

Public notice

Minor parking amendments

*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, in:
 - (a) AGAR GROVE, the north side: to replace CA-N permit holder parking with single yellow line 'controlled hours' waiting restrictions for the provision of cycle hangars, between a point 6.7 metres west of the common boundary of Nos. 15 and 17 Agar Grove and a point 12 metres west of that common boundary;
 - (b) ALBERT STREET, the south-west side: to replace CA-F permit parking with dedicated disabled parking, between the common boundary of Nos. 79 and 81 Albert Street and a point 6.6 metres north-west of that common boundary;
 - (c) ARDWICK ROAD, the north-east side: to replace 'controlled hours' waiting restrictions and 5 metres of CA-P permit parking outside of No. 2 Ardwick Road with 'at any time' waiting restrictions, between a point 5 metres south-east of the common boundary of Nos. 4 and 6 Ardwick Road and a point 30.8 metres south-east of that common boundary;
 - (d) BALDWIN'S GARDENS, the south-east side: (i) to replace 'at any time' waiting restrictions with CA-D permit parking, between a point 2 metres south-west of the common boundary of St. Alban the Martyr Church, Holborn and No.7 Brookes Court and a point 7.5 metres south-west of that common boundary; and (ii) to replace CA-D permit parking with dedicated disabled parking, between a point 7.8 metres south-west of the vehicular entrance to Leigh Place and a point 14.5 metres south-west of that vehicular entrance;
 - (e) BAYHAM PLACE, the south-east side: to replace 'controlled hours' waiting restrictions with 'at any time' waiting restrictions, between a point 2.1 metres south-west of the common boundary of Richard Cobden School and No. 53 Bayham Place and a point 12.7 metres south-west of that common boundary;
 - (f) BEDFORD ROW, to replace 'controlled hours' waiting and loading restrictions with 'at any time' waiting and loading restrictions on: (i) the north-east side, between the south-eastern kerb-line of Theobald's Road and a point 4.6 metres north-west of the common boundary of Nos. 22 and 23 Bedford Row; and (ii) the south-west side, between the south-eastern kerb-line of Theobald's Road and a point 9.9 metres north-west of the common boundary of Nos. 26 and 25 Bedford Row;

- (g) BROADHURST GARDENS: (i) the north-east side: to replace car club parking with shared use (CA-R permit holders or paid for) parking, between a point opposite the common boundary of Nos. 29 and 31 Broadhurst Gardens and a point 5 metres south-east of a point opposite that common boundary; and (ii) the south side, to replace 6 metres of CA-R permit parking with car club parking, between a point 19 metres west of the eastern boundary of No.97 Broadhurst Gardens and a point 25 metres west of that boundary;
- (h) GILLIES STREET, the south-west side: to replace CA-L permit parking with dedicated disabled parking, between a point 6.2 metres south-east of the common boundary of Nos. 3 and 4 Gillies Street and a point 12.8 metres south-east of that common boundary;
- (i) HARMOOD STREET, the west side: to replace CA-F permit parking with dedicated disabled parking, between the common boundary of Nos. 87 and 89 Harmoood Street and a point 6.6 metres north of that common boundary;
- (j) KIDDERPORE AVENUE, the south-west side: to replace 'controlled hours' waiting restrictions and 2.3 metres of CA-S permit parking with 'at any time' waiting restrictions: (i) between the common boundary of Nos. 1a and 3 Kidderpore Avenue and a point 6.9 metres south-east of that common boundary; and (ii) between a point 11.9 metres south-east of the common boundary of Nos. 1a and 3 Kidderpore Avenue and a point 19.5 metres south-east of that common boundary;
- (k) MARQUIS ROAD, the west side, to replace CA-N permit parking with 'controlled hours' waiting restrictions for the provision of cycle hangars, between a point 9.2 metres north of a point opposite the southern boundary of No. 22 Marquis Road and a point 14.5 metres north of a point opposite that boundary;
- (l) MEDLEY ROAD, the south-west and south-east sides, to replace 'controlled hours' waiting restrictions with 'at any time' waiting restrictions, between a point 2 metres south-east of the common boundary of Nos. 9 and 10 Medley Road, south-eastwards and north-eastwards around the turning head to a point 2.4 metres south-east of the common boundary of Nos. 4 and 5 Medley Road;
- (m) MILLMAN STREET, the north-east side, to replace 'at any time' waiting restrictions with dedicated disabled parking, between a point 1.5 metres south-east of the common boundary of Nos. 20 and 22 Millman Street and a point 8.1 metres south-east of that common boundary;
- (n) NETHERHALL GARDENS, the east side, to replace CA-B permit parking with dedicated disabled parking, between a point 4.8 metres north of the common boundary of Nos. 10 and 12 Netherhall Gardens and a point 1.8 metres south of that common boundary;
- (o) ORNAN ROAD, the south-east side, to replace 'controlled hours' waiting restrictions with 'at any time' waiting restrictions, between a point 4.8 metres north-east of the common boundary of Nos. 57 and 59 Ornan Road and a point 32.8 metres north-east of that common boundary;

- (p) SHIRLOCK ROAD: (i) the north-east side: to replace 5 metres of CA-B permit parking with car club parking, between a point 5 metres north-west of the south-eastern boundary of No. 40 Mansfield Road and a point 10 metres north-west of that boundary; and (ii) the south-west side, to replace 4 metres of car club parking with CA-B permit parking, between a point 6 metres north-west of the south-eastern boundary of No. 38 Mansfield Road and a point 12 metres north-west of that boundary;
 - (q) STRATFORD VILLAS, the north-west side, to replace CA-N permit parking with 'controlled hours' waiting restrictions for the provision of cycle hangars, between a point 14.3 metres north-east of the south-western boundary of No. 15 Rochester Square and a point 19.6 metres north-east of that boundary;
 - (r) TEMPLEWOOD AVENUE, the south-east side, to replace 1.7 metres of CA-S permit parking with 'controlled hours' waiting restrictions, between a point 3 metres south-west of the common boundary of Nos. 2 and 4 Templewood Avenue, and a point 4.7 metres south-west of that common boundary;
 - (s) TOWER STREET, the south-west side: (i) to replace CA-C permit parking with paid-for motorcycle parking, between a point 2 metres north-west of the common boundary of Nos. 7 and 8 Tower Street and a point 5.3 metres north-west of that common boundary; (ii) to replace 9.8 metres of CA-C permit parking and 0.2 metres paid-for motorcycle parking, extending the e-scooter and cycle hire parking, between a point 5.3 metres north-west of the common boundary of Nos. 7 and 8 Tower Street and a point 15.3 metres north-west of that common boundary; (iii) to replace e-scooter and cycle hire parking with paid-for motorcycle parking, between a point 17 metres north-west of the common boundary of Nos. 7 and 8 Tower Street and a point 18.6 metres north-west of that common boundary; and (iv) to replace e-scooter and cycle hire parking with 'at any time' waiting restrictions, between a point 18.6 metres north-west of the common boundary of Nos. 7 and 8 Tower Street and a point 24.4 metres north-west of that common boundary;
 - (t) UPPER PARK ROAD, the south-west side: to replace CA-B permit holder parking with dedicated disabled parking, between the common boundary of Nos. 55 and 57 Upper Park Road and a point 6.6 metres south-east of that common boundary;
 - (u) WEEDINGTON ROAD, to replace 'controlled hours' waiting restrictions with 'at any time' waiting and loading restrictions: (i) the north-east side, between a point 8.5 metres south-east of the south-eastern kerb-line of Vicar's Road and a point 50.4 metres south-east of that kerb-line; and (ii) the south-west side, between a point 24.5 metres south-east of the south-eastern kerb-line of Vicar's Road and a point 49.1 metres south-east of that kerb-line.
3. Copies of the proposed Order, 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](https://www.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 'TMO2627-0006' 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 17 July 2026.

Peter Mardell – Head of Parking Operations

25 June 2026

Statement of reasons

Minor parking amendments

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

SUMMARY OF CHANGES

Albert Street - The purpose of this proposal is to convert 6.6m of the existing resident parking permit holder parking space outside 81 Albert Street to a dedicated disabled bay for the dedicated blue badge permit holder only.

Ardwick Road - The proposed amendment is required in order to protect the access and visibility of the junction of Ardwick Road and Ranulf Road. Currently, vehicles are able to park along this section of the junction mouth which restricts the traffic flow and visibility for those turning into and out of the junction. This involves removing 1 resident's parking bay (total length: 5m) and upgrading this as well as the existing sections of single yellow lines to double yellow lines for a total length of 25.8m.

Baldwin's Gardens - The purpose of this proposal is to convert 6.6m of resident permit holders only parking bay outside nos. 1 to 15 Mackonochie House on Baldwin's Gardens into a dedicated disabled parking bay for the sole use of the applicant and convert 5.5m of double yellow lines outside no. 7 Brookes Court to resident permit holders only parking.

Bayham Place - The proposed amendment is required in order to keep access clear to residential properties by restricting vehicles from parking in Bayham Place, which happens often when events are taking place at the nearby Koko Camden venue. Therefore, this proposal upgrading the single yellow lines to double yellow lines for a total length of 10.6m.

Bedford Row / Theobalds Road - The proposed amendment is required in order to improve access and traffic flow into and out of Bedford Row due to vehicles parking around and within the junction mouth. Parked vehicles around this junction restrict the visibility by blocking the site lines as well as obstructing the flow of traffic. This will involve upgrading 22.5m of existing single yellow lines into double yellow lines and double yellow blips.

Broadhurst Gardens - The scheme is to convert the car club parking space to shared use (paid for) parking opposite 29 Broadhurst Gardens and to relocate that car club bay to outside of No.97 Broadhurst Mansons on Broadhurst Gardens by converting 6 metres of CA-R permit parking;

Under the Camden Transport Strategy Delivery Plan 2025/26–2027/28, the Council has committed to installing electric vehicle charging points for car clubs. This proposal supports that commitment by relocating the car club bay to a site adjacent to an electric vehicle charging point.

Camden Square (Agar Grove, Marquis Road, Stratford Villas) - There is a growing demand from residents living in high density dwellings, with limited space for sheltered and secure cycle parking within their properties. A lack of secure cycle hangar storage facilities is currently a barrier to people to cycle.

A key objective of the Camden Transport Strategy is to improve cycling facilities for those both living, visiting and working in Camden. The Council believes the introduction of secure cycle hangar parking facilities would encourage the use of cycling within the borough especially in locations where high density dwellings are present.

Gillies Street - The purpose of this proposal is to improve the suitability for disabled persons by converting 6.6m of resident permit holders only space to a dedicated disabled bay, with a dropped kerb, on Gillies Street.

Harmood Street - The purpose of this proposal is to improve the suitability for disabled persons by converting 6.6m of resident permit holders only space to a dedicated disabled bay outside no. 89 Harmood Street.

Kidderpore Avenue - The proposed amendment is required in order to improve access to two residential properties in Kidderpore Avenue. Currently there is an existing parking bay that is 7.3m. Due to the size of the bay and proximity to an EV charger, two vehicles often attempt to fit in the bay and in doing so, one vehicle is left to overhang the adjacent driveways. This proposal will involve shortening the existing parking bay by 2.3m to leave a 5m space and upgrading 14.5m in total of single yellow lines to double yellow lines across the two residential driveways.

Medley Road - The proposed amendment is required in order to improve access for refuse collections in Medley Road. Due to the nature of the cul-de-sac, vehicles park along the single yellow lines at the end of Medley Road. Therefore, this proposal upgrading the single yellow lines to double yellow lines for a total length of 18.8m.

Millman Street - The purpose of this proposal is for a dedicated disabled bay following the successful application by a resident who meets the mobility criteria by conversion of 6.6m of double yellow line to dedicated disabled bay and the addition of a dropped kerb to facilitate wheelchair access.

Netherhall Gardens - The purpose of this proposal is to change a residential permit holder only parking space to a dedicated disabled parking bay by converting a residential permit holder only parking space on Netherhall Gardens (outside house number 10 Netherhall Gardens) to a dedicated disabled parking bay.

Ornan Road - The proposed amendment to traffic management orders at this location is required in order to provide access to the existing driveways of properties 59, 61 and 63. Due to the current single yellow line, parked vehicles are blocking the driveways and restricting access to the residents.

This would require upgrading 28m of existing single yellow lines into double yellow lines.

Shirlock Road – The scheme is to convert 5 metres of CA-B permit parking to car club parking at the side of No. 40 Mansfield Road and relocate that CA-B permit

parking by converting 4 metres of car club parking to CA-B permit parking at the side of No. 38 Mansfield Road;

Under the Camden Transport Strategy Delivery Plan 2025/26–2027/28, the Council has committed to installing electric vehicle charging points for car clubs. This proposal supports that commitment by relocating the car club bay to a site adjacent to an electric vehicle charging point.

Templewood Avenue - The proposed minor amendment at No.2 Templewood Avenue is required to facilitate a minor change to the location of the existing crossover outside the eastern side of the property, as approved by planning permission ref. 2022/0679/P. This would require shortening the existing parking bay outside the property by 1.7 metres.

Tower Street - The council has brought forward this proposal as part of our Healthy Streets approach, to provide high quality sustainable travel options for our community and make our streets a safe space for everyone to walk and cycle.

Camden is creating a network of Dockless Bike Hire and E-scooter bays across the Borough, providing dedicated locations from which these vehicles can be hired and returned.

This proposal is in response to the high demand for micro-mobility (Hire bikes and E-scooters) in the area which has created a need for additional space for hire vehicles to be parked. These proposals will help to ensure the bay in this location has sufficient capacity to meet this demand. A key objective of the Camden Transport Strategy is to improve cycling facilities for those both living, visiting and working in Camden.

Upper Park Road - The purpose of this proposal is to provide a new dedicated disabled parking space outside No 55 Upper Park Road. This will be achieved by converting 6.6 metres of the existing residents 'parking bay. There will be a loss of 6.6 metres of residents parking spaces as a result of this change.

Weedington Road - The proposed amendment to traffic management orders at this location is required in order to improve access to a care facility, which has access through a gate that is located on Weedington Road. This would require upgrading of the existing single yellow lines (total length of 75m) to double yellow lines and double yellow blips which will prevent vehicles from waiting/loading and blocking the access point.

The above proposals meet the aims of 'We Make Camden' by improving the quality of life for the user of the proposed dedicated disabled bays, enabling them to live a more independent and active life.

The proposals meet the objectives of Camden Transport Strategy (CTS) which acknowledges that people who have a disability can have particular difficulties when they are travelling by public transport, and walking and cycling may be difficult, unsuitable, or simply not an option

The proposals meet the aims of 'Our Camden Plan' by improving the quality of life for blue badge holders enabling them to live a more independent and active life.

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 though 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 though 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)

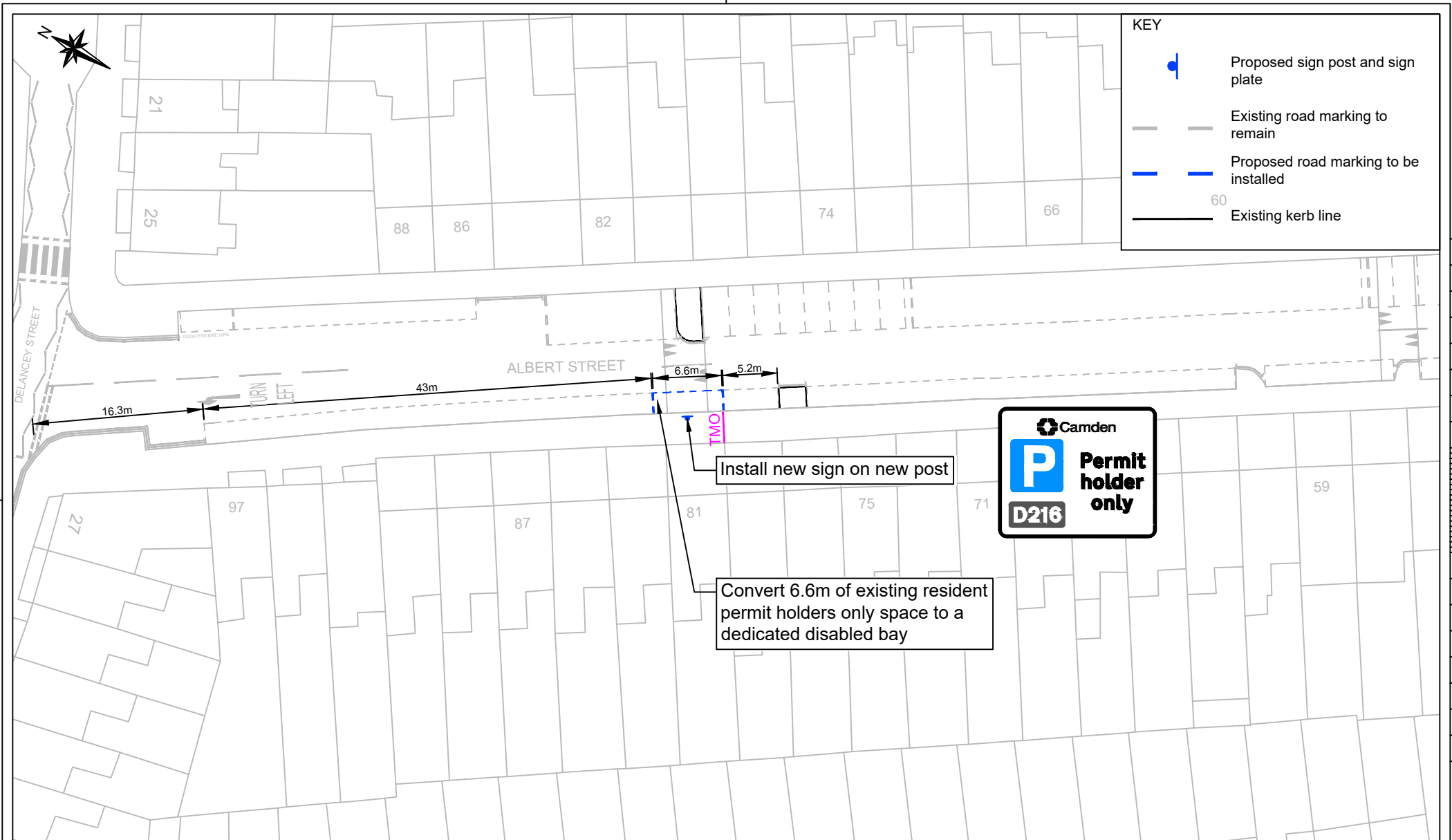
This Order amends the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Consolidation Order 2025 so as, in:

- (a) AGAR GROVE, the north side: to replace CA-N permit holder parking with single yellow line 'controlled hours' waiting restrictions for the provision of cycle hangars, between a point 6.7 metres west of the common boundary of Nos. 15 and 17 Agar Grove and a point 12 metres west of that common boundary;
- (b) ALBERT STREET, the south-west side: to replace CA-F permit parking with dedicated disabled parking, between the common boundary of Nos. 79 and 81 Albert Street and a point 6.6 metres north-west of that common boundary;
- (c) ARDWICK ROAD, the north-east side: to replace 'controlled hours' waiting restrictions and 5 metres of CA-P permit parking outside of No. 2 Ardwick Road with 'at any time' waiting restrictions, between a point 5 metres south-east of the common boundary of Nos. 4 and 6 Ardwick Road and a point 30.8 metres south-east of that common boundary;
- (d) BALDWIN'S GARDENS, the south-east side: (i) to replace 'at any time' waiting restrictions with CA-D permit parking, between a point 2 metres south-west of the common boundary of St. Alban the Martyr Church, Holborn and No.7 Brookes Court and a point 7.5 metres south-west of that common boundary; and (ii) to replace CA-D permit parking with dedicated disabled parking, between a point 7.8 metres south-west of the vehicular entrance to Leigh Place and a point 14.5 metres south-west of that vehicular entrance;
- (e) BAYHAM PLACE, the south-east side: to replace 'controlled hours' waiting restrictions with 'at any time' waiting restrictions, between a point 2.1 metres south-west of the common boundary of Richard Cobden School and No. 53 Bayham Place and a point 12.7 metres south-west of that common boundary;
- (f) BEDFORD ROW, to replace 'controlled hours' waiting and loading restrictions with 'at any time' waiting and loading restrictions on: (i) the north-east side, between the south-eastern kerb-line of Theobald's Road and a point 4.6 metres north-west of the common boundary of Nos. 22 and 23 Bedford Row; and (ii) the south-west side, between the south-eastern kerb-line of Theobald's Road and a point 9.9 metres north-west of the common boundary of Nos. 26 and 25 Bedford Row;
- (g) BROADHURST GARDENS: (i) the north-east side: to replace car club parking with shared use (CA-R permit holders or paid for) parking, between a point opposite the common boundary of Nos. 29 and 31 Broadhurst Gardens and a point 5 metres south-east of a point opposite that common boundary; and (ii) the south side, to replace 6 metres of CA-R permit parking with car club parking, between a point 19 metres west of the eastern boundary of No.97 Broadhurst Gardens and a point 25 metres west of that boundary;
- (h) GILLIES STREET, the south-west side: to replace CA-L permit parking with dedicated disabled parking, between a point 6.2 metres south-east of the common boundary of Nos. 3 and 4 Gillies Street and a point 12.8 metres south-east of that common boundary;





- (i) HARMOOD STREET, the west side: to replace CA-F permit parking with dedicated disabled parking, between the common boundary of Nos. 87 and 89 Harmoood Street and a point 6.6 metres north of that common boundary;
- (j) KIDDERPORE AVENUE, the south-west side: to replace 'controlled hours' waiting restrictions and 2.3 metres of CA-S permit parking with 'at any time' waiting restrictions: (i) between the common boundary of Nos. 1a and 3 Kidderpore Avenue and a point 6.9 metres south-east of that common boundary; and (ii) between a point 11.9 metres south-east of the common boundary of Nos. 1a and 3 Kidderpore Avenue and a point 19.5 metres south-east of that common boundary;
- (k) MARQUIS ROAD, the west side, to replace CA-N permit parking with 'controlled hours' waiting restrictions for the provision of cycle hangars, between a point 9.2 metres north of a point opposite the southern boundary of No. 22 Marquis Road and a point 14.5 metres north of a point opposite that boundary;
- (l) MEDLEY ROAD, the south-west and south-east sides, to replace 'controlled hours' waiting restrictions with 'at any time' waiting restrictions, between a point 2 metres south-east of the common boundary of Nos. 9 and 10 Medley Road, south-eastwards and north-eastwards around the turning head to a point 2.4 metres south-east of the common boundary of Nos. 4 and 5 Medley Road;
- (m) MILLMAN STREET, the north-east side, to replace 'at any time' waiting restrictions with dedicated disabled parking, between a point 1.5 metres south-east of the common boundary of Nos. 20 and 22 Millman Street and a point 8.1 metres south-east of that common boundary;
- (n) NETHERHALL GARDENS, the east side, to replace CA-B permit parking with dedicated disabled parking, between a point 4.8 metres north of the common boundary of Nos. 10 and 12 Netherhall Gardens and a point 1.8 metres south of that common boundary;
- (o) ORNAN ROAD, the south-east side, to replace 'controlled hours' waiting restrictions with 'at any time' waiting restrictions, between a point 4.8 metres north-east of the common boundary of Nos. 57 and 59 Ornan Road and a point 32.8 metres north-east of that common boundary;
- (p) SHIRLOCK ROAD: (i) the north-east side: to replace 5 metres of CA-B permit parking with car club parking, between a point 5 metres north-west of the south-eastern boundary of No. 40 Mansfield Road and a point 10 metres north-west of that boundary; and (ii) the south-west side, to replace 4 metres of car club parking with CA-B permit parking, between a point 6 metres north-west of the south-eastern boundary of No. 38 Mansfield Road and a point 12 metres north-west of that boundary;
- (q) STRATFORD VILLAS, the north-west side, to replace CA-N permit parking with 'controlled hours' waiting restrictions for the provision of cycle hangars, between a point 14.3 metres north-east of the south-western boundary of No. 15 Rochester Square and a point 19.6 metres north-east of that boundary;
- (r) TEMPLEWOOD AVENUE, the south-east side, to replace 1.7 metres of CA-S permit parking with 'controlled hours' waiting restrictions, between a point 3 metres south-west of the common boundary of Nos. 2 and 4 Templewood Avenue, and a point 4.7 metres south-west of that common boundary;

- (s) TOWER STREET, the south-west side: (i) to replace CA-C permit parking with paid-for motorcycle parking, between a point 2 metres north-west of the common boundary of Nos. 7 and 8 Tower Street and a point 5.3 metres north-west of that common boundary; (ii) to replace 9.8 metres of CA-C permit parking and 0.2 metres paid-for motorcycle parking, extending the e-scooter and cycle hire parking, between a point 5.3 metres north-west of the common boundary of Nos. 7 and 8 Tower Street and a point 15.3 metres north-west of that common boundary; (iii) to replace e-scooter and cycle hire parking with paid-for motorcycle parking, between a point 17 metres north-west of the common boundary of Nos. 7 and 8 Tower Street and a point 18.6 metres north-west of that common boundary; and (iv) to replace e-scooter and cycle hire parking with 'at any time' waiting restrictions, between a point 18.6 metres north-west of the common boundary of Nos. 7 and 8 Tower Street and a point 24.4 metres north-west of that common boundary;
- (t) UPPER PARK ROAD, the south-west side: to replace CA-B permit holder parking with dedicated disabled parking, between the common boundary of Nos. 55 and 57 Upper Park Road and a point 6.6 metres south-east of that common boundary;
- (u) WEEDINGTON ROAD, to replace 'controlled hours' waiting restrictions with 'at any time' waiting and loading restrictions: (i) the north-east side, between a point 8.5 metres south-east of the south-eastern kerb-line of Vicar's Road and a point 50.4 metres south-east of that kerb-line; and (ii) the south-west side, between a point 24.5 metres south-east of the south-eastern kerb-line of Vicar's Road and a point 49.1 metres south-east of that kerb-line;

in the London Borough of Camden.



KEY

-  Proposed sign post and sign plate
-  Existing road marking to remain
-  Proposed road marking to be installed
-  Existing kerb line



Install new sign on new post

Convert 6.6m of existing resident permit holders only space to a dedicated disabled bay

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
**Disabled Bay
 81A Albert Street**

Drawing Title
**TMO Plan
 Proposed Installation of New Dedicated
 Disabled Bay**

Rev	By	Date	Amendments
A	SM	12/02/25	Preliminary

Scale
1 : 500 @ A4

Drawn By
SM

Checked By
HD

Drawing Location
 -

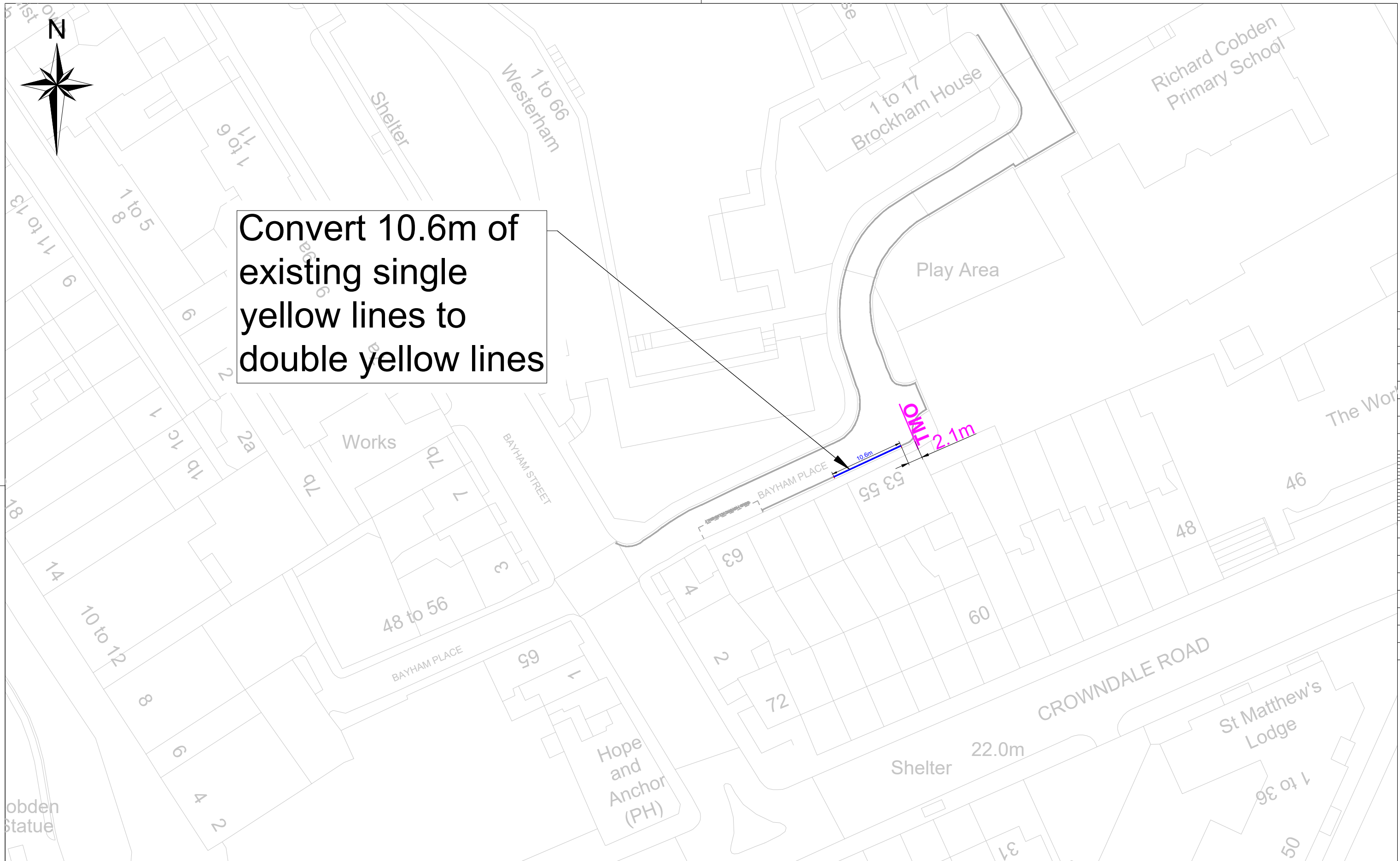
Drawing Number
DDB20ALBERTSTREET

Date
Feb 2025

File Ref
 -

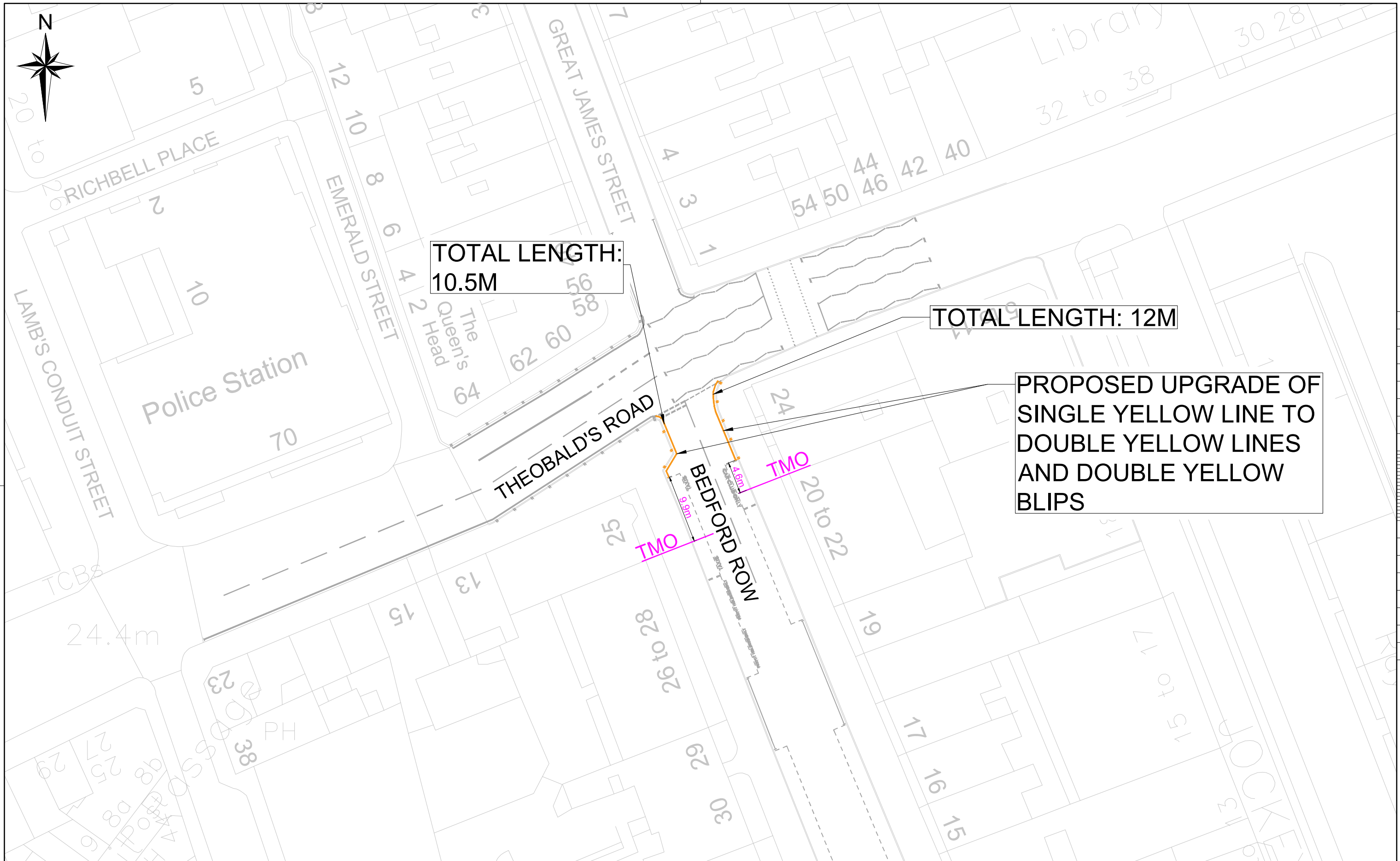
Dwg Name
 -

Rev. **A**



Convert 10.6m of existing single yellow lines to double yellow lines

Rev	By	Date	Amendments



Rev	By	Date	Amendments



KEY

NEW LINE MARKINGS	—
EXISTING LINES MARKINGS	—

Rev	By	Date	Amendments
A	P.A.	09.01.26	Preliminary

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Project
NEW CAR CLUB PARKING SPACE

Drawing Title
**BROADHURST GARDENS
 CAR CLUB TMO DRAWING**

Scale
 1:500 @ A3

Date
 12/12/2025

Drawn By
 P.A.

File Ref
 Broadhurst Gardens

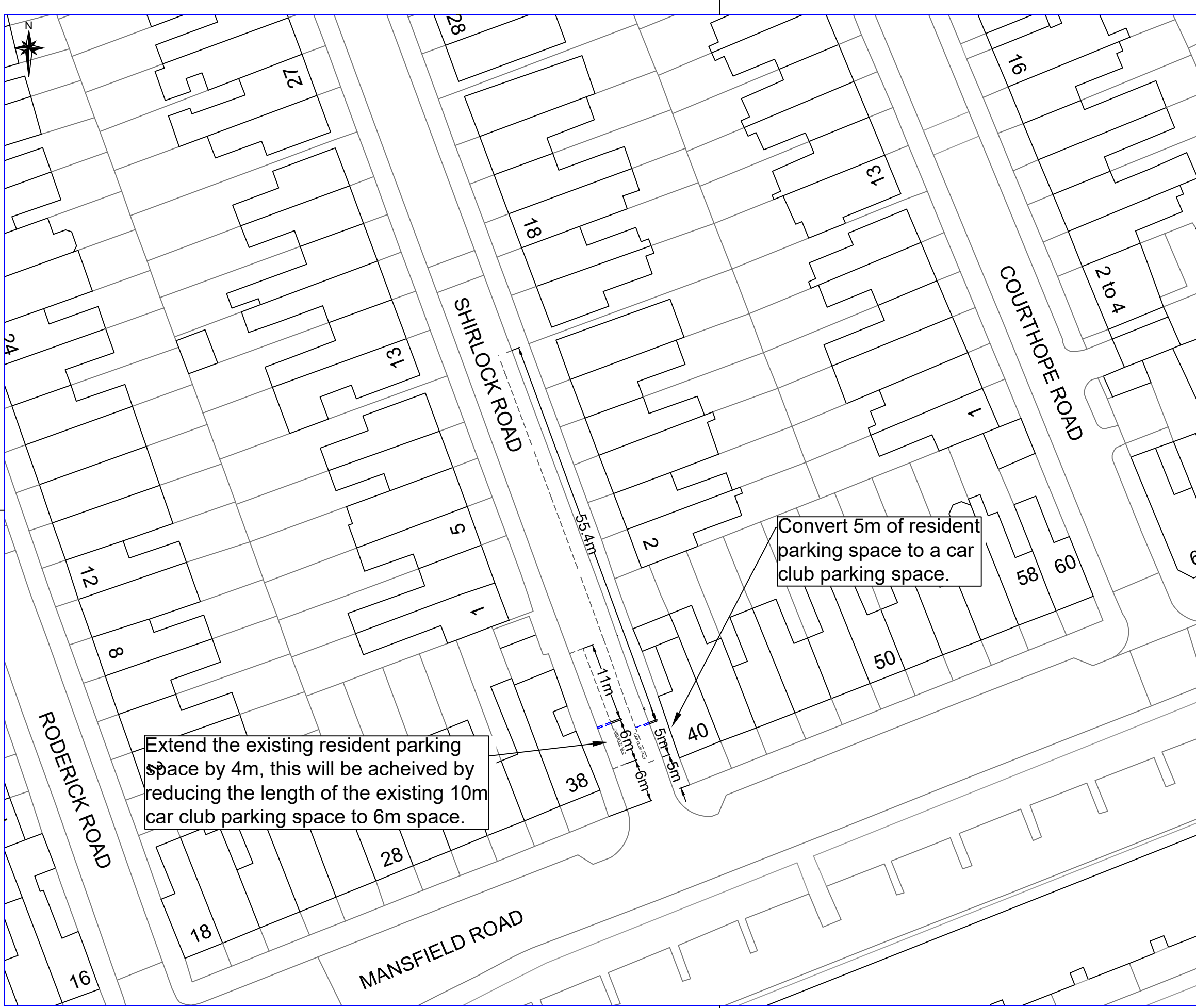
Checked By
 A.C

Dwg Name
 Broadhurst gardens TMO

Drawing Location
 "T:\Cptl_Schms\2025-26\EVCP\BHRST GRDS

Drawing Number
BROADHURST CC TMO 01

Rev. **A**



KEY

NEW LINE MARKINGS	█
EXISTING LINES MARKINGS	█

Rev	By	Date	Amendments
A	P.A.	09.01.26	Preliminary

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Project
CAR CLUB PARKING SPACE RELCATION

Drawing Title
SHIRLOCK ROAD CAR CLUB TMO DRAWING

Scale
 1:500 @ A3

Date
 12/12/2025

Drawn By
 P.A.

File Ref
 SHIRLOCK ROAD

Checked By
 A.C.

Dwg Name
 SHIRLOCK ROAD TMO

Drawing Location
 "T:\Cptl_Schms\2025-26\EVCP\BHURST GRDS

Drawing Number
 SHIRLOCK CC TMO 01

Rev. **A**



Erect new post and new permit holders only sign






Convert 6.6m of permit holders only space to a dedicated disabled bay outside no.2 Gillies Street 6.2m south from boundary of no. 3/4 Gillies Street and erect new post with disabled bay sign

Proposed 1.2m dropped kerb

Erect new post and new parking sign

Install new parking sign on existing LC

Key:

-  Existing Road Markings
-  Proposed Road Markings
-  Proposed sign on lamp column
-  Proposed sign on new post
-  Relocated sign on new post



Scheme Ref.	DDB SIGN	
Sign Ref.	D230	
TSRGD Ref.		x-height 30.0
Letter colour	BLACK	SIGN FACE
Background	WHITE	Width 460 mm
Border	BLACK	Height 375 mm
Mount Height	2.1m - 2.3m	Area 0.17 m²
Material	Class R2	

Rev	By	Date	Amendments

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Project
DDB GILLIES STREET

Drawing Title
GILLIES STREET
TMO & Construction Drawing

Scale
N.T.S.

Date
Dec 2025

Drawn By
FC

File Ref

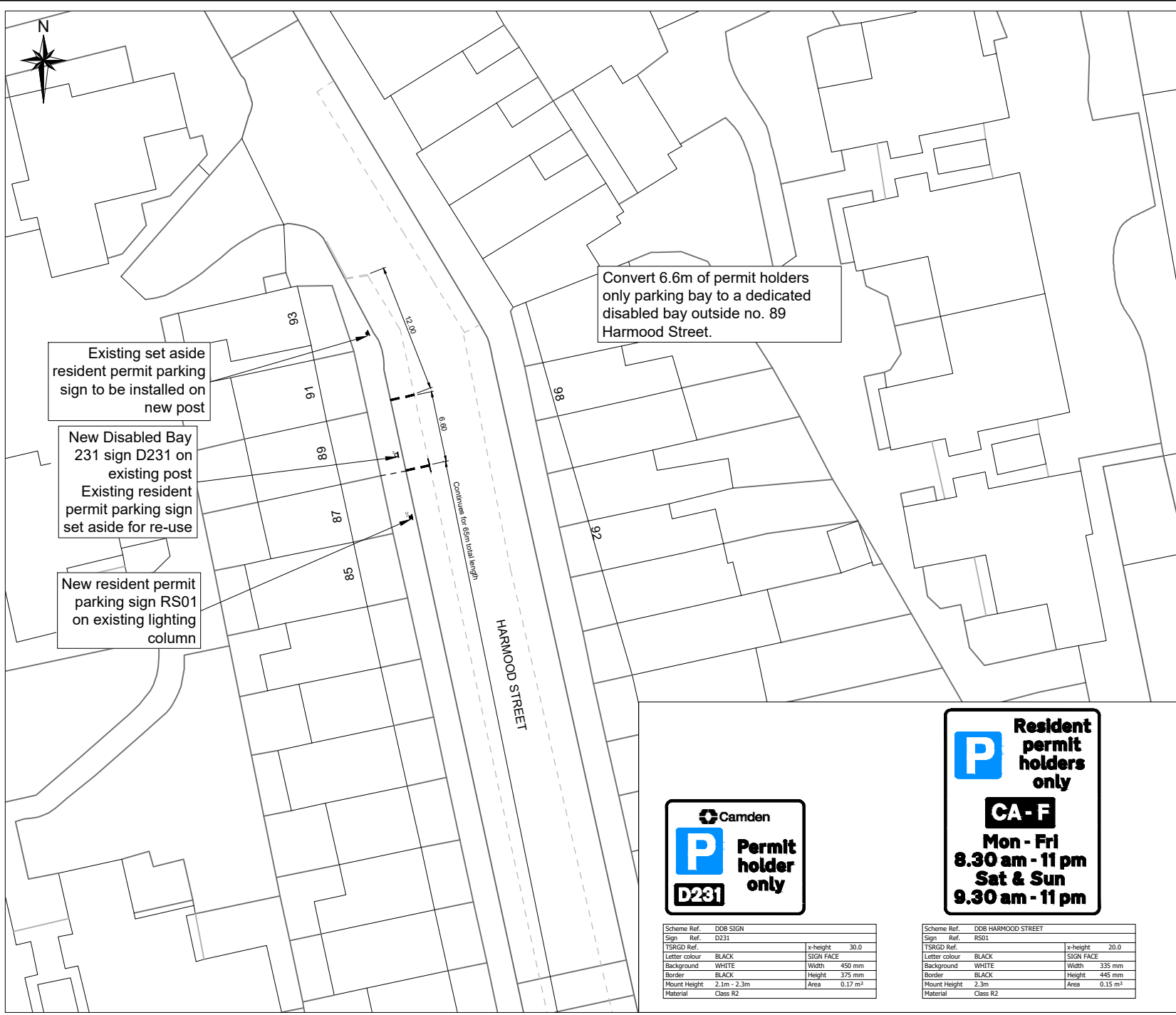
Checked By
HD

Dwg Name

Drawing Location

Drawing Number

Rev. **A**



Convert 6.6m of permit holders only parking bay to a dedicated disabled bay outside no. 89 Harmood Street.

Existing set aside resident permit parking sign to be installed on new post

New Disabled Bay 231 sign D231 on existing post
Existing resident permit parking sign set aside for re-use

New resident permit parking sign RS01 on existing lighting column



Scheme Ref.	DDB SIGN		
Sign Ref.	D231		
TSRGD Ref.	x-height	30.0	
Letter colour	BLACK	SIGN FACE	
Background	WHITE	Width	450 mm
Border	BLACK	Height	375 mm
Mount Height	2.1m - 2.3m	Area	0.17 m ²
Material	Class R2		



Scheme Ref.	DDB HARMOOD STREET		
Sign Ref.	RS01		
TSRGD Ref.	x-height	20.0	
Letter colour	BLACK	SIGN FACE	
Background	WHITE	Width	335 mm
Border	BLACK	Height	445 mm
Mount Height	2.3m	Area	0.15 m ²
Material	Class R2		

Rev	By	Date	Amendments
B	JLB	12/12/2025	UPDATED TO NEW CAMDEN DDB POLICY
A	JLB	07/10/2025	Preliminary



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Project
DEDICATED DISABLED BAY

Drawing Title
**89 HARMOOD STREET
NW1 8DT
TMO PLAN**

Scale
1 : 500 @ A4

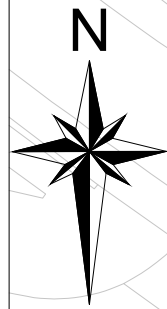
Drawn By
JLB

Checked By
HD

Drawing Location
-

Drawing Number
DDB/25/001

Rev
B



6a

KIDDERPORE GARDENS

Old Hall Lodge

4

a to d
10

11

Upgrade existing single yellow line sections to double yellow lines

10

6

KIDDERPORE AVENUE

2a

8

HEATH DRIVE

1.2m TMO

LC

1a

Remove 2.3m of Resident Parking Bay

1

7a

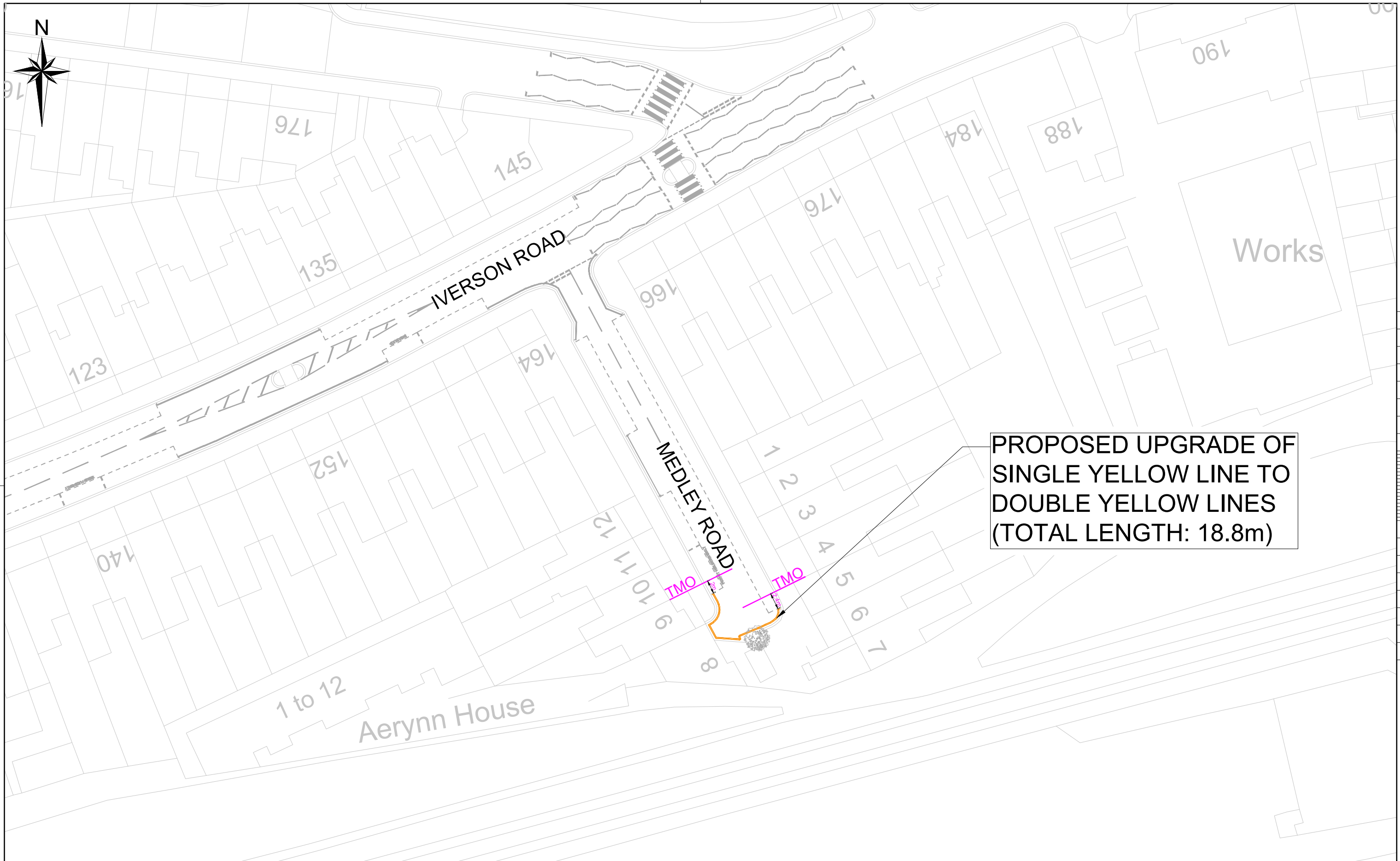
7

33

298

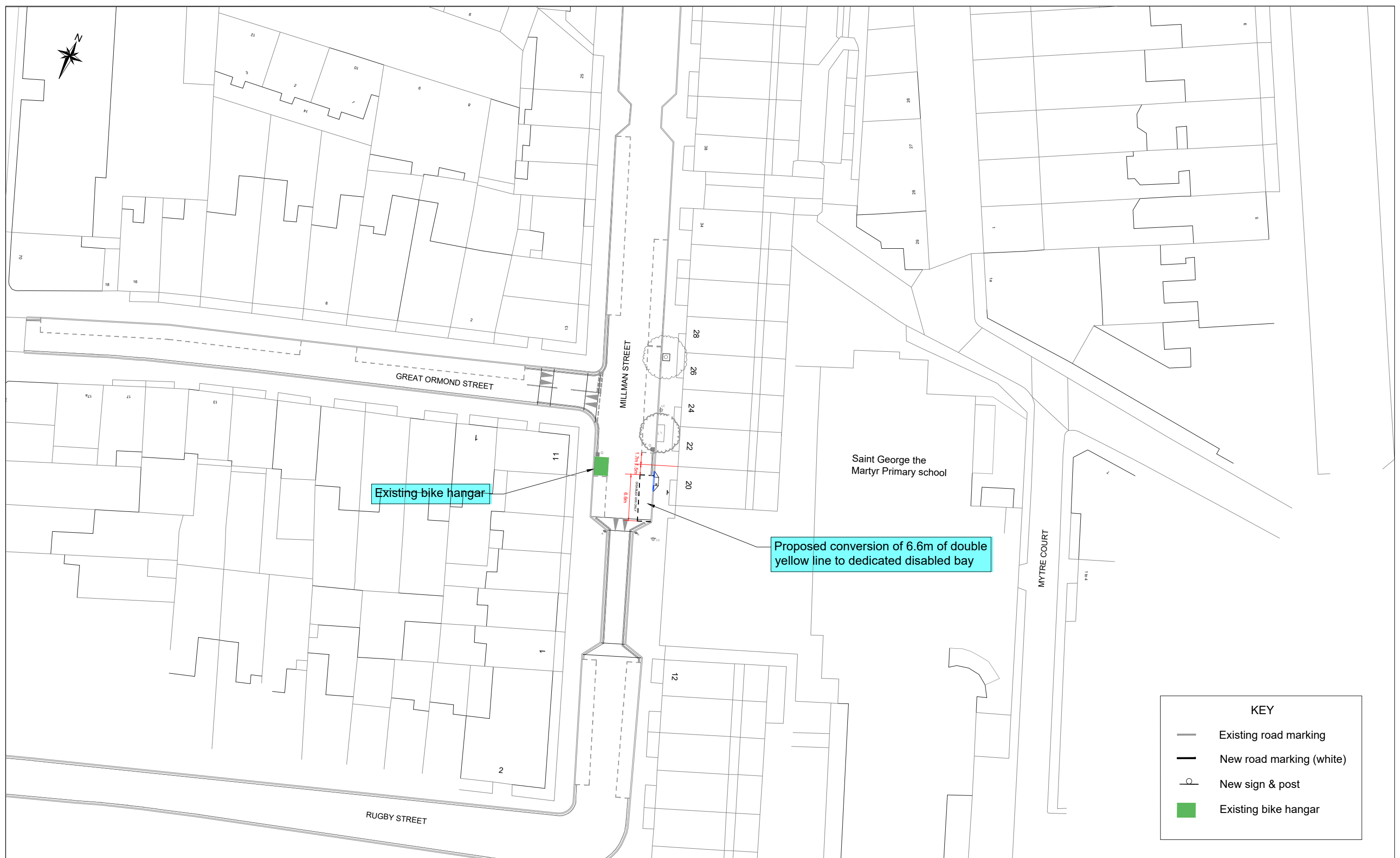
34

Rev	By	Date	Amendments

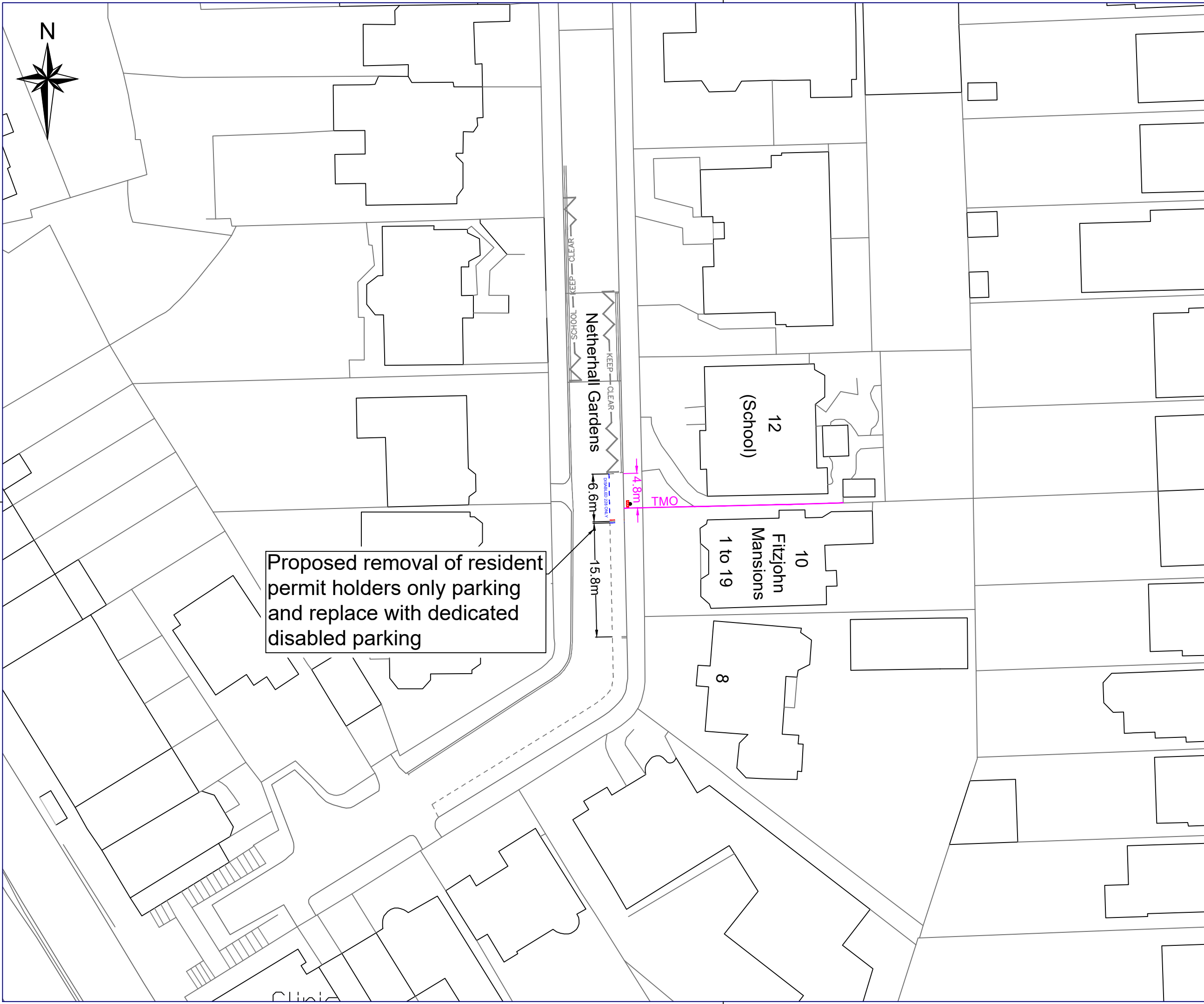


PROPOSED UPGRADE OF
SINGLE YELLOW LINE TO
DOUBLE YELLOW LINES
(TOTAL LENGTH: 18.8m)





Rev	By	Date	Amendments



Rev	By	Date	Amendments



KEY

-  Existing lines
-  Proposed removal of lines
-  Proposed lines
-  Remove to tip existing permit holders only sign and install new disabled badge holder only sign

- NOTES**
- A 0.2m separation distance is applied between different types of parking bays e.g. between Permit holders only bay and Disabled badge holder only bay
 - Legend requires 500mm height
 - Do not scale off drawing

Proposed removal of resident permit holders only parking and replace with dedicated disabled parking

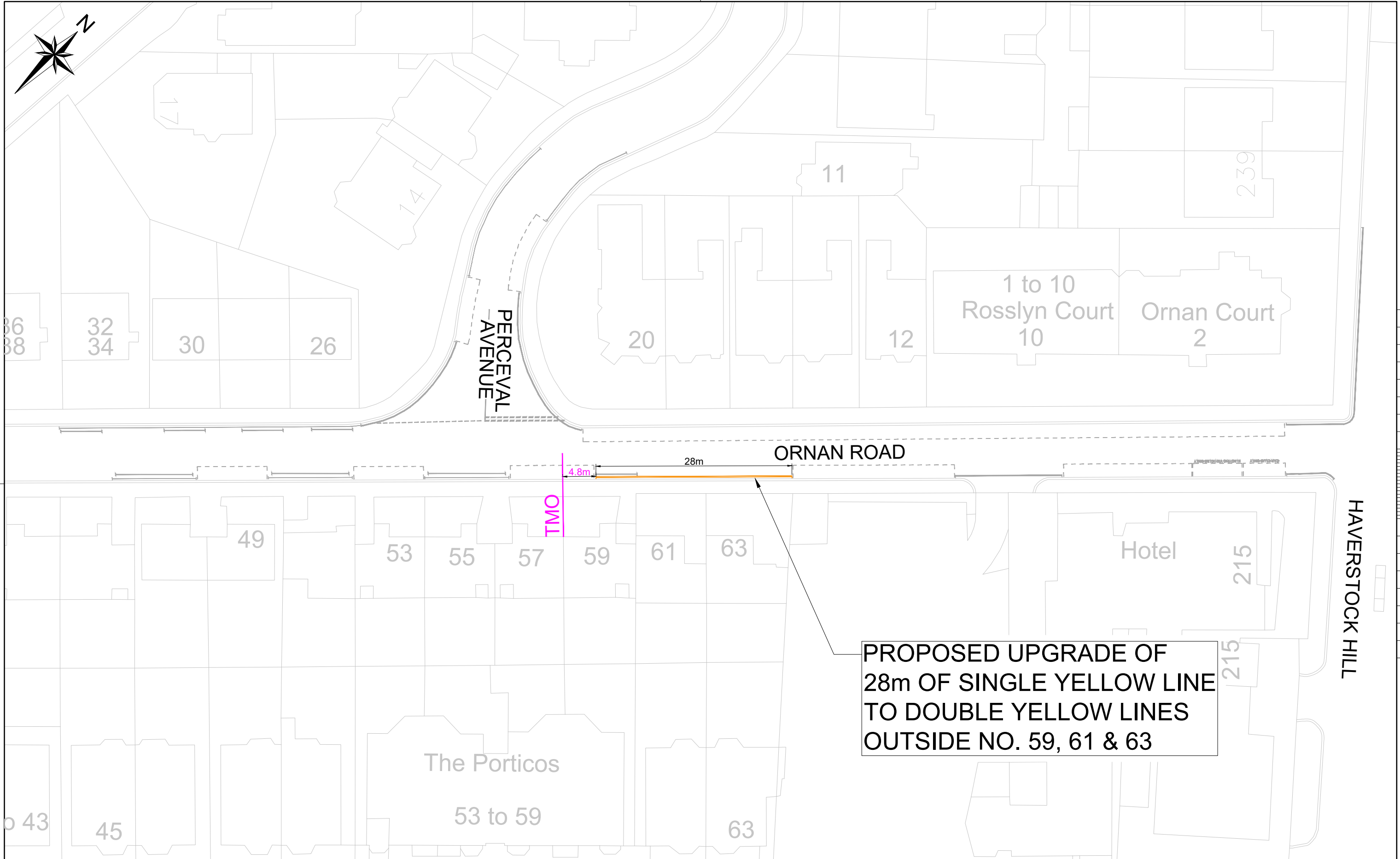
Rev	By	Date	Amendments

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Project: Disabled Parking

Drawing Title: Netherhall Gardens TMO Drawing

Scale: 1:500@A3	Date: Oct 2024
Drawn By: MW	File Ref:
Checked By: TH	Dwg Name:
Drawing Location:	
Drawing Number: Netherhall Gds/ 02	Rev.:





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Project
**PARKING RESTRICTION CHANGES
 MINOR PARKING & ROAD SAFETY**

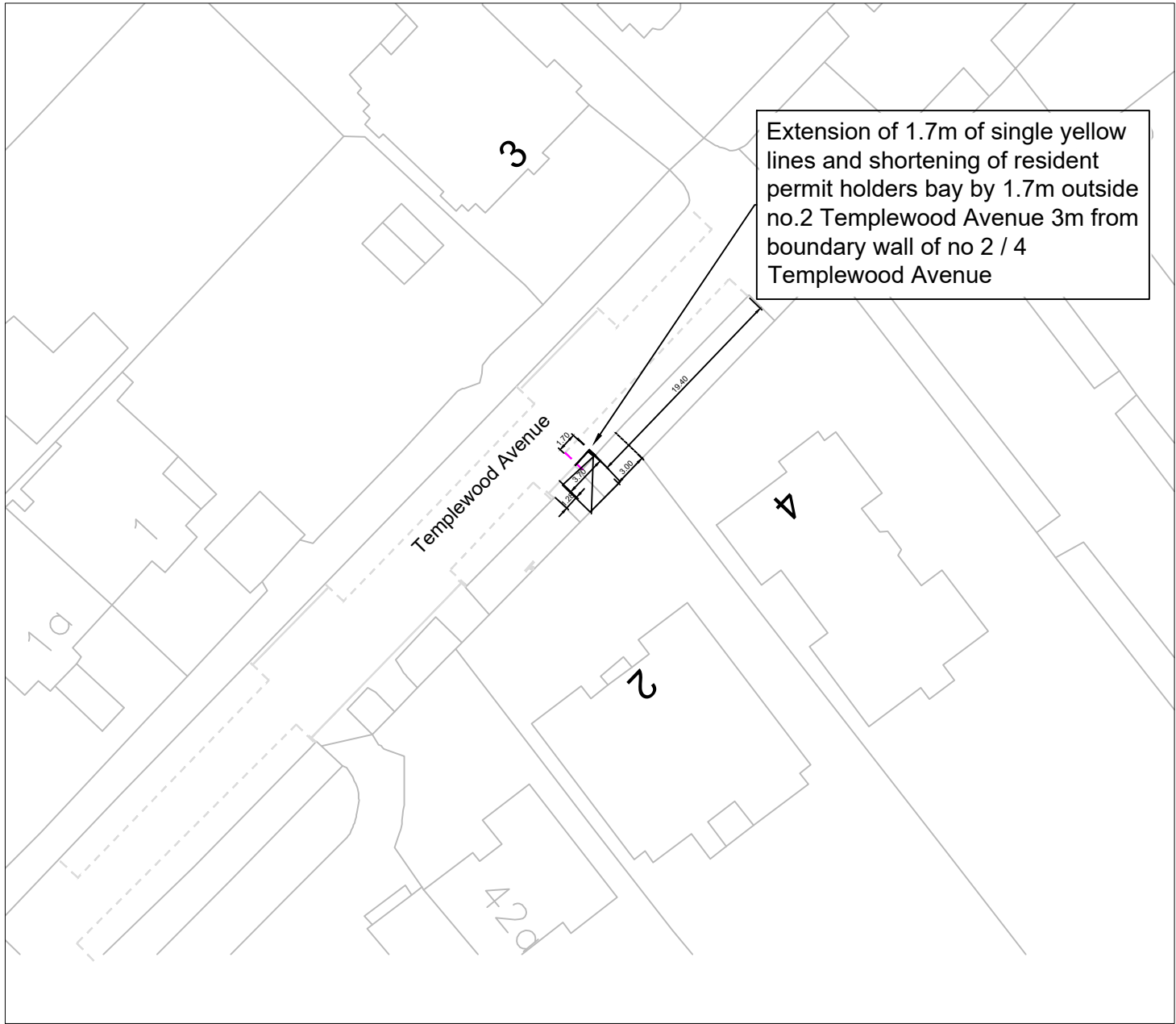
Drawing Title
**ORNAN ROAD
 FEASIBILITY DESIGN
 (TRAFFIC MANAGEMENT ORDERS)**

KEY

	EXISTING ROAD MARKINGS (LINE TYPE MAY VARY)
	PROPOSED YELLOW ROAD MARKINGS





Rev	By	Date	Amendments

Scale 1:500 @ A3	Date FEB 2025
Drawn By PW	File Ref
Checked By TH	Dwg Name
Drawing Location	
Drawing Number ORNAN ROAD/03	
Rev.	A



Extension of 1.7m of single yellow lines and shortening of resident permit holders bay by 1.7m outside no.2 Templewood Avenue 3m from boundary wall of no 2 / 4 Templewood Avenue

Key:

-  Existing roadmarkings
-  Proposed baymarkings
-  Existing sign & post
-  Remove roadmarkings

Rev	By	Date	Amendments



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Project
2 Templewood Avenue

Drawing Title
TMO
TEMPLEWOOD AVENUE

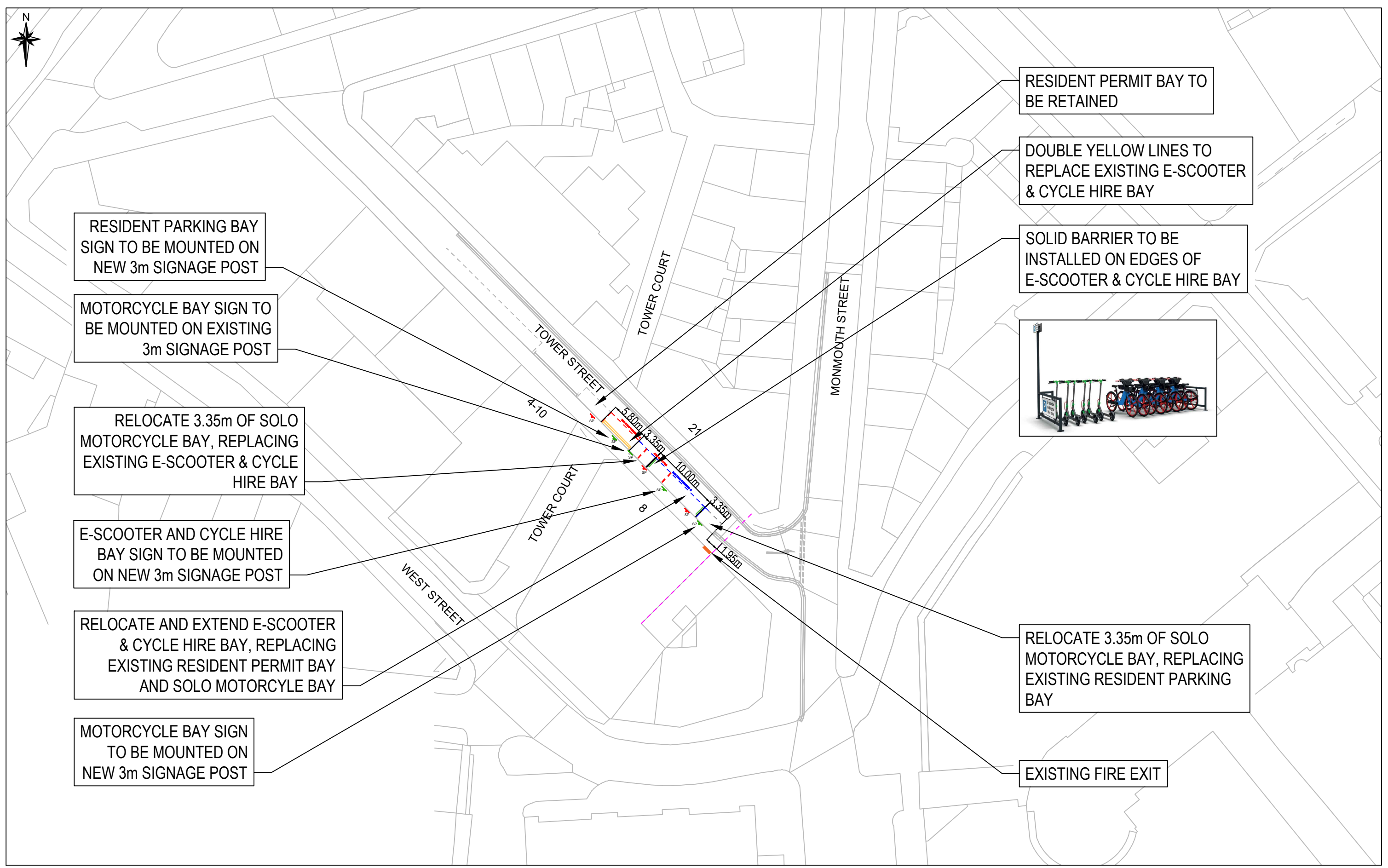
Scale 1 : 500 @ A4	Date 05/2025
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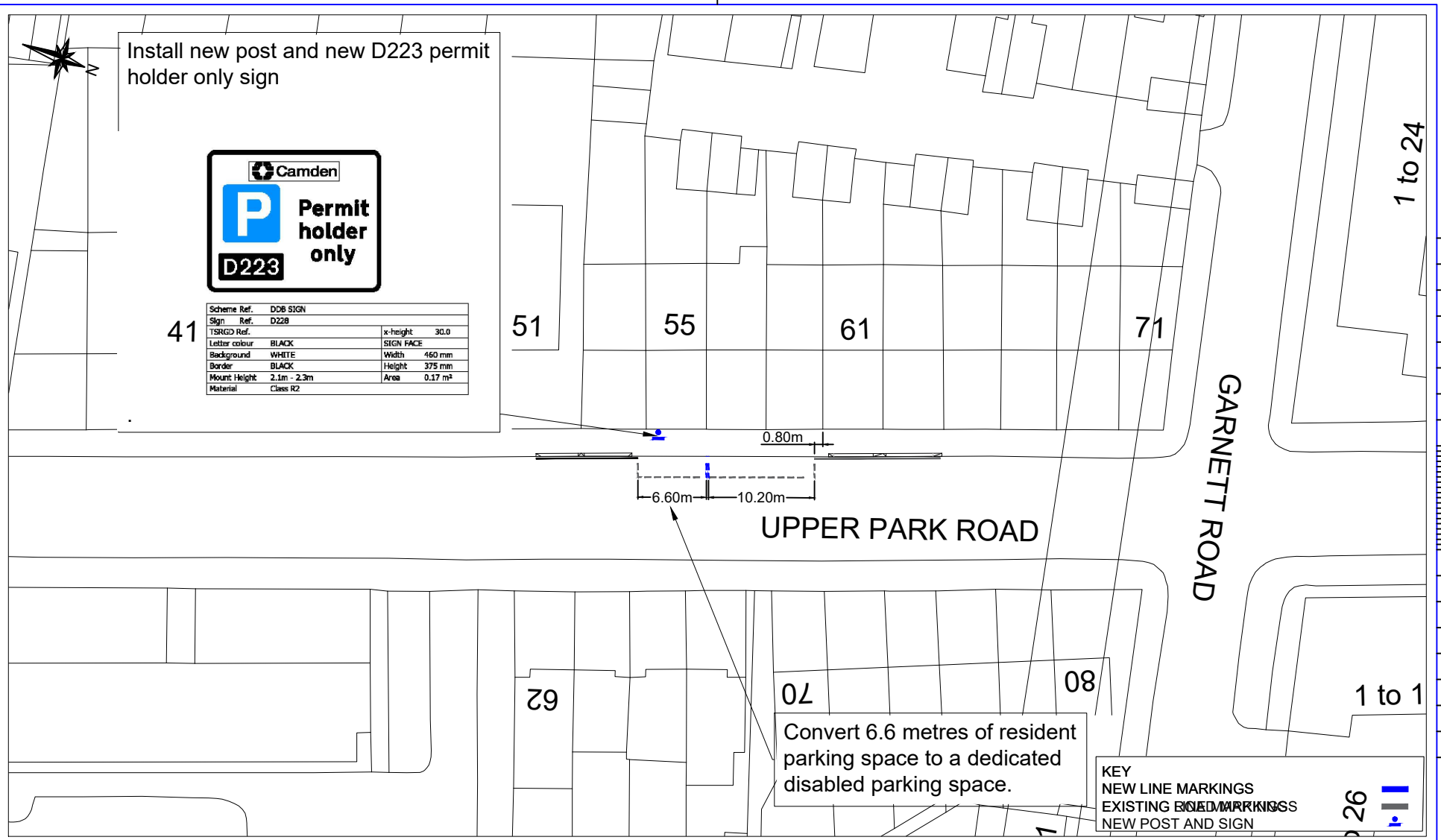
Drawn By AB	File Ref
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Checked By RC	Dwg Name 2 Templewood Av.
-------------------------	-------------------------------------

Drawing Location

Drawing Number 2Templewood Av/tmo/01	Rev.
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Install new post and new D223 permit holder only sign



Scheme Ref.	DDB SIGN	
Sign Ref.	D228	
TSRED Ref.		x-height 30.0
Letter colour	BLACK	SIGN FACE
Background	WHITE	Width 460 mm
Border	BLACK	Height 375 mm
Mount Height	2.1m - 2.3m	Area 0.17 m²
Material	Class R2	

UPPER PARK ROAD

GARNETT ROAD

Convert 6.6 metres of resident parking space to a dedicated disabled parking space.

KEY
 NEW LINE MARKINGS
 EXISTING ROAD MARKINGS
 NEW POST AND SIGN

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Project
PARKING CHANGES

Drawing Title
UPPER PARK ROAD

Rev	By	Date	Amendments
B	P.A.	01.12.25	Preliminary
A	P.A.	28.11.25	Preliminary

Scale
1 : 500 @ A4

Drawn By
P.A.

Checked By
T.H.

Drawing Location
T-drive/DISABLED PARKING

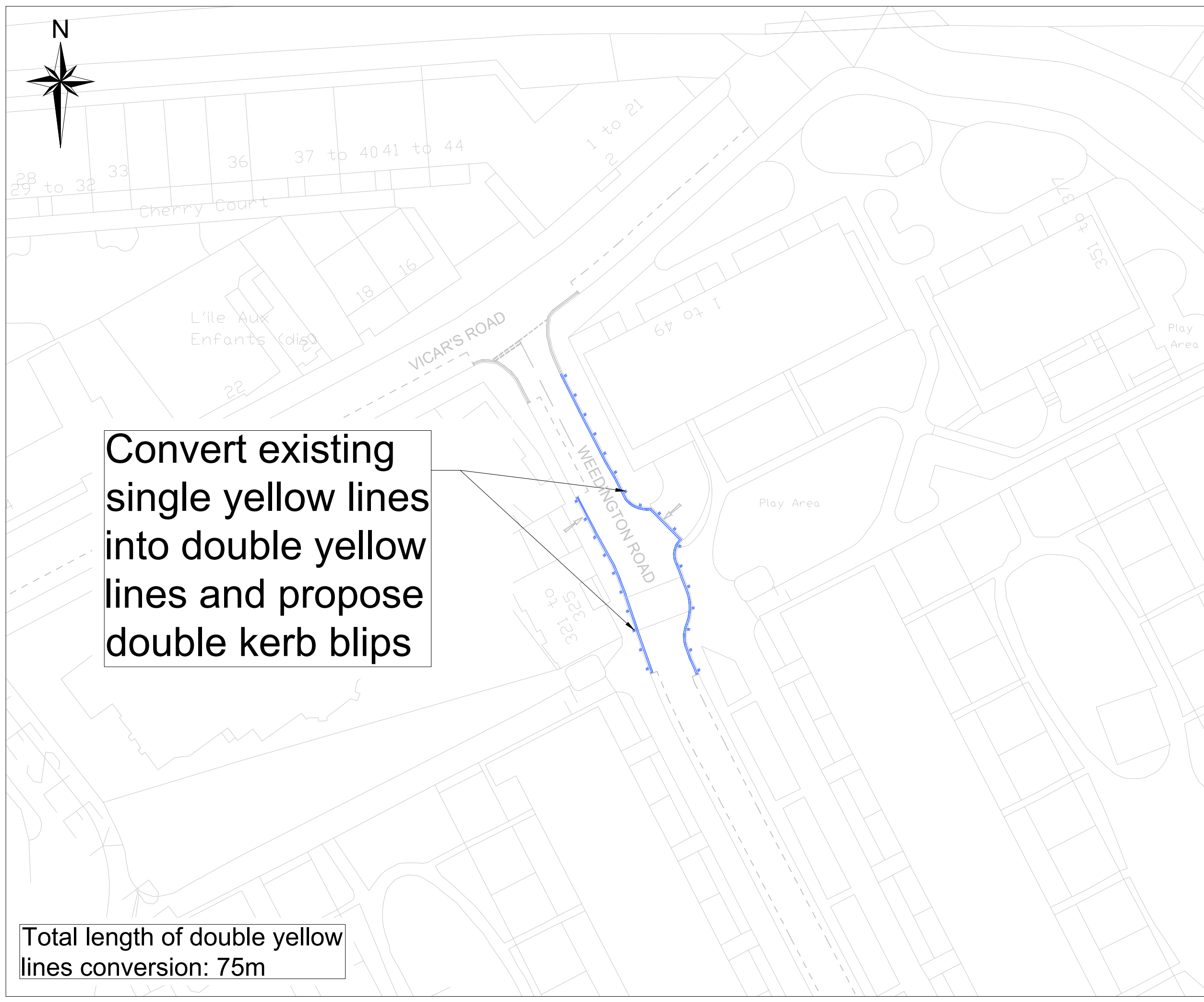
Drawing Number
01

Date
28.11.2025

File Ref
DDB 24-25

Dwg Name
DDB 24-25

Rev.
B



NOTES

1. Do not scale from this drawing. If there is any ambiguity between the specification and the drawings, refer to the Project Manager for clarification.
2. Dimensions are in metres unless stated otherwise.
3. Existing road markings are indicative.
4. This drawing is for consultation purposes only.

KEY

- Existing road markings
- Proposed road markings
- Existing vehicle access / crossover

A	FB	19/02/25	FIRST ISSUE
Rev	By	Date	Amendments



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Project
MINOR PARKING SCHEMES

Drawing Title
MP 065 - WEEDINGTON ROAD

Scale 1 : 200 @ A3	Date FEB 2025
Drawn By PW/FB	File Ref
Checked By TH	Dwg Name Weedington Road.dwg
Drawing Location N/A	

Drawing Number
 TE***/***/**/D0*

Rev. **A**

Total length of double yellow lines conversion: 75m

Convert existing single yellow lines into double yellow lines and propose double kerb blips