

The Camden (Revocation of Parking Places) (No. 9) Traffic Order 2020
The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 114) Traffic Order 2020

Notice is hereby given that the Council of the London Borough of Camden proposes to make the above Orders under Sections 6, 45, 46, 49 and 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended. The general nature and effect of the order will be to revoke the designation of parking places, or sections of parking places, and designate additional waiting restrictions as appropriate, in order to install bicycle hangars at the following locations:

RIDGMONT GARDENS – removal of the north-westernmost 5.1 metre section of the residents parking place closest to the junction with Torrington Place

GLADYS ROAD – removal of a 2.7 metre section of the residents parking place at the side of no. 20 Hemstal Road

GLENBROOK ROAD – removal of a 4.7 metre section of the residents parking place opposite no. 14 Glenbrook Road

KENTON STREET – removal of the southernmost 2.7 metre section of the residents parking place outside Robsart Mansions

SUMATRA ROAD – removal of a 2.7 metre section of the residents parking place outside no. 189 Sumatra Road

KENTISH TOWN ROAD – removal of the paid-for parking place and designation of a 24-hour waiting restriction outside no. 323 Kentish Town Road. N.B. a “car bike port” will be installed at this location rather than a bicycle hangar.

Copies of the proposed orders and the Council's Statement of Reasons for proposing to make the orders may be inspected at camden.gov.uk/recently-advertised-proposals or at the council's offices at 5 Pancras Square, N1C 4AG. Any person wishing to object or make representations in respect of the proposed order should send comments in writing, giving reasons for any objection to transportconsultations@camden.gov.uk or by post to FREEPOST LBC TRANSPORT STRATEGY, to be received by the end of 5 November 2020.

Peter Mardell - Head of Parking Operations
15 October 2020

Statement of Reasons

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 cycling. A key objective of the Camden Transport Strategy is to improve cycling facilities for those living, visiting and working in Camden.

The Council believes the introduction of secure cycle hangar parking facilities would encourage cycling within the borough especially in locations where high density dwellings are present.

The locations, with the exception of Kentish Town Road, have been identified as a suitable for the installation of safe and secure cycle hangar parking units.

In Kentish Town Road, a “car bike port” is proposed to replace paid-for parking close to Sainsbury’s supermarket in order to provide secure parking facilities for bicycles.

Chenies Mews

Torrington Place

Ridgmont Gardens

90 to 103



TMO

9.6m








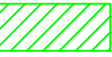
PERMIT HOLDERS ONLY

5.1m

Proposed changing 6.0m of single yellow line to double yellow lines as indicated

Two cyclehangar units to replace 5.1m of resident permit holders only bay and introduce 5.1m of double yellow lines

KEY

-  Existing tree
-  Existing single yellow line
-  Proposed double yellow lines
-  Existing double yellow lines
-  Proposed removing of lining
-  Proposed new bay lining
-  Existing parking bays
-  Proposed cyclehangar

- NOTES**
- Existing lining shown on the plan is not exact locations as on the ground
 - All traffic islands with trees will be placed a minimum distance of 0.5m from the carriageway kerb, cyclehangar and beginning of the next parking bay to aide street cleansing and create vehicle overhang buffer zone

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
 Cyclehangars
 Ridgmont Gardens (outside flat numbers 90 to 103)

Drawing Title
 TMO Drawing

Scale NTS	Date Oct 2020
Drawn By MW	File Ref
Checked By JA	Dwg Name
Drawing Location T:\1_Cptl_Schms\2020-21\Bike Hangars and Cycle Hangars 2020-21\08_Drawings\01_Working Drawings\	
Drawing Number Chenies Mews & Ridgmont Gardens\ 002	Rev. B



3
1

TMO

10.3m

2.7m

17.3m

LPO










Gladys Road

20

Hemstal Road

One cycle hangar to replace 2.7m of permit holder only bay and install 2.7m of double yellow lines as indicated

KEY

-  Existing lamp column
-  Existing signpost
-  Existing tree
-  Proposed cyclehangar
-  Existing double yellow lines
-  Proposed double yellow lines
-  Proposed removing of lining
-  Proposed new bay lining
-  Existing parking bays

NOTES

- Existing lining shown on the plan is not exact locations as on the ground
- All traffic islands with trees will be placed a minimum distance of 0.5m from the carriageway kerb, cyclehangar and beginning of the next parking bay to aide street cleansing and create vehicle overhang buffer zone

Rev	By	Date	Amendments



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
 Cyclehangar
 Gladys Road (outside adjacent house
 number 20 Hemstal Road)

Drawing Title
 TMO Drawing

Scale NTS	Date Oct 2020
Drawn By MW	File Ref
Checked By JA	Dwg Name
Drawing Location T:\Cpl_Schms\2020-21\Bike Hangars and Cycle Hangars 2020-21\08_Drawings\01_Working Drawings\	
Drawing Number Gladys Road\ 002	Rev.



KEY

- Proposed reflective bollard on proposed traffic island with tree
- LPO Existing lamp column
- d Existing signpost
- d Proposed signpost with permit holders only sign
- Existing tree
- Proposed tree
- Proposed cyclehangar
- Existing double yellow lines
- Proposed double yellow lines
- Existing parking bays

Proposed double yellow line as shown

Proposed traffic island incorporating a tree

One cycle hangar to replace 4.7m of permit holder only bay



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
 Cyclehangar
 Glenbrook Road (outside opposite house number 14)

Drawing Title
 TMO Drawing

Scale NTS	Date Oct 2020
Drawn By MW	File Ref
Checked By JA	Dwg Name
Drawing Location T:\Cpl_Schms\2020-21\Bike Hangars and Cycle Hangars 2020-21\08_Drawings\01_Working Drawings\	
Drawing Number Glenbrook Road\ 002	Rev.



One cyclehangar unit to replace 2.7m of resident permit holders only bay and extend single yellow line as indicated

KEY

	Existing tree
LPO	Existing lamp column
	Existing signpost
	Existing single yellow line
	Proposed single yellow line
	Proposed removing of lining
	Proposed new bay lining
	Existing parking bays
	Proposed cyclehangar

- NOTES**
- Existing lining shown on the plan is not exact locations as on the ground
 - An additional 0.4m of parking bay is used for the proposed cycle hangar bay to create a vehicle overhang buffer zone Existing lining shown on the plan is not exact locations as on the ground

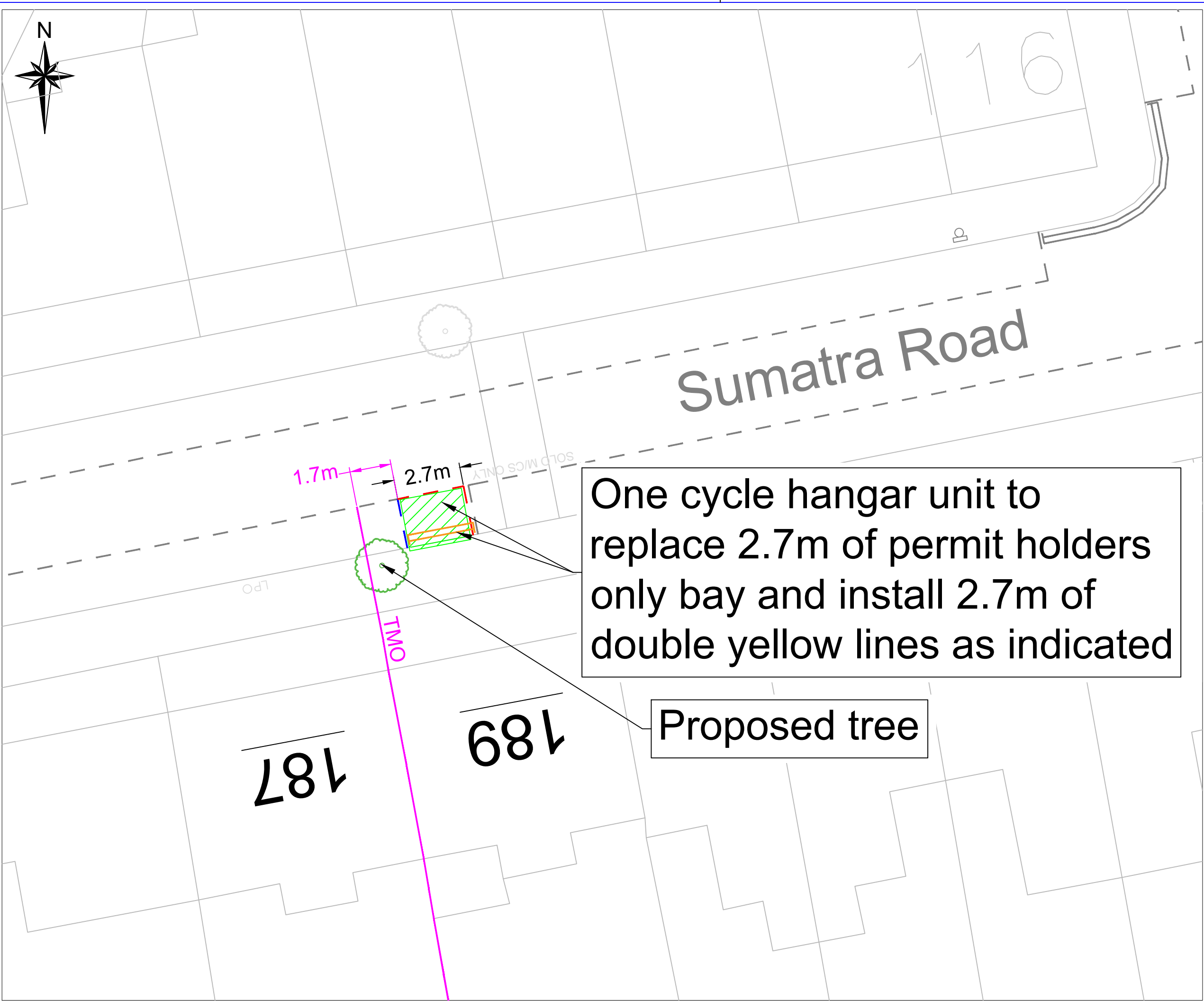
Rev	By	Date	Amendments

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
 Cyclehangar
 Kenton Street (outside 1 to 5 Robsart Mansions)

Drawing Title
 TMO Drawing





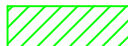





Scale NTS	Date Oct 2020
Drawn By MW	File Ref
Checked By JA	Dwg Name
Drawing Location T:\Cpl_Schms\2020-21\Bike Hangars and Cycle Hangars 2020-21\08_Drawings\01_Working Drawings\	
Drawing Number Kenton Street\ 002	Rev.



One cycle hangar unit to replace 2.7m of permit holders only bay and install 2.7m of double yellow lines as indicated

Proposed tree

KEY

-  Existing lamp column
-  Existing signpost
-  Existing tree
-  Proposed tree
-  Proposed cyclehangar
-  Existing double yellow lines
-  Proposed double yellow lines
-  Proposed removing of lining
-  Proposed new bay lining
-  Existing parking bays

NOTES

- Existing lining shown on the plan is not exact locations as on the ground
- All traffic islands with trees will be placed a minimum distance of 0.5m from the carriageway kerb, cyclehangar and beginning of the next parking bay to aid street cleansing and create vehicle overhang buffer zone

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
 Cyclehangar
 Sumatra Road (outside house
 number 189)

Drawing Title
 TMO Drawing

Scale NTS	Date Oct 2020
Drawn By MW	File Ref
Checked By JA	Dwg Name
Drawing Location T:\1_Cptl_Schms\2020-21\Bike Hangars and Cycle Hangars 2020-21\08_Drawings\01_Working Drawings\	
Drawing Number Sumatra Road\ 002	Rev.



Remove all the 'Pay and Display' parking bay

Install 10m of double yellow lines as indicated

Install 1.5m x 1.0m traffic island with tree and bollard with red reflective strips as indicated

Install 1.5m x 1.0m traffic island with tree and reflective 'Keep Left' bollard as indicated

Existing Pedestrian Signal Crossing Area

BUS STOP

270

The Patate

325

323

321




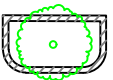






Kentish Town Road

Library

10.0m

Proposed Car Bike Port

KEY

-  Install bollard with red reflective strips
-  Install reflective 'Keep Left' bollard
-  Existing single kerb marking
-  Install traffic island with tree
-  Existing double yellow lines
-  Proposed double yellow lines
-  Proposed removing of lining
-  Existing parking/ bus bays
-  Existing pedestrian signal crossing area
-  Proposed Car Bike Port

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
Car Bike Port
The Patate

Drawing Title
Kentish Town Road
Consultation Drawing

Scale NTS	Date Oct 2020
Drawn By MW	File Ref
Checked By SS	Dwg Name
Drawing Location T:\Cptl_Schms\2020-21\Car Bike Ports 20-2108_Drawings\01 - Working Drawings\Consultation	
Drawing Number Kentish Town Road/ 001	Rev.

The Camden (Revocation of Parking Places) (No. 9) Traffic Order 2020

2020 No. 74

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2020 No. 74

The Camden (Revocation of Parking Places) (No. 9) Traffic Order 2020

Made on

Coming into force on

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 1984 [1984 c. 27], as amended by section 8 of and part I of schedule 5 to the Local Government Act 1985 [1985 c. 51], and of all other powers thereunto enabling, hereby make the following order:

1. Citation and commencement

- 1.1 This Order shall come into force on _____ and may be cited as The Camden (Revocation of Parking Places) (No. 9) Traffic Order 2020.

2. Interpretation

- 2.1 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.

- 2.2 In this order

“CA-D order” means the Camden (Parking Places) (CA-C) Traffic Order 2012 [L.B.C. 2012 No. 4];

“CA-E order” means the Camden (Parking Places) (CA-E) Traffic Order 2012 [L.B.C. 2012 No. 5];

“CA-M order” means the Camden (Parking Places) (CA-M) Traffic Order 2012 [L.B.C. 2012 No. 12];

“CA-P order” means the Camden (Parking Places) (CA-P) Traffic Order 2012 [L.B.C. 2012 No. 14];

“CA-Q order” means the Camden (Parking Places) (CA-Q) Traffic Order 2012 [L.B.C. 2012 No. 15];

“Car Club order” means the Camden (Parking Places) (Car Club) Traffic Order 2012 [L.B.C. 2012 No. 26];

3. Revocation and designation of parking places

- 3.1 Nothing in this article shall prejudice the validity of anything done or any liability incurred in respect of any act or omission before the coming into force of this order.
- 3.2 The CA-D order shall have effect as though;
 - 3.2.1 there was omitted from schedule 1 to that order, the items set out in table 1.1 of the schedule to this order;
 - 3.2.2 there was included in schedule 1 to that order, the items set out in table 1.2 of the schedule to this order;
- 3.3 The CA-E order shall have effect as though;
 - 3.3.1 there was omitted from schedule 1 to that order, the items set out in table 2.1 of the schedule to this order;
 - 3.3.2 there was included in schedule 1 to that order, the items set out in table 2.2 of the schedule to this order;
- 3.4 The CA-M order shall have effect as though there was omitted from schedule 2 to that order, the items set out in table 3 of the schedule to this order;
- 3.5 The CA-P order shall have effect as though;
 - 3.5.1 there was omitted from schedule 1 to that order, the items set out in table 4.1 of the schedule to this order;
 - 3.5.2 there was included in schedule 1 to that order, the items set out in table 4.2 of the schedule to this order;
- 3.6 The CA-Q order shall have effect as though;
 - 3.6.1 there was omitted from schedule 1 to that order, the items set out in table 5.1 of the schedule to this order;
 - 3.6.2 there was included in schedule 1 to that order, the items set out in table 5.2 of the schedule to this order;
- 3.7 the Car Club order shall have effect as though;
 - 3.7.1 there was omitted from the schedule to that order, the item set out in table 6.1 of the schedule to this order;
 - 3.7.2 there was included in the schedule to that order, the item set out in table 6.2 of the schedule to this order.

Dated this

SCHEDULE

TABLE 1.1 – ITEMS OMITTED FROM SCHEDULE 1 TO THE CA-D ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
1784	KENTON STREET	west side: from a point opposite the northern kerb-line of Handel Street, northwards for a distance of 44.1 metres	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM - 1.30PM

TABLE 1.2 - ITEMS INCLUDED IN SCHEDULE 1 TO THE CA-D ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	KENTON STREET	west side: from a point 2.7 metres north-west of a point opposite the northern kerb-line of Handel Street, northwards for a distance of 35.7 metres	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM - 1.30PM

TABLE 2.1 – ITEMS OMITTED FROM SCHEDULE 1 TO THE CA-E ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
10212	RIDGMOUNT GARDENS	north-east side: from a point 22.3 metres north-west of a point opposite the party wall of nos. 37 to 48 and nos. 49 to 63 Ridgmount Gardens, north-westwards for a distance of 32.4 metres	MONDAY - SATURDAY 8.30AM - 6.30PM

TABLE 2.2 – ITEMS INCLUDED IN SCHEDULE 1 TO THE CA-E ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	RIDGMOUNT GARDENS	north-east side: from a point 14.7 metres south-east of the kerb line of Torrington Place, south-eastwards for a distance of 27.3 metres	MONDAY - SATURDAY 8.30AM - 6.30PM

TABLE 3 – ITEMS OMITTED FROM SCHEDULE 2 TO THE CA-M ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINE)	TARIFF (DIESEL ENGINE)	MAXIMUM STAY
12770	KENTISH TOWN ROAD	west side: from a point 14.6 metres north of the northern kerb line of York Mews, northward for a distance of 10 metres	MONDAY - FRIDAY 10AM - 4PM	£3.43 per hour	£4.17 per hour	2 hours

TABLE 4.1 – ITEMS INCLUDED IN SCHEDULE 1 TO THE CA-P ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
5034	GLENBROOK ROAD	north-west side: from a point 4 metres south-west of the western kerb-line of Narcissus Road, south-westwards for a distance of 24.5 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
5126	SUMATRA ROAD	south side: from the common boundary of nos. 177 and 179 Sumatra Road, to a point 2 metres west of the common boundary of nos. 189 and 191 Sumatra Road	MONDAY - FRIDAY 8.30AM - 6.30PM

TABLE 4.2 – ITEMS INCLUDED IN SCHEDULE 1 TO THE CA-P ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	GLENBROOK ROAD	north-west side: from a point 4 metres south-west of the western kerb-line of Narcissus Road, south-westwards for a distance of 10.1 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
	GLENBROOK ROAD	north-west side: from a point 18.8 metres south-west of the western kerb-line of Narcissus Road, south-westwards for a distance of 6.2 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
	SUMATRA ROAD	south side: from the common boundary of nos. 177 and 179 Sumatra Road, to a point 1.7 metres north-east of the common boundary of nos. 187 and 189 Sumatra Road	MONDAY - FRIDAY 8.30AM - 6.30PM

TABLE 5.1 – ITEMS OMITTED FROM SCHEDULE 1 TO THE CA-Q ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	GLENBROOK ROAD	north-west side: from a point 4 metres south-west of the western kerb-line of Narcissus Road, south-westwards for a distance of 10.1 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
	GLENBROOK ROAD	north-west side: from a point 18.8 metres south-west of the western kerb-line of Narcissus Road, south-westwards for a distance of 6.2 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
	SUMATRA ROAD	south side: from the common boundary of nos. 177 and 179 Sumatra Road, to a point 1.7 metres north-east of the common boundary of nos. 187 and 189 Sumatra Road	MONDAY - FRIDAY 8.30AM - 6.30PM

TABLE 5.2 – ITEMS INCLUDED IN SCHEDULE 1 TO THE CA-Q ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	GLADYS ROAD	west side: from a point 5.5 metres north-east of the northern kerb-line of Hemstal Road, north-eastward for a distance of 17.3	MONDAY - FRIDAY 8.30AM - 6.30PM
	GLADYS ROAD	west side: from a point 25.5 metres north-east of the northern kerb-line of Hemstal Road, to a point 4 metres south-west of the southern kerb-line of Sherriff Road	MONDAY - FRIDAY 8.30AM - 6.30PM

TABLE 6.1 – ITEM OMITTED FROM THE SCHEDULE TO THE CAR CLUB ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	DESIGNATION NUMBER
12569	KENTON STREET	north-west side: from a point 44.1 metres north-west of the a point opposite the northern kerb line of Handel Street, north-westwards for a distance of 5 metres	CC178

TABLE 6.1 – ITEM INCLUDED IN THE SCHEDULE TO THE CAR CLUB ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	DESIGNATION NUMBER
	KENTON STREET	north-west side: from a point 38.4 metres north-west of a point opposite the northern kerb-line of Handel Street, northwards for a distance of 5 metres	CC178

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 114) Traffic Order 2020

2020 No. 75

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2020 No. 75

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area)
(Amendment No. 114) Traffic Order 2020

Made on

Coming into force on

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 1984 [1984 c. 27], as amended by section 8 of and part I of schedule 5 to the Local Government Act 1985 [1985 c. 51], and of all other powers thereunto enabling, hereby make the following order:

1. Citation and commencement

- 1.1 This order shall come into force on _____ and may be cited as the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 114) Traffic Order 2020.

2. Interpretation

- 2.1 In this order;
- 2.1.1 the term "parent order" means the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [L.B.C 2012 No. 1];
- 2.1.2 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;
- 2.1.3 unless the context otherwise requires, any expression used in this order which is also used in the parent order shall have the same meaning as in that order.

3. Amendment to schedule 1 to the parent order

- 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 parent order shall have effect as though there was substituted for the items set out in relation to the similarly named streets in schedule 1 to the parent order, the items set out in the table of the schedule to this order;

Dated this

SCHEDULE

TABLE 1 - ITEMS SUBSTITUTED IN RESPECT OF THE SIMILARLY NAMED STREET IN SCHEDULE 1 TO THE PARENT ORDER

ITEM NUMBER	STREET – SIDE OF STREET – LENGTH OF HIGHWAY	RESTRICTED HOURS See Schedule
517	KENTISH TOWN ROAD	
(a)	east side:	
(i)	from a point 1.5 metres south of the party wall of nos. 200/202 and no. 198 Kentish Town Road to a point 2.7 metres north of the party wall of nos. 190/192 and no. 194 Kentish Town Road	2Q
(ii)	from a point 2.7 metres north of the party wall of nos. 190/192 and no. 194 Kentish Town Road to a point 2.4 metres south of the party wall of no. 184 and nos. 186/188 Kentish Town Road	B
(iii)	from a point 2.4 metres south of the party wall of no. 184 and nos. 186/188 Kentish Town Road to a point 10 metres north of the northern kerb line of Patshull Road	2Q
(iv)	from a point 7.2 metres south of the southern kerb line of Patshull Road to a point 46.7 metres south of that kerb line	2Q
(v)	from a point 11.6 metres south of the party wall of nos. 146 and 148 Kentish Town Road to a point 4.2 metres south of the party wall of nos. 136 / 138 and 140 Kentish Town Road	2Q
(vi)	from a point 7.1 metres south of the southern kerb line of Bartholomew Road to the extended northern kerb line of Rochester Road	2Z
(vii)	from a point 26.88 metres south of a point opposite the northern flank wall of Public House, no.33 Kentish Town Road to a point 26.86 metres north of a point opposite the northern flank wall of the Church, Buck Street	2L
(viii)	from a point 7.36 metres south of a point opposite the northern flank wall of the Church, Buck Street to a point [^RR^] opposite the party wall of nos. 1 and 3 Kentish Town Road	2L
(b)	west side:	
(i)	from a point 0.2 metres south of the party wall of nos. 335 and 337 Kentish Town Road, southward for a distance of 20 metres	Y

(ii)	from a point 1.5 metres south of the party wall of nos. 253 / 255 and 257 Kentish Town Road to the party wall of 235 and 237 Kentish Town Road	2Q
(iii)	from the party wall of 235 and 237 Kentish Town Road to a point 8.5 metres north of the northern kerb line of Anglers Lane	B
(iv)	from a point 5.0 metres north the party wall of nos. 191 and 193 Kentish Town Road to a point 21.5 metres north of the party wall of nos. 191 and 193 Kentish Town Road	B
(v)	from a point 5.6 metres south of the centre line of Church Avenue to a point 6.6 metres north of the northern kerb line of Kelly Street	2Q
(vi)	from a point 4 metres south of the southern kerb line of Kelly Street to a point 9.8 metres north of the northern kerb line of Castle Road	2Z
(vii)	from the southern flank wall of no. 133 Kentish Town Road to a point 4.0 metres north of the northern kerb line of Farrier Street	2M
(viii)	from the party wall of nos. 91 and 93 Kentish Town Road to a point 42.80 metres north of the northern kerb line of Hawley Road	2Z
(ix)	from the northern kerb line of Hawley Road to a point opposite the northern kerb line of Camden Gardens	2L
(x)	from the northern kerb line of Buck Street to a point [^RR^] 21.34 metres north of the north-eastern kerb line of Camden High Street	2L
(c)	both sides: so much else of Kentish Town Road that is public highway and which does not lie within the lengths specified above	A
805	RIDGMOUNT GARDENS	
(a)	both sides:	
(i)	from the kerb line of Torrington Place to a point 6 metres south-east of that point	A
(ii)	so much else of Ridgmount Gardens that is public highway and which does not lie within the lengths specified above	F