

London Borough of Camden

Chalk Farm Road and Haverstock Hill – Safe and Healthy Streets

The Camden (Parking Places) (CA-F) (Amendment No. **) Traffic Order 202*

The Camden (Loading Places) (Amendment No. **) Traffic Order 202*

The Camden (Taxi Stopping Areas) (No. 1) Traffic Order 202*

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. *) Traffic Order 202*

Notice is hereby given that the Council of the London Borough of Camden 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. The general nature and effect of the Orders, so as to complement the provision of new or upgraded mandatory with-flow cycle lanes in Adelaide Road, Chalk Farm Road and Haverstock Hill with kerb segregation from the carriageway used by motor vehicles, and the new footway cycle tracks, pedestrian crossings and speed tables detailed below, would be as follows:

Introduction of new or extended lengths of ‘at any time’ waiting and loading restrictions:

Adelaide Road: (1) north side, from the south-western kerb-line of Haverstock Hill westward for a distance of 54 metres; and (2) south side, from the south-western kerb-line of Haverstock Hill westward for a distance of 34 metres;

Chalk Farm Road – both sides, from its junction with Haverstock Hill to its junction with Castlehaven Road (excluding the loading bay and taxi stopping areas referred to below);

Crogsland Road: (1) north-west side, from the north-eastern kerb-line of Haverstock Hill north-eastward for a distance of 12 metres; and (2) south-east side, from the north-eastern kerb-line of Chalk Farm Road north-eastward for a distance of 23 metres;

Harmood Street: (1) north-west side, from the north-eastern kerb-line of Chalk Farm Road north-eastward for a distance of 14 metres; and (2) south-east side, from the north-eastern kerb-line of Chalk Farm Road north-eastward for a distance of 19 metres;

Hartland Road: (1) north-west side, from the north-eastern kerb-line of Chalk Farm Road north-eastward for a distance of 10 metres; and (2) south-east side, from the north-eastern kerb-line of Chalk Farm Road north-eastward for a distance of 11 metres;

Haverstock Hill – both sides, from its junction with Prince of Wales Road to its junction with Chalk Farm Road;

Regent’s Park Road: (1) north-west side, from the south-western kerb-line of Haverstock Hill south-westward for a distance of 62 metres; and (2) south-east side, from the south-western kerb-line of Chalk Farm Road south-westward for a distance of 43 metres.

Removal of solo motorcycle parking place:

Regent’s Park Road – north-west side, inset bay adjacent to Nos. 155-157 Regent’s Park Road.

Provision of a new loading place:

Chalk Farm Road - north-east side, from a point 12 metres south-east of the south-eastern kerb-line of Crogsland Road south-eastward for a distance of 14.3 metres. This loading place would operate ‘at any time’.

Conversion of resident’s parking place to a loading place:

Crogsland Road – north-west side, outside ‘The Enterprise’ PH, from a point 12 metres north-east of the north-eastern kerb-line of Haverstock Hill north-eastward for a distance of 10 metres. This loading place would operate ‘at any time’.

Reduced loading place extent:

Chalk Farm Road – south-west side, from a point 2 metres north-west of the north-western kerb-line of the vehicular access to ‘The Stables Market’ Chalk Farm Road north-westward for a distance of 16 metres. This loading place would continue to operate between the hours of 10am - Noon and 2pm - 4pm on any day.

Conversion of ‘shared-use’ loading place and short-term parking place to a ‘shared-use’ loading place and taxi stopping area:

Chalk Farm Road – south-west side, from a point 2.5 metres north-west of the north-western kerb-line of the vehicular access to No. 100 Chalk Farm Road north-westward for a distance of 16.3 metres. This facility would be for the use of taxis only (stopping by all other vehicles prohibited) between the hours of Midnight – 7am, and 7pm – Midnight on Monday to Friday and between the hours of Midnight – 4am and 10am – Midnight on Saturday and Sunday, and for loading/unloading by any vehicle outside these hours. The existing similar facility located opposite Nos. 24-26 Chalk Farm Road would be removed.

Pedestrian Crossing:

Further notice is hereby given that the Council of the London Borough of Camden propose to provide a new signalised pedestrian crossing under section 23 of Road Traffic Regulation Act 1984 at the following location:-

Chalk Farm Road – the centre of which would be located at a point 3.5 metres north-west of the common boundary of Nos. 38 and 39 Chalk Farm Road. ‘Zig-zag’ markings (on which vehicles would be prohibited from stopping at all times), would be laid on both sides of the carriageway for a distance of 18 metres either side of this crossing. *The existing pedestrian crossing in Chalk Farm Road located nearby (at the common boundary of Nos. 34 and 35 Chalk Farm Road) would be removed.*

Cycle Tracks on Footways:

Further notice is hereby given that the Council of the London Borough of Camden propose to construct segregated cycle tracks on footways, for the use of pedal cycles only, under section 65(1) of the Highways Act 1980 at the following locations:-

Chalk Farm Road – north-east side, south-eastbound cycle tracks comprising a 1.8 metre wide corridor within the north-eastern footway broadly aligned with the north-eastern kerb, extending: (1) from a point 1.5 metres north-west of the south-eastern wall of Stockholm Apartments, Chalk Farm Road to a point 3.5 metres north-west of the north-western kerb-line of Belmont Street; (2) from a point 1.5 metres south-east of the south-eastern kerb-line of Belmont Street to a point 7 metres south-east of the common boundary of Nos. 67-70 and 71 Chalk Farm Road; (3) from a point 12 metres south-east of the eastern kerb-line of Ferdinand Street to a point 1.5 metres north-west of the common boundary of Nos. 40 and 41 Chalk Farm Road; and (4) from a point 18.5 metres north-west of the north-western kerb-line of Harmood Street to a point 7.5 metres south-east of the south-eastern kerb-line of Hartland Street (bypassing the bus stop outside No. 34 Chalk Farm Road);

Chalk Farm Road – south-west side, north-westbound cycle tracks comprising a 1.8 metre wide corridor within the south-western footway aligned with the south-western kerb, extending: (1) from a point 18 metres north-west of the north-western kerb-line of the vehicular access to ‘The Stables Market’ Chalk Farm Road to a point 0.5 metres north-west of a point opposite the common boundary of Nos. 37 and 38 Chalk Farm Road; (2) from a point 2.5 metres south-east of a point opposite the common boundary of Nos. 40 and 41 Chalk Farm Road to a point 24.5 metres south-east of the south-eastern kerb-line of Juniper Crescent; (3) from a point 32 metres north-west of the north-western kerb-line of Juniper Crescent to a point 31 metres south-east of the south-eastern kerb-line of the south-eastern kerb-line of the vehicular access to No. 100 Chalk Farm Road; (4) from a point 2 metres north-west of the north-western kerb-line of the vehicular access to No. 100 Chalk Farm Road north-westward for a distance of 30 metres; and (5) from a point 50 metres south-east of the south-eastern kerb-line of Regent’s Park Road to a point 3 metres south-east of that kerb-line;

Haverstock Hill - north-east side, a south-eastbound cycle track comprising a 1.8 metre wide corridor within the north-eastern footway aligned with the north-eastern kerb, extending from a point 8.5 metres south-east of the south-eastern kerb-line of Prince of Wales Road to the common boundary of Nos. 18a and 20 Haverstock Hill;

Haverstock Hill – south-west side, a north-westbound cycle comprising a 1.8 metre wide corridor within the south-western footway aligned with the south-western kerb, extending from a point 43 metres north-west of the north-western wall of Chalk Farm Underground Station to a point 13 metres south-east of a point opposite the south-eastern kerb-line of Prince of Wales Road.

Where applicable, informal pedestrian crossing points with 'zebra' type markings would be provided across the cycle tracks to enable pedestrians to access bus stops located at the carriageway kerbside within the above lengths of street. These cycle tracks would supersede the existing on-carriageway 'kerb and wand' cycle segregation measures in the above parts of Chalk Farm Road and Haverstock Hill.

Speed tables:

Further notice is hereby given that the Council of the London Borough of Camden propose to construct speed tables of flat-top construction, having a maximum height level with the surrounding kerb and, unless otherwise so specified, covering the entire width of the carriageway under sections 90A to 90E of the Highways Act 1980 and in accordance with the provisions of the Highways (Road humps) Regulations 1999, at the following locations:-

Belmont Street – providing a continuous footway surface at its junction with Chalk Farm Road, extending from the north-eastern kerb-line of Chalk Farm Road north-eastward for a distance of 9 metres, including both ramps;

Chalk Farm Road – at the existing 'zebra' pedestrian location outside Nos. 18-19 Chalk Farm Road, extending from a point 3.3 metres south-east of the south-eastern kerb-line of Hawley Road south-eastward for a distance of 12 metres, including both ramps;

Chalk Farm Road – at an informal pedestrian crossing point providing access to a bus stop across the mandatory south-eastbound cycle lane fronting Stockholm Apartments, covering the full width of the cycle lane and extending from a point 29.5 metres north-west of the south-eastern wall of Stockholm Apartments south-eastward for a distance of 7.3 metres;

Chalk Farm Road – at an informal pedestrian crossing point providing access to a bus stop across the mandatory south-eastbound cycle lane fronting Nos. 54-62 Chalk Farm Road covering the full width of the cycle lane and extending from a point 5 metres south-east of the north-western wall of Nos. 60-62 Chalk Farm Road south-eastward for a distance of 7 metres;

Harmood Street – providing a continuous footway surface at its junction with Chalk Farm Road, extending from the north-eastern kerb-line of Chalk Farm Road north-eastward for a distance of 10.5 metres, including both ramps;

Hartland Street – providing a continuous footway surface at its junction with Chalk Farm Road, extending from the north-eastern kerb-line of Chalk Farm Road north-eastward for a distance of 10 metres, including both ramps;

Regent's Park Road – at its junction with Chalk Farm Road and Haverstock Hill, extending from the south-western kerb-line of Chalk Farm Road south-westward for a distance of 12 metres, including both ramps.

Copies of the proposed Orders, a plan indicating the proposals, and other documents relating to the Orders may be obtained by contacting traffic.orders@camden.gov.uk or inspected at [camden.gov.uk/recently-advertised-proposals](https://www.camden.gov.uk/recently-advertised-proposals) or may be inspected in person by appointment only at 5 Pancras Square, London, N1C 4AG, between the hours of 9 am and 5 pm on Mondays to Fridays excluding bank and public holidays (please contact traffic.orders@camden.gov.uk to arrange an appointment). Any person wishing to object or make representations in respect of the proposed Orders should send comments in writing, giving reasons for any objection to traffic.orders@camden.gov.uk or by post to FREEPOST LBC TRANSPORT STRATEGY, to be received by the end of 22 December 2023.

Peter Mardell – Head of Parking Operations

30 November 2023

CHALK FARM ROAD SAFE AND HEALTHY STREETS

STATEMENT OF REASONS

Under paragraph 2(d) in Schedule 2 to the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

1. Project Background

- 1.1. Chalk Farm Road provides a strategically important connection to and from high priority cycle routes on Prince of Wales Road and Haverstock Hill, which were identified in Transport for London's temporary and future strategic cycle network analysis for cycle improvements.
- 1.2. In response to the Covid-19 pandemic and in line with the aims and ambitions of the Camden Transport Strategy, a decision was made to implement a trial scheme to improve walking and cycling conditions along Chalk Farm Road. This scheme was implemented under an Experimental Traffic Order (ETO) in July 2020. The ETO came into force on 23 July 2020 for a maximum period of 18 months. Details of this scheme is available online [here](#).
- 1.3. The trial comprised of 'kerb and wand' segregated cycle lanes in both directions on Chalk Farm Road/ Haverstock Hill (between the junctions of Castlehaven Road and Prince of Wales Road), removal of parking spaces, conversion of existing bus stops to bus stop bypasses, several changes to existing pedestrian crossings and junction improvements.
- 1.4. Following a successful trial period and public consultation on a set of proposed changes, the council now has approval to implement a permanent scheme on Chalk Farm Road which requires a new Traffic Management Order (TMO) for additional features. Details of the decision is available online [here](#).

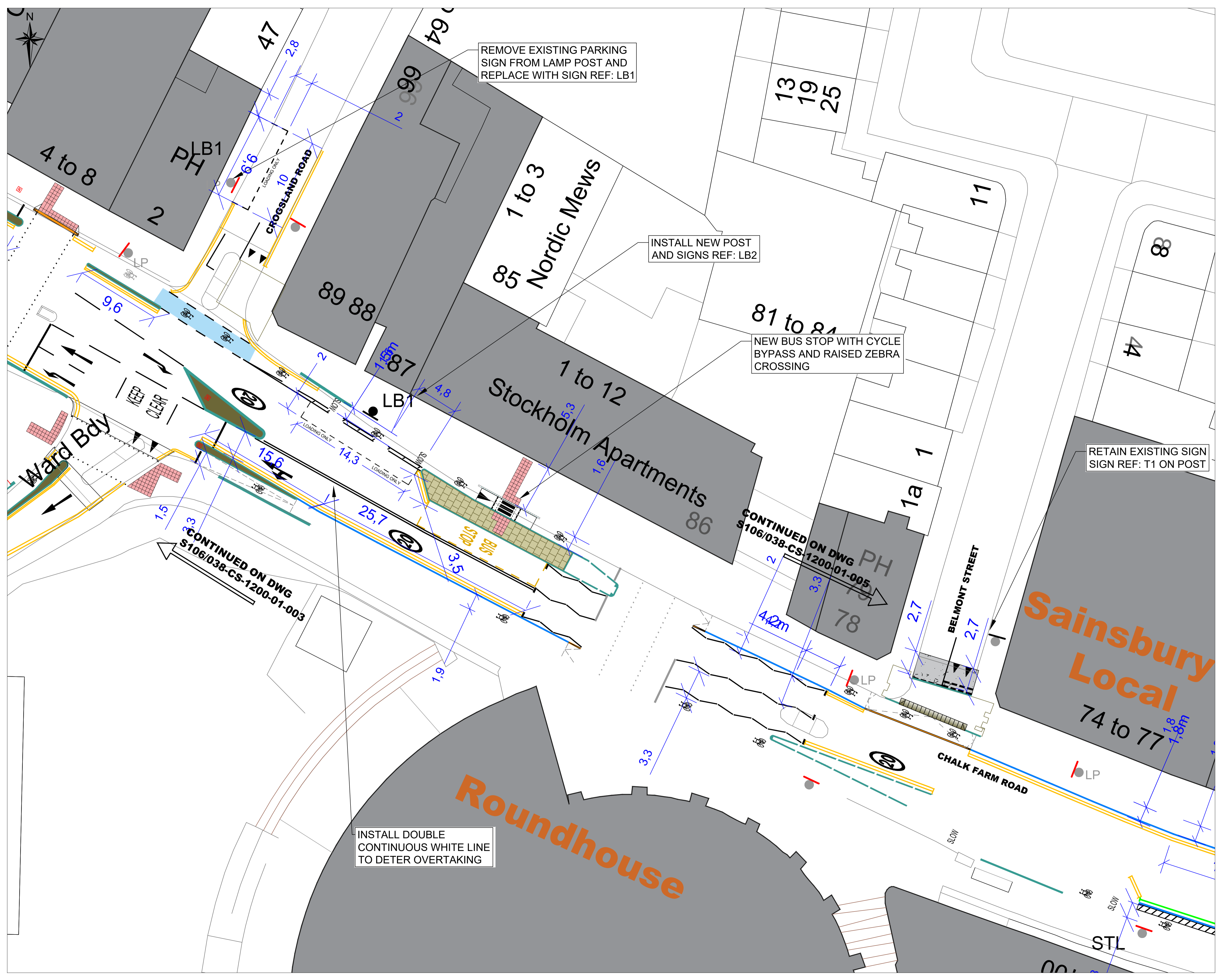
2. Summary of Changes and Reasoning

- 2.1. The section below outlines the TMO changes required to implement the scheme and the associated reasons for these changes.
 - 2.1.1. Replace the zebra crossing outside Camden Market, northwest of Harmood Street, with a signalised pedestrian crossing. This would provide a safer crossing for people accessing the market and adjacent bus stops.
 - 2.1.2. Replace the temporary 'kerb and wand' segregated cycle lanes between Castlehaven Road and Prince of Wales Road with 'stepped cycle tracks'. This is because 'kerb and wands' get dirty quickly and are easily broken, and stepped cycle tracks provide a better ride quality and a more useable width. This can also improve emergency vehicle response times (vehicles can pull over onto the cycle tracks to allow emergency vehicles through). Providing raised stepped cycle tracks would also bring the cycling facilities

up to the same standard as the other implemented cycling facilities (and those under construction) on the borough's primary cycling network.

- 2.1.3. Relocate Bus Stop CD to east of Crogsland Road and convert into a bus stop bypass. Although the relocated bus stop would be 450 metres from the previous stop, it would be better located for passengers visiting the local shops, venues and roads on the northern part of Chalk Farm Road. This would also reduce overcrowding of pedestrians in front of the Haverstock School entrance.
- 2.1.4. Relocate taxi facilities outside Camden Market to near to the Roundhouse, and share with new 'timed' loading bay. This is to accommodate continuity of the cycle track. On Monday to Friday, the taxi bay is operational from 7:00 PM to 7:00 AM, and outside these hours it is designated for loading only. On Saturday and Sunday, the taxi bay is operational from 10:00 AM to 4:00 AM, and outside these hours it is designated for loading only.
- 2.1.5. Install eight new benches to provide opportunities to rest, particularly for elderly and people with disabilities.
- 2.1.6. Plant 15 new trees to help improve air quality, biodiversity, shade, drainage, and enhance the public realm.
- 2.1.7. Plant new low level planting areas on sections of new and existing bus stops bypasses. This is to improve biodiversity and sustainable drainage.
- 2.1.8. Improve junction layout at Haverstock Hill/ Chalk Farm Road/ Adelaide Road/ Regents Park Road/ Crogsland Road, including new signalised pedestrian crossing and dedicated signal stages for cycles. This would help reduce through-traffic in the Eton Road/ Steele's Road area, by allowing safer vehicle turning movements to and from Adelaide Road. The improved junction would also provide a safer and easier environment for walking and cycling.
- 2.1.9. Install new 'kerb and wand' segregated cycle lane along the remaining section of Regents Park Road to provide a continuous, segregated cycle connection from the bridge to Chalk Farm Road.
- 2.1.10. Remove the inset (on footway) motorcycle bay on Regents Park Road near the junction with Haverstock Hill. This is to accommodate the continuity of the segregated cycle lane.
- 2.1.11. Install new continuous footways across Belmont Street, Harmood Street and Hartland Road. This is to reduce vehicle speeds and provide pedestrian priority.

- 2.1.12. Install new signalised pedestrian crossing outside 2 Haverstock Hill (The Enterprise Bar & Hotel) to provide safer access and accessibility for pedestrians.
 - 2.1.13. Install blue surfacing with cycle logos across junctions and side roads to highlight the presence of the cycle lane to drivers turning in and out of side roads and improve road safety.
 - 2.1.14. Install five new cycle parking facilities at two locations along the main corridor to allow people to park their cycles when visiting the area.
 - 2.1.15. Install a new bus stop bypass between the junctions of Harwood Street and Hartland Road, following feedback from residents and TfL, to better serve bus routes from Ferdinand Street and provide better access for pedestrians visiting Camden Market and nearby attractions. This would require the current zebra crossing to be removed and a new signalised pedestrian crossing 40 metres to the west to ensure pedestrians can cross the road safely.
 - 2.1.16. Install double yellow lines with double kerb markings (no parking/waiting at any time) throughout the route to prevent vehicles from parking and loading on the cycle lanes and ensure visibility as recommend in the Highway Code.
- 2.2. In addition, Officers are proposing to make the following minor amendment to the proposals at the detailed design stage. Details of the decision is available online [here](#). The design change is summarised below:
- 2.2.1. Convert two residents permit bays on the south-west side of Crogsland Road near the junction with Chalk Farm Road/ Haverstock Hill into a 24 hour loading only bay. This measure would allow The Enterprise Bar & Hotel to have closer access to the cellar hatch on Haverstock Hill for deliveries.



REMOVE EXISTING PARKING SIGN FROM LAMP POST AND REPLACE WITH SIGN REF: LB1

INSTALL NEW POST AND SIGNS REF: LB2

NEW BUS STOP WITH CYCLE BYPASS AND RAISED ZEBRA CROSSING

RETAIN EXISTING SIGN SIGN REF: T1 ON POST

INSTALL DOUBLE CONTINUOUS WHITE LINE TO DETER OVERTAKING

- KEY:**
- Install new post and sign (check signage reference)
 - Install new sign on existing post
 - Install new sign on existing lamp post
 - Remove post to tip and sign to storage
 - Remove post to tip
 - Remove sign form existing post to storage
 - Remove sign form existing lamp post to storage
 - New loading bay markings or existing markings to be refreshed
 - New parking bay markings or existing markings to be refreshed
 - Bay markings to be removed
 - New double yellow line & double kerb blip markings
 - New yellow line termination markings
 - New single yellow line or existing line to be refreshed
 - New single yellow line & single kerb blip markings
 - New kerb line
 - New stepped cycle kerb line (square section 200mm x 300mm kerbs)
 - Dropped kerb for access

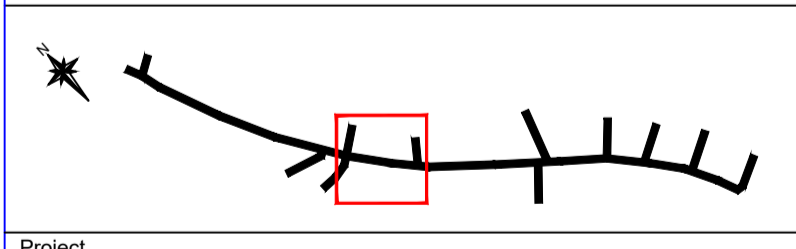
- T1**
- Loading signage (Mon-Fri 8.30am-11pm, Sat-Sun 9.30am-11pm)
 - LB1 Loading signage (10am-Noon, 2pm-4pm, (No waiting and loading Noon-2pm, 4pm-10am))
 - LB2 Loading signage (10am-Noon, 2pm-4pm, (No waiting and loading Noon-2pm, 4pm-10am))
 - STL Shared taxi and loading signage ((Taxi) Mon-Fri 7pm-7am, Sat-Sun 10am-4am, (Loading) Mon-Fri 7am-7pm, Sat-Sun 4am-10am)
 - S4-00 Remove existing parking sign to storage
 - ABS310 Remove existing Covid 19 sign below to storage

- New Dutch kerbs**
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B	LM	23-08-23	Signal designs, minor kerb line and road marking revisions
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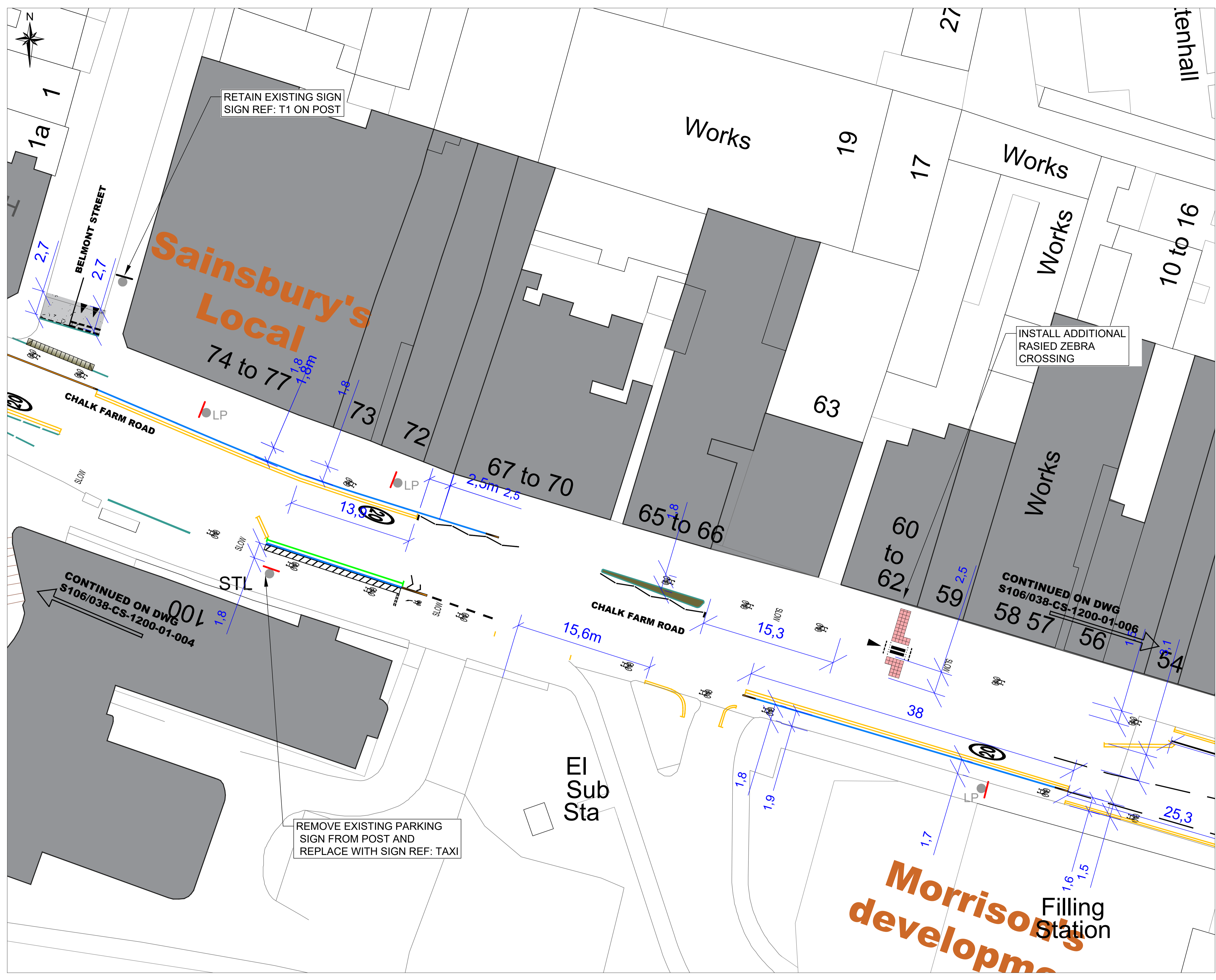
Rev	By	Date	Amendments

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Project
CHALK FARM ROAD / HAVERSTOCK HILL STEPPED CYCLE TRACKS AND JUNCTIONS IMPROVEMENTS

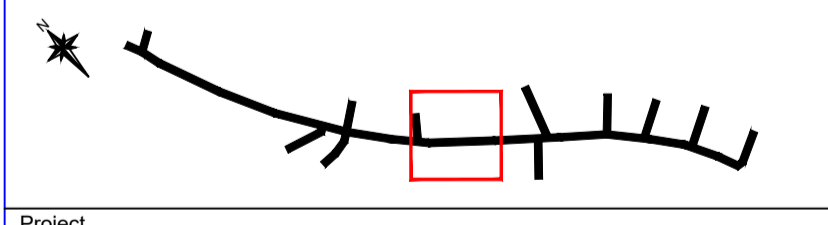
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Checked By	Dwg Name CHALK FARM ROAD TMO
Drawing Location P:\TE***	
Drawing Number S106/038-CS-1200-04	Rev. -



- KEY:**
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 - Install new sign on existing post
 - Install new sign on existing lamp post
 - Remove post to tip and sign to storage
 - Remove post to tip
 - Remove sign form existing post to storage
 - New loading bay markings or existing markings to be refreshed
 - Refresh bay markings or existing markings to be refreshed
 - Bay markings to be refreshed
 - Bay markings to be removed
 - New double yellow line & double kerb blip markings
 - New yellow line termination markings
 - New single yellow line or existing line to be refreshed
 - New single yellow line & single kerb blip markings
 - New kerb line
 - New stepped cycle kerb line (square section 200mm x 300mm kerbs)
 - Dropped kerb for access
- T1**
- LB1** Loading signage (Mon-Fri 8.30am-11pm, Sat-Sun 9.30am-11pm)
- LB2** Loading signage (10am-Noon, 2pm-4pm, (No waiting and loading Noon-2pm, 4pm-10am))
- STL** Shared taxi and loading signage (Taxi) Mon-Fri 7pm-7am, Sat-Sun 10am-4am; (Loading) Mon-Fri 7am-7pm, Sat-Sun 4am-10am)
- S4-0** Remove existing parking sign to storage
- ABS310** Remove existing Covid 19 sign below to storage
- LD** New Dutch kerbs

Rev	By	Date	Amendments

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Project
**CHALK FARM ROAD / HAVERSTOCK HILL
 STEPPED CYCLE TRACKS
 AND JUNCTIONS IMPROVEMENTS**

Drawing Title
**TMO
 DETAILS**

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Drawn By LM	File Ref
Checked By	Dwg Name CHALK FARM ROAD TMO
Drawing Location P:\ATE****	Drawing Number S106/038-CS-1200-05
	Rev. -



- KEY:**
- Install new post and sign (check signage reference)
 - Install new sign on existing post
 - Install new sign on existing lamp post
 - Remove post to tip and sign to storage
 - Remove post to tip
 - Remove sign form existing post to storage
 - New loading bay markings or existing markings to be refreshed
 - New parking bay markings or existing markings to be refreshed
 - Bay markings to be removed
 - New double yellow line & double kerb blip markings
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- ABS310 Remove existing Covid 19 sign below to storage

New Dutch kerbs

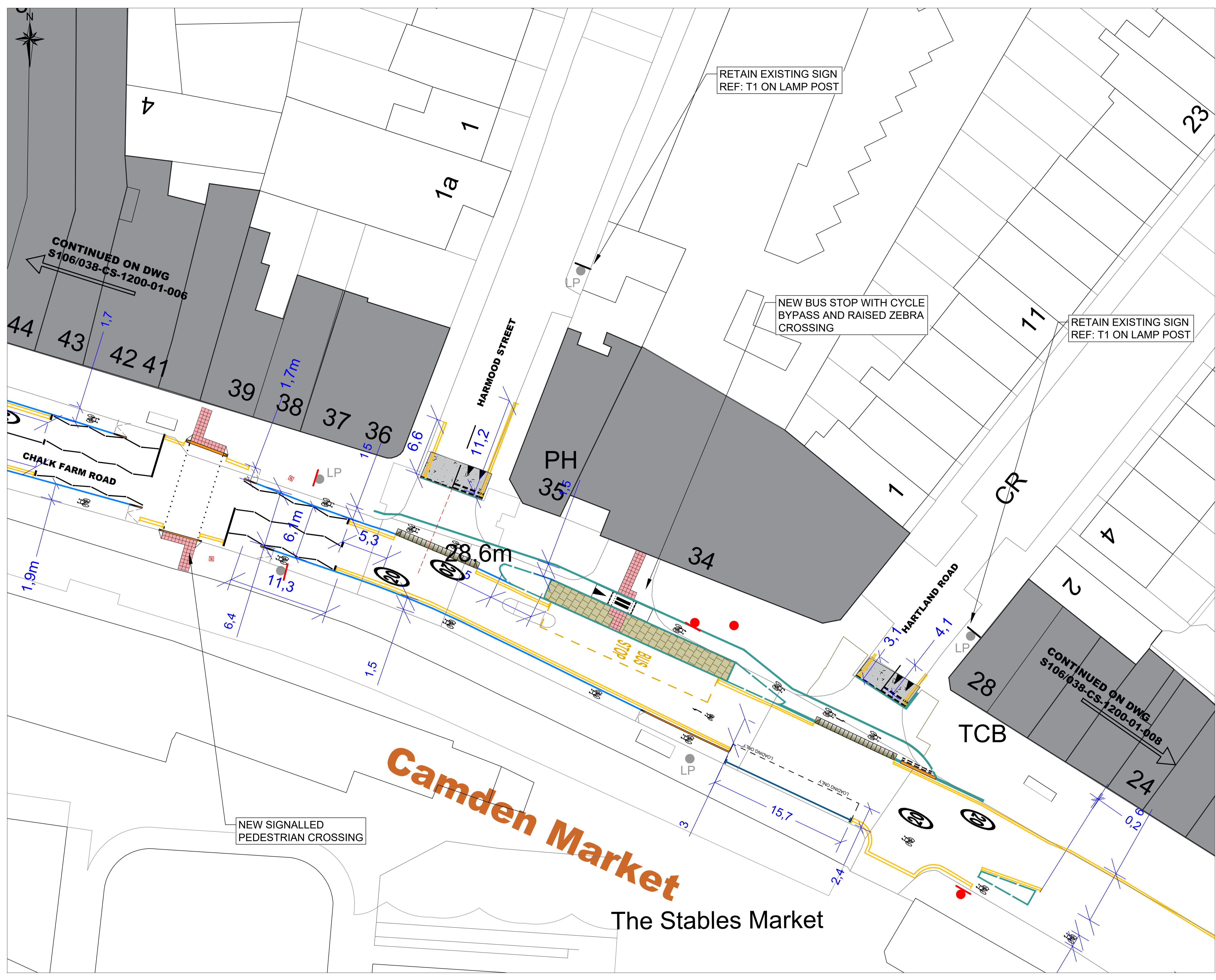
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Project
 CHALK FARM ROAD / HAVERSTOCK HILL
 STEPPED CYCLE TRACKS
 AND JUNCTIONS IMPROVEMENTS

Drawing Title
 TMO
 DETAILS

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Drawn By LM	File Ref
Checked By	Dwg Name CHALK FARM ROAD
Drawing Location P:\TE***	Drawing Number S106/038-CS-1200-06
	Rev. -



- KEY:**
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 - Install new sign on existing post
 - Install new sign on existing lamp post
 - Remove post to tip and sign to storage
 - Remove post to tip
 - Remove sign form existing post to storage
 - Remove sign form existing lamp post to storage
 - New loading bay markings or existing markings to be refreshed
 - New parking bay markings or existing markings to be refreshed
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New Dutch kerbs

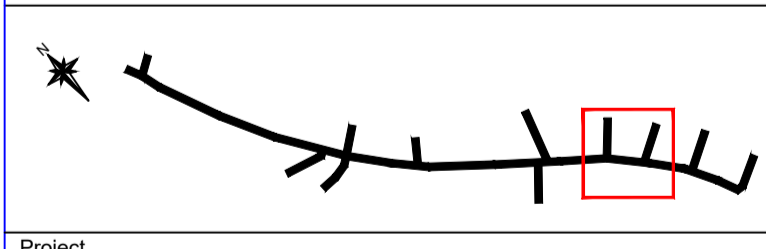
RETAIN EXISTING SIGN REF: T1 ON LAMP POST

NEW BUS STOP WITH CYCLE BYPASS AND RAISED ZEBRA CROSSING

RETAIN EXISTING SIGN REF: T1 ON LAMP POST

Rev	By	Date	Amendments

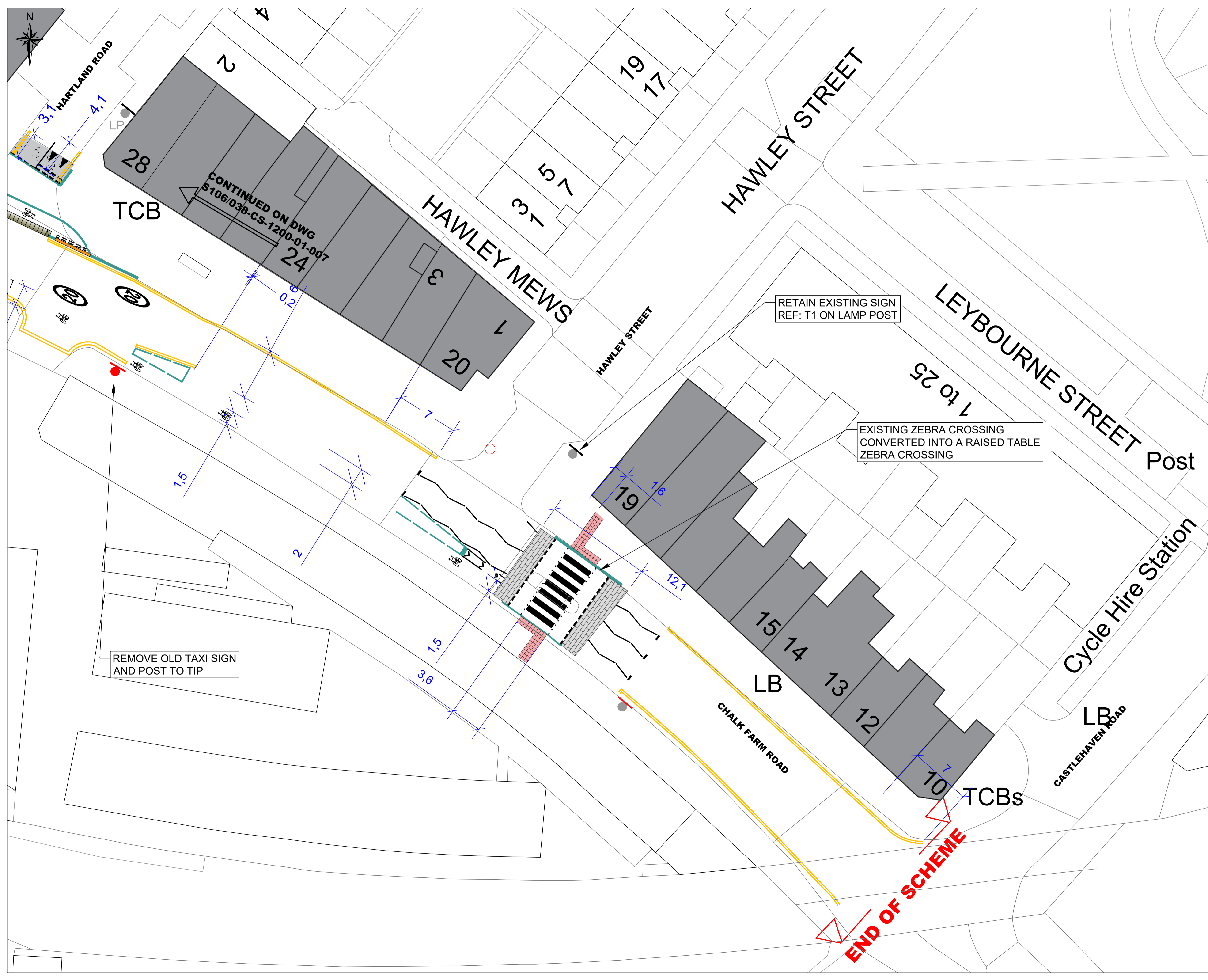
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Project
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 STEPPED CYCLE TRACKS
 AND JUNCTIONS IMPROVEMENTS

Drawing Title
 TMO
 DETAILS

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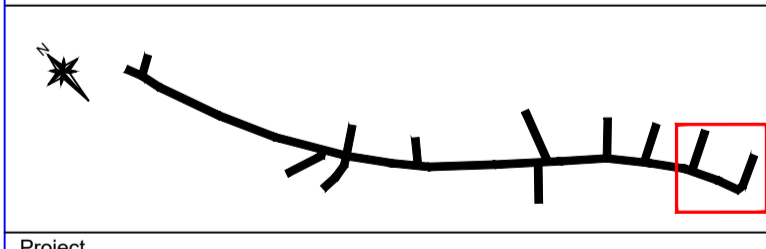


- KEY:**
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- T1** Retain existing sign
- LB1** Loading signage (Mon-Fri 8.30am-11pm, Sat-Sun 9.30am-11pm)
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Drawing Number S106/038-CS-1200-08	Rev. -



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- New loading bay markings or existing markings to be refreshed
- New parking bay markings or existing markings to be refreshed
- Bay markings to be removed
- New double yellow line & double kerb blip markings
- New yellow line termination markings
- New single yellow line or existing line to be refreshed
- New single yellow line & single kerb blip markings
- New kerb line
- New stepped cycle kerb line (square section 200mm x 300mm kerbs)
- Dropped kerb for access

T1

LB1 Loading signage (Mon-Fri 8.30am-11pm, Sat-Sun 9.30am-11pm)

LB2 Loading signage (10am-Noon, 2pm-4pm, (No waiting and loading Noon-2pm, 4pm-10am))

STL Shared taxi and loading signage ((Taxi) Mon-Fri 7pm-7am, Sat-Sun 10am-4am; [Loading] Mon-Fri 7am-7pm, Sat-Sun 4am-10am)

S4-0 Remove existing parking sign to storage

ABS310 Remove existing Covid 19 sign below to storage

LD New Dutch kerbs

Rev	By	Date	Amendments

Camden
Design Team
 Transport Strategy Service
 London Borough of Camden
 5 Pancras Square
 Tel 020 7974 5551, Fax 020 7974 6952
 DX 2106 Euston, Minicom 020 7974 6866



Project
**CHALK FARM ROAD / HAVERSTOCK HILL
 STEPPED CYCLE TRACKS
 AND JUNCTIONS IMPROVEMENTS**

Drawing Title
**TMO
 DETAILS**

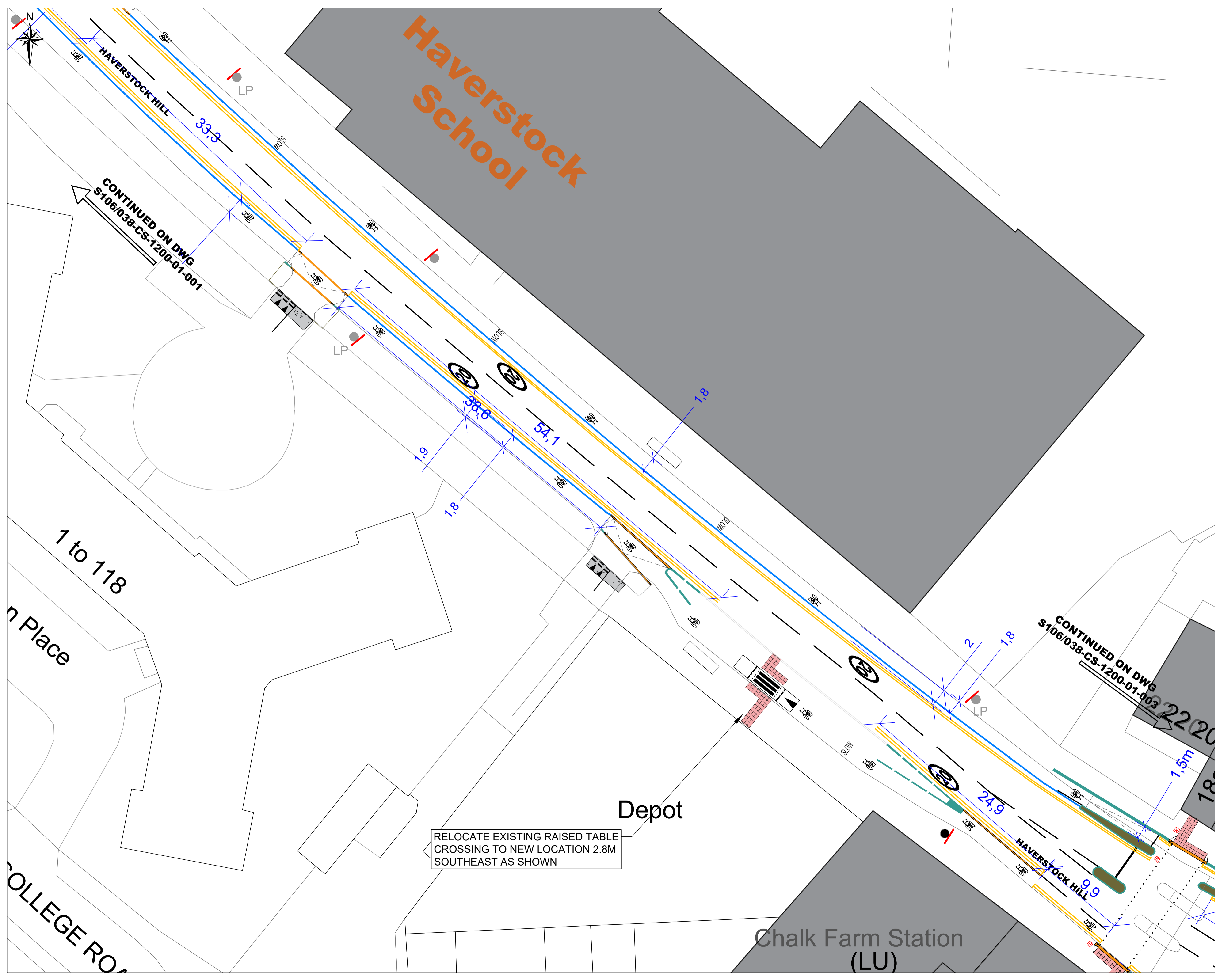
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Drawn By LM	File Ref
Checked By	Dwg Name CHALK FARM ROAD TMO

Drawing Location
P:ATE****

Drawing Number
S106/038-CS-1200-01

Rev.
-



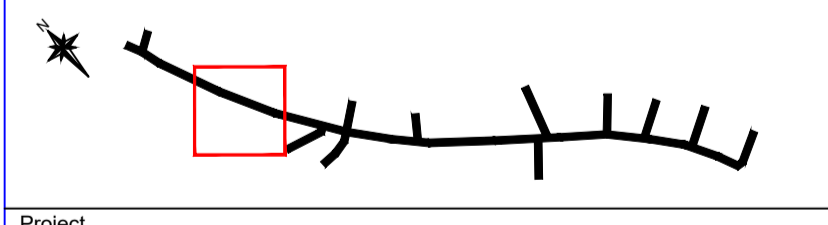


- KEY:**
- Install new post and sign (check signage reference)
 - Install new sign on existing post
 - Install new sign on existing lamp post
 - Remove post to tip and sign to storage
 - Remove post to tip
 - Remove sign form existing post to storage
 - Remove sign form existing lamp post to storage
 - New loading bay markings or existing markings to be refreshed
 - New parking bay markings or existing markings to be refreshed
 - Bay markings to be refreshed
 - New double yellow line & double kerb blip markings
 - New yellow line termination markings
 - New single yellow line or existing line to be refreshed
 - New single yellow line & single kerb blip markings
 - New kerb line
 - New stepped cycle kerb line (square section 200mm x 300mm kerbs)
 - Dropped kerb for access

- T1
- LB1 Loading signage (Mon-Fri 8.30am-11pm, Sat-Sun 9.30am-11pm)
- LB2 Loading signage (10am-Noon, 2pm-4pm, (No waiting and loading Noon-2pm, 4pm-10am))
- STL Shared taxi and loading signage ((Taxi) Mon-Fri 7pm-7am, Sat-Sun 10am-4am, (Loading) Mon-Fri 7am-7pm, Sat-Sun 4am-10am)
- S4-G-0 Remove existing parking sign to storage
- ABS31-0 Remove existing Covid 19 sign below to storage

Rev	By	Date	Amendments

Camden
Design Team
 Transport Strategy Service
 London Borough of Camden
 5 Pancras Square
 Tel 020 7974 5551, Fax 020 7974 6952
 DX 2106 Euston, Minicom 020 7974 6866



Project
**CHALK FARM ROAD / HAVERSTOCK HILL
 STEPPED CYCLE TRACKS
 AND JUNCTION IMPROVEMENTS**

Drawing Title
**TMO
 DETAILS**

Scale 1 : 200 @ A1	Date SEP 23
Drawn By LM	File Ref
Checked By	Dwg Name CHALK FARM ROAD TMO
Drawing Location PATE****	Drawing Number
Drawing Number S106/038-CS-1200-02	Rev. -

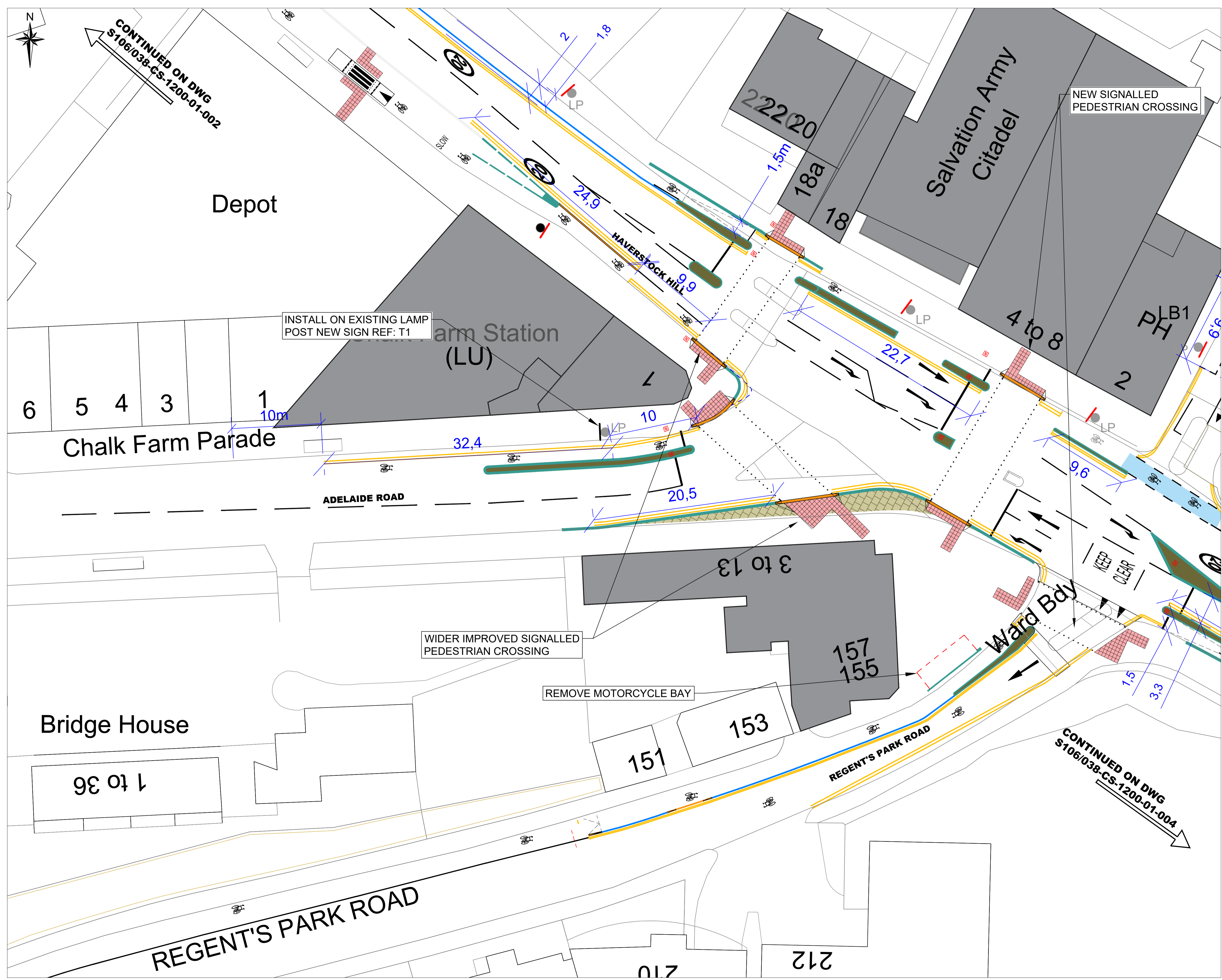
RELOCATE EXISTING RAISED TABLE
 CROSSING TO NEW LOCATION 2.8M
 SOUTHEAST AS SHOWN

CONTINUED ON DWG
 S106/038-CS-1200-01-003

CONTINUED ON DWG
 S106/038-CS-1200-01-001



**CONTINUED ON DWG
S106/038-CS-1200-01-002**



**INSTALL ON EXISTING LAMP
POST NEW SIGN REF: T1**

**WIDER IMPROVED SIGNALLED
PEDESTRIAN CROSSING**

REMOVE MOTORCYCLE BAY

**NEW SIGNALLED
PEDESTRIAN CROSSING**

- KEY:**
- Install new post and sign (check signage reference)
 - Install new sign on existing post
 - Install new sign on existing lamp post
 - Remove post to tip and sign to storage
 - Remove post to tip
 - Remove sign form existing post to storage
 - Remove sign form existing lamp post to storage
 - New loading bay markings or existing markings to be refreshed
 - New parking bay markings or existing markings to be refreshed
 - Bay markings to be removed
 - New double yellow line & double kerb blip markings
 - New yellow line termination markings
 - New single yellow line or existing line to be refreshed
 - New single yellow line & single kerb blip markings
 - New kerb line
 - New stepped cycle kerb line (square section 200mm x 300mm kerbs)
 - Dropped kerb for access

- T1**
- LB1** Loading signage (Mon-Fri 8.30am-11pm, Sat-Sun 9.30am-11pm)
- LB2** Loading signage (10am-Noon, 2pm-4pm, (No waiting and loading Noon-2pm, 4pm-10am))
- STL** Shared taxi and loading signage ((Taxi) Mon-Fri 7pm-7am, Sat-Sun 10am-4am, (Loading) Mon-Fri 7am-7pm, Sat-Sun 4am-10am)
- S4-Q** Remove existing parking sign to storage
- ABS310** Remove existing Covid 19 sign below to storage
- LDL** New Dutch kerbs

Rev	By	Date	Amendments

Camden
Design Team
 Transport Strategy Service
 London Borough of Camden
 5 Pancras Square
 Tel 020 7974 5551, Fax 020 7974 6952
 DX 2106 Euston, Minicom 020 7974 6866

Project
**CHALK FARM ROAD / HAVERSTOCK HILL
 STEPPED CYCLE TRACKS
 AND JUNCTIONS IMPROVEMENTS**

Drawing Title
**TMO
 DETAILS**

Scale 1 : 200 @ A1	Date JUN 2022
Drawn By LM	File Ref
Checked By	Dwg Name CHALK FARM ROAD TMO
Drawing Location P/ATE****	Drawing Number S106/038-CS-1200-03
	Rev.

**CONTINUED ON DWG
S106/038-CS-1200-01-004**

The Camden (Parking Places) (CA-F) (Amendment No. **) Traffic Order 202*

202* No. ***

Crogsland Road

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. ***

The Camden (Parking Places) (CA-F) (Amendment No. **)
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 sections 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

1.1 This Order may be cited as the Camden (Parking Places) (CA-F) (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 (Parking Places) (CA-F) Traffic Order 2012².

2.2 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;

2.3 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.

Revocation

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 designation by the Order of 2012 of the parking place numbered 11691 in Schedule 1 thereto is hereby revoked.

¹ 1983 c.27

² LBC 2012/6

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

The Camden (Loading Places) (Amendment No. **) Traffic Order 202*

202* No. ***

**Chalk Farm Road
Crogsland Road**

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. ***

The Camden (Loading Places) (Amendment No. **)
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 sections 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

1.1 This Order may be cited as the Camden (Loading Places) (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 (Loading Places) Traffic Order 2012², as amended by the Camden (Chalk Farm Road and Neighbouring Streets) Traffic Order 2022³;

2.2 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.

2.3 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 2012/21

³ LBS 2022/5

Amendment of the Order of 2012

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 2012 shall have effect as though:

- (a) the items numbered 13627 and 13749 in Schedule 1 to that Order were omitted; and
- (b) there were added to Schedule 1 to that Order, the items *****, *****, ***** and ***** and set out in the Schedule to this Order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE – LOADING PLACES

ADDITION TO SCHEDULE 1 TO THE ORDER OF 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
*****	CHALK FARM ROAD	north-east side, from a point 12 metres south-east of the south-eastern kerb-line of Crogsland Road south-eastward for a distance of 14.3 metres	AT ANY TIME
*****	CHALK FARM ROAD	south-west side, from a point 2.5 metres north-west of the north-western kerb-line of the vehicular access to No. 100 Chalk Farm Road north-westward for a distance of 16.3 metres	MONDAY – FRIDAY 7AM – 7PM SATURDAY AND SUNDAY 4AM – 10AM
*****	CHALK FARM ROAD	south-west side, from a point 2 metres north-west of the north-western kerb-line of the vehicular access to 'The Stables Market', Chalk Farm Road north-westward for a distance of 16 metres.	MONDAY – SUNDAY 10AM – NOON, 2PM – 4PM
*****	CROGSLAND ROAD	north-west side: from a point 12 metres north-east of the north-eastern kerb-line of Haverstock Hill north-eastward for a distance of 10 metres.	AT ANY TIME

The Camden (Taxi Stopping Areas) (No. 1) Traffic Order 202*

202* No. ***

Chalk Farm Road

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. ***

The Camden (Taxi Stopping Areas) (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 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

1.1 This Order may be cited as the Camden (Taxi Stopping Areas) (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;

“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

“taxi” has same meaning as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016²;

“no stopping hours”, in relation to a taxi stopping area, means the period specified in column 3 of an item in the Schedule to this Order;

“taxi stopping area” means an area of highway described in column 2 of an item in the Schedule to this Order which is reserved for use by taxis only during the no stopping hours, and in which stopping by vehicles other than taxis is prohibited.

2.2 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.

¹ 1984 c.27

² SI 2016/362

- 2.3 For the purposes of this Order a vehicle shall be deemed to be stopped in a taxi stopping area if the vehicle is stationary and any point of the taxi stopping area is below the vehicle or its load.

Restrictions – taxi stopping areas

- 3.1 No person shall cause any vehicle other than a taxi to stop in a taxi stopping area during the no stopping hours.

Exemptions

- 4.1 Nothing in Article 3.1 shall apply in relation to:-

- (a) to any vehicle being used for fire brigade or police purposes;
- (b) to any vehicle being used in the service of the Council in pursuance of its statutory powers or duties provided that in all the circumstances it is reasonably necessary in the exercise of such powers or in the performance of such duties for the vehicle to stop in a taxi stopping area;
- (c) to any vehicle being used in or adjacent to a taxi stopping area, in connection with any building operation, demolition or excavation, the removal of any obstruction to traffic, the maintenance, improvement, reconstruction, cleansing or lighting of a street, the laying, erection, alteration or repair 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, if the vehicle cannot conveniently and lawfully be used for that purpose in any part of a street which is not a taxi stopping area during the no stopping hours;
- (d) in any case where the person in control of the vehicle is required by law to stop or is obliged to do so in order to avoid an accident;
- (e) in any case where the person in control of the vehicle is obliged to stop by circumstances beyond that person's control;
- (f) to anything done with the permission or at the direction of a police constable or a civil enforcement officer in uniform.

Power to suspend a taxi stopping area

- 5.1 Any person authorized by the Council or the Chief of Police of the Metropolis may suspend the use of a taxi stopping area or any part thereof whenever that person considers such suspension necessary -
- (a) for the purpose of facilitating the movement of traffic or promoting its safety;
 - (b) for any purpose referred to in Article 4.1(b) or (c);
 - (c) for the convenience of occupiers of premises adjacent to the taxi stopping area on any occasion of the removal of furniture to or from one office or dwelling-house adjacent to the taxi stopping area from or to a depository, another office or dwelling-house;
 - (d) on any occasion on which it is likely by reason of some special attraction that any street will be thronged or obstructed; or

- (e) for the convenience of occupiers of premises adjacent to the taxi stopping area at times of weddings or funerals, or on other special occasions.
- 5.2 A police constable in uniform may suspend for not longer than twenty-four hours the use of a taxi stopping area or any part thereof whenever that person considers such suspension reasonably necessary for the purpose of facilitating the movement of traffic or promoting its safety.
- 5.3 The suspension of a taxi stopping area or part thereof shall be indicated by the placement in or adjacent to the loading place of traffic signage of such type as may be prescribed or authorised under section 64 or 65 of the Road Traffic Regulation 1984 indicating that stopping or waiting by vehicles is prohibited and the Council may temporarily remove or replace any permanent traffic signage in order to convey the same effect.
- 5.4 No person shall cause or permit a vehicle to stop or wait in any part of a taxi stopping area during such period as there is in or adjacent to that taxi stopping area a traffic sign placed in pursuance of Article 5.3.
- 5.5 Nothing in Article 5.4 shall apply in respect of any vehicle which is waiting for any reason specified in Article 5.1(b), (c) or (e) or with the permission of the person suspending the use of all or part of the taxi stopping area or a police constable in uniform or any person duly authorised by the Council.

Placing of traffic signs

- 6.1 The Council shall:
 - (a) cause the limits of each taxi stopping area to be indicated on the highway by placing and maintaining thereon traffic signs;
 - (b) place and maintain traffic signs in the vicinity of each taxi stopping area indicating that the taxi stopping area may only be used by taxis during the no stopping hours;
 - (c) carry out such other work as is reasonably required for the purpose of the satisfactory operation of a taxi stopping area.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE – TAXI STOPPING AREAS

Item No. 1	Taxi Stopping Area 2	No stopping hours 3
1.	CHALK FARM ROAD the south-west side, from a point 2.5 metres north-west of the north-western kerb-line of the vehicular access to No. 100 Chalk Farm Road north-eastward for a distance of 16.3 metres.	Monday to Friday: Midnight – 7 am, 7 pm – Midnight Saturday and Sunday: Midnight – 4 am, 10 am - Midnight

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. **) Traffic Order 202*

202* No. ***

**Adelaide Road
Chalk Farm Road
Crogsland Road
Harmood Street
Hartland Road
Haverstock Hill
Regent's Park Road**

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. ***

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area)
(Amendment No. **) 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 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

1.1 This Order may be cited as the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (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 (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012², as amended.

2.2 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.

2.3 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 2012/1

Amendment of the Order of 2012

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 2012 shall have effect as though:-

- (a) for the items numbered 7, 175, 237, 437, 442, 449 and 796 and set out in Schedule 1 to that Order there were substituted the items similarly numbered and set out in the Table in Schedule 1 to this Order;
- (b) for the items numbered 37, 98 and 176A and set out in Schedule 2 to that Order there were substituted the items similarly numbered and set out in Table 1 of Schedule 2 to this Order;
- (c) there were added to Schedule 2 to that Order the items ***, ***, ***, and *** and set out in Table 2 of Schedule 2 to this Order; and
- (d) the item numbered 11432 and set out in Schedule 5 to that Order were omitted.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE 1 – WAITING RESTRICTIONS

TABLE - ITEMS SUBSTITUTED IN SCHEDULE 1 TO THE ORDER OF 2012

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3 to the Order of 2012)
7.	ADELAIDE ROAD	
(a)	north and north-west side:	
(i)	from a point [^RR^] 16.5 metres east of a point opposite the north-western corner of the perimeter wall of Swiss Cottage School, Adelaide Road to a point 15.0 metres west of the eastern boundary wall of Visage Apartments;	2N
(ii)	from a point 15.0 metres west of the eastern boundary wall of Visage Apartments. to a point 32.0 metres north-east of the north-eastern kerb-line of Winchester Road;	A
(iii)	from a point 32.0 metres north-east of the north-eastern kerb-line of Winchester Road to a point 13.0 metres west of the eastern boundary of No. 180 Adelaide Road;	2N
(iv)	from a point 3.0 metres west of the eastern boundary of No. 180 Adelaide Road, westwards for a distance of 10 metres;	A
(v)	from a point 3.0 metres west of the eastern boundary of No. 180 Adelaide Road to a point level with the common boundary of Nos. 19 and 20 Brocas Close, Adelaide Road;	2N
(vi)	from the common boundary of nos19 and 20 Brocas Close, Adelaide Road to a point opposite a point level with the rear easternmost flank wall of 35 Quickswood;	A
(vii)	from a point level with the rear easternmost flank wall of 35 Quickswood to a point 5.20 metres west of a point opposite the rear easternmost flank wall of 65 Quickswood;	2N
(viii)	from a point 5.20 metres west of a point opposite the rear easternmost flank wall of 65 Quickswood to a point 12.3 metres west of the common boundary of Nos. 1-6 Johnson House and Rackstraw House, 40 Primrose Hill Road;	A

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3 to the Order of 2012)
(ix)	from a point 12.3 metres west of the common boundary of Nos. 1-6 Johnson House and Rackstraw House, 40 Primrose Hill Road to a point 35.0 metres west of the western kerb-line of Eton Road;	2N
(x)	from a point 35.0 metres west of the western kerb-line of Eton Road to a point 34.0 metres east of the eastern flank wall of Nos. 40-45 Beaumont Walk, Adelaide Road;	A
(xi)	from a point 34.0 metres east of the eastern flank wall of Nos. 40-45 Beaumont Walk, Adelaide Road to a point 7.0 metres east of a point opposite the eastern boundary wall of No. 23 Adelaide Road;	2N
(xii)	from the western boundary wall of No. 6 Chalk Farm Parade to a point 7.0 metres east of a point opposite the eastern boundary wall of No. 23 Adelaide Road;	A
(xiii)	from the western boundary wall of No. 6 Chalk Farm Parade to a point 54 metres west of the south-western kerb-line of Haverstock Hill;	2N
(xiv)	from a point 54 metres west of the south-western kerb-line of Haverstock Hill to its junction with Haverstock Hill;	A
(b)	south and south-east side:	
(i)	from a point [^RR^] 22.0 metres east of a point level with the north-western corner of the perimeter wall of Swiss Cottage School, Adelaide Road to a point 21.0 metres west of the eastern boundary wall of Visage Apartments;	2N
(ii)	from a point 21.0 metres west of a point opposite the eastern boundary wall of Visage Apartments to a point 30.0 metres north-east of the north-eastern kerb-line of Harley Road;	A
(iii)	from a point 30.0 metres north-east of the north-eastern kerb-line of Harley Road to the western kerb-line of Lower Merton Rise ;	2N
(iv)	from the eastern kerb-line of Lower Merton Rise, eastwards for a distance of 10 metres;	A

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3 to the Order of 2012)
(v)	from a point 10 metres east of the eastern kerb-line of Lower Merton Rise to a point opposite the common boundary wall of nos19 and 20 Brocas Close, Adelaide Road;	2N
(vi)	from the common boundary wall of Nos. 19 and 20 Brocas Close, Adelaide Road to a point level with the easternmost flank wall of 35 Quickswood;	A
(vii)	From a point 16.2 metres west of the westernmost flank wall of Blashford.to a point opposite the eastern flank wall of Nos. 40-45 Beaumont Walk, Adelaide Road ;	2N
(viii)	from a point opposite the eastern flank wall of Nos. 40-45 Beaumont Walk, Adelaide Road to a point opposite the common boundary of Constable House and Nos. 40-45 Beaumont Walk, Adelaide Road;	A
(ix)	from a point opposite the common boundary of Constable House and Nos. 40-45 Beaumont Walk, Adelaide Road to the western kerb-line of Bridge Approach;	2N
(x)	from the eastern kerb-line of Bridge Approach to its junction with Haverstock Hill.	A
175.	CHALK FARM ROAD	A
237.	CROGSLAND ROAD	
(a)	both sides: from the southern kerb line of Prince of Wales Road to a point 8 metres south of that kerb-line;	A
(b)	west and north-west side:	
(i)	from a point 8 metres south of the southern kerb line of Prince of Wales Road to a point 12 metres north-east of the north-eastern kerb-line of Chalk Farm Road;	3M
(ii)	from the north-eastern kerb-line of Chalk Farm Road to a point 12 metres north-east of that kerb-line;	A

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3 to the Order of 2012)
(c)	east and south-east side:	
(i)	from a point 8 metres south of the southern kerb line of Prince of Wales Road to a point 23 metres north-east of the north-eastern kerb-line of Chalk Farm Road;	3M
(ii)	from the north-eastern kerb-line of Chalk Farm Road to a point 23 metres north-east of that kerb-line.	A
437.	HARMOOD STREET	
(a)	north-west and west side:	
(i)	from the north-eastern kerb-line of Chalk Farm Road to a point 35 metres north-east of that kerb-line;	A
(ii)	from a point 35 metres north-east of the north-eastern kerb-line of Chalk Farm Road to the common boundary of Nos. 17 and 19 Harmood Street;	3M
(iii)	from the common boundary of Nos. 17 and 19 Harmood Street to a point 5 metres north of the common boundary of Nos. 33 and 35 Harmood Street;	A
(iv)	from a point 5 metres north of the common boundary of Nos. 33 and 35 Harmood Street to a point 5 metres south of the southern kerb line of Prince of Wales Road;	3M
(v)	from the southern kerb line of Prince of Wales Road to a point 5 metres south of that kerb-line;	A
(b)	south-east and east side:	
(i)	from the north-eastern kerb line of Chalk Farm Road to a point 19 metres north-east of that kerb-line;	A
(ii)	from a point 19 metres north-east of the north-eastern kerb line of Chalk Farm Road to a point 6 metres south of the southern kerb line of Prince of Wales Road;	3M

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3 to the Order of 2012)
(iii)	from the southern kerb line of Prince of Wales Road to a point 6 metres south of that kerb-line.	A
442	HARTLAND ROAD	
(a)	north-west side:	
(i)	from the north-eastern kerb line of Chalk Farm Road to a point 28 metres north-east of that kerb-line;	A
(ii)	from a point 28 metres north-east of the north-eastern kerb line of Chalk Farm Road to its junction with Lewis Street;	3M
(b)	south-east side:	
(i)	from the north-eastern kerb line of Chalk Farm Road to a point 27 metres north-east of that kerb-line;	A
(ii)	from a point 27 metres north-east of the north-eastern kerb line of Chalk Farm Road to its junction with Lewis Street.	3M
449	HAYERSTOCK HILL	
(a)	north-east side: from the north-western kerb-line of Crogsland Road to its junction with Rosslyn Hill;	A
(b)	south-west side: the north-western kerb-line of Regent's Park Road to the south-eastern kerb-line of Belsize Lane.	A
796	REGENT'S PARK ROAD	
(a)	south-east, east and north side:	
(i)	from the south-western kerb line of Chalk Farm Road to a point 43 metres south-west of that kerb-line;	A
(ii)	from a point 43 metres south-west of the south-western kerb line of Chalk Farm Road to a point 18 metres north-east of the eastern kerb line of Bridge Approach;	2N

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3 to the Order of 2012)
(iii)	from a point 18 metres north-east of the eastern kerb line of Bridge Approach to the western kerb-line of Bridge Approach;	A
(iv)	from the western kerb line of Bridge Approach to the north-eastern kerb line of King Henry's Road;	2N
(v)	from a point 9 metres north-east of the north-eastern kerb line of Berkley Road to a point 6 metres south-west of the south-western kerb line of Berkely Road;	A
(vi)	from a point 13 metres north-east of the north-eastern kerb line of Sharples Hall Street to a point 26 metres south-west of that kerb-line;	A
(vii)	between a point opposite the common boundary of Nos. 120 and 122 Regent's Park Road and a point opposite the common boundary of Nos. 110 and 112 Regent's Park Road;	A
(viii)	between a point 2.3 metres south-east of the north-western wall of No. 64 Regents Park Road to a point 3.0 metres south-east of the common boundary of Nos. 62 and 64 Regent's Park Road;	A
(ix)	from a point 2.5 metres south-east of the common boundary of Nos. 60 and 62 Regent's Park Road south-eastward for a distance of 31.0 metres;	A
(b)	north-west, west and south side:	
(i)	from the south-western kerb line of Haverstock Hill to a point 62 metres south-west of that kerb-line;	A
(ii)	from a point 62 metres south-west of the south-western kerb line of Haverstock Hill to a point 14.5 metres north-east of the western kerb line of Bridge Approach;	2N
(iii)	from the western kerb line of Bridge Approach to a point 14.5 metres north-east of that kerb line;	A
(iv)	from the western kerb line of Bridge Approach to the north-eastern kerb line of King Henry's Road;	2N

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3 to the Order of 2012)
(vi)	from a point 4.0 metres north-east of the north-eastern kerb line of Chamberlain Street to a point 10.0 metres south-west of that kerb-line;	A
(viii)	from a point opposite the common boundary of Nos. 120 and 122 Regent's Park Road to a point 9.6 metres south of a point opposite the common boundary of Nos. 114 and 116 Regents Park Road;	A
(x)	from a point 5.8 metres south-east of a point opposite the north-western wall of No. 64 Regents Park Road to a point 2.8 metres south-east of a point opposite the common boundary of Nos. 56 and 58 Regent's Park Road;	A
(xii)	from a point 3 metres west of the easternmost wall of No. 6 Albert Terrace Mews to a point 0.5 metres west of the westernmost wall of No. 47 Regent's Park Road;	A
(xiv)	from a point 1 metre west of the eastern wall of No. 35 Regent's Park Road to a point 2.0 metres east of the western wall of No. 3 St. Mark's Square ;	A
(c)	both sides: so much else of Regent's Park Road that is public highway and which does not fall within those lengths specified above.	2D

SCHEDULE 2 – LOADING RESTRICTIONS

TABLE 1 - ITEMS SUBSTITUTED IN SCHEDULE 2 TO THE ORDER OF 2012

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	RESTRICTED HOURS (see Schedule 3 to the Order of 2012)
37.	CHALK FARM ROAD	
(a)	north-east side	
(i)	from the south-eastern kerb-line of Crogsland Road to a point 12.0 metres south-east of that kerb-line;	1
(ii)	from a point 26.3 metres south-east of the south-eastern kerb-line of Crogsland Road to its junction with Camden High Street;	1
(b)	south-west side	
(i)	from the south-eastern kerb-line of Regents Park Road to a point 18.8 metres north-west of the north-western kerb-line of the vehicular access to No. 100 Chalk Farm Road;	1
(ii)	from a point 2.5 metres north-west of the north-western kerb-line of the vehicular access to No. 100 Chalk Farm Road to a point 18 metres north-west of the north-western kerb-line of the vehicular access to The Stables Market, Chalk Farm Road;	1
(iii)	from a point 2 metres north-west of the north-western kerb-line of the vehicular access to The Stables Market, Chalk Farm Road to its junction with Camden High Street.	1
98.	HAVERSTOCK HILL	
(a)	north-east side: from the north-western kerb-line of Crogsland Road to its junction with Rosslyn Hill;	1
(b)	south-west side: the north-western kerb-line of Regent's Park Road to the south-eastern kerb-line of Belsize Lane.	1

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	RESTRICTED HOURS (see Schedule 3 to the Order of 2012)
176A.	REGENT'S PARK ROAD	
(a)	north-west side: from the south-western kerb-line of Haverstock Hill to a point 62 metres south-west of that kerb-line;	1
(b)	south-east side:	
(i)	from the south-western kerb-line of Chalk Farm Road to a point 43 metres south-west of that kerb-line;	1
(ii)	from the north-eastern kerb line of Sharples Hall Street to a point 13 metres north-east of that kerb-line.	1

TABLE 2 - ITEMS ADDED TO SCHEDULE 2 TO THE ORDER OF 2012

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	RESTRICTED HOURS (see Schedule 3 to the Order of 2012)
****.	ADELAIDE ROAD	
(a)	north side: from a point 54 metres west of the south-western kerb-line of Haverstock Hill to its junction with Haverstock Hill;	1
(b)	south side:	
(i)	from its junction with Bridge Approach to a point 34 metres west of the south-western kerb-line of Haverstock Hill;	40
(ii)	from a point 34 metres west of the south-western kerb-line of Haverstock Hill to its junction with Haverstock Hill.	1
****.	CROGLAND ROAD	
(a)	north-west side: from the north-eastern kerb-line of Chalk Farm Road to a point 12 metres north-east of that kerb-line;	1
(b)	south-east side: from the north-eastern kerb-line of Chalk Farm Road to a point 23 metres north-east of that kerb-line.	1
****.	HARMOOD STREET	
(a)	north-west side: from the north-eastern kerb-line of Chalk Farm Road to a point 14 metres north-east of that kerb-line;	1
(b)	south-east side: from the north-eastern kerb-line of Chalk Farm Road to a point 19 metres north-east of that kerb-line.	1

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	RESTRICTED HOURS (see Schedule 3 to the Order of 2012)
****.	HARTLAND ROAD	
(a)	north-west side: from the north-eastern kerb-line of Chalk Farm Road to a point 10 metres north-east of that kerb-line;	1
(b)	south-east side: from the north-eastern kerb-line of Chalk Farm Road to a point 11 metres north-east of that kerb-line.	1