

The Camden (Haverstock Hill / Rosslyn Hill and Neighbouring Streets) Experimental Traffic Order 2022

Notice is hereby given that the Council of the London Borough of Camden made the above mentioned Experimental Traffic Order on 17 January 2022 under Section 9 of the Road Traffic Regulation Act 1984, as amended. The order will come into force on 27 January 2022. The general nature and effect of the order is set out below.

In order to facilitate the construction of cycle lanes on both sides of the carriageway along Haverstock Hill, between the junctions with Prince of Wales Road and Belsize Lane, parking places will be removed from this section of the road except for a number of newly designated loading bays and disabled parking bays. A prohibition on waiting by vehicles, including for the purposes of loading or unloading will apply along Haverstock Hill between those junctions mentioned above except where new loading or disabled bays are designated.

Parking provision will be re-allocated in side streets close to their junctions with the main road. Waiting and loading restrictions will apply at all times in Haverstock Hill and Rosslyn Hill, between the junctions mentioned, except where loading bays or disabled bays are designated. A summary of these changes is set out in the table below. Car spaces are approximations based on the assumption of a car space being 5 metres in length. Newly designated disabled parking places will be operational “at all times” and have a maximum permitted parking period of 3 hours.

Additionally, the hours of control for the north-westbound bus lane designated along the south-west sides of Haverstock Hill and Rosslyn Hill (from north of the junction with Belsize Avenue to north of the junction with Belsize Lane) will be extended so that it operates “at all times”. The taxi rank and disabled bays situated on the north-east side of Rosslyn Hill, south-east of the junction with Pond Street are unaffected.

Street Name	Change Proposed
Haverstock Hill (between Eton Road and Steele’s Road)	South-west side: 5 residents' parking spaces outside nos. 63-67 removed; 2 car club parking spaces outside nos. 69-71 removed and relocated to Parkhill Road; North-east side: 6 pay-by phone parking spaces outside nos. 82-92 removed; Motorcycle parking place outside Haverstock Tavern removed; Loading bay designated outside Haverstock Tavern (10 metres length, operating Mondays to Saturdays between 10am and noon);
Eton Road	North-west side: residents' parking place at the side of Chandos Court (no. 61 Haverstock Hill) reduced in length by 6.6 metres at the north-easternmost end and this section re-designated as a disabled parking place; South-east side: residents' parking place at the side of Eton Rise reduced in length by 20 metres at the north-easternmost end and this section re-designated as 2 pay-by phone parking spaces and 2 shared-use residents' / pay-by phone parking spaces;
Steele’s Road	North-west side: residents' parking place at side of no. 83 Haverstock Hill (2 spaces); Loading bay designated at the side of no. 83 Haverstock Hill (10 metres length operating Mondays to Fridays between 9am and 6.30pm and Saturdays between 9.30am and 1.30pm); Pay-by-phone parking place designated immediately south-west of the loading bay (8.8 metres length operating Mondays to Fridays between 9am and 6.30pm and Saturdays between 9.30am and 1.30pm);
Haverstock Hill (between Steele’s Road and England’s Lane)	North-east side: 2 residents' parking spaces outside nos. 100-102 removed;

Street Name	Change Proposed
	7 residents' parking spaces outside nos. 104-108 removed; South-west side: 4 shared-use residents' / pay-by-phone parking spaces outside nos. 93-97 removed;
Parkhill Road	South-east side: residents' parking place at side of no. 110 Haverstock Hill reduce in length by 10 metres at the south-western end and this section re-designated as a Car Club parking place (operating "at all times");
England's Lane	South-east side: residents' parking place at side of Stanbury Court (4 spaces) re-designated as a shared-use residents' / pay-by-phone parking place (21.2 metres length operating Mondays to Fridays between 9am and 6.30pm and Saturdays between 9.30am and 1.30pm);
Haverstock Hill (between England's Lane and Antrim Grove)	South-west side: 5 residents' parking places (approximately 13 spaces in total) removed;
Antrim Grove	North-west side: residents' parking place outside no. 2 Antrim Grove reduced in length by 5 metres at the north-eastern end and this section re-designated as a Car Club parking place; South-east side: residents' parking place at side of no. 123 Haverstock Hill extended by 5 metres at the south-western end;
Upper Park Road	South-east side; pay-by-phone parking place at the side of no. 154 Haverstock Hill reduced in length by 5 metres at the south-western end and this section re-designated with a prohibition on waiting by vehicles on Mondays to Fridays between 9am and 6.30pm and Saturdays between 9.30am and 1.30pm;
Haverstock Hill (between Antrim Grove and Upper Park Road)	North-east side: 2 pay-by-phone parking spaces outside nos. 152-154 removed;
Haverstock Hill (between Upper Park Road and Belsize Grove)	South-west side: 2 electric vehicle charging bays opposite no. 166 removed and relocated to Downside Crescent; 2 pay-by-phone parking spaces opposite no. 168 removed;
Belsize Grove	North-west side: 2 residents parking spaces and 2 disabled parking bays closest to the junction with Haverstock Hill removed and replaced with a loading bay (9.9 metres length operating on Mondays to Fridays between 9am and 6.30pm and Saturdays between 9.30am and 1.30pm and two disabled parking spaces immediately to the south-west (both 6.6 metres length operating "at all times"); South-east side: residents' parking place closest to the junction with Haverstock Hill reduced in length by 13.2 metres at the north-eastern end and this area re-designated as 2 disabled parking spaces operating "at all times";
Haverstock Hill (between Belsize Grove and Howitt Road)	South-east side: 2 disabled parking spaces opposite no. 176 removed and relocated to Belsize Grove; 6 pay-by-phone parking spaces opposite nos. 178-182 removed; Car club bay opposite no. 184 removed and relocated to Antrim Grove; North-east side: 3 pay-by-phone parking spaces outside nos. 182-184 removed;
Downside Crescent	North-west side: residents' parking place closest to the junction with Haverstock Hill (4 spaces) removed and re-designated as a Car Club parking place and charging point for Electric Vehicles (both 10 metres length operating "at all times");
Howitt Road	North-west side: 2 residents' parking spaces at side of no. 171 Haverstock Hill removed and replaced with shared-use residents' and pay-by-phone parking;

Street Name	Change Proposed
Glenloch Road	North-west side: 2 car club spaces and 1 residents' parking space at side of no. 185 Haverstock Hill removed with double yellow lines extended by 4.4 metres south-westwards and the remainder of the space re-designated as 2 disabled parking spaces;
Haverstock Hill (between Glenloch Road and Belsize Avenue)	North-east side: 7 pay-by-phone parking spaces outside nos. 194-200 removed; Loading bay designated outside nos. 194 (10 metres length operating Mondays to Saturdays between 10am and noon); Loading bay outside nos. 208-210 removed; 2 pay-by-phone parking spaces outside nos. 212-214 removed; South-west side: 5 pay-by-phone parking spaces outside nos. 195-201 removed; 3 disabled bays outside nos. 203-207 removed, 2 relocated to Glenloch Road and 1 relocated to outside no. 213 Haverstock Hill (old Town Hall building); 1 disabled parking place and 1 loading bay (both 6.6 metres length and operating "at all times") designated outside no. 213;
Rosslyn Hill	North-east side: Bus parking place opposite junction with Belsize Lane removed and replaced with a loading bay (9.9 metres length operating "at all times")

The Council will be considering in due course whether the provisions of the experimental order should continue in force indefinitely. Within a period of six months beginning with the date on which this experimental order comes into force or, if the order is varied by other orders or modified pursuant to section 10 (2) of the Road Traffic Regulation Act 1984 beginning with the day on which the variation or modification or the latest variation or modification came into force, any person may object to the making of an order for the purpose of such indefinite continuation.

Any such objection must be made in writing, stating the grounds on which the objection is being made and sent to safetravel@camden.gov.uk or by post to FREEPOST LBC Transport Strategy. Copies of the order and other documents relating to the order may be inspected at camden.gov.uk/recently-advertised-proposals or by contacting traffic.orders@camden.gov.uk or may be inspected in person by appointment only at 5 Pancras Square, London, N1C 4AG, between the hours of 9am and 5pm on Mondays to Fridays excluding bank and public holidays (please contact traffic.orders@camden.gov.uk or 020-7974 4788 or 020-7974 5800 to arrange an appointment). Any person desiring to question the validity of the order or of any provision contained therein on the grounds that it is not within the powers conferred by the Road Traffic Regulation Act 1984 or that any of the relevant requirements thereof or of any relevant regulations made thereunder has not been complied with may, within 6 weeks of the date on which the order was made, make application for the purpose to the High Court.

Notice is also given under s.23 of the Road Traffic Regulation Act 1984 of the council's intention to construct new pedestrian crossings at these locations in Haverstock Hill all of which are zebra crossings: a) approximately 10 metres north-west of the junction with Eton Road, b) approximately 10 metres north-west of the junction with Steele's Road, c) between the junctions with Antrim Grove and Upper Park Road.

Notice is further given under s.23 and s.90C of the Highways Act 1980 of the council's intention to construct a raised zebra crossing between the junctions with Rowland Hill Street and Belsize Lane. The crossing will have a flat-top profile and will be constructed to no more than 100mm height.

Comments in relation to these pedestrian crossings can be sent to the same addresses shown above.

Peter Mardell
Head of Parking Operations
20 January 2022

LONDON BOROUGH OF CAMDEN

The Camden (Haverstock Hill / Rosslyn Hill and Neighbouring Streets) Experimental Traffic Order 2022

STATEMENT OF REASONS

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

1 SUMMARY OF CHANGES

- New mandatory cycle lanes, on either side of Haverstock Hill/ Rosslyn Hill, protected by flexible wands, between the junctions with Prince of Wales Road and Pond Street.
- Four new zebra crossings on the Haverstock Hill/ Rosslyn Hill corridor which replace existing traffic islands.
- One new signalised crossing on the Haverstock Hill/ Rosslyn Hill corridor which replaces an existing traffic island.
- Remove traffic islands at formal and informal crossings.
- New pedestrian 'countdown' facilities at the signalised junction with England's Lane and Pond Street and at the signalised pedestrian crossings near the junctions with Glenloch Road and Ornan Road.
- Remove two inset paid for parking bays to convert into footway.
- Remove footway buildout at the junction with Belsize Grove and replace with cycle lane.
- Convert all bus stops along the corridor to Shared Use Bus Boarders (SUBBs) apart from Bus Stop G.
- Extending the hours of operation of the bus lane from Mon-Fri 3pm - 7pm (current) to Mon-Sun 24/7 (proposed).
- Remove a combination of parking bays and yellow lines from the Haverstock Hill/ Rosslyn Hill corridor and replace with mandatory cycle lanes on either side of the road, in operation 24 hours a days and 7 days a week.
 - Retain 3 disabled bays and 4 taxi rank bays on Rosslyn Hill adjacent to the Royal Free Hospital, between the junctions with Pond Street and Rowland Hill Street.
 - Convert the coach bay between the junctions with Pond Street and Rowland Hill Street into a permanent loading bay, within the cycle lane, in operation 24 hours a day and 7 days a week.
 - Add one new disabled bay and one new permanent loading bay, in operation 24 hours a day and 7 days a week, outside 213 Haverstock Hill, south of the junction with Belsize Avenue.
 - Add a new timed loading bay in the cycle lane, in operation between 10:00-12:00 noon, Monday to Saturday, outside 194 Haverstock Hill.
 - Add a new timed loading bay in the cycle lane, in operation between 10:00-12:00 noon, Monday to Saturday, outside 94 Haverstock Hill.
 - A net loss of 60 residents' permit bays (around 1.5% of existing provision in Controlled Parking Zone CA-B). The majority is on the Haverstock Hill/ Rosslyn Hill corridor.

- A net loss of 29 paid for bays along the Haverstock Hill/ Rosslyn Hill corridor. Add two new paid for bays on Eton Road and two new paid for bays on Steele's Road.
- A net increase of 12 shared residents' and paid for bays.
- Two electric vehicle charging bays relocated to Downside Crescent
- Remove one motorcycle parking bay.
- Relocate three disabled bays between the junctions with Glenloch Road and Belsize Avenue to 1) one bay onto the carriageway (as an inset bay) outside 213 Haverstock Hill and 2) two bays on Glenloch Road.

2 REASONS FOR PROPOSING TO MAKE THE ORDER

- 2.1 The purpose of this scheme is to make it easier and safer to walk and cycle along Haverstock Hill/ Rosslyn Hill, between the junctions with Prince of Wales Road and Pond Street. Amendments to existing bus lane hours, to help improve bus journey times, are also proposed. This includes introducing protected cycle lanes in both directions on Haverstock Hill/ Rosslyn Hill, improvements to pedestrian facilities and removing the majority of parking provision on Haverstock Hill/ Rosslyn Hill corridor and relocate some of this provision to adjacent side roads.
- 2.2 The Council considers that this traffic scheme will contribute towards delivering the Council's transport response to the COVID-19 pandemic and towards meeting the objectives of Our Camden Plan, Department for Transport (DfT) guidance *Gear Change*, the Mayor's Transport Strategy, the Camden Transport Strategy and the Camden Climate Action Plan, which are relevant to the Haverstock Hill/ Rosslyn Hill and Camden as a whole.
- 2.3 It is considered that the scheme is in accordance with DfT guidance *Traffic Management Act 2004: network management in response to COVID-19*. This guidance sets out that the government expects local authorities to make significant changes to their road layouts to give more space to pedestrians and cyclists. Local authorities in areas with high levels of public transport use, such as Camden, should take measures to reallocate road space to people walking and cycling, both to encourage active travel and to enable social distancing during restart, and maintain a green recovery. Such measures including implementing cycle lanes and cycle parking facilities, such as proposed on Haverstock Hill/ Rosslyn Hill and outside 8 Glenloch Road.
- 2.4 It is considered that the scheme will contribute towards the implementation of Policies 1, 2 and 3 in the Mayor's Transport Strategy 2018 as follows:

"The Mayor, through TfL and the boroughs, and working with stakeholders, will reduce Londoners' dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041."

"The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to make London a city where people choose to walk and cycle more often"

by improving street environments, making it easier for everyone to get around on foot and by cycle, and promoting the benefits of active travel. The Mayor's aim is that, by 2041, all Londoners do at least the 20 minutes of active travel they need to stay healthy each day."

"The Mayor, through TfL and the boroughs, and working with stakeholders, will adopt Vision Zero for road danger in London. The Mayor's aim is for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041."

- 2.5 It is also considered that the scheme aligns with Camden's Transport Strategy 2019-2041 and will contribute towards the achievement of Objectives 1, 2, 4 and/or 7 in the Camden Transport Strategy 2019-2041, as follows:

"To transform our streets and places to enable an increase in walking and cycling."

"To reduce car ownership and use, and motor traffic levels in Camden."

"To substantially reduce all road casualties in Camden and progress towards zero killed and seriously injured (KSI) casualties."

"To ensure economic growth and regeneration is supported by, and supports, a sustainable transport network."

- 2.6 The Council's Climate Action Plan, responding to the Citizens Assembly on the climate emergency, supports interventions including improved/segregated cycling facilities. The proposals respond to both of these strategy documents.
- 2.7 The DfT also issued their new cycling and walking strategy, entitled '[Gear Change](#)' on 27 July 2020, outlining plans to revolutionise active travel with a £2 billion investment. The DfT highlight that there needs to be a step change in cycling and walking in the coming years, and the potential benefits of increasing cycling and walking can help tackle some of the most challenging issues such as; improving air quality combating climate change, improving health and wellbeing, addressing inequalities, and tackling congestion on roads.
- 2.8 Recent traffic data from Camden in the period following the latest round of relaxations of Covid related restrictions the reopening of non-essential retail, shows that traffic volumes are returning to pre-covid levels bringing increase potential for collisions between vulnerable road users and motor vehicles. As further measures are expected to be lifted, there is a risk that these figures could increase beyond pre-pandemic levels and cause road safety and air quality issues in Camden. 69% of Camden households do not have access to a car or van and that 85% of journey in Camden are made by walking, cycling or Public Transport. Therefore this potential increase in traffic volumes creates a road safety risk to the way in which the majority of people from Camden make their journeys (on foot, by cycle or via public transport).
- 2.9 TfL have estimated that if all car-owning households switched their usual public transport journeys to car, some boroughs would see a near doubling in the number of private transport journeys, causing massive congestion issues. In

Camden, this would be an increase in private transport trips of over 90%, in addition to an increase in car trips originating in other boroughs.

- 2.10 A recent assessment of traffic movements across London suggests a [72.2% increase](#) in traffic on residential streets in London since satellite navigation systems (“sat-navs”) were introduced in around 2009. High-quality public transport, cycling and walking options need to be provided to mitigate against continued growth in motor traffic levels on local streets; which would have previously remained on the strategic network.
- 2.11 Further reasons for the proposed cycle lanes are set out below. The reasons for proposing to make the order are more fully set out in the Single Member Decision Report dated 3 August 2021 (SC/2021/28).

Proposed Protected Cycle Lanes

- 2.12 Haverstock Hill/ Rosslyn Hill, between the junctions with Prince of Wales Road and Pond Street, has good public transport provision. Bus Routes 268, 168, C11 and N5 service this corridor and the Belsize Park Underground Station, providing access to the Northern Line, is located in the middle section of the corridor, between the junctions with Glenloch Road and Howitt Road. Haverstock Hill/ Rosslyn Hill follows the route travelled by the Northern Line. The majority of the Haverstock Hill/ Rosslyn Hill corridor, between Belsize Grove and Pond Street, has a Public Transport Access Rating (PTAL) rating of 5, with a small section of it having a rating of 4, between Steele’s Road and Prince of Wales Road and between Antrim Road and Belsize Grove, and an even smaller section, between Antrim Road and Steele’s Road, having a rating of 3. A PTAL score of 0 is very poor access to public transport, and 6b (highest) is excellent access to public transport. Bus patronage in London during September/October 2020 – when lockdown conditions had eased - rose to around 60% of pre-Covid levels, highlighting the continued importance of public transport for many. That is likely to continue to be the case now that the majority of Covid restrictions have lifted.
- 2.13 There are a significant number of schools and learning institutions within the vicinity of Haverstock Hill/ Rosslyn Hill. The majority of these are private schools. 48% of trips to independent schools in Camden are currently made by car. The Council often receives complaints about traffic and decreased air quality within the Haverstock Hill area, as a result of vehicles travelling to and from schools. The Council’s data shows that of the schools in this area who have provided information about how their students travel, on average 2% of students currently cycle to school while on average 18% of students have indicated that they would like to cycle to school (up to 33% in some schools). Traffic danger is the most common reason cited by parents for not allowing their children to walk or cycle to school.
- 2.14 The Haverstock Hill/ Rosslyn Hill corridor suffers from road traffic casualties. From recent collision data for Haverstock Hill, there were 27 casualties from 24 collisions in the 3yrs to end December 2019. Of these; 4 were serious, 20 were slight and none were fatal. 17 (63%) of the casualties involved vulnerable road

users (pedestrians, cyclists and motorcyclists). The proposed measures on Haverstock Hill/ Rosslyn Hill are, therefore, also important to protect the safety of vulnerable road users along this corridor.

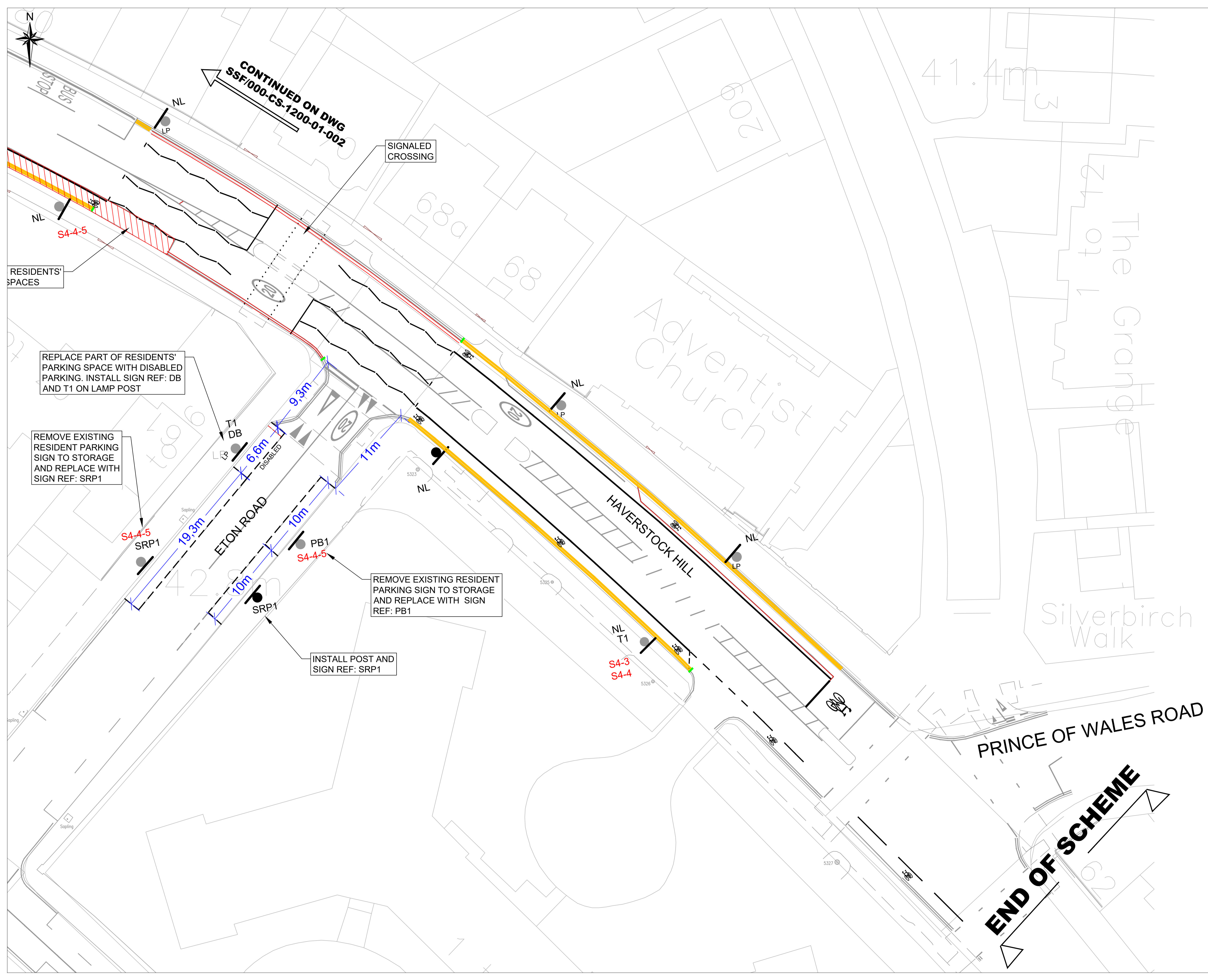
- 2.15 Details of the proposed cycle lanes along the Haverstock Hill/ Rosslyn Hill corridor can be found in Appendix D, and illustrated in the scheme drawings in Appendix E. The proposals are subject to statutory process, approvals, and detailed design.

3 REASONS FOR PROCEEDING BY WAY OF AN EXPERIMENT

- 3.1 It is proposed to implement the scheme as a trial for a period of 18 months, in order to gather data and allow the interventions to be monitored and their impact to be recorded. In particular to gather data indicating whether or not the scheme is achieving or likely to achieve some or all of its central aims of: (i) enabling an increase in walking and cycling, (ii) reducing motor traffic levels, (iii) reducing all road casualties and progressing towards zero killed and seriously injured (KSI) casualties, and (iv) supporting economic growth.
- 3.2 Whilst national restrictions in response to the Covid 19 pandemic have been lifted, it is expected that some people will remain concerned about the use of public transport for an ongoing period of time. In light of this, officers also consider that it is appropriate to proceed by way of experiment during a period when traffic patterns (including pedestrian footfall) may go through a number of fluctuations before, as it is not unreasonable to expect, a “new normal” traffic pattern eventually establishes itself.
- 3.3 The trial period will also allow the Council to collect feedback on how the scheme is operating in practice (in particular from stakeholders, local residents and businesses) and to make any necessary adjustments to the design both during the trial and before making it permanent, should the decision be taken to make the scheme permanent at the end of the trial period.

4 WHETHER THE COUNCIL INTENDS TO CONSIDER MAKING A PERMANENT TRAFFIC ORDER HAVING THE SAME EFFECT AS THE EXPERIMENTAL TRAFFIC ORDER

- 4.1 The Council does intend to consider making a permanent traffic order having the same effect as the experimental traffic order at the end of the trial period.
- 4.2 The Council intends to undertake a full public consultation after the trial has run for 12 months before taking a decision on whether to make the scheme permanent, remove it or make changes.



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
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- New bay or refresh existing bay markings
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- Bay markings to be removed
- New double yellow line & double kerb blip markings
- New yellow line termination markings
- New single yellow line markings
- New double yellow line markings
- New single yellow line & single kerb blip markings
- Waiting restriction markings to be removed

T1 NEW ROAD LAYOUT AHEAD

SRP1 New sign (Mon-Fri 9am-6.30pm, Sat 9.30am-1.30pm permit holders CA-B or pay by phone 020 3003 2532 quoting location 14157 (Eton Rd), max stay 2 hours)

SRP2 New sign (Mon-Fri 9am-6.30pm, Sat 9.30am-1.30pm permit holders CA-B or pay by phone 020 3003 2532 quoting location 14161 (England's Lane), max stay 2 hours)

SRP3 New sign (Mon-Fri 9am-6.30pm, Sat 9.30am-1.30pm permit holders CA-B or pay by phone 020 3003 2532 quoting location 14162 (Howitt Rd), max stay 2 hours)

SRP4 New sign (Mon-Fri 9am-6.30pm, Sat 9.30am-1.30pm permit holders CA-B or pay by phone 020 3003 2532 quoting location 14162 (Howitt Rd), max stay 2 hours)

PB1 New sign (Mon-Fri 9am-6.30pm, Sat 9.30am-1.30pm pay by phone 020 3003 2532 quoting location 14160 (Eton Rd), max stay 2 hours)

PB2 New sign (Loading only - Mon-Fri 9am-6.30pm, Sat 9.30am-1.30pm) 020 3003 2532 quoting location 14158 (Steele's Rd), max stay 2 hours)

LB1 New sign (Loading only - 24 hours / 7 days per week)

LB2 New sign (Loading only - 24 hours / 7 days per week)

LB3 New sign (No loading - Mon-Sat 12noon - 10am (No waiting at anytime))

CC1 Existing Sign from Store (car club permit holders only sign CC-04 - Parkhill Rd)

CC2 Existing Sign from Store (car club permit holders only sign CC-111 - Antrim Grv)

CC3 Existing Sign from Store (car club permit holders only sign CC-16 - Downside Cres)

EC Existing Sign from Store (electric vehicle recharging point only, max stay 3 hours sign)

DB New disabled badge holders only, 3 hours max stay sign

NL New sign (No loading at anytime)

S4-4-5 Existing sign from storage (residents permit holders only CA-B, Mon-Fri 9am-6.30pm, Sat 9.30am-1.30pm)

New 247 mandatory cycle lanes and cycle logos (dila 1057)

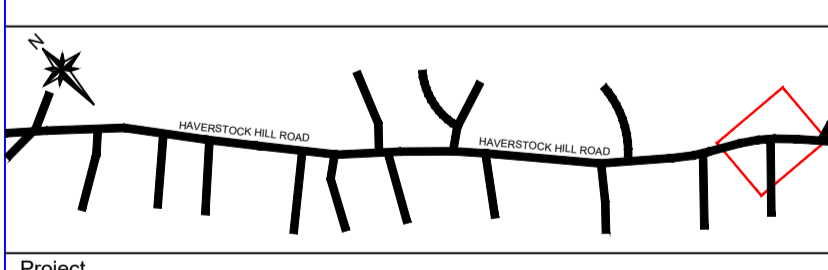
Remove existing traffic signs regulation and general direction diagram number to storage

- NOTES:**
- ALL ITEMS SHOWN RED ARE TO BE REMOVED, GREY ARE TO BE MAINTAINED AND BLACK ARE TO BE INSTALLED AS PART OF WORK
 - THIS DRAWING IS BASED ON CD SURVEYS LTD TOPOGRAPHICAL SURVEY DRAWING NO. 2008046 - HAVERSTOCK HILL, LONDON FINAL
 - THIS AND ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATION FOR HIGHWAY WORKS AND OTHER SCHEME DRAWINGS
 - IF IN DOUBT OF ANY ASPECT OF THE DESIGN REFER TO THE LEAD DESIGNER FOR CLARIFICATION
 - EXISTING ACCESSES SHOULD BE MAINTAINED AT ALL TIMES AND NOT OBSTRUCTED UNLESS WITH PRIOR CONSENT FROM AFFECTED PARTIES
 - A MINIMUM FOOTWAY WIDTH OF 1.5M (OR AN ABSOLUTE MINIMUM OF 1M, OVER A MAXIMUM LENGTH OF 6M) SHOULD BE MAINTAINED DURING SITE CLEARANCE
 - ALL EXISTING LIGHTING COLUMNS, ILLUMINATED BOLLARDS OR ROAD SIGNS ARE TO BE DISCONNECTED AND MADE SAFE BEFORE REMOVALS
 - CONTRACTOR TO ENSURE TREE ROOTS ARE PROTECTED DURING EXCAVATION WORKS AROUND TREES
 - WAND ORCAS ARE TO BE POSITIONED ON THE INSIDE OF MANDATORY CYCLE LANE MARKINGS
 - MANDATORY CYCLE LANE DIMENSIONS ARE FROM THE KERB FACE TO THE OUTSIDE OF THE MANDATORY WHITE LINE MARKINGS
 - CONTRACTOR TO ENSURE ALL NECESSARY GROUND SURVEYS AND CHECKS ARE CONDUCTED PRIOR TO ANY ROAD EXCAVATIONS. PARTICULAR ATTENTION SHOULD BE GIVEN TO UTILITIES AND PROPERTY BASEMENTS ON FOOTWAYS.

A	WH	15/07/21	Amendments to notes and drawing
B	WH	19/01/22	Loading bay amendments

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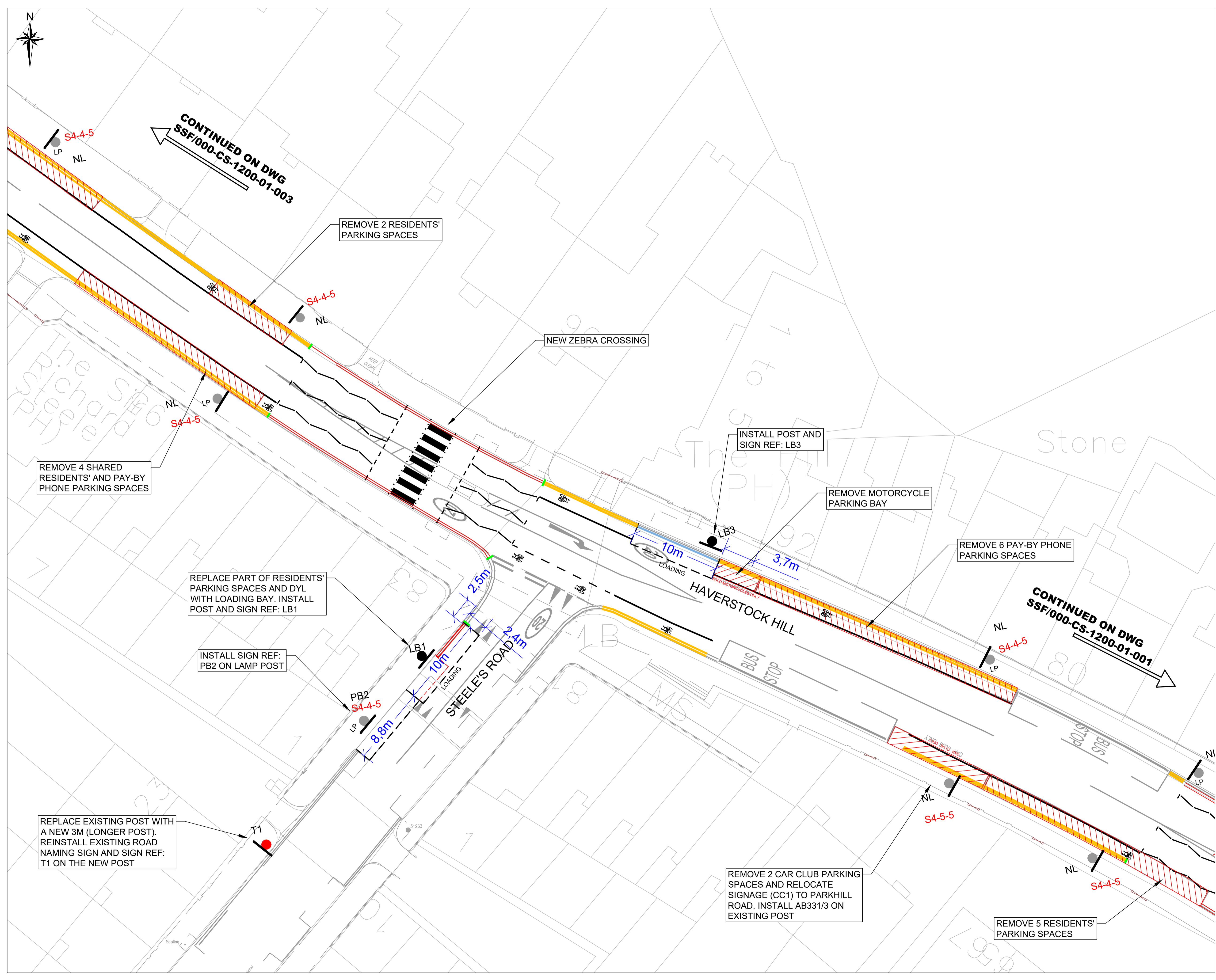
Camden
 Design Team
 Transport Strategy Service
 London Borough of Camden
 5 Pancras Square
 Tel 020 7974 5551, Fax 020 7974 6952
 DX 2106 Euston, Minicom 020 7974 6866



Project: HAVERSTOCK HILL

Drawing Title: PARKING SIGNAGE AND BAYS DETAILS

Scale: 1 : 200 @ A1	Date: JAN 2022
Drawn By: WH	File Ref:
Checked By: AC	Dwg Name: HAVERSTOCK HILL
Drawing Location: P:ATE****	Drawing Number: SSF/000-CS-1200-01-001
Drawing Number: SSF/000-CS-1200-01-001	Rev: B



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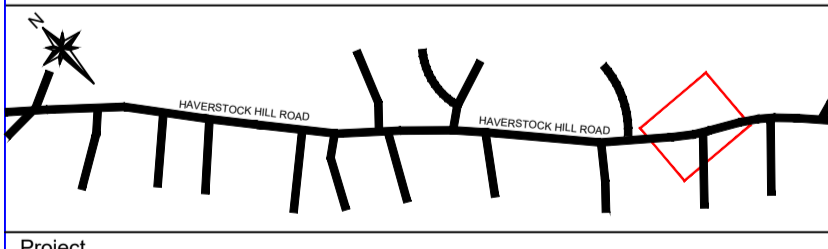
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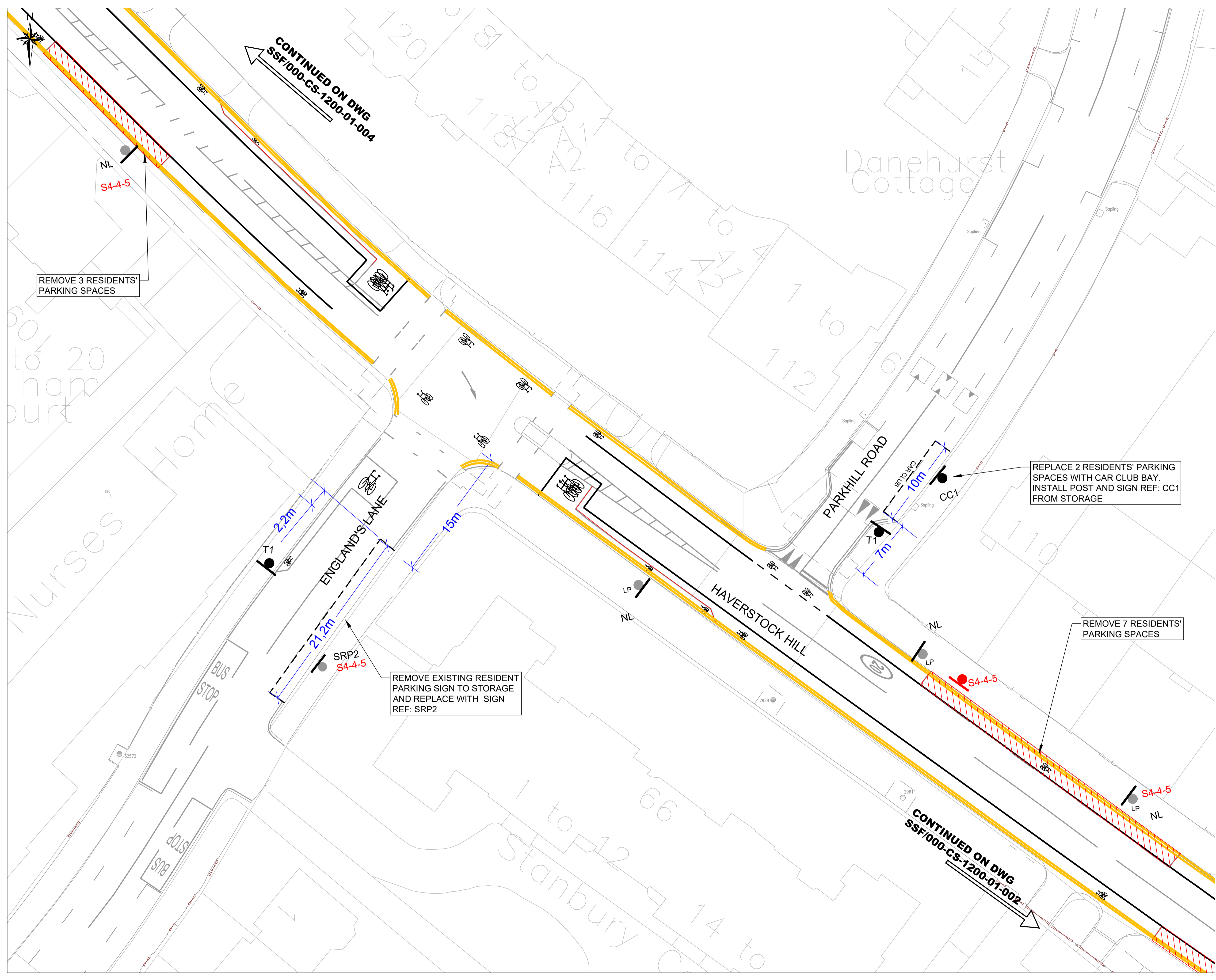
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Rev	By	Date	Amendments
A	WH	15/07/21	Amendments to notes and drawing
B	WH	19/01/22	Loading bay amendments

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 HAVERSTOCK HILL	
Drawing Title PARKING SIGNAGE AND BAYS DETAILS	
Scale 1 : 200 @ A1	Date JAN 2022
Drawn By WH	File Ref
Checked By AC	Dwg Name HAVERSTOCK HILL
Drawing Location P:ATE****	Drawing Number
Drawing Number SSF/000-CS-1200-01-002	Rev B



KEY:

- Install new post and sign (check signage reference)
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- New double yellow line & double kerb blip markings
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T1 **NEW ROAD LAYOUT AHEAD**

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EC Existing Sign from Store (electric vehicle recharging point only, max stay 3 hours sign)

DB New disabled badge holders only, 3 hours max stay sign

NL New sign (No loading at anytime)

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New 24/7 mandatory cycle lanes and cycle logos (dia 1057)

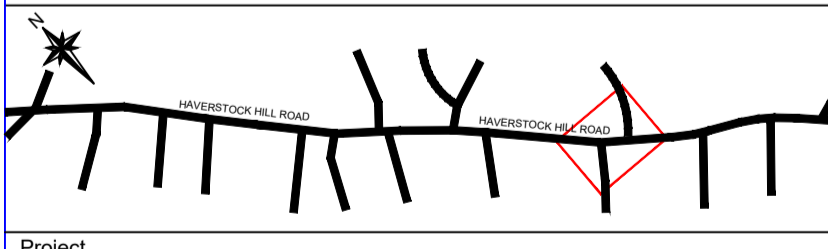
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A	WH	15/07/21	Amendments to notes and drawing
B	WH	19/01/22	Loading bay amendments

Rev	By	Date	Amendments
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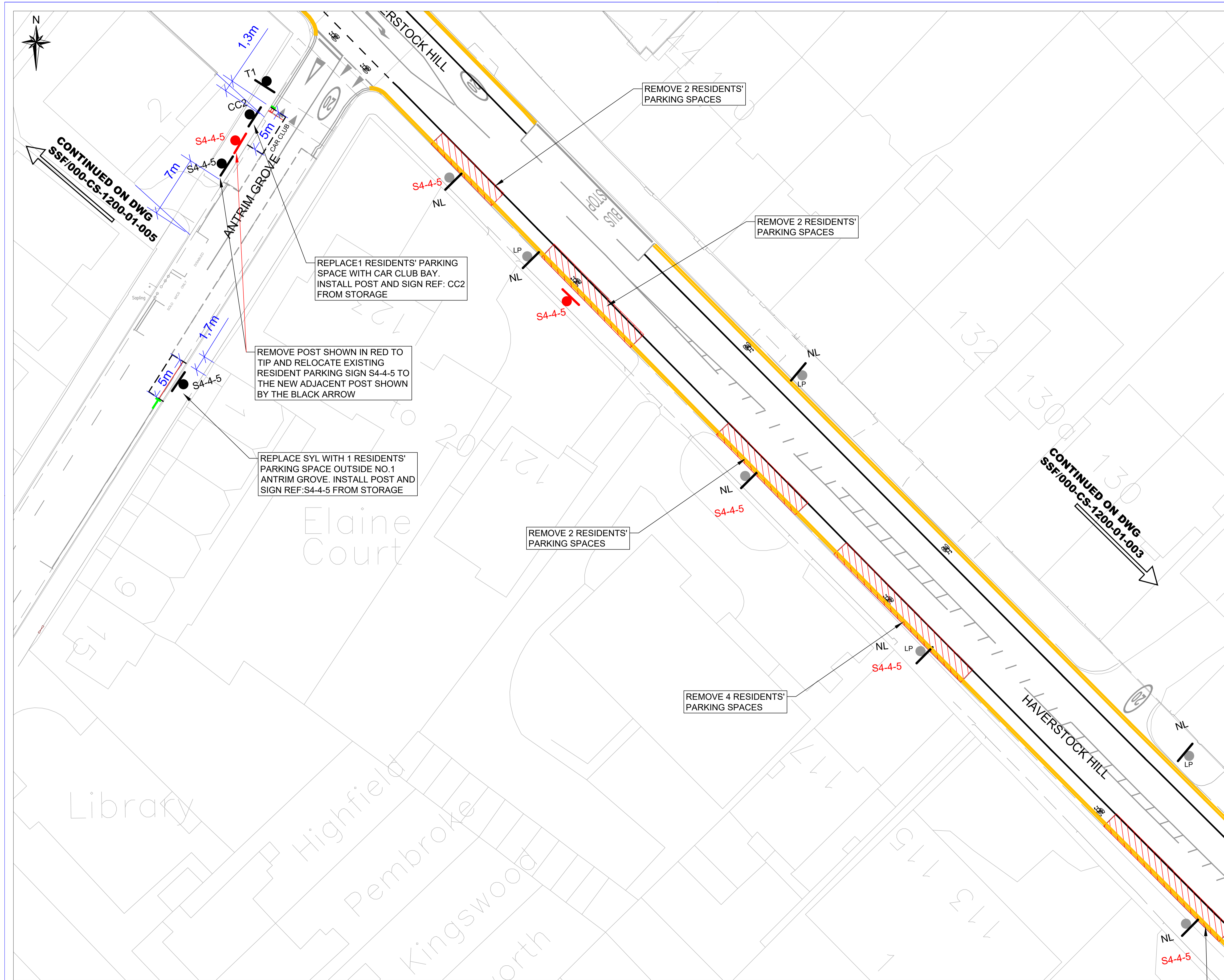
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 London Borough of Camden
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 DX 2106 Euston, Minicom 020 7974 6866



Project: HAVERSTOCK HILL

Drawing Title: PARKING SIGNAGE AND BAYS DETAILS

Scale: 1:200 @ A1	Date: JAN 2022
Drawn By: WH	File Ref:
Checked By: AC	Dwg Name: HAVERSTOCK HILL
Drawing Location: P:\TE***	Drawing Number: SSF/000-CS-1200-01-003



KEY:

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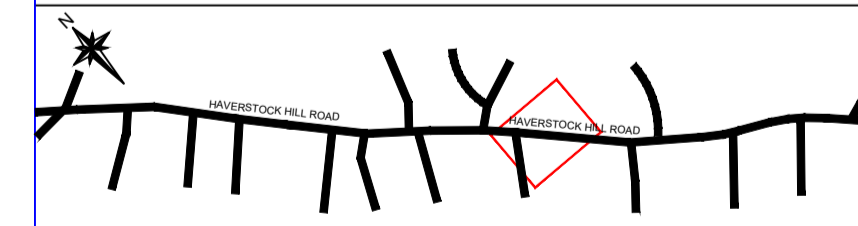
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B	WH	19/01/22	Loading bay amendments

Rev	By	Date	Amendments

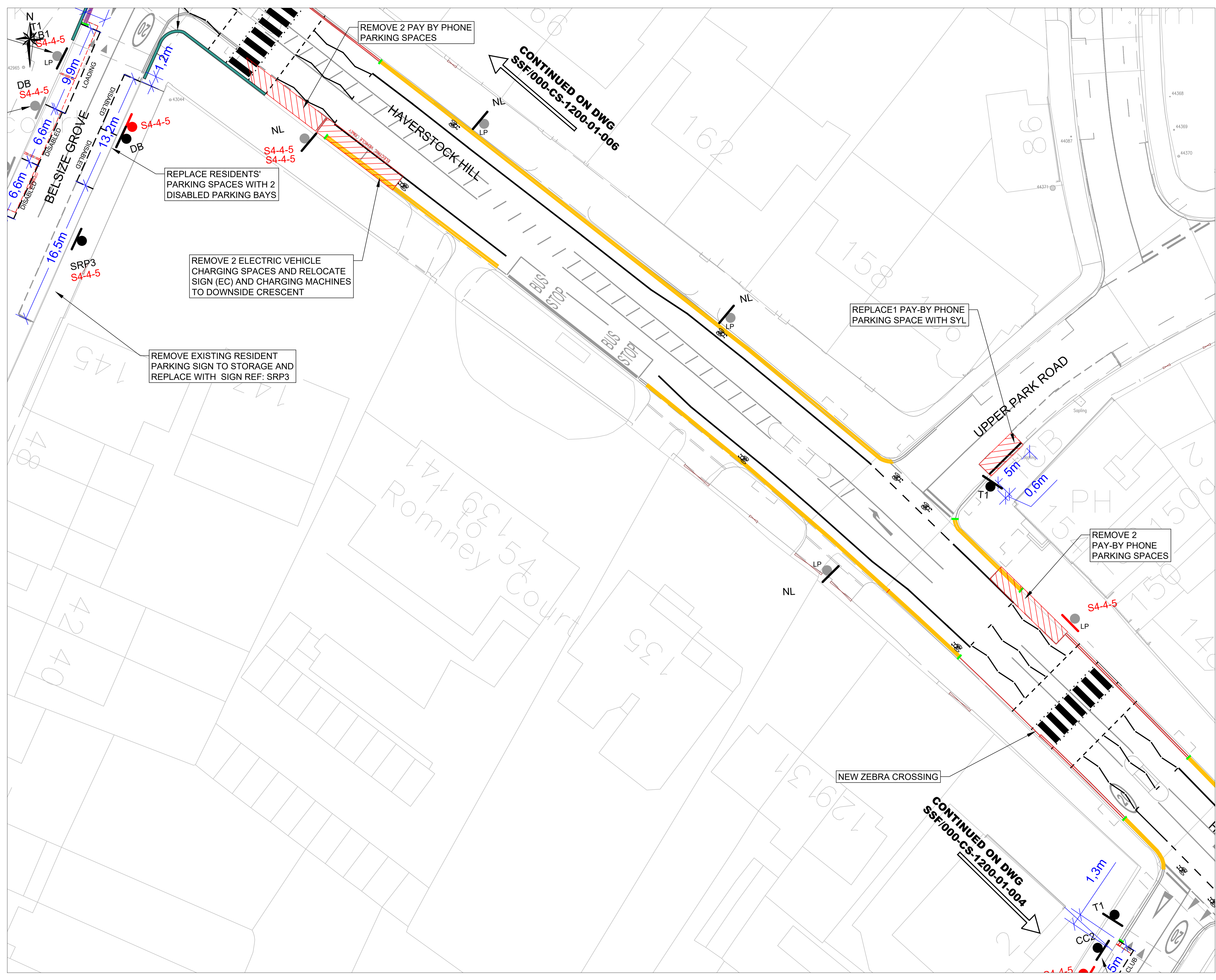
Camden
 Design Team
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 DX 2106 Euston, Minicom 020 7974 6866



Project: **HAVERSTOCK HILL**

Drawing Title: **PARKING SIGNAGE AND BAYS DETAILS**

Scale: 1 : 200 @ A1	Date: JAN 2022
Drawn By: WH	File Ref:
Checked By: AC	Dwg Name: HAVERSTOCK HILL
Drawing Location: P:\TE***	Drawing Number:
Drawing Number: SSF/000-CS-1200-01-004	Rev: B



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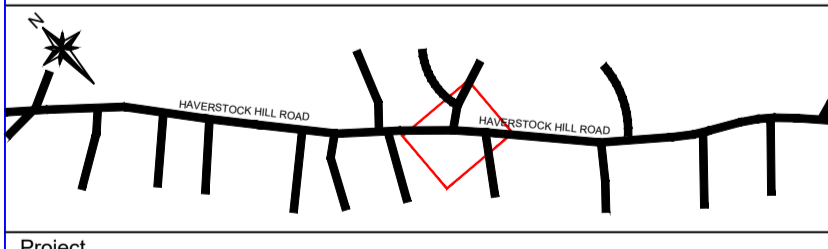
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A	WH	15/07/21	Amendments to notes and drawing
B	WH	12/01/22	Amendments to drawing text

Rev	By	Date	Amendments
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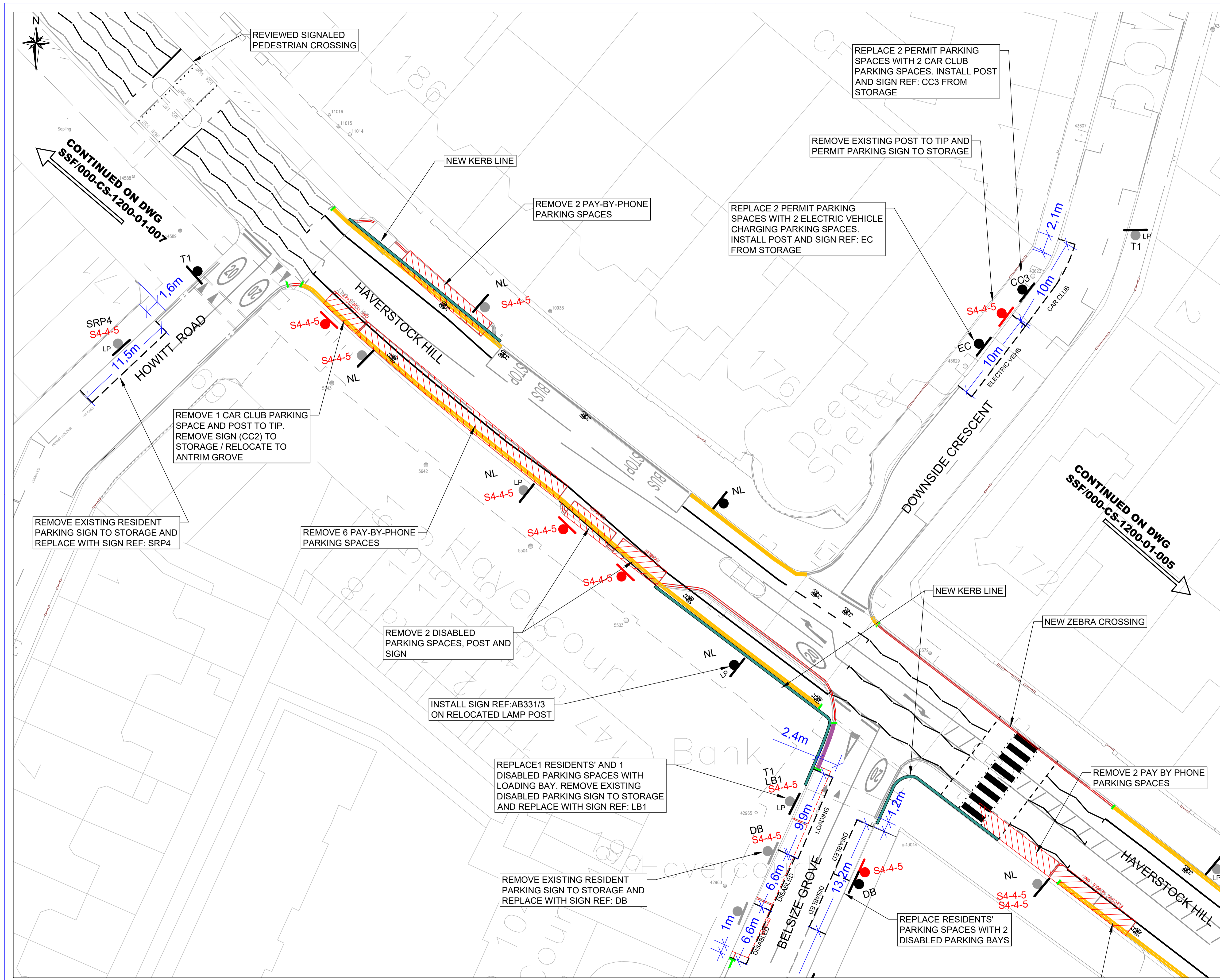
Camden
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Project
HAVERSTOCK HILL

Drawing Title
**PARKING SIGNAGE AND BAYS
 DETAILS**

Scale 1 : 200 @ A1	Date JAN 2022
Drawn By WH	File Ref
Checked By AC	Dwg Name HAVERSTOCK HILL
Drawing Location P:\TE***	
Drawing Number SSF/000-CS-1200-01-005	Rev B



KEY:

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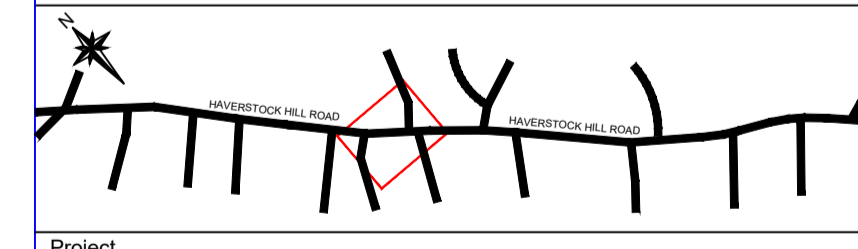
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Rev	By	Date	Amendments

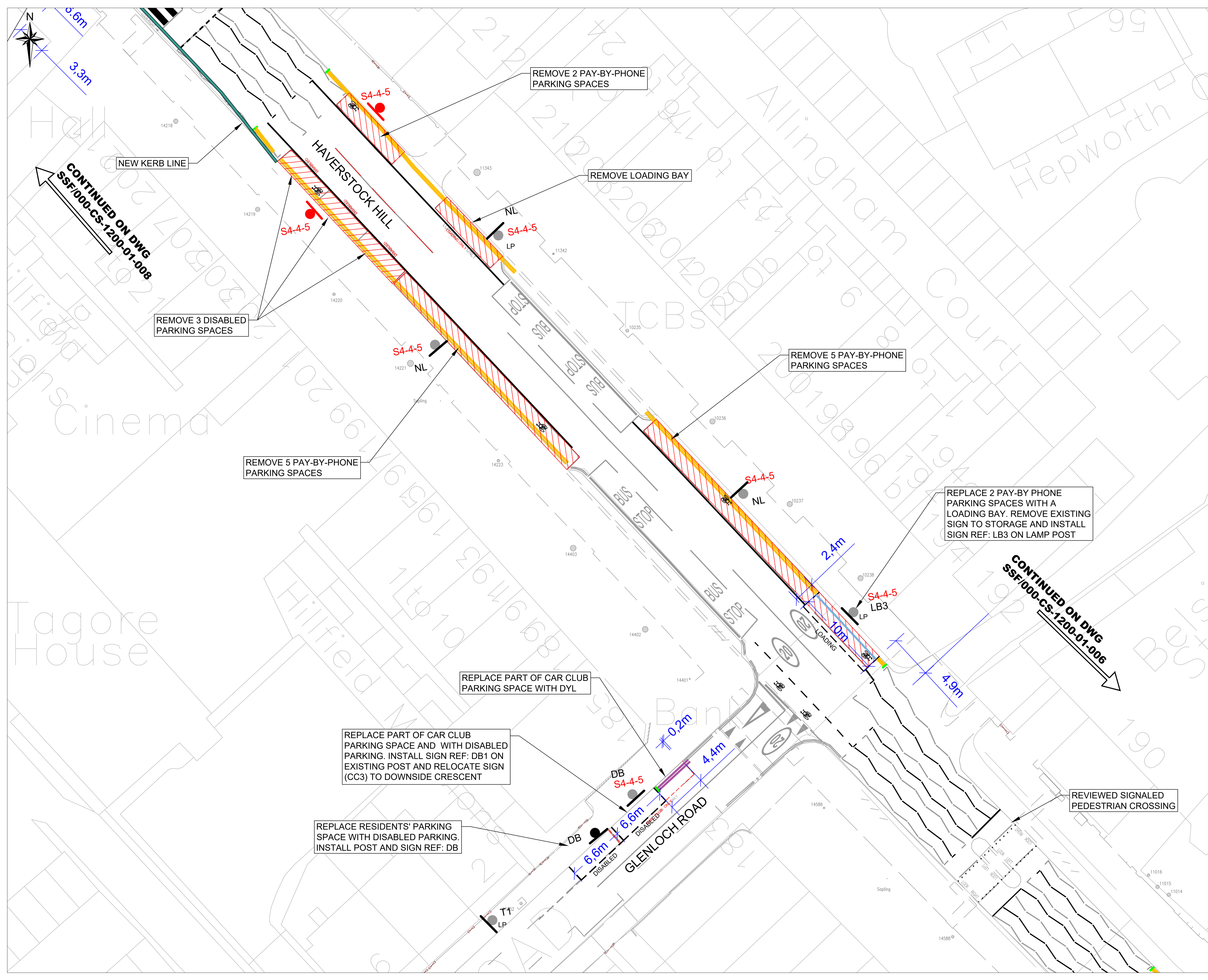
Camden
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Project: HAVERSTOCK HILL

Drawing Title: PARKING SIGNAGE AND BAYS DETAILS

Scale: 1 : 200 @ A1	Date: JAN 2022
Drawn By: WH	File Ref:
Checked By: AC	Dwg Name: HAVERSTOCK HILL
Drawing Location: PATE****	Drawing Number: SSF/000-CS-1200-01-006



KEY:

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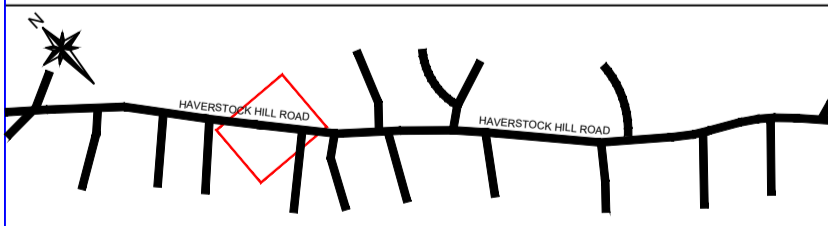
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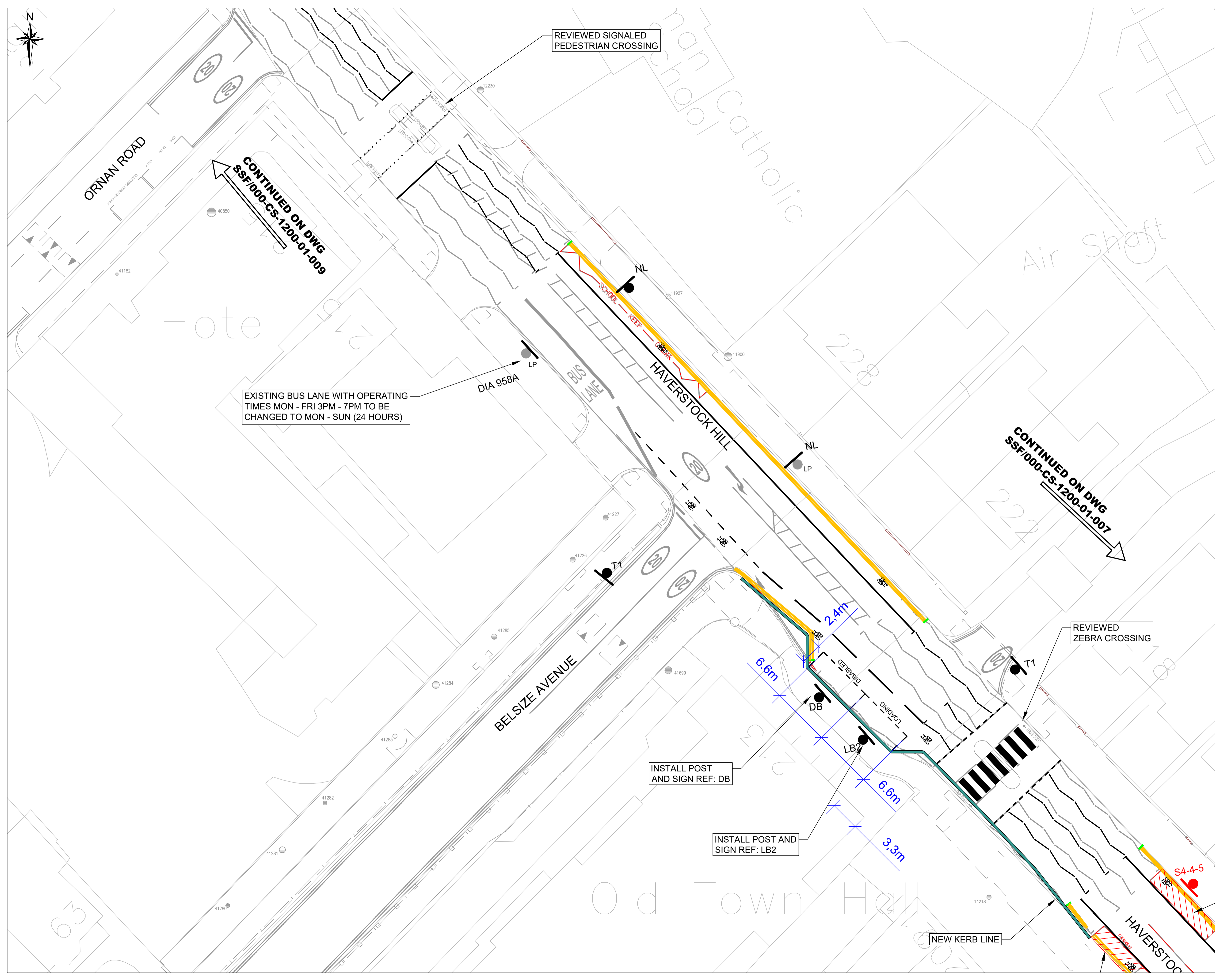
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Project
HAVERSTOCK HILL

Drawing Title
**PARKING SIGNAGE AND BAYS
 DETAILS**

Scale 1 : 200 @ A1	Date JAN 2022
Drawn By WH	File Ref
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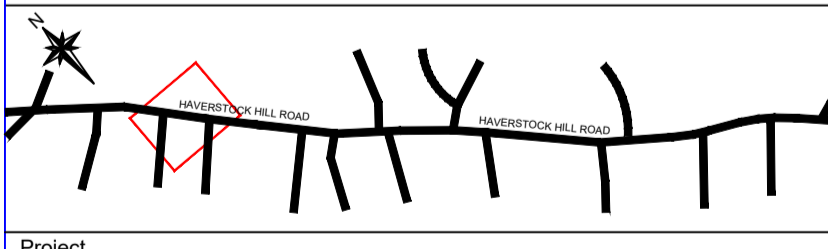
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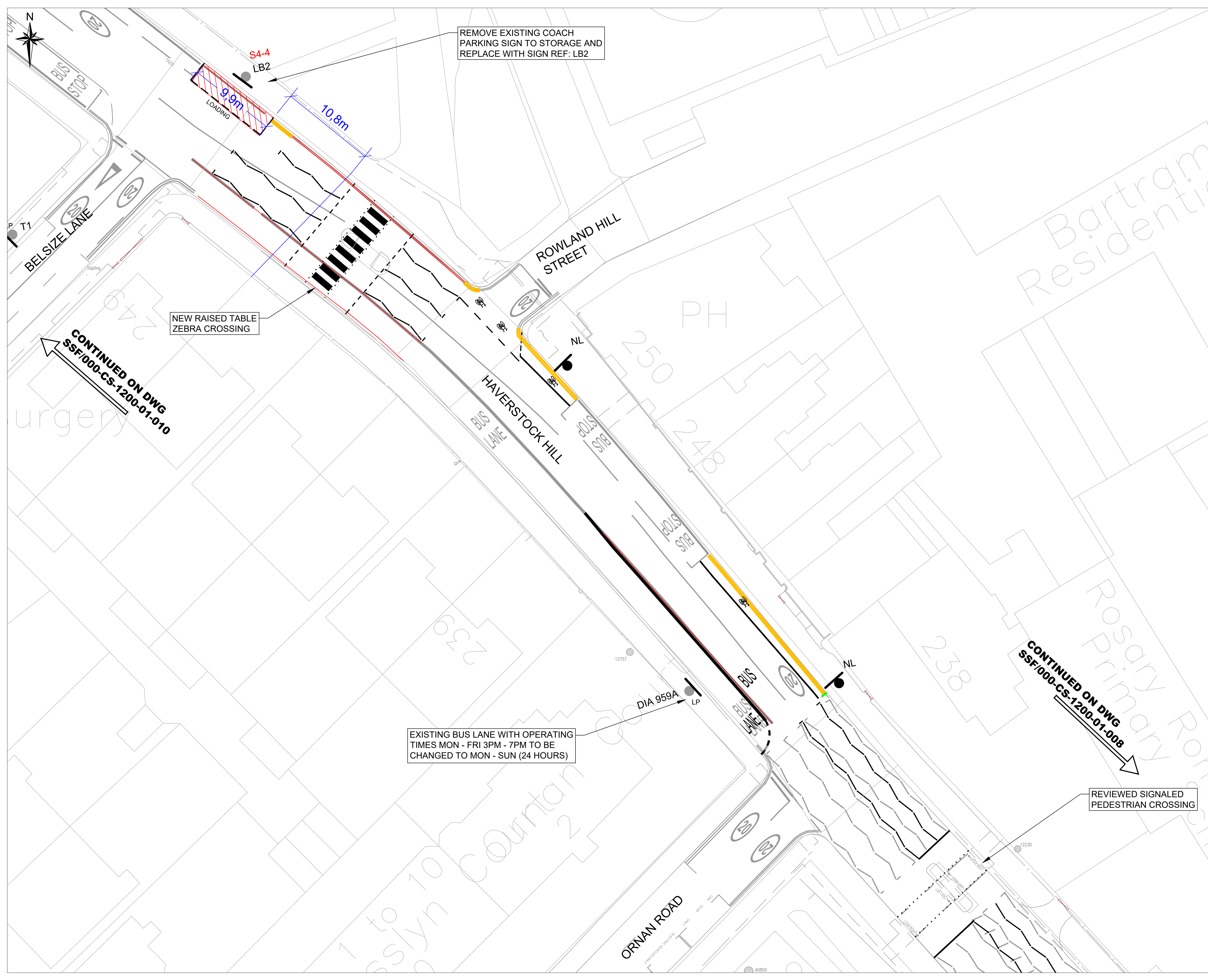
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Project: HAVERSTOCK HILL

Drawing Title: PARKING SIGNAGE AND BAYS DETAILS

Scale: 1 : 200 @ A1	Date: JAN 2022
Drawn By: WH	File Ref:
Checked By: AC	Dwg Name: HAVERSTOCK HILL
Drawing Location: P:ATE****	Drawing Number: SSF/000-CS-1200-01-008
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REMOVE EXISTING COACH PARKING SIGN TO STORAGE AND REPLACE WITH SIGN REF: LB2

NEW RAISED TABLE ZEBRA CROSSING

EXISTING BUS LANE WITH OPERATING TIMES MON - FRI 3PM - 7PM TO BE CHANGED TO MON - SUN (24 HOURS)

REVIEWED SIGNALLED PEDESTRIAN CROSSING

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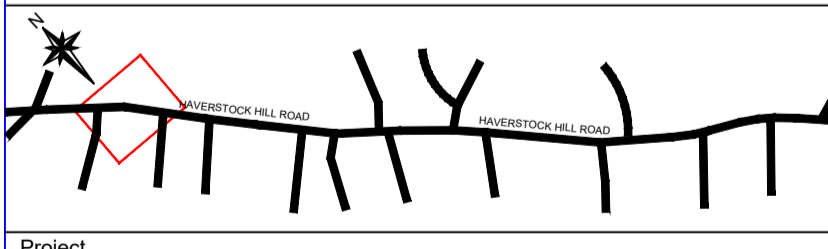
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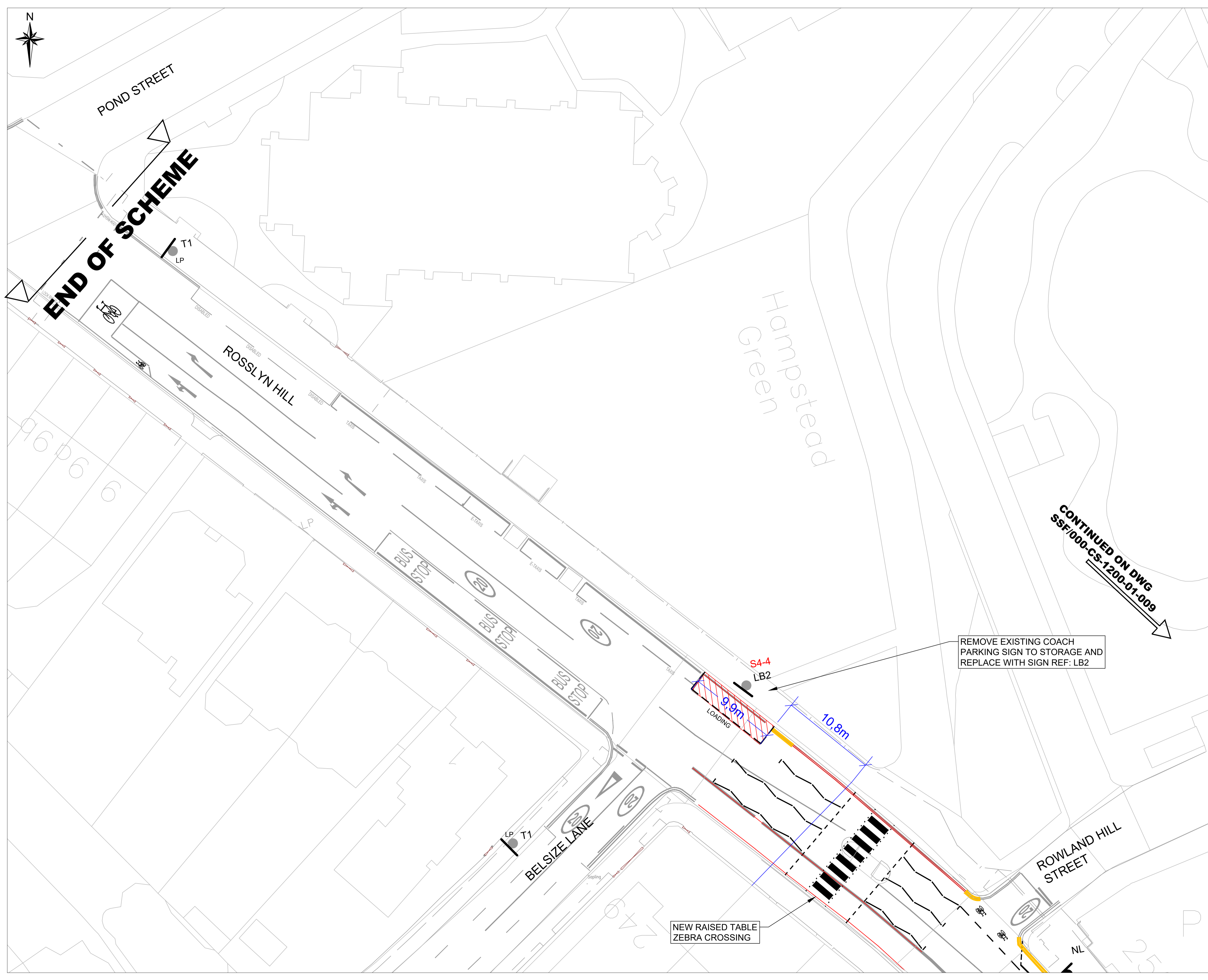
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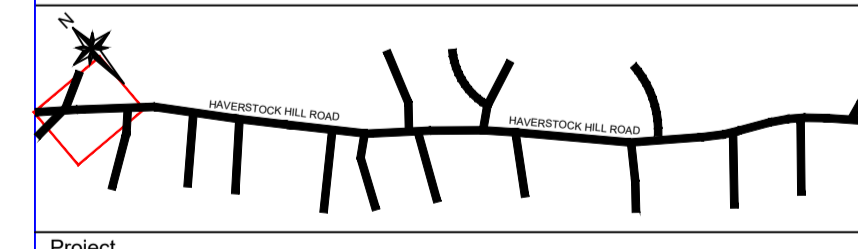
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The Camden (Haverstock Hill / Rosslyn Hill and Neighbouring Streets) Experimental Traffic Order 2022

2022 No. 6

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2022 No. 6

The Camden (Haverstock Hill / Rossllyn Hill and Neighbouring Streets) Experimental Traffic Order 2022

Made on 17 January 2022

Coming into force on 27 January 2022

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 27 January 2022 and may be cited as The Camden (Haverstock Hill / Rossllyn Hill and Neighbouring Streets) Experimental Traffic Order 2022.

2. Interpretation

- 2.1 In this order, the following terms have the meanings respectively assigned to them:

“CA-B order” means the Camden (Parking Places) (CA-B) Traffic Order 2012 [L.B.C. 2012 No. 2];

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

“Disabled Persons’ order” means the Camden (Free Parking Places) (Disabled Persons) Traffic Order 2012; [L.B.C. 2012 No. 22];

“EVCP order” means the Camden (Parking Places) (Charging Points for Electric Vehicles) Traffic Order 2020; [L.B.C. 2012 No. 28];

“Loading Places order” means the Camden (Loading Places) Traffic Order 2020; [L.B.C. 2012 No. 21];

“School Bus order” means the Camden (Free Parking Places) (School Buses) Traffic Order 2012; [L.B.C. 2012 No. 31];

“Waiting and Loading order” means the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [L.B.C. 2012 No. 1];

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.

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-B 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 Schedule 1 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;

3.2.3 there was omitted from in schedule 2 to that order, the items set out in table 1.3 of Schedule 1 to this order;

3.2.4 there was included in schedule 2 to that order, the items set out in table 1.4 of the schedule to this order;

3.2.5 there was included in schedule 3 to that order, the items set out in table 1.5 of the schedule to this order.

3.3 The Car Club order shall have effect as though;

3.3.1 there was omitted from the schedule to that order, the items set out in table 2.1 of the schedule to this order;

3.3.2 there was included in the schedule to that order, the items set out in table 2.2 of the schedule to this order.

3.4 The Disabled Persons' order shall have effect as though;

3.4.1 there was omitted from the schedule to that order, the items set out in table 3.1 of the schedule to this order;

3.4.2 there was included in the schedule to that order, the items set out in table 3.2 of the schedule to this order.

3.5 The EVCP order shall have effect as though;

3.5.1 there was omitted from the schedule to that order, the items set out in table 4.1 of the schedule to this order;

3.5.2 there was included in the schedule to that order, the items set out in table 4.2 of the schedule to this order.

3.6 The Loading Places 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 School Bus order shall have effect as though there was omitted from the schedule to that order, the item set out in table 6 of the schedule to this order.
- 3.8 The Waiting and Loading order shall have effect as though;
- 3.8.1 there was substituted for the items set out in relation to the similarly named streets in schedule 1 to that order, the items set out in table 7.1 of the schedule to this order;
- 3.8.2 there was substituted for the items set out in relation to the similarly named streets in schedule 2 to that order, the items set out in table 7.2 of the schedule to this order;
- 3.8.3 there was omitted from schedule 5 to that order, the items set out in table 7.3 of the schedule to this order.
- 3.9 The provisions of the Waiting and Loading order shall not apply in respect of any area of highway which is also designated as a parking place or loading place by this order during the controlled hours specified in relation to the parking place or loading place.

4. Variation of bus lane controlled hours

- 4.1 The Camden (Bus Lanes) (Consolidation) Traffic Order 2012 [L.B.C. 2012 No. 62] shall have effect as though there was substituted for item 23 in the schedule to that order, the similarly numbered item set out in table 8 of the schedule to this order.

5. Power to modify or suspend provisions of this order

- 5.1 Pursuant to Section 10 (2) of the Act of 1984, the Director of Regeneration & Planning, Supporting Communities Directorate, or any person authorised by him may, if it appears to him or such other authorised person essential in the interest of the expeditious, convenient and safe movement of traffic, or in the provision of suitable and adequate parking, or for preserving or improving the amenities of the area through which any road affected by this order runs, modify or suspend this order or any of the provisions in this order.

Dated this 17 January 2022



Peter Mardell
Head of Parking Operations

SCHEDULE 1

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
620	ANTRIM GROVE	south-east side: from a point 11 metres south-west of the south-western kerb-line of Haverstock Hill, south-westwards for a distance of 27.0 metre	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM
622	ANTRIM GROVE	north-west side: from a point 10.9 metres south-west of the south-western kerb-line of Haverstock Hill, south-westwards for a distance of 9.0 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM
11370	BELSIZE GROVE	south-east side: from a point 11 metres north-east of the party wall of No. 48 Belsize Grove and No. 145 Haverstock Hill, north-eastwards for a distance of 30 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM
11371	BELSIZE GROVE	north-west side: from a point 6 metres north-east of the south-western boundary of No. 19 Belsize Grove, north-eastwards for a distance of 10 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM
1293	DOWNSIDE CRESCENT (business)	north-west side: from a point 3.5 metres north-east of the south-western boundary wall of no. 1 Downside: Crescent, south-westwards for a distance of 21 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM
801	ENGLAND'S LANE	south-east side: from a point 16.5 metres south-west of the south-western kerb-line of Haverstock Hill, south-westwards for a distance of 18.5 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM
865	ETON ROAD	south-east side: from a point 12 metres south-west of the south-western kerb-line of Haverstock Hill, south-westwards for a distance of 49 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM
869	ETON ROAD	north-west side: from a point 9.5 metres south-west of the south-western kerb-line of Haverstock Hill, south-westwards for a distance of 25 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM

10105	GLENLOCH ROAD	north-west side: from a point 24.5 metres south-west of the south-western kerb-line of Haverstock Hill, south-westwards for a distance of 32 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM
974	HAVERSTOCK HILL	south-west side, from a point 25.5 metres south-east of the south-eastern kerb-line of Antrim Grove, south-eastwards for a distance of 15 metre	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM
975	HAVERSTOCK HILL	south-west side, from a point 6 metres north-west of a point opposite the north-western boundary wall of no. 132 Haverstock Hill, south-eastwards for a distance of 12 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM
976	HAVERSTOCK HILL	south-west side, from a point 7 metres south-east of the party wall of nos. 117 and 119 Haverstock Hill, north-westwards for a distance of 20 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM
977	HAVERSTOCK HILL	south-west side: from a point 35 metres north-west of the north-western kerb-line of England's Lane, north-westwards for a distance of 23 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM
11026	HAVERSTOCK HILL	south-west side: from a point 9.8 metres south-east of the south eastern kerb line of Antrim Grove, south-eastwards for a distance of 10 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM
11847	HAVERSTOCK HILL	south-west side, from the party wall of nos. 91 and 93 Haverstock Hill, north-westward for a distance of 25.0 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM
11848	HAVERSTOCK HILL	north-east side: from a point 15.5 metres south-east of the south-eastern kerb-line of Parkhill Road, south-eastward for a distance of 35.0 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM
12497	HAVERSTOCK HILL	south-west side: from a point 18 metres north-west of the south-eastern property boundary of no. 61 Haverstock Hill, north-westwards for a distance of 28.2 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM
13029	HOWITT ROAD	north-west side: from a point 14 metres south-west of the south-western kerb-line of Haverstock Hill, south-westwards for a distance of 12.4 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM
11850	PARKHILL ROAD	south-east side: from a point 10.9 metres north-east of the north-eastern kerb-line of Haverstock Hill, north-eastwards for a distance of 45.0 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM

1273	STEELE'S ROAD	north-west side: from a point 14.5 metres south-west of the south-western kerb-line of Haverstock Hill, south-westwards for a distance of 20 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM
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TABLE 1.2 – ITEMS INCLUDED IN SCHEDULE 1 TO THE CA-B ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
14137	ANTRIM GROVE	north-west side: from a point 6.3 metres south-west of the north-eastern flank wall of no. 2 Antrim Grove, south-westwards for a distance of 5 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM
14138	ANTRIM GROVE	south-east side: from a point 11 metres south-west of the south-western kerb-line of Haverstock Hill, south-westwards for a distance of 32 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM
14139	ETON ROAD	south-east side: from a point 31 metres south-west of the south-western kerb-line of Haverstock Hill, south-westwards for a distance of 29 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM
14140	GLENLOCH ROAD	north-west side: from a point 17.4 metres south-west of the north-eastern flank wall of no. 185 Haverstock Hill, south-westwards for a distance of 25.4 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM
14141	PARKHILL ROAD	south-east side: from a point 17 metres north-east of the south-western property boundary wall of no. 110 Haverstock Hill, north-eastwards for a distance of 35 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM

TABLE 1.3 – ITEMS OMITTED FROM SCHEDULE 2 TO THE CA-B ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
218	HAVERSTOCK HILL	north-east side: from a point 9 metres south-east of the kerb-line of south-east Upper Park Road, south-eastwards for a distance of 10 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM	£3.55 per hour	£4.31 per hour	2 hours
1308	HAVERSTOCK HILL	north-east side: from the north-western boundary wall of no. 200 Haverstock Hill, south-eastwards for a distance of 35 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM	£3.55 per hour	£4.31 per hour	2 hours
1309	HAVERSTOCK HILL	south-west side: from a point 5 metres south-east of a point opposite the north-western boundary wall of no. 193 Haverstock Hill, north-westwards for a distance of 28 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM	£3.55 per hour	£4.31 per hour	2 hours
1310	HAVERSTOCK HILL	north-east side: from a point 3.5 metres north-west of the party wall of nos. 212 and 214 Haverstock Hill, south-eastwards for a distance of 11 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM	£3.55 per hour	£4.31 per hour	2 hours
9203	HAVERSTOCK HILL	north-east side: from the party wall of nos. 180 and 182 Haverstock Hill, north-westwards for a distance of 18 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM	£3.55 per hour	£4.31 per hour	2 hours
11805	HAVERSTOCK HILL	south-west side: from a point 9.1 metres south-east of a point in line with the south-eastern kerb line of Howitt Road, south-eastward for a distance of 30 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM	£3.55 per hour	£4.31 per hour	2 hours
12496	HAVERSTOCK HILL	north-east side: from the party wall of nos. 92 and 94 Haverstock Hill, south-eastwards for a distance of 32.1 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM	£3.55 per hour	£4.31 per hour	2 hours
13424	HAVERSTOCK HILL	south-west side: from a point 20.4 metres north-west of the common boundary of nos. 141 and 143 Haverstock Hill, north-westwards for a distance of 9.5 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM	£3.55 per hour	£4.31 per hour	2 hours

220	UPPER PARK ROAD	south-east side: from a point 1 metre north-east of the south-western boundary wall of no. 2 Upper Park Road, south-westwards for a distance of 16 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM	£3.55 per hour	£4.31 per hour	2 hours
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TABLE 1.4 – ITEMS INCLUDED IN SCHEDULE 2 TO THE CA-B ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
14142	ETON ROAD	south-east side: from a point 11 metres south-west of the south-western kerb-line of Haverstock Hill, south-westwards for a distance of 10 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM	£3.55 per hour	£4.31 per hour	2 hours
14143	STEELE'S ROAD	north-west side: from a point 12.5 metres south-west of the north-eastern flank wall of no. 83 Haverstock Hill, south-westwards for a distance of 8.8 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM	£3.55 per hour	£4.31 per hour	2 hours
14144	UPPER PARK ROAD	south-east side: from a point 5.6 metres north-east of the south-western flank wall of no. 154 Haverstock Hill, north-eastwards for a distance of 14.2 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM	£3.55 per hour	£4.31 per hour	2 hours

TABLE 1.5 – ITEMS INCLUDED IN SCHEDULE 3 TO THE CA-B ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
14145	BELSIZE GROVE	south-east side: from a point 14.4 metres south-west of property boundary wall of no. 145 Haverstock Hill, south-westwards for a distance of 16.5 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM	£3.55 per hour	£4.31 per hour	2 hours

14146	ENGLAND'S LANE	south-east side: from a point 15 metres south-west of the south-western kerb line of Haverstock Hill, south-westwards for a distance of 21.2 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM	£3.55 per hour	£4.31 per hour	2 hours
14147	ETON ROAD	south-east side: from a point 21 metres south-west of the south-western kerb-line of Haverstock Hill, south-westwards for a distance of 10 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM	£3.55 per hour	£4.31 per hour	2 hours
14148	ETON ROAD	north-west side: from a point 15.9 metres south-west of the north-western kerb- line of Haverstock Hill, south-westwards for a distance of 19.3 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM	£3.55 per hour	£4.31 per hour	2 hours
14149	HOWITT ROAD	north-west side: from a point 1.6 metres south-west of the north-eastern flank wall of no. 171 Haverstock Hill, south-westwards for a distance of 11.5 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM	£3.55 per hour	£4.31 per hour	2 hours

TABLE 2.1 – ITEMS OMITTED FROM THE SCHEDULE TO THE CAR CLUB ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	DESIGNATION NUMBER
10104	GLENLOCH ROAD	north-west side: from the north-eastern flank wall of no. 185 Haverstock Hill, south westward for a distance of 10.2 metres	CC-16
11784	HAVERSTOCK HILL	south-west side from a point 4.1 metres south-east of a point in line with the south eastern kerb line of Howitt Road, south eastward for a distance of 5.0 metres	CC-111
12498	HAVERSTOCK HILL	south-west side: from a point 46.2 metres north-west of the south-eastern property boundary of no. 61 Haverstock Hill, north-westwards for a distance of 12 metres	CC-04

TABLE 2.2 – ITEMS INCLUDED IN THE SCHEDULE TO THE CAR CLUB ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	DESIGNATION NUMBER
14150	ANTRIM GROVE	north-west side: from a point 1.3 metres south-west of the north-eastern flank wall of no. 2 Antrim Grove, south-westwards for a distance of 5 metres	CC-111
14151	DOWNSIDE CRESCENT	north-west side: from a point 2.1 metres north-east of the south-western property boundary of no. 1 Downside Crescent, south-westwards for a distance of 10 metres	CC-16
14152	PARKHILL ROAD	south-east side: from a point 7 metres north-east of the south-western property boundary wall of no. 110 Haverstock Hill, north-eastwards for a distance of 10 metres	CC-04

TABLE 3.1 – ITEM OMITTED FROM THE SCHEDULE TO THE DISABLED PERSONS' ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	MAXIMUM STAY
11385	BELSIZE GROVE	north-west side, from the south-western boundary of No. 19 Belsize Grove, north-eastwards for a distance of 6 metres	NONE
11386	BELSIZE GROVE	north-west side, from a point 16 metres north-east of the south-western boundary of No. 19 Belsize Grove, north-eastwards for a distance of 6 metres	NONE
7073	HAVERSTOCK HILL	south-west side, from a point 15 metres north-west of a point opposite the party wall of nos. 197 and 199 Haverstock Hill, north-westwards for a distance of 17.5 metres	NONE
8658	HAVERSTOCK HILL	south-west side: from a point 25.0 metres north-west of the north-western kerb line of Belsize Grove north-westward for a distance of 6 metres	NONE

9186	HAVERSTOCK HILL	south-west side: from a point 32.0 metres north-west of the north-western kerb line of Belsize Grove north-westward for a distance of 5.5 metres	NONE
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TABLE 3.2 – ITEMS INCLUDED IN THE SCHEDULE TO THE DISABLED PERSONS’ ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	MAXIMUM STAY
14153	ETON ROAD	north-west side: from a point 9.3 metres south-west of the north-western kerb- line of Haverstock Hill, south-westwards for a distance of 6.6 metres	3 HOURS
14154	BELSIZE GROVE	south-east side from a point 1.2 metres south-west of property boundary wall of no. 145 Haverstock Hill, south-westwards for a distance of 13.2 metres	3 HOURS
14155	BELSIZE GROVE	north-west side: from a point 1 metre south-west of the south-western boundary wall of no. 19 Havercourt, north-eastwards for a distance of 13.2 metres	3 HOURS
14156	GLENLOCH ROAD	north-west side: from a point 4.2 metres south-west of the north-eastern flank wall of no. 185 Haverstock Hill, south-westwards for a distance of 13.2 metres	3 HOURS
14157	HAVERSTOCK HILL	south-west side: from a point 13.5 metres south-east of the south-western kerb line of Belsize Avenue south-eastward for a distance of 6.6 metres	3 HOURS

TABLE 4.1 – ITEMS OMITTED FROM THE SCHEDULE TO THE EVCP ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY
12165	HAVERSTOCK HILL	south-west side: from a point 9.9 metres north-west of the common boundary wall of nos.141 and 143 Haverstock Hill, north westward for a distance of 5.0 metres
13460	HAVERSTOCK HILL	south-west side: from a point 14.9 metres north-west of the common boundary of nos.141 and 143 Haverstock Hill, north westwards for a distance of 5.5 metres

TABLE 4.2 – ITEMS INCLUDED IN THE SCHEDULE TO THE EVCP ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY
14158	DOWNSIDE CRESCENT	north-west side: from a point 7.9 metres south-west of the south-western property boundary of no. 1 Downside Crescent, south-westwards for a distance of 10 metres

TABLE 5.1 – ITEMS OMITTED FROM SCHEDULE 1 TO THE LOADING PLACES ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
7651	HAVERSTOCK HILL	north-east side, from a point 0.5 metres south-east of the south-eastern boundary wall of no. 208 Haverstock Hill, north-westwards for a distance of 9.5 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM

TABLE 5.2 – ITEMS INCLUDED IN SCHEDULE 1 TO THE LOADING PLACES ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
14159	BELSIZE GROVE	north-west side: from a point 14.2 metres north-east of the south-western boundary of No. 19 Belsize Grove, north-eastwards for a distance of 9.9 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM
14160	HAVERSTOCK HILL	north-east side: from a point 3.7 metres north-west of the boundary wall of nos. 92 and the Haverstock Tavern P.H., north-westwards for a distance of 10 metres	MONDAY – SATURDAY 10AM - NOON
14161	HAVERSTOCK HILL	north-east side: from a point 4.9 metres north-west of the south-eastern flank wall of no. 192 Haverstock Hill, north-westwards for a distance of 10 metres	MONDAY – SATURDAY 10AM – NOON
14162	HAVERSTOCK HILL	south-west side: from a point 20.1 metres south-east of the south-eastern kerb line of Belsize Avenue, south-eastwards for a distance of 6.6 metres	AT ALLTIMES
14163	STEELE'S ROAD	north-west side: from a point 2.5 metres south-west of the north-eastern flank wall of no. 83 Haverstock Hill, south-westwards for a distance of 10 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM
14164	ROSSLYN HILL	north east side: from a point 1.9 metres south-east of a point opposite the north-western kerb line of Belsize Lane, for a distance of 9.9 metres in a south-easterly direction	AT ALL TIMES

TABLE 6 – ITEM OMITTED FROM THE SCHOOL BUS ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	MAXIMUM STAY / NO RETURN PERIOD
12072	HAVERSTOCK HILL / ROSSLYN HILL	north east side: from a point 1.9 metres south-east of a point opposite the north-western kerb line of Belsize Lane, for a distance of 10.0 metres in a south-easterly direction	MONDAY - FRIDAY 8AM – 9AM 3PM – 5PM	MAXIMUM STAY 30 MINUTES, NO RETURN WITHIN 30 MINUTES

TABLE 7.1 - ITEMS SUBSTITUTED FOR ITEMS SET OUT IN RELATION TO THE SIMILARLY NAMED STREETS IN SCHEDULE 1 TO THE WAITING AND LOADING ORDER

ITEM NUMBER	STREET – SIDE OF STREET – LENGTH OF HIGHWAY	RESTRICTED HOURS See Schedule 3
449	HAVERSTOCK HILL	
(a)	both sides: from a point 15 metres south of the junction with Prince of Wales Road to the junction with Belsize Lane	A
(b)	north-east side: from the junction with Prince of Wales Road to the junction with Crogslan Road	A
(c)	south-west side:	
(i)	between its junction with Chalk Farm Road and a point 80 metres north-west of the party wall of nos. 5-17 Haverstock Hill	A
(ii)	between a point 80 metres north-west of the party wall of nos. 5-17 Haverstock Hill to a point 15 metres south of a point opposite the southern kerb line of Prince of Wales Road	2L
368	GLENLOCH ROAD	
(a)	south-east side:	
(i)	from its junction with Haverstock Hill, south-westwards for a distance of 17.9 metres	A
(ii)	from the party wall of nos. 7 and 9 Glenloch Road, north-eastwards for a distance of 4.9 metres	A
(b)	north-west side:	

(i)	from a point opposite the north-east boundary wall of no.42 Glenloch Road to a point opposite the south-western boundary wall of no.40 Glenloch Road	A
(ii)	from a point 1.0 metre south-west of the north-eastern boundary wall of no.28 Glenloch Road to a point opposite the south-western boundary wall of no.26 Glenloch Road	A
(iii)	from a point opposite the north-east boundary wall of no.18 Glenloch Road to a point opposite the south-western boundary wall of no.16 Glenloch Road	A
(iv)	from a point 7.0 metres south-west of the north-east boundary wall of no.8 Glenloch Road to a point 8.0 metres north-east of the south- western boundary wall of no.6 Glenloch Road	A
(v)	from the junction with Haverstock Hill, south-westwards for a distance of 12 metres	A
(c)	both sides: so much else of Glenloch Road that is public highway and which does not lie within those lengths specified above	2N
822	ROSSLYN HILL	
(a)	north-east side: from its junction with Hampstead High Street to the junction with Belsize Lane	A
(b)	south-west side:	
(i)	from its junction with Hampstead High Street to the north-western kerb line of Lyndhurst Road	A
(ii)	from the south-eastern kerb line of Lyndhurst Road to the junction with Belsize Lane	2T

TABLE 7.2 - ITEMS SUBSTITUTED FOR ITEMS SET OUT IN RELATION TO THE SIMILARLY NAMED STREETS IN SCHEDULE 2 TO THE WAITING AND LOADING ORDER

ITEM NUMBER	STREET – SIDE OF STREET – LENGTH OF HIGHWAY	RESTRICTED HOURS See Schedule 3
97	HAVERSTOCK HILL	
(a)	north-west side:	
(i)	between its junction with Crogslad Road and a point 29.5 metres south-east of the south-eastern boundary of no. 50 Haverstock Hill	1
(b)	south-west side:	
(i)	between its junction with Chalk Farm Road and a point level with the north-western wall of Chalk Farm Station	1
(ii)	between the north-western wall of Chalk Farm Station and a point 15 metres south of a point opposite the southern kerb line of Prince of Wales Road	25
(c)	both sides: from a point 15 metres south of the southern kerb line of Prince of Wales Road to the junction with Belsize Lane	1
182	ROSSLYN HILL	
(a)	from the junction with Belsize Lane to the southern kerblines of Pond Street / Lyndhurst Road	1
(b)	from the southern kerb lines of Pond Street / Lyndhurst Road to the junction with Hampstead High Street	37

TABLE 7.3 – ITEMS OMITTED FROM SCHEDULE 5 TO THE WAITING AND LOADING ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY
12840	HAVERSTOCK HILL	north-east side: from the party wall of no. 92 Haverstock Hill, and the Load of Hay P.H., north-westwards for a distance of 5.2 metres

TABLE 8 – ITEM SUBSTITUTED FOR THE SIMILARLY NUMBERED ITEM IN THE CAMDEN (BUS LANES) (CONSOLIDATION) TRAFFIC ORDER 2012

ITEM NO.	NAME OF STREET(S) AND LENGTH OF CARRIAGEWAY	TIMES OF OPERATION	DIRECTION OF TRAVEL	PERMITTED VEHICLES
23	<p>HAVERSTOCK HILL / ROSSLYN HILL</p> <p>south-west side: from a point 20 metres north-west of the north-western kerb line of Belsize Avenue to a point 35 metres north-west of the north-western kerb line of Belsize Lane</p>	at any time	north-westbound (with-flow lane)	bus; dial-a-ride; taxi; pedal cycle