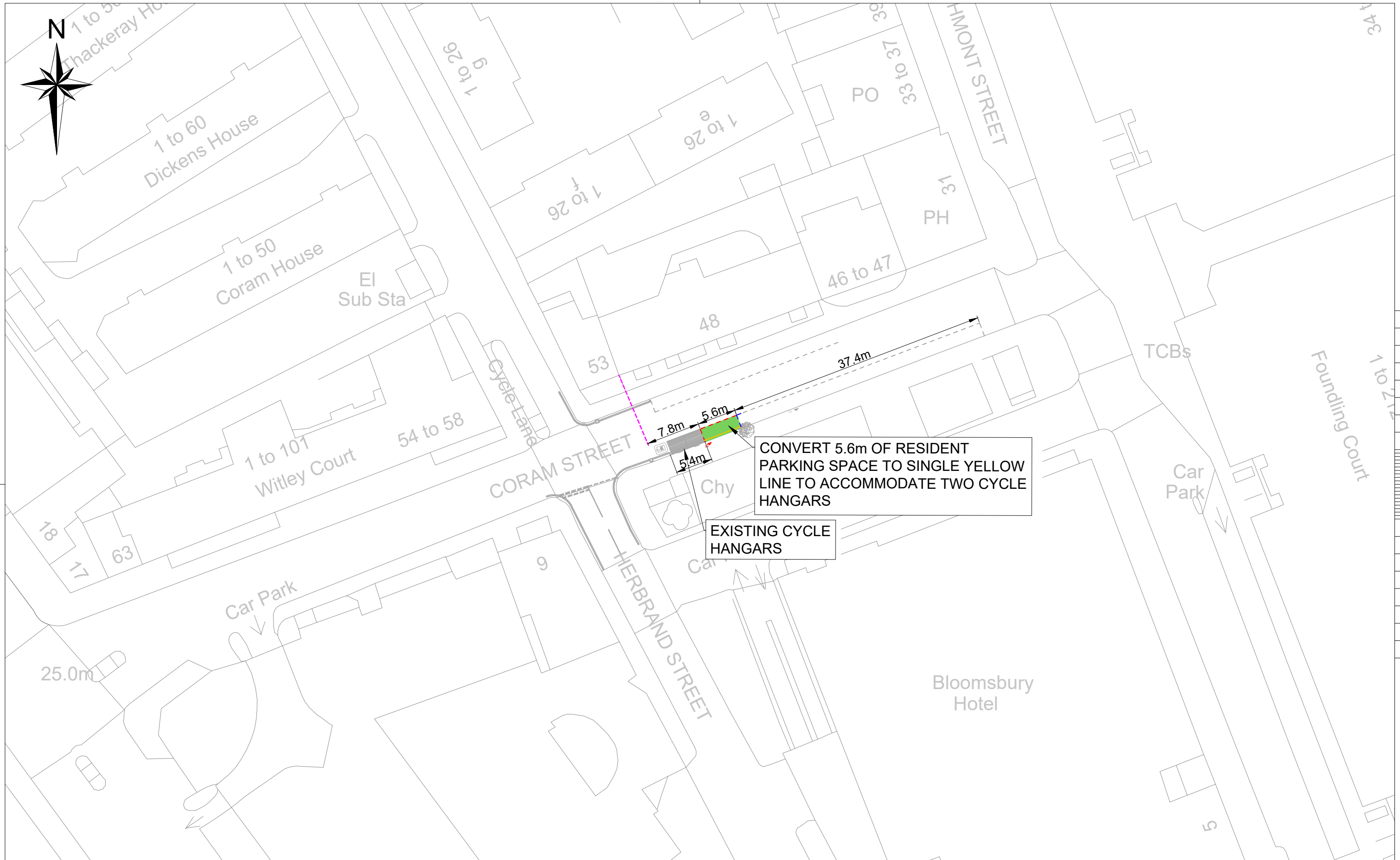
CONVERT 5.6m OF RESIDENT PARKING SPACE TO SINGLE YELLOW LINE TO ACCOMMODATE TWO CYCLE HANGARS AND TREE ISLAND

CONVERT EXISTING SINGLE YELLOW LINES TO DOUBLE YELLOW LINES

INSTALL DOUBLE YELLOW LINE RESTRICTION ACROSS EXISTING DRIVEWAY

CONVERT 5.4m OF RESIDENT PARKING SPACE TO DOUBLE YELLOW LINES AS PART OF CAMDEN'S JUNCTION SAFETY IMPROVEMENT PROGRAMME

REMOVE EXISTING RESIDENT PERMIT PARKING BAY. UPGRADE EXISTING RESTRICTION TO DOUBLE YELLOW LINES AS PART OF CAMDEN'S JUNCTION SAFETY IMPROVEMENT PROGRAMME.



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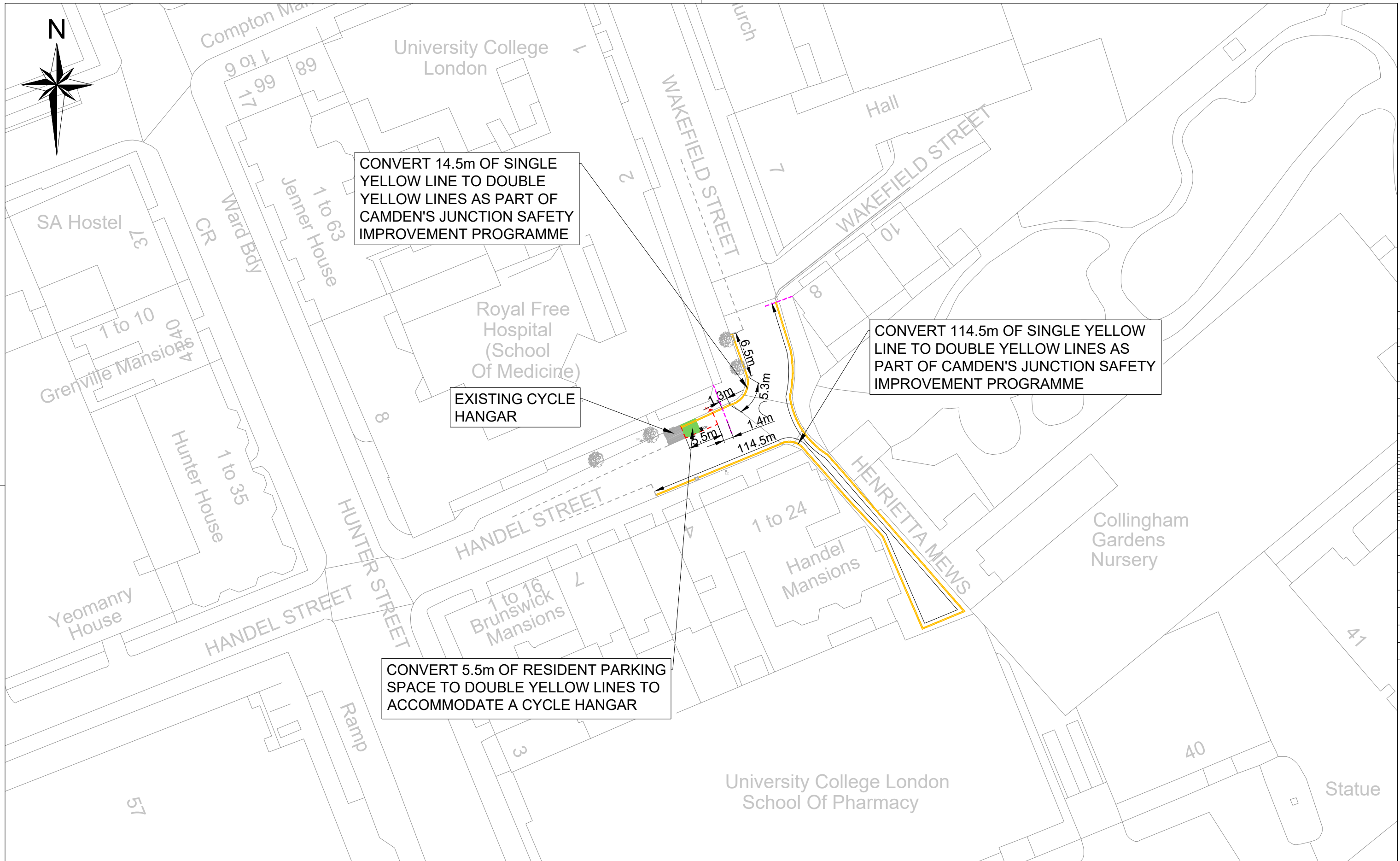
Project
**Cycle Hangars
 Phase 11a**

Drawing Title
**Coram Street
 (15m Northeast of Herbrand Street junction)
 TMO Drawing**

- Key**
- Existing road markings
 - Existing road markings to be removed
 - Proposed road markings
 - Proposed waiting restrictions
 - Proposed cycle hangar
 - LC Existing light column
 - SP Existing signpost

Rev	By	Date	Amendments

Scale 1:500 @ A3	Date JAN 26
Drawn By JR	File Ref
Checked By PA	Dwg Name
Drawing Location	
Drawing Number	Rev. A





CONVERT 3m OF RESIDENT PARKING SPACE TO SINGLE YELLOW LINE TO ACCOMMODATE A CYCLE HANGAR

EXISTING CYCLE HANGAR UNIT

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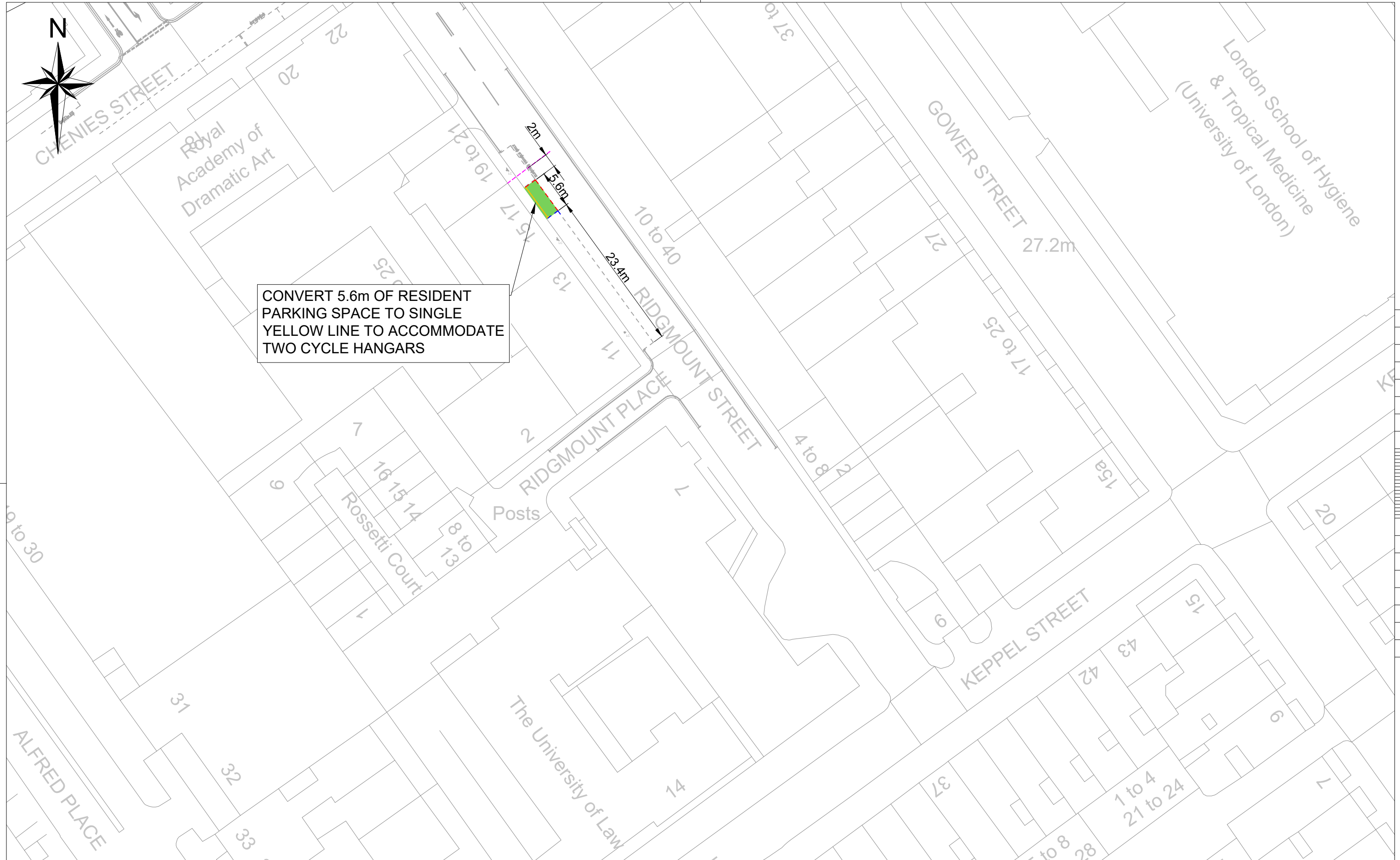
Project
Cycle Hangars Phase 11a

Drawing Title
North Villas (Outside No.7 North Villas) TMO Drawing

- Key**
- Existing road markings
 - Existing road markings to be removed
 - Proposed road markings
 - Proposed waiting restrictions
 - Existing light column
 - Existing signpost
 - Proposed cycle hangar

Rev	By	Date	Amendments

Scale 1:500 @ A3	Date JAN 26
Drawn By JR	File Ref
Checked By PA	Dwg Name
Drawing Location	
Drawing Number	Rev. A



CONVERT 5.6m OF RESIDENT PARKING SPACE TO SINGLE YELLOW LINE TO ACCOMMODATE TWO CYCLE HANGARS

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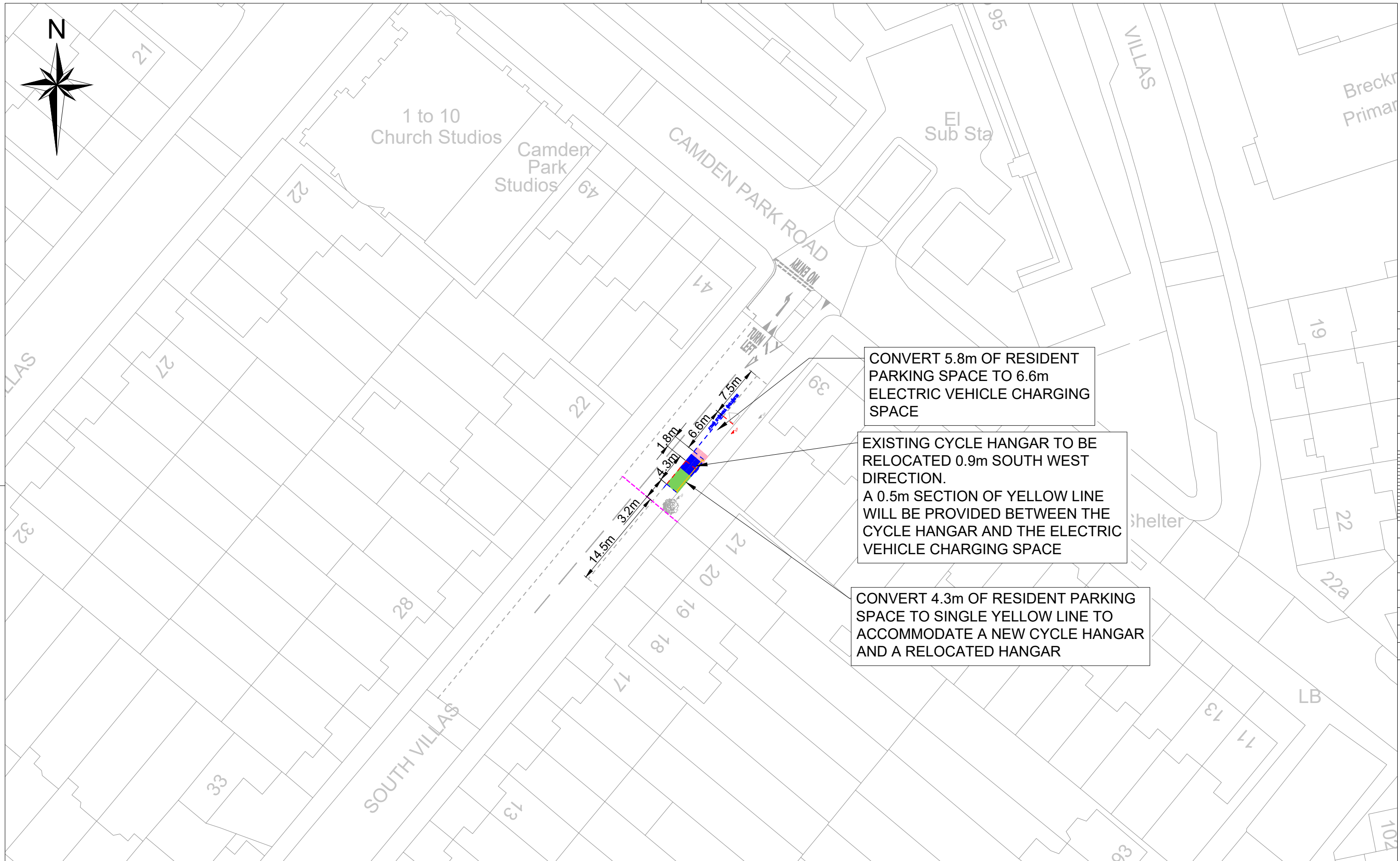
Project
Cycle Hangars Phase 11a

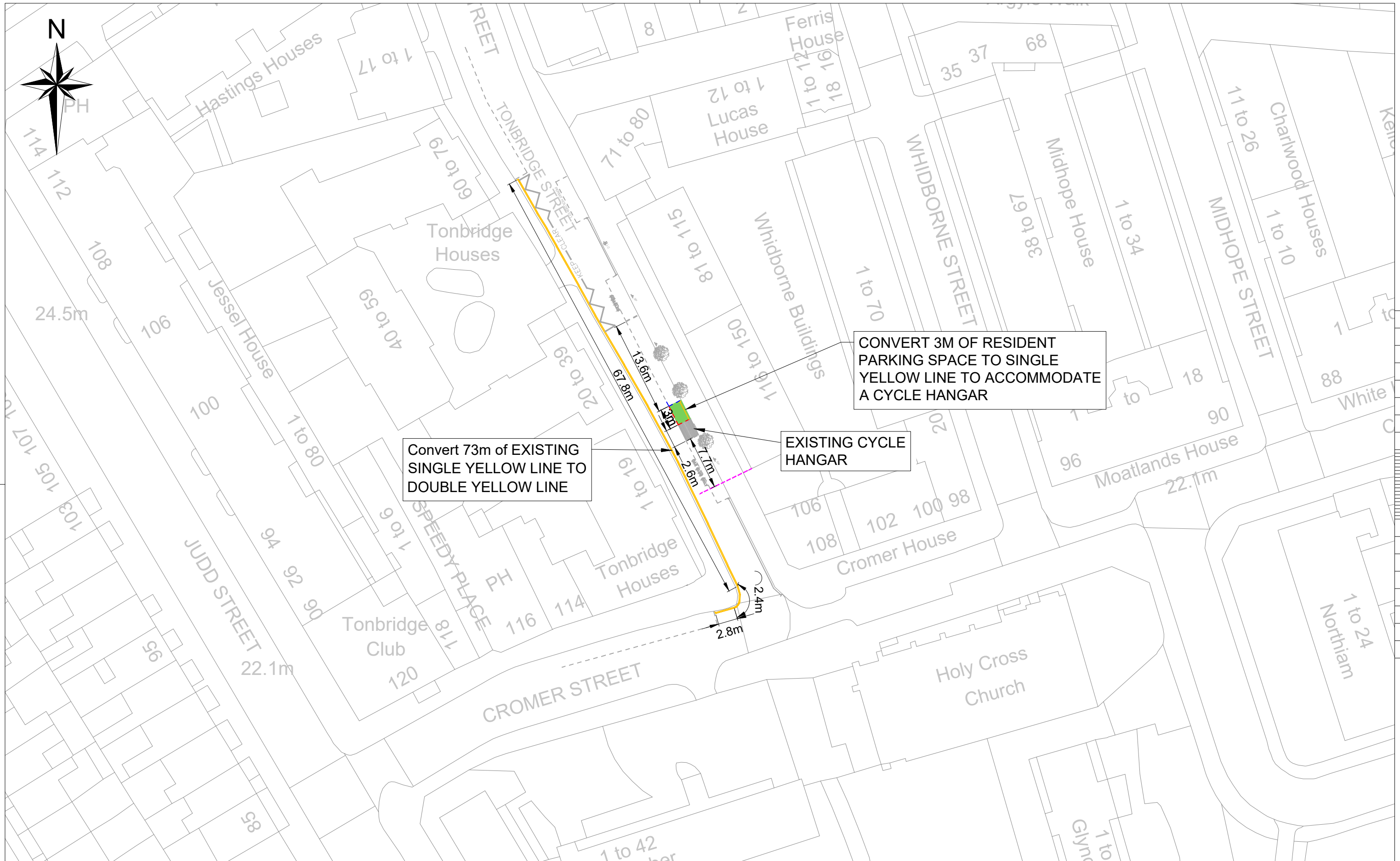
Drawing Title
**Ridgmount Street
 (40m Southeast of Chemies Street junction)
 TMO Drawing**

- Key**
- Existing road markings
 - Existing road markings to be removed
 - Proposed road markings
 - Proposed waiting restrictions
 - Proposed cycle hangar
 - Existing light column
 - Existing signpost

Rev	By	Date	Amendments

Scale 1:500 @ A3	Date JAN 26
Drawn By JR	File Ref
Checked By PA	Dwg Name
Drawing Location	
Drawing Number	Rev. A

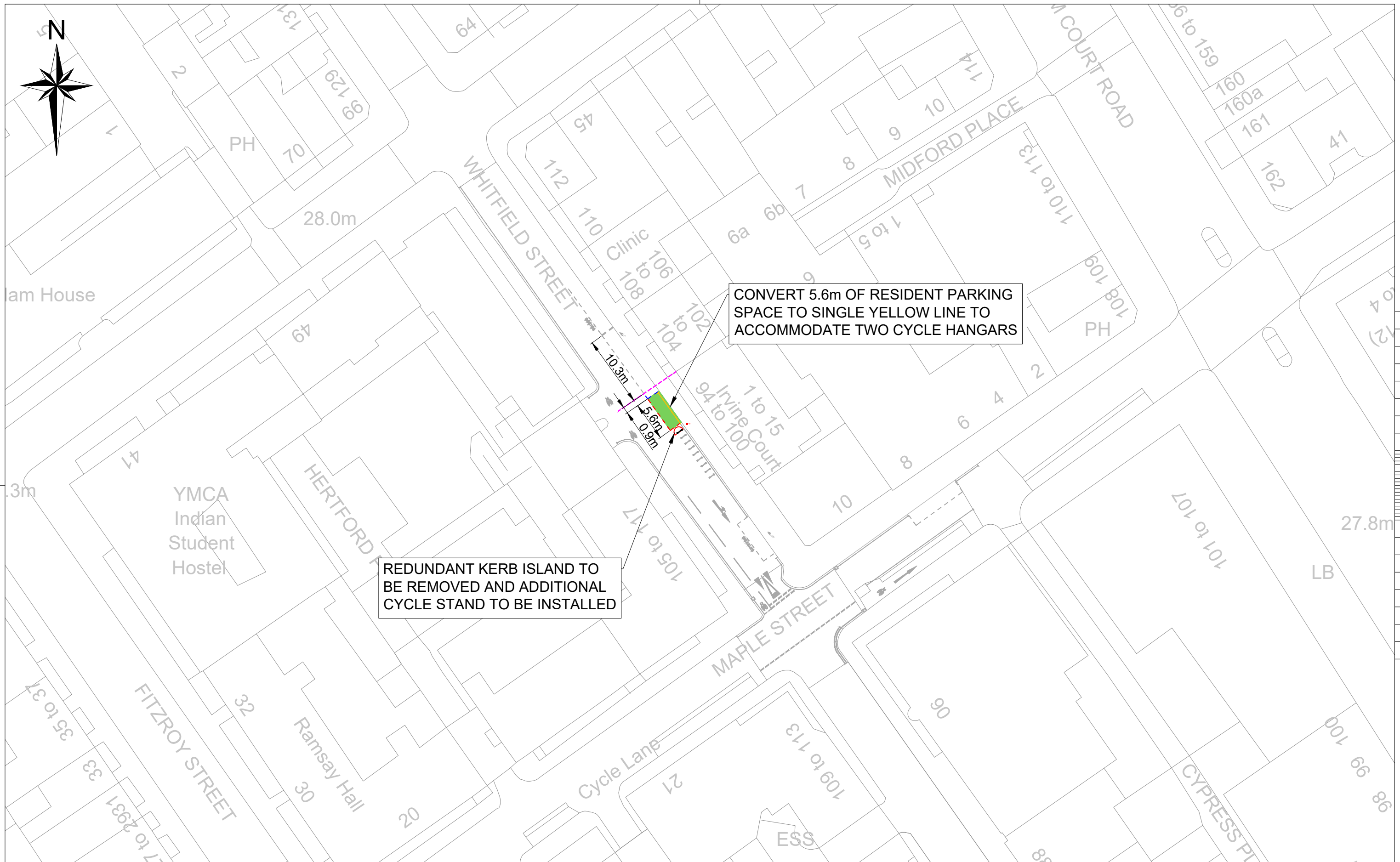
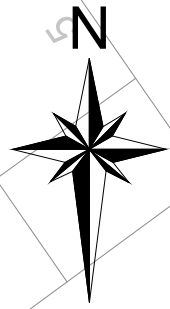


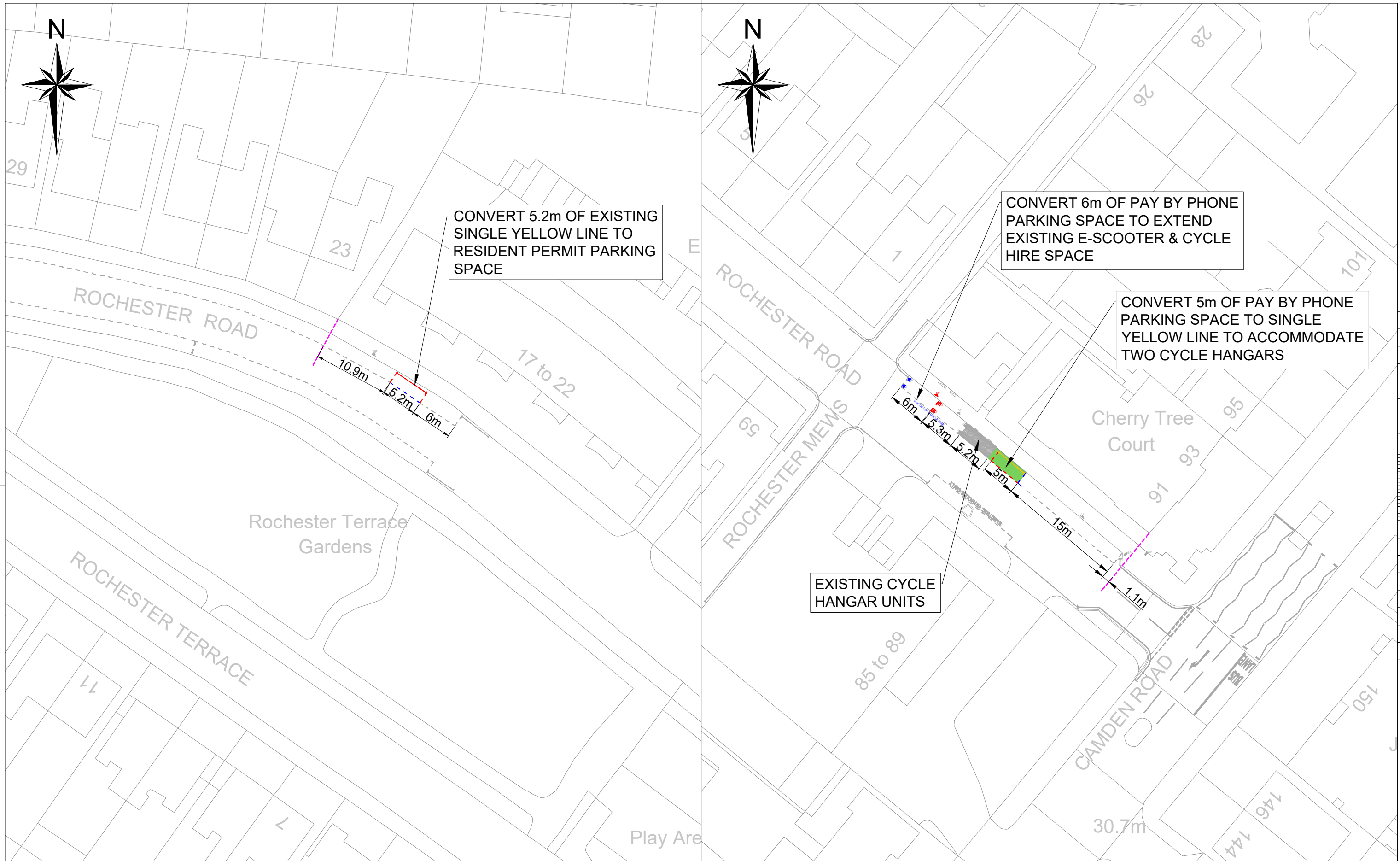


Convert 73m of EXISTING SINGLE YELLOW LINE TO DOUBLE YELLOW LINE

Convert 3m of RESIDENT PARKING SPACE TO SINGLE YELLOW LINE TO ACCOMMODATE A CYCLE HANGAR

EXISTING CYCLE HANGAR





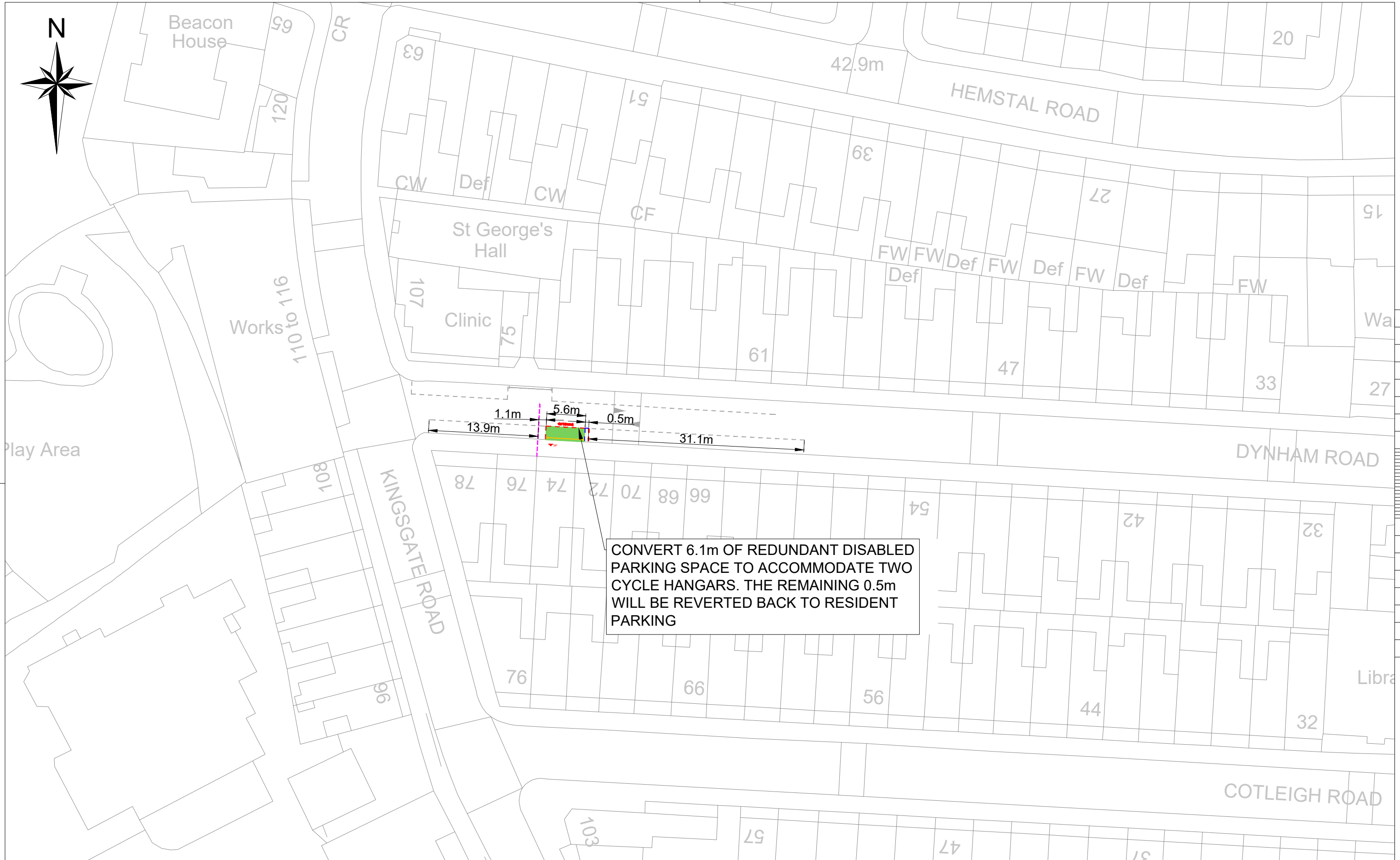
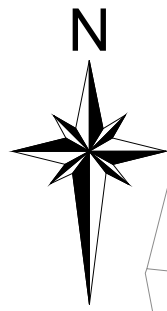
CONVERT 5.2m OF EXISTING SINGLE YELLOW LINE TO RESIDENT PERMIT PARKING SPACE

CONVERT 6m OF PAY BY PHONE PARKING SPACE TO EXTEND EXISTING E-SCOOTER & CYCLE HIRE SPACE

CONVERT 5m OF PAY BY PHONE PARKING SPACE TO SINGLE YELLOW LINE TO ACCOMMODATE TWO CYCLE HANGARS

EXISTING CYCLE HANGAR UNITS

Rev	By	Date	Amendments



CONVERT 6.1m OF REDUNDANT DISABLED PARKING SPACE TO ACCOMMODATE TWO CYCLE HANGARS. THE REMAINING 0.5m WILL BE REVERTED BACK TO RESIDENT PARKING

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Project
Cycle Hangars Phase 11a

Drawing Title
**Dynham Road
 (21m East of Kingsgate Road junction)
 TMO Drawing**

- Key**
- Existing road markings
 - Existing road markings to be removed
 - Proposed road markings
 - Proposed waiting restrictions
 - Proposed cycle hangar
 - Existing light column
 - Existing signpost

Rev	By	Date	Amendments

Scale 1:500 @ A3	Date JAN 26
Drawn By JR	File Ref
Checked By PA	Dwg Name
Drawing Location	
Drawing Number	Rev. A



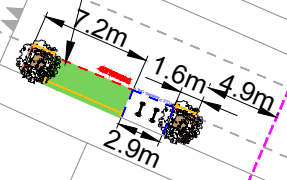
The Coach House

Avenue House

Sussex House
1 to 10

28

CONVERT 11.8m OF REDUNDANT DISABLED PARKING BAY SINGLE YELLOW LINE. THIS IS TO BE ABLE TO ACCOMMODATE TWO CYCLE HANGARS, A 2.9m CYCLE PARKING SPACE AND TWO TREES ON ISLANDS



BELSIZE PARK GARDENS

Claridge House

50

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Project
**Cycle Hangars
Phase 11a**

Drawing Title
**Belsize Park Gardens
(93m Southeast of Belsize West Park junction)
TMO Drawing**

- Key**
- Existing road markings
 - Existing road markings to be removed
 - Proposed road markings
 - Proposed waiting restrictions
 - Proposed cycle hangar
 - LC Existing light column
 - SP Existing signpost

Rev	By	Date	Amendments

Scale
1:500 @ A3

Date
JAN 26

Drawn By
JR

File Ref

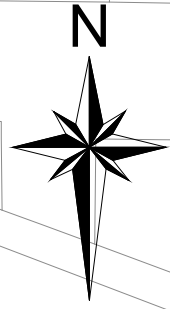
Checked By
PA

Dwg Name

Drawing Location

Drawing Number

Rev. **A**



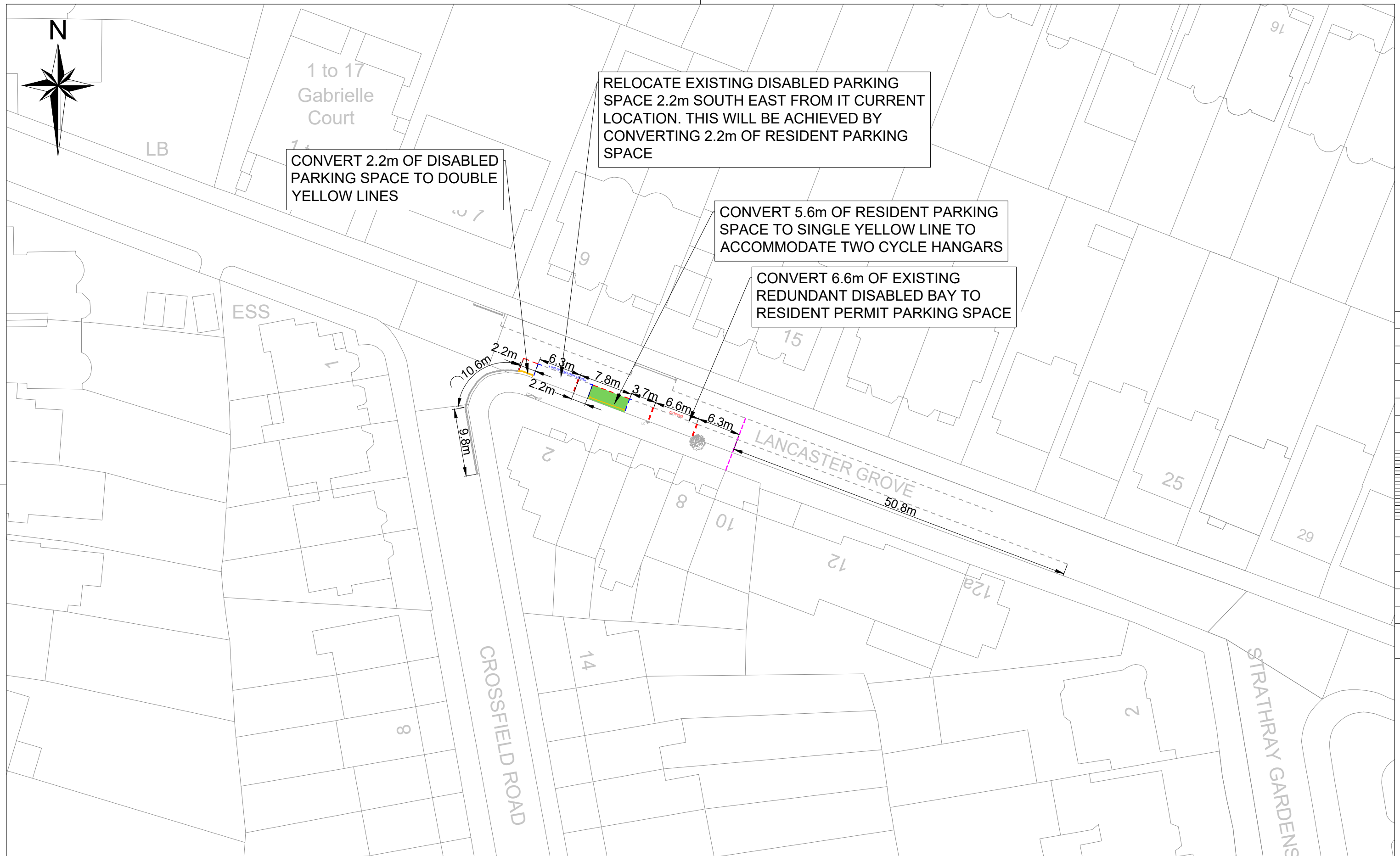
1 to 17
Gabrielle
Court

CONVERT 2.2m OF DISABLED
PARKING SPACE TO DOUBLE
YELLOW LINES

RELOCATE EXISTING DISABLED PARKING
SPACE 2.2m SOUTH EAST FROM IT CURRENT
LOCATION. THIS WILL BE ACHIEVED BY
CONVERTING 2.2m OF RESIDENT PARKING
SPACE

CONVERT 5.6m OF RESIDENT PARKING
SPACE TO SINGLE YELLOW LINE TO
ACCOMMODATE TWO CYCLE HANGARS

CONVERT 6.6m OF EXISTING
REDUNDANT DISABLED BAY TO
RESIDENT PERMIT PARKING SPACE



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Project
**Cycle Hangars
Phase 11a**

Drawing Title
**Lancaster Grove
(32m Southeast of Crossfield Road junction)
TMO Drawing**

Key

- Existing road markings
- Existing road markings to be removed
- Proposed road markings
- Proposed waiting restrictions
- Proposed cycle hangar
- Existing light column
- Existing signpost

Rev	By	Date	Amendments

Scale
1:500 @ A3

Date
JAN 26

Drawn By
JR

File Ref

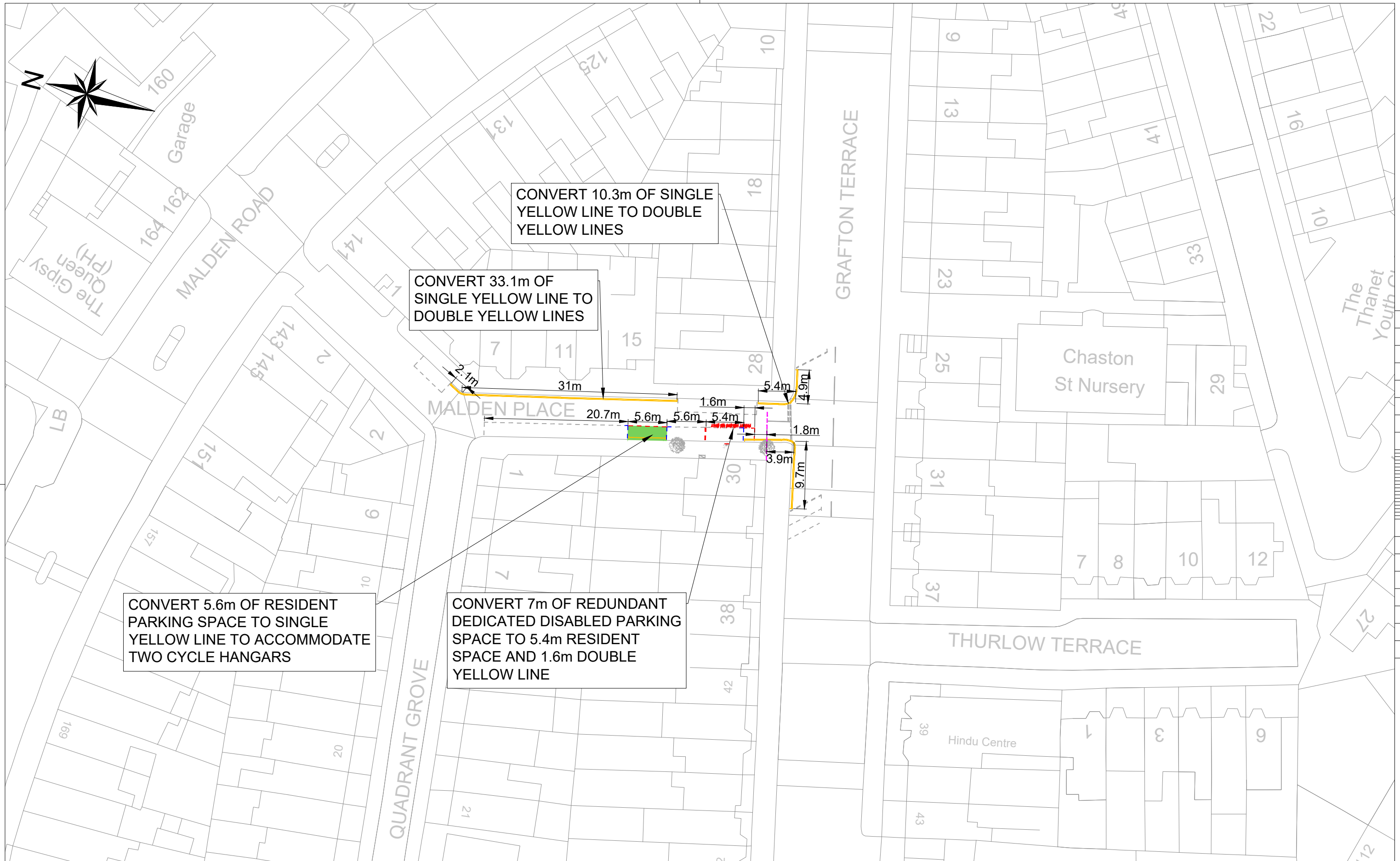
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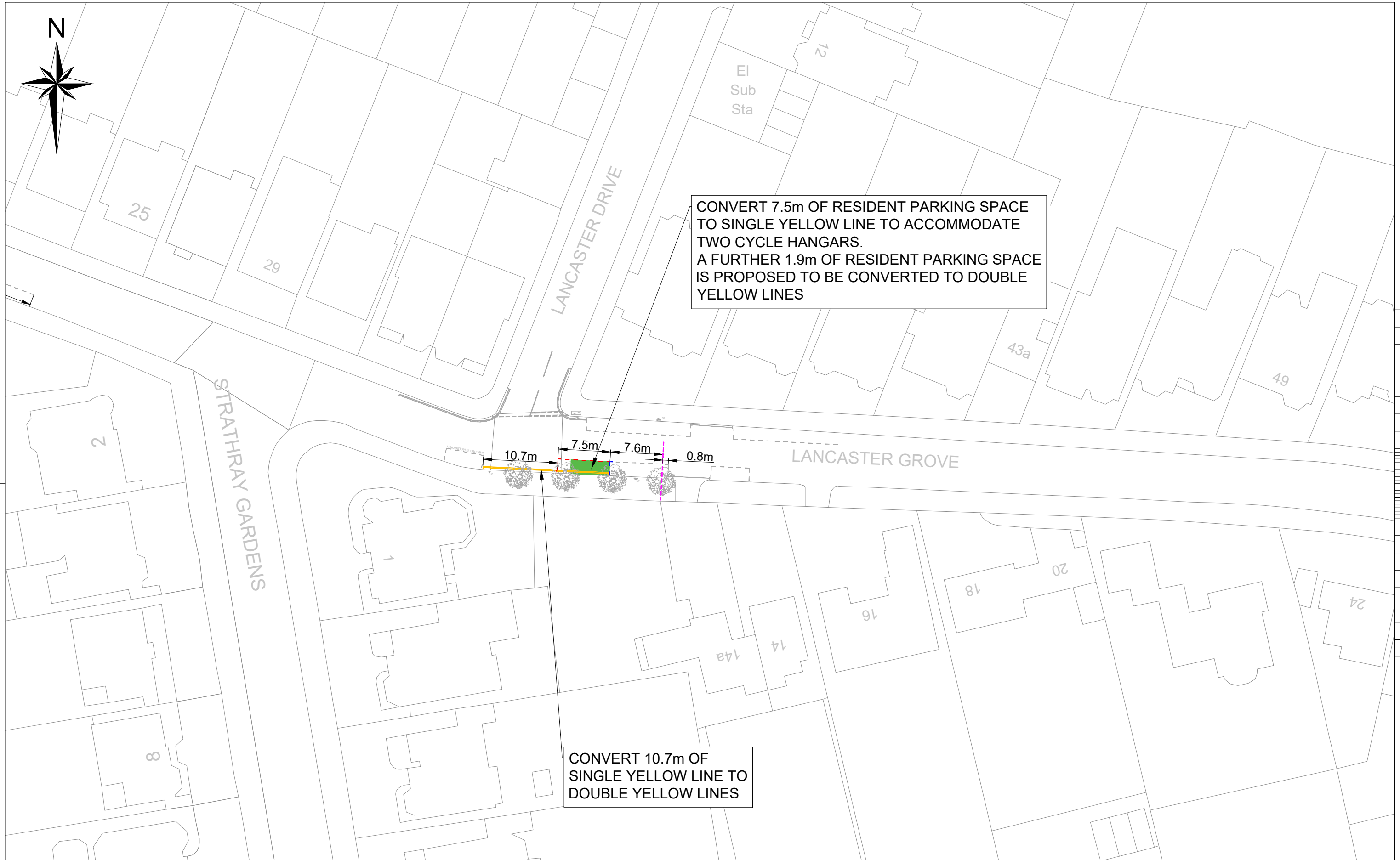
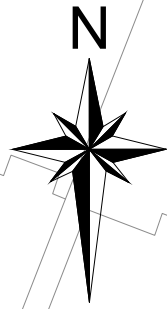
Dwg Name

Drawing Location

Drawing Number

Rev.
A












CONVERT 7.5m OF RESIDENT PARKING SPACE
 TO SINGLE YELLOW LINE TO ACCOMMODATE
 TWO CYCLE HANGARS.
 A FURTHER 1.9m OF RESIDENT PARKING SPACE
 IS PROPOSED TO BE CONVERTED TO DOUBLE
 YELLOW LINES

CONVERT 10.7m OF
 SINGLE YELLOW LINE TO
 DOUBLE YELLOW LINES

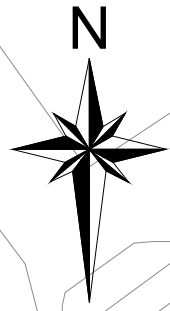

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Project
**Cycle Hangars
 Phase 11a**
 Drawing Title
**Lancaster Grove
 (Opposite No.37 Lancaster Grove)
 TMO Drawing**

- Key**
-  Existing road markings
 -  Existing road markings to be removed
 -  Proposed road markings
 -  Proposed waiting restrictions
 -  Proposed cycle hangar
 -  Existing light column
 -  Existing signpost

Rev	By	Date	Amendments

Scale 1:500 @ A3	Date JAN 26
Drawn By JR	File Ref
Checked By PA	Dwg Name
Drawing Location	
Drawing Number	Rev. A

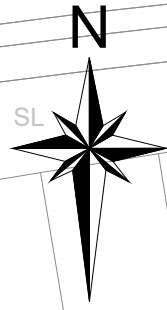


CONVERT 3.3M OF
RESIDENT PARKING SPACE
TO DOUBLE YELLOW LINES

CONVERT 3.2m RESIDENT
PARKING SPACE TO DOUBLE
YELLOW LINES

CONVERT 5.6m OF RESIDENT
PARKING SPACE TO SINGLE
YELLOW LINE TO ACCOMMODATE
TWO CYCLE HANGARS





MP 0.25



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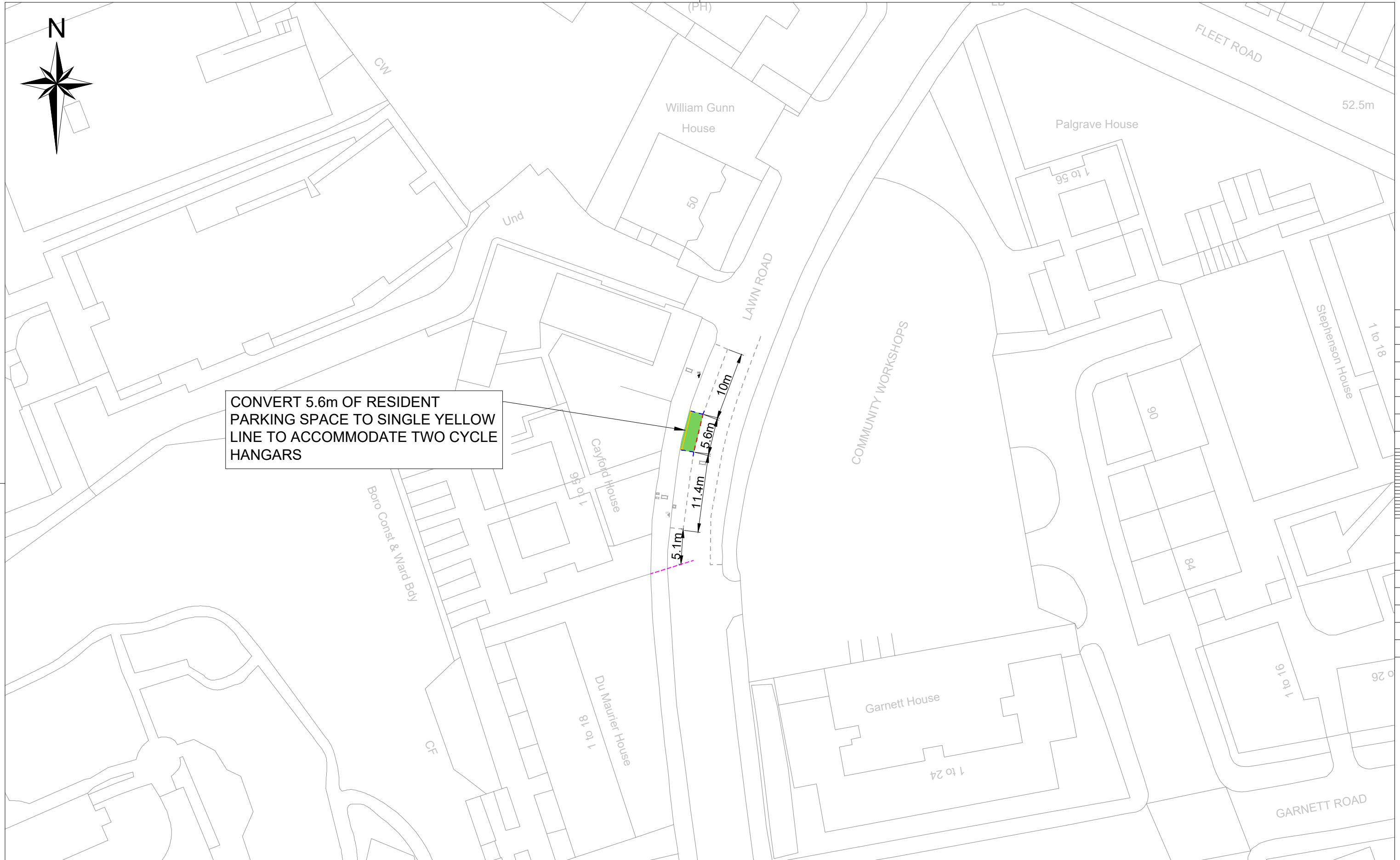
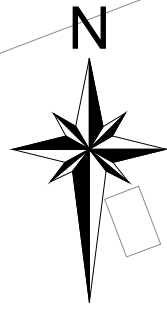
Project
**Cycle Hangars
 Phase 11a**

Drawing Title
**Estelle Road
 (8.5m of SouthEast of Savernake Road Junction)
 TMO Drawing**

- Key**
- Existing road markings
 - Existing road markings to be removed
 - Proposed road markings
 - Proposed waiting restrictions
 - Proposed cycle hangar
 - LC Existing light column
 - SP Existing signpost

Rev	By	Date	Amendments

Scale 1:500 @ A3	Date JAN 26
Drawn By JR	File Ref
Checked By PA	Dwg Name
Drawing Location	
Drawing Number	Rev. A



CONVERT 5.6m OF RESIDENT PARKING SPACE TO SINGLE YELLOW LINE TO ACCOMMODATE TWO CYCLE HANGARS

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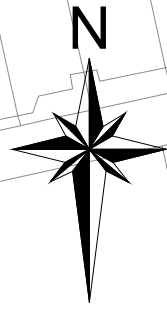
Project
**Cycle Hangars
 Phase 11a**

Drawing Title
**Lawn Road
 (78m South of Fleet Road Junction)
 TMO Drawing**

- Key**
- Existing road markings
 - Existing road markings to be removed
 - Proposed road markings
 - Proposed waiting restrictions
 - Proposed cycle hangar
 - Existing light column
 - Existing signpost

Rev	By	Date	Amendments

Scale 1:500 @ A3	Date JAN 26
Drawn By JR	File Ref
Checked By PA	Dwg Name
Drawing Location	
Drawing Number	Rev. A



CONVERT 5.6m OF RESIDENT PARKING SPACE TO SINGLE YELLOW LINE TO ACCOMMODATE TWO CYCLE HANGARS

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Project
Cycle Hangars Phase 11a

Drawing Title
**Herbert Street
 (Adjacent The Thanet Youth Club Herbert Street)
 TMO Drawing**

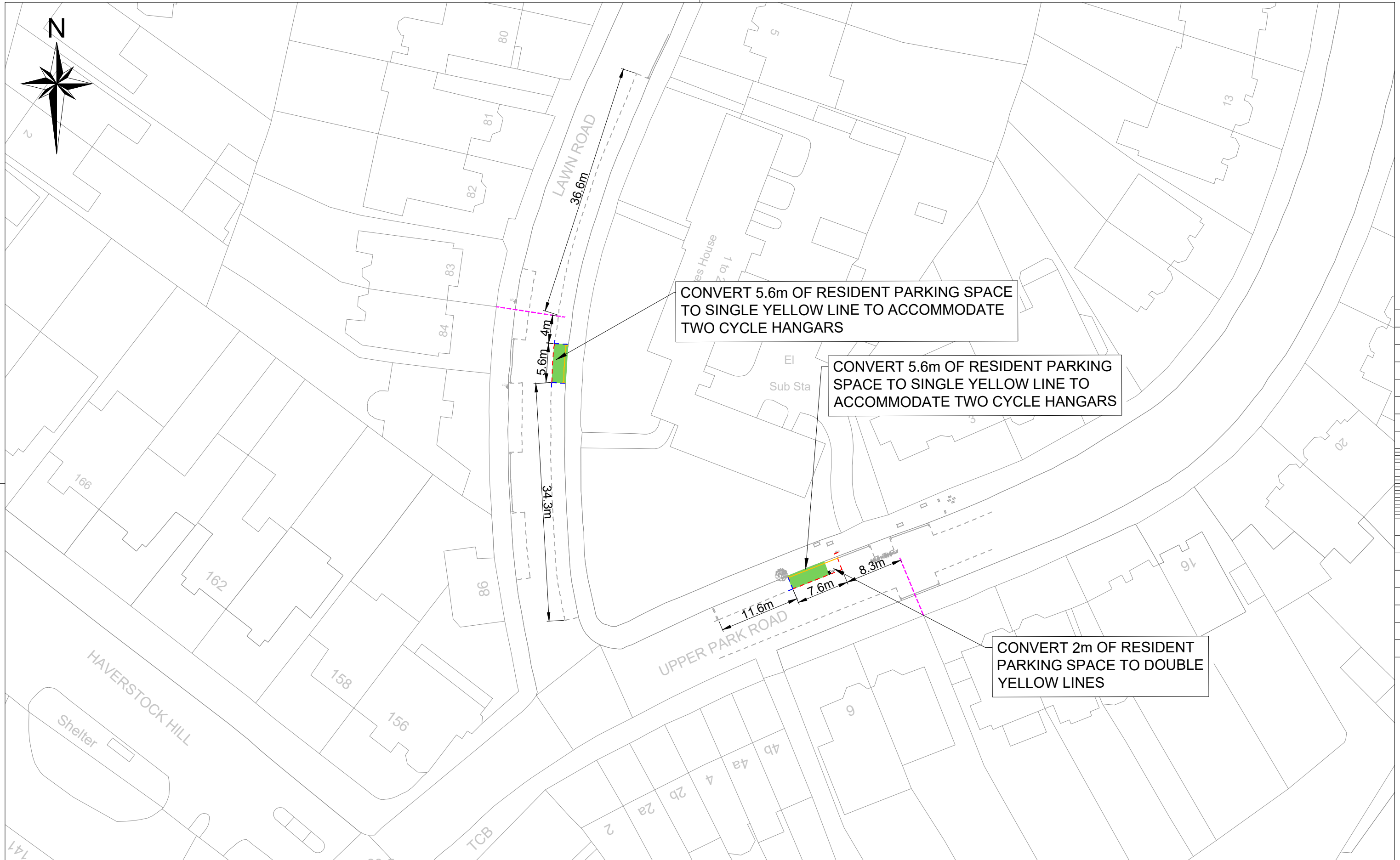
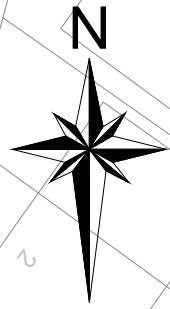
- Key**
- Existing road markings
 - Existing road markings to be removed
 - Proposed road markings
 - Proposed waiting restrictions
 - LC Existing light column
 - SP Existing signpost
 - Proposed cycle hangar

Rev	By	Date	Amendments

Scale 1:500 @ A3	Date JAN 26
Drawn By JR	File Ref
Checked By PA	Dwg Name
Drawing Location	
Drawing Number	Rev. A



Rev	By	Date	Amendments



CONVERT 5.6m OF RESIDENT PARKING SPACE TO SINGLE YELLOW LINE TO ACCOMMODATE TWO CYCLE HANGARS

CONVERT 5.6m OF RESIDENT PARKING SPACE TO SINGLE YELLOW LINE TO ACCOMMODATE TWO CYCLE HANGARS

CONVERT 2m OF RESIDENT PARKING SPACE TO DOUBLE YELLOW LINES

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Project
Cycle Hangars Phase 11a

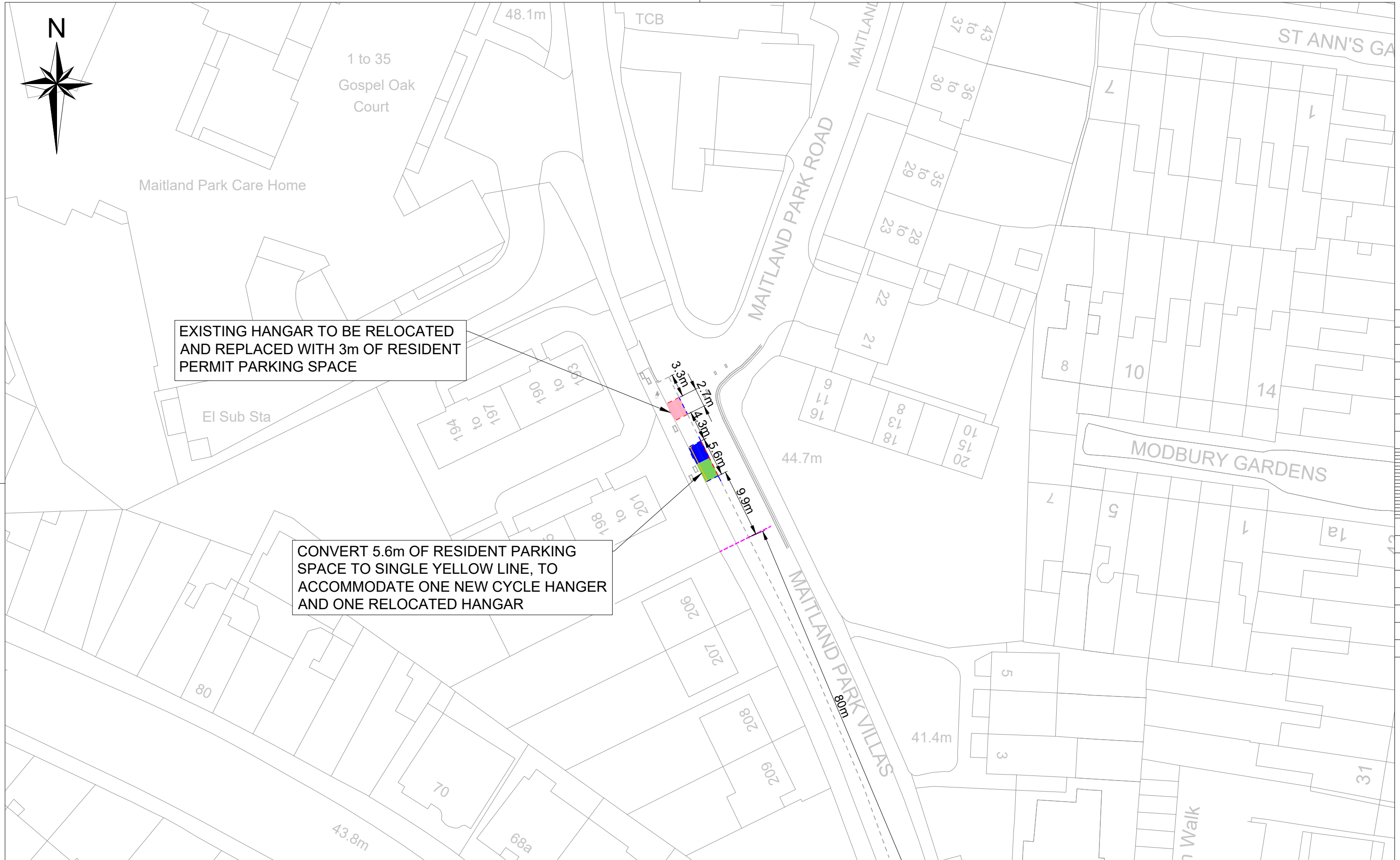
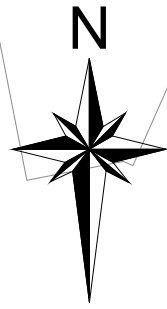
Drawing Title
Lawn Road & Upper Park Road

TMO Drawing

- Key**
- Existing road markings
 - Existing road markings to be removed
 - Proposed road markings
 - Proposed waiting restrictions
 - Proposed cycle hangar
 - Existing light column
 - Existing signpost

Rev	By	Date	Amendments

Scale 1:500 @ A3	Date JAN 26
Drawn By JR	File Ref
Checked By PA	Dwg Name
Drawing Location	
Drawing Number	Rev. A



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Project
**Cycle Hangars
 Phase 11a**

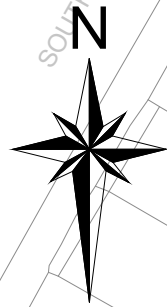
Drawing Title
**Maitland Park Villas
 (8m South of Maitland Park Road Junction)
 TMO Drawing**

- Key**
- Existing road markings
 - Existing road markings to be removed
 - Proposed road markings
 - Proposed waiting restrictions
 - LC Existing light column
 - SP Existing signpost
 - Proposed cycle hanger

- Existing cycle hanger to be relocated
- Proposed relocation of existing cycle hanger

Rev	By	Date	Amendments

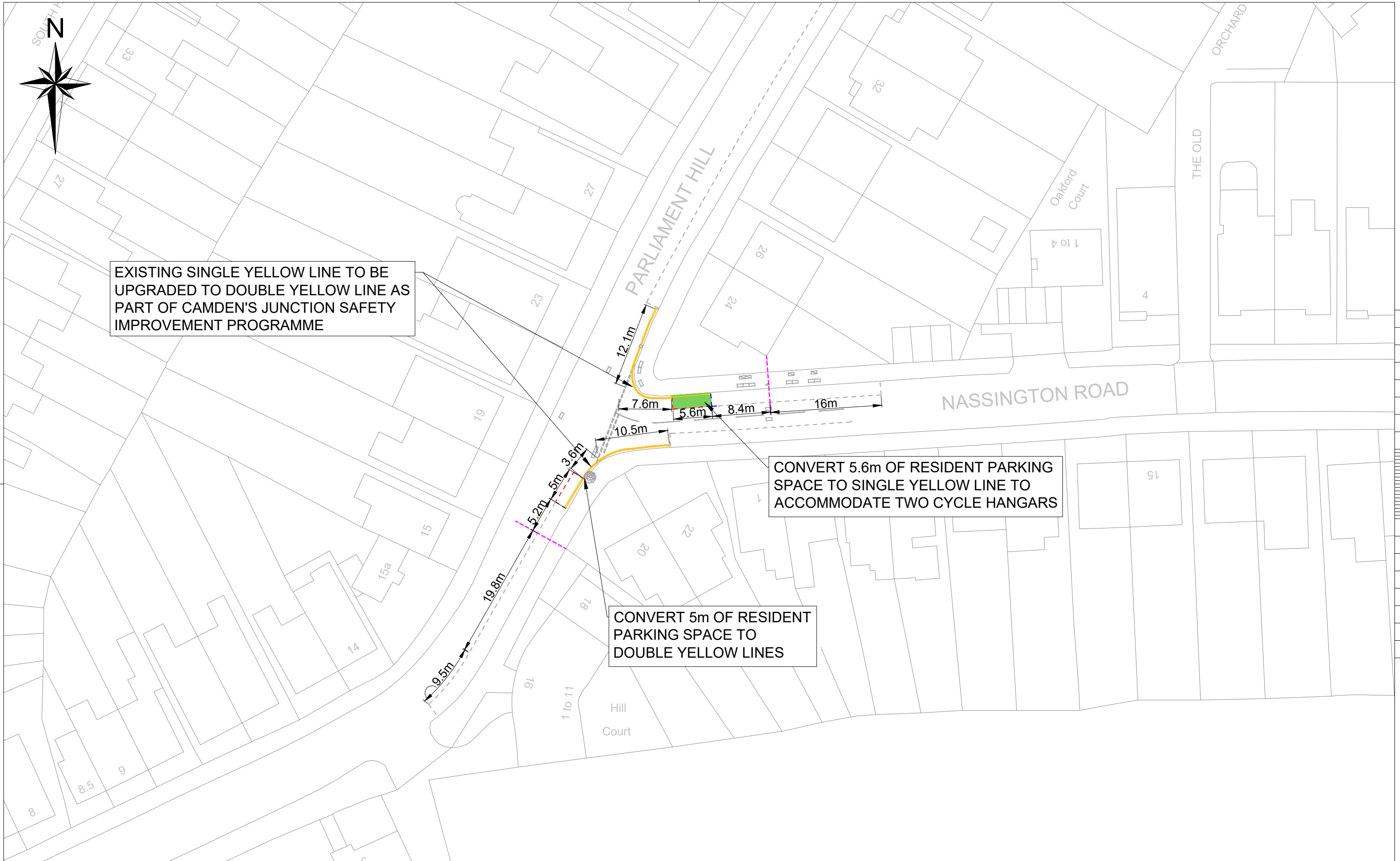
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Drawn By JR	File Ref
Checked By PA	Dwg Name
Drawing Location	
Drawing Number	Rev. A



EXISTING SINGLE YELLOW LINE TO BE UPGRADED TO DOUBLE YELLOW LINE AS PART OF CAMDEN'S JUNCTION SAFETY IMPROVEMENT PROGRAMME

CONVERT 5.6m OF RESIDENT PARKING SPACE TO SINGLE YELLOW LINE TO ACCOMMODATE TWO CYCLE HANGARS

CONVERT 5m OF RESIDENT PARKING SPACE TO DOUBLE YELLOW LINES



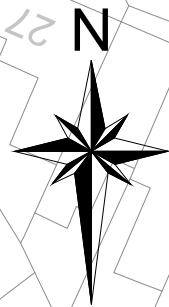
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Project
**Cycle Hangars
 Phase 11a**

Drawing Title
**Nassington Road
 (9.5m East of Parliament Hill Junction)
 TMO Drawing**

- Key**
- Existing road markings
 - Existing road markings to be removed
 - Proposed road markings
 - Proposed waiting restrictions
 - LC Existing light column
 - SP Existing signpost
 - Proposed cycle hangar

Scale 1:500 @ A3		Date JAN 26	
Drawn By JR		File Ref	
Checked By PA		Dwg Name	
Drawing Location			
Drawing Number		Rev. A	
Rev	By	Date	Amendments



CONVERT 5.6m OF RESIDENT PARKING SPACE TO SINGLE YELLOW LINE TO ACCOMMODATE TWO CYCLE HANGARS

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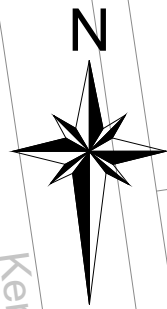
Project
**Cycle Hangars
 Phase 11a**

Drawing Title
**Queens Crescent
 (Opposite No. 111 Queens Crescent)
 TMO Drawing**

- Key**
- Existing road markings
 - Existing road markings to be removed
 - Proposed road markings
 - Proposed waiting restrictions
 - Proposed cycle hangar
 - Existing light column
 - Existing signpost

Scale	1:500 @ A3		
Drawn By	JR		
Checked By	PA		
Drawing Location			
Drawing Number			
Rev	By	Date	Amendments

Date	JAN 26
File Ref	
Dwg Name	
Rev.	A



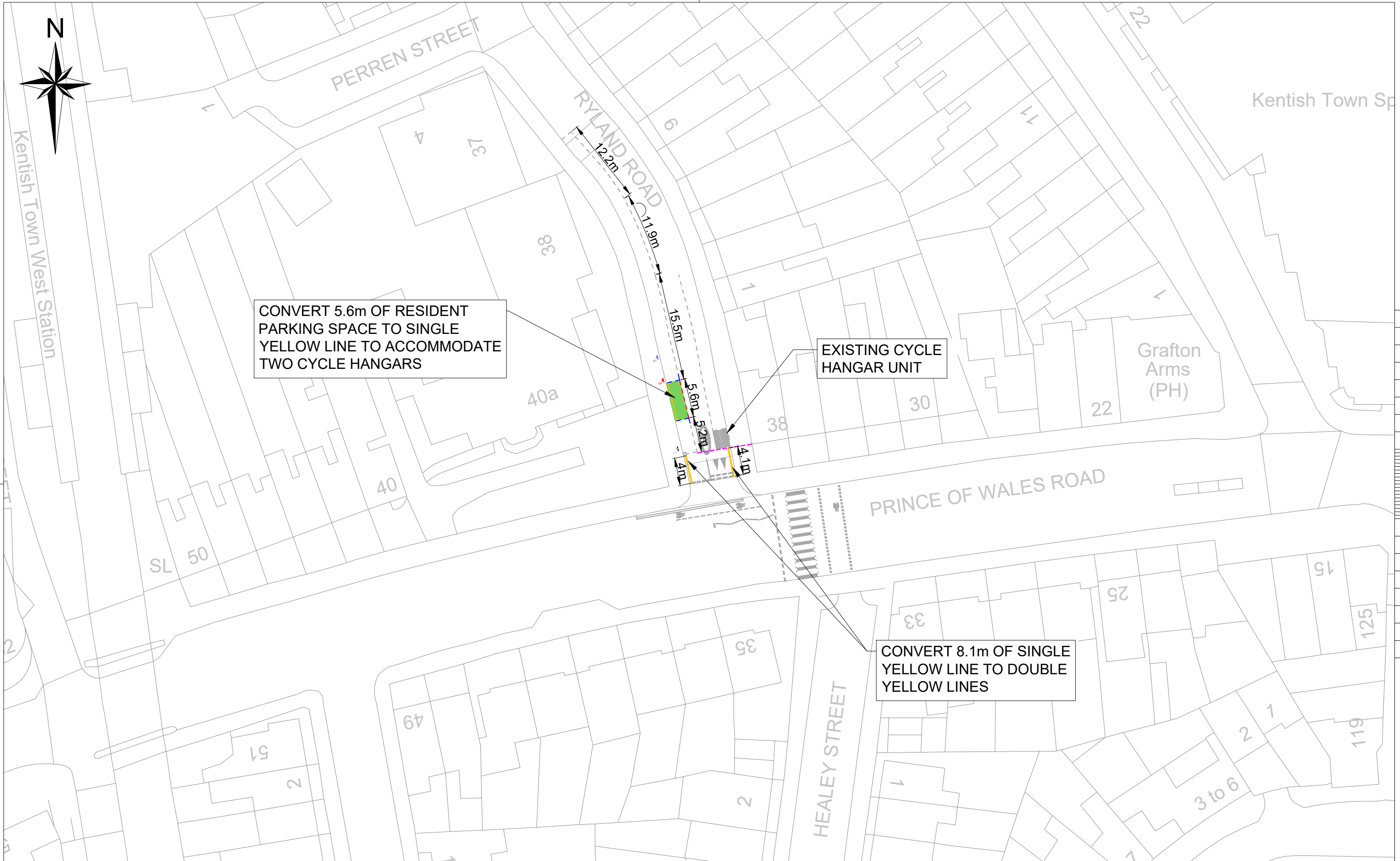
Kentish Town West Station

Kentish Town Sp

CONVERT 5.6m OF RESIDENT PARKING SPACE TO SINGLE YELLOW LINE TO ACCOMMODATE TWO CYCLE HANGARS

EXISTING CYCLE HANGAR UNIT

CONVERT 8.1m OF SINGLE YELLOW LINE TO DOUBLE YELLOW LINES



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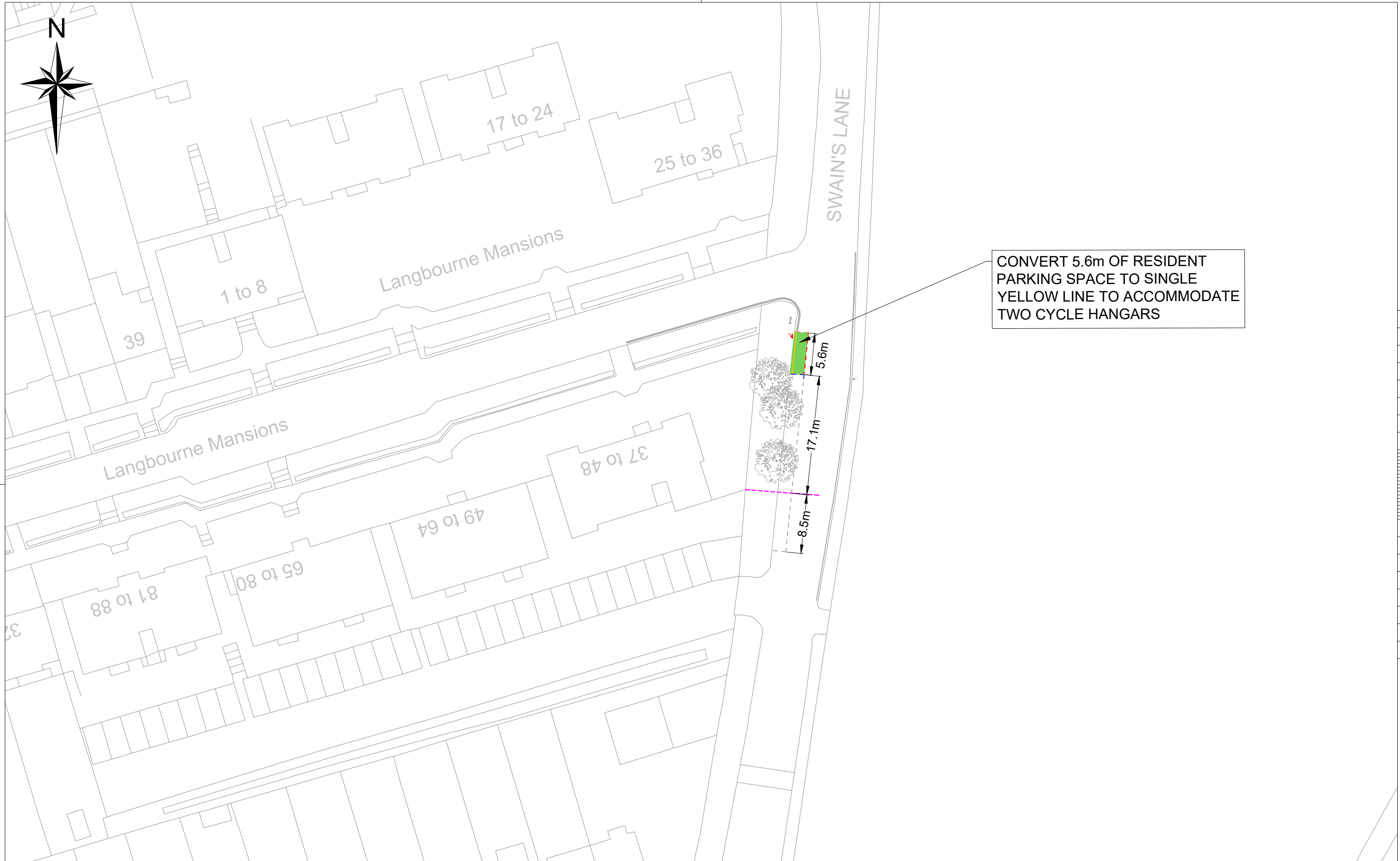
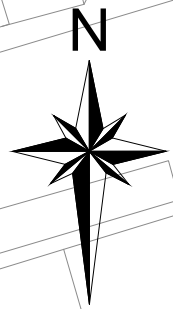
Project
**Cycle Hangars
 Phase 11a**

Drawing Title
**Ryland Road
 (14.5m North of Prince Wales Road Junction)
 TMO Drawing**

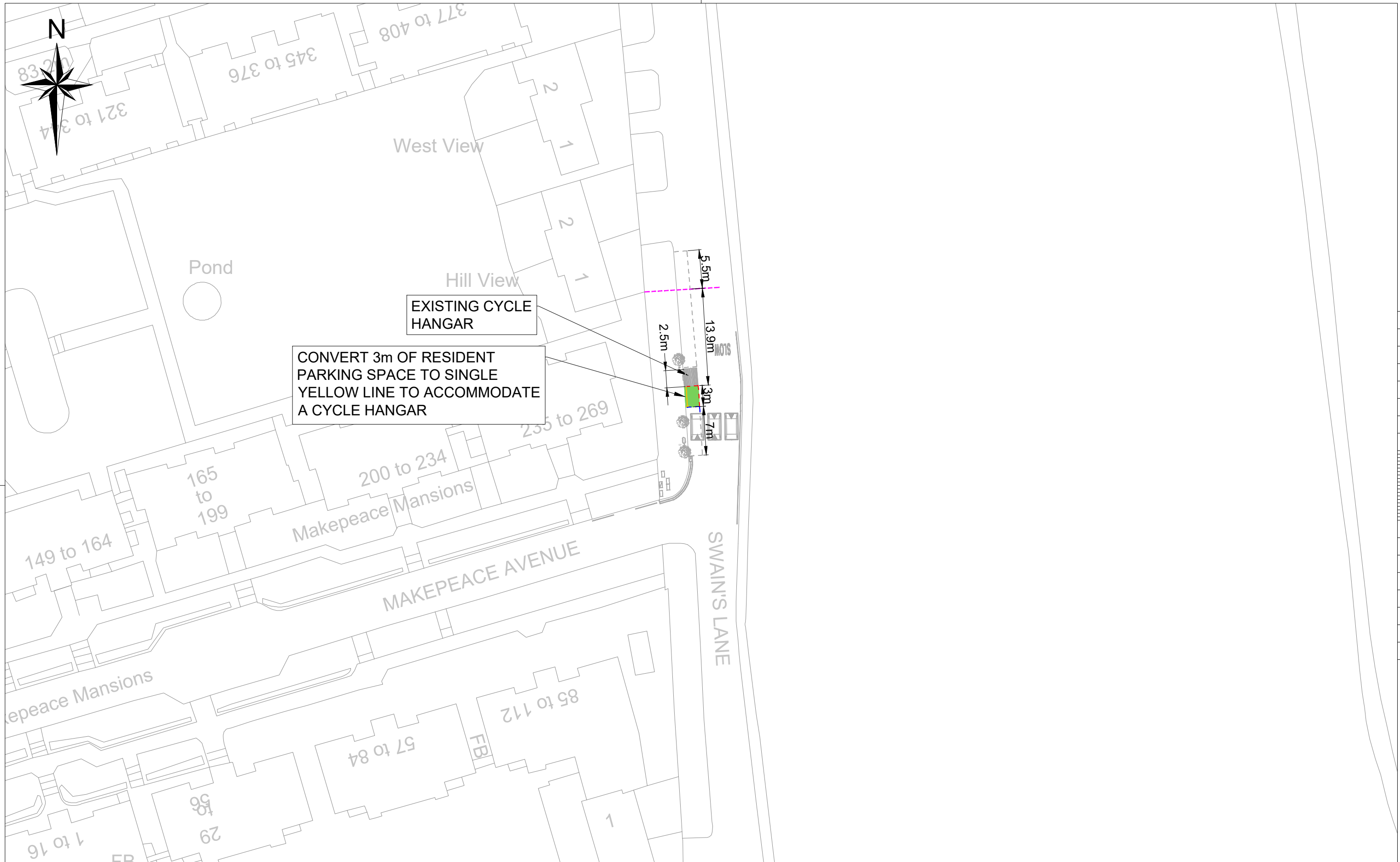
- Key**
- Existing road markings
 - Existing road markings to be removed
 - Proposed road markings
 - Proposed waiting restrictions
 - LC Existing light column
 - SP Existing signpost
 - Proposed cycle hangar

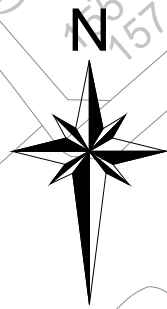
Rev	By	Date	Amendments

Scale 1:500 @ A3	Date JAN 26
Drawn By JR	File Ref
Checked By PA	Dwg Name
Drawing Location	
Drawing Number	Rev. A



CONVERT 5.6m OF RESIDENT PARKING SPACE TO SINGLE YELLOW LINE TO ACCOMMODATE TWO CYCLE HANGARS





EXISTING CYCLE HANGAR

CONVERT 3m OF RESIDENT PARKING SPACE TO SINGLE YELLOW LINE TO ACCOMMODATE A CYCLE HANGAR

CONVERT 2.4m OF RESIDENT PARKING SPACE TO SINGLE YELLOW LINE

Camden
 Design Team
 Transport Strategy Service
 London Borough of Camden
 5 Pancras Square
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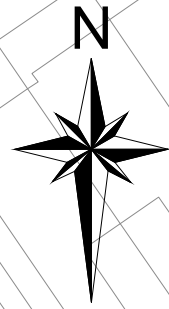
Project
Cycle Hangars Phase 11a

Drawing Title
**Weedington Road
 (Opposite No. 41 to 60 Weedington Road)
 TMO Drawing**

- Key**
- Existing road markings
 - Existing road markings to be removed
 - Proposed road markings
 - Proposed waiting restrictions
 - | LC Existing light column
 - | SP Existing signpost
 - Proposed cycle hangar

Rev	By	Date	Amendments








Scale 1:500 @ A3	Date JAN 26
Drawn By JR	File Ref
Checked By PA	Dwg Name
Drawing Location	
Drawing Number	Rev. A



CONVERT 5.6m OF RESIDENT
 PARKING SPACE TO SINGLE
 YELLOW LINE TO ACCOMMODATE
 TWO CYCLE HANGARS


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Project
**Cycle Hangars
 Phase 11a**
 Drawing Title
**York Rise
 (22m SouthEast of Woodsome Road Junction)
 TMO Drawing**

- Key**
-  Existing road markings
 -  Existing road markings to be removed
 -  Proposed road markings
 -  Proposed waiting restrictions
 -  Proposed cycle hangar
 -  Existing light column
 -  Existing signpost

Rev	By	Date	Amendments

Scale 1:500 @ A3	Date JAN 26
Drawn By JR	File Ref
Checked By PA	Dwg Name
Drawing Location	
Drawing Number	Rev. A